

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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JULY 1967





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JULY 1967

Nav-Pers-O

NUMBER 606

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• **FRONT COVER:** ON THE HOOK—A fresh coat of protective paint is applied to the starboard anchor of the attack aircraft carrier USS Saratoga (CVA 60) while she rests in port.

• **AT LEFT:** HELLO THERE!—Signalman aboard mine countermeasures support ship USS Epping Forest (MCS 7) sends a message to a minesweeping launch during operations with the Seventh Fleet.—Photo by William M. Powers, PHC, USN.

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Operation Deck



ALL ASHORE—Combat troops come ashore in Operation Deckhouse V. Below: U. S. advisor discusses forthcoming operation with Vietnamese officers.



OPERATION DECKHOUSE V lasted less than two weeks. (Twelve days, to be exact.) But in that time, U. S. and Vietnamese forces neatly draped a security net over a 60-square-mile area previously favored by the Viet Cong as a lowland sanctuary.

It was the first U. S. amphibious landing in the Mekong Delta region, some 50 miles southeast of Saigon.

The first troops to land along the Thanh Phu peninsula were ferried ashore by amphibious landing craft from the tank landing ships *USS Coconino County* (LST 603) and *Washtenaw County* (LST 1166).

Shortly afterward, additional troops were flown ashore by helicopters from the amphibious assault ship *USS Iwo Jima* (LPH 2) and the dock amphibious transport *Vancouver* (LPD 2). These forces were set down about six miles inland and, like the troops who landed on the beach, they drew only occasional enemy sniper fire. Bottomless, thick mud seemed to be the troops' major obstacle as the search began for Viet Cong concrete bunkers, training sites, ammunition dumps and other installations.

Among the enemy fortifications uncovered were two factories. One, a claymore mine factory, contained sheet metal, benches, tools, sheets of brass, ingots of lead and about 2500 pounds of iron. The second factory apparently was used to produce grenades. It also contained tank and personnel mines as well as small arms ammunition.

Such installations were destroyed either by demolition squads or by support ships' guns and rockets fired from offshore or from nearby waterways.

USS St Francis River (LSMR 525), for instance (in the action, as usual), took up her station near the mouth of the Co Chien River which leads into the Mekong River Delta of the South China Sea. There she provided on-call gunfire and demolition support to the amphibious and airborne troops during the 12-day operation. Altogether, she launched more than 2000 five-inch rockets and almost 1000 rounds of five-inch and 40-mm projectiles into enemy training and factory areas.



BIG WADING POOL—Marine battalion landing team tramps through Mekong Delta waters on search and destroy mission. Below: Amphib goes ashore.



House

ON THE FIRST DAY of Deckhouse V, the rocket ship plastered the landing beach and inland helicopter drop zones as part of the pre-invasion battery. This battery also consisted of the guided missile cruiser *USS Canberra* (CAG 2), the rocket ship *Carronade* (IFS 1), and U. S. jet aircraft. In addition, frogmen from UDT team 12, off the transport *USS Diachenko* (APD 123), used explosives to clear shoreline obstacles.

Meanwhile, along the river banks, the enemy seemed more active in his defense efforts. The heavy mangrove underbrush bordering the jungle rivers provided him with ideal ambush locations. He took full advantage of them as he concentrated mainly on Navy ships.

At the time of one attack, the Coast Guard cutter *USCG Point Kennedy* was alongside *St Francis River*. They received fire from a 57-mm recoilless rifle and heavy machine guns situated on the river banks.

One enemy round ricocheted off *St Francis River* and hit the cutter in the superstructure. Damage was reported as light and there were no casualties.

Immediately, the two ships, together with *Coconino County* and *Washtenaw County*, both nearby, returned the fire with 40-mm cannon. Then they saturated the area with rockets and 5-inch rounds.

IN HELPING to silence the Viet Cong guns, a Navy *Swift* boat (PCF 98) moved into the area and laid a mortar barrage, supplemented with fire from her 50-caliber machine guns.

Twice the next night the enemy pressed his fight against the ship-boat blockade along the Co Chien River. On one occasion, in an attempt to sink the small craft from the river bank, the Viet Cong ran into the guns of *St Francis River*. She fired some 700 rounds of 5-inch, 40-mm and 50-caliber ammunition at point-blank range into the enemy's positions.

This action halted further VC attacks on the river units for the remainder of the Deckhouse operations.

Meanwhile, ground troops pressed



READY FOR ASSAULT—*USS Iwo Jima* (LPH 2), *USS Thomaston* (LSD 28) and *USS Vancouver* (LPD 2) steam toward Operation Deckhouse V landing site.

their invasion of the Delta. This made it necessary for the ships to move further up river to provide gunfire support. They did so, much to the surprise of both the enemy and many Vietnamese fishermen, as *St Francis River* and *Carronade* moved steadily into the narrow, shallow Ham Luong River. Despite the restricted conditions, these ships operated with relative ease in the close confines of the Vietnam inland waterway.

From their vantage point in the Ham Luong, the Rocket Rainmakers, as the ships have come to be known, cut loose with several cloudbursts of 50 or more rockets in less than a minute. These volleys either killed many of the enemy or scattered them from their concentrations. Remaining VC forces along the Ham Luong were hit hard by Vietnamese Navy coastal junk groups which also moved inland to provide support.

MIDWAY of the operation, the U. S. ships returned to the mouth of the Co Chien River to support the withdrawal of the Seventh Fleet landing force, and to fire harassment barrages around the clock until Deckhouse V was completed.

Although she reportedly did not transit any rivers during the Delta operation, *Canberra* also took part in the action. On the day of the initial landings, she bombarded the Viet Cong along the shoreline with more than 500 rounds of 8-inch and 5-inch ammunition. This she followed up with another nearly 3000 rounds—1300 8-inch and 1500 5-inch—for an expenditure of 221 tons of ammunition.

PCF 98, mentioned earlier, had a dual battle on her hands during one phase. One was against the VC; the other against bad weather. Her battle with the weather began even before the start of the operation.

En route to her station at the mouth of the Co Chien River, *Swift* 98 encountered high winds and rough seas. Her crew had grown accustomed to the routine, but for her passengers, it was a rocky experience.

SEAS, running from 15 to 25 feet, created a strong current at the river's mouth and the 50-foot boat had to struggle to reach her position just inside the river boundaries.

Soon afterward, weather conditions became worse, preventing other *Swifts* from joining 98. As the others couldn't make it through the heavy weather, 98 was not only the vanguard but the main body. Her

patrol hours had to be stretched; her crew and five passengers had to ration the food supplies and tighten their belts.

As it turned out, the small craft's 24-hour patrol developed into 99 hours.

In the meantime, the weather lifted long enough for the operation to begin and *Swift* 98 started her patrol of the river. She also assisted in directing other naval ships into positions off White Beach, the initial landing site.

Although weather conditions then were such that 98 could have ended her drawn out patrol, she remained on station.

On the fourth day of the opera-

tion, the *Swift* boat was fired upon by enemy forces on the beach. She returned the fire, pinned the VC down and kept them down until heavier fire power could be directed into the area.

By the fifth day, the weather broke bright and clear over the Mekong Delta and the river became calm under the river boat's bow. She was finally relieved of her patrol. It had lasted 75 hours longer than normal, and its lengthy effect showed on the tired, unshaven faces of the crew and guests of *Swift* 98 as they headed her back to home base.

—Marc Whetstone, JOC, USN

Rendezvous South of

USING THE LAST hours of night as a cover, Navy frogmen of Underwater Demolition Team 12 slowly and quietly swam ashore near a communist-controlled village south of Chu Lai to make a secret reconnaissance of the beach and surf.

Their detailed outline of the ocean floor and beach area would be essential to United States and Vietnamese troops, who would make the initial Operation Deckhouse VI assault that morning.

After they gathered on the beach and took bearings, the first of a line of swimmers slipped back through the surf, pulling a line with him. He was followed by seven of his flip-

mates, who spread out at 25-yard intervals at right angles to the beach.

The flow of water parallel to the beach helped carry the men along as they dropped weighted lines to the bottom. Every 25 yards they took a measurement of depth and marked it on a plastic slate tied to their waists.

Later a squad of men combed a small mountain adjacent to the beach to clear the area of boobytraps and snipers.

With an automatic weapon under one arm and a grenade launcher tucked under the other, a Navyman silently crept through the village to flush out possible enemy stragglers

hidden in the bunkers and tunnels.

As he started up a path to search thatched huts and the ground before him, he spotted an almost invisible green fishing cord. As he froze in place, his eyes followed the cord to his right. It was tied to a tree root. On the other end, the cord ran under a crumpled paper scrap and an empty tin can.

He carefully removed the paper and can. There, placed against a clump of grass roots, was an enemy hand grenade, placed to concentrate a full blast on the unwary.

The UDT man tied a long beach reconnaissance line to the fishing cord. From behind a nearby bank, he tripped the grenade and watched

WOEFUL WEAPON—Beachmasters team to guide *Ontos* recoilless rifle vehicle and other heavy equipment from landing craft to the beach. RT: "81-Boat" is signaled ashore by flagmen as radioman relays instructions.





Chu Lai

PROBLEM SOLVERS—Beachmasters (upper left) discuss landing procedures. Rt: USS Canberra (CAG 2) provides an eight-inch punch to aid landings.

as trees opposite the grenade were stripped by the blast.

Then he continued on patrol.

AFTER SEVERAL HOURS the frogmen took their information back to the amphibious ships waiting offshore. The measurements were correlated, and from them the proper landing spots charted for the assault boats.

The next morning LCU 1481, a utility landing craft, left the well deck of USS *Thomaston* (LSD 28) just in time to rendezvous with the first two waves of Marine *Amtracks* as they landed on the beach in coordination with helicopter assault forces in the initial attack.

The cargo carried by "81-boat" was made up of men and equipment of the Navy beachmaster unit and the Marine shore party. Included in the LCU's well deck were two bulldozers, a forklift, two trailers full of equipment, two electric generators, two jeeps—one of which was the beachmaster's radio jeep—and a *Duwc* amphibious craft.

Between 500 and 700 feet from the shoreline, LCU 1481's skipper dropped anchor. The craft used the anchor cable to avoid broaching—turning sideways against the beach—during the journey to shore. After unloading, the cable would help guide the craft back to sea and, if

necessary, pull the craft over sandbars and surf with the aid of the winch motor.

Even before the beach was secure from possible enemy defensive action, the 135-foot LCU had off-loaded her 150 tons of men and machinery.

Then the skipper and his crew

TO THE BEACH—Enlisted landing craft skipper directs crew in preparing for trip to beach. Rt: UDT men hold flag markers for their flipmates.





GROUNDLED—Frogmen run lines ashore to raise broached craft's bow gate. *Rt:* Marines head out on jungle mission.

stood by, ready to run wounded men back to the ships offshore for medical attention, or to bring more troops and equipment to the beach.

ASHORE, the beachmaster unit set up shop in the sand. After their command post was established, some of the men took flags to the beach to mark landing spots for the next wave of assault boats.

Others moved about directing traffic. The beachmaster's bulldozer stood by to push off boats that broached in the heavy surf.

The radio jeep kept constant contact with the Marine shore party and the amphibious ships offshore. As information was relayed to the jeep, it was passed on to the beachmaster for coordination of the landing of tons of artillery, ammunition, supplies, equipment and 2000 Marines.

Offshore, gun and rocket support was given by *uss Providence* (CLG 6), flagship of Commander, U. S. Seventh Fleet, and *uss White River* (LSMR 536).

When the assault ended, the beachmasters would be there to re-

verse their operation to get men and equipment back aboard ship.

Each day the men of UDT-12 would embark on another reconnaissance mission. They would spend the day moving down the beaches in random fashion, to avoid contact with the enemy. Again they would bring information to the assault ships.

And the cycle of amphibious teamwork would continue in Vietnam.

—Story by Tom Zell, USN

—Photos by Jerry Meams, USN

CROWDED BEACH—Men and materials are directed ashore to landing spots as Marine helicopter hovers overhead.



ALL HANDS

DD Subs as Sea Dragon

LIFE AT SEA—even aboard a destroyer in a war zone—is often routine. When general quarters are sounded, however, that's another matter.

Aboard *uss Duncan* (DD 874), for example, yeomen abandon their typewriters and man their sound-powered phones. Commissarymen doff their chef's hats in favor of life jackets. Gun crews quit their routine tasks to climb into the gun mounts.

While operating in the Tonkin Gulf as part of Operation Sea Dragon, *Duncan* wasted no time in becoming involved. On her first day, she drew fire from a shore battery, but evaded hits by weaving a frothy pattern in the water as she headed toward open sea, lobbing 53-pound projectiles at the enemy as she went.

Operation Sea Dragon is aimed at discouraging supply shipments to the Viet Cong via the Gulf of Tonkin. The overland Ho Chi Minh trail and the winding rivers of the interior present obvious shipping difficulties for the Viet Cong.

The Tonkin Gulf, on the other hand, offers a direct route to the south along the sandy coastline of Vietnam. The five-inch guns of destroyers like *Duncan*, however, keep many of the small supply boats at home and force others to use the more difficult inland routes.

The measure of Sea Dragon's effectiveness was taken during the Lunar New Year truce, when coastal traffic increased tenfold when it was not under the threat of Navy intervention.

Duncan, carrying a crew of 16 officers and 300 enlisted men was on her second seven-month tour in the Vietnam area. The crew was divided into three sections, with one-third of the officers and enlisted men

on watch while the remaining two-thirds went about other duties or took advantage of a lull to sleep.

While in a combat zone, the uniform of the day is more often than not helmet and armored vest rather than white hat and chambray shirt. Each ship in Sea Dragon keeps one gun mount manned around the clock.

When a radar contact is made and judged to be a Vietnamese craft carrying munitions, all hands man their battle stations regardless of the hour. At general quarters the Navyman's double life is most apparent when each drops his routine duties to actively protect the welfare of the ship.

Inside the gunfire director, an officer and enlisted man scan the coastline through high-powered glasses. When they sight the barge or junk headed southward, their fire control radar goes into action. Once the radar is locked on its prospective target, a continuing stream of data concerning the target's movement is fed into a computer within the ship.

The computer digests the information, compensates for the movement of the ship and converts the information into correct placement for all the ship's guns.

The captain orders the firing to begin and the first few slow and deliberate rounds are used to zero in on the target.

As the projectiles hit, they are watched carefully by the officer in the gunfire director who feeds corrections to the fire controlmen who crank the new data into the computer. Within minutes, the guns are aligned on target.

Automation aims the guns, but it has not replaced muscle power at the gun mounts. Below each mount, four men take the bulky ammunition that has been passed from the magazines below and store it briefly

to await the call from the gun mount above.

Mechanical hoists take the projectiles and powder casings up to the guns, but muscle power loads the projectiles and the yard-long casings onto the hoists and from the hoists to the guns.

It takes only 15 seconds for the projectile to travel the four miles between the ship and its target and the operation is repeated again and again with deafening crashes which make the ship shudder.

The concert ends with the ammunition barge disappearing in a fireball and a billowing pillar of black smoke to mark the place where it had been.

Frequently destroyers team up with the planes from the Seventh Fleet carriers in Operation Sea Dragon. Airborne spotters from the carriers locate inland targets. The destroyers, which can remain 10 miles offshore and lob their projectiles toward the target, do so with considerable accuracy.

When the word is passed to secure from general quarters, the ship returns to a more leisurely routine. Flak jackets and helmets are slucked, the yeomen stow their sound-powered telephones and return to their typewriters. Damage controlmen begin systematically inspecting the ship, commissarymen trade their life jackets for chef's hats. The gun crews climb from the mounts and begin collecting spent brass powder casings to stow until they can be returned to the ammunition ships.

Everything is shipshape and back to normal. By nightfall, a report is sent to the task unit commander who combines it with information received from other ships taking part in the operation.

—Milton S. Baker, Jr., LTJG, USN.

Powder casings accumulate on deck.



Projectileman places round in chamber.



USS *Duncan* (DD 874) blasts away.





THE NAVY UNIT COMMENDATION is one of the highest awards which may be bestowed upon a Navy or Marine Corps command. It is awarded by the Secretary of the Navy and is second only to the Presidential Unit Citation.

As an organizational award, the NUC is roughly equivalent to the Silver Star Medal or Legion of Merit given to individuals.

In the past few years many NUCs have been awarded to Navy units, the majority for combat operations in the Southeast Asian area or in support of such operations.

Some of the latest winners are:

- *uss Hancock* (CVA 19) received the NUC for operations conducted during her second cruise to the Vietnamese combat zone. The award covers the period from 17 Dec 1965 to 25 Jul 1966.

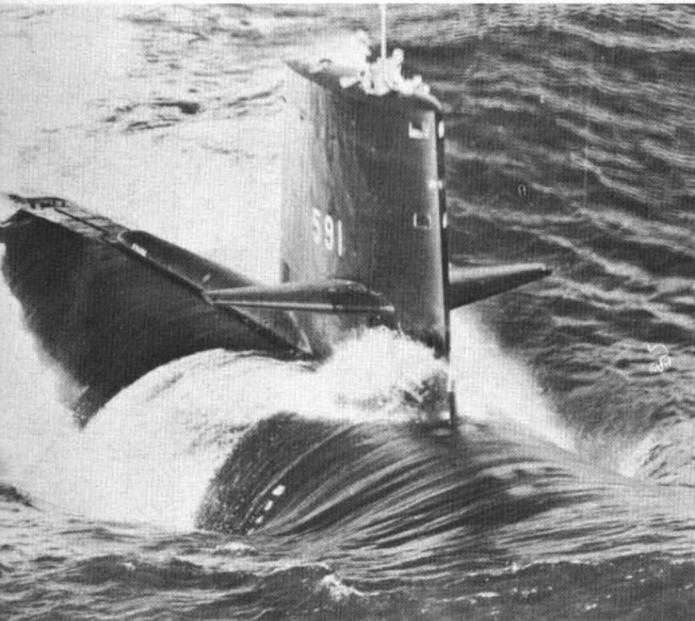
During that period *Hancock's* Carrier Air Wing 21 flew more than 11,000 combat sorties and delivered more than 16,000,000 pounds of ordnance on Viet Cong positions in South Vietnam and military targets in the North.

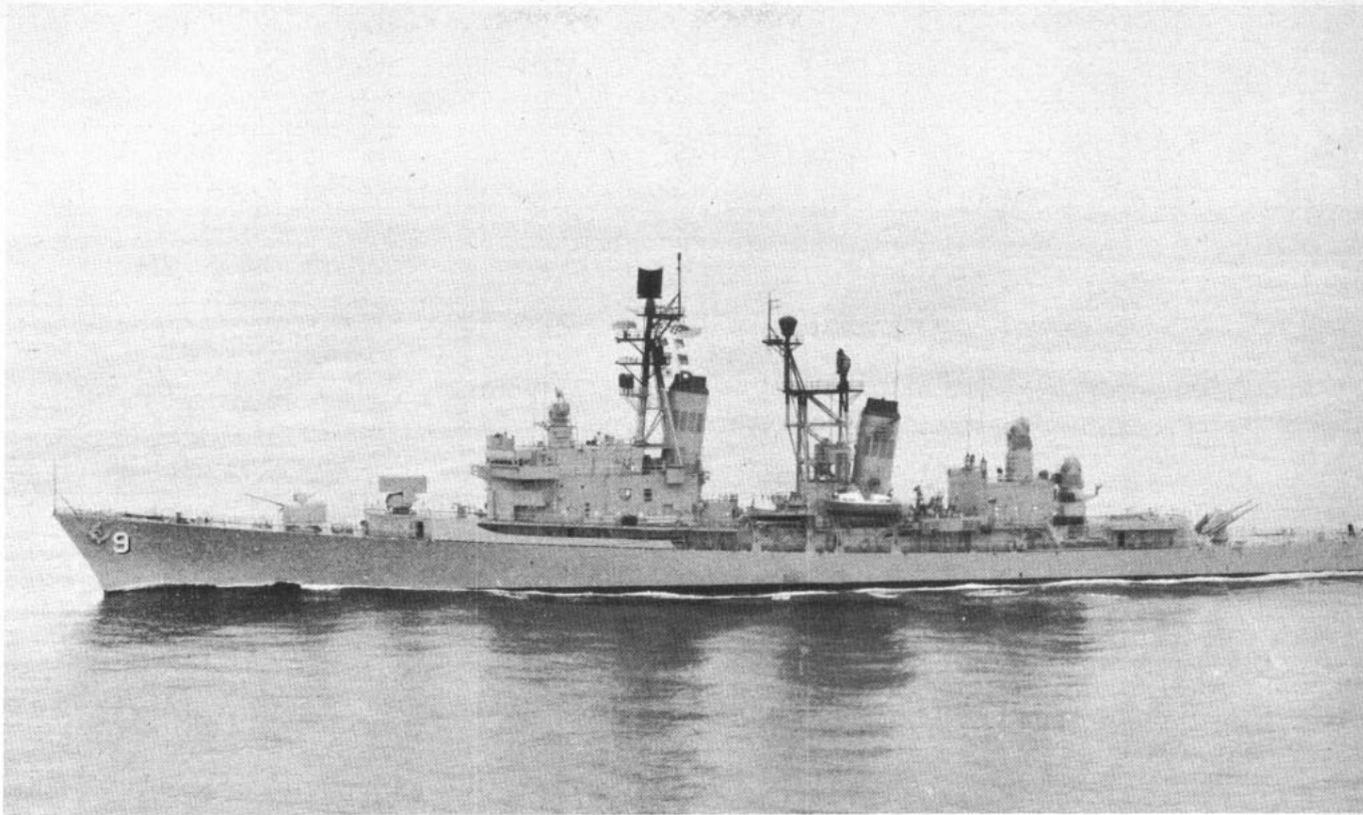
In the face of intense opposition

NUCs FOR SHIPS AND MEN—

Navy's

EXCEPTIONAL SERVICE—*USS Shark* (SSN 591) and *USS Constellation* (CVA 64) are both proud holders of NUC.





FOR VIETNAM—Guided missile frigate USS Coontz (DLG 9) has received the NUC for offshore action in Vietnam.

Outstanding 'Teams'

Hancock aircraft successfully penetrated into North Vietnam to destroy major portions of enemy logistic lines being used to support Viet Cong forces. CAW 21 aircraft damaged or destroyed more than 120 highway or railroad bridges, 5500 other structures, 570 water craft and 330 vehicles.

The planes shot down two MIG-17s, took the first photographs of a Russian-built surface-to-air missile in flight and bombed Haiphong supply depots.

This is the ship's second Navy Unit Commendation. The first was earned for action in the South Pacific from October 1944 through January 1945.

• *uss Oriskany* (CVA 34) received the NUC—also her second such award—for combat operations in Southeast Asia for the period from 12 June to 1 Nov 1966. *Oriskany* engaged in extensive reconnaissance and air strikes in the face of intense enemy opposition. Making maximum use of *Shrike*

missiles, *Oriskany* and her embarked air wing executed all tasks with unwavering devotion.

This was the second NUC earned by *Oriskany* for service in Southeast Asia. She had previously been cited for her combat operations for the period from 10 May to 6 Dec 1965.

• *uss Coontz* (DLG 9) earned her NUC for action between 14 Feb 1966 and 25 Jul 1966, while serving with the Seventh Fleet. The ship rescued many downed airmen and conducted anti-air and surface operations.

Of particular note was the ship's part in the destruction of three enemy motor torpedo boats and the subsequent capture of some of the enemy crewmembers.

The PT boats were detected on *Coontz*' radar on 1 Jul 1966. Accompanied by three other destroyers, the guided missile ship attempted to draw the attacking boats further from the shores of North Vietnam.

Navy fighter and attack aircraft

arrived on the scene, and soon all three enemy boats were dead in the water. *Coontz* moved in to capture one of the damaged craft, but before the frigate could reach it, the PT boat sank.

The survivors of the three boats were taken aboard *Coontz*. It was the first capture of prisoners at sea during the Vietnam conflict.

Earlier in the cruise, *Coontz* radarmen detected two unidentified aircraft. Two Navy fighters were scrambled off *uss Ranger* (CVA 61) to intercept.

The Navy fighters were vectored to an intercept point by *Coontz* air controllers. One of the enemy planes was shot down by an air-to-air missile and the other headed inland to seek refuge.

• *uss Constellation* (CVA 64) was awarded the NUC for combat operations in Southeast Asia for the period from 29 May to 24 Nov 1966.

During that period *Constellation* and her embarked air wing conduct-



DOUBLE VIET WINNER—Attack aircraft carrier *USS Oriskany* (CVA 34), known as Big 'O,' has earned two NUCs for combat operations off Vietnam.

ed extensive day and night armed reconnaissance and air strikes in the face of intensive hostile ground fire, which included surface-to-air missiles, and succeeded in inflicting severe damage on military installations, lines of communication, watercraft, rolling stock, storage areas, and petroleum depots in North Vietnam.

• *USS Shark* (SSN 591) was awarded the NUC for exceptionally meritorious service during a period in 1966 in conducting an exceedingly important and hazardous independent submarine operation. *Shark* contributed significantly to the knowledge of the U. S. Navy in the field of antisubmarine warfare.

• *The U. S. Naval Support Activity, DaNang*, earned the NUC for support operations from 15 Oct 1965 to 15 Aug 1966.

The activity performed well despite adverse climatic conditions, shortages of equipment and manpower, and continuous exposure to attack by hostile forces.

The Da Nang activity provides the logistic support for more than 90,000 men in the northern sector of Vietnam. The unit has become one of the Navy's largest overseas commands, with 7500 officers and men assigned.

Since its commissioning, the support activity has developed Da Nang into the second largest port

in the Republic of Vietnam, and has established support detachments at Chu Lai, Hue/Phu Bai and Dong Ha.

• *Detachment Five of Helicopter Combat Support Squadron One* was awarded the Navy Unit Commendation for heroic and meritorious service from 23 Feb 1966 to 5 Jun 1966. During that period the detachment conducted search and rescue operations off the coast of Vietnam.

While based on various frigates, Detachment Five's helo crew carried out 48 combat search and rescue missions. The unit rescued five downed airmen from certain capture or death.

Rescue missions were performed in the face of intense hostile fire.

• *Detachment ALFA of the U. S. Naval Communications Station, Philippines*, received the NUC for meritorious service during the period 17 Aug 1964 through 1 Aug 1965. During this period the detachment provided invaluable support to the U. S. Military Assistance Command in Vietnam, to the U. S. Seventh Fleet, and to high-level national planners.

• *Coast Guard Squadron One* won the NUC for its service off the Vietnamese coast.

The squadron was commended for its performance while operating as part of the Coastal Surveillance

Force off the South Vietnamese coast.

The unit demonstrated its military readiness and competence in engagements with the enemy, in support of amphibious raids and reconnaissance patrols, in naval gunfire support of friendly forces, and in the shore bombardment of enemy positions.

Others cited recently for their outstanding performances of combat duty in Vietnam are: *USS Krishna* (ARL 38); *Ranger* (CVA 61); *Kitty Hawk* (CVA 63); *England* (DLG 22); Carrier Air Wing Fourteen (CVW 14; and Fleet Air Reconnaissance Squadron One (VQ 1).

Awarded for her scientific achievement was the nuclear submarine *Snook* (SSN 592), while Air Development Squadron Six (VX 6) received recognition for supporting the Antarctic Research Program.

Snook conducted extended sub-

Roster of Ships

The following ships and units have been awarded the Navy Unit Commendation for Vietnam or Southeast Asia service. The list is complete as of 1 Jun 1967.

U. S. Coast Guard Squadron One

June-December 1965

USS Constellation (CVA 64) and *Attack Carrier Air Wing 15* (CVW 15)

29 May-24 Nov 1966

USS Coontz (DLG 9)

14 February-25 Jul 1966

USS Coral Sea (CVA 43) and *Carrier Air Wing 15* (CVW 15)

7 February-18 Oct 1965

USS Coral Sea (CVA 43) and *Attack Carrier Air Wing Two* (CVW 2)

12 Aug 1966-1 Feb 1967

USS Diachenko (APD 123)

24 May-3 Dec 1965

USS Endurance (MSO 435)

Nov 1965-Jun 1966

USS England (DLG 22)

3 January-6 Jun 1966

First Radio Battalion, FMFPAC, Det "A"

15 February-15 Aug 1964

Fleet Air Reconnaissance Squadron One

22 May 1964-30 Nov 1965

USS Genesee (AOG 8)

23 May-25 Sep 1965

USS Hancock (CVA 19)

6 Dec 1965-25 Jul 1966 (Second Award)

Headquarters Support Activity, Saigon

1 Jul 1962-15 Mar 1966

Helicopter Antisubmarine Squadron Two

9 Oct 1965-3 Feb 1966

marine operations in the Pacific during the spring of 1965 at which time her crew used a new electronic system. This system has since improved the combat readiness of all U. S. nuclear submarines.

Meanwhile, cold weather operations flown by VX 6 from 21 Jun 1964 to 5 Mar 1966 led to this antarctic support squadron's NUC award.

According to the citation, flight crews of the squadron made the widest aerial photographic coverage of Antarctica since Operation Deep Freeze began in 1955. In so doing, they flew over the entire continent in the most comprehensive scientific survey ever made of the world's southernmost region.

On one flight, VX 6 crewmembers helped to establish and later support Plateau Station. In addition, they flew a record number of hours over the ice (in one season) in the LC-130F transport and LH-34 helicopter.

The landing craft repair ship



ON LAND TOO—The U. S. Naval Support Activity, Da Nang, earned Navy Unit Citation for support activities in Vietnam from 15 Oct 65 to 15 Aug 66.

Krishna continuously aided units of the Navy and Coast Guard Market Time patrols off the shores of Vietnam for nearly one year.

Before *Krishna* arrived in the Far East on 14 Jun 1965, her crew made nine major alterations on the former LST. These alterations enabled the

and Units Awarded NUCs in Vietnam Conflict

Helicopter Combat Support Squadron One, Det Five

23 February-5 Jun 1966

USS Independence (CVA 62)

5 June-21 Nov 1965

USS Kitty Hawk (CVA 63) and Carrier Air Wing 11 (CVW 11)

26 Nov 1965-14 May 1966

USS Krishna (ARL 38)

14 Jun 1965-1 Jun 1966

Marine Aircraft Group 12 (MAG 12)

7 May 1965-15 Apr 1966

Marine Task Element 79.3.3.6

9 Apr 1962-30 Nov 1964

Supporting Units:

Marine Air Base Squadron 16, Sub Unit Two

9 Apr 1962-30 Nov 1964

Marine Medium Helicopter Squadron 163

1 Aug 1962-11 Jan 1963

Marine Medium Helicopter Squadron 162

12 January-6 Jun 1963

1 July-7 Oct 1964

Marine Medium Helicopter Squadron 261

7 June-30 Sep 1963

Marine Medium Helicopter Squadron 361

1 Oct 1963-31 Jan 1964

Marine Medium Helicopter Squadron 362

9 April-31 Jul 1962

Marine Medium Helicopter Squadron 364

1 February-30 Jun 1964

Marine Medium Helicopter Squadron 365

8 October-30 Nov 1964

USS Midway (CVA 41) and (CVW 2)

16 April-4 Nov 1965

Naval Support Activity, Da Nang

15 Oct 1965-15 Aug 1966

NavCommStaPhil, Det "A"

1 Aug 1964-1 Aug 1966

USS Oriskany (CVA 34) and Carrier Air Wing

16 (CVW 16)

10 May-6 Dec 1965 (first award)

12 June-1 Nov 1966 (second award)

USS Pyro (AE 24)

5 Dec 1964-23 Oct 1965

USS Ranger (CVA 61) and Carrier Air Wing

14 (CVW 14)

10 January-6 Aug 1966

Seabee Team 1104

9-11 Jun 1965

Second Battalion, Seventh Marines

8-20 Dec 1965

Seventh Regimental Landing Team and supporting units

18-23 Aug 1965

Task Group 77.6, consisting of USS Constellation

(CVA 64), *Gridley* (DLG 21), *Fachteler*

(DD 870), *Preston* (DD 795), *ComCarDiv*

Nine, *ComDesRon 19*, members of staffs,

air groups, squadrons embarked and detachments

2-5 Aug 1964

Task Group 77.5, consisting of USS Ticonderoga

(CVA 14), *Edson* (DD 946), *Berkeley*

(DDG 15), *Harry E. Hubbard* (DD 784),

Samuel N. Moore (DD 747), *ComCarDiv*

Five, *ComDesRon 13*, members of staffs, air

groups, squadrons embarked and detachments

2-5 Aug 1964

Task Group 72.1, consisting of USS Maddox

(DD 731), *Turner Joy* (DD 951), *ComDesDiv*

192, embarked staff and detachments

2-5 Aug 1964

Third Medical Battalion, Third Marine Division, FMF

7 Jul 1965-20 Feb 1966

Third Reconnaissance Battalion (Rein), Third Marine Division (Rein), FMFPAC

22 Sep 1965-15 Mar 1966

Tuy Dong (PC 04) (Vietnamese Navy)

19 Feb 1965

Helicopter Antisubmarine Squadron Six

1 July-23 Nov 1966

Mobile Construction Battalion 10 (MCB 10)

7 May-7 Dec 1965; 17 May-2 Dec 1966

*Marine Aircraft Group 12 (MAG 12) and supporting units**

7 May 1965-15 Apr 1966

*Marine Aircraft Group 36 (MAG 36) and supporting units**

4 Sep 1965-24 Aug 1966

Marine Composite Reconnaissance Squadron One

17 April-1 Nov 1965

*For list of supporting units see BuPers Notice 1650 of 24 Apr 1967.

The following submarines and underwater

demolition teams have been awarded NUCs

for recent special assignments.

USS Shark (SSN 591)

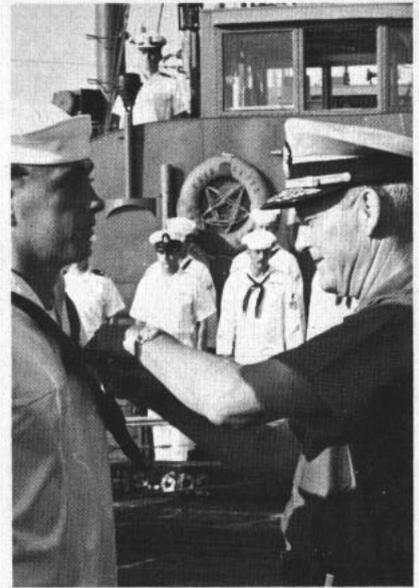
5-9 Apr 1964

USS Triton (SSN 586)

During a period in 1966

UDT 11

28 Jan 1964-5 Sep 1966



SISTER SERVICE—Coast Guard Squadron One won NUC for Viet service. *Rt:* CNO pins NUC on Coast Guardsman.

repair ship to keep Coast Guard Squadron One's boats operating 70 per cent of the time while *Krishna* was on the scene until 1 Jun 1966.

The ship also provided construction and maintenance support to the Coastal Surveillance Center ashore in Vietnam.

Ranger and CVW 14 teamed up to receive their Unit Commendations.

While participating in combat operations in support of South Vietnam from 10 January to 6 Aug 1966, the ship's air wing conducted hundreds of reconnaissance and armed air strikes against enemy positions.

These strikes were made in the face of intensive hostile ground fire. Despite this, the wing's pilots severe-

ly damaged enemy railroads, storage areas, petroleum depots, trucks, watercraft, military naval vessels, SAM sites, transshipment points, roads, bridges and contraband ferries in North Vietnam.

The air wing also made maximum use of its missiles while providing air support to friendly surface forces.

The enemy also suffered widespread damage as a result of the combined efforts of the carrier *Kitty Hawk*, her flattop-based aircraft from Carrier Air Wing Eleven, and her embarked staff.

The carrier's air wing aircraft flew more than 10,000 sorties and delivered over 10,700 tons of ordnance against North Vietnam targets from

26 Nov 1965 to 14 May 1966. Many of the sorties were flown in extremely adverse weather conditions, coupled with intense enemy ground fire.

Of those Navy pilots forced down in Tonkin Gulf the first half of last year, some were rescued by the guided missile frigate *England*. *England* participated in the rescue of 18 downed airmen during the period 3 January to 6 Jun 1966. These missions covered 142 accident-free helicopter launches.

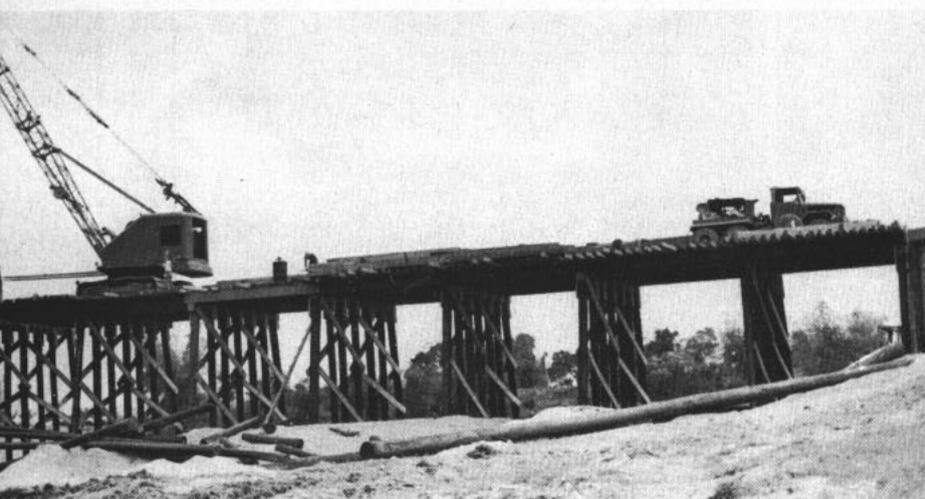
It was for this safety record and improvements in helicopter search and rescue missions that the DLG received her commendation.

The Navy Unit Commendation received by VQ 1 cited the reconnaissance squadron for the valuable intelligence data gathered during flights over Tonkin Gulf, Laos and North Vietnam. According to reports, this information contributed greatly to U. S. naval operations and resulted in countless lives saved in Southeast Asia.

The reconnaissance flights, many of which were made by single, unarmed aircraft, were flown between 22 May 1964 and 30 Nov 1965.

The Navy Unit Commendation was awarded to these commands for displaying outstanding professionalism, vigor and attention to duty. All personnel assigned to and serving with the ships and air units mentioned above (during the times specified) are authorized to wear the Navy Unit Commendation ribbon.

SEABEE UNITS building under nose of enemy are among units receiving NUC.





MINESWEEPING PATROL

Keeping the Rivers Clear

AMONG THE MANY types of U. S. Navy small boats doing a big job in Vietnam are the MSBs. To these minesweeping boats falls the task of keeping the river channels clear of enemy mines so that the necessary supplies can reach their ports.

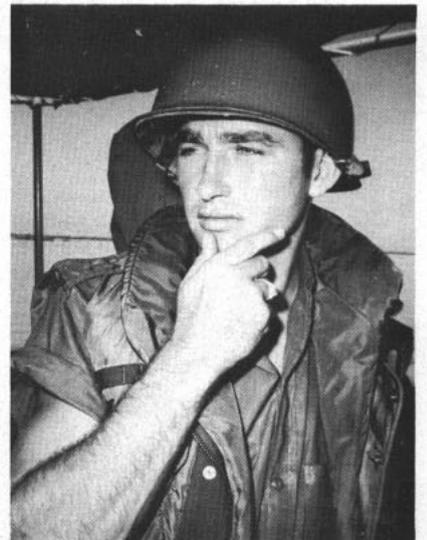
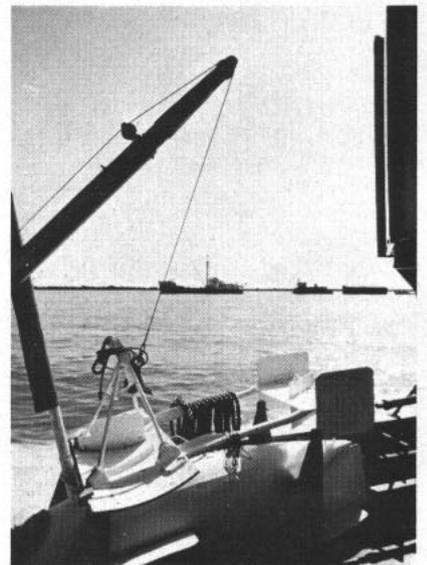
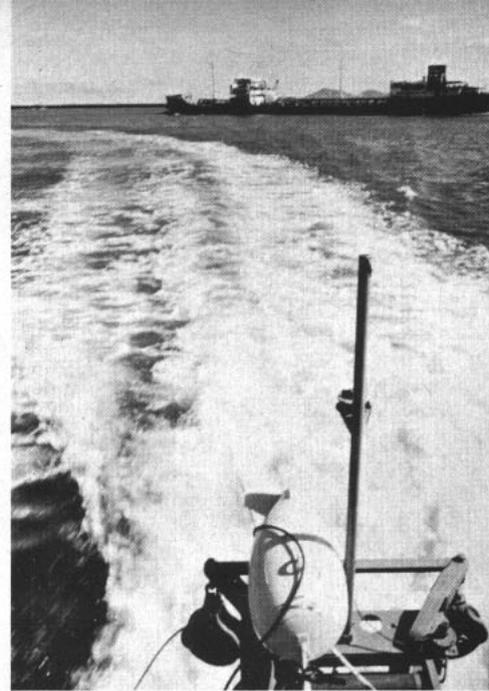
During these patrols they not only face the danger of Viet Cong mines, but also are frequently subjected to ambush and sniper fire from the shores of Vietnam's winding rivers.

One such MSB is Minesweeping Boat 31, whose skipper is Second Class Boatswain's Mate Paul Ginter, USN, who, perhaps, is the only second class petty officer in the Navy to command a "ship." MSB 31 operates with Minesweeping Squadron Eleven, detachment Alfa, that daily sweeps 25 miles of channel of the Long Tau river from Nha Be to the ocean. They patrol from day-

break to dark each day, sweeping for mines that might have been planted by the Viet Cong under the cover of night.

Clockwise from top left: (1) Electrician's Mate Second Class James T. Browning, USN, mans a .50-caliber machine gun on the stern of MSB 31 while leading other units of the squadron on the daily sweep. (2) A merchant tanker steams past MSB 31 as the minesweeper completes a patrol. (3) Minesweeping equipment lies on deck aboard minesweeping boat as preparations are made for the day's sweeping operations. (4) Skipper of MSB 31, Paul Ginter, BM2, USN, checks on operations from the bridge of his boat. (5) Minesweeping Boat 31 moves out into the Long Tau river to begin sweeping for mines.—

—Photos by V. O. McColley, PH1, and R. E. Woods, PH2.



JULY 1967

Weather--Always a

WHO SAYS no one is doing anything about the weather?

To the U. S. Navy, weather is "a primary concern and must be dealt with." So states a release from the Seventh Fleet, which goes on to say what a group of Fleet Navymen are doing about it.

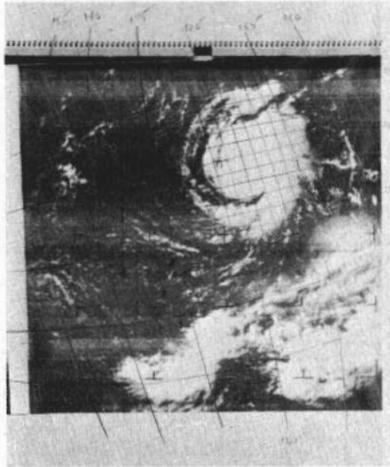
Because of the importance and consequence of weather conditions as they affect naval operations, the Navy has a skilled and vigilant team of some 450 meteorological officers and 2100 enlisted aerographers who are charged with keeping a constant eye on the weather.

From the date the Naval Weather Service began in 1917, the job of the Navy weatherman has been extremely important, since successful operations and the safety of men, ships and aircraft depend on knowledge of the weather.

Today, the Navy maintains a vast network of weather activities ashore, afloat and in the air. Weather stations, which are land-based, are members of the Integrated Fleet Weather Central System, and they collect, analyze and disseminate weather information. Ships and aircraft are constant contributors to this store of information.

One of these shipboard weather staff units is assigned to Commander, U. S. Seventh Fleet, on board his flagship, the guided missile cruiser *USS Providence* (CLG 6).

Fleet meteorologist, CDR Armstrong, holds morning weather briefing.



Satellite sends photo of typhoon.

This station gathers local data that is used to supplement the basic data supplied by IFWCS, via naval communications, to brief the Fleet commander on environmental elements affecting the deployment and safety of 190 ships and 750 aircraft under his command.

The Fleet meteorologist, a Navy commander, has a demanding assignment: to "keep ComSeventhFlt and his staff informed on existing and expected weather and oceanographic conditions which affect Fleet operations." He and his weather staff are also responsible for the continuing evaluation and coordination of weather services through-

Terry Sullivan, AG3, USN, records relative humidity in South China Sea.



out the Fleet to insure that all units are prepared to perform their missions.

THE MEN WORKING at this shipboard weather unit have a big job to do. On an around-the-clock basis, these seagoing aerographers are busy keeping track of ever-changing weather and oceanographic conditions.

Aerographer's Mate First Class Ralph E. Adair listed some of the jobs in which he has a part.

"The Navy uses a variety of instruments to collect data on wind direction and speed, air temperature and pressure, humidity and sea surface temperature," he stated. "Through training, we have learned to check visually on cloud types, amounts and base heights, and on sea conditions such as wave heights, direction and period." (While personnel aboard ships check visually on cloud heights, many shore stations have automatic cloud-height measuring equipment.)

These shipboard observations are recorded and transmitted every six hours to a collection center known as a Fleet Weather Central. Here they undergo further analyses and are correlated on a high-speed weather computer with data from weather stations around the world.

From this data, charts depicting present and forecast weather pat-

Mike McPeak, AG3, uses anemometer to check local wind speed.



Factor

terns are made. These charts, together with oceanographic forecasts, are transmitted from the weather centrals to Navy ships and stations. Aerographers use this information to update their own surface weather charts on which they have plotted hundreds of ship and land weather reports.

AEROGRAPHERS assigned to the Seventh Fleet staff work with charts that cover 30 million square miles of the western Pacific, the Fleet's operating area. The Fleet's meteorologist then uses these charts in his regular and special briefings for the Seventh Fleet commanders.

These briefings aid the Fleet commander in planning major operations for the Seventh Fleet attack carrier striking force and the amphibious and vertical assault forces of the Fleet Marines in Vietnam. Knowledge of the weather will also aid him and his staff in scheduling Seventh Fleet movements and training exercises held throughout the western Pacific.

The aerographer's job requires speed and accuracy. However, the primary concern is for accuracy. The constant vigilance of Fleet aerographers, coupled with expert supervision, ensures top standards.

Weathermen in the Seventh Fleet are constantly engaged in finding answers to the questions: What will



Aerographer's mate prepares surface chart to illustrate Western Pacific weather picture.

the weather be like? Which direction will the typhoon move? With the weathermen's answers, the Seventh Fleet can meet its many assignments.

Through the use of new weather satellites, high-speed data links (teletype), weather computers, and

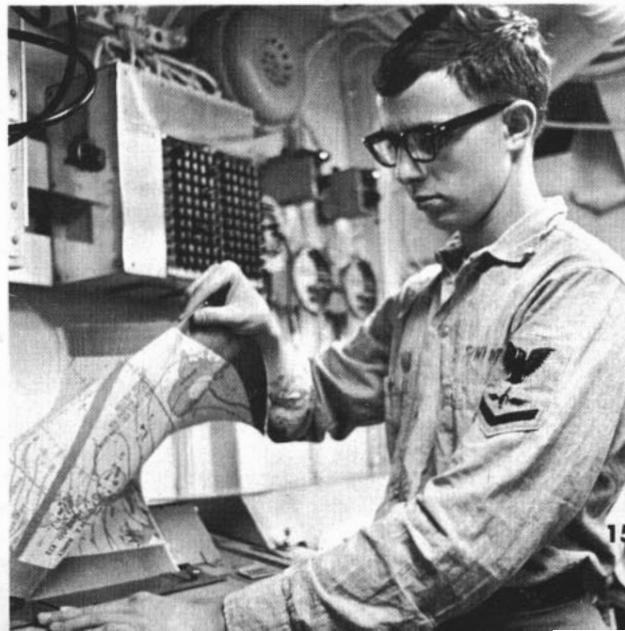
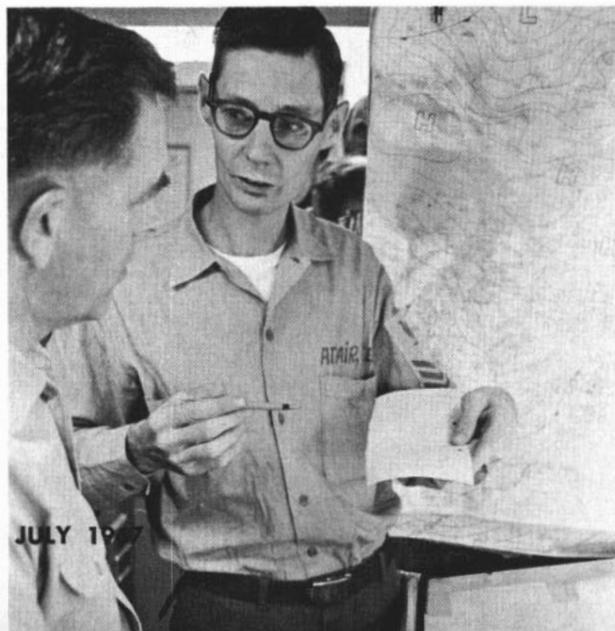
the development of devices for sensing the atmosphere and measuring the oceans, Navy weathermen—ashore and afloat—are preparing to meet the future information needs of the Fleet.

—Story by Bob Panella, JOSN

—Photos by Jim Falk, JOC

Aerographer's Mate First Class Ralph Adair discusses weather change.

Aerographer's Mate Third Class Bill Schwindt takes weather chart from facsimile machine.





Suppose You Were CNO for Sixty Minutes

Work Week at Sea

If I were CNO for 60 minutes I would do away with allowances and revise the whole Navy pay system along the lines of industry. This might cause a few uproars but in the long run it would pay off, I think—for the Navyman.

Employers in civilian industry do not pay allowances for dependents. They pay the worker for his services.

As in industry, each Navyman, married or single, would receive pay for time rendered. On shore duty a man puts in an average of 40 hours each week. At sea he puts in up to 90 hours' actual work per week, and in addition, he is there 24 hours a day. A timecard system could be worked out, paying each man for his time by the hour.

The way it is now (according to my figures), an average year at sea could range up to 5500 hours, while ashore an average year would be more like 2080 hours. That is based on 190 days at sea and 175 in port (highly improbable).

The man ashore is making almost three times as much for his time as the man at sea. And it stands to reason that it costs more to live away from your family than with them. This is also taking into consideration the sea pay and separation pay.

If this were to come about, the problem of manning ships would vanish.

Dane M. Cox, YN1, USN
USS Wright (CC 2)

More 'S' Allotments

Current Navy emphasis on personal finance seems to be concentrated on after-the-fact counseling to heavily indebted individuals. A real need exists for Navy guidance to individuals in the areas of personal budgeting and estate planning.

Assuming a well planned personal budget which reasonably controls expenses and provides for adequate insurance, the secret to future financial security depends upon two key elements: regularity and time. Rela-

tively small amounts of money invested in savings systematically throughout a Navy career can accumulate to considerable proportions.

Money must be saved to build up an emergency fund for the unexpected. Also, in order to minimize interest charges, it is prudent to save money for large cost items such as an automobile, refrigerator, stove, TV, and such items. A portion of income should also be invested, say, in mutual funds, a monthly investment plan, or real estate, which will tend to offset inflation over a period of time.

The allotment system is a convenient and simple way to accumulate money systematically. What you don't see, you don't spend. The present allotment system permits any number of insurance allotments; however, only one "S" allotment may be started.

If the single "S" allotment is used for the savings portion of a financial plan, no allotment remains for the equally essential investment portion of the program. Human nature being what it is, a long range "saving investment" program that is left to chance will most likely become hap-



NEW CNO — ADM Thomas H. Moorer (Above) has been appointed to relieve ADM David L. McDonald.



azard and, therefore, will ultimately fail.

Authorization for Navy personnel to have more than one "S" allotment would enable both a savings and investment program to be set up with an automatic feature which would ensure regularity and enhance future financial security.

—George G. Severance,
LT, SC, USN
NAS Barber's Point, Hawaii

Drivers' Licenses for the Military

Since there are no federal standards for vehicle registration or drivers' licenses, many service personnel are faced with transfers to duty in states where their vehicle tags or driver's license are invalid. Some states require titles; others do not. This can create headaches and red tape when you buy a vehicle in one state and try to sell or register it in another.

I offer this suggestion: Why not a special military issue driver's license (good for one enlistment instead of two or three years as for a state license) and special Armed Forces vehicle tags?

This would save many wasted hours of paperwork and red tape when Navymen are transferred or buy a vehicle in other than their home state.

As for the CNO-for-an-hour part, I don't think I'm ready for that kind of responsibility yet.

—G. P. Breitwieser, IC1, USN
USS Klondike (AR 22)

'M' Crews, 'B' Crews

In reply to a letter written by two BMs concerning married sailors vs. unmarried sailors, and published in the FOUR-STAR FORUM section of the January ALL HANDS, I, too, agree with their plan of identical ships, one manned by married men, the other by single men, being put into action. However, I do not agree with the belief that the ship manned by single men will do better.

I resent the implication that I am

an inferior sailor simply because I am married. This makes about as much sense as calling a man inferior because he has red hair.

The Navy is a team. We all try to work together, the married men with the single men. When we are at sea, aren't we all in the same status in regard to liberty and duty?

A sailor's performance of duties is in no way connected with his marital status. Men are individuals. They are not grouped:—married—single. The performance of a job depends on the man doing it.

As for the experiment with the two ships—I think you will find the results shocking. That is, the two ships will probably do equally as well.

—Lawrence E. Schander,
FTM1, USN
USS William H. Standley
(DLG 32)

Enlisted Evaluation

A grave injustice is being done if a man in Norfolk is given 4.0 marks while a man in Keflavik, doing just as good a job, is given 3.6.

If the commands were to reinstitute the program whereby they submitted copies of all evaluations to BuPers to establish a Navy-wide percentage scale, a more stable system could be maintained. I believe this should be mandatory where men are given 4.0 marks.

With the 50-point multiple factor involved in the Advancement in Rate System, "Joe Goodguy" receives 4.0 marks and a 50-point multiple and "Clyde Clumpcrop," doing every bit as good work, receives a 3.6 and a multiple of 38. The difference could, and very likely will, be advancement for "Goodguy" and PNA for "Clumpcrop."

It is mainly for this reason that I suggest a more thorough system of checking semiannual marks be instituted. If the proposed check system would cause too much of a paperwork increase, then the multiple system, I suggest, should be deleted from the advancement system.

Also, it is recommended that semiannual marks be further broken down, enabling more accurate judgment of personnel for Navy-wide



competitive examinations. I believe that if our grading system were broken down into odd-numbered marks as well as even-numbered, supervising personnel would be compelled to mark their men more carefully. For example: 4.0, 3.9, 3.8, 3.7 and so on.

Further, it is recommended that commands choose cautiously when assigning overseers who will be marking subordinates. These men

should always be career types, should be conscientious, and should have respect for the careers, first term or long range, of their shipmates. Personnel who strive to achieve satisfaction by earning a "well done" deserve marks which pinpoint their success or shortcomings for efforts during the marking period.

—Wayne G. Terry, YN3, USN
FPO New York, N.Y.

An Invitation from Topside

Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

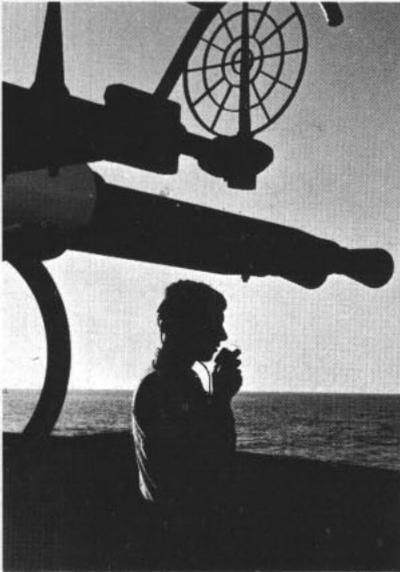
With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.



YN Qualifications

I am prompted to comment concerning the YN rating and the advancement exams.

A yeoman's tools are mainly those manuals published by the Navy and by the command to which he is assigned. To be effective, he should have a thorough working knowledge of these publications.

In addition, a yeoman would do well to supplement his knowledge by studying related courses. This is necessary because of the flexibility of the YN rating. Over a period of time, a YN's job might require him to be a radioman, journalist, personnelman, storekeeper, disbursing clerk and, in a joint command, an expert on Army and Air Force administration.

However, when it comes time for a YN to take the advancement exam, it seems that he suddenly wipes his mind free of all knowledge of his job and turns to tailor-made questions and answers. Then he takes what he has memorized into the testing room.

I have seen many a YN with booklets containing nothing but questions and answers, but I have rarely seen one with the appropriate manual and publications.

This system may be helpful to meet his immediate needs, but I doubt if it is the best method. If he persists in this method, he'll eventually discover that it doesn't always

work—particularly at the E-8 and E-9 level.

As you know, the senior enlisted men relieve junior officers in some administrative divisional responsibilities. They are considered experts and, as such, provide a bridge between officers and enlisted personnel.

In this situation, it seems only logical that senior enlisted men must broaden their knowledge not only in their rating but also in management as well. There are, of course, many ways of doing this. Perhaps as good a place to start as any would be a few courses in mathematics, English, the sciences and psychology, not to mention management and administration. A course in current events, although perhaps of little value in an exam, would make him a better senior petty officer.

All this means a lot of work. But if a yeoman, or anyone else, wants to do his job, he must expect to work.

—F. T. Camacho, YN1, USN.
APO, San Francisco, Calif.

Choosing Rates on Enlistment

Jobs (or rates) should be picked up as in civilian life, not assigned by a personnelman. I'd keep recruiting procedure much the same as at present, but a man would, in essence, hire on for a rate. If a man didn't know what he wanted, defer



the choice until after he had completed boot camp.

Much time and money are lost in the Navy by assigning highly talented and skilled men to the relatively menial jobs of mess cooking (which isn't, of course) and compartment cleaning. These jobs should be done by professionals hired solely for that purpose.

Another point: job guidelines should be clearly defined and understood. And the chain of command should be adhered to.

In addition:

- I would like to see both VRB and base pay eliminated. In their place, introduce a salary scale which corresponds to a man's job and pay grade comparable to that of Civil Service. Keep the other special pay and allowances. Quarters and subsistence would remain much the same as at present, except meals would be paid by the members. Quarters would be furnished, since most men aren't receiving BAQ and those who are would be penalized whenever they had the duty or were outside their home port. As I understand it, BAQ is intended to house a man's family while he is on sea duty or, because of the needs of the service, he is separated from his family.

- Many of the petty annoyances which occur and which drive men from the service could be eliminated with a minimum of planning and forethought. For example, the "hurry up and wait" syndrome in the pay line and chow line could be eliminated.

—B. A. Morse, SK3, USN
USS *Platte* (AO 24)

Recruit Tests

Eliminate (or rather, postpone) the basic battery tests in recruit training.

When a man reports to boot camp, he is usually so bewildered and confused that when he does take these tests he is not at his best. My suggestion is based on the assumption that these tests are not competitive—that they are given to determine the man's inherent capabilities, not how he compares with his peers.

Upon graduation from recruit training, put the men on sea duty for six months, *then* give them their basic battery tests. The results will have a more valid relationship to the men's current environment.

After the test results have been evaluated, interview the men who qualify for service schools and send them to the proper school on a programmed basis.

If a course of action were followed along these lines, I believe the tests would be more useful to the Navy and would enable the man to serve in the rating he is best qualified for.

—R. D. Stuhr, YN1, USN
USS *Inflict* (MSO 456)

Schooling, Recognition of Good Conduct

If I were CNO, I would:

- Guarantee schooling to an individual before he enlists. Permit him to pick a school, have him take an entrance exam forwarded by that school (or schools) at time of enlistment, and if he qualifies, send him to that school.

- Create an Interservice Educational Program. Each service would permit an individual to attend its schools for instruction in areas not covered by his own service. I realize this is done to some extent at present, but an expansion of the practice would broaden familiarization with the other branches of the armed forces, and would be efficient as well.

- Award the person who has maintained 12 years of good conduct with cash for each additional year of good conduct.

N. J. Almquist, SN
FPO, New York, N. Y.

NROTC Staff Members

Here's a suggestion that might improve the over-all efficiency of all NROTC units.

As you probably know, all officers reporting for duty at an NROTC unit are ordered to a brief indoctrination course (at one of two universities) before reporting to the unit for duty. I believe it would be worthwhile to send all enlisted men



assigned to NROTC staffs to one of these courses.

Instructors (officer or enlisted) reporting for duty have been to instructor duty, but initially many do not have the over-all concept of what the NROTC training is about. In the past, until everyone had been instructed on all phases of the various programs, some hardships or problems have been caused.

When the officers are busy teaching or absent on various errands, enlisted NROTC staffers like myself

have had to answer questions on college programs. In many cases individuals weren't informed properly, or were new to the unit.

If not all the enlisted men assigned to NROTC units could take the course, perhaps it could be made available to all incoming SKs and YNs. This would help make the turnover easier and more efficient.

—Carl W. Mullen,
YN1 (SS), USN
NROTC, U. of Missouri

Counting Weekends as Leave

As the situation now stands, a man enlists in the Navy and begins to accumulate 30 days' leave per year. This includes, of course, actual days taken, which include weekends and holidays.

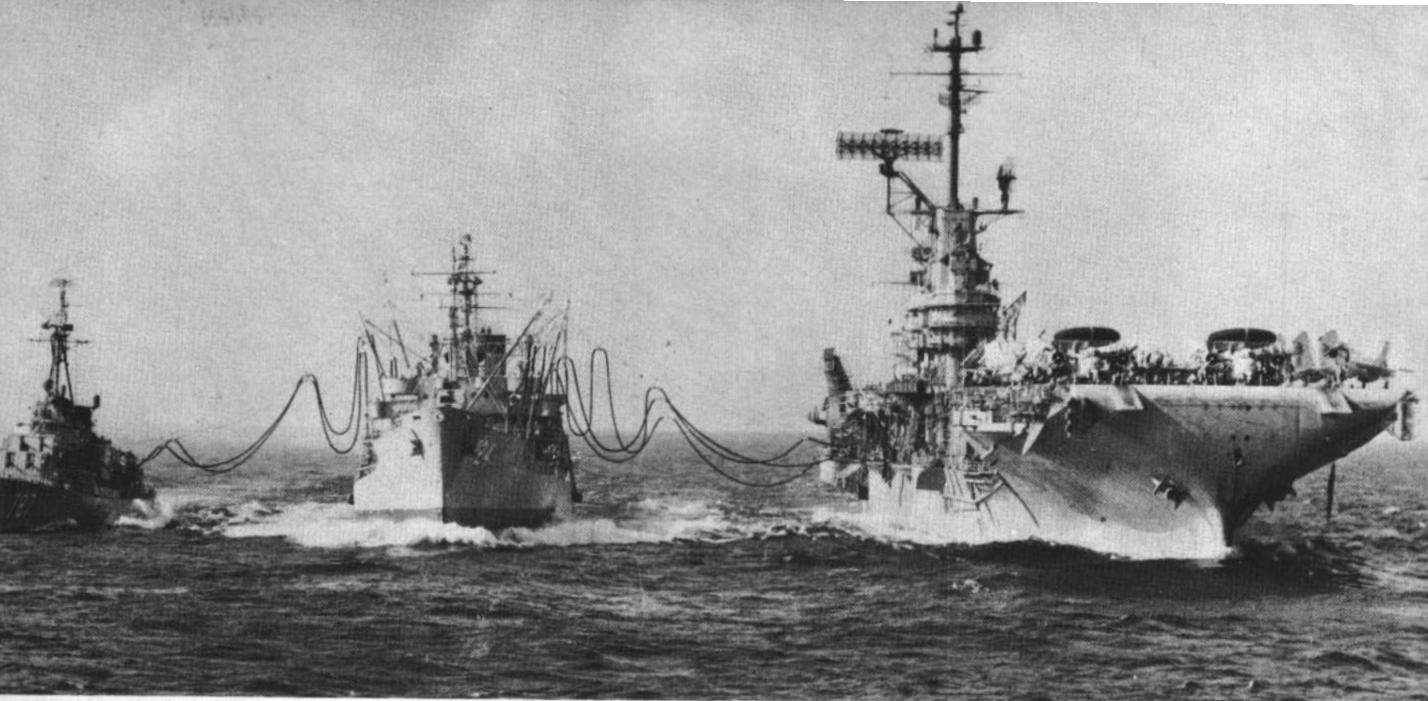
On his 19th year, he still receives 30 days' leave per year. Not much improvement here, is there?

However, the situation could be improved by adopting the type of leave to be found in civilian life—not counting holidays and weekends against leave, and by increasing leave, according to longevity.

The details might seem complicated at first, but what isn't these days?

—L. T. Letchworth, AXC
Millington, Tenn.





AFTER SCHOOL—Know-how gained at Pacific Fleet Petroleum School goes to sea aboard Pac Service Force ships.

Slickest School in The

A SHIP NEEDS fuel to steam at sea. A jet needs fuel to fulfill its mission. All ships and airplanes of the Navy require fuel of some kind in order to operate.

In the Pacific, 21 Fleet oilers, six gasoline tankers and one fast combat support ship supply the Fleet with petroleum products. These Service Force ships need men with experience and knowledge of petroleum products. To satisfy this need, approximately 280 men are trained each year at the Petroleum School, operated by Commander Service Force, U. S. Pacific Fleet, at San Pedro. It's small, select and slick.

These enlisted men and officers through the rank of captain are trained in the most modern techniques for receiving, storing and issuing the sensitive petroleum products. At the same time, they learn the importance of safety precautions when dealing with petroleum products and attend a two-day fire-fighting session as well.

At the end of World War II, an exodus of trained petroleum personnel to civilian life occurred. This caused a shortage which seriously hampered the quality control program and operations of military POL laboratories in the Pacific. As

a result, the Petroleum School was established in 1949 at Pearl Harbor.

Ten chief petty officers attended the first class of the Petroleum School, where they learned to analyze petroleum products chemically and physically. Upon graduation, a portion of this first class remained at the school to instruct additional classes.

The original course lasted three months. It was later streamlined to its present six-week length.

Now, in addition to the main course of instruction, three other courses are offered the Fleet. The first is a five-day refresher

USS WACCAMAW (AO 109) rigs for refueling at sea. Rt: Petroleum students get the word on hydrants and valves.

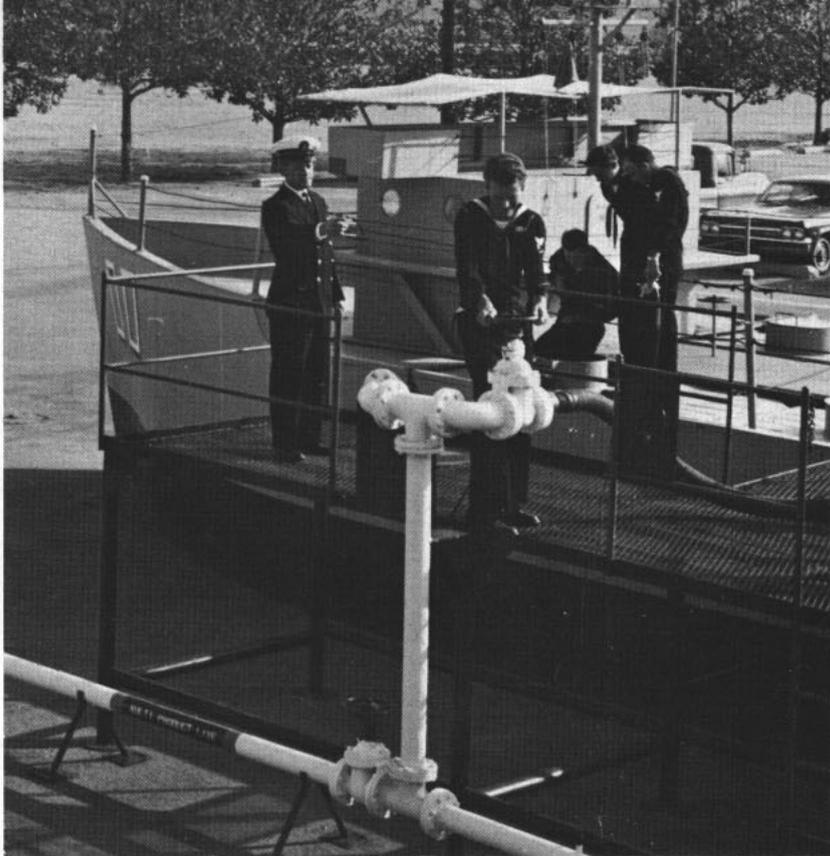


course. The other two are for periods of two days each. One is a course in testing boiler fuels and their substitutes; the other is for indoctrination of personnel reporting aboard petroleum replenishment ships for the first time.

Besides the Navymen who make up the major portion of the classes, students from every branch of the armed forces, including foreign allies and civilian personnel, take the course in order to learn proper storage, handling and safety procedures connected with petroleum products.

The school has graduated more than 3200 men since its beginning. Some of these students were familiar with petroleum products; others had had no previous experience in the field.

In December 1963, the school was moved to San Pedro. The new loca-



DRY LAND EXPERIENCE—USS *Neverspill*, Petroleum School's training model ship, is used to teach Navymen the knack of fuel transfer operations at sea.

tion is more convenient and less expense to the government, as the majority of the petroleum carriers are based at California ports.

At the school are a model tank farm and model Fleet oiler to provide a working example of operations which are encountered regularly in the Fleet. The laboratory is equipped with some of the best petroleum testing equipment. During the laboratory testing phase of the course, the students learn how

to conduct the different quality procurement tests that are required for petroleum products.

In 1966, because of increased emphasis on quality control of aviation fuels, an aviation fuel testing laboratory was installed which contains the latest equipment for determining the amount of contaminant in aviation fuels.

The Petroleum School is a small facet of the Service Force, but an important one. As long as there is a Navy, trained and experienced personnel will be needed. It is schools, and dedicated men like those at the Petroleum School, that keep our Navy supplied with professionals to do the job.

—George Eldridge, JO3, USN.

DOWN ON THE FARM—Navy petroleum students practice classroom learning on the school's model tank farm.



AOE Spells FAST



HOOKING UP—Crewmembers of *USS Sacramento* transfer ammo to *USS Kitty Hawk* (CVA 63). Below: CO is highlined to his flagship, *USS Manley*.



PLENTY TO DO—*USS Sacramento* (AOE 1) is a busy lady keeping ships of Seventh Fleet replenished off Vietnam.

SUPPLYING BEANS, bullets and black oil to Seventh Fleet ships off Vietnam is no job for clock-watchers, as 26 officers and 487 enlisted men of the fast combat support ship, *USS Sacramento* (AOE 1) will attest.

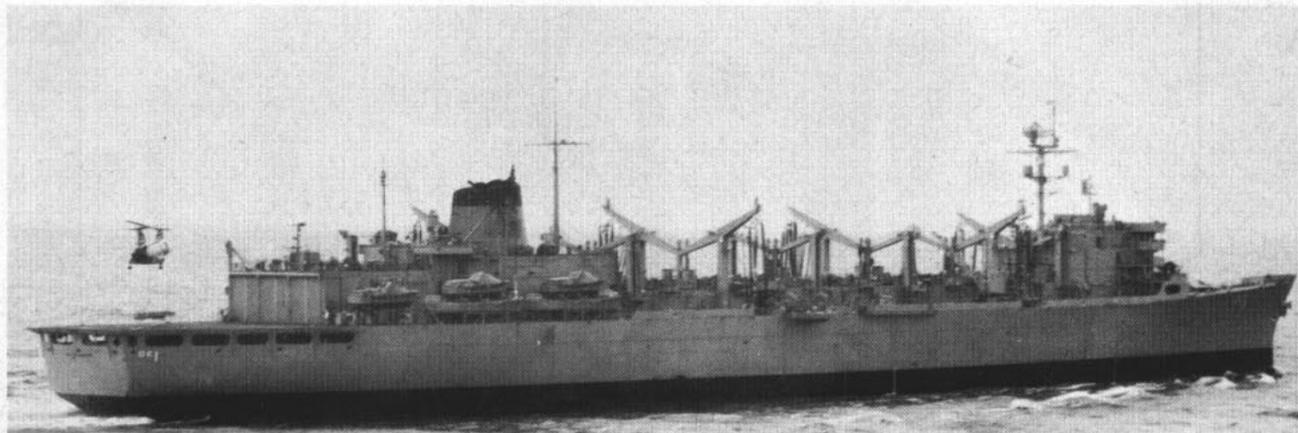
More likely, the crew would be quick to say, that a 24-hour day is best measured in terms of gallons and tons delivered, as opposed to the normal cycle of A.M. and P.M.

First of a new class of auxiliary ships designed to furnish rapid and simultaneous replenishment of petroleum products, ammunition, Fleet freight and provisions to the Fleet, *Sacramento* can do more in the way of replenishment in a single day than any ship ever before her.

An example of *Sacramento's* delivery prowess in supplying ships on the line with Seventh Fleet is a recent day, described as slow by one of her crew, Seaman Luther D. Porter.

During this day, *Sacramento* rendezvoused at sea with 10 different ships to transfer 490 tons of ammunition of all kinds, pump nearly one and one-half million gallons of fuel for ships and aircraft, and supply thousands of gallons of fresh water.

The events of the day began when *USS Kitty Hawk* (CVA 63) pulled along the port side to hook up for ordnance, supplies and fuel. During the 90-minute underway replenishment interval in the Tonkin Gulf, *USS Newman K. Perry* (DD 883) eased into position on the opposite side to undergo replenishment of items ordered the previous day.



COMBAT SUPPORT SHIP

Finishing the simultaneous un-repping of the veteran carrier and *Perry*, *Sacramento* headed south from the Tonkin Gulf for more of the same off the South Vietnam coast.

Pressing closer to the coast after leaving one task group en route, the 53,600-ton *Sacramento* next began to service small minesweepers patrolling in Market Time counter-infiltration operations. Also, she delivered welcome mail and personnel to replace men rotating back to the States.

Over and over during the remaining hours of the day and night, these scenes were to be repeated while *Sacramento* made her way from the Tonkin Gulf to the Gulf of Siam and back.

WHEN SHE LEAVES port, *Sacramento* usually takes along some 100 officers and enlisted men for delivery to ships operating with the Seventh Fleet. Transfers are made either by highline or one of *Sacramento's* three helicopters.

While *Sacramento* is servicing up to three ships at one time during an unrep, her three jet cargo helicopters deliver mail, material and personnel to other ships in the area. The addition of the helos, which can complete a delivery every three minutes, gives her a quick one-two delivery punch.

Fast elevators go far below decks to bring up supplies, while forklifts speed the merchandise on its way from 15 replenishment stations. This well organized method cuts the normal replenishment time far below that of an earlier era.



SACRAMENTO delivers the goods to DD using one of her copters.

"This ship," says her CO, Captain James R. Collier, USN, "saves more time in underway replenishments than any ship up to this time."

The largest ship ever built on the West Coast, *Sacramento* combines in one ship the functions of three major service ships—the Fleet oiler, ammunition ship and refrigerated stores ship. She carries all types of anti-aircraft missiles, ammunition and petroleum products, and a limited amount of frozen and dry cargo.

SPANNING more than the length of two football fields from stem to stern, *Sacramento* is powered by steam turbines that propel her at speeds of in excess of 25 knots. The power plant intended for the uncompleted battleship *Kentucky* was installed in *Sacramento*, which might explain her power and speed.

The enthusiasm of *Sacramento's*

skipper is reflected in the work of all hands. The ship's daily paper, *The Pipe Line*, carries a section on the "Sacramento Shopping Plaza," inviting the AOE's customers to use the services of her cobbler shop ("Drop them off today and we'll return them tomorrow."); bakery ("We have fresh-baked bread daily."); bank ("Send us your pay record and we'll make today payday."); and ice cream plant ("featuring all of the well-known flavors"), a most welcome treat in the South China Sea.

Whenever *Sacramento* is on the line, she will replenish the same ships every three to four days, delivering mail as well as supplies. She provides fresh water to ships unable to manufacture or store large quantities of the precious product. In supplying fresh water by the thousands of gallons, *Sacramento's* crew is sometimes called upon to conserve its water so that others might share this valuable necessity of life.

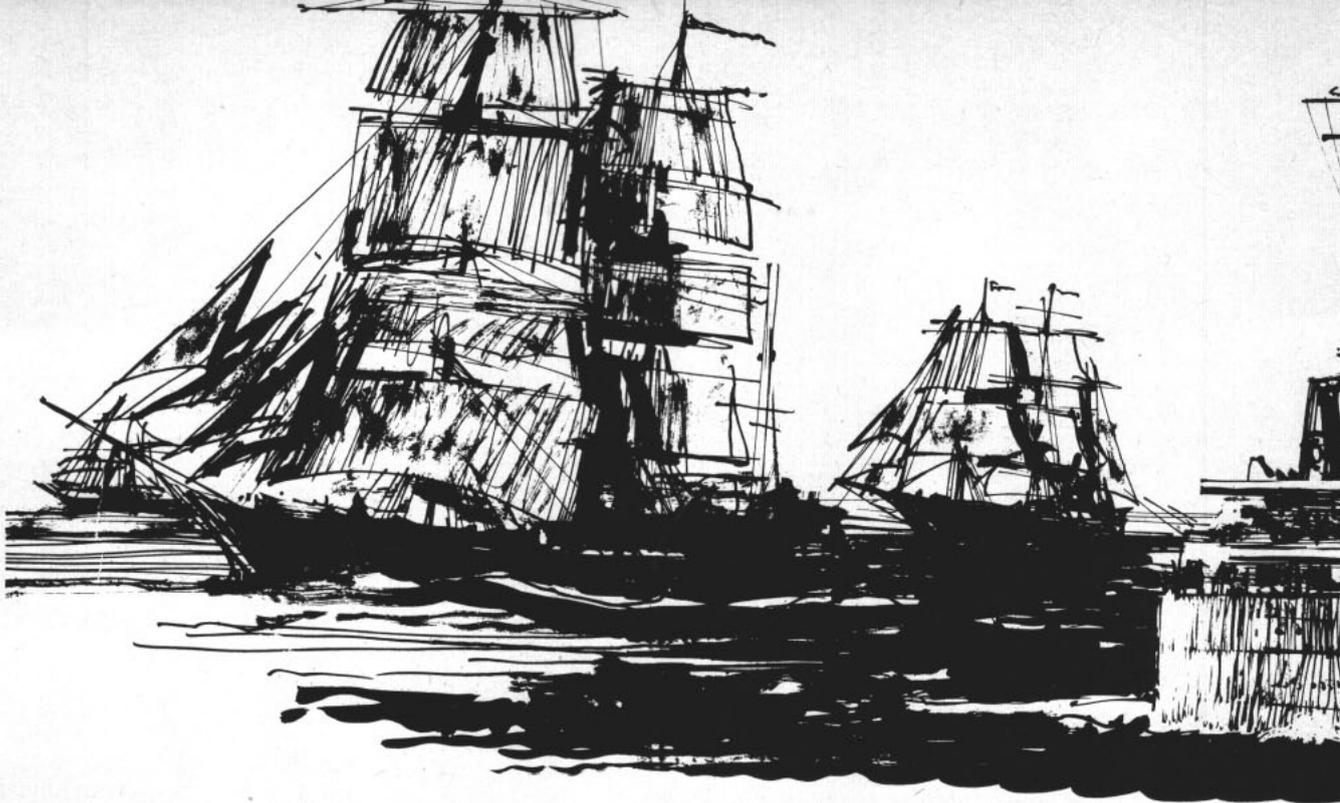
The crew does this willingly, realizing the problems of the smaller craft and their limitations while operating for long periods on station.

Wrapping up *Sacramento's* 24-hour stint of un-repping Seventh Fleet ships was replenishment of *USS Collett* (DD 730). In moving alongside to take on her supplies, *Collett* became the 190th ship replenished by *Sacramento* during her six weeks of duty in the South China Sea. The following 24 hours would notch well above the 200-mark for her in surpassing her previous record of underway replenishments.

—Jean C. Cote, PH1, USN.

REPLENISHMENT—Deck crew prepares load of supplies for transfer. Rt: Bridge scans for ship's next customer.





The Lone-Star Navy

THE TEXAS NAVY that sailed the Gulf of Mexico for the Republic of Texas between 1836 and 1843 included a total of 12 ships.

It was created by the General Council of the Republic in November of 1835, when the purchase of four schooners was authorized. That bill also provided for the licensing of privateers to engage in military action during 1835 and early 1836.

USS Texas (BB 35) now flagship of the Modern Texas Navy



By the fall of 1837 all four ships in the original Texas Navy had been lost, and for about six months the Republic had no Navy. In March of 1839 the Republic of Texas bought the merchant brig *Potomac* for \$8000, but used her only as a receiving ship in Galveston.

During Texas' fight for independence, the Texas Navy, led by Commodore Edwin Moore, held its own against Mexican forces.

Predictably, no titanic sea battles were fought in that struggle. However, the tiny Navy proved to have a diversionary value, which kept the opposing side occupied when its forces might have been employed elsewhere to the detriment of the young Texas republic.

When the Mexican government announced a blockade of the Texas coast, Moore blockaded the opposition's coastline instead. In fact, the Texas "fleet" closed the port of Vera Cruz, captured the town of Tabasco and even defeated Mexican naval units.

THE TEXAS NAVYMEN displayed great zeal in their efforts, and it has been said that without its Navy

Texas would not have gained its independence when it did.

With little more than verbal support from its own government, the Lone-Star Fleet still made effective use of seapower at various times. The fact that it was in any way effective is something of a miracle in view of the financial predicaments in which the Navy constantly found itself.

President Sam Houston of the Texan republic did not see the need for spending money on ships, and in November of 1843 he put the Texas Navy up for auction. Although the people of Galveston forcibly prevented bids from being submitted, the active career of the Texas Navy had ended.

After Texas became a U. S. state in 1845, the Texas fleet was transferred to the United States Navy in June of 1846; it consisted of *Austin*, *Archer*, *Wharton*, and *San Bernard*, and of those only the sloop *Austin* was still considered fit for sea.

IT WAS MORE THAN a hundred years before Texas bought another naval vessel. This time it was the State of Texas that purchased the battleship *Texas* which had fought



Texas Navymen of today . . . Members of University of Texas NROTC

in World Wars I and II under the flag of the United States.

uss *Texas* (BB 35) was built for the United States Navy in 1914 at a cost of nearly \$6 million, considered a fantastic amount of money for one ship at that time. But the U. S. Navy demonstrated she was worth every cent. She had the most efficient reciprocating engine in the Fleet and could make 19 knots with little effort.

The World War I battlewagon saw action again in World War II when she served as a gunfire support ship for amphibious landings in both the Atlantic and Pacific Oceans, including the historic landings at Normandy and Iwo Jima.

When *uss Texas* steamed to Houston to be decommissioned in April of 1948, she was the first battleship to become a memorial in the state for which she was named.

Three others have since been

ceded to the states for which they were named and are also operated as war memorials and museums. They are *uss North Carolina* (BB 55), *uss Alabama* (BB 60), and *uss Massachusetts* (BB 59), which were purchased by those states in 1962, 1964 and 1965, respectively.

Today, *Texas* is berthed just off the Houston Ship Channel on the San Jacinto Battleground, some 21 miles east of downtown Houston on Texas Highway 134, having been recommissioned as flagship of the Texas Navy.

IT WAS Governor Beauford H. Jester who recreated the "new" Texas Navy by gubernatorial proclamation in April of 1948. A former Secretary of the Navy, Governor John B. Connally, commands the Texas Navy today. Fleet Admiral Chester Nimitz, a native Texan, was the ranking admiral of the recreated Texas Navy until his death.

If *uss Texas* is to be called the flagship of the modern Texas Navy, perhaps the University of Texas NROTC unit might be thought of as the Texas naval academy. Among its ex-students and faculty exes are the ensigns and the admirals of today's and tomorrow's Navy.

Rear Admiral Donald G. Irvine, who today is Commander Naval Force Korea/Chief U. S. Naval Ad-

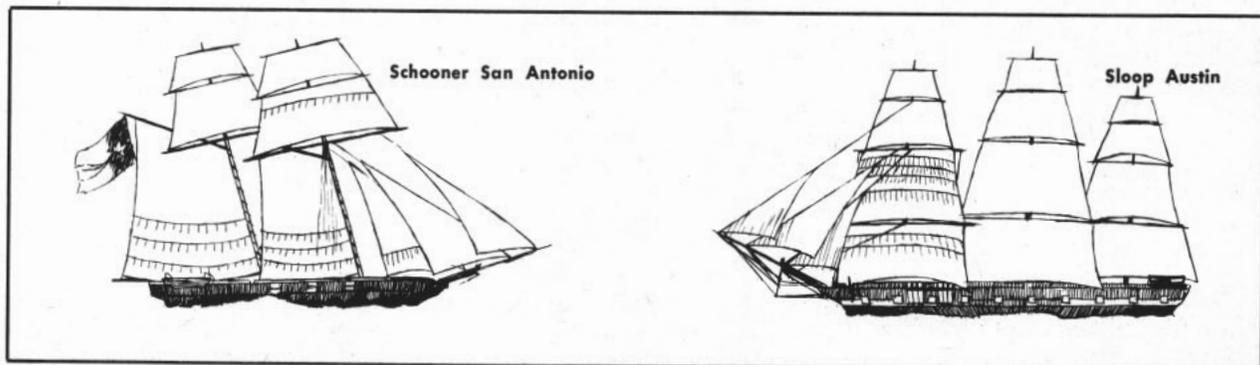
visory Group, Republic of Korea Navy, is still remembered on the UT campus as the Professor of Naval Science from 1956 to 1958. And the admiral recalls his Texas Navy days with pleasure. Among other things he is remembered on the Texas University campus for starting the Crow's Nest Co-op as an inexpensive place for midshipmen to live in Austin. It flourishes today.

The University of Texas NROTC unit is not only one of the largest of 53 such Navy-college campuses, but it is also one of the most active. There is a long tradition of cooperation and support for NROTC activities by University administrators.

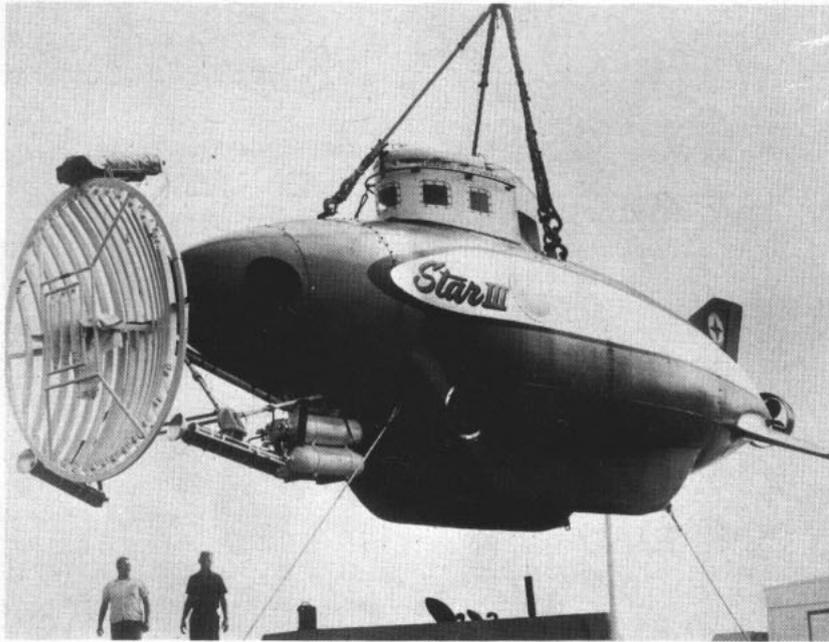
The NROTC unit is the oldest Reserve Officers Training Corps present on the University of Texas campus. Since the UT-NROTC first opened its doors in September of 1940, thousands of graduating students have received commissions in the United States Navy or Naval Reserve, or commissions in the United States Marine Corps or Marine Corps Reserve, along with their bachelor's degrees.

The Texas Navy, past and present, may be small in size, but it is long in tradition. You'll find long-horns sailing with every ship in the Fleet.

—John B. Mayo, LT, USN



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



STAR III, two-man research submarine, logged 100 hours underwater and made 25 dives, 18 of them over 1000 feet, during sound propagation studies.

Gold Hashmark Club

Forty men with a combined total of 722 years of military service were singled out for special distinction by becoming members of the newly created Gold Hashmark Club of the guided missile light cruiser USS *Topeka* (CLG 8).

During a ceremony held at the Enlisted Men's Club at the San Francisco Bay Naval Shipyard, *Topeka's* commanding officer presented the group with their membership cards.

To be eligible, an enlisted man must have served with good conduct for 12 or more consecutive years. The major recognition given such men is the right to wear gold rating insignia and gold hashmarks on their uniforms instead of the traditional red.

By becoming members of the Gold Hashmark Club, *Topekamen* become eligible for a number of special privileges, including preference in liberty and parking.

The ship's commanding officer, Captain William M. Montgomery, congratulated the group and ex-

pressed his hope for the continued growth of the club's membership.

Topeka is now undergoing overhaul at the San Francisco Bay Naval Shipyard. Home port is Long Beach.

And Now For 100,000

The pilots of Helicopter Training Squadron Eight have flown their choppers for more than 75,000 hours without an accident.

The Pensacola-based squadron won the Chief of Naval Operations' Naval Aviation Safety Award for fiscal 1966 and two quarterly awards from the Chief of Naval Air Basic Training during the past year.

HT 8's accident rate for fiscal 1966, when it won the CNO award for the third time since 1960, was less than one-fourth the Navy-wide rate for helicopters. It was the lowest accident rate in the Naval Air Training Command.

With the expense of HT-8's two helicopter models running about \$600,000 per H-34 advanced trainer and \$60,000 per H-13 primary trainer, the low accident rate meant considerable savings to taxpayers.

Shark Chaser

A new type of Navy shark repellent device has successfully passed a series of tests, demonstrating that it is effective against various types of sharks.

The device is a five-foot long plastic bag which screens a man in the water from any sharks that might be in the vicinity. The bag is filled with water and supported by inflatable cuffs or rings attached to the top of the bag.

The man supported by his life jacket floats inside the bag. In this way blood from wounds or other human clues remain inside the bag, and there are no odors or visible movements to attract sharks.

Tests show that different types of sharks several feet long ignore the bag in the water and, in some cases, go out of their way to avoid it. According to a report on the device, sharks approach close to the bag only when stimulated into a feeding frenzy. In such cases they may make accidental contact with the bag or in rare instances try to bite a bottom corner of the bag, but none of these actions have caused damage to the bag or its occupants.

Several tests have been made with men inside the bag in the vicinity of sharks.

The bag has a black body and international orange cuffs. It can be made of commercially available strong, lightweight, mildew and decay proof plastic materials, such as the material used for boat covers, probably at a cost of less than \$10 in normal lots. It can be packed into a compact package and easily carried in an aviator's suit.

When the man enters the water, he opens the bag, fills it with water, gets inside and inflates the cuffs much as one inflates a child's plastic swimming pool. Refinements planned for the bag include a strap to provide a seat so the man in the bag can rest himself and heat pills to keep water warm inside bag.

The Office of Naval Research is preparing to recommend adoption of the device by the Fleet.

Clymer Still Tops

One of the Navy's oldest commissioned ships has proved she can still sail with the best of them. *USS George Clymer* (APA 27), the oldest APA in commission, ran up the meatball pennant early this year, after winning the Battle Efficiency "E" (for 1966).

Clymer was commissioned in 1942 and bears the name of an American patriot who was a signer of the Declaration of Independence. The ship has been called the "Lucky George." She saw extensive action during World War II and Korea (and now Vietnam) with barely a scratch.

During 1966 the attack troop transport spent a good deal of time in the Western Pacific. She was on hand in the South China Sea to disembark one of the first Regimental Landing Teams to become involved in the Vietnamese conflict. She transported several additional units to Vietnam, supported operations Game Warden and Market Time, and provided laundry service, good food, movies and a cool night's rest to battle-weary Marines at Chu Lai.

Roving Dental Office

A dental office on wheels in use at Naval Air Station, Cubi Point, Philippines, is saving lots of time by bringing preventive dentistry to Navymen on the job.

A truck, once used to take pilots in pressure suits to their aircraft, was converted, and a dentist's chair and other equipment were installed.

The unit is being used to give Navymen their annual stannous fluoride treatment, which consists of cleaning and polishing the teeth and then coating them with a fluoride solution.

Previously a patient had to be treated in the dental office at the Naval Air Station's administration building. Because of scattered facilities at Cubi Point, a man often wasted hours getting to and from the dental office.

Now a man can be given the fluoride treatment and be back to work in less than 30 minutes.

The truck has a 56-gallon water tank in its roof, although water usually is obtained by attaching a hose to a nearby water faucet. Electric power is supplied by plugging an extension cord into any outlet.



Nice to Have Around

Where pier space is insufficient to handle incoming supplies, a tank landing ship is a handy thing to have around—better still, squadrons of them.

USS Caddo Parish (LST 515) is typical of the World War II type landing ships which make up Landing Ship Squadron Two. *Caddo Parish* was built in 1943 and was on hand to take part in the Normandy operation in 1944. During the decade following the war, she operated in the Atlantic, Caribbean and the Mediterranean before being decommissioned in 1955.

In 1963, *Caddo Parish* was taken out of mothballs and commissioned in reserve. Her real call, however, didn't come until 1965 when she was fully activated and her crew beefed up from 50 to 100 men. She was overhauled and sent to Viet-

nam via the Panama Canal and Pearl Harbor.

In Vietnam, *Caddo Parish* and her sister LSTs have helped solve the pier problem by simply landing material directly on the beach. The LST is capable of carrying anything from aspirin tablets to 1000-pound bombs—to mention a couple of items. She carries other things, too. For example, *Caddo Parish* alone carried more than 12 million pounds of cement in a period of a few months to airfields in Vietnam. Chu Lai, Da Nang, Qui Nhon and Phan Rang have also received supplies from her.

The ability of the LST to land material without the benefit of piers makes it easier for the United States to bring its industrial power to bear against the enemy in an area where port facilities are swamped in the flood of incoming supplies.

25TH BIRTHDAY—Commanding officers of Seabee battalions in Vietnam represented their units at presentation of battalion colors ceremony. Birthday observance was held at 30th Naval Construction Regiment, Camp Haskins.



PacFlt Message Computer

A data processing computer, the only one of its kind in the Pacific area, began operation in February in the Pearl Harbor communications center.

Designed to be used in the processing and routing of the thousands of messages sent and received

every day by CINCPACFLT, the RCA 301 is claimed to be the most sophisticated message computer of its kind in the world.

Two other computers of this type, although not as elaborate, are used by the Navy at two Atlantic Fleet commands.

The RCA 301 in operation re-

sembles an assembly line. A message on paper tape is fed into the computer's paper tape reader. The computer is programmed to verify the message, to insure it meets communications security regulations, and to scan handling instructions. It also checks and indicates commands for which the CINCPACFLT communications center receives messages.

From here, the computer automatically routes messages by category (of which there are 125) to respective internal divisions.

If the message does not fall into one of the 125 categories, it is projected by TV to the computer room, where a radioman makes a decision on how to route the message. Then the message is printed out, and from the printer a copy of the message is given to the Communications Watch Officer for a final check before transmittal.

In full operation the computer requires a crew of four men to operate the various computer components.

It is anticipated that successful operation of this computer will permit the beginning of similar computer-controlled systems at other Pacific Fleet commands.



INSTRUMENTED PILOT takes off on flight to provide stress data for study.

Recording Stress and Strain

Now the Navy is attempting to learn more about the degree of strain a pilot faces during actual combat operations.

Visiting for a month aboard *USS Constellation* (CVA 64) operating in the Tonkin Gulf off Vietnam, a Navy-NASA biomedical team has collected information which will provide the Navy with physical and nonphysical stress data never before gathered in depth in an aviation combat environment.

The NASA members of the team made in-flight electrocardiographic and respiratory recordings on pilots during runs against enemy targets, as well as during carrier takeoffs and landings. The Navy contingent collected blood samples immediately before and after flight for later biochemical analysis.

When the data analyses are completed back in the States, they will be correlated and then comparisons made with other previously gathered reports of similar studies of personnel under noncombat conditions.

Information obtained will be used to establish norms for in-flight physiological functions and to determine which of these can be most easily monitored to identify fatigue before

it adversely affects efficiency or safety.

The findings will form the basis for further studies in naval aviation research programs concerning pilots and other personnel under stress.

A preliminary feasibility study was conducted on board *USS Bon Homme Richard* (CVA 31) in 1965 by NASA for the Bureau of Medicine and Surgery.



PILOT PROVIDES flight surgeon with data on snacks, sleep and other factors before a mission.

Long Time Seabee

A Navy chief petty officer, who claims he holds the current record for continuous service with the Seabees, has passed the quarter-of-a-century mark of service in the Navy. In his action-filled career he has seen much of the world and done many interesting things. For example, he hoisted the American flag on "Little America III" during Admiral Richard E. Byrd's military expedition to the Antarctic in 1946-47.

Senior Chief Builder Milton Wise, who is now on duty with Mobile Construction Battalion Six outside Da Nang in South Vietnam, has completed 25 years of naval service in the same year in which the Seabees are celebrating their 25th anniversary.

Chief Petty Officer Wise entered the Navy in January 1942. After recruit training at Newport, R. I., he joined the first elements of Construction Battalions Two and Three at the Quonset Point Naval Air Station. The new units of civilians

recruited for military construction duties were among the first members of the World War II famed "Fighting Seabees."

In March 1942, after the first Seabee battalions were officially commissioned, Chief Wise landed with the First Seabee Battalion on New Hebrides, a group of islands in the South Pacific. He later served with the Fifth Seabee Battalion on Samar and Cebu Islands in the Philippines.

During the mass deactivation of Seabee units after the war, Chief Wise saw duty with five more Seabee units: the 30th, 103rd, 8th, 23rd, and the 109th. In January 1947, during Admiral Byrd's fourth expedition to the Antarctic, Chief Wise, then a carpenter's mate first class, was in charge of a Seabee detachment building a camp in the Bay of Whales, when Admiral Byrd presented him the American flag to raise over the area now named "Little America III."

Chief Wise, who was promoted to chief petty officer in 1951, has also served with the following units: MCB-1 (twice); Public Works Department at Port Lyautey; MCB-5; Argentinia; instructor and recruiting duty; and the Public Works Department at Bermuda. He joined MCB-6 on duty in Vietnam last June.

Chief Wise is married to the former Miss Leona Dragon of Chicago. They have a son in college, a married daughter and one grandchild. —Willie Stephen, JO1, USN

Diving Record

While doing some advance scouting for the Sealab III project, a chief boatswain's mate set a Navy depth record for swimmer dives.

The chief, Richard Villasenor, submerged to 440 feet to survey the sea's floor just off San Clemente Island, near San Diego, Calif. Before returning to the support ship, *uss Apache* (ATF 67), he planted a sign on the bottom, welcoming the Sealab III expedition.

During the dive the chief used a conventional non-heated wet suit with swim fins, a weight belt and a specially designed helmet adapted to a helium-oxygen breathing system.

The survey team also used a new diving device, called the ADS for Advanced Diving System.



RECORD SETTER—Richard Villasenor, BMC (DV) shows diving helmet he used to make 440-ft dive to future Sealab III site near San Clemente Island, Calif.

ADS is a prototype of the personnel transfer capsule and deck decompression chamber systems being designed for use with the new salvage tugs scheduled to be built for the Navy in the near future. The purpose of the ADS is to allow the diver to spend more time on the bottom.

Before the dive the swimmer enters the capsule, which is then pressurized to match the pressure below. The swimmer (and capsule) are then lowered. Because he has already been pressurized, the diver can begin work immediately, and keep working longer than was

previously possible.

The Advanced Diving System can be quickly and easily outfitted for installation aboard any relatively small, tug-type ship. When such systems are available, COMSERVPAC plans to have at least two in the Pacific, ready to go on short notice.

The system would be airlifted to the scene of diving operations and installed upon an available ship. The capsule would be accompanied by trained ComServPac divers and medical men.

After the operations the system would be returned to its base until needed again.

THIS IS A MODEL?—Sub model is loaded for trip to Carderock, Md.





MAKING PLANS—Seabees Alva Persons, EAS2, and Jack Stevens, EAS3, survey land in Vietnam with transit and rod for a bridge reconstruction project.

Seabee Surveyors

Seabee Alva Persons and his surveying crew have a way of attracting unfriendly attention from the Viet Cong.

It's not that the Seabees are such an unlikable group. It's just that wherever the surveying team goes,

bulldozers and helicopters and (worse yet) Marines are likely to follow. This possibility is a matter of concern for the VC, so when the surveying instruments come out of their cases the enemy comes out of the woodwork.

To keep all this animosity under

control Persons (a second class engineering aid surveyor) and his group are usually accompanied in the field by a contingent of allied troops.

The escort can usually count on some action. At Quang Tri, for instance, the Marine security group fought the Viet Cong while, 300 yards away, the survey crew assessed the lay of the land for a possible airstrip.

At Gia Viuc, the surveyors were guarded by Vietnamese Special Forces. Toward the end of the day, when the engineers had reached the far end of the area to be surveyed, the escort troops became involved in a battle with the VC. The Seabees finished their assignment and were airlifted from the area while the special forces kept the enemy busy.

At another location in the southern I Corps area two surveyors, a Marine colonel and the security platoon were pinned down for two days until reinforcements could arrive—but in the meantime the remainder of the Seabee crew finished the survey.

The Seabee survey crew have been both skillful and fortunate in avoiding casualties. Their only loss occurred not in the field but in Da-Nang, when a crewmember was hit by sniper fire while laying out a portion of Liberty Road near hill 55. But the wound was not serious, and the man was back on the job two days later.

Master Chief Petty Officer of the Navy

Since Master Chief Gunner's Mate Delbert D. Black assumed his role as the Navy's Senior Enlisted Advisor last January, he has traveled over a great deal of territory and met with a sizable number of individuals of major importance.

He has since been redesignated as the Master Chief Petty Officer of the Navy, and his fact-finding trips have taken him from coast to coast.

Master Chief Black has talked with headquarters, naval district and command officials. All his discussions have centered about one subject—the Navy's enlisted men.

Back in Washington, D. C., Chief Black's appointment book included, during a brief period, the following officials: Chief of Naval Operations, President of the Navy Relief Society, and Chairman of the House Armed Services Committee.

Between meetings, he has spent a major part of his day answering letters from the Fleet. Through these letters he has received many new ideas directly from Navymen. It is also through

this medium that he expects to pinpoint potential trouble spots within the Navy's retention program.

"One problem," he says, "is that first-term enlistees don't seem to know where to get correct career information. The majority really don't have the picture on what the Navy has to offer. This is, perhaps, because most of them don't know where to turn for proper counseling.

"And this brings up another point. Since I attended the Career Information and Counseling School in Norfolk and have seen what it can do, I have been recommending that commanding officers send their best petty officers to this school whenever the opportunity permits."

If every command were to establish a full-time career counseling program, and were to provide an office where enlisted men could learn about specific programs for which they might be eligible, there would be a marked increase in reenlistments, the Master Chief Petty Officer of the Navy believes.

NUC to UDT

Underwater Demolition Team 11, one of the Navy's amphibious units, has received the Navy Unit Commendation for its contributions to the Vietnamese combat effort.

Only a portion of the team's 133 officers and men were on hand at Subic Bay as the award was presented to Lieutenant Commander Charles Laws, skipper of UDT-11.

Other members of the team were scattered throughout the Western Pacific on missions similar to those which had earned the NUC for the unit. (See also pages 8-12.)

The Navy frogmen were selected for the NUC for the support they rendered to military operations in the Pacific and the Republic of Vietnam between 28 Jan 1964 and 5 Sep 1966.

The citation stated that the team had contributed significantly to the

success of eight major amphibious assaults in the Republic of Vietnam and continued with the following list of accomplishments:

- Conducted overt and clandestine reconnaissance over 110 miles of beaches, harbors and rivers.

- Supported the Seventh Fleet Amphibious Force, Naval Support Activity Da Nang and several other Fleet units with demolition, reconnaissance, diving, ordnance disposal, search and salvage operations as far north as the demilitarized zone.

- Performed special coastal survey missions instrumental in establishing Cam Ranh Bay as a major port.

- Participated in joint operations with Western Pacific allied forces.

- Served as the prime Pacific Fleet recovery teams for all phases of project *Gemini* and trained 60 ships' crews in swimmer-diver capsule recovery techniques.

UDT-11 returned to the Western Pacific on 3 March, and the award was presented in the theatre in which it was earned. Platoons have been assigned to special reconnaissance missions in Vietnam.

Combat Stores for Real

As the two helos from *uss Mars* (AFS 1) began to transfer stores to the guided missile heavy cruiser *uss Canberra* (CAG 2), the pilots had no trouble deciding from which side to make their approach.

Canberra was blasting away with her 8-inchers at the time.

It happened one night off the Vietnamese coast, when *Mars* received a message from *Canberra* requesting replenishment. The cruiser was standing by near the beach on a gunfire support mission for troops ashore.

Mars joined *Canberra* shortly before midnight and launched her two H-46 *Sea Knight* helicopters for a vertical replenishment. Midway through the replenishment, *Canberra* radioed she had to commence firing immediately.

Mars' skipper ordered the helo pilots to continue the replenishment. As *Canberra's* guns thundered from one side, the helos continued delivering supplies to the other side, until the vertrep was completed.

Mars' in-combat vertrep advanced the primary aim of the Navy's replenishment program—keeping ships on station, ready for action.



COMBAT BREAK aboard *USS Collett* (DD 730) in the Gulf of Tonkin provided time for four crewmembers to reenlist for six years. Left to right: SF2 William Tomotchko, RM1 Alfred Zimmerman, EM2 John Frederici and EM2 Richard Semon. Captain A. G. Franch administered oath to battle-ready group.

Honors for Intrepidmen

Lieutenant Commander David R. Murphy was recently awarded the Navy Cross for his heroism while serving as plane commander of a search and rescue helicopter flying from *uss Intrepid* (CVS 11).

During a flight inland into North Vietnam in an attempt to rescue a downed Navy flyer, he ran into heavy ground fire, but continued to try to locate and rescue the aviator.

During his second search, his hovering helo was riddled by automatic weapons fire, which completely disabled one of its engines. LCDR Murphy managed to fly out of range of the guns and headed for the sea.

When he reached the heavily fortified coastline, a barrage of anti-aircraft fire struck the helo and damaged it further. Everyone in the aircraft was wounded.

LCDR Murphy and his crew hung on, and nursed the aircraft through the enemy fire toward a U. S. destroyer waiting about 15 miles offshore.

The helo's controls finally failed completely as it neared the ship, but LCDR Murphy managed to ditch the aircraft in an upright position, and prevented further injury to his crew.

He also received an Air Medal and Purple Heart during the ceremonies, held at Naval Air Station, North Island, in San Diego.

During the same ceremony, 75 other Navymen received awards. They included five Silver Stars, three Distinguished Flying Crosses, a Bronze Star, 67 Air Medals, five Navy Commendation Medals, four Purple Hearts, two Secretary of the Navy Achievement Ribbons, and a Seventh Fleet Letter of Commendation.

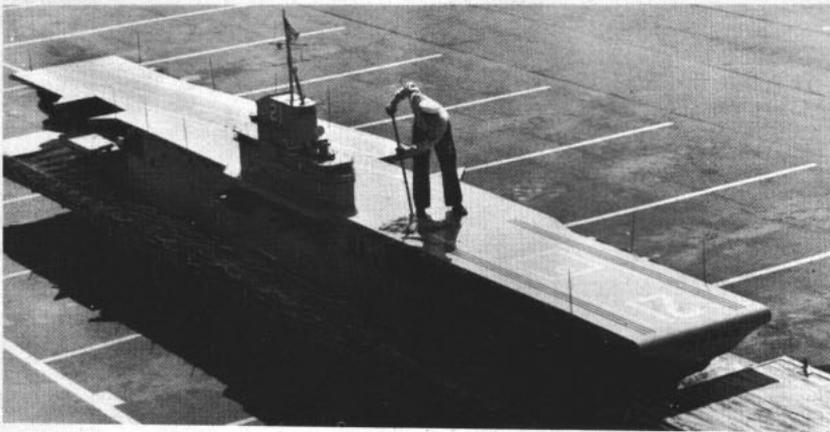
All recipients were members of Carrier Antisubmarine Air Group 53, which last December returned from a six-month tour in WestPac.

Bainbridge Makes Time

The nuclear powered guided missile frigate *uss Bainbridge* (DLGN 25) showed her stuff recently when she completed a 6600-mile cruise from Subic Bay, Philippines, to Fremantle, Australia, and then to Yankee Station off the Vietnam coast, at an average speed of 27.6 knots.

During the first leg of the cruise, from Subic Bay to Fremantle, a distance of 2996 miles, *Bainbridge* averaged 26 knots. On the trip from Fremantle to Yankee Station, a distance of 3673 miles, the ship averaged 29.2 knots. The latter distance and speed is equal to 700 miles per day.

The nuclear powered frigate is presently on her second tour of duty in the Western Pacific, along with the nuclear powered carrier *uss Enterprise* (CVAN 65) and the cruiser *Long Beach* (CGN 9).



SHIPSHAPE—Sailor swabs flight deck of *Quonset Point*, a miniature aircraft carrier from the Naval Air Station of the same name, for a coming display.

Call Them Cool

If you were given the chance to go out to an old Navy blimp hangar and run around in your skivvies in 34-degree weather, you'd probably call a corpsman for the man who asked you to do it.

But a group of high school boys from the Lakehurst, N. J., area did it without question. And what's more, they enjoyed it.

The occasion was the Third Annual Naval Air Reserve Indoor Invitational Track Meet, held for Jersey Shore area high schools at NAS Lakehurst.

It all started early in 1965, when the Navy offered the use of Hangar Six, an old blimp hangar, to one of the schools as a home site for its indoor track season. Later in the season Captain Norman E. Berg, then NARTU's commanding officer, offered to climax the indoor season

by sponsoring a meet for Ocean and Monmouth County high schools in Hangar Six.

Thus, the annual track meet was born. And it's looked upon by many as the highlight of the indoor track season on the Jersey Shore.

This year the polar climate of Hangar Six failed to hamper the high school harriers, who broke six meet records in the 34-degree temperatures.

As one spectator put it, "Even if you don't care for track, it's an experience just to watch the runners in shorts slowly turn blue."

On the plus side, he added that no other indoor meet has more room. "It makes the Milrose Games in Madison Square Garden look as though they were being held in a closet."

And, of course, the Navy is gaining a lot of friends in Lakehurst.

Smile! You May Be on TV

The crew of *uss Saratoga* (CVA 60) isn't deprived of television while at sea. The ship's own closed-circuit television station, WSAR-TV, provides fare which is both entertaining and educational.

For example, when a Mediterranean cruise was in *Saratoga's* future, WSAR-TV scheduled a series of programs which instructed the crew in foreign languages they would need in Mediterranean ports. WSAR-TV also shows training films and shipboard activities as a part of its educational program.

Movies from the United States provide a large portion of the

entertainment on *Saratoga's* TV station. The crew is kept abreast of world events by daily reports on the news which also include weather reports. An abundance of records provide the *Saratoga* crew with music for all tastes.

Saratoga has about one television set for every 30 men and has scheduled several improvements in the system, one of which calls for a video tape recorder.

The improvements, together with the programming to which *Saratoga* sailors have been accustomed in the past, should keep CVA 60's crew glued to the tube during their off-duty hours.

Springfield Returns

The guided missile cruiser *uss Springfield* (CLG 7) has returned to the United States after more than three years in the Mediterranean. Boston, Mass., will be her new home port.

Springfield was stationed at Villefranche-sur-mer on the French Riviera during her overseas tour, as flagship of the U. S. Sixth Fleet.

She visited over 40 ports in 12 countries as a goodwill ambassador. Important guests included King Constantine of Greece, Princess Grace of Monaco, and various ambassadors and military officers.

The ship departed France to comply with the French government's request that U. S. forces vacate France.

Springfield is now a unit of the U. S. Atlantic Fleet Cruiser-Destroyer Force.

Oriskany Awards

The heroism of *uss Oriskany* (CVA 34) crewmen was officially recognized at a San Francisco Bay Naval Shipyard ceremony recently.

Six Navy and Marine Corps Medals and 13 Navy Commendation Medals for heroism were awarded for acts performed during last October's fire aboard the carrier. *Oriskany's* Captain Iarrobino credited the men's action with keeping the fire casualty toll from rising.

During the same ceremony, the captain also presented two bronze stars, three air medals, five Navy Commendation Medals and nine Secretary of the Navy Achievement Awards to *Oriskany* crew members for outstanding performance during deployment in Vietnam waters.

Firebee for Real

A new measure of realism has been added to the *Firebee* jet target drone.

Two new systems, which may be installed in existing drones or incorporated in production, allow the *Firebee* to attack at treetop heights at speeds in excess of 400 knots, then climb to altitude to challenge Navy fighters with high G maneuvers normally expected only of manned high performance aircraft.

Both the new systems are now operational following extensive testing at Navy and Air Force installations over the past year.



CHECKING UP—Pilot makes preflight inspection with lineman. Rt: Trainer prepares student for the real thing.

Flying Off and On the Ground

ONE OF THE more important steps in the education of a naval jet pilot student is his tour aboard Training Squadron Nine at NAAS Meridian, Miss. He comes to Meridian after his tour at Pensacola where he graduated from the prop-driven T-34 *Mentor*.

As a rule, the squadron trains about 390 potential aviators annually, with about 125 on board.

During the 20 weeks of basic jet training, the student spends about 90 hours in the T2A *Buckeye* jet trainer. He learns the techniques of six different stages of flight, transition, acrobatics, basic instruments, radio instruments, night flight and formation flying.

In addition to lectures and before he climbs into the cockpit of his jet, the student receives a taste of things to come in a mockup of the actual plane, complete with all instruments. Here, he is confronted with the possible problems he might meet during actual flight.

When he is ready for actual flight, he and his instructor will discuss what they are going to do, and the instructor makes sure that the actual procedures are clear in the student's mind.

Now the student is ready to check out his aircraft and review the yellow sheet, which tells him of any past discrepancies of his plane. The final step before takeoff is the pre-

flight, during which he checks for mechanical and safety problems—oil and fuel systems, escape systems, tires.

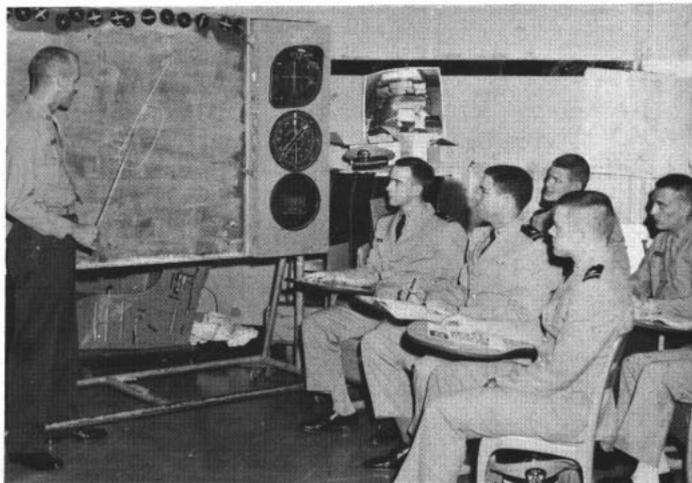
After all this, actually getting off the ground seems relatively simple.

Following his flight, the student is debriefed—in other words, he learns how many errors he committed and how they may be corrected. Problems are discussed, and the instructor analyzes his progress.

In addition, he receives 200 hours of academic instruction in subjects such as aircraft engineering, meteorology, navigation and naval leadership.

—Photos by S. Wright, PH3, USN

FUTURE JET SET—Aircraft is logged out for flight. Rt: Students get the word on basic concepts of radio instruments.





HIGH STEPPER—SK2 Jack Pearce Jr., demonstrates karate kick. Right: Pearce and fellow instructor Chur spar.

NAVY SPORTS ACTION

From Black Belts to Bob Sleds

Karate Instructor

A Navy storekeeper and two Korean stevedores are now teaching the ancient sport of karate to interested sailors at the U.S. Naval Support Activity, Da Nang, Vietnam.

The storekeeper, SK2 Jack Pearce Jr., USN, qualified as an instructor by winning the black belt, a degree of high excellence in karate, under the direction of four representatives of a Korean karate school.

Pearce first tried the sport while stationed in Oakland, Calif., and there attended a school offering instruction in judo, aikado and karate. Then his orders came for duty in Da Nang.

While demonstrating the sport's various techniques to several sailors at the support activity, he was observed by Kim Chur, a stevedore at the base and holder of the black belt from the Korean school. He was invited to practice with Chur and three other black belt holders, and after several weeks was accepted by them as a student.

The karate course proved to be strict, but with the help of his Korean coaches, Pearce became the first American to win the first-degree black belt from the school.

Pearce later became a member of the support activity's special services department after initiating judo and karate classes for the men at the base. With the help of volunteers

Kim Chur and Chum Ku Lee of the karate school, he is now teaching classes four times a week at the Elephant Beach Recreation Center on the outskirts of Da Nang.

—Story by Bob Young, JO1, USN
—Photos by Bob Howard, SN, USN

Navymen Bob Along

Three Navymen will be sliding down the bobrun for the United States at the 1968 Winter Olympic Games in Grenoble, France.

The three are part of a bobsled team of five which represents the Navy in that sport. The team was formed in 1964.

Lieutenant Paul Lamey, driver, and AMM2 Robert Huscher, brakeman, will be competing for the U. S. in the two-man sled competition. ABM3 Kenneth Morris will team with three other American sledders in the four-man bobsled competition. A fourth member of the Navy team, BU3 Harry Petersen, will be

IN THE MIDDLE—Lieutenant William Moroney of USS *Saratoga* (CVA 60) keeps trim by donning referee uniform to officiate at professional hockey games.



an alternate for the four-man event.

The Navy men were selected as a result of their victories in several bobsled events this year. The team won a silver medal in the National Diamond Trophy Races and scored a third place win during the Adirondack AAU Championships. Lieutenant Lamey and Robert Huscher teamed to win the International Gold Cup races two-man bobsled championship and also the North American two-man sled event.

Last year the team won seven medals in the world trials but missed a U. S. World's bobsled team selection by a scant half-second in the last race. But they'll be there in 1968.

MacLeay Behind the Bat

Umpires have not always been noted for their popularity, but one keeps getting called back for more.

The man is Robert J. MacLeay, a chief machine accountant at NAS Atsugi, Japan. MacLeay is Military Softball Commissioner of the Far East (MSCFE), and head of the local officials' association.

As qualifications for those two jobs, MacLeay lists a record of softball playing and officiating which dates back 18 years. Beginning in 1949, he played and umpired for 12 years in the San Diego area. During that time he umpired in the 1958 All-Navy Championships and the 1959 Women's National Championships in Stratford, Conn.

As a player, MacLeay went to the All-Navy finals in 1962 as a first baseman for NTC Bainbridge, Md.

Two years later, he umpired in the Men's World Championships.

In 1965, MacLeay was chosen as Assistant Softball Commissioner of Southern California. He also traveled to Melbourne, Australia, to officiate in the first Women's International Championships.

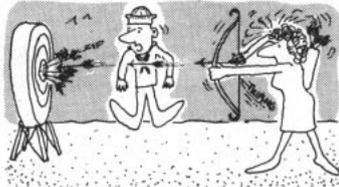
His most recent achievement was an invitation to instruct at an international clinic for umpires in Shimizu City, Japan—no mean feat in a country where ball-playing is regarded as seriously as a Navyman's morning coffee. The invitation was extended to MacLeay by the executive secretary of the Japanese Softball Association.

As a chief data processing technician, MacLeay has a good head for figures, and as an umpire, you can count on him too.

FROM THE SIDELINES

CUPID is a bow-and-arrow expert, but he would have to take a back seat in accuracy of aim to Hospital Corpsman Deborah L. Clark.

She, too, is an an archer, and an exceedingly successful one. The 19-year-old blond, blue-eyed Wave has a string of championship wins that would make the professional archer envious.



Deborah is from a family of bow men. Her mother is Ann Clark, three-time national archery champion, and her father is Jack Clark, also a professional archer and considered tops in bow hunting.

Deborah began tournament target archery at eight years old, and at 11 captured the national junior championship. At 14, she entered the women's division to get more competition and immediately placed in a series of tournaments including third place in the Women's National Target Meet.

At 15 Debbie won the 1963 U. S. Indoor Field Archery Championship and then competed in the Federated International Target Archery finals. She succeeded in winning a berth on the United States team to compete at the International Archery Federation's World Championship at Helsinki, Finland. At Helsinki she placed 10th among women representing 50 countries.

Deborah is getting back in practice during her off hours at the Naval Aerospace Medical Center, Pensacola, Fla., where she is now stationed.

She plans to start shooting competitively again, possibly for the Navy's archery team.

After completing her tour of duty, she plans to join her parents in professional competition.

Top that, Cupid.

★ ★ ★

Hockey fans can't accuse one referee of not knowing which way the wind is blowing. He's Lieutenant William M. Moroney, aerology officer aboard *uss Saratoga* (CVA 60).

Saratoga is homeported in Mayport, Fla., and during hockey season, Moroney switches from his Navy uniform to the black-and-white stripes of a referee for the home games of the Jacksonville Rockets.

During his off-duty officiating, Moroney keeps his weather eye on players in his job as linesman.

★ ★ ★

Navy Commissaryman 1st Class Lawrence E. Fryar of FLE-ACTS, Yokosuka, Japan, defeated Charles K. Wilson of the Air Force to become winner of the over 205-pound weight class of the Interservice Judo Championships.

Fryar was defeated, how-



ever, in his bid for the over-all championship which was won by 154-pound class winner, Air Force second lieutenant Paul K. Maruyama.

The Interstate Judo Championships were held at the Marine Corps Recruit Depot at San Diego, Calif. They were conducted according to the rules of the Amateur Athletic Union.

—Larry Henry, JO2, USN.

SERVICSCOPE

Brief news items about other branches of the armed services.

A DRUGSTORE just around the corner is a MUST, so far as the Army is concerned. MUST stands for Medical Unit, Self-contained, Transportable. The medical unit now being developed by the Army is a pharmacy which will be used in conjunction with the MUST hospital. A prototype is scheduled for delivery next spring.

If the Army achieves its research goal, its MUST pharmacy will be ubiquitous. It can be set up and operated in the frigid Arctic wastes as well as in the steaming jungle.

The unit will be a collapsible, medium-size shelter with facilities for stocking and storing between 400 and 500 different pharmaceuticals, a water purification unit, a refrigerator and even a sink.

It will be transportable by ground, water or air over all kinds of terrain. The unit will be operable in temperatures ranging from 65 degrees below zero F. to 120-degree heat.

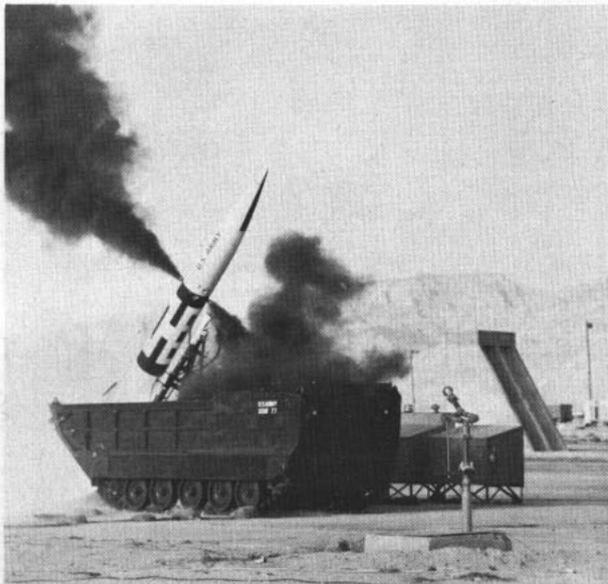
★ ★ ★

AN ANTITANK WEAPON that hurls guided missiles and is fired from an infantryman's shoulder is being developed for the Army.

The weapon is called the *Dragon*. It is the Army's first guided missile system which is portable enough to be used by a single infantryman against such targets as tanks and bunkers. Because it weighs only 27 pounds, it is also well suited for airborne and air-mobile operations. It was formerly called MAW, for Medium Antitank Assault Weapon.

Tests have shown *Dragon* to be superior in range, accuracy and lethality to the 90-mm recoilless rifle it replaces. It is so simple to operate that it can be used by field troops without extensive training. All the gunner need do is keep his sight on the target. No ranging or leading the target is required.

REAL STEAMER—Smoke shoots from Army *Lance* missile as it is fired from mobile launcher at White Sands range.



HELPING HAND—Wounded soldier is helped aboard helicopter after fire fight near Cu Chi against Viet Cong.

AFTER NEARLY 177 YEARS as a member of the U. S. Treasury Department, the Coast Guard has joined the newly formed Department of Transportation.

The Coast Guard was founded by Alexander Hamilton in 1790. The limited activity of the first 10 cutters of Hamilton's day seems rather puny to present day Coast Guardsmen as they serve aboard sparkling new ships and aircraft recently added to their fleet.

There are about 34,000 Coast Guardsmen serving throughout the world from the Arctic to the Antarctic, in the Mediterranean Sea, the Atlantic and Pacific Oceans, throughout the United States, and in Vietnam.

★ ★ ★

THE T-33 JET TRAINER has been retired from its training job with the Air Force.

Known as the *T-bird* to the thousands of pilots who trained in it, the T-33 has been replaced at all Air Force pilot training bases by the T-38 *Talon*.

More than 36,000 Air Force pilots have completed training in the T-33 since the first student to fly in the aircraft took to the air in 1949. Some 5700 T-33 aircraft were produced from 1948-1959.

★ ★ ★

A TINY TWO-WAY RADIO for use in rescue and survival operations will be tested by the Air Force early this spring.

The experimental radio—called a "transceiver" because it transmits and receives voice and tone signals—resembles a pocket-sized transistor radio.

It was designed for use if emergencies occur during spacewalks. If an astronaut were to become untethered, he could use the transceiver to keep in contact with his space vehicle and ground stations.

The transceiver is also an efficient system for less glamorous earthly use. In addition to rescue operations, it could be carried by aircraft checkout teams

or crewmen for direct communications with the cockpit.

As a rescue beacon, the transmitter emits a tone that can be located by direction-finding equipment on a search aircraft or rescue helicopter as far as 80 miles, if the line of sight is unobstructed.

Voice communication is effective as far as 50 miles, depending on aircraft altitude. Ground-to-ground voice transmission is possible only about five miles. If the man operating the transceiver is in a wooded area, the range is decreased even more because trees absorb radio energy.

To attack this problem a four-foot by two-foot balloon will carry an antenna above the trees on a 120-foot tether.

Power output of the transceiver is only two-tenths of a watt.

★ ★ ★

ROTC SCHOLARSHIPS will be awarded to 3000 Air Force cadets this year. It will be the largest number of grants awarded in one year since the program began in 1965.

The scholarships will go to the students at 140 colleges and universities. The Air Force will choose 600 sophomores, 1400 juniors and 1000 seniors as recipients.

The awards will pay the full cost of tuition, fees, laboratory expenses and books, plus \$50 per month.

Since passage of the ROTC Vitalization Act of 1964, a total of 2000 Air Force scholarships have been awarded. The Air Force plans to have 5500 in effect by 1970.

★ ★ ★

FIFTEEN SHIPS of the Commerce Department's Survey Fleet will engage in survey operations this year over an estimated 200,000 square miles of ocean.

Before the year is completed, the ocean research, hydrographic and wire drag ships which make up the fleet will cover approximately 125,000 nautical miles.

This year, eight new ships are scheduled to be added to the fleet. They are the *usc&gss Discoverer*, *McArthur*, *Davidson*, *Fairweather*, *Rainier*, *Mt Mitchell*, *Rude* and *Heck*. They are replacing ships retired because of age.

The ocean research vessels will explore the deep ocean—the subterranean mountain ranges and seamounts, the canyons and valleys, the almost limitless basins, and the strange creatures which inhabit the abyssal waters. Hydrographic survey ships will measure the depths of coastal waters; wire drag vessels will probe offshore waters for such hidden dangers as sunken wrecks, pinnacle rocks and other submerged objects.

A wide variety of oceanographic and hydrographic research and surveys will be conducted throughout the Pacific by the seven ships assigned to the area. These include observations of the ocean's depths, the intensity and variation of the earth's magnetic and gravity fields, the temperature and salt content of the water, cloud photography, bottom dredging, mapping of the sea bottom's topography, tide and current observations, shoreline mapping and tidal current surveys.

Of the 12 ships which will operate in the Atlantic,



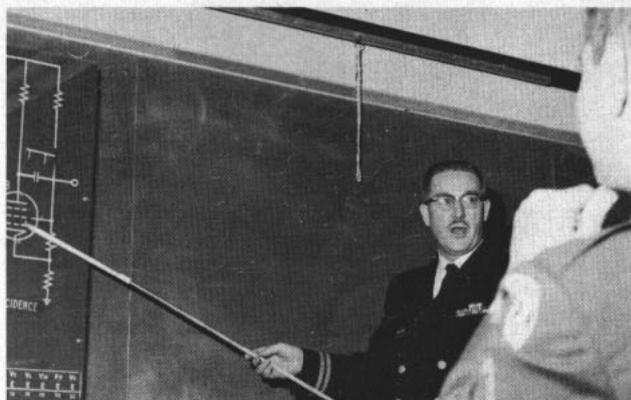
LOADING UP—Chinook helicopters load troops for flight to reserve area during recent search and destroy mission.

one will search for manganese nodules at the bottom of the sea in the vicinity of the submerged Blake Plateau off South Carolina and Georgia and beneath the Gulf Stream.

Operations conducted by other vessels will include work on the submerged mid-Atlantic Ridge, current surveys, bottom probes, planting and retrieval of deep-sea gauges and current meters on seamounts, gravity observations, and wire drag searches for underwater navigational hazards.

SHORT FIELD TAKEOFF—Air Force C-130 takes off from a dirt runway in South Vietnam after delivering supplies.





DASA ATOMIC WEAPONS school teaches modern weapons, their theory and use in interservice training group.

DASA's Defense Training Group

FROM STONES TO THE BOW and arrow, from flash powder to nuclear energy, the development of weapons and their delivery systems has always been dependent upon man's ability to convey ideas effectively.

One of the foremost centers for training in the theory and use of modern day weapons is the Atomic Weapons Training Group of Field Command, DASA. (In case you're not up on your alphabetical designations, DASA stands for Defense Atomic Support Agency, and it's located at Sandia Base, N.M.)

Navymen are included both among the instructors and students at the Atomic Weapons Training Group.

Established in 1946, the Training Group has graduated over 75,000 military and civilian students from its weapons training and special orientation courses.

Graduates of the Training Group's courses now comprise the major part of the specialized forces maintaining the nation's nuclear strike force. Students range from seaman to admiral and from private to general, while the length of their training courses varies from five days for high ranking officers in the Weapons Orientation Advanced Course to five months for enlisted students attending the Army Nuclear Weapons Electronics Specialist Course.

In late 1966, the Training Group put into commission a new ultra-modern training facility. Spacious, well-lighted classrooms contain the latest in electronic and remotely-operated audio-visual training aids.

Switch panels on instructor lecterns allow the instructor to dim room lights, operate slide and motion picture equipment (in forward or reverse sequence), raise and lower motorized screens and control microphones and projector audio level. The new structure provides training space, classrooms, weapons bays and related facilities which, until recently, occupied 28 separate buildings on some 30 acres of land.

The Training Group provides an interesting look at a truly unified military school. Included on the instructional staff are members of the Navy, Army, Air Force and Marine Corps, ranging in rank from seaman to commander and from private or airman to lieutenant colonel.

Military experience in nuclear weapons maintenance operations provides the core of the instructors' qualifications and, though formal civilian college education is not a major consideration in making assignments to the staff, it is interesting that 46 of the instructors have B.A. degrees and five have M.S. degrees.

Typical of the long-time practical knowledge exhibited by many instructors is the case of Lieutenant William L. Myers, usn, Chief of Nuclear Weapons Applied Electronics Section.

During his 20 years of enlisted and officer service with the U. S. Navy, LT Myers has completed Navy training courses in nuclear weapons and electronics, maintained long-range communications station equipment and, more recently, served as electronics officer aboard

the aircraft carrier *uss Ticonderoga*, where he was responsible for the entire shipboard electronics package. His current fields of instruction are Navy Electronic Calibration and Army Nuclear Weapons Electronics Maintenance training.

The Training Group is under the direction of an Army colonel. The organization consists of five separate training divisions: Army Weapons, Navy Weapons, Joint Training, National Capabilities, and Instructor Training and Evaluation.

Each of the divisions is responsible for training in specialized areas, but the emphasis of the school is on joint training. The divisions often combine forces to present a particular phase of instruction. Visiting instructors are sometimes invited from other field command departments for special briefings in conjunction with the DASA Group's training.

Every effort is made by the staff to maintain uniformly high standards of instruction. Examinations are given frequently and the results are analyzed to determine the effectiveness of instruction. Training aids and training literature are under constant review and revision to assure timeliness and accuracy of information presented.

The school has set for its goal the task of maintaining the most efficient training in this field in the Department of Defense—and dedication to the task is routine in every phase of school operation.

—Story by Steve Caine

—Photos by Sp5 Pearce, USA

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **USN INSIGNIA**—Navy enlisted men serving with the U. S. Marine Corps will be identified by Navy rate devices and markings on the Marine Corps utility uniforms as a result of a recent change in *Navy Uniform Regulations*.

The change calls for "US NAVY" stencils instead of "USMC," and distinctive bronze metal collar insignia to be worn on the utility coat, shirt and on any other combat or field clothing. In short, the Marine Corps emblem will not be stenciled on any utility-type uniform or utility cap worn by Navymen.

Collar insignia include a fowl anchor identical in design to the present collar insignia for CPOs, a spread eagle above appropriate chevrons for other POs, and diagonal bars for E-3 and E-2 personnel.

This change initially was made public through BuPers Notice 1020 of 6 Apr 1967.

• **TIMELY DECORATIONS** — An instruction is being published which will shorten the time lag between a heroic act and the presentation of a medal. If the directive has not been distributed when this issue is printed, it will be soon.

The new procedures stem from a report of a special committee, convened by SecNav and conducted by Admiral George W. Anderson, Jr. USN (Ret). The committee studied ways to increase the prompt recognition of heroic or meritorious per-

formance by Navy and Marine Corps men.

When the report was complete, the Secretary of the Navy ruled that the recommendations provided a significant opportunity to improve the Navy's award system.

Major proposals of the Anderson Committee included broader delegation of authority to award decorations; revised composition of the Board of Decorations and Medals; additional combat and meritorious unit awards; and modification and simplification of award procedures.

Changes will be effective upon publication of a SecNav Instruction, and will soon be included in the *Navy and Marine Corps Awards Manual* (SecNav Inst 1650.1C).

According to the recommendations:

Authority to award the Silver Star, Legion of Merit, and lesser personal decorations will be delegated to the Chief of Naval Operations.

CNO will be authorized to subdelegate authority to award personal decorations to the Commanders in Chief of the U. S. Atlantic and Pacific Fleets and the Commander in Chief U. S. Naval Forces, Europe.

Further subdelegation may be authorized by the commanders named above to commanders of the rank of vice admiral, but this subdelegation is limited to the Bronze Star, Air Medal, Navy Commendation Medal, and lesser personal awards.

The delegation of authority to award personal decorations will not pertain to personal awards to flag officers, except the Purple Heart.

Neither will it pertain to personal awards recognizing service performed while assigned to the immediate staffs of officers holding delegated authority, or performed in the National Capital area.

The subdelegation authority is also excluded for awards to personnel serving in assignments external to the Department of the Navy, and for personal decorations for other than U. S. Navy and Marine Corps personnel.

Personal decorations of personnel missing in action and posthumous awards will not be delegated below the Chief of Naval Operations or the Commandant of the Marine Corps.

The additional and revamped awards recommended include:

• A third unit award, junior to the Navy Unit Citation, designated the Meritorious Unit Commendation, will be established.

• The Secretary of the Navy Commendation for Achievement will be designated the Navy Achievement Medal, to take precedence after the Navy Commendation Medal. The criteria for the award of this medal will be expanded to provide increased recognition of combat and meritorious achievement. A Combat Distinguishing Device will be authorized.

• Multiple awards of the Air Medal under the strike/flight system will be indicated by numerals in lieu of Gold Stars.

Administrative changes recommended by the committee point toward speedier procedures:

Standard recommendation forms will be prepared and positioned



YOU'LL BE HAUNTED if you don't show the right spirit—pass this copy of ALL HANDS on to nine other Navymen.

throughout the Department of the Navy. Administrative procedures in units below those commanded by flag and general officers will be reduced.

Certificates signed by the Secretary of the Navy will be used in lieu of smooth citations for the majority of personal decorations.

The *Navy and Marine Corps Awards Manual* will be revised to include additional exemplars and checkoff lists to assist in determining the appropriate decoration to recognize particular acts of heroism or meritorious achievements.

Revised sample recommendations will reflect a simplification of the language used in initiating recommendations, and formats adaptable to automatic data processing for record-keeping purposes.

• **AUGUST EXAMS**—Test-takers who arm themselves with proper ammunition during next month's crow hunt should bag their limit, according to advancement officials.

They say the opportunities are

"outstanding," largely due to an increased demand for petty officers in most every rate and rating.

Advancement opportunities to pay grades E-6 and E-7 are no less greater than usual, but neither do they promise to increase as distinctly as those of the lower paygrades. Advancement to third and second class PO should be as sure as passing the exam.

To insure maximum participation, time-in-grade waivers similar to those allowed previously will be in effect for the August 1967 advancement examinations.

Especially well qualified E-3 and E-4 Navymen of all skills who earn their commanding officer's recommendation may take advantage of the special provisions. Third class petty officers may go up for second class six months early, and nonrated Navymen may take the E-4 test if they are serving in pay grade E-3 on 1 August.

Navymen who take the examination under the provisions of the

waiver must meet all the requirements for advancement except the normal time in rate. Correspondence courses, practical factors and performance and military leadership tests must be completed, but they are not due until the day before the exam. (Normally, such prerequisites are due one month before the examination date.)

While the waiver is in effect, it is possible for a Navyman to take the E-5 examination while serving in pay grade E-3. This would occur if the man were authorized advancement to third class as a result of the February exam, with advancement effective 15 August or later. Since time in grade for advancement purposes is computed from the first advancement increment, such an individual (if he received his commanding officer's recommendation) could take the second class exam before becoming rated. Of course, only especially well-qualified men would be recommended for such accelerated advancement.

Dates for the August examinations were announced by BuPers Notice 1418 of 13 Apr 1967: E-4 examinations will be given on Tuesday, 1 August; E-5 on Thursday, 3 August; E-6 on Tuesday, 8 August; E-7 on Thursday, 10 August.

The minimum service requirements, except as amended by the notice (and outlined above) are listed in paragraph 302.10 of the *Manual of Advancement in Rate or Rating* (NavPers 15989). Men competing for CPO, of course, must have a total of eight years' service. According to BuPers Notice 1430 of 7 Apr 1967, time served in the Inactive Naval Reserve while a member of a drilling unit may be counted in the eight years.

At the time an individual has been notified of his selection for advancement, he must have sufficient obligated service ahead of him before he can get out the needle and thread. Paygrades E-5 and E-6 must remain on active duty at least one year from the date on which they are advanced. Senior, master or chief petty officers must agree to two years obligated service.

The only obligated service waiver authorized for advancement is for those persons not eligible to reenlist or sign an extension, generally because of hospitalization. *BuPers Manual* (Articles C-1403 and C-1407) is the authority.

Salute to the Reserves

The Reserves have received a tribute for the vital part they have performed in maintaining our national security. The praise, pointing out the key functions of the Reserve forces, is part of a statement addressed to the Secretaries of the Navy, Army and Air Force by Deputy Secretary of Defense Cyrus Vance.

"Now that large segments of our active forces are deployed overseas, the Reserve forces serve a vitally important role in national defense. They shall always be needed as an integral part of our military posture.

"Despite the fact that we have deployed nearly a half-million men of our active forces to Southeast Asia, our capability for meeting treaty commitments and reacting to other contingencies elsewhere in the world has not been diminished. This is primarily because we have retained our Reserve forces as a ready force in being, and have increased their strength and readiness to respond promptly when and where needed," the statement said.

The statement added that: "The size and capability of our Reserve forces are powerful factors in:

- "Reflecting the determination of the United States to remain militarily strong in order to fulfill our political and military commitments;

- "Deterring political and military actions by foreign nations which would be inimical to United States' national interests; and

- "Providing a credible military foundation for United States political and diplomatic actions in international affairs toward the attainment of United States national objectives."

"The activities of the Ready Reserve units," he said, "reflect the dedication and selfless devotion to duty of our Reservists, and clearly demonstrate the capability of those Reservists to perform mobilization missions assigned them."

The memorandum concluded with a message conveying recognition "to the men of the Ready Reserve for the job they are so ably doing."

THE BULLETIN BOARD

Looking For a Hobby? Collecting Money Is One of Great Interest

Saving money is like dieting. A certain amount of will power is necessary, but some schemes are easier than others.

One of the most successful philosophies concerning savings can be summed up in a very few words: Savings come off the top. A variation of this theme is: Pay yourself first.

Once you have made the decision to save, you may choose between a wide variety of methods. A few of the most popular are:

- Savings Accounts—Banks, savings and loan associations and similar institutions pay higher interest today than they have for several decades. In many instances, interest is compounded and paid quarterly. Regulations permit you to allot part of your pay for a savings account.

- U. S. Savings Bonds—Early in 1966 the President raised the interest rate of U. S. savings bonds to 4.15 per cent to make them competitive with other forms of saving. The new interest rate causes bonds purchased since 1 Dec 1965 to mature in seven years. The first bonds, which were issued 25 years ago, took 10 years to mature.

Incidentally, bonds purchased before the rate was raised also began earning the higher interest on 1 Dec 1965.

You may purchase U. S. savings bonds regularly through the payroll savings plan, with an allotment of part of your monthly pay. The minimum monthly allotment is \$6.25, which pays for a \$25 bond every three months.

- Uniformed Services Savings Deposit Program—Public Law 89-538, which was signed into law 14 Aug 1966, offers an unusual savings opportunity to Navymen serving overseas. This new program pays 10 per cent interest, compounded quarterly, on deposits up to a maximum of \$10,000. To be eligible, you must be assigned outside the U. S. or its possessions and Puerto Rico. The deposits continue to draw

the high interest for 90 days following return to the U. S.

If you are overseas, you may deposit any part of your unallotted current pay and allowances, either in cash or by allotment, in multiples of \$5. If you receive a reenlistment bonus while overseas, it may also be deposited.

The new savings deposit program replaces the Soldiers', Sailors' and Airmen's Deposits, which paid four per cent interest and was available only to enlisted men. However, money currently on deposit will continue to pay four per cent until the depositor withdraws it, until his current enlistment ends, or until he goes overseas. Also, for those overseas, old deposits in excess of \$10,000 will continue to earn four per cent interest.

Navymen will normally not be allowed to withdraw deposits and interest while they are overseas—but there are provisions for withdrawals in emergency circumstances.

Deposits and interest are exempt from liability for debt, including indebtedness to the United States, and are not subject to forfeiture by sentence of a court-martial.

- Allotment expansion — When you go overseas, you may be assigned to an area where special pay (which can range from \$8 to \$22.50

per month) may be authorized for enlisted men. You may also receive combat pay. This extra cash (along with proficiency pay) can be allotted for the purchase of savings bonds or to a savings institution.

- Taking less than full pay—While this method doesn't earn interest, many men overseas and aboard ship find it convenient to take just enough pay each month to meet their expenses and leave the rest of their pay and allowances on the books. The surplus funds are always safe and readily available.

Each of the options listed above—especially those tailored for Navymen overseas—is practical and useful, and easy to begin using. Choose the one which suits you.

As you save, you will not only be feathering your nest, you will be helping Uncle Sam as well. You will be lending valuable assistance both in reducing the balance of payments deficit and in relaxing inflationary pressures.

Increase in Doctorates From Postgraduate School

The Navy Postgraduate School at Monterey, Calif., has, since the end of World War II, awarded 2153 masters degrees and 22 doctorates to officers in various fields of the military services, including those of certain foreign countries.

More recently the tempo has increased in postgraduate education, particularly in the area of doctor degrees. While some 22 doctorates were awarded in the past 20 years, there are at present 16 officers now studying for doctorates in the fields of electronics, aeronautics, engineering electronics, communications engineering, and chemistry.

To be nominated for doctorate studies at Monterey, officers must have shown exceptional promise in postgraduate studies in their fields. The typical course of study for a doctorate requires three years.

A recent study by BuPers showed that about 20 per cent of the officer assignments in the Navy today call for postgraduate degrees.

Jeremiah H. Paoli, IC2 USN



"It's worse than we thought, Admiral, the foreign agents appear to have taken off with our outline of the change-of-command ceremony!"

Going to Vietnam? Check These Rights, Benefits

SOUTH VIETNAM has in the past been referred to as a lush and tropical paradise, populated with water buffalo and picturesque people who wear quaint little straw hats. But not recently. Today it is an embattled nation which requires the assistance of thousands of U. S. servicemen.

The men who serve in the combat zone are charged with a demanding and often dangerous mission. The U. S. Government recognizes this fact, and attempts to compensate (insofar as compensation is possible) for the necessary hazards and inconveniences of wartime service.

If you are one of those called to serve in Vietnam, you will be entitled to a number of benefits and special consideration. Some of these will be available to any Navyman who goes overseas for an unaccompanied tour, but others will be available only to those men who, like yourself, see duty in Southeast Asia.

Your Family

As a recipient of orders to Vietnam, you can expect to be away from your family for about one year. One of your first concerns will be the well-being of your wife and children during your absence.

Most Navy men choose to relocate their dependents, usually sending them to an area where they can be close to friends and relatives. Should you decide upon a similar course of action, the Navy will usually pay the cost of their transportation and of moving your household goods.

First, of course, you must be eligible for dependents' travel—that is, you must be P02 or higher, or P03 with more than four years of service.

Suppose you are serving within the continental United States (48 contiguous states and the District of Columbia) when you receive your orders to Vietnam.

In such a case, the government will pay for your dependents' travel and the movement of your household goods from their location to any place in CONUS, provided such travel is not in excess of travel from your last permanent duty station to the place where you want to send your dependents. In addition, if travel of dependents is desired to a designated place in Puerto Rico,

Alaska, Hawaii, or any territory or possession of the United States, except Guam, the government will pay for their transportation and the movement of your household goods if prior approval is obtained from the Bureau of Naval Personnel.

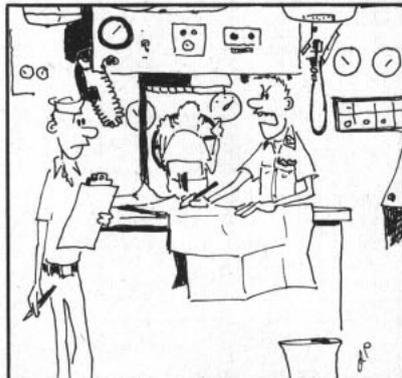
If such travel is not authorized, or if travel is to be performed by the dependents to any other place outside CONUS, payment by the government will be limited to the point of actual departure from CONUS.

Now, suppose you are a Navyman serving outside the continental United States when you receive your orders to Vietnam. In this case you may send your family almost anywhere in the world at government expense, providing you have the prior approval of the Bureau of Naval Personnel. (Areas such as Vietnam, of course, would not receive Bureau approval.)

A word of caution here: Certain locations outside CONUS entitle the Navy family to station allowances, such as the cost of living allowance, temporary lodging allowance and housing allowance. If your old permanent duty station is in CONUS and you send your family outside CONUS to await your return you are not eligible for station allowances, even though service in the area to which you move your dependents would usually entitle you to these allowances.

If your old permanent duty station is outside CONUS, whether or not you will receive station allowances depends upon the facts in your case. If your dependents were

Jeremiah H. Paoli, IC2 USN



"I don't care how John Wayne did it . . . I happen to be the exec of this submarine."

located at your duty station, and station allowances are authorized for such station, you are entitled to station allowances for your dependents as though you were present, if the dependents continue to reside at such location and such continued residence is approved by the Chief of Naval Personnel, who represents SecNav in such cases.

If you move your dependents to a designated place outside CONUS, from the location of your old permanent duty station outside CONUS, entitlement to station allowance for dependents at the new location is contingent upon prior approval by the Chief of Naval Personnel of the move and whether or not station allowances are authorized in *Joint Travel Regulations* at the new location.

Some Navy men, of course, have no special ties with any particular community. If this is true in your case, you may decide to apply for a government housing unit at one of the locations listed in the adjacent box.

Such housing is located in areas where there is a surplus of quarters, and is primarily reserved for military families whose sponsors are serving in Southeast Asia. Most of the units are adequate public quarters (you must forfeit your BAQ) located near military bases which have been closed or reduced.

For specific information on surplus housing, see NavFac Inst. 11101.80 and NavFac Notice 11101, change transmittal 2, of 30 Mar 1967.

If you are residing in Navy housing when you receive your orders to Vietnam, you are entitled to special consideration. While most Navy men are required to vacate their public quarters as soon as they are detached from their command, men going to Vietnam can usually arrange for a housing extension of at least 90 days. When housing is available, in fact, commanding officers may authorize the families of men in Vietnam to remain in their present Navy housing until the overseas tour is completed.

While you are overseas, of course, your family continues its eligibility to take advantage of the new med-

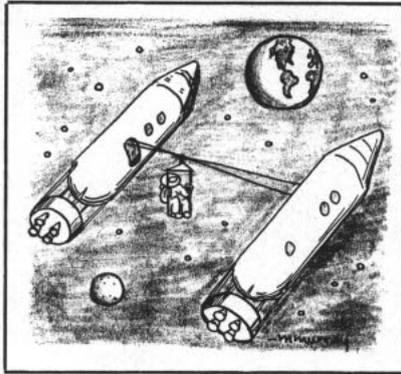
ical benefits regulations in both uniformed services and civilian medical facilities (see *ALL HANDS*, December 1966, p. 46). The Medical Benefits Act applies to all Navy families, and you should become familiar with its benefits.

If your dependents live near a naval establishment, the local family services center will be available and will lend a hand with any minor problems. And (as it always is good to remember when you are separated from your wife and children) the Navy Relief Society and the Red Cross are always willing to help out in an emergency.

Preparing for Your Departure

Before you leave your command, your personnel office will probably provide you with a checklist. Since you are heading for Vietnam, your

LT Melville C. Murray, SC, USNR



checking-out procedures will be slightly more extensive than usual. (See BuPers Inst. 1300.37.)

As always when you leave a command, you should see your medical and dental officers well before your

transfer date. It is to your advantage to have any problems taken care of before you leave—especially since medical facilities and medical personnel in Vietnam are both scarce and busy.

You should also complete a new Record of Emergency Data (Nav Pers 601-2). This record should always be kept current.

Extra Pay

The financial rewards of Vietnam service are not to be overlooked. In addition to most of the pay and allowances you are accustomed to receiving, you will be eligible for hostile fire pay, the family separation allowance (if you have a family) and foreign duty pay (if you are an enlisted man).

And this is to ignore, for the time being, income tax exemptions, high-

Surplus Housing for Families of Men Serving in Vietnam

Navy men interested in obtaining surplus housing should apply directly to the commanding officer or family housing officer of the installation concerned.

Applications should include:

- Name, rank or grade, service, service number, and length of military service.
- Name of wife, or other adult who will act as head of the family during the overseas tour.
- Names, sex and ages of other members of the family, and the number of bedrooms required.
- The date housing is needed and, if known, when it will be vacated.

The latest listing of surplus housing, as contained in NavFac Notice 11101, Change 2, of 30 Mar 1967, is as follows:

Georgia—Housing is available at NAS Albany (Turner Air Force Base), located five miles northeast of Albany, Ga. Quarters for enlisted men include 120 three-bedroom and four four-bedroom units (Capehart) and 115 two-bedroom and 15 four-bedroom units (Wherry). There are 133 three-bedroom and 13 four-bedroom Capehart units available for officers.

Indiana—A total of 19 units are

available in Indiana: Eight with one bedroom; 10 with two bedrooms; and one with three bedrooms. All are reserved for enlisted men.

The units are Wherry rental housing. They are privately owned (with DOD sponsorship) and operated on a rental basis. Applications should be sent to the family housing officer at NAD Crane, Ind. The housing units are located 36 miles southwest of Bloomington and 23 miles west of Bedford.

Kansas—Housing is available at two locations in Kansas. There are 830 units at Fort Riley, which is located between Manhattan and Junction City, and 745 units at Schilling Air Force Base, four miles northeast of Salina.

The 830 units at Fort Riley consist of 561 three-bedroom Capehart units, and 117 two-bedroom and 43 three-bedroom Wherry units for enlisted. Officers' quarters consist of two two-bedroom and 32 three-bedroom Capehart units plus six one-bedroom, seven two-bedroom, 49 three-bedroom, 11 four-bedroom and two five-bedroom units in the other public quarters category.

Housing at Schilling Air Force Base is all Capehart. For officers there are 30 two-bedroom units,

179 three-bedroom units, and 42 four-bedroom units. Enlisted housing consists of 138 two-bedroom units, 318 three-bedroom units and 38 four-bedroom units.

Montana—There are 15 surplus housing units at Glasgow Air Force Base. There are four officer and nine enlisted three-bedroom units, plus two officer four-bedroom units. All quarters are Capehart.

New Mexico—Twenty-two Wherry units, all for officers, are available at Holloman Air Force Base, 10 miles northeast of Alamogordo. Nineteen units are three-bedroom and three are four-bedroom.

Utah—Public quarters available are located at the Ogden Defense Depot. There are four two-bedroom units, two for enlisted and two for officers. Of the six three-bedroom units, four are officer.

Wisconsin—One one-bedroom, three two-bedroom and one three-bedroom officers' units are located at Camp McCoy, 40 miles northeast of La Crosse.

A few units for officers are located at Frankford Arsenal, Philadelphia, Pa., and Red River Army Depot, Texarkana, Tex., and for enlisted at NRS Driver, Va. (15 miles west of Portsmouth) and NAD Bangor, Wash., 14 miles south of Port Townsend.

interest savings plans, free postal services and advancement opportunities, all of which will add to your solvency.

- **Hostile Fire Pay**—If you serve on permanent duty in the combat zone, you will receive hostile fire pay. The payment is \$65 per month, for both officers and enlisted men, and will be paid for any calendar month during which you spend any time in the zone. Entitlements for temporary or occasional duty are different.

- **Foreign Duty Pay**—Enlisted men who serve in Vietnam will automatically be eligible for foreign duty pay. The amount is based upon pay grade, and varies from \$8 per month for recruits to \$22.50 for chiefs, senior chiefs and master chiefs.

- **Family Separation Allowance**—Family men serving in Vietnam will receive \$30 per month to help defray the extra expenses of maintaining their home while they are away. For more information concerning the FSA, see ALL HANDS, September 1964, p. 42.

Tax Exemption

If you are an enlisted man or a warrant officer, your service in the combat zone will exempt all your Navy pay from federal income tax. If you are a commissioned officer, your service in Vietnam will exempt the first \$500 of your monthly Navy earnings.

The tax exemption continues if you are hospitalized anywhere as a result of wounds, disease or injury you suffered while in the combat zone. The exemption continues until the end of the month in which you leave the hospital, or until combatant activities cease, whichever is sooner.

If you reenlist during a month in which you serve in the combat zone (or are hospitalized anywhere as a result of such service), the extra cash you receive will also be nontaxable. *The tax exemption applies to reenlistment bonuses, lump sum payment for accrued leave (to the extent earned in the combat zone), the variable reenlistment bonus, and dislocation allowances (if the move began or ended in a month during which you served in the combat zone or were hospitalized as a result of such service).*

If you served in the combat zone

Jeremiah H. Paoli, IC2 USN



... and then, I gave the order "Fire One!"

during the month in which you reenlisted, all of your VRB is nontaxable even if some payments are made after you leave the zone. By the same token, VRB installments received while in the combat zone are subject to federal income tax if the VRB is based on a reenlistment during a month in which you did not enter the zone.

Tax exempt pay, allowances and bonuses are not subject to compulsory federal income tax withholding, and need not be reported when you file your federal return.

(Incidentally, servicemen in the combat zone or those who are hospitalized outside the 50 states and D. C. as a result of injury incurred while serving in the zone are excused from filing income tax returns until 180 days after they leave the combat zone or, if hospitalized outside the States, leave such hospitalization for return to duty or to the States for further hospitalization.)

Dislocation Allowance—If your move begins or ends in a month during which you served in the combat zone (or were hospitalized as a result of such service), the dislocation allowance you receive will be tax exempt, and will not be subject to compulsory withholding of federal income taxes.

Note: Taxable DLA is already included in your "wages" shown on the Form W-2 you receive after the close of the year. Thus, you need not

add it to your income on your federal income tax return. Furthermore, if you claim an adjustment on your income tax return for moving expenses (Form 3903), you need not include the DLA as a reimbursement, since it already has been reported as part of your wages.

The Savings Deposit Act

If you choose to take advantage of the new savings deposit program, you can collect an extra 10 per cent or so on all that tax-free extra pay.

The Savings Deposit Act (Section A, Act of 14 Aug 1966) provides for the payment of 10 per cent interest on deposits of unallotted pay and allowances made by active duty Navymen serving overseas. You may also deposit other funds, such as reenlistment bonuses, payments for travel allowance on discharge and unused leave, providing your reenlistment was made while overseas.

You may deposit other money as well, but only if normal means of deposit in U. S. savings institutions are not available, and if you have the permission of your commanding officer. Such deposits, however, cannot exceed the amount of your unallotted pay for that month.

Ten thousand dollars is the limit upon which 10 per cent interest is paid. When your account reaches this amount, further deposits will earn four per cent interest.

When deposits are made before the 10th of the month, they will draw interest from the first of the month. Deposits made after the 10th, however, will not begin to earn interest until the first of the following month. Interest is computed on the basis of your average quarterly balance, and is compounded quarterly.

While you remain overseas, the money which you deposit can be withdrawn only in an emergency involving you or your family. (You may also make withdrawals if you extend in Vietnam and take your 30-day extension leave in the U. S.) When you return to the U. S. on a permanent change of station, your account is closed within 90 days and interest on it is paid to the end of the month.

Deposits and withdrawals must be made in multiples of five dollars. The money so deposited is protected from attachment by individ-

uals, organizations and even the U. S. government.

Field Advancements

Enlisted men serving in Vietnam may be recommended for advancement in instances when, due to operating conditions, they are unable to prepare adequately for the Navy-wide competitive examinations.

Commanding officers and officers in charge of units in Vietnam may waive the examination, including E-4/E-5 military leadership exams, for any rate within established quotas as administered by Commander U. S. Naval Forces, Vietnam. Individuals not eligible for field advancement compete under the normal advancement system.

To be eligible for field advancement, you must meet all the requirements for advancement except taking the exam. You must be serving in Vietnam on the examination date or, if you are serving in-country on the eligibility date (1 July or 1 January, for the August and February exam series, respectively) and have served there for 30 consecutive days, you may receive the waiver, even though you are elsewhere when the exam is given.

Field advancements may be made to pay grade E-4 through pay grade E-7. In the case of E-7, however, the individual must have previously passed the CPO examination within three years.

The first field advancements of the Vietnam conflict were made in August 1966. As a result, 240 men were advanced to CPO, 967 to PO1, 897 to PO2 and 1011 to PO3. Advancements are authorized by the Naval Examining Center and are normally effective as of the first increment of the applicable exam cycle.

Free Mail and SAM

When you serve in the combat zone you are entitled to free mail service for all first class letter mail, post cards and sound-recorded correspondence. This mail is usually flown to the U. S. and, once in the U. S., sent to its destination by the fastest means, usually equivalent to air mail service.

Most mail you send and receive while in the combat zone will probably be SAM, which is to say, Space Available Mail.

SAM is the system by which per-

sonal letters, and parcels weighing five pounds or less and measuring 60 inches or less in length and girth combined, are carried on a space available basis on commercial or military flights traveling to, from and between overseas locations.

The types of mail eligible for SAM airlift are: Personal first class letters; sound-recorded taped messages; postal cards and post cards; second class weekly newspapers and magazines featuring current news (newspapers and magazines are flown only if they are addressed to someone in the combat zone); and surface parcels which meet weight and size requirements.

SAM is airlifted between military post offices overseas or between these post offices and the U. S.

For example: If a three-pound parcel bearing postage at the regular parcel post rate is sent from Chicago to Vietnam, it travels overland to San Francisco. From there it is flown by either a scheduled commercial airline or a military flight.

For mail from Vietnam the procedure is reversed, except that free mail is usually flown all the way to its destination in the U. S. Parcels

are not covered by the free mail regulations and travel overland within the continental United States.

Special Leave

If you decide to extend your tour in Vietnam by six months or more after your one-year tour expires, you will rate a special 30-day leave which will not be charged to leave already accrued. The vacation may be taken almost any place in the world, and your transportation to this vacation spot will be furnished at government expense.

To be eligible for the special leave, you must be permanently stationed in Vietnam. This includes afloat units on 12-month tours if they are physically stationed within the 12-mile limit. Their home port need not be Vietnam.

If you agree to an additional six months of service in Vietnam, the extension will not include the time you consume by your special leave or the travel time involved.

Your extension will begin when your active duty service expires or at the normal expiration of your Vietnam tour, whichever comes first. If you reenlist or voluntarily extend because you do not have enough

NOW HERE'S THIS

'Vietnam Green' Joins List of Paint for Ships

In its long history, the U.S. Navy has had many gray ships, a few white ships and even a handful of pink ships. Now it has a green ship. It's *USS Askari* (ARL 30).

Askari doesn't wear the green because of an affinity for things Irish. With her, it's simply a

matter of camouflage. *Askari* spends much of her time as an on-station repair ship for the boats of River Assault Flotilla One which operate along the banks of the main shipping channel to Saigon.

Askari is particularly needed there for the channel cuts through the dangerous Rung Sat.

Askari arrived on station in February. Since then, it has been her job to maintain and repair a variety of heavily armed small boats specifically designed for assault operations along the rivers and canals like those that crisscross the Rung Sat Special Zone.

Askari's well equipped shop is about the size of a football field. The boats returning from assault operations are repaired there. Small parts which are not on hand are manufactured on the spot. In fact, *Askari's* crew claims there is scarcely a problem involving small boats which they cannot handle.

With confidence like that, other ships should turn green with envy.



obligated active duty service remaining to complete a tour extension, you are also eligible to receive the special 30-day leave.

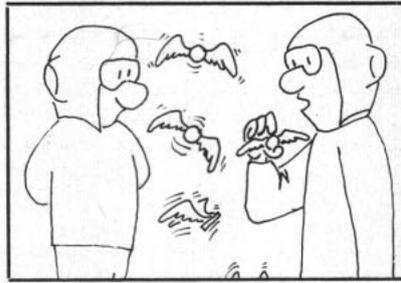
If you go on special leave before completing your normal 12-month tour, the period remaining in the 12-month tour must be served in addition to the extension.

All tour extensions under this policy must be approved by the Chief of Naval Personnel—which should be no problem, unless you are serving in Vietnam in a temporary duty status, in which case your extension won't be approved. Nor will it be approved if there isn't reasonable assurance that you will serve your extension.

If you decide to extend and take the 30-day vacation, your transportation to whatever spot you choose will be furnished by the government. If government transportation isn't available, you will be reimbursed for your commercial fare. You can go any place in the world that isn't restricted to military personnel on leave.

Whenever possible you will travel via a MAC or MAC-chartered plane. If this type of transportation is not available, you will go tourist class

ENS P. O. McVay, USNR



"You'll see them a lot aboard this ship they're flight quarters."

via the most expeditious commercial aircraft.

Because your vacation can't be charged or credited to the leave you normally earn and accrue, you must take the entire 30 days at one time.

You will also have to take the leave within 90 days before, or within 30 days after, your normal rotation date. After your leave is finished, it can't be extended except in cases of emergency. Extensions, if they are necessary, will be charged against accrued leave.

Duty Options for Returnees

When you have finished your 12-month unaccompanied tour in Vietnam and are due for reassignment,

your service in the combat zone will entitle you to special consideration. (HMs are covered by a separate policy.)

Assignments to specific home ports, type ships and units or specific areas must still be consistent with current manning levels and commitments, of course. Also, to receive shore duty you must be eligible to come ashore under Seavey system.

If you're returning from Vietnam, but are not eligible for Seavey, here are the options available:

- You can be assigned to sea duty in the Fleet of your choice. If you choose Atlantic Fleet sea duty, you must have at least 16 months of obligated service at the time of your transfer.

- Another option gives you priority consideration for assignment to overseas duty including Fleet units homeported in foreign countries. If you choose this option, you must have the qualifications prescribed in Chapter Six of the *Enlisted Transfer Manual*.

- You can also receive advanced schooling consideration if you are qualified and your commanding officer recommends you.

When you have served one year in Vietnam, you won't be assigned to a deployed unit or a unit scheduled for any but local operations within three months of your reporting date. However, unanticipated schedule changes made subsequent to the issuance of a transfer directive are not normally sufficient justification for modification of orders.

If you have three or less months' obligated service remaining when you leave Vietnam, and you do not wish to extend, you will be transferred for separation. If you go on to another duty assignment, you can expect 30 days' leave between stations.

Further information is contained in BuPers Notice 1306 of 8 Dec 1965.

Incidentally, there are some instances in which you would be transferred from Vietnam before your one-year tour expires. If, for example, you are wounded on two separate occasions and each occasion requires hospitalization in excess of 48 hours, you would receive a transfer.

You would also be transferred if

WHAT'S IN A NAME

Life Buoy Watch

Probably every Navyman at sea has speculated on his chances of survival if he were to fall overboard. Carrier sailors may be more concerned about the possibility than Navy men whose decks are protected by rails. It is reassuring to know there is a lookout ready to spot a man overboard.

Sailors aboard USS *Coral Sea* (CVA 43), as well as those aboard other ships, have reason to be particularly thankful for a special life buoy watch at the ship's stern.

Aboard *Coral Sea*, the lifeboat crew stands this watch. Its members are relieved every hour, but for 60 minutes they must keep their eyes on the water and test their sound-powered telephones periodically. It is tedious and lonely work.

However, it takes only one man overboard to make the watch worthwhile. For example there was the time a cable became suddenly taut, throwing a *Coral Sea* sailor into a rough sea.

The life buoy watchstander spotted the man and quickly threw him a fluorescent ring with

a light. In less than four minutes, a helicopter had lifted the man from the water and deposited him on the carrier's deck—a happy ending that might not have been written without the vigilance of the life buoy watch.



you were wounded three times, regardless of the nature of the wounds or the treatment required for each wound.

If you are transferred for such a reason, you will not be ordered to serve with units in Vietnam or aboard ships or units which have been directed to move into the combat zone.

However, men wounded as a result of nonbattle incidents do not qualify for transfer.

Should you be eligible for transfer on account of your wounds, but do not wish to be reassigned, you may waive your eligibility for orders.

Medals

When you return from Vietnam, you will be entitled to wear the Vietnam Service Medal.

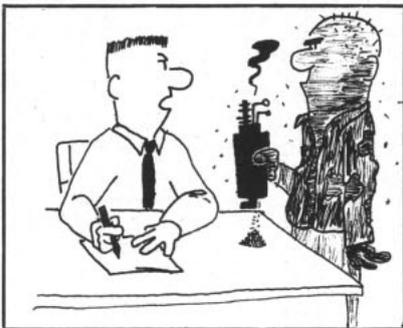
You may qualify for the VSN by:

- Being attached to and serving with a ship or unit participating in or directly supporting military operations in Vietnam.

This includes one or more days' shore or sea duty with such a unit, or participation as a crewmember in one or more flights into the air space above Vietnam or adjacent waters in support of operations.

- Serving on temporary duty for

ENS P. O. McVay, USNR



"Seems like all I ever get from the maintenance crews are complaints about the gear."

30 consecutive days or 60 nonconsecutive days in Vietnam or contiguous areas. This time limit may be waived if you participated in actual combat operations.

You may not be awarded the Vietnam Service Medal more than once.

Before 4 Jul 1965, the Armed Forces Expeditionary Medal was awarded for service in Vietnam. It should be noted, however, that you may not earn both the Vietnam Service Medal and the AFEM for duty in Vietnam. If you served both before and after 4 Jul 1965, you must make a choice between the two.

(It is possible, of course, for you

to receive both the Vietnam Service Medal and the AFEM, provided the latter award was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, Laos or the Dominican Republic, and you elect to be awarded the Vietnam Service Medal for service in Southeast Asia rather than a star on the AFEM.)

In addition to the Vietnam Service Medal, you will be authorized to wear the National Defense Service Medal. Most Navy men who have served honorably on active duty since 31 Dec 1960 qualify for the National Defense Medal. (For further information, see ALL HANDS, July 1966, p. 54.)

You may also receive medals or awards from the Republic of Vietnam. A recent instruction clarifies the regulations which allow Navy men to accept personal decorations tendered by certain foreign nations for service in Vietnam.

Authority to accept such awards was granted by the Congress in 1965. It covers any decoration, order or emblem normally conferred upon members of its own military forces by the government of the Republic of Vietnam. More information may be found in SecNav Inst. 1650.23.

Vietnam Volunteers

ENLISTED—In recent months almost all enlisted Navy men ordered to serve in-country in Vietnam have been volunteers.

If you want duty in Vietnam, you must first be qualified for overseas service as specified in the *Transfer Manual* (chapter six) and be recommended by your commanding officer.

In addition, you must:

- Be E-3 or above (includes strikers).
- Be 18 years or older.
- Have a minimum of four months on active duty.
- Have at least 16 months' obligated service. (The tour in Vietnam is 12 months. An additional four months is necessary to allow for travel, leave and training.)

You should submit your volunteer letter via your commanding officer and EPDO to the Chief of Naval Personnel (Attn: Pers

B211RVN). Do not expect a personal reply—the numbers of volunteers have been so great in the past that individual replies to Vietnam volunteers have become impossible.

When BuPers receives your letter, you will be placed on the Vietnam volunteer list. How soon you receive orders—and, for that matter, whether you receive orders—will depend upon your qualifications and the number of volunteers in comparison to the number of RVN billets for your rate and rating. If the number of volunteers greatly outnumbers the need for your rate and rating, naturally, your chances of going to Vietnam will be limited.

Several ships are presently stationed in Vietnam. A request for duty in Southeast Asia will be considered a request for duty aboard these ships as well as for duty in-country. Also a request for a spe-

cific type of duty in Vietnam will be considered a request for duty anywhere in-country if there are no billets available at the activity requested—unless you indicate otherwise on the request.

Once your name is on the volunteer list, it will not be removed unless you so request.

At present, men in all ratings are needed. The requirement for BMs, QMs and ENs is especially great.

OFFICERS—Any officer may volunteer for duty in Vietnam either by submitting a letter to the Bureau of Naval Personnel or by indicating Vietnam on his duty preference card. All ranks and designators are needed.

Reserve officers with insufficient obligated service to complete a 12-month tour plus training time must indicate their agreement to extend when they submit the request.

Rotation Plan for Corpsmen Designed to Equalize Duty In Vietnam Combat Areas

As stated in an earlier issue of ALL HANDS, a new rotation plan for hospital corpsmen (excluding Waves) went into effect in March of this year.

The system is designed to provide corpsmen for duty with Navy and Marine Corps units in Southeast Asia while maintaining rotation equity.

Involving shore tours from 18 to 30 months, the new rotation system will first affect hospital corpsmen who complete tours of 12 or more consecutive months' duty in Southeast Asia.

To qualify for 30-month shore duty assignments, corpsmen must have served in a shore-based activity in Vietnam; with combat forces of the Fleet Marine Force deployed in Vietnam on a full rotational tour; or aboard a ship which was continuously deployed to Southeast Asia in support of Vietnam operations. These ships are listed in OpNav Inst. 4600.16.

To qualify for the 30-month tour, these corpsmen are also required to be eligible for Seavey, or must have spent less than 24 months ashore before their Vietnam tour began, or must have completed four months' TAD in South Vietnam during the year before their present Southeast Asia tour began.

Corpsmen who have completed at least 12 months' consecutive service in Southeast Asia but lack the other qualifications will be given at least 18 months ashore. Shore duty completion dates for men with less than 18 months of obligated service will coincide with the expiration of their active obligated service.

HMs with 90 days or less of obligated service, however, will normally be separated from the Navy upon authorization from BuPers. Procedures for submitting such requests may be found in Article C-10306 of the *BuPers Manual*.

BuPers is assigning Class A Basic Hospital Corps School graduates to facilities where they can receive in-patient care training.

After at least two months of in-patient training, hospitalmen with the most training experience will probably be assigned to fleets, and

ultimately to Vietnam, before returning ashore.

Corpsmen who report ashore after 1 Mar 1967 will be made available for assignment to Fleet duty after completing the 18- to 30-month tour. Those who reported for shore duty before 1 March, however, will be made available for Fleet duty after approximately 24 months ashore, depending upon requirements.

If need be, corpsmen completing 15 or more months in the fleets will be reassigned to Vietnam tours. Priority will be given to men who have served the longest in the Fleet, thereby achieving a balance of rotation and experience among all Navy corpsmen.

Nobody, of course, will be assigned two consecutive Vietnam tours, nor will anyone be transferred as noted above within three months after returning from an overseas deployment of four or more months.

EPDOPAC will handle reassignment and transfer of corpsmen to Southeast Asia after they have completed at least 15 months in the Atlantic or Pacific Fleet. EPDOLANT will provide names of corpsmen in the Atlantic Fleet who are eligible.

Here again, consecutive unaccompanied tours will be avoided, as will transfers which would occur within three months after return from overseas deployments of four or more months.

Since the new rotation system causes shorter shore duty tours for some corpsmen, sea duty commencement dates will not be advanced (Seavey A-67: October 1964) until

ENS P. O. McVay, USNR



"Conn—signals. First line over from the oiler, sir."

the new rotation system can be evaluated.

In the meantime, corpsmen who qualify for transfer from Southeast Asia will be assigned to shore activities for between 18 and 30 months.

After completing this 18- to 30-month tour ashore, HMs will normally be assigned to a Fleet billet for a minimum of 15 months. They will then be rotated to unaccompanied tours in Southeast Asia to complete their regular sea tours—thus completing the rotation cycle.

The new plan is expected to achieve three basic goals: It will permit maximum use of hospital corpsmen; provide both Fleet and shore activities with more experienced corpsmen; and afford equal opportunity for all corpsmen to serve a one-year unaccompanied tour in Southeast Asia.

Retired Officers May Join MSTS With No Loss of Pay

If you meet certain requirements you may, as a retired military officer, work for the U. S. government and still retain your full military retirement pay.

Recently the Civil Service Commission approved an exception to the reduction-in-retirement-pay provisions for retired Regular military officers employed in certain civilian marine positions in MSTS ships for which there is a critically short labor supply.

The positions for which the exception is made include: Deck Officer (including Radio Officer); Engineering Officer; unlicensed skilled deck positions requiring a U. S. Coast Guard endorsement as Able Seaman; and unlicensed engine department positions requiring a U. S. Coast Guard document as a qualified member of Engine Department, oiler, or fireman-watertender.

MSTS is now recruiting for some of the positions described above.

Under provisions of the new Civil Service Commission ruling, the usual deduction schedule pertaining to the retirement pay of a military officer employed in a federal civil service job will not apply in this instance. The exception will continue in effect as long as an individual remains employed in one of the listed positions.

Officers interested in Atlantic

MSTS billets may obtain further information by addressing their inquiries to Military Sea Transportation Service, 58th Street and First Ave., Brooklyn, N. Y. 11250. For Pacific and Far East billets, address inquiries to Military Sea Transportation Service Pacific, c/o Naval Supply Center, Oakland, Calif. 94625.

Questions concerning Coast Guard license requirements should be directed to the nearest U. S. Coast Guard office.

Bainbridge Has New Center to Train Senior DS and DP Recruits

A recruit training center for prospective senior petty officers of the DS and DP ratings has been established at Bainbridge, Md. Note: DP is the rating abbreviation for Data Processing Technician, which replaced the term Machine Accountant (MA) as of 1 July.

Bainbridge provides military training for the civilian computer technicians who are being enlisted to help fill vacant E-6 and E-7 billets in the critically undermanned skills.

Although advancement quotas in the Data Processing Technician and Data System Technician ratings have been held at 100 per cent, the number of senior petty officers on board has been far fewer than needed.

The technicians selected to fill the vacant billets have backgrounds of professional training and experience in the computer field.

After enlisting in the Navy under the direct procurement program the technicians are sent to Bainbridge, where they undergo four weeks of military training.

The accelerated recruit training course has all the earmarks of the Great Lakes and San Diego boot camps, with additional emphasis on leadership and discipline. By graduation day, all the men have completed their basic military requirements for first class and chief.

Each class is equipped to train a maximum of 40 enlistees in the DS/DP Direct Procurement Program. A class is being graduated each month.

After leaving the training center, the petty officers are generally assigned to a large command where their lack of military experience will not work a hardship on them.

Memphis AS "A" School Gives Basics of New Techniques To Three Service Ratings

The new Aviation Support Equipment Technician class "A" school is now open for business in Memphis, Tenn. The first class convened on 9 January.

The school is 11 and one-half weeks in duration, so the first class was scheduled to report to the Fleet in late March.

In February 1965 the Aviation Support Equipment Technician rating was first established. In 1966, 1600 Navymen applied for conversion and 1113 were selected.

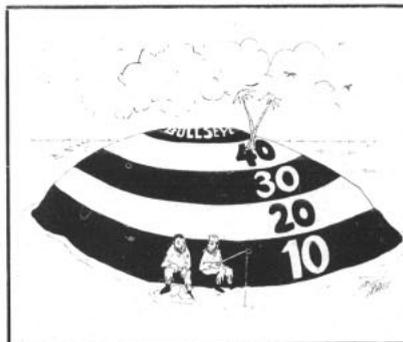
AS class "A" school was designed to train Navymen and Marines in the basics of the new rating. The school offers instruction in each of the three AS service ratings: ASE (electrical), ASH (hydraulic) and ASM (mechanical).

The 464-hour "A" school curriculum includes such subjects as basic electrical circuits, alternating current theory, basic electronics, power generating systems, automotive systems, air-conditioning, vehicle chassis repair, metalworking, welding, hydraulics, gasoline and diesel engines and their various systems, engine tune-up and inspection, and power train assemblies.

There are more than 30 Navy and Marine Corps administrators and enlisted instructors attached to the school. The instructors (all of them converted to the AS rating during 1966) were selected from hundreds of applicants and trained for their teaching jobs by the Naval Air Technical Training Center's Instructor Training School.

AS "A" school classrooms and shop

William R. Maul, CTC, USN



"Do you ever have a nagging feeling that something isn't quite right?"

areas are in five separate buildings—two especially built for the purpose.

Navymen and Marines selected for the AS "A" school receive a short indoctrination course in naval aviation at the NATTC Aviation Fundamentals School, then are assigned to preparatory work at the Mechanical Fundamentals School.

The AS course begins with a two-and-one-half-week preparatory phase in which the students receive training in fundamentals common to all three AS service ratings. Each class, as the first phase is completed, is divided into three groups in accordance with the service ratings of the students.

During the following nine weeks, each student is trained in the subjects appropriate to his particular service rating. Half the time is spent in classrooms, and the other half in the shops, where each student applies his knowledge under supervision of his instructor.

ASM students, for example, disassemble large gasoline and diesel engines, make necessary repairs, reassemble the engines, start them, and test and adjust them.

A Brisk PACE Is Set For More Ambitious Navymen

Every year, thousands of men in Navy ships work toward a college degree in the Navy's Program for Afloat College Education (PACE). The program began as an incentive to *Polaris* submariners in New London. It now includes *Polaris* men in Charleston and Pearl Harbor and Navymen in 11 surface ships.

PACE offers the equivalent of two years in college, yet it is unnecessary for the student to set foot on a campus. Courses include mathematics, science, engineering and academic subjects such as English, literature, history and the social sciences.

The program is available to Navymen aboard *uss Constellation* (CVA 64), *Boston* (CAG 1), *Galveston* (CLG 3), *Canberra* (CAG 2), *Mahan* (DLG 11), *Piedmont* (AD 17), *Cascade* (AD 16), *Little Rock* (CLG 4), *Providence* (CLG 6), *Ticonderoga* (CVA 14) and *Hornet* (CVS 12). *Polaris* submariners homeported in New London, Charleston and Pearl Harbor are PACE-setters, too. In fact, they set

the pace with the Polaris University program.

When a Navyman satisfactorily completes his PACE work, he receives credits which may lead to a certificate or a degree. In short, PACE offers a working Navyman a good start on his college education for a fraction of what he would pay if he were a civilian.

Men fortunate enough to be in a ship which offers the Program for Afloat College Education will find that completing PACE courses leads to a richer life both culturally and monetarily. Economists figure a college degree (to which a man can progress through PACE), is worth more than \$200,000 during a man's working life.

Those who aren't aboard a ship offering PACE needn't twiddle their thumbs. There are other educational opportunities available to them. A new publication, the *Educational Services Manual* (NavPers 15229) covers in detail the Navy's voluntary educational programs. In it, a Navyman can find the program which is suited to his needs.

New San Diego Center

A new shore activity, the Naval Development and Training Center, will begin operation in San Diego next month. It will provide formal instruction in shipboard maintenance and repair techniques for senior enlisted men in pay grades E-5 through E-9.

A training center of this kind was needed because new concepts and techniques have produced new equipment which must be operated and maintained. The San Diego center will keep petty officers abreast of developments in shipboard maintenance and allow them to experiment with new methods.

The center will be valuable because increased operating schedules have forced many ships to depend upon inport training assistance. At San Diego, Navyman who formerly received on-the-job training while underway can receive instruction without interfering with the ship's schedule.

The school will also provide shore duty for shipfitters, boilermen, machinist's mates and others for whom there is no comparable shore duty. Technical skills will be put to better

use and greater satisfaction and stability of career Navyman will be achieved.

The new activity will require no new construction. Most of the training equipment needed is already at the Naval Station.

The center will also take advantage of certain ships based in San Diego by using them as practical laboratories. Their modern equipment will be used to develop maintenance techniques and to evaluate the work done by students.

When the center is in full operation in 1968, it will have a capacity for training 1800 petty officers.

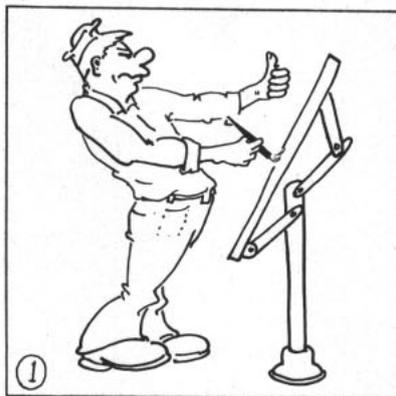
List of New Motion Pictures Available to Ships and Overseas Bases

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).

Shadow of Evil (WS) (C): Melo-

Ernest M. Mawn, Jr., CTC, USN



drama; Pier Angeli, Robert Hossein.

Fahrenheit 451 (C): Drama; Julie Christie, Oskar Werner.

The Defector (C): Drama; Montgomery Clift, Roddy McDowell.

Code Name "Jaguar" (WS) (C): Suspense Drama; Ray Danton, Roger Hanin.

Who's Afraid of Virginia Woolf? Drama; Elizabeth Taylor, Richard Burton.

Kill and Be Killed: Drama; Olga Zubarry, Albert Mendoza.

Hotel (C): Drama; Rod Taylor, Catherine Spaak.

Captain From Toledo (C): Drama; Stephen Forsyth, Norma Bengell.

Alfie (WS) (C): Comedy Drama; Michael Caine, Shelley Winters.

Spinout (WS) (C): Musical Comedy; Elvis Presley, Shelley Fabares.

Nashville Rebel (WS) (C): Musical; Tex Ritter, Sonny James.

Kiss Kiss . . . Kill Kill (C): Mystery Drama; Tony Kendall, Brad Harris.

The Venetian Affair (WS) (C): Melodrama; Robert Vaughn, Elke Sommer.

The Swinger (C): Musical Comedy; Ann Margret, Tony Franciosa.

Hotel Paradiso (WS) (C): Comedy; Gina Lollobrigida, Alec Guinness.

Double Trouble (WS) (C): Musical Comedy; Elvis Presley, Annette Day.

Three Bites of the Apple (WS) (C): Comedy; David McCallum, Sylva Koscina.

The Balearic Caper (C): Adventure Drama; Jacques Sernac, Mireille Darc.

The Last Tomahawk (C): Adventure Drama; Anthony Steffens, Karin Dor.

The Man Called Gringo (C): Adventure Drama; Dan Martin, Alexandra Stewart.

Marco the Magnificent (WS) (C): Melodrama; Horst Bucholz, Gregorie Aslan.

Georgy Girl: Comedy Drama; James Mason, Lynn Redgrave.

Formula C-12/Beirut (C): Adventure Drama; Frederick Stafford, Genevieve Cluny.

First to Fight (WS) (C): Drama; Chad Everett, Marilyn Devin.

The Fortune Cookie (WS): Comedy Drama; Jack Lemmon.

Still Wondering Whether Your Ship Earned the AFE Medal?

THIS IS ANOTHER of a series on expeditionary and service medals. For the past several months, ALL HANDS has been publishing up-to-date listings of eligible ships and units, with dates of eligibility, that were authorized in Change 3 to SecNav Inst 1650.1C. The lists are being published here for the benefit of the large number of Navymen who have since left the ships and units listed as recipients of the awards.

Ships and units which took part in the Berlin operations between 14 Aug 1961 and 1 Jun 1963, in the Congo operations between October 1960 and November 1961, and the Cuban operations between 28 October and 31 Dec 1962, and which are listed below, are eligible for the Armed Forces Expeditionary Medal.

(Note: Eligibility for the Armed Forces Expeditionary Medal for the Cuban operations should not be confused with eligibility for the Navy Expeditionary Medal for Cuban operations. The names of those ships and units, with dates of eligibility, which are eligible for the Navy Expeditionary Medal appeared in the May 1967 issue of ALL HANDS.

The names of the ships and units, with dates of eligibility, listed below are those eligible for the Armed Forces Expeditionary Medal. There's a difference.)

In earlier issues, ALL HANDS has published the names of those ships and units, with dates of eligibility, which were awarded the Vietnam Service Medal, the Armed Forces Expeditionary Medal for services in Vietnam, the Antarctica Service Medal and the Navy Expeditionary Medal.

In future issues, ALL HANDS will publish the names of those ships and units, with dates of eligibility, which are eligible for the Armed Forces Expeditionary Medal for operations in Taiwan, the Dominican Republic, Laos, Lebanon and Quemoy-Matsu.

Eligibility dates of those ships and units listed in the August 1966 issue of ALL HANDS are not repeated here. This is a supplement to that list.

The implementing instruction, SecNav Inst 1650.1C, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not

be printed, nor will the Marine Corps Expeditionary Medal list, which may be found in Change 2 of the instruction.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of ALL HANDS.

Note: This current series of reports includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the above-mentioned issues of ALL HANDS or the SecNav Notices of 2 March, 3 March and 23 March 1963. Also check the other listings in the SecNav Instructions or Notices of the 1650 series.

Additional lists will be printed from time to time as further information becomes available.

Details of the eligibility requirements of the Armed Forces Expeditionary Medal may be found on pages 59-60 of the August 1966 issue of ALL HANDS.

Armed Forces Expeditionary Medal

Berlin

(City of West Berlin)

Pawcatuck (AO 108)
5-17 Jan 1962
CINCUSVAVEUR Representative
Berlin
14 Aug 1961-1 Jun 1963
USN Member, Military Mission to
Potsdam
14 Aug 1961-1 Jun 1963

Congo

(Water area from 3° S to 9° S between 9° E and the mainland of Africa.)

(Including any embarked staff or unit regularly assigned during period listed.)

Bexar (APA 237)
1-3 Oct 1960
Donner (LSD 20)
4-5 Nov 1961
Graham County (LST 1176)
26 January-2 Feb 1961; 23 February-2 Mar 1961; 22 Mar 1961
Hermitage (LSD 34)
22 January-2 Feb 1961; 20 Feb 1961-2 Mar 1961
Suffolk County (LST 1173)
4-8 Nov 1961
Whitfield County (LST 1169)
31 October-3 Nov 1960
Windham County (LST 1170)
31 October-3 Nov 1960

Cuba

(Water area between 12° N and 28° N latitude and 66° W.)

(Including any embarked staff or unit regularly assigned during period listed.)

Abbot (DD 629)
11-22 Nov 1962
Ability (MSO 519)
6-24 Nov 1962
Aggressive (MSO 422)
28 October-11 Nov 1962
Agile (MSO 421)
28 October-11 Nov 1962
Aldebaran (AF 10)
24 October-6 Nov 1962
Algol (AKA 54)
24 October-16 Dec 1962
Allagash (AO 97)
6 November-21 Dec 1962
Allen M. Sumner (DD 692)
24 October-21 Nov 1962
Altair (AKS 32)
11-28 Nov 1962
Bache (DD 470)
25 October-5 Nov 1962
Barry (DD 933)
24 October-1 Nov 1962
Barton (DD 722)
24 October-30 Nov 1962
Basilone (DD 824)
24 October-18 Nov 1962
Bayfield (APA 33)
8 November-5 Dec 1962

Beale (DD 471)
25 October-5 Nov 1962
Bearss (DD 654)
4-16 Nov 1962
Beatty (DD 756)
16-24 Nov 1962
Belle Grove (LSD 2)
8 November-5 Dec 1962
Bexar (APA 237)
8 November-5 Dec 1962
Biddle (DDG 5)
24 October-21 Nov 1962
Bigelow (DD 942)
24 October-21 Nov 1962
Blandy (DD 943)
24 October-1 Nov 1962
Bordelon (DD 881)
24 October-22 Nov 1962; 3-21 Dec 1962
Borie (DD 704)
24 October-1 Dec 1962
Boxer (LPH 4)
24 October-6 Dec 1962
Bristol (DD 857)
4 November-3 Dec 1962
Brough (DE 148)
25 October-1 Dec 1962
Brownson (DD 868)
28 October-18 Nov 1962
Cabildo (LSD 16)
8 November-5 Dec 1962
Calcaterra (DER 390)
31 October-14 Nov 1962
Calaosahatchee (AO 98)
16 November-7 Dec 1962

Cambria (APA 36)
24 October-5 Dec 1962
Canberra (CAG 2)
24 October-6 Nov 1962; 19-22 Nov 1962
Capricornus (AKA 57)
24 October-10 Dec 1962
Carter Hall (LSD 3)
8 November-5 Dec 1962
Casa Grande (LSD 13)
24 October-5 Dec 1962
Charles F. Adams (DDG 2)
24 October-30 Nov 1962
Charles H. Roan (DD 853)
27 October-24 Nov 1962
Charles P. Cecil (DDR 835)
29 October-6 Dec 1962
Charles R. Ware (DD 865)
24 October-21 Nov 1962
Charles S. Sperry (DD 697)
24 October-1 Nov 1962
Cheboygan County (LST 533)
24 October-15 Dec 1962
Chikaskia (AO 54)
24 October-20 Nov 1962
Chilton (APA 38)
24 October-7 Dec 1962
Claud Jones (DE 1033)
24 October-22 Nov 1962
Colonial (LSD 18)
8 November-5 Dec 1962
Conway (DD 507)
25 October-5 Nov 1962
Cony (DD 508)
25 October-5 Nov 1962

Armed Forces Expeditionary Medal (Cont.)

Cuba (Cont.)

- Cook (APD 130)
8 November-5 Dec 1962
- Carry (DDR 817)
24 October-12 Nov 1962; 18-21 Nov 1962
- Dahlgren (DLG 12)
27 October-11 Nov 1962
- Damato (DD 871)
24 October-4 Nov 1962
- Davis (DD 937)
13-24 Nov 1962
- Decatur (DD 936)
4 November-7 Dec 1962
- Denebola (AF 56)
11-22 Nov 1962
- DeSoto County (LST 1171)
24 October-6 Dec 1962
- Dewey (DLG 14)
24 October-12 Nov 1962
- DuPont (DD 941)
26 October-22 Nov 1962
- Duval County (LST 758)
24 October-15 Dec 1962
- Dyess (DDR 880)
3-23 Dec 1962
- Earl B. Hall (APD 107)
24 October-7 Dec 1962
- Eaton (DD 510)
25 October-5 Nov 1962
- Eldorado (AGC 11)
8 November-5 Dec 1962
- Elokomin (AO 55)
24 October-23 Nov 1962
- English (DD 696)
24 October-24 Nov 1962
- Enterprise (CVAN 65)
24 October-3 Dec 1962
- Essex (CVS 9)
24 October-15 Nov 1962
- Eugene A. Greene (DD 711)
24 October-20 Nov 1962
- Fiske (DDR 842)
24 October-1 Dec 1962
- Forrest B. Royal (DD 872)
24 October-21 Nov 1962
- Fort Snelling (LSD 30)
24 October-6 Dec 1962
- Francis Marion (APA 249)
24 October-7 Dec 1962
- Furse (DD 882)
24 October-22 Nov 1962
- Gainard (DD 706)
18-20 Nov 1962
- Gearing (DD 710)
24-30 Oct 1962
- Grand Canyon (AD 28)
3 November-1 Dec 1962
- Grant County (LST 1174)
24 October-7 Dec 1962
- Great Sitkin (AE 17)
24 October-15 Dec 1962
- Gunston Hall (LSD 5)
8 November-5 Dec 1962
- Hank (DD 702)
24 October-26 Nov 1962
- Harlan R. Dickson (DD 708)
4 November-5 Dec 1962
- Harwood (DD 861)
24 October-21 Nov 1962
- Hawkins (DDR 873)
24 October-1 Dec 1962
- Haynesworth (DD 700)
24 October-14 Nov 1962
- Henley (DD 762)
27 October-22 Nov 1962
- Henrico (APA 45)
8 November-5 Dec 1962
- Hermitage (LSD 34)
7-23 Dec 1962
- Hissem (DER 400)
24 October-5 Nov 1962
- Hoist (ARS 40)
27 October-27 Nov 1962
- Holder (DD 819)
1-18 Nov 1962
- Hugh Purvis (DD 709)
28 October-18 Nov 1962
- Independence (CVA 62)
24 October-20 Nov 1962
- Ingraham (DD 694)
6-10 Nov 1962
- Iwo Jima (LPH 2)
8 November-5 Dec 1962
- John King (DDG 3)
7 November-6 Dec 1962
- John Paul Jones (DD 932)
4 November-5 Dec 1962
- John R. Perry (DE 1034)
24 October-22 Nov 1962
- John R. Pierce (DD 753)
24 October-2 Dec 1962
- John W. Weeks (DD 701)
24 October-14 Nov 1962
- Joseph P. Kennedy Jr (DD 850)
24 October-5 Dec 1962
- Kaskaskia (AO 27)
24 October-20 Nov 1962
- Kenpler (DD 765)
24 October-1 Nov 1962
- Kretschmer (DER 329)
27 November-20 Dec 1962
- Lake Champlain (CVS 39)
18 November-5 Dec 1962
- Lawrence (DDG 4)
24 October-6 Dec 1962
- Leary (DDE 879)
24 October-22 Nov 1962
- Liddle (APD 60)
24 October-6 Dec 1962
- Lindenwald (LSD 6)
24 October-5 Dec 1962
- Lorain County (LST 1177)
24 October-7 Dec 1962
- Lowry (DD 770)
24 October-8 Nov 1962; 17-30 Nov 1962
- Mac Donough (DLG 8)
24 October-20 Nov 1962
- Maloy (DE 791)
6-29 Nov 1962
- Mathews (AKA 96)
8 November-5 Dec 1962
- Mazama (AE 9)
24 October-2 Dec 1962
- Mc Caffery (DD 860)
24 October-21 Nov 1962
- Merrick (AKA 97)
8 November-5 Dec 1962
- Mills (DER 383)
24-31 Oct 1962
- Monrovia (APA 31)
24 October-16 Dec 1962
- Mount McKinley (AGC 7)
24 October-10 Dec 1962
- Mullinix (DD 944)
24 October-6 Dec 1962
- Murray (DD 576)
25 October-5 Nov 1962
- Neosho (AO 143)
24 October-22 Nov 1962
- Nespelen (AOG 55)
25-27 Nov 1962
- New (DD 818)
2-19 Nov 1962
- Newman K. Perry (DDR 883)
24 October-22 Nov 1962; 3-21 Dec 1962
- Newport News (CA 148)
24 October-21 Nov 1962
- Nitro (AE 23)
13-23 Nov 1962
- Noble (APA 218)
8 November-5 Dec 1962
- Norfolk (DL 1)
24 October-21 Nov 1962
- Norris (DD 859)
4 November-5 Dec 1962
- Oglethorpe (AKA 100)
24 October-5 Dec 1962
- O'Hare (DDR 889)
24 October-3 Dec 1962
- Okanogan (APA 220)
8 November-5 Dec 1962
- Okinawa (LPH 3)
24 October-5 Dec 1962
- Opportune (ARS 41)
25 November-4 Dec 1962
- Oxford (AG 159)
29 October-15 Dec 1962
- Page County (LST 1076)
8 November-5 Dec 1962
- Pawcatuck (AO 108)
5 November-7 Dec 1962
- Peterson (DE 152)
25 October-1 Dec 1962
- Plymouth Rock (LSD 29)
24 October-7 Dec 1962
- Pocono (AGC 16)
12 November-3 Dec 1962
- Point Defiance (LSD 31)
8 November-5 Dec 1962
- Purdy (DD 734)
17-24 Nov 1962
- Randolph (CVS 15)
24 October-7 Nov 1962; 23-30 Nov 1962
- Rankin (AKA 103)
26 October-11 Dec 1962
- Renville (APA 227)
8 November-5 Dec 1962
- Rhodes (DER 384)
24 October-26 Nov 1962; 21-31 Dec 1962
- Rich (DD 820)
2-18 Nov 1962
- Richard E. Kraus (DD 849)
29 October-21 Nov 1962
- Rigel (AF 58)
9-22 Nov 1962
- Rival (MSO 468)
24 November-31 Dec 1962
- Robert A. Owens (DD 827)
27 October-20 Nov 1962
- Robert L. Wilson (DD 847)
24 October-3 Nov 1962
- Rockbridge (APA 228)
24 October-16 Dec 1962
- Roy O. Hale (DER 336)
14-16 Nov 1962
- Rush (DDR 714)
24 October-1 Dec 1962
- Sabine (AO 25)
24 October-18 Nov 1962
- Salamonie (AO 26)
11-24 Nov 1962
- Salute (MSO 470)
29 November-31 Dec 1962
- Samuel B. Roberts (DD 823)
24 October-3 Nov 1962
- Sandoval (APA 194)
24 October-18 Dec 1962
- Saratoga (CVA 60)
3-20 Dec 1962
- Saufley (DD 465)
24 October-22 Nov 1962
- Sea Poacher (SS 406)
29 November-14 Dec 1962
- Sellers (DDG 11)
24 October-21 Nov 1962
- Shadwell (LSD 15)
24 October-5 Dec 1962
- Soley (DD 707)
24 October-2 Dec 1962
- Spiegel Grove (LSD 32)
24 October-30 Nov 1962
- Steinaker (DDR 863)
24 October-14 Nov 1962; 20-22 Nov 1962
- Stickell (DDR 888)
24 October-6 Dec 1962
- Suffolk County (LST 1173)
24 October-16 Dec 1962
- Talbot County (LST 1153)
24 October-16 Dec 1962
- Terrebonne Parish (LST 1156)
15 November-16 Dec 1962
- The Sullivans (DD 537)
17 November-17 Dec 1962
- Thetis Bay (LPH 6)
24 October-7 Dec 1962
- Thomas J. Gary (DER 326)
15-27 Nov 1962
- Thomaston (LSD 28)
8 November-5 Dec 1962
- Thuban (AKA 19)
17 November-8 Dec 1962
- Traverse County (LST 1160)
24 October-6 Dec 1962
- Union (AKA 106)
8 November-5 Dec 1962
- Utina (ATF 168)
28 November-15 Dec 1962
- Uvalde (AKA 88)
24 October-4 Dec 1962
- Vermilion (AKA 107)
24 October-7 Dec 1962
- Vesole (DDR 878)
24 October-22 Nov 1962; 3-21 Dec 1962
- Vulcan (AR 5)
30 October-29 Nov 1962
- Wahkiakum County (LST 1162)
24 October-7 Dec 1962
- Wallace L. Lind (DD 703)
24 October-22 Nov 1962
- Waller (DD 465)
25 October-5 Nov 1962
- Walworth County (LST 1164)
24 October-5 Dec 1962
- Washburn (AKA 108)
8 November-5 Dec 1962
- Wasp (CVS 18)
2-19 Nov 1962
- Whetstone (LSD 27)
8 November-5 Dec 1962
- Willard Keith (DD 775)
24 October-15 Nov 1962
- William C. Lawe (DD 763)
24 October-21 Nov 1962
- William M. Wood (DDR 715)
28 October-24 Nov 1962; 1-24 Dec 1962
- Willis A. Lee (DL 4)
7-21 Nov 1962
- Windlass (ARSD 4)
21-24 Nov 1962
- Witek (DD 848)
24 October-1 Nov 1962; 16-20 Nov 1962
- Wood County (LST 1178)
24 October-7 Dec 1962
- Wrangell (AE 12)
24 October-20 Nov 1962
- Yancey (AKA 93)
24 October-7 Dec 1962
- York County (LST 1175)
24 October-5 Dec 1962
- Yosemite (AD 19)
7 November-9 Dec 1962
- Zellers (DD 777)
24 October-21 Nov 1962

Units

(Only individuals who enter the area of operations are eligible for the award.)

- Air Antisubmarine Squadron 24 (VS 24)
27 October-18 Nov 1962
- Air Antisubmarine Squadron 27 (VS 27)
4 November-5 Dec 1962
- Air Antisubmarine Squadron 39 (VS 39)
24 October-13 Nov 1962

Armed Forces Expeditionary Medal (Cont.)

Units (Cont.)

Airborne Early Warning Squadron 4 (VW 4) 24 October-31 Dec 1962	Fighter Squadron 174 (VF 174) 25 October-30 Nov 1962	Light Photographic Squadron 62 (VFP 62) 24 October-31 Dec 1962	Naval Cargo Handling Battalion 1, Det H 24 October-1 Dec 1962
All Weather Fighter Squadron 3 (VFAW 3) Det Echo 24 October-31 Dec 1962	Fleet Air Reconnaissance Squadron 2 (VQ 2) 24 October-31 Dec 1962	Minesweeping Boat 6 24 October-17 Dec 1962	Naval Cargo Handling Battalion 1, Det L 24-29 Oct 1962
Attack Squadron 43 (VA 43) 24 October-31 Dec 1962	Fleet Air Reconnaissance Squadron 2 (VQ 2) Det 3 24 October-31 Dec 1962	Minesweeping Boat 7 24 October-17 Dec 1962	Patrol Squadron 18 (VP 18) Det 6 1 November-31 Dec 1962
Attack Squadron 65 (VA 65) 24 October-21 Nov 1962	Fleet Air Wing 3 24 October-31 Dec 1962	Minesweeping Boat 10 24 October-17 Dec 1962	Patrol Squadron 26 (VP 26) Det 14 30 October-31 Dec 1962
Carrier Airborne Early Warning Squadron 12 (VAW 12) Det 14 24 October-4 Dec 1962	Fleet Air Wing 11 24 October-31 Dec 1962	Minesweeping Boat 11 24 October-17 Dec 1962	Patrol Squadron 49 (VP 49) Det 7 17-31 Dec 1962
Carrier Antisubmarine Air Group 56 (CVSG 56) Staff 24 October-5 Nov 1962	Fleet Tactical Support Squadron 40 (VR 40) 24 October-31 Dec 1962	Minesweeping Boat 43 24 October-17 Dec 1962	Tactical Air Control Squadron 12 (TacRon 12) 8 November-5 Dec 1962
Fighter Squadron 32 (VF 32) 24 October-15 Nov 1962	Heavy Photographic Squadron 62 (VAP 62) 24 October-31 Dec 1962	Minesweeping Boat 44 24 October-17 Dec 1962	Transport Squadron 22 (VR 22) 24 October-31 Dec 1962
Fighter Squadron 41 (VF 41) 24 October-31 Dec 1962	Helicopter Antisubmarine Squadron 1 (HS 1) 24 October-31 Dec 1962	Mobile Construction Battalion 4 (MCB 4) 24 October-10 Dec 1962	Underwater Demolition Team 12 (UDT 12) Det D 8 November-5 Dec 1962
Fighter Squadron 101 (VF 101) 24 October-31 Dec 1962	LCU Division 11, Det C 8 November-5 Dec 1962	Mobile Construction Battalion 7 (MCB 7) 30 October-31 Dec 1962	Utility Squadron 10 (VU 10) 24 October-31 Dec 1962
	LCU Division 13, Det A 8 November-5 Dec 1962	Naval Base, Guantanamo Bay, Cuba (See Note 1) 24 October-31 Dec 1962	(Note 1: Includes personnel regularly assigned to a component of Naval Base during period.)
		Naval Beach Group 1, Det D 8 November-5 Dec 1962	

DIRECTIVES IN BRIEF

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

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

Alnavs

No. 4—Announced approval by the President of the report of a promotion board which recommended temporary promotion of Marine Corps officers to the grade of captain.

No. 5—Required that certain types of candy bars be destroyed.

No. 6—Advised of transference of U. S. Coast Guard from the Treasury Department to the Transportation Department which, in turn, will require certain adjustments in accounting procedures.

No. 7—Discussed certain changes in accounting procedures.

No. 8—Announced the names of those individuals who are recipients of national awards presented annually by the Navy League.

No. 9—Announced approval by the Secretary of the Navy for the President of the report of a selection

board which recommended USN chief warrant officers to the grade of commissioned warrant officer W-4.

No. 10—Required the suspension from issue and use of certain drugs.

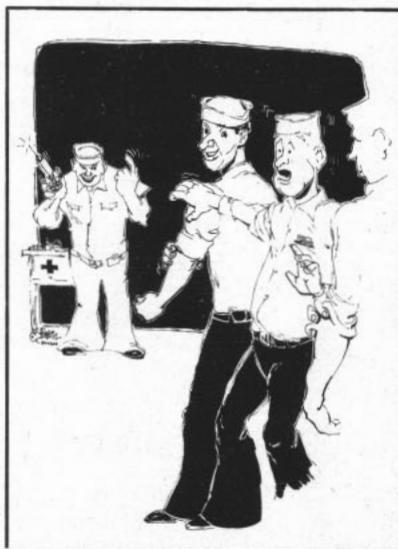
No. 11—Advised interested parties of the deadlines of claims against certain foreign governments.

Instructions

No. 1300.37—Provides a list of supplementary items which are required in orders for personnel assigned to Vietnam.

No. 1412.11B—Discusses assignment to duty with Joint, Combined, Allied and Office of the Secretary of

Vincent S. Ahern, DMSN, USN



"You mean this isn't the pay line?"

Defense staffs as a requirement for promotion to flag rank.

Notices

No. 1306 (28 March)—Announced revised normal shore tour lengths for certain Group V and Group IX rates and ratings.

No. 1440 (3 April)—Announced a change in the title of the Machine Accountant (MA) rating to that of Data Processing Technician (DP).

No. 1020 (6 April)—Announced advance changes to the U. S. Navy Uniform Regulations.

No. 1410 (6 April)—Authorized waiver of an eligibility requirement for participation in the May 1967 Navy-wide advancement examinations for BTCS and SPCM.

No. 1430 (6 April)—Announced the names of those who were authorized advancement to Chief Petty Officer, pay grade E-7.

No. 1430 (7 April)—Discussed an advance change to the *Manual of Advancement in Rate or Rating* effective with May 1967 Navy-wide examinations for E-8 and E-9.

No. 3590 (7 April)—Provided procedures and guidance for the conduct of the 1967 rifle and pistol competitions.

No. 1418 (13 April)—Announced a change in the dates for administering the July 1967 Military/Leadership examinations for personnel in pay grades E-2, E-3 and E-4 and the schedule for Navy-wide advancement examinations for active duty personnel in pay grades E-4 through E-7 in August.

LETTERS TO THE EDITOR

Rays and Points

SIR: How should a star be placed on a service ribbon? U. S. Navy Uniform Regulations states the star will be placed on a service ribbon with two rays down. Fine, but what is a ray?

According to the *Dictionary of Mythology, Folklore, and Symbols* by Gertrude Jobs, the rays of a star are the lines which emanate from a single point of the star, and in effect form opposite sides of two adjacent points of the star. (See Fig A).

My officer in charge interprets the instruction to mean that a ray and a point are the same, and that the star should be placed on the ribbon as in figure A. I say the star should be placed on the ribbon as in figure B.

Does Uniform Regs mean two points down, four rays down; or does it mean one point down, two rays down?—R. C. G., AVCM, USN.

• *Technically speaking, you have Uniform Regs with its points down. As you say, a ray and a point are not the same, and Uniform Regs is incorrect when it states that two rays should point down. The intent and correct interpretation of the regulations is that two points of the star shall point down. (As in figure A).*

However, the number of Navy men who will be confused by this error can probably be counted on the points of one star. Especially in view of the fact that page 28, Appendix B, of Uniform Regs clearly illustrates proper method for placing stars on ribbons.—Ed.

No Warrant for Messes

SIR: Is there an authority for establishing warrant officer messes? Or forbidding them? I seem to recall that when the warrant program was reestablished, a directive was issued by BuPers stating that it was not desirable to reestablish warrant officer messes.

I have tried without success to find this directive, and would appreciate knowing if in fact it does exist.—C. D. O., LTJG, USN.

• *To the best of our knowledge, there is no such directive.*

Actually, the Bureau of Naval Personnel has control over officers' messes ashore only. Messes aboard ship are controlled by the commanding officer, within the provisions of Chapter 18 of U. S. Navy Regulations.

You may have certain recommendations of the Settle Board Report in mind. As you will recall, VADM T. G. W. Settle, USN (Ret.) was senior officer of a board of 14 officers and

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.

enlisted men which made a study of the effectiveness of various officers programs available to enlisted personnel. One of the board's primary recommendations was that the warrant officer program be reestablished.

The Settle Board also felt that warrant officers should eat and sleep in the same wardroom facilities available to other officers. Messing warrants in wardrooms, and berthing them in wardroom country, the Board reasoned, was economically sound, and would add to the warrant's prestige and the unity of the officer corps.

Concerning warrant messes ashore, there have been none for many years, and the Bureau has no plans to reestablish them.—Ed.

Dislocation Entitlement

SIR: I am having trouble establishing my entitlement to a dislocation allowance.

In 1965 I was transferred to sea from the Naval Reserve Training Center in Joplin, Mo. My leave was cut short be-

cause my new ship, USS *Seminole* (AKA 104) was due to leave for the Western Pacific.

I left my wife and children in Joplin, reported aboard *Seminole* in August 1965 and left the U. S. for WestPac several days later.

After being overseas eight months, the ship returned in April 1966. I took 30 days' leave in June and moved my wife and children and furniture to San Diego, *Seminole's* home port.

Upon returning from leave, I was immediately transferred to USS *Catamount* (LSD 17), also homeported in San Diego.

Soon after reporting to *Catamount* I submitted the necessary papers to claim my dislocation allowance. The disbursing officer, however, was hesitant to pay the claim. He wanted more proof of my entitlement. I am still waiting.—D. E. H., GMG1, USN.

• *Your case was passed on to the Office of the Comptroller of the Navy, and your problem received immediate attention. By the time this issue is printed you should have received your payment for dependent travel as well as the dislocation allowance.*

For other Navy men who may have encountered the same problem, here is the word from the Comptroller:

In this situation the Navyman is entitled to a dislocation allowance—even though there was no entitlement incident to the ship-to-ship transfer, as both vessels have the same home yard and home port.

*If the Navyman was not officially advised of the ship-to-ship transfer before moving his dependents, he is eligible for the dislocation allowance and dependent travel incident to the first PCS orders—in this case, the orders from Joplin to *Seminole*.*

There is no time limitation applicable to dependents' travel or the dislocation allowance after a Navyman is transferred under PCS orders. If the dependents' travel to the new permanent duty station is performed before the Navyman receives official notice of subsequent transfer, entitlement exists. (The dependents must, of course, travel for the purpose of establishing a permanent residence in connection with the Navyman's permanent change of station orders.)

Even if the Navyman received official notice of his transfer before moving his dependents, entitlement still exists in this case although under other provisions of the regulations.

Paragraph M 7055 of "Joint Travel Regulations" stipulates that if a Navy-



DOUBLE WORK—Crew of Liddle (APD 60) has two ships while reactivating USS *Beverly W. Reid* to carry on Liddle's work in Fleet.

man, upon receipt of PCS orders, retains his dependents at the place that they were located when such orders were received, and he receives later assignment to some other permanent station, he is entitled (upon assignment to that subsequent permanent station) to transportation at government expense for his dependents. The distance, of course, may not be greater than that from the station from which he traveled when his dependents were so retained to the final duty station.

So, under these circumstances, even if the Navyman has received orders, he is entitled to move his dependents to his new duty station and to receive the dislocation allowance.—Ed.

Extraordinary Heroism

SIR: The BuPers Manual mentions a 10 per cent increase in retainer pay which is awarded to Navy men credited with extraordinary heroism.

The Secretary of the Navy, according to the Manual, determines whether the heroism was extraordinary when a Navyman enters the Fleet Reserve.

I know a chief petty officer who received the Distinguished Flying Cross during World War II. I would like to advise him if he qualifies for the 10 per cent award and, if so, how to apply for it.—G. N., PNC, USN.

• If your friend is eligible, he will receive the increased retainer pay awarded for extraordinary heroism when he enters the Fleet Reserve.

When a man applies for transfer to the Fleet Reserve, the Secretary of the Navy (or his representative) receives a copy of the citations which accompanied the personal decorations and commendations the Navyman received during his career.

If the Secretary determines that the Navyman's actions were extraordinarily

heroic, the decision is recorded in paragraph four of the Fleet Reserve Transfer Authorization.

Then, the Navy Finance Center in Cleveland, Ohio, automatically increases his retainer pay by 10 per cent.

The heroic act must involve danger to the life of the person performing it and stand out well above ordinary acts of heroism.—Ed.

Saluting

SIR: I have a question concerning military courtesy. A Wave officer is driving through the station gate. When the seaman guard on duty salutes her, does an enlisted Wave passenger in her car return the salute in unison with her?

I say negative; the enlisted Wave does nothing in this instance. I maintain that the only time an enlisted person salutes in unison with an accompanying officer is when that officer salutes another officer. Am I right?—R. L. C., YNC, USN.

SIR: Is an enlisted man who is walking with or in the presence of an officer required to return the salute of another enlisted man? Navy Regs does not cover this circumstance. I have heard a variety of opinions, but no one has yet been able to show me the answer in writing.

Could you give me the correct procedure and cite the reference?—W. E. J., RM3, USN.

• In both cases, the enlisted person's salute is returned by both the officer and the accompanying enlisted man (or woman). The basic rule is that a junior follows the action of his senior.

On page 67 of Basic Military Requirements, NavPers 10054-B, 1965, you will find the statement: ". . . if you are walking with an officer and an enlisted man approaches and salutes

the officer, you also return the salute when the officer does so." This rule applies equally when walking or when in an automobile.

Of course, any action taken by the driver of an automobile should be governed by the rules for safe driving. If the driver, by saluting, will endanger the safety of the car's occupants, he should not do so.—Ed.

What's a Rate? A Rating?

SIR: While reading "Primer on Navy Ratings" in the October issue I found a definition which I believe to reflect the popular concept rather than the correct one. It is the definition of "rate."

You state that rate is pay grade. I do not believe the two terms are synonymous.

As an enlisted man, I was an Air Controlman. My rating (as you correctly denote in the article) was AC. My pay grade was E-9. Another way of denoting this is POCM.

But my designation was ACCM, a combination of specialty and pay grade. This combination, I believe, is also called rate.—C. W. R., LT, USN.

• You are correct—so, for that matter, was the article, though only so far as it went. As was stated, specialty is rating and pay grade is rate.

As the "Manual of Qualifications for Advancement in Rating" points out, however, "The term 'rate' is also used to identify personnel occupationally by pay grade. For example, a boatswain's mate third class (BM3) is a rate."—Ed.

LITTLE BUT POWERFUL—USS Clarion River (LSMR 409) has shallow draft, enabling her to maneuver close to shore in support of troops. Right: Rocket leaves trail of fire from launcher to enemy position during night attack.





ACCIDENT-FREE—10,000th landing was completed by helo crew of Squadron 162 aboard USS Guam when LPH 9 operated in Caribbean.

Leave Can Become Complicated

SIR: I have three questions concerning leave:

My ship is homeported in Pearl Harbor. Leave is granted to enlisted men and some will travel to the continental United States. For those going to the mainland, does leave commence when they leave the ship in Pearl Harbor, or does it commence when they enter CONUS?

I departed the ship when it was at Subic Bay and spent my leave in Hawaii. Should I have been charged leave from the time I left the ship, or from the time I arrived in Hawaii?

A man departed the ship in Hawaii on 15 days' emergency leave. He was going to CONUS. Should he have taken his pay record?—A. M. C. PNI, USN.

• Unless the Navyman is going on emergency leave, his leave begins when he leaves the ship. The same goes for question two, with the same exception. For question three—yes, the man should have taken his pay record.

Here are the answers in detail:

As Article C-6304 of the BuPers Manual states, when leave involves travel outside CONUS, leave commences upon departure from the unit and ends upon arrival back at the unit. (The day of departure, of course, is not charged to leave. Neither is the day of return, if the return is before 0900.)

In other words, men going on leave in CONUS from Pearl Harbor will be in a leave status during travel to and from the mainland. The same holds true if the leave is taken at a place outside CONUS.

There is one exception. If a Navyman is on emergency leave, he does not enter into leave status until he debarks in CONUS, or the area of the emergency, if outside CONUS. His leave ends when he reports to the port of embarkation for transportation back to his unit. The day he reaches CONUS or other area would not be counted as a day of leave, and the day he reports to the port of embarkation would only be counted as a day of leave if he reported after 0900.

However, if travel in the U. S. is involved in emergency leave taken at a place outside the U. S., leave will be charged for all travel time in the U. S.

In regard to the pay record question, Article C-6304 of the BuPers Manual and paragraph 044454 of the Nav-Compt Manual are quite specific. When a man returns to CONUS in a leave status from overseas, he should carry his pay record with him.—Ed.

Challenger Packs Wallop

SIR: I don't wish to open old wounds, but the picture of Kenneth D. Dallas, ETC, on page 12 of your January 1967 issue, is causing quite a discussion in my office. I am referring, of course, to the gloves named "Bliss."

Our question is this: is he right-handed and just turned around, or is he left-handed and still confusing?

We are all members in good standing of the Pacific Nit-Pickers Union, Local 93401, and gleefully go over every publication with powerful magnifying glasses for minor boo-boos.—R. D. Hoffman, JOCS, USN.

• Frankly, we don't know whether Chief Dallas is right-handed, left-handed, or underhanded. In fact, his name isn't even Dallas. It's Bliss, from the mittens of the same name. We discovered that the wrong name was used in the caption. (That's one nit you missed.)

Also please note our terminology—mitten, referring, of course to a covering for the hand which has a separate section for the thumb only, as opposed to a glove, which has a separate section for each finger of the hand. (That's another nit you missed. Perhaps the nearest photo lab will lend you some lens cloth for cleaning your magnifying glasses.)

However, in taking a second look at the photo, we found that we could not have edited the name on the mittens to come out entirely correct. If you will look again, you will see that the name on the lower mitten is correct as it is. This rules out the possibility of someone having printed the picture from the wrong side of the negative.

Had we noticed this before the picture was printed, we would have had it printed backwards, so the name on

the top mitten would be correct. That way, the name on the bottom mitten would have been backwards, but harder for you to spot.

You may, if you wish, do the same thing to your mittens by using the wrong side of the stencil. But it won't be necessary to send the picture.—Ed.

Flight Deck Pay for Helo Pads

SIR: Flight deck pay is welcome compensation for what has proved to be an extremely hazardous occupation, and was responsible for a noticeable increase in morale aboard aircraft carriers. The law, however, does appear to have one inequity—it applies only to men aboard aircraft carriers.

After spending a good deal of time serving aboard aircraft carriers, I served in DLGs and CLGs with a helicopter search and rescue detachment. Insofar as the hazards of air operations are concerned, I can see little difference between the flight deck of a CVA and the smaller landing pad of a cruiser or destroyer.

Launching and recovery crews aboard the smaller vessels are not eligible for flight deck pay. I believe they should be.—B. L. O., AMS1, USN.

• The law governing flight deck pay (Title 37, U. S. Code, as amended by Public Law 89-149) stipulates that the extra compensation will go only to men who serve aboard aircraft carriers. The Navy is, therefore, precluded by law from paying flight deck pay to men serving in other types of ships, including LPHs.

Your letter was forwarded to cognizant officials in headquarters for their consideration. Here are their comments:

Fortunately, operational experience has not demonstrated that duty aboard



destroyers or cruisers which service helos is more hazardous than duty in other types of surface ships. The situation, however, is kept under close observation. If DLG or CLG duty becomes exceptionally hazardous on a continuing basis, every effort will be made to seek legislative relief that would permit payment of the appropriate hazardous duty pay.—Ed.

Verification of Dependents' ID

SIR: In your January 1967 issue, in reply to J. E. R. PN2, concerning dependent ID cards, you write . . . "It is understood, of course, that whoever issues the card must be able to verify the dependents' eligibility from the sponsor's service record . . ." and . . . "If your ship's office keeps the crew's service records, etc. . ."

Well, Sir, this ain't exactly so. The DD Form 1172 is often prepared and verified at a command 10,000 miles from the command where the card is issued. Therefore, it would not be a requirement that the card-issuing activity also hold service record of sponsor. Right?—A. E. T., YNCM, USN.

• Right. And we appreciate your calling the matter to our attention.

In checking out your statement, we were advised that a card-issuing activity doesn't have to hold the sponsor's service record unless it is verifying the DD Form 1172.

Normally, a command issues cards because it has on board personnel for whom it verifies 1172s. An activity may issue an ID card to anyone who has an 1172 verified by the sponsor's command.—Ed.

It Just Depends

SIR: We have several men in our unit who are entitled to wear both the aircrewman insignia and the Navy and Marine Corps parachutist insignia. They often wear both at the same time. I say this is not regulation. Am I correct?—N. D., YN1, USN.

• No, you are not. The insignia may be worn together.

We assume you reached your opinion because regulations state the aircrewman insignia may not be worn with any other aviation insignia except the combat air crew insignia.

It happens, however, that parachutist qualifications are not associated with qualifications for aviation insignia, and so are in a different category.

Under no circumstances, however, may more than two such insignia be worn at the same time.—Ed.



ICE CREAM TO RADAR—Navy ingenuity aboard reefer USS Arcturus put the motor from ship's ice cream machine to work turning the radar antenna.

The Bear Facts

SIR: While reading a book by Admiral Richard E. Byrd, I came across a photo of a ship he used during his 1933 trip to Antarctica. This ship was called Bear of Oakland.

After closely examining the ship's portrait, I'm convinced it is the same vessel I served on in 1943, with one exception. She was then known as USS Bear (AG 29). If she is, indeed, the same ship, would you please tell me whatever became of the old girl? My shipmates here at Byrd Station seem to doubt my story. Perhaps you can set them straight. T. V. M., ACC, USN.

• You may be glad to know that the two ships about which you inquire are the same, Chief. However, she no longer exists, except in the memories of former crewmembers such as yourself.

Bear broke up and sank in heavy seas between Nova Scotia and Philadelphia on 19 Mar 1963. It was a fitting end for a ship whose career spanned nearly 90 years, and which included rescues in the far north as well as voyages to the Arctic and Antarctic, one of which you read about in Admiral Byrd's book.

Here's a little of her history.

Bear was designed as a three-masted barkentine for the sealing trade and for transit through heavy ice. She was launched in 1874 at Linthouse, Govan, Scotland. Ten years later our Navy purchased her for \$100,000. After she was refitted and commissioned at New York on 17 Mar 1884, her 34-man crew sailed her northward as part of the then-famed Greely Relief Expedition. She spent nearly 60 days in search of

LT Greely's party, which had been lost during the Lady Franklin Bay expedition. When Bear's crew found Greely, he and other survivors were scarcely more than skeletons, having survived months of starvation by eating small game, rock moss, and finally leather sledging equipment. The rescue ship retraced her passage through Melville Bay and arrived at Portsmouth, N. H., on 1 August.

Within three months, Bear was decommissioned and transferred to the Treasury Department for use by the Revenue Cutter Service in Alaskan and Arctic waters.

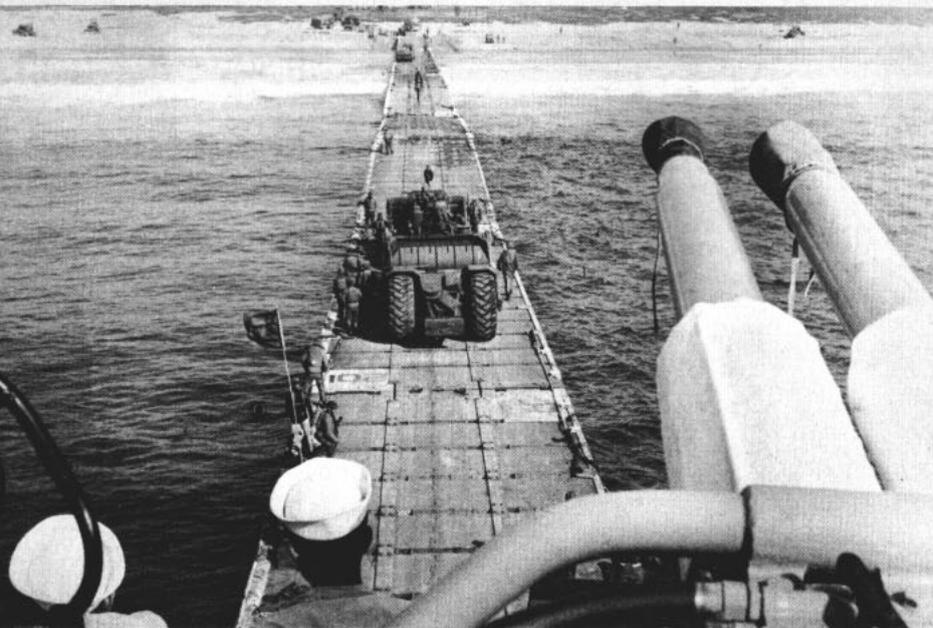
During the next 40 years she made 34 cruises to the Arctic, many of them filled with adventure and peril. Throughout the summer and into the

Command at Sea Star

SIR: I served as Commanding Officer, Military Department, on Navy-owned hulls assigned to MSTs on active duty during the Korean conflict. Do I have the option of wearing the "command-at-sea" breast pocket insignia (star device) for this service?—R. H. F., LT, USNR.

• No. The qualifications for the Command at Sea insignia are prescribed by the "BuPers Manual," Article C-7317(2). To qualify, you must have had command of a commissioned ship or aircraft squadron which operated in direct support of the Fleet.

While you held the title Commanding Officer, Military Department, this is not command of a ship, but is roughly equivalent to administrative department head on any other type ship.—Ed.



BEACH TIME—Seabees of MCB 11 offload construction gear from USS Stone County (LST 1141) during exercises at Imperial Beach near Coronado, Calif.

fall of 1897, *Bear's* crew helped police the Yukon gold rush. That same year, the ship was involved in another rescue mission when she located the crews of eight whaling ships caught in the ice off Point Barrow. Here again, rescue was timely. When found, the survivors were eating their sealskin boots.

After delivering the shipwrecked sailors to Seattle, *Bear* returned to Alaska where, until the turn of the century, her crew helped maintain order during the gold rush to Nome.

Bear's service in Alaskan and Arctic waters continued throughout World War I and for nearly a decade thereafter. She made her last Arctic cruise in 1926 after which she was placed out of commission at Oakland, Calif., where she was acquired for use as a city Marine Museum in 1929.

However, her life as a museum was short. In 1932, *Bear* was purchased by Rear Admiral Byrd for his second Antarctic expedition.

Still staunch and sound, the three-masted barkentine was generously offered by authorities of the City of Oakland at a public auction which was required by law. A gentlemanly agreement between the admiral and authorities almost miscarried when a local junkman interrupted the auction with a starting bid of one thousand dollars. After a discreet, but firm conversation, with the junkman by some person, ADM Byrd got the ship for \$1050. He christened her *Bear* of Oakland to show his gratitude.

Fitted out for duty with the exploring expedition, *Bear* of Oakland left Boston in September 1933 for the Antarctic Continent. Four months later she

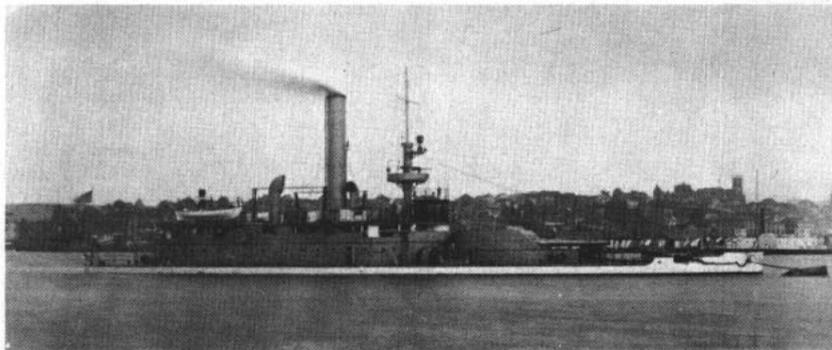
arrived at the Bay of Whales, and remained in the area the following year.

Because of her success, *Bear* of Oakland was chartered by the Navy for Antarctic service. She was commissioned *uss Bear* (AG 29) on 11 Sep 1939 with a crew of 40 officers and men. Within three months she was again en route to the Bay of Whales as part of the Antarctic expedition under ADM Byrd. This expedition lasted until May 1941.

At the outbreak of World War II, *Bear* was bought by the Navy on 31 Dec 1941 for \$140,000. She served with the Northeast Greenland Patrol until the winter of 1943 when she returned to Boston for decommissioning. Her name was stricken from the Register of Naval Ships on 9 Jun 1944.

For nearly four years the vessel was nameless. Then in February 1948 she was purchased by a Canadian who named her *Arctic Sealer* and used her

WET FEET—A sailor could almost get wet feet walking the deck of monitor USS Wyoming, later named *Cheyenne*. Ship was decommissioned in 1926.



as such out of Halifax, Nova Scotia, until the summer of 1956.

Six years later, she was once again rigged as a three-masted barkentine and prepared for towing to Philadelphia, where she was to be converted into a floating restaurant and maritime museum.

While under tow from Nova Scotia to Philadelphia, the 89-year-old ship foundered in a severe Atlantic storm. Thirty-foot waves split her aged timbers; without power she was unable to fight for her life.

Bear sank in the sea some 80 miles south of Halifax and 260 miles east of Boston.—Ed.

After Cheyenne, Anything Was Easy

SIR: I would like to obtain some information concerning *uss Cheyenne*, which supposedly was a monitor used for training the Naval Reserve during the period from 1922 to 1924.

I am particularly interested in learning what became of the ship and the type of propulsion and armament she had.—C. A. B., TM1 (SS), usn.

• *Coast Service Monitor No. 10*, known as *Cheyenne*, was originally christened *uss Wyoming*. Her name was changed to *Cheyenne* on 1 Jan 1909.

Monitors—vessels of moderate size (3000 to 6000 tons) with a very low freeboard—were heavily armored at the waterline and had a small coal capacity and a low speed.

Monitors had other drawbacks, too. Their battery usually consisted of one or two pairs of heavy guns mounted in turrets, together with a few intermediate and secondary guns.

At sea, the monitor would roll so deeply and quickly that the guns fired at almost everything but the target. For this reason, the ships came to be used entirely for harbor defense.

During her career, *Cheyenne* operated with the Washington State Militia and, in 1913, was converted to a submarine tender. In the fall of 1917, she went, via the Panama Canal, to the Atlantic Fleet Submarine Force and

served as flagship and tender to the Third Division.

For a while in the 1920s, Cheyenne served as a station ship for training Reserves and was put out of commission in 1926. In 1937, she was stricken from the Navy list and was sold on 20 Apr 1939.—Ed.

Five Greens Rate One Gold

SIR: Ships which win the battle efficiency "E" during five consecutive years are awarded a gold "E" in lieu of the fifth award. Does the same rule hold true in regard to the communications "C"?

If it does, is it possible for more than one ship to hold a gold "C"? Is there any record of any ship ever earning a gold "C"?—S. F. M., SM2, USN.

• To your first question—Yes. The gold "C" would be awarded in lieu of a fifth consecutive green "C".

Theoretically, any number of ships could hold the gold "C", but to our knowledge, no ship has ever earned it.—Ed.

River Patrol Boat Crews

SIR: Some time back, you printed a Letter to the Editor concerning unit insignia (December 1966 issue). You stated that submariners and aviators are authorized to wear special insignia because "... they have distinguished themselves by completing rigorous, extensive and highly technical phases of training within their particular specialties."

I am a member of a PBR (Patrol Boat, River) unit here in Vietnam. I would like to point out that before we were sent to our present duty station, we were also put through rigorous, ex-

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss The Sullivans* (DD 537)—The fourth reunion of the WW II crew is being planned for 18, 19 and 20 August at the St Francis Hotel in San Francisco. For details, write to Charles McCarty, 2865 Homecroft Drive, Columbus, Ohio 43211.

• *uss Benner* (DD 807)—Ship-mates who served from commissioning to August 1946 are invited to a reunion scheduled for July 8 at Crawfordsville, Ind. Contact Lowell E. Anderson, R. R. No. 6, Crawfordsville, Ind. 47933 for details.

• *uss Herndon* (DD 638)—A reunion is scheduled for this September in New York. For more information, write to Angus Schmelz, 35 Henry St., Succasunna, N. J. 07876.

• *LST Group 19, Flotilla Seven*—

tensive, and highly technical training.

We were also put through training out of our specialties, so that we could operate efficiently in any situation. We received nine weeks of training, which, if I am not mistaken, is almost as long as submarine school.

I see no reason why our particular unit should not be authorized to wear some sort of special insignia, equal to that worn by submariners and aviators.—E. S. S., ENFN, USN.

Ship Reunions

A reunion is planned for August 24 to 27 at the Lamar Hotel, Houston, Texas. For information, contact O. Sidney Hopkins, Worth Hotel, P. O. Box 1347, Fort Worth, Texas 76101.

• *NAS Tillamook*—The first reunion of Naval Air Station, Tillamook, Ore., is scheduled for 27 through 30 July. Plans may be obtained by addressing Convention Secretary, Naval Air Station Reunion, Tillamook, Ore. 97141.

• *14th Seabees*—The seventh annual reunion will be held at the Camelot Inn, Tulsa, Okla., July 14, 15 and 16. For information, contact Olen B. Raney, 4205 South Hughes, Amarillo, Texas 79110.

• *EX-PT Boaters*—A reunion is being planned at the Sheraton-Peabody Hotel, Memphis, Tenn., on Labor Day weekend (2-4 September) for all hands who served in PT boats, tenders, bases, training schools, intelligence, liaison-coast watchers and so forth during WW II. For details, officers and enlisted men may write to J. M. Newberry, P.O. Box 202, Memphis, Tenn. 38101.

• *The Permanent Naval Uniform Board* tells us it recognizes that river patrol boat crews are well trained and efficient groups of Navymen. Your pride in your unit is understandable, and also admirable.

However, the Board feels it should continue its policy of restricting the introduction of special qualification insignia, in order to preserve the neat, uncluttered appearance of the Navy uniform.—Ed.

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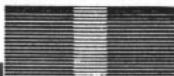


NAVY CROSS

"For extraordinary heroism . . ."

★ HICKEY, WILLIAM L., Hospital Corpsman 2nd Class, USN, as senior corpsman on 4 Jul 1966 with a Marine unit during a search and destroy operation in Vietnam. Petty Officer Hickey was wounded rescuing a Marine trapped in an amphibian vehicle when the unit was fired on by the enemy. Despite his wounds, he returned to the scene to aid two other corpsmen, who were helping the wounded. Hickey was wounded two more times, once by an enemy rifle grenade, but refused evacuation for several hours to give advice and assistance to other corpsmen. He remained until all casualties were treated and the seriously wounded were evacuated.

★ MCKEEN, GERALD C., Hospitalman, USN, posthumously, while serving as a platoon corpsman with the Seventh Marines in Quang Tri Province, Republic of Vietnam on 24 Sep 1966. His unit was attacked by mortar, machine gun and sniper fire from a North Vietnamese regiment, and although seriously wounded by shrapnel, he refused aid and began treating other wounded men. He crawled more than 20 meters to assist a machine gun team and received a second severe wound. He again refused medical aid and for more than three hours continued to assist men, many who were less seriously wounded than himself. Growing weaker, he crawled more than 50 meters to the company command post before collapsing.



DISTINGUISHED SERVICE MEDAL

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

★ DONAHO, GLYNN R., Vice Admiral, USN, as Commander Military Sea Transportation Service from July 1964 to February 1967, assuming the responsibility for worldwide ocean delivery of Department of Defense personnel and cargo. He was instrumental in achieving a significant breakthrough in the delivery of the Department of State's

Agency for International Development cargo for the Republic of Vietnam. During this same period, his efficient management techniques enabled his command to continue its demonstrated reliability for worldwide support of U. S. Government agency and military operations under changing conditions.

★ WESCHLER, THOMAS R., Rear Admiral, USN, as Commander United States Naval Support Activity and Commander Naval Forces Vietnam Representative, Da Nang, Republic of Vietnam, during operations against the enemy from 6 Feb 1966 to 5 Feb 1967. RADM Weschler displayed outstanding leadership in commanding and directing operations of the Naval Support Activity. He supervised the development of combat base facilities throughout the First Corps Tactical Zone.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ BROWNE, HARVEY M. JR., Lieutenant (jg), USNR, as an attack pilot and flight member of a squadron embarked in *uss Ticonderoga* (CVA 14) on 7 Feb 1966. In attempting to rescue an aviator shot down over North Vietnam, he exposed himself to intense fire during attacks against enemy ground troops. He continued to make low-level strafing and rocket attacks until he exhausted his ammunition. He then continued to harass the enemy by making low nonfiring passes. He continued to expose himself

MEDAL MAN—Daniel Guest, BM1, receives Navy Commendation Medal for work as enlisted advisor to Vietnamese Navy's Coastal Group 44.



in this manner until the enemy succeeded in capturing the downed pilot.

★ GUNN, DANIEL M., Hospital Corpsman 3rd Class, USN, posthumously, as a platoon corpsman with an ambushed Marine unit in Quang Tri Province, Republic of Vietnam, on 23 Jul 1966. Petty Officer Gunn moved from his covered position to give medical aid to wounded Marines under heavy machine gun fire. He exposed himself to the fire and succeeded in treating eight wounded until he was critically wounded.

★ GUNTER, ALTON R., Engineman 2nd Class, USN, while serving aboard *PCF 26* in the Dong Trahn River, Republic of Vietnam, on 27 Mar 1966. Although Petty Officer Gunter was severely wounded by an ambush from both sides of the river, he manned the patrol craft's machine guns and delivered accurate fire until the ammunition was exhausted. He then manned the craft's 81-mm mortar and fired into the Viet Cong positions. Only when the patrol craft was clear of the ambush did he seek medical attention.

★ LYONS, JOHN J., Chief Engineman, USN, as a member of the Explosive Ordnance Demolition Unit One serving with the U. S. Naval Support Activity, Da Nang, on 1 Oct 1966. With disregard for his own safety, Chief Petty Officer Lyons assisted a surgeon in an operation to remove a live 60-mm mortar shell from the chest of a Republic of Vietnam soldier. He participated in the operation, and contributed to the successful removal of the activated shell.

★ PATTON, WILLIAM T., Lieutenant (jg), USNR, while serving with Attack Squadron 176, embarked in *uss Intrepid* (CVS 11) in Southeast Asia on 9 Oct 1966. During rescue of a downed Navy pilot and his crewman, LTJG Patton and his section leader led a helicopter into an area of heavy ground fire and within a surface-to-air missile environment. He suppressed the enemy with strafing attacks and succeeded in destroying an enemy jet aircraft which was attacking helicopters attempting to make the rescue.

★ ROSS, JAMES C., Hospitalman, USN, as a platoon corpsman with an ambushed Marine unit on 16 Dec 1965, near Que Son, Republic of Vietnam.

The initial machine gun fire injured 11 Marines, and Hospitalman Ross crawled under fire to the scene and began administering mouth-to-mouth resuscitation to a seriously wounded man. He continued this aid during the entire 15-minute firefight, and succeeded in saving his comrade's life.

★ VERMILYA, ROBERT S., Commander, USN, while flying an armored search and rescue helicopter in support of combat operations in Vietnam on 31 Aug 1966. He took his helicopter and crew deep within Haiphong Harbor to rescue a downed pilot who was caught in heavy crossfire from both shores of the channel. Under heavy anti-aircraft and automatic weapons fire, CDR Vermilya executed a rescue approach and hover and succeeded in snatching the downed pilot from his position and safely reaching the open sea.

★ WAECHTER, WILLIAM, Lieutenant, USNR, as helicopter aircraft commander of an armored search and rescue helicopter during a mission to rescue a downed pilot in North Vietnam on 12 Jul 1966. He subjected his aircraft to intense anti-aircraft fire while flying more than 70 miles inland to the mountainous rescue site. The airman was trapped in a steep gorge, but LT Waechter succeeded in rescuing the pilot by expertly maneuvering the helicopter into a ragged hover by sacrificing directional control and varying the pitch in the rotor to maintain speed and lift.

★ WIGGINS, DELMAR J., Hospitalman, USN, as platoon corpsman with a Marine unit operating against Viet Cong forces in the Republic of Vietnam on 18 Mar 1966. Hospitalman Wiggins continuously exposed himself to heavy enemy fire during a 12-hour encounter with the enemy. He continued to treat more than 20 critically wounded men throughout the night's fighting until they were evacuated the following morning.



LEGION OF MERIT

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

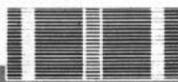
★ BUSHNER, Francis X., Commander, USNR, as Chief, Technical Operations, Operations Group, while assigned to Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, N. M., from July 1963 through January 1967.



OFFSHORE REPAIRS—USS *Krishna* (ARL 38), shown here repairing a *Swift* boat at An Thoi, has received the NUC for her service in Vietnam waters.

Gold Star in lieu of Second Award
 ★ OUTLAW, EDWARD C., Rear Admiral, USN, as Commander Task Groups 77.5 and 77.7, Commander Task Force 77 and Commander Carrier Division One, from November 1964 through May 1965, for supervising the formulation of procedures designed to employ most effectively naval forces in the area of operations.

★ WEYMOUTH, RALPH, Rear Admiral, USN, as Commander Iceland Sector ASW Group, from January 1965 to January 1967, for his part in the development of a new concept of antisubmarine warfare operations.



DISTINGUISHED FLYING CROSS

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

Gold Star in lieu of Second Award
 ★ DECAMP, Dwight E., Commander, USN, as strike flight leader of eight A1H aircraft on 11 Feb 1965. CDR DeCamp launched from USS *Ranger* (CVA 61) against an enemy target at Chanh Hoa, North Vietnam. Despite adverse weather and intense and accurate anti-aircraft fire, he led his flight to the target and into a glide bombing attack. The bombs exploded within the target area, starting numerous fires. CDR DeCamp retired, rendezvoused and returned his flight undamaged to the carrier.

Gold Star in lieu of Second Award
 ★ HESSOM, Robert C., Commander,

USN, posthumously, as the flight leader of an 11-plane A1 *Skyraider* force against the Phu Van Army Complex in North Vietnam on 19 Mar 1965. CDR Hessom maneuvered his flight into a precision bombing attack, destroying approximately 40 barracks and storage buildings. He then reversed course and led a napalm attack at 100 feet against an adjacent target of 21 barracks buildings, inflicting such devastating damage that no further attacks were required. After the primary attacks, he led his force in rocket and strafing attacks against secondary targets and again inflicted heavy damage.

Gold Star in lieu of Third Award
 ★ HESSOM, Robert C., Commander, USN, posthumously, during an armed road reconnaissance mission in North Vietnam on 5 Mar 1966. CDR Hessom led his flight against a bridge at a major highway intersection. While making a bombing attack in the face of heavy anti-aircraft fire from the target complex, he lost his life when his aircraft exploded from a hit.

★ JACOBSEN, GEORGE E., JR., Commander, USN, as flight leader of four A1H aircraft in combat with the enemy on 11 Feb 1965. CDR Jacobsen was launched from USS *Ranger* (CVA 61) for a mission against enemy targets at Chanh Hoa, North Vietnam. Despite adverse weather and intense anti-aircraft fire, he led his flight into a glide-bombing attack. The bombs from his attack exploded within the target area, starting numerous large fires. CDR Jacobsen then became search and rescue commander of 16 aircraft and directed the rescue of a downed pilot from another carrier.

★ KING, ROBERT R., JR., Commander, USN, during a combat strike against targets in North Vietnam on 22 Apr 1965. With the target area defended by one of the heaviest concentrations of anti-aircraft batteries in North Vietnam, CDR King led a strike group of 14 aircraft against camouflaged enemy patrol boats and large junks hidden along a river bank near Vinh. Through his carefully considered plan of attack, the entire strike group entered the target area, delivered its attack and retired before the enemy anti-aircraft defense could be brought into action. During the attack, two junks and four patrol boats were hit. CDR King's plan of attack, executed with precision under his direction, was the key to the successful accomplishment of the mission.

★ MAJORS, WILLIAM T., Lieutenant Commander, USN, as a strike section leader in an air wing strike against the Dong Phuung bridge on 27 Jun 1965.



DOING HER STUFF—USS Pawcatuck (AO 108) pulls alongside thirsty destroyer escort USS Courtney (DE 1021), during operations for quick topping-off.

LCDR Majors, despite intense enemy anti-aircraft fire, made a highly successful *Bullpup* attack against the northern span of the bridge, scoring a direct hit and helping to destroy the span. In the face of withering light and medium anti-aircraft fire, he made a second attack on the bridge, directed a second *Bullpup* missile against the southern span of the structure and scored another direct hit.

★ PETERS, Charles H., Commander, USN, posthumously, during combat missions against North Vietnamese forces on 1 Jul 1966. When his plane was hit by enemy ground fire and started to burn, CDR Peters elected to fly his aircraft to the relative safety of the open sea. He succeeded in flying 140 miles over enemy territory, reaching the coast as a large fire engulfed his right wing. As he broadcast his inten-

tion to eject because of rapid loss of control, the plane went into a violent snap roll and made three turns before CDR Peters was able to eject. His intrepid action brought his accompanying aviators away from an extremely hazardous environment, sacrificing his life in his effort to protect the lives of others.

★ RUTLEDGE, Howard E., Commander, USN, for heroism and extraordinary achievement in aerial flight. By his skill, courage and devotion to duty, CDR Rutledge upheld the highest traditions of the U. S. Naval Service.

★ SHAW, John D., Commander, USN, during an air strike against the Thai Nguyen Highway Bridge in North Vietnam on 17 Oct 1965. Directing and leading the strike force in a high-speed, low-level attack, CDR Shaw executed a strike plan which inflicted heavy damage to the bridge without the loss of a

single aircraft, although the target was deep in hostile territory and defended by both conventional anti-aircraft artillery and surface-to-air missiles.

Gold Star in lieu of Second Award

★ SHAW, John D., Commander, USN, during a combat mission over North Vietnam on 13 Oct 1965. Assigned the task of destroying a truck park, CDR Shaw planned and led a 14-plane strike which proceeded according to plan despite concentrated enemy fire and the threat of surface-to-air missiles. Post-strike photography revealed a total of 15 vehicles destroyed and another 10 left burning.

Gold Star in lieu of Third Award

★ SHAW, John D., Commander, USN, during an air strike against the Kep Highway Bridge in North Vietnam on

31 Oct 1965. Directing and leading the strike force in a high-speed, extremely low level attack, CDR Shaw executed a strike plan which resulted in the destruction of the bridge without the loss of a single aircraft, although the target was deep in hostile territory and was heavily defended.

★ SMITH, Gordon H., Commander, USN, during a search and rescue flight deep in hostile territory on 17 Oct 1965. When notified of a downed F4B aircraft, CDR Smith proceeded to the scene, maneuvering his section through the surface-to-air missile envelope and flying over known anti-aircraft positions at low altitudes en route. Two downed pilots were sighted in a nearly inaccessible location along a ridge line. Though he encountered periodic medium and light anti-aircraft and continuous small arms fire, CDR Smith remained in the area for two hours and, when visual contact with the downed pilots was lost, made repeated low passes. With a low fuel state necessitating departure of the helicopter, CDR Smith made 10 or more search passes before retiring from the area, providing rear cover protection for the helicopter.

Gold Star in lieu of Second Award

★ SMITH, Gordon H., Commander, USN, as the flight leader of a four-aircraft night strike over North Vietnam on 16 Aug 1965. CDR Smith navigated his flight to the target area, exposed himself to enemy anti-aircraft fire, descended alone and illuminated the target. He then maneuvered his aircraft directly over the target area and dropped his first bomb, which caused a large barracks building to burst into flames. Despite intense anti-aircraft fire, he repeatedly led his flight in boldly executed bombing attacks, causing numerous secondary explosions and leaving the entire area on fire. Subsequent intelligence confirmed destruction of huge quantities of enemy supplies and eight large buildings, with severe damage to numerous other buildings.

Gold Star in lieu of Third Award

★ SMITH, Gordon H., Commander, USN, while conducting the rescue of a downed pilot deep in North Vietnam on 12 Jul 1966. CDR Smith led his section to the scene of the downed pilot. Over enemy territory for one hour against one surface-to-air missile firing, 17 MIG alerts and heavy ground fire, he calmly called for the rescue helicopter, coordinated the replacement and aerial refueling of an on-scene jet combat air patrol and pro-



vided close cover for the downed pilot. After the pilot was picked up, CDR Smith preceded the rescue element, deliberately drawing enemy ground fire upon himself so the rescue element could get out of enemy territory safely.

★ UNDERHILL, ROSS H., Lieutenant (jg), USNR, as wingman in a two-plane flight on an armed road reconnaissance and interdiction mission against military vehicles on a coastal highway in North Vietnam on 7 Apr 1965. During an attack against enemy gun emplacements, the flight leader's aircraft was severely damaged and he was forced to eject over the water within range of enemy small arms and mortar fire. LTJG Underhill summoned a rescue helicopter and additional support before making low-level rocket and strafing attacks against the coastal gun emplacements. Due to the intense automatic weapons and mortar fire, the attempt to rescue the mortally wounded pilot was unsuccessful. Upon his return to the carrier, LTJG Underhill's plane burst into flames from the anti-aircraft damage.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ACKERMAN, RICHARD F., Lieutenant Commander, USN, from October 1964 to February 1965 while serving with the headquarters staff, Naval Advisory

Group, Military Assistance Command, Vietnam; and from March to August 1965 as Senior Naval Advisor to the Vietnamese First Naval Zone.

★ ALLISON, KENNETH L., Lieutenant, USN, from 14 April to 26 Dec 1965 as Senior Naval Advisor to Vietnamese River Assault Group 23. LT Allison participated in 20 combat operations in which he was subject to heavy enemy fire on numerous occasions. He worked closely in joint planning conferences with Army and Air Force personnel, and contributed greatly to the counterinsurgency effort. The Combat Distinguishing Device is authorized.

★ BARBEE, WILLIAM D., Hospitalman, USN, while serving with Marines in Vietnam on 11 Jul 1965. He was on a patrol near Da Nang when a mine was detonated, instantly killing the squad grenadier and wounding five other Marines. Barbee, the platoon corpsman, took charge of the situation and began to treat the casualties, under enemy small arms fire. He moved from man to man, disregarding the enemy fire and rendering medical assistance to the wounded.

★ CANNON, LEWIS V., Hospitalman, USN, on 22 Feb 1966 as a corpsman with Marines. When his platoon made contact with an enemy force, Hospitalman Cannon exposed himself to the hostile fire and moved into an unprotected area to administer aid to a Marine who was seriously wounded. With composure and skill, he succeeded in stopping the bleeding. Twice more he advanced into the fire-swept field to treat two severely wounded men. He organized the evacuation of the casual-

ties and assisted in carrying the stricken men to protected positions, undoubtedly saving their lives by his daring efforts. The Combat Distinguishing Device is authorized.

★ FLETCHER, HENRY M., Boatswain's Mate 1st Class, USN, from 28 April to 22 November 1965 while serving with friendly foreign forces in armed conflict against communist insurgents in Vietnam. As a gunnery advisor to River Assault Group 23, he participated in 20 combat operations in which he was repeatedly subjected to enemy fire. The Combat Distinguishing Device is authorized.

★ SULLIVAN, JOHN F., Commander, USN, from 24 April to 8 Jun 1965 while serving with friendly foreign forces in armed conflict against an opposing armed force in which the United States was not a belligerent party. CDR Sullivan served as the Chief Staff Officer for Commander Amphibious Squadron 10, who, as the Commander Caribbean Ready Group, the first United States military force to arrive in the Dominican Republic, was successively Commander Naval Task Force 124, Commander Naval Task Group 124.7, and Commander Naval Task Unit 124.7.3.

★ SUPCZAK, RICHARD S., Construction Electrician 3rd Class, USN, as a member of Seabee Technical Assistance Team 1104 in Vietnam on 19 Mar 1965. Petty Officer Supczak was one of six men riding in a truck when a hand grenade was thrown into the bed of the vehicle by a passerby on the street. With disregard for his own safety, he threw the grenade onto the sidewalk where it exploded 25 yards from the truck.

DUAL ROLE—USS *Intrepid* (CVS 11) steams in South China Sea in support of operations in Vietnam. *Intrepid* planes perform as ASW and attack aircraft.



TAFFRAIL TALK

WHAT DOES ICE CREAM have to do with broken-down radars, and what do these two items have to do with an AF? You can see the connection of a refrigerator ship with ice cream and also with radar equipment, but the relationship of the other two items in this triangle is not so clear.

Here's the story.

The Navy provision ship *uss Arcturus* (AF 52), homeported in Norfolk, was on her way to the Mediterranean where she is replenishing the Sixth Fleet. Six days out into the Atlantic, she suffered a radar casualty. It was in the cold, early hours of the morning, visibility was decreasing, and a fog watch had been set when the radar antenna stopped rotating. When all routine checks failed to tell the reason for the failure, two of the ship's electronics technicians scaled the swaying radar mast to investigate.

A hundred feet above the pounding sea, Third Class Radar Technician R. H. Pennington and Seaman P. C. Cumminsky discovered that an antenna wire had blown loose and caught in the antenna. The drive motor, unable to turn the antenna, had burned out.

The motor was damaged beyond repair, and there were no spare motors on board.

It was clearly a time for improvisation, and the crew of electricians and machinists went to work.

The original motor developed one horsepower at 1750 rpm. Something equivalent had to be found.

After a diligent search, Chief Petty Officers M. J. Nelson and W. W. Haver found what they needed. The source of the motor: the ship's ice cream machine.

The ice cream motor was bolted to the base of the radar platform, and the original motor, tied to the new one by a V-belt pulley, was used as the transmission unit. This insured proper alignment of all gears in the drive train.

Finally, a hood of sheet metal was constructed to protect the motor from the sea and weather. By 5:00 p.m., the radar was working again.

The ship was without ice cream for a while, but *Arcturus* was able to meet her commitments on time. Now the crew is enjoying frosted radar a la mode.

★ ★ ★

A short time ago we had occasion to mention a Deep Freeze veteran, who received a genuine, authentic, original chunk of ice from the Antarctic as his retirement present.

The retirement ceremonies of Hank Wunneburger lie some time in the future but the retirement-ice play would be equally applicable at that time.

Hank is a commissaryman and when he served with the wintering-over party at Byrd Station, he had his food problems. Even the dry storage items had to be defrosted. How one goes about defrosting a cup of flour, we haven't the slightest idea, but apparently Hank figured it out.

Baking constituted a series of crises for Hank and his captive diners. Cakes fell, rolls wouldn't rise and bread split.

One basic factor sustained Hank. He could be sure no unexpected guests would be dropping in.

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.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

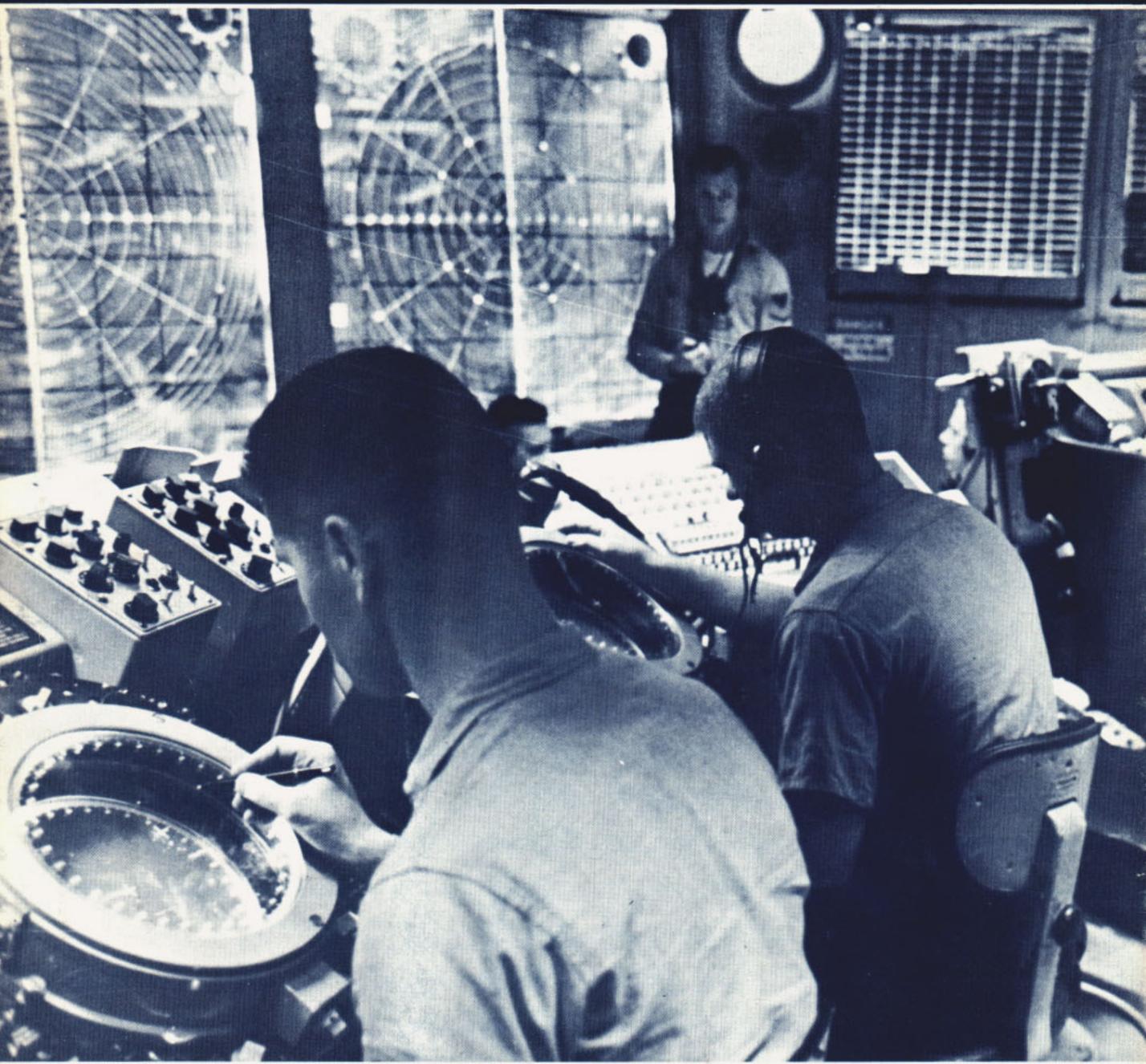
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● AT RIGHT: 'SAY AAH'—Navy technician at Ream Field, Calif., uses a portable test set to check out the Doppler Radar Navigational System in the throat of a Sea King copter prior to flight.





**MEN OF
RESPONSIBILITY**