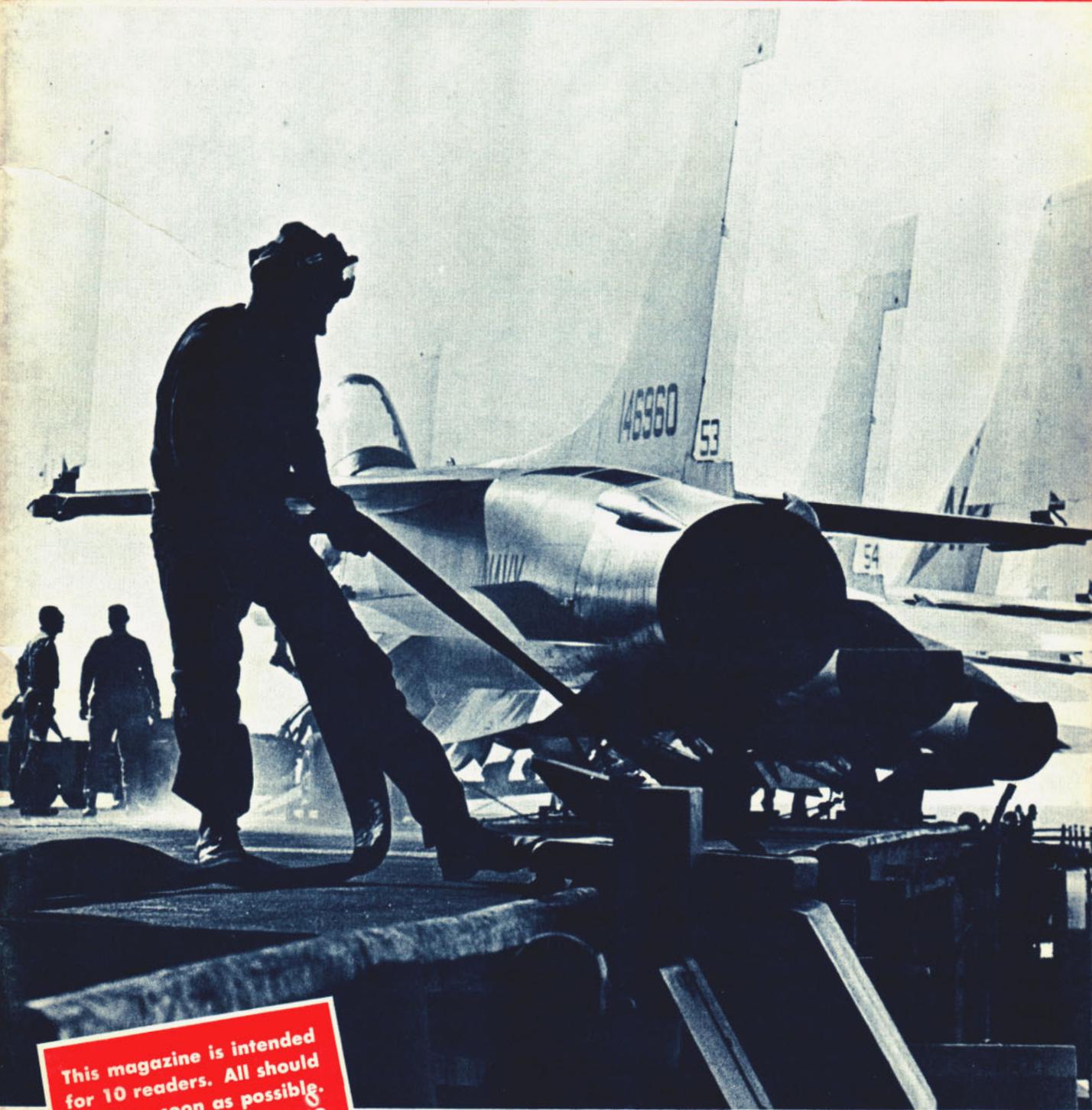


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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OCTOBER 1967





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1967

Nav-Pers-O

NUMBER 609

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN
The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Morale Services

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TABLE OF CONTENTS

Features

Our Number One Mover: The MSTs Story	2
Here's MTMTS—Managing Traffic from Coast to Coast	4
A Historic Ceremony: Shipping Over	8
Battle Wagon: A new Chapter	10
UDT Meets UOU	13
Small Ships, Big Men . . . Reservists on Minesweepers	14
You Don't See Many Like the AHLC Twins	16
'Intercept Hot Cargo Below Chu Lai'	18
Riding a Dragon is Never Dull	20
Gaeta Welcomes Sixth Fleet	22
All-Navy Cartoon Kings	24
Tops in Navy Sports—All-Navy and Regional Champs	26
Building a Church	34
Award to Chaplains	35

Centerspread

Federal Benefits Based on Type of Discharge	32
---	----

Bulletin Board

Here's Opportunity for Officers Who Want to Specialize	36
On the Subject of Junior Officer Retention	37
A Visit to Great Lakes—The Second Time Around	39
A Look at an In-Port Liberty Program, Columbus Style	43

Special Report: Publications Available at GPO

Want to Know Something About Anything? Try Here	44
---	----

Departments

Today's Navy	52
Letters to the Editor	58

Taffrail Talk

64

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve

• FRONT COVER: BIRDMAN—A covey of F-8 Crusaders lines the flight deck of USS Bon Homme Richard (CVA 31) as a crewman fuels one of the aircraft before an airstrike when the carrier was on station in the South China Sea.—Photo by Robert D. Moeser, JOC, USN.

• AT LEFT: THROUGH THE SURF—Navy Boatswain's Mate Third Class Richard A. Williams, a member of UDT wades through the surf while making beach reconnaissance of enemy area in Vietnam.—Photo by J. Means, PH1, USN.

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DELIVERY TO VIETNAM— The MSTS ship *USNS Core* takes a load of aircraft up the Saigon River to nearby air base

Our Number One

SINCE ITS INCEPTION a short time before the Korean conflict, the Navy's Military Sea Transportation Service (MSTS) has supported United States armed forces in many a crisis and performed unusual tasks almost too numerous to mention.

Its ships are, in fact, such a familiar sight on the armed forces scene that it is difficult to imagine military operations without them. MSTS has, nevertheless, been in operation only 18 years.

The evolution of the Military Sea Transportation Service began during the Mexican War (1846-1848) when the idea of combining Army and Navy sea transportation under a single command was discussed but not adopted.

The goal of a single sea transport, however, came a little closer after World Wars I and II demonstrated the difficulties inherent in each service having its own transportation facilities.

Shortly after World War II, the evolutionary wheels began turning again and the highly successful MSTS organization was established.

The Military Sea Transportation Service was activated on 1 Oct 1949 as the result of a study made for the

Joint Chiefs of Staff in 1946. It was to operate within the framework of the Navy and have a status comparable to that of a Fleet operating directly under the Chief of Naval Operations. Each of the services concerned was to pay for its respective sea transportation requirements on the basis of the shipping ordered and rendered.

TO PUT IT BRIEFLY, the Military Sea Transportation Service exists for the following reasons:

- To provide a sealift capability in support of contingency or general war plans or other emergencies.
- To plan for and be capable of expansion in time of emergency or war as necessary.
- To provide ocean transportation and related services for personnel and cargoes of the military services and other agencies of or designated by the Department of Defense.
- Meet all requirements of the Department of Defense (except those met by Fleet ships) for ships and craft for purposes other than transportation. (This includes ocean sciences, missile-tracking and space research.)

Although MSTS is run by the

Navy, three features of its operation distinguish it from any other operational Navy force.

The first, of course, is that MSTS provides ocean transportation for all DOD agencies—not just the Navy. In this respect, MSTS can be considered the seagoing counterpart of the Military Air Command (MAC) which is run by the Air Force.

It also is a link in the transportation chain which in addition to MAC, includes the Military Traffic Management and Terminal Service (MTMTS), a joint service agency liberally staffed by Navymen as well as those from other armed services.

The Military Traffic Management and Terminal Service provides transportation for the armed forces within the United States and also manages military terminals.

MSTS OPERATIONS are both military and industrial. Both marine civil service and military personnel operate the ships . . . sometimes both are aboard the same vessel. Although it is a Navy operation, MSTS cooperates closely with the Maritime Administration.

MSTS also relies heavily on the commercial shipping industry to

augment its lifting capacity, thus helping to maintain a healthy merchant marine ready for emergencies.

When MSTs was less than a year old, the Korean conflict began.

When the first North Korean crossed the 38th parallel, the MSTs active fleet consisted only of those ships necessary to fulfill normal requirements. All other vessels were laid up in reserve.

Faced with a staggering requirement for sea transportation MSTs, in collaboration with the National Shipping Authority and the commercial shipping industry, took drastic steps to put vessels on the line for operation.

The results were impressive. Troopships and cargo vessels were broken out of the National Defense Reserve Fleet and the Navy Reserve Fleet by the hundreds. The effectiveness of the effort can be seen in the final statistics.

These show that MSTs sealifted more than 54 million tons of cargo,

In 1951, more Arctic experience was gained when a group of MSTs-controlled ships transported men and material to build the Air Force Base at Thule, Greenland, and the defense sites at Baffin Island and Labrador.

FROM THE TIME it began its operations, MSTs ships have been

seen where the action is from Cuba to Suez and then some. Its major occupation now, of course, is supporting operations in the Vietnam theater.

Until very recently, MSTs activities in the Southeast Asian theater have increased since trouble began there. One of the earliest MSTs jobs in Vietnam occurred on the

Mover

nearly five million troops and passengers and over 22 million long tons of petroleum products to the Far East. This represented more than 85 per cent of the fighting forces and equipment used.

DURING THIS TIME, MSTs also met its other normal day-to-day sea transportation requirements in all other parts of the world

In addition to its Korean activities, the Military Sea Transportation Service has also written its initials in broad letters on the Arctic ice.

For example, during "Operation Blue Jay," which reached its peak during the 1955-57 operations, millions of cargo tons were transported to the far north to supply the construction of the Distant Early Warning (DEW) radar system which was built to guard the entire Arctic fringe of North America.

Perhaps such an outstanding accomplishment would not have been possible, had not MSTs had eight previous years of experience in polar logistics. MSTs began Arctic operations in 1950 with the "Seaborne Supply of the North East Command" (SUNEC) in the Labrador-Greenland area.



ARMY TROOP MOVE—Army troops board *USNS Walker* for transportation overseas. Below: Semi-trailer is loaded on Army vessel from *USNS Comet*.



heels of the Korean conflict when 223,000 Vietnamese chose to avoid life under communism and leave their homeland by a seafight exodus.

Since that time, of course, events in Vietnam have become considerably hotter and, MSTS activity, rather like a thermometer, registered the change in temperature until a saturation point was reached early this year.

Unit moves amounting to more than a quarter of a million troops have been transported to Vietnam in MSTS ships and about six million gallons of bulk petroleum products were shipped last March alone.

In 1965, only 18 MSTS ships called regularly at Vietnam. Now, there are about 400.

IN THE YEARS since its organization, the Military Sea Transportation Service has been called upon to carry some extraordinary items. To mention a few, there were:

- Exotic cargoes—1500 live mosquito fish to combat a mosquito problem in Guam.
- Inspiring cargoes—A 20-ton Freedom Bell to Germany.
- Potable cargoes—About 500,000 gallons of fresh water to relieve a drought in the Virgin islands.
- Valuable cargoes—Six and a half million dollars from New Orleans, La., to San Juan, Puerto Rico.

NO DISCUSSION of the Military Sea Transportation Service would be

deck of USNS *Kingsport* (T-AG 164) for example, at one time carried a huge bubble which protected her radar equipment.

Although MSTS covers a wide spectrum of activities, it may be best remembered by Navymen and, particularly their dependents, as the means by which they traveled to an overseas station. However, dependent transportation in MSTS transports was discontinued over a year ago. A limited number have been carried by commercial passenger ships in space procured by MSTS.

On 1 October, MSTS celebrated its 18th anniversary. Throughout the years of its operation, the Navy's sea transport service has performed its duties in an exceedingly creditable and praiseworthy manner.

Despite its efficiency, however, and the impressive tasks it performs in the transportation field, its motto modestly remains "Service to the Services." And that's exactly what it gives.

—Robert Neil

HERE'S MTMTS—

Managing

FROM A transportation viewpoint, Navymen who live, travel and fight in ships of the United States Fleet are entirely self-sufficient. Men of the other armed services, on the other hand, frequently must depend upon three Department of Defense agencies to move themselves and their equipment.

The DOD organizations which share the responsibility for military transportation are:

- The Military Traffic Management and Terminal Service (MTMTS) which is a joint enterprise liberally staffed with Navymen. MTMTS manages terminals and also moves both men and equipment within the United States.

- The Military Sea Transportation Service (MSTS) is an all-Navy organization which, as its name implies, is the armed forces instrument for sea transport.

- The Military Airlift Command (MAC), which had a Navy connection in its earlier days, is now completely staffed by the Air Force. MAC's job, of course, is to manage air travel and transport.

None of these three agencies



These statistics are hardly surprising because about 97 per cent of material arriving in Vietnam each day is transported by sea.

To be more graphic: If all the cargo MSTS lands in Vietnam each day were piled on a football field, the field would be buried under 30 feet of war material.

The supplies a unit uses in Vietnam must arrive no earlier than five days before the unit for which they are intended nor later than two days after. It is, therefore, necessary for MSTS ships to adhere to extremely tight schedules.

To be ready to receive troops and cargo according to plan is no easy matter for, as an MSTS quipster put it, "If Saigon were any farther from New York, the crew would be on the way home before they arrived."

complete without mentioning its special project ships which support the United States Space Programs as well as its oceanographic research.

The MSTS special projects ships began operation in 1958 when USNS *Josiah Willard Gibbs* (T-AGOR 1), an oceanographic research vessel, was activated under the sponsorship of the Office of Naval Research.

At about the same time, other ships were modified to support the Pacific Missile Range and oceanographic survey ships were brought into service before mid-1959.

Special projects are, in fact, among the fastest growing elements of the Military Sea Transportation Service.

All special projects ships could be considered unusual in function and sometimes in appearance. The after

caters exclusively to the transportation needs of any one service. Their integrated nature is the product of experiments in unit moves which began, on a major scale, during World War I.

IT WAS IN this era that the United States armed services first really experienced the confusion which could result when each managed its own transport. Each service sent such quantities of men and equipment toward the Atlantic ports that a monumental rail traffic jam developed.

Movements during World War II were a somewhat different matter. Millions of men were transported to battlefronts around the world and tons of supplies flowed from the United States to support American fighting men and their allies in a conflict aptly called a global war. The nation and all its power were completely mobilized.

Considering the suddenness with which the war was thrust upon us



Traffic from Coast to Coast

and the size of the operations, the transportation methods used a quarter of a century ago worked well. The emphasis, however, was on quantity.

The smaller conflicts which have occurred since World War II have required neither the manpower nor the equipment necessary for global war. Nevertheless, the absence of full mobilization and new concepts of warfare which emphasize mobility combine to require more finesse in transportation than has ever before been necessary.

The military situation in Vietnam, for example, has not required the full mobilization of the nation's manpower and resources. Consequently, MSTs ships, departing the United States in a steady stream, maintain a regular schedule, making tight planning necessary to enable troops and supplies to arrive at their destination on their target date.

To avoid storage problems, supplies must arrive in Vietnam no more than five days before the unit to which they are consigned, and not later than two days after that unit's arrival in the area.

THE TECHNOLOGY explosion since World War II and the need for mobility have created additional logistic problems.

Helicopters are one example. They are almost as ubiquitous in the Vietnamese conflict as rifles, but helicopters, of course, are bigger than rifles and require considerably

more spare parts. When the size (and subsequent weight) of the choppers and their spare parts are combined, they equal a problem.

The magnitude of the problem can best be seen in the departure of the First Infantry Division from Fort Riley, Kans. and the First Cavalry Division from Fort Ben-

RETURN TO CONUS—Air Force cargo is loaded (above) for return to the U.S. Below: Army personnel prepare to unload barge of incoming supplies.





PIGGYBACK RIDE—A Navy fast patrol boat is lifted onto an MSTS ship for shipment to Vietnam where it will be used to halt enemy supply ships.

ning, Ga. Both moves might be considered classic examples of a large unit move to Vietnam.

The order for these moves was passed from the U. S. Strike Command to the transportation agencies, each of which sent representatives to work out details of the move with CINCSTRIKE.

The transportation agencies involved, of course, were the Military Traffic Management and Terminal Service, the Military Sea Transportation Service and the Military Air Command. Both MSTS and MAC employed their own or chartered ships and aircraft in their moves.

THE MILITARY Traffic Management and Terminal Service, on the other hand, has no equipment of its own, except for some specialized rolling stock. It had to charter what it needed for transporting the units within the United States.

Bases in Vietnam were of immediate precedence in the move of the two divisions. They were established by advance parties which, with their equipment, had earlier been airlifted to Vietnam. These units required the use of 126 aircraft.

The main body of troops traveled by sea. The men of the First Cavalry Division were transported from Fort Benning to ports on the

Atlantic and Gulf coasts. The first Infantry Division was taken overland from Fort Riley for embarkation at Pacific ports. The move of men and equipment from their bases to the ports required 933 buses and 17 special trains—all chartered by MTMS.

To move these two divisions overseas required four aircraft carriers, six MSTS passenger ships and 27 MSTS cargo vessels.

Many other units, of course, have followed the First Infantry and Cavalry Divisions to Vietnam. Recently, most have been of battalion size, but the transportation pattern was similar to that which was employed in the division moves.

In putting together these unit moves, planners had to reconcile the number of men traveling and the weight of their equipment with the space in available ships arriving in Vietnam on or near the desired date.

INASMUCH as men and equipment traveled in a variety of ships sailing from several ports at different times, their arrival dates in Vietnam had to be carefully coordinated.

As mentioned before, equipment should not arrive more than five days before the unit, nor should it arrive more than two days after the unit goes ashore in Vietnam.

This close scheduling was, and is,

possible largely because of the dependability of the Military Sea Transportation Service operations between the United States ports and the offloading point in Vietnam. It is rare, indeed, that shipments arrive on dates not specified in the established time frame—despite a multitude of factors which can cause delays.

Of course, not all military movements are destined for Vietnam. Troops are rotated regularly so that men who travel east this year, will return to the west next year.

IT IS ALSO EASY to forget nowadays that some military transportation is not even directly connected with armed conflict.

The same agencies which move men and material to battle also ship household goods and move servicemen and their dependents—particularly those on permanent changes of station between the United States and overseas locations.

In one year alone, well over a million people used the military transportation system and, during fiscal year 1966, about 16 million measurement tons of cargo were sent overseas in ships, while 312,000 tons were moved by air.

As might be expected, the transportation scene is constantly changing. When the United States became engaged in Vietnam, military shipments were geared to use established port and dock facilities.

Vietnam, however, was not blessed with large ports or extensive docking facilities so other means of landing men and material had to be devised. Landing ships have proved to be a large part of the answer.

The future of military transportation will undoubtedly see more such adaptations. Also, in the future, computerized operations probably will control more and more shipments and perhaps even the dream of door-to-door shipment by a single means will be realized.

Speculation on the future, of course, could be limitless but there is at least one aspect of transportation's future which is a reasonably safe bet.

It is predictably certain, for example, that all the armed forces will continue to pool their transportation efforts, resources and knowledge to move fighting men and their equipment in the most efficient manner possible.

—Robert Neil

Camera Catches Heroes on the Go

Acts of bravery are not uncommon occurrences aboard Navy ships, but it is a rarity when a single act is recorded on film in sequence, just as it happened.

One such act did occur aboard the aircraft carrier USS Hancock (CVA 19) during operations in the Gulf of Tonkin against Viet Cong forces.

A 750-pound bomb broke loose from the rack of an A4 Skyhawk aircraft as it was being catapulted from the carrier. The bomb was armed, and it went tumbling down the flight deck of the ship, coming to rest near the front of the catapult.

Immediate action by two members of an explosive ordnance disposal team averted what could have resulted in serious damage to the ship, when they rushed to the bomb as it rolled on the deck and defused it.

The two were immediately joined by several other flight deck crewmen who helped them secure the bomb.

Photographer's Mate Second Class Althizer captured the quick action of the EOD team as it happened.



BOMB falls from Skyhawk.



EOD team rushes to bomb.



DEFUSING of 750-pound bomb.



FLIGHT DECK is cleared.

A Historic Ceremony:

SHIPPING

YOU DON'T HAVE to be very salty to be familiar with the reenlistment ceremony. Navymen have reenlisted at various naval shore stations and on and under the seas in virtually every part of the world.

Most Navymen have been a part of that ceremony at one time or another by witnessing the proceedings if they, themselves, have not reenlisted. By the nature of the ceremony, it is a solemn one. The oath, traditions and procedure make it so.

The traditions and ceremony behind reenlistment go back to the beginnings of United States naval history. The manner in which the ceremony is held has been guided by these traditions. The ceremony has changed in wording, but tradition has obviously guided the ceremony.

Even the enlistment oath dates back to early American history. The oath was first prescribed in the old Articles of War for enlisted men of the Army some time before 1798. It wasn't until more than 100 years later that the Navy adopted the oath on 3 Mar. 1899. Before this time, Navymen "signed on" or "shipped over" simply by affixing their signature to the reenlistment contract.

There was, however, ceremony connected with the signing of the contract. The lengths of the reenlistment varied too, and many men signed on for one year of duty.

The language of the oath of enlistment is prescribed by law, and has undergone several changes. The latest change was introduced in 1961, and it became effective in

1963. This change provided that all persons enlisting in the armed forces "take an oath to support and defend the Constitution."

Navymen have always had a variety of reasons for reenlisting. In 1797, as an incentive to reenlistment, Captain Thomas Truxtun of *uss Constellation* once offered his men a beaver hat and a black silk handkerchief plus two months' advance pay and two weeks' liberty ashore if they would sign over for another year.

The beaver hat and other incentives must have worked, because the ship's carpenter recorded in his diary that the greater part of the crew shipped over.

Modern Navymen also have reenlistment incentives from which to choose. Most of these are oriented



OVER

and designed to retain highly competent and highly trained personnel. Navymen are offered choice of duty, a reenlistment bonus, choice of school via *TransMan*, the STAR program and also the SCORE program for reenlisting.

Choice of duty assignment options is one of the incentives offered upon reenlistment. If you are serving on sea duty, the Navy may guarantee you retention on board your present ship for one year after reenlistment (unless you are serving in a preferred sea duty billet), transfer to another type command within your fleet, transfer to another fleet, transfer to a shore billet somewhere overseas.

If you are serving on shore duty when you reenlist, for four or six years, you can be guaranteed your choice of fleet or type commands. Additional qualifications for choice of duty station may be obtained from Chapter 27, *Enlisted Transfer Manual*.

One way of getting a bagful of money is to obtain a reenlistment bonus. Provisions for granting these bonuses fall under the provisions of Section 308 of Title 37 of the U. S. Code. Career counselors can provide additional information on eligibility for these bonuses and the other programs listed here.

Various educational incentives are also available. The STAR program (Selective Training and Retention program) guarantees A or B schools to qualified Navymen. Qualifications for this education program can be found under Article 12.8 of the *Enlisted Transfer Manual* and in BuPers Inst. 1133.13 series.

The SCORE program (Selective Conversion and Retention program) is designed for Navymen who wish to change their ratings to fields which have greater advancement potential. Under this program men in pay grades E-4 and E-5, who have completed more than two years' active naval service but less than 12 years' total service, can obtain benefits similar to those available under the STAR program. Current regulations on SCORE may be found in BuPers Inst. 1440.27 series.



If you submit your request for a school at least three months before your reenlistment, you may obtain Class A or B school orders under Article 12.8 of the *Enlisted Transfer Manual*. If you are qualified for the school which you request, and if a quota is available, you will receive conditional orders which will become

effective when you reenlist for a period of four or more years.

Reenlistment incentives have changed as the Navy itself has changed. You can no longer get a beaver hat for reenlisting, but you do have your choice of several more lucrative incentives.

—Larry Henry, JO2, USN

THE OATH OF ENLISTMENT

The present day oath of enlistment used by the Navy became law in 1962 but was not put into effect until the following year. The oath reads as follows:

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



NEW JERSEY will leave her cocoon.

BATTLE

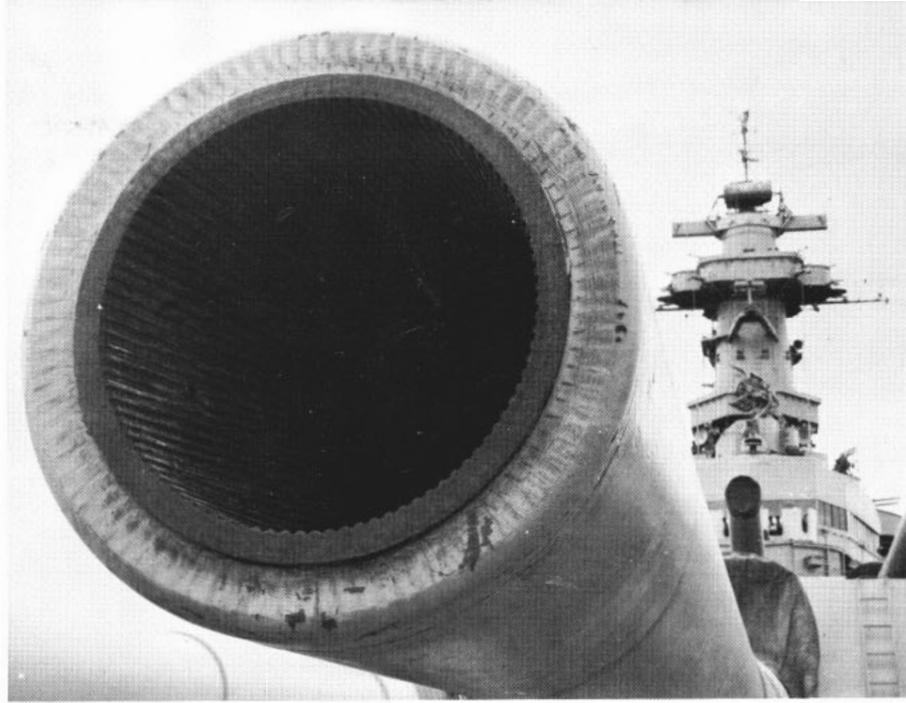
THE BOOM of 16-inch guns may be heard off Vietnam next year when the battleship *New Jersey* (BB 62) joins the U. S. Seventh Fleet.

Acting on Navy recommendations, Secretary of Defense Robert S. McNamara has approved the reactivation of *New Jersey* to augment Pacific Fleet shore bombardment forces in Southeast Asia.

The battleship's nine 16-inch/50-caliber guns will provide an extended

NEW JERSEY RETURNS—Battleship is shown being pushed to pier beside *Missouri* at Norfolk Naval Base after returning from Korea. Below: *New Jersey* fires her 16-inch guns at enemy installations in Korea in 1951.





WHEN BACK in commission *New Jersey* will augment the Pacific Fleet shore bombardment forces in Southeast Asia.

WAGON: A New Chapter

range and greater destructive power for the Seventh Fleet bombardment group, which at present includes destroyers (5-inch guns) and cruisers (8-inch guns).

New Jersey's 16-inchers will fire 1900-pound projectiles an effective range of 21 miles. She is also armed with 20 5-inch/38-caliber guns.

Reactivation work on *New Jersey* will be done at the Philadelphia Naval Shipyard. It is estimated that she will be ready for shakedown trials by next June.

The cost of reactivating the ship will be approximately \$27 million. Modernization will be limited to essential updating of electronic equipment.

The "new" *New Jersey* will have a complement of 70 officers and 1400 enlisted men.

She is the second U. S. battleship named after the state of New Jersey. The first, the BB 16, was commissioned in May 1906. Less than half the size of the present *New Jersey*, she measured 441 feet (over-all) and displaced less than 15,000 tons.

THE FIRST *New Jersey* was armed with a variety of guns as big as 12-inch/40-caliber, plus 21-inch torpedo tubes.

A highlight of her career was serv-

ice as a member of the Great White Fleet of 16 battleships that cruised the world between December 1907 and February 1909. She was decommissioned in August 1920, and two years later was sunk during experimental bombing runs by Army aircraft serving under General Billy Mitchell.

The present *New Jersey* was commissioned at the Philadelphia Naval Shipyard in May 1943. The 887-foot-long battleship served in the Pacific from January 1944 until the summer of 1945. She saw plenty of action during the closing phases of World War II.

In January 1944, operating with the Fifth Fleet, Central Pacific Force, *New Jersey* joined in the capture and occupation of the Marshall Islands.

In February, she became flagship for the Fifth Fleet and Admiral Raymond A. Spruance, commander of the Central Pacific Force, and led the strike force against the advanced Japanese Fleet Base at Truk in the Caroline Islands.

DURING TWO DAYS of air strikes and surface sweeps, the *New Jersey*-led task force engaged in action that cost the enemy two light cruisers, four destroyers, three auxiliary cruisers, two submarine tenders, two sub-

marine chasers, one armed trawler, one plane ferry and 24 auxiliaries, including six tankers. The totals did not include small craft. In addition, more than 200 enemy aircraft were destroyed and another 100 severely damaged.

In March 1944, *New Jersey* joined with the carrier *Lexington* (CV 16) for combined aerial-surface bombardments against enemy positions on Mille Atoll. She next participated in antishipping strikes against the Palau Islands, and in April supported invasion forces which landed at New Guinea. She returned to Truk to back up bombing attacks, and during May trained her big guns on Ponape Island. The battleship destroyed fuel tanks and a headquarters building, and raked the enemy airfield at Ponape from end to end.

In June of that year, *New Jersey* and other Fifth Fleet units joined in the capture and occupation of the Marianas Islands. On 19 June, *New Jersey* and six other battleships, four heavy cruisers and 14 destroyers formed a defensive line around U. S. carriers as enemy aircraft swooped down to begin the Battle of the Philippine Sea.

The first Japanese attack was met by fighters from the U. S. carriers. This kept all but about 40 planes



BOW SHOT of *New Jersey* displays the low profile of a battleship.

away from the ships. Most of the 40 which penetrated the fighter screen were dispatched by shipboard guns.

In the evening, U. S. planes intercepted a large group of enemy aircraft en route to Guam. Our fighters followed and shot them down as they were about to land.

IT WAS A successful day for the Americans. A total of 402 Japanese planes had been destroyed during the action that came to be known as "The Marianas Turkey Shoot." The enemy also suffered heavy losses at sea. Two large carriers had been sunk by submarines.

The Japanese fleet withdrew and was about to escape when it was sighted nearly out of range of the U. S. carrier planes. A deck-load of planes was dispatched and made contact late in the afternoon.

Twenty-two of 35 interceptors the Japanese sent up were shot down. The ship toll to the Japanese after this attack was one aircraft carrier, two fleet oilers, plus damage to four carriers, a battleship, a cruiser and an oiler.

At battle's end the Japanese force



GUNS BRISTLE from the sides of battleship *New Jersey* during a Korean patrol.

had only 35 operational aircraft remaining out of 430 that had started the Battle of the Philippine Sea.

New Jersey next participated in strikes against Guam and Palau, and in midsummer got under way for Pearl Harbor where she became Third Fleet flagship under Admiral William F. "Bull" Halsey.

Back into action, *New Jersey* then participated in strikes against the Visayan group and Southern Philippines. She supported the strikes against Manila and Cavite during 19 to 21 September, and then backed up the assaults on Panay, Negros, Leyte and Cebu.

The BB next joined a fast carrier force for strikes on Okinawa and Formosa, followed by support operations in the northern Visayan Islands. She backed up the U. S. troops who hit the beaches of Leyte Gulf on 20 October.

IN DECEMBER, *New Jersey* joined a carrier force for three days of strikes against Luzon, then rode out a typhoon which capsized three destroyers.

In early January, she supported air strikes against Formosa, Okinawa and Luzon, then moved on to hit coastal targets along the Indo-China coast. She struck at Formosa, Hong Kong and the Chinese mainland ports of Swatow and Amoy, then returned for action against Formosa and Okinawa. During the period 19 to 21 February, she supported the land-

ings on Japanese-held Iwo Jima.

In March 1945, *New Jersey* joined with U. S. carriers to support the capture of Okinawa. She shot down enemy suicide planes and with her bigger guns softened the island for the U. S. troops who were to storm the Okinawa shores.

RETURNING to Guam in August after a Stateside overhaul, she again became Fifth Fleet flagship for ADM Spruance. On 17 September, she anchored in Tokyo Bay with ADM Spruance who was serving as commander of all U. S. naval activities in Japanese waters.

In January 1946, *New Jersey* was relieved of her flagship duties and the following month returned to the United States. Following overhaul, she transferred to the Atlantic to participate in training cruises for Naval Academy midshipmen.

New Jersey was decommissioned in June 1948 at Bayonne, N. J., and assigned to the Reserve Fleet.

In November 1950, *New Jersey* was recommissioned for service with United Nations forces off Korea. She served two tours in the Far East, firing more than 7000 rounds of 16-inch ammo.

In November 1953, the battleship returned to the Atlantic for service in the Caribbean and Mediterranean. She was decommissioned in August 1957, and had remained in mothballs until her recall this year.

—Dan Kasperick, JOC, USN



IN HAND—LTJG Roosevelt, USN, helps UOU trainee place explosive hose.



MAT MEN—Frogmen lay a mat charge to blast coral. Below: Pre-exercise briefing is held.

UDT Meets UOU

RECENTLY a group of Navy frogmen got together with their Philippine Navy counterparts and the beach party they held was a real blast.

The Second Platoon of Underwater Demolition Team 11, based at Subic Bay and integrally involved with combat operations in Vietnam, and the Philippine Navy's crack Underwater Operations Unit joined forces for a demolition practice exercise.

The combined Filipino-American frogman force launched an attack against amphibious assault obstacles

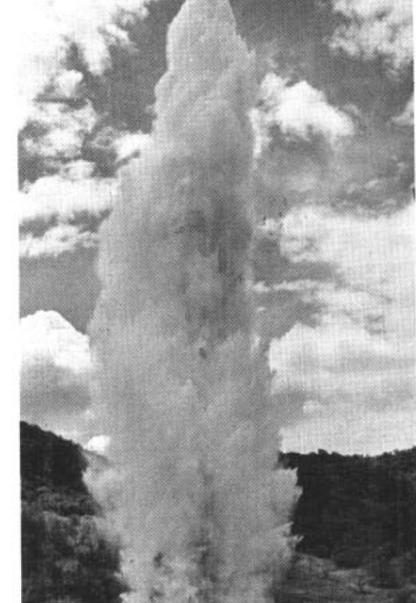
on a Navy gunfire range beach just west of the Subic Bay naval base. The obstacle was a coral head, a typical underwater object to be cleared by UDT for an amphibious landing. Three different methods of laying the Mark VIII explosive hose were used for three different shots.

A little while and three explosions later, the way was cleared.

The joint exercise included instructing Philippine UOU trainees on how to handle such UDT "tools" as the Mark VIII explosive hose. The UOU is based near Subic Bay and trains periodically with the U. S. Navy frogmen.



CLICK—Electric detonator sets off charge. UOU boat moves in for close look. Coral head goes airborne.





MINESWEEPERS—Naval Reservists involved in a two-week active duty training period aboard a training minesweeper are framed by cable as they begin sweeping for magnetic mines.

SMALL SHIPS, BIG

WHILE THE BIG SHIPS fight their battles, the little minecraft have already done their dull and deadly duty.

Mines may be used to bottle up enemy harbors. They are used to make strategic or convenient shipping routes dangerous, or even useless, to an enemy. And they are used to make the enemy divert ships, equipment and men to minesweeping chores.

But while the U. S. Navy may use mines against an enemy, the enemy, in turn, can use them against the U. S. For example, an enemy submarine involved in mining operations during World War II caused New York Harbor to be closed for 10 days.

There is a force of Regular Navy men involved in mine warfare operations. However, in the event of an emergency or major conflict the citizen sailor would also become involved in this area on a full-time basis. In fact, a group of Naval Reservists in the New England area are very much involved in mine warfare.

During the year they attend once-a-week drills at their Naval Reserve Training Units. And—for two weeks a year—they are full-time Navymen.

These men are the Reserve crews of the coastal minesweepers *uss Falcon* (MSC 190), *Turkey* (MSC 56), *Siskin* (MSC 58) and *Reedbird* (MSC 51).

These First Naval District ships make up Reserve Mine Squadron 2. Each ship is assigned a Blue and a Gold crew.

THESE SHIPS and men concluded their two-week active duty for training period in June. The cruise got underway during the early morning hours of a cold, rainy New England day. Bad weather hounded the Reservists during the first week. Part of the first week's operations were conducted in the face of 50-knot winds, which caused the tiny ships to bounce around like corks on the ocean's surface. This rough beginning tapered off to improvement in the weather and smoother operations for the second week.

First-week operations involved training men in damage control and seamanship. The second week was devoted to minesweeping, the main skill of these ships. Some time was spent in mine countermeasures operations. This exercise was afforded realism by use of drill mines.

A field of drill mines was laid in Massachusetts Bay and was swept by Navymen aboard the four wooden-hulled ships. The mines were actual wartime mines, but had no explosive charges. The Reservists were required to sweep a variety of these mines, including floating, moored and bottom mines.

During the exercise Reservists operated with two oceangoing minesweepers of the Regular Navy, units of the Atlantic Fleet Mine Force. The two ships *Fearless* (MSO 442) and *Avenge* (MSO 423) made up Mine Division 82. The First Naval District minesweepers were under the operational control of the Atlantic Fleet Mine Force during the exercise.

"The opportunity to operate with minesweepers of the Regular Navy and conduct sweeping operations against actual mines gave everyone a sense of accomplishment," a spokesman for the Reservists said.

THE FOUR IND minesweepers are classed as Group II ships. They are in service, but not in commission. Each ship is commanded by an officer of the Reserve crew. The men of the Reserve crew, some 30 per

ship, are necessary to operate the ship. A nucleus crew of about 10 enlisted men and an officer in charge maintains the ship when the Reservists are not aboard. The nucleus crew also goes to sea with Reservists during weekend drills and the annual training cruise.

The *Falcon* (MSC 19) is flagship for the squadron. The *Falcon* Reserve crew is supported by the Pawtucket, R. I., Naval Reserve Training Center.

Turkey (MSC 56) and *Siskin* (MSC 58) are supported by the New Bedford, Mass., and the Portsmouth, N. H., Naval Reserve Training Centers, respectively.

Naval Reservists manning sweeps such as these are important to the national security of the United States. Because these Reservists are trained, their ships can get underway immediately in an emergency.

To realize the importance of the Reservist and his role in mine war-



MARKER BUOY is readied by Reservists to indicate safe channels. Right: SN F. J. Medeiros keeps watchful eye on trailing "Pig" float. Below: the Pig being lowered over the side.

MEN

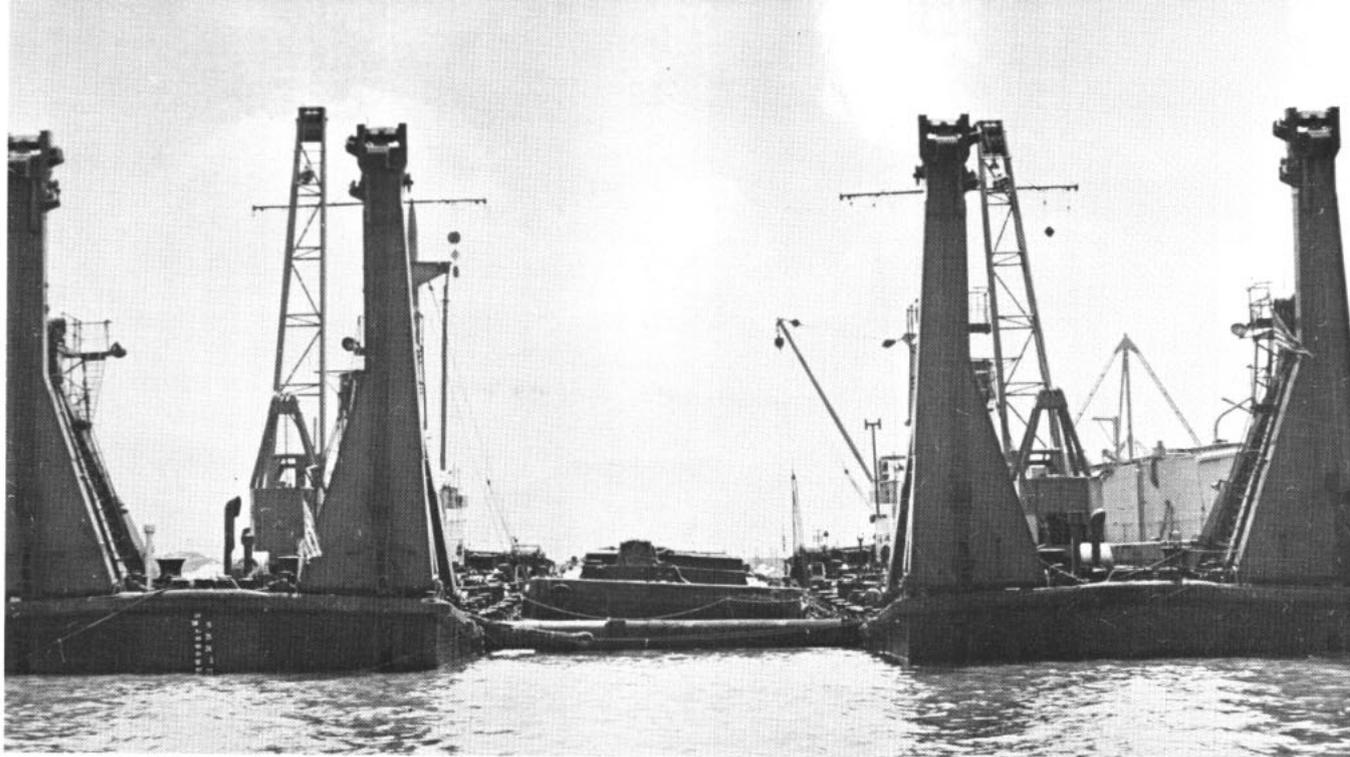
fare it is necessary only to review past history. During the Korean conflict, some 250 ships with more than 50,000 officers and enlisted men embarked for an invasion were forced to wait at Wonsan for six days, due to enemy mines.

The need for minesweepers with their Reserve crews can further be realized when it is considered that the only U. S. ships lost throughout the Korean conflict were victims of mines.—Gerald R. Boling, JO3, USN



SWEEPING GEAR—A minesweeping device which emits sounds that explode acoustic mines is lowered over the side by Reservist. Right: Navigation aboard a minesweeper must be precise to evaluate progress and insure safety.





You Don't See Many Like the



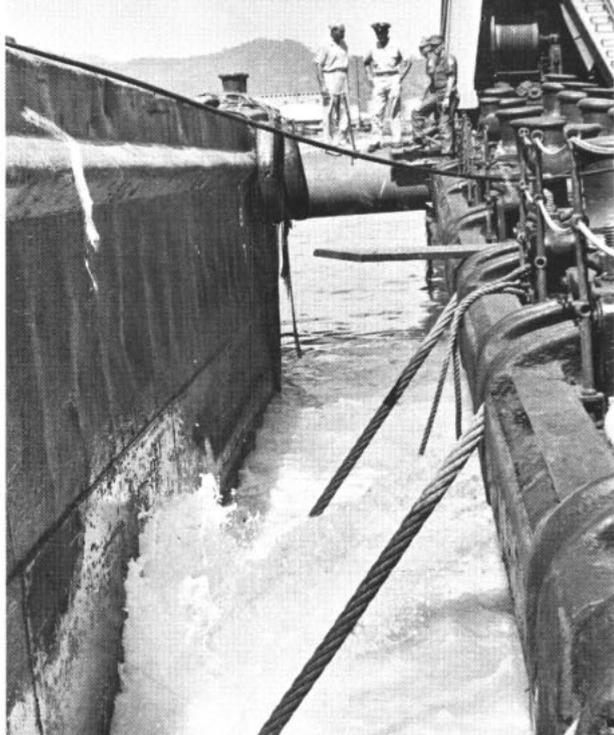
AFTER BUMMING AROUND the world for nigh onto 25 years, *Energie* and *Ausdauer* have finally found a home—for keeps, it is hoped—in Subic Bay, Philippines, on the payroll of the U. S. Navy. Beachcombing is a chancy business at best, and the two AHLCs have had their ups and downs in the past.

Billed as the world's largest salvage lift craft, *Energie* (AHLC 1) and *Ausdauer* (AHLC 2) were commissioned in 1943 by Germany. Between that date and the present, when the two were bought by the United States, they have performed extensive salvage operations throughout the European continent, Scandinavia, England and the Middle East.

In 1945, *Energie* was bombed out by the British in the Baltics, refloated by Germany with the help of *Aus-*

SALVAGE TRIAL—Medium landing craft is used by *Energie* and *Ausdauer* for training. *Below*: Large bolts are tightened to prevent slacking off. *Below right*: The spud links the craft and prevents ramming of the wreck.





AT WORK—Steel cables tighten as wreck is lifted from bottom. *Rt:* 17 bitts form an unusual deck pattern.

AHLC Twins

dauer, and resumed service with the German Navy in 1948.

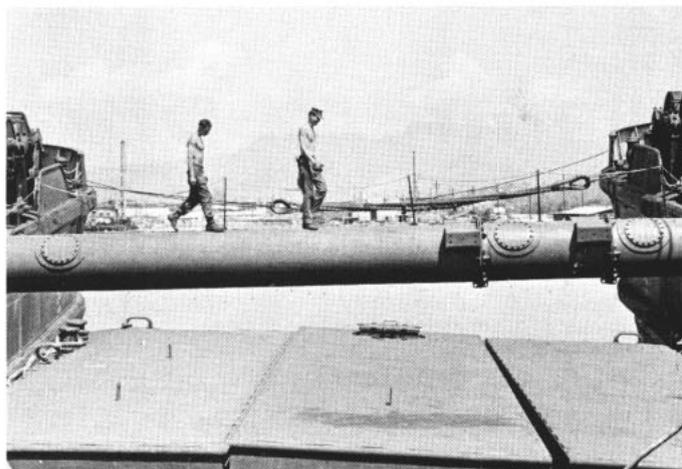
In 1957, the two were leased by the United Nations to clear the Suez Canal of sunken vessels, then went into mothballs until last March.

At that time, they began the trip from Bremerhaven to Subic to add another 4800 tons of muscle to Harbor Clearance Unit One.

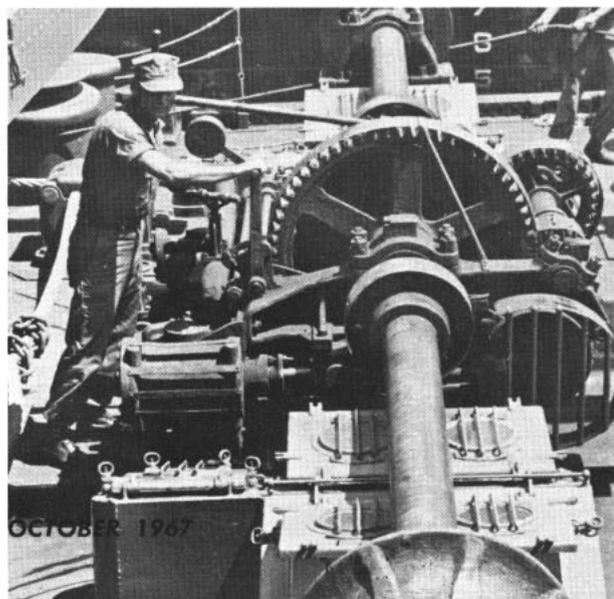
Energie (for "energy" of course) and *Ausdauer* (for "endurance") still bear much of their original decor and furnishings. Most will be retained until completely worn out.

But the coal-burning cookstoves will have to go. They can't keep up with the appetites of their new crews.

—Story and Photos by Ely U. Orias, JO1, USN



MIGHTY PULL—A large deck winch provides the muscle power to lift sunken vessels. *Rt:* *Ausdauer* (AHLC 2) lies anchored during salvage in Subic waters. Above: Spud which links the salvage craft also serves as catwalk.





NIGHT FIRE—Gunboat *USS Gallup* (PGM 85) operating with units of Operation Market Time fires on trawler.

'Intercept Hot Cargo Below

IT WAS JUST PAST midnight. The open sea 20 miles south of Chu Lai was lit by the rays of a midsummer half-moon.

At that moment a steel-hulled trawler loaded with 1500 weapons, mines and explosives for the Viet Cong was taken under fire by units of Operation Market Time. They included the motor gun boat *uss Gallup* (PG 85), radar picket ship *uss Wilhoite* (DER 397), *Swift* boat (PCF 79), destroyer *uss Walker* (DD 517), and *uscgc Point Orient*.

The trawler ran aground on a sandbar 200 feet from the mouth of the Song Sa Ky River at Cape Batangan. It burned fiercely with several secondary explosions.

Republic of Korea Marines on a hill overlooking the river took the ship under artillery fire and then secured the beach around it.

Tons of supplies were taken from the trawler including machine guns, rocket launchers and rifles. In addition, the ship was carrying one million rounds of ammunition.

The olive-green ship was first sighted 40 miles off the coast of Quang Ngai province by a Navy P2V patrol plane. It was tracked by the Navy for three and one-half days. While under surveillance by Market Time units the trawler used evasive tactics, flew no flag and ran with no lights, with only the number 459 showing.

It was first challenged by using international call signs via flashing light while three and one-half miles offshore. The trawler continued to proceed on a course due west at 12 knots. *Point Orient*, 1000 yards away, illuminated the trawler with a spotlight and asked it to surrender through a Vietnamese Navy interpreter. Shots were then fired across her bow. The trawler, however, continued on the same course and at the same speed.

About two miles from shore, the trawler opened fire on the *Swift* boat with automatic weapons. *Point Orient* and the *Swift* boat saturated it with 50-caliber machine gun fire. *Wilhoite* and *Walker* opened up with 5-inch guns and the *Swift* boat and cutter fired 81-mm mortars on it.

Commander Charles R. Stephan,



DAY TIME found the trawler run aground near mouth of Song Sa Ky river.



TRAPPED TRAWLER—Market Time craft box in North Vietnamese trawler as it tries to sneak arms to Viet Cong.

Chu Lai'

USN, Commander, Northern Surveillance Group, was in charge of the operation.

In addition to the ammunition and 1500 weapons, the trawler was carrying antipersonnel mines, plastic explosives, electric and nonelectric detonators, small radio batteries, and 5000 pounds of TNT.

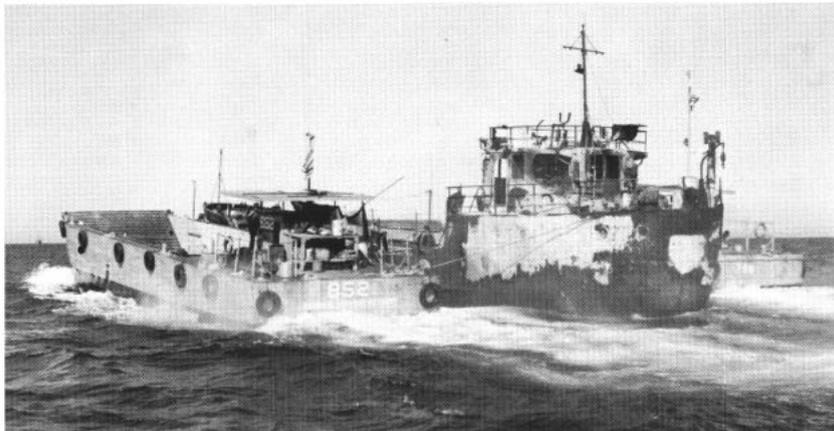
Navy officials surmise that the heavy fire kept the trawler's crew from detonating the 2046 pounds of TNT strategically located to scuttle the ship. For instance, the *Swift* boat's second 81-mm mortar round scored a direct hit on the trawler's bridge. After beaching, an explosive ordnance disposal man from the U. S. Naval Support Activity Da Nang boarded the trawler and dismantled all the TNT charges, thereby rendering it safe.

The trawler was towed by two LCMs to the Naval Support Activity Detachment Chu Lai, where its cargo was offloaded.

This trawler was the eighth one intercepted since the beginning of Operation Market Time in February 1965. Of the previous seven, four were destroyed, one was captured and two turned back.



HOT CARGO—An EOD expert disarms 2046 pounds of TNT that was intended to scuttle the craft. *Rt:* Some of the ammo found in hold. *Below:* Service craft from Naval Support Detachment, Chu Lai, tow craft to Chu Lai.





RIDING

PUFF, there goes another Navy Seadragon.

Although the Navy's versions of the mythical beasts do breathe fire, they have hull numbers instead of scales.

Destroyers and cruisers of the U. S. Seventh Fleet adopted the name last October for an operation against prime North Vietnamese military targets. (See ALL HANDS, July 1967, page 7). Operation Seadragon was designed and implemented to stop the influx of enemy men and war supplies to the rivers and inland

SEADRAGON USS Canberra fires, above, at Vietnam targets. Below: Canberra crewman counts powder charges delivered during underway replenishment off Vietnam. Below right: Canberra targets are selected.



ALL HANDS



TRAINED MEN—At the left: Next rounds from main battery are plotted. Right: Eight-inchers respond to squeeze.

A DRAGON IS NEVER DULL

in Vietnam by waterborne logistic craft.

During the early months of the operation, small seadragons, the Navy's destroyers, were used to intercept and shell the enemy's junks and barges which were transporting the supplies and men. The operation then broadened its goals and began striking coastal defense sites and radar installations along the coast.

Last February, the operation was again stepped up by adding the 8-inch guns of the guided missile cruiser *uss Canberra* (CG 2). This

added more firepower, and consequently more lucrative targets were added. The ships shelled targets further inland which were engaged in direct support of North Vietnam's war effort.

Seadragon units were able to strike inland petroleum dumps and storage areas, transshipment points, storage caves, warehouse complexes, naval bases and ammunition storage facilities.

Spotter aircraft and computers are used for the ships' eyes to fire accurately in all types of weather.

The Navy's seadragons continue to ply the waters off the coast, breathing their special kind of fire toward enemy targets. This type of gunfire support has been extremely successful in blocking the enemy's supply lines and supporting U. S. and South Vietnamese ground forces.

Still a disbeliever? Ask U. S. Vietnam veterans; they'll tell you that seadragons are real.

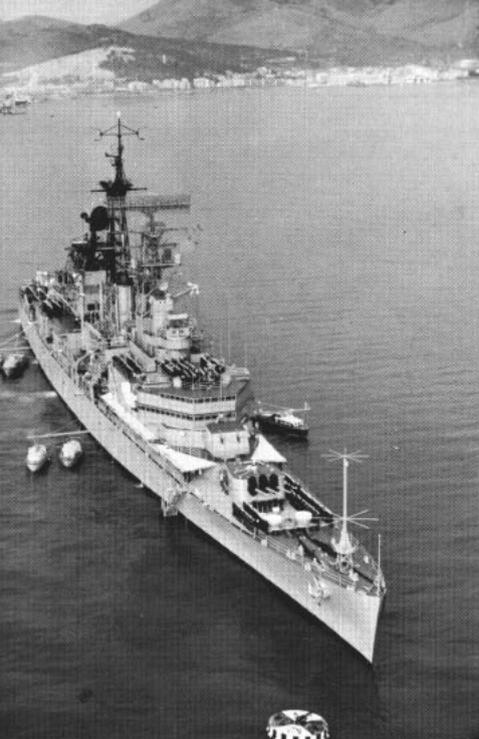
—Story by Bill Case, JOC, USN

—Photos by Robert D. Moeser, JOC, USN



HUMAN ELEMENT—Left: Officer directs firing. Right: *Canberra's* main battery is aimed for next firing.





NEW HOME PORT—USS *Little Rock* (CLG 4) is moored to buoy in the harbor of new home port, Gaeta, Italy. Rt: Med lights outline *Little Rock* at night.

Gaeta Welcomes 6th

Early this year the citizens of the small Italian city of Gaeta took on a big order—help make the crew of the Sixth Fleet's flagship, and their dependents, feel at home. They've succeeded in doing a fine job.

The guided missile cruiser *USS Little Rock* (CLG 4) arrived at Gaeta in February, after relieving *Springfield* (CLG 7) as flagship.

Pronounced *Guh-ay-ta*, *Little*

Rock's new home port is located about halfway down the shin of Italy's boot, just about midway between Rome and Naples.

A short distance from Gaeta is the city of Formia, where trains leave for Rome and Naples every hour. Naples is slightly more than an hour away by train, while a trip to Rome takes about one and one-half hours.

Gaeta has a fine beach and an

excellent climate. For this reason, its population explodes during the summer months, as tourists from Rome, northern Italy and surrounding countries descend on the small (20,000 population) city.

It is in this environment that Navy personnel and their families have begun the foundation of their new Navy community.

The people of Gaeta and the surrounding area have provided extensive housing facilities for Navy personnel searching for living quarters.

The local Italian Navy Base provided space temporarily for a small commissary store, post office, and support activity. Now, the U. S. Naval Support Activity is located in a new four-story building in the heart of the residential section of the city, making it easily accessible to the new Navy community.

Officials of the Italian base also have provided a Fleet landing for Navy personnel to use.

Even Gaeta's children helped out, sharing classroom space in their schools for the American children who had to wait while their own school was being built.

Shortly after the flagship arrived in Gaeta, Italian language classes were begun. Classes were held on board *Little Rock* for ship's personnel during inport periods, with

MAKING FRIENDS—Gaeta boys are fascinated by the shape of an American football as a *USS Little Rock* sailor explains fundamentals of the sport.





NEW IDEAS AND SITES—Navy dependents shop at outdoor fruit markets above. Below, left: Movie ad features Italian words with western flavor. Below, right: Italian sailors and civilians tour Little Rock with guide.

Fleet

classes for dependents scheduled twice a week in Gaeta. The short course, offered at a nominal fee, was geared to provide its participants with a basic speaking knowledge of Italian for daily contact with their new neighbors.

In return for the hospitality of the local citizens, the Sixth Fleet flagship conducts general visiting each Sunday in port. The 23-piece Sixth Fleet band has performed concerts in Gaeta, and in other towns in the area. A good time was had by all.

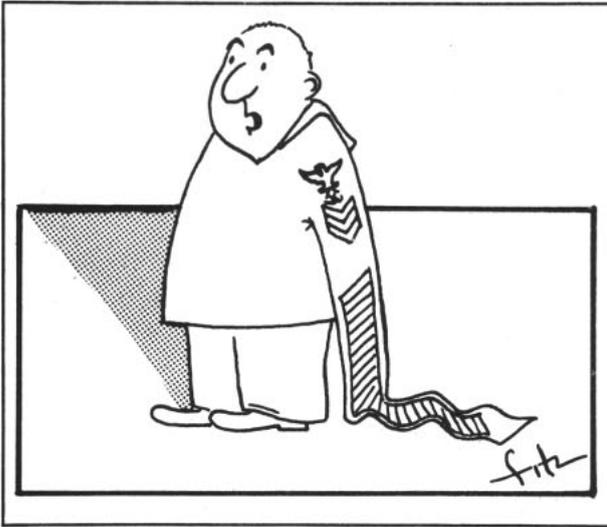


SEEING GAETA—Navy dependents visit local "flea market" in search of treasures. They find one in this colorful blanket. Rt: Not the fastest way of travel, but it's a good way to enjoy the sights of your new home port.



SECOND

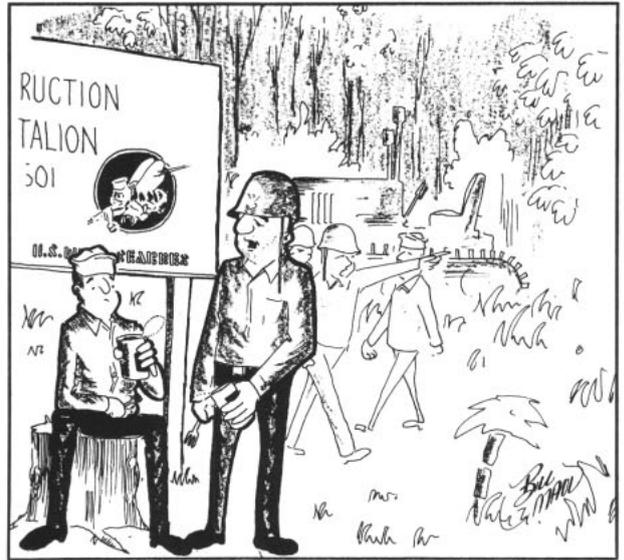
Joseph P. Fitzgerald, RM1, USN



"Hey, Boats. You got my jumper?"

FIRST

William R. Maul, CTC, USN



"What is it? . . . Why, Boy, that's canned 'Do!'"

THIRD

Melville C. Murray, LT, SC, USNR



"You'll see, mate, one day this'll all be done by machines."



"You'll see, Mike, one day this'll all be done by machines."

FOURTH

Jeremiah H. Paoli, IC2, USN



"Reenlistment incentives have come a long way since the STAR program."

FIFTH

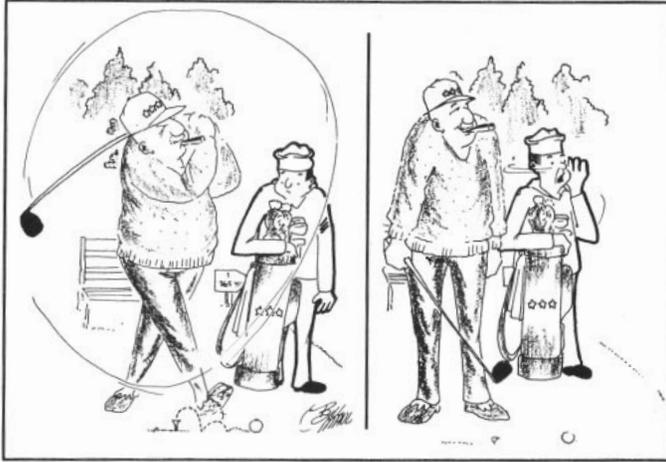
Vincent Ahern, DMSN, USN



"The feel of a precision instrument has always held a special appeal for me."

FIRST HONORABLE MENTION

William R. Maul, CTC, USN



"FORE!"

best of them will appear in ALL HANDS during coming months.

Judges this year ranged in rank from commander to seaman. Two officers and three enlisted personnel, including one Wave, constituted the panel.

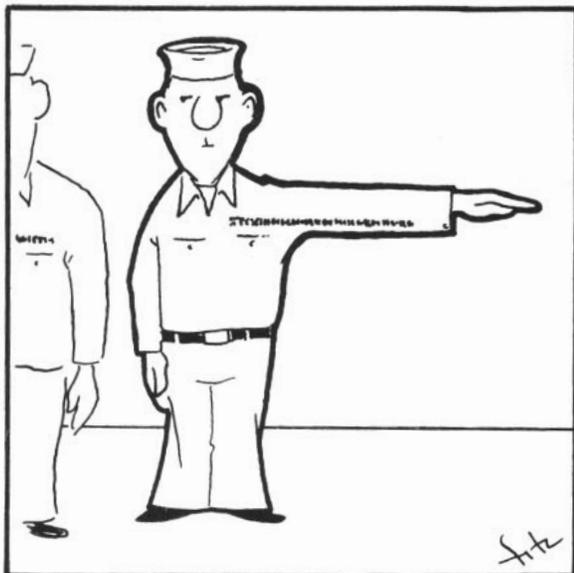
Each had his (and her) own idea of what's funny. As a result, the process of eliminating hundreds of excellent cartoons was long and difficult.

First place was won by perennial entrant (and previous winner) William R. Maul, CTC, USN. His wry takeoff on the Seabee "Can Do" motto earned more points than any other entry. Another Maul interpretation of Navy life was good for first honorable mention.

Other finalists with two winning entries in the top ten were Joseph P. Fitzgerald, RM1, and Jeremiah H. Paoli, IC2.

All-Navy championship awards will be forwarded to appropriate commanding officers for presentation to the winners. Runners-up will receive certificates.

FOURTH HONORABLE MENTION Joseph P. Fitzgerald, RM1, USN



"OK, Stroguenfelderschafternham, fall out."

SECOND HONORABLE MENTION

David L. Stabley, AXAN, USN



"Perfect, as usual!"

THIRD HONORABLE MENTION

Charley Wise, HMCS, USN



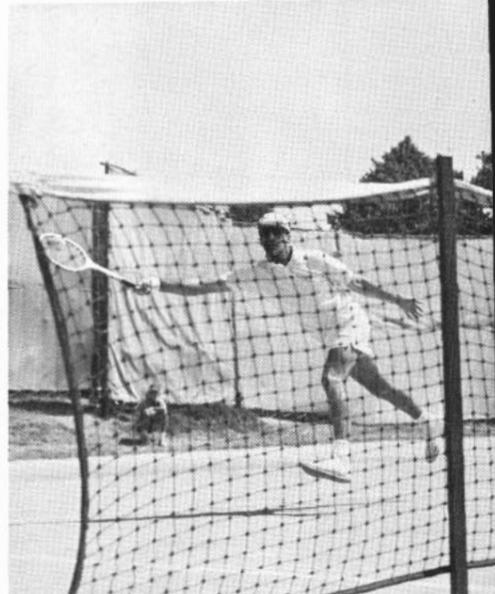
"Do you make house calls?"

FIFTH HONORABLE MENTION

Jeremiah H. Paoli, IC2, USN



"No! This is not the I.C. room, and I don't know the name of the crew's movie for tonight!"



WATER WINNER—Tom Sutter of Great Lakes takes off to win 400-meter event. *Rt: All-Navy Tennis.*

TOPS IN NAVY SPORTS

Ensign Larry McAtee of NAAS Meridian, Miss., Captain Bob Wallace, Ellyson Field, Fla., and Radioman Mary Ann Brazee of NCS San Francisco, downed all competitors in the All-Navy Golf Championship at Pensacola to win their individual division play.

McAtee finished the 72-hole play with a 290 total which placed him two strokes ahead of the nearest rival in the open division.

The All-Navy crown was his third championship win in three weeks. The win was preceded by victories in the Sixth Naval District golf play-off and the South Atlantic regional tourney.

The champion's play was steady throughout the All-Navy tournament

as he fired 73-72-73-72 in the four rounds of play. First place was decided on the 17th hole of the final round when McAtee sank a birdie putt to move two strokes ahead of second place winner Airman Gary Groh, NATC Patuxent River, who had remained within one stroke of the leader until that point.

Seaman Ned Story, ComCruDes-Pac, San Diego, was beaten by Groh on the third hole of a sudden death playoff to decide second place. Both Story and Groh tied after 72 holes with 292 strokes each. Story bogied the third hole and Groh shot par, giving him the second place slot.

McAtee took the tournament lead in the third round of play and held on until the finish. The birdies were

there when McAtee needed them, and he also carded an eagle on the 567-yard 15th hole during first round play to offset bogies taken on three successive par threes.

In the senior division, CAPT Bob Wallace came from two strokes back to edge CDR Jim Kinder, NAS Jacksonville to win the first place trophy.

Kinder lost his third round lead when he had bogey trouble and soared to a fourth round score of 80 to drop one stroke behind the winner.

Wallace chipped away at the leaders after falling to fifth place in the opening round.

In the women's division, Radioman Mary Ann Brazee ran away from her nearest competitors finishing 11 strokes ahead of Estelle St. Clair, PN1, of Washington, D. C., the East Coast champion.

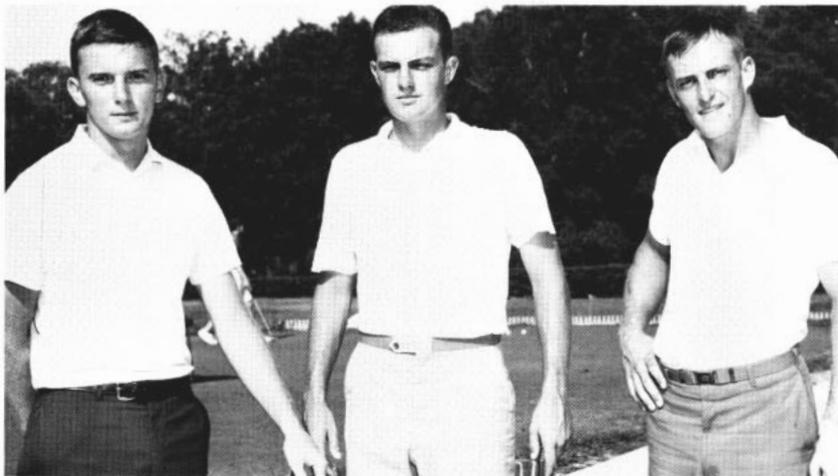
Despite her 11-stroke victory, Brazee didn't command the lead until the third round of play when she fired an 81 to go ahead of second round leader St. Clair. Personnelman Chief Meg Cozad, of Newport, finished in the third slot, six shots behind St. Clair. Cozad fired an 81 during the first round to take the lead.

LADY CHAMP—Mary Ann Brazee, RM/SN, receives Women's Golf trophy.



All-Navy Tennis

Lieutenant Ray Bellamy, USNR, of NAS North Island and Seaman Gary Grossman, USN, of USS *Niagara Falls* (AFS 3) teamed to triumph



GOLF CHAMP McAtee (center) poses with runners-up Groh (left) and Story. Rt: Ireland, first round senior leader.

in the tennis doubles competition of the All-Navy championships held at the Naval Air Station at Alameda, Calif.

The duo then went on to win the open doubles event in the Risely Bowl competition of the Interservice Tennis Championships at Lowry Air Force Base.

Bellamy and Grossman downed Robert Sprenglemeyer, YN3, of MCB-58 and LT Dick Williams of USN Command Headquarters, Washington, D. C., 5-7, 6-3, 10-8 and 6-4, in the All-Navy doubles final to advance to the Interservice meet.

Bellamy and Grossman also won their singles matches, giving the Navy two points in the Leech cup team competition of Interservice play. Leech cup finals included four singles matches and three doubles matches.

The All-Navy doubles champs were defeated in the team competition of the Interservice tournament (Leech Cup play), in the final match by the Air Force team, 8-10, 6-3, 6-4. The Navy took second in the Interservice team competition which included representatives from the Air Force, Marines and Army.

The Risely Bowl is awarded to the open singles champion during Interservice play. This year's winner was Marine 1st LT E. N. Newman.

Another important win for the Navy team in the Interservice competition was chalked up by the senior doubles team of Master Chief Petty Officer Leon Wilson, AFCM, of Fleet Air Wing Two, Jacksonville, and Captain Bill Foulkes, USN, of the Naval Material Command, Washington, D. C.

The Navy senior doubles two-some defeated the Air Force doubles



BACKSTROKE winner Gunkelman.

champs in the Risely Bowl finals, 3-6, 6-4, 6-2.

Robert Sprenglemeyer took the All-Navy Tennis tournament men's open singles championship by downing LT Robert Castle, of the Pacific Coast contingent, 6-0, 6-0, 8-6. Sprenglemeyer represented the Navy in the Interservice tourney as the team's top-seeded player.

In the All-Navy senior men's singles, Chief Wilson defeated Captain Foulkes, 6-0, 6-3.

Hospital Corpsman Connie Bauer, east coast, defeated Maggie Cozard, PNC, also of the east coast, to take the women's singles title in the All-Navy tournament.

In the women's doubles play, Bauer and Cozard teamed to defeat Marian Clark, AC2, and Marion Murray, PN3, 6-0, 6-0.

Final Standings in All-Navy Golf

Open Division

Larry McAtee	73-72-73-72-290
Gary Groh	73-72-74-73-292
Ned Story	73-71-75-73-292
Mickey Boswell	70-80-81-75-306
Joe Endry	83-74-78-72-307
Tony Rotondo	80-73-76-79-308
Bill Scarbrough	75-76-81-76-308
Charles Bainbridge	77-81-77-74-309
Allan Parrish	76-78-77-81-312
Deke Forbes	79-77-75-81-312
Joseph Walker	80-77-80-79-316
Gib Smith	78-79-80-80-317
Ty Preston	74-81-87-80-322
Ken Greer	83-77-82-83-325
Johnny Johnson	79-84-85-80-328
Mike Daschbach	78-84-83-87-332

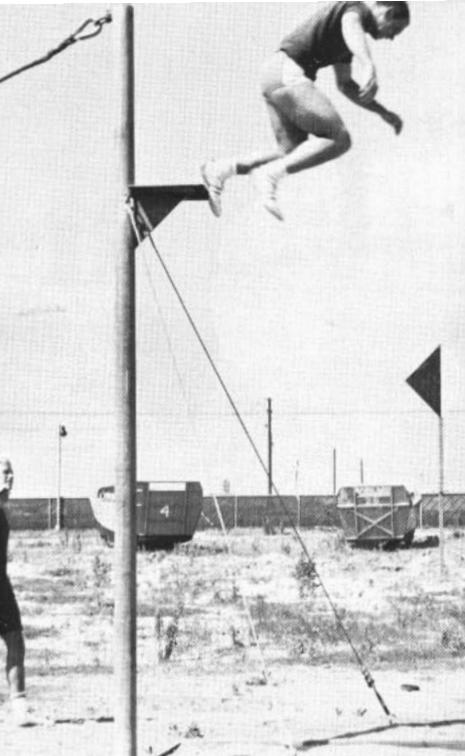
Senior Division

Bob Wallace	78-77-78-77-310
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Jim Kinder	77-77-77-80-311
Eddie Bray	80-80-78-75-313
Steve Boudreau	77-76-80-84-317
Don Fraser	78-79-81-82-320
Tex Ireland	75-82-85-80-322
Elmo Waring	87-77-81-82-327
Bill Koressel	81-79-87-82-329

Women's Division

Mary Ann Brazee	82-84-81-83-330
Estelle St. Clair	83-82-91-85-341
Meg Cozad	81-89-90-87-347
Scottie Hudson	91-91-91-93-366
Gwenn Anderson	92-91-92-91-366
Jo Ann Jennett	87-102-88-89-366
Gerry Witt	85-97-99-99-380
Ruth Moore	91-100-103-99-393
Carol Adsit	99-105-95-96-395
Dorothy Callahan	96-100-102-98-396
Jean Two	96-95-104-104-399
Lynne Clinton	95-93-117-102-407



UP AND OVER—FN Gary Weyer clears final jump in Pentathlon course as Edward Felton urges him on.

The tennis team which represented the Navy in the Interservice tournament was composed of the top All-Navy competitors.

The All-Navy team members were: Robert W. Sprengelmeyer, YN3, MCB-58; LT Ray Bellamy, NAS North Island; Gary Grossman, SN, *Niagara Falls*; Jerry Van Linge,

SN, *uss Columbus* (CG-12); Leon Wilson, AFCM, Fleet Air Wing Two, Jacksonville; CAPT Bill Foulkes, Headquarters, Naval Material Command, Washington, D.C.; and LT Dick Williams, Headquarters, Washington, D. C. LT James H. Poythress, was the naval headquarters representative.

GLakes Swamps Swim Meet

The Great Lakes swimming team captured half of the individual swimming events, swept all of the relay team events and took first, second and third place in the diving competition to win the Navy East Coast Swimming and Diving Championships held at Norfolk.

The Great Lakes swimmers scored 219 team points for first place honors with swimmers from the cruiser *uss Newport News* (CA 148) placing second with 96 points. Third place was taken by the *uss Conway* (DD 507) team which posted 74 points.

Of the 12 events held during the two days of competition, the Great Lakes team took eight first-place wins. The winners jumped to a 50-point advantage during the first day of competition and then lengthened that lead the second and final day.

Mike Sheeler who swam to first place in the 200-meter individual medley for the Lakers was also voted to receive the sportsmanship trophy, the only special award given

to a swimmer during the competition.

Great Lakes freestyler Pat McGuire captured both the 50- and 100-meter events to become the meet's only double winner. McGuire also led off for the Lakers in the 200-meter freestyle relay which they also won.

Bob Gunkleman of *Conway* turned in the best time of the meet when he won the 100-meter backstroke event in 1:11.8.

The second place *Newport News* squad turned in their best performance in the 200-meter freestyle swim as John Heringer and S. R. Bach finished first and second. The *Newport News* relay teams finished second to the Great Lakes swimmers in all four of the team events.

The Great Lakes divers captured that competition by placing first, second and third in the finals. Top diver Don Hahnfeldt totaled 322 points on the one-meter board. He was followed by teammates James Fisher and Clarence Robertson who finished second and third with 285 and 212 points respectively.

All-Navy Bowling

Seaman Al Crandal of the Com-CruDesLant staff took the All-Navy individual men's bowling championship held at Charleston by rolling a 193 pin average with a total pin count of 3483.

During the first day of competition, Crandal a North Atlantic regional team entry, tallied a 201 pin average to take immediately the number one spot in the standings.

The four teams representing the various regions of the Navy were the North Atlantic team, the Pacific Coast squad, the South Atlantic team and the West Pacific team. Roll-offs were held in the various districts and then in regional play to determine contestants for the All-Navy contest.

Elbie Butts of the West Pac contingent, placed second to Crandal with a 193 pin average and a total pin count of 3474. Butts came from 13th position to take the second slot in the men's division.

Disbursing Clerk Second Class Laura Core of the South Atlantic team rolled a 179 average to take the All-Navy individual women's division title.

Core had a total pin count of 3236 which was 84 pins ahead of second

Champs in East Coast Swim Meet

- | | |
|--|--|
| 50-METER FREESTYLE —1. Pat McGuire, Great Lakes, time 27.0; 2. Francis Fox, Bainbridge; 3. Kent McNaughton, NAS Sanford, Fla. | Sheeler, Great Lakes; 3. Thomas Sutter, Great Lakes. |
| 100-METER FREESTYLE —1. Pat McGuire, Great Lakes, time 1:01.1; 2. Francis Fox, Bainbridge; 3. Alex Ryland, Great Lakes. | 200-METER INDIVIDUAL MEDLEY —1. John Heringer, <i>Newport News</i> , time 2:33.3; 2. S. R. Bach, <i>Newport News</i> ; 3. Samuel Rothfleisch, Great Lakes. |
| 200-METER FREESTYLE —1. Mike Sheeler, Great Lakes, time 2:31.4; 2. Francis Fox, Bainbridge; 3. Rich Vogt, <i>USS Walworth County</i> . | 200-METER MEDLEY RELAY —1. NTC, Great Lakes (Kamke, Ryan, Sutter, Fisher) time 2:11.3; 2. <i>Newport News</i> ; 3. <i>Conway</i> . |
| 400-METER FREESTYLE —1. Thomas Sutter, Great Lakes, time 5:37.9; 2. James Heringer, <i>USS Newport News</i> ; 3. Richard Vogt, <i>Walworth County</i> . | 200-METER FREESTYLE MEDLEY —1. Great Lakes (McGuire, Seidelman, Ryland, Hahnfeldt) time 1:49.9; 2. <i>Newport News</i> ; 3. <i>USS Northampton</i> . |
| 100-METER BACKSTROKE —1. Bob Gunkleman, <i>USS Conway</i> , time 1:11.8; 2. Rich Vogt, <i>Walworth County</i> ; 3. Robert Blair, Great Lakes. | 400-METER MEDLEY RELAY —1. Great Lakes (Ryan, Rothfleisch, Sheeler, Kamke) time 4:58.4; 2. <i>Newport News</i> ; 3. <i>Northampton</i> . |
| 100-METER BREASTSTROKE —1. Joseph Graul, <i>USS Yarnell</i> , time 1:22.8; 2. Kenneth Ryan, Great Lakes; 3. J. D. Traver, <i>Newport News</i> . | 400-METER FREESTYLE RELAY —1. Great Lakes (Seidelman, Ryland, McGuire, Sheeler) time 4:22.8; 2. <i>Newport News</i> ; 3. Great Lakes. |
| 100-METER BUTTERFLY —1. John Conway, <i>Newport News</i> , time 1:08.9; 2. Mike | DIVING —1. Don Hahnfeldt, NTC Great Lakes, 321.95 points; 2. James Fisher, NTC Great Lakes, 285.45 points; 3. Clarence Robertson, NTC Great Lakes, 212.55 points. |

place C. Kozare, also a South Atlantic entry. Core also bowled the highest series for the women's team competition with a 598.

The South Atlantic regional squad took the men's team event play by getting a total pin count of 16,748. They captured 14 team points to down their coastal neighbors, North Atlantic, who placed second in team competition. The Pacific Coast contingent were third with nine team points, and West Pac carded eight points to finish fourth.

High game for the team events was rolled by John Troxel of the South Atlantic team who tallied 264 pins. High three-game series for the men was shared by Elbie Butts of WestPac and Sam Fox of the Pacific Coast team who each scored 637.

The Pacific Coast team edged the South Atlantic squad in women's team play. The Pacific Coast grabbed four points in the last three-game set to finish with 13 points. The South Atlantic team placed second with 12 points to their credit.

The North Atlantic team placed third with 10 points, followed by the WestPac squad with 7 team points.

High games during women's play were rolled by Rosemary Jeck and Myrlyn Cochran, both of WestPac, who each carded a 241.

Navy Swimmers Place in CISM

Julius Ramos, third class signalman of UDT 21, won the utility swimming event in the military olympics held in Athens, Greece, and sparked the Navy team, which represented the U. S. in the international competition, to a second place berth behind winner Brazil.

The 20-year-old frogman won the event by swimming five lengths of the 25-meter pool, one time carrying a rifle, another while swimming over and under a net and then climbing over a barrel and diving to the bottom to fasten a coupler.

The military olympics is organized each year under the Council of International Military Sports. CISM has 32 member countries and is one of the most active international sports organizations.

The regular Pentathlon events for Olympic competition include the broad jump, discus, javelin throw, 200-meter run and the 1500-meter run. The military olympics Pentathlon is changed, however, and incorporates the obstacle utility swim,



LONDONDERRY SOCCER TEAM stops practice for conference with organizer RM2 Anthony Belke. L to r: Christopher Hayes, Richard Chasey, Basco Hankin, Willi Braun, Carl Campbell, Israel Cavazos, and kneeling, goalie Joe Kill. Below: Christopher Hayes steals the ball from Basco Hankin during practice.

seamanship race, marksmanship, obstacle and cross-country races plus a lifesaving swimming race.

Third place in the competition went to the host Greece team, and fourth place was taken by Italy.

Coach of the U. S. team is Don Rose, senior chief engineman and instructor in UDT training at Coronado, Calif. Rose is also a team member. Other members are Rodney Tanaka, SA, of Hilo, Hawaii, who set unofficial Pentathlon records during preliminaries in the obstacle and lifesaving swims; Gary Weyer, FN, from Milwaukee, Wisc.; Edward Felton, GM3, of Philadelphia, Pa.; and Ramos of New York. William Jakubowski, QM3, of Lakewood, Calif., accompanied the team as an alternate.

Ramos also took the steeplechase crown and a first in the 5000-meter run in the Navy East Coast track events.

Much of the competition in the Pentathlon is geared to underwater demolition team training, but this is not a prerequisite for participation. Any Navyman can qualify by running one and a half miles in less than nine minutes, swimming 200 meters with clothes on in two minutes and swimming the distance with fins in less than three minutes.



Irish Soccer

When in Rome you do as the Romans do, and when in Ireland you learn to play soccer.

Eleven sailors at the Naval Communications Station at Londonderry, Ireland, are learning soccer, and they are learning the hard way. Soccer is called football in Ireland as well as in most of Europe, and it is a rough and fast contact sport. The game is played without padding, and this means bruises and skinned knees.

The station's team, named the Yanks, was organized by RM2 Anthony S. Belke, Jr. The players are not seasoned veterans. Only two of the 11 servicemen had ever seen a soccer ball before the team's formation.

It's always hard to beat anyone at his own game, and meeting seasoned Irish football teams on the field hasn't been easy on the Yanks' record book and egos. After 15 matches, they have won one game and tied two.

Now they have no place to go but up.

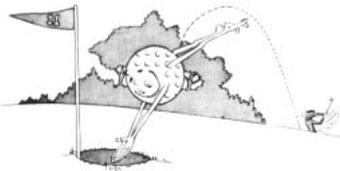


FROM THE SIDELINES

HAPPINESS can mean many things, but to a golfer it's seeing his ball drop into the cup, especially if he's standing on the tee.

Hitting a golf ball from the tee into a 4¼-inch-cup on a green 130 or more yards away is, to say the least, a remarkable achievement. The feat can be likened to batting a thousand against a pitcher such as Sandy Koufax, or bowling a 300 game.

There is a great deal of luck involved in getting a hole-in-



one, but also quite a bit of skill is required. Some of the great professional names of golf never sink a shot from the tee, while weekend linksmen sometimes do. However, the skill, required in executing the shot and getting the right combination of swing and circumstance, must be present in order to sink a tee shot.

The right combination was present on the down-stroke as several Navy golfers teed off this summer, and they each carded a hole-in-one.

These occurred at various courses on bases or on courses near their duty stations. Navy-men to join the hole-in-one ranks this season are:

Richard E. Wiltamuth, LT, Kami Seya, Japan; William E. Groce, LT, MSC, Naval Dental Clinic, Camp Pendleton, Calif.; Lewis M. Parks, *uss Pledge* (MSO 492); James G. O'Neill, ACC, NAS Jacksonville; Robert L. Warren, RMC, Guam, Midway Is.; Carlisle Yarborough, QMCM, *CruDesFlot 12*; Robert H. Weir, LT, Attack Squadron 81; J. R. Wible,

CAPT, Headquarters Eighth Naval District, New Orleans; Richard C. Stewart, LT, Naval Base, Charleston, S. C.; H. F. Oliver, YNCM, NAS Atsugi, Japan; G. R. Goldenstein, LT, NAS Oceana, Virginia Beach, Va.; and George D. Frazier, EO1, Naval Administrative Command, Great Lakes.

If we've left out your name, you'll let us know.

★ ★ ★

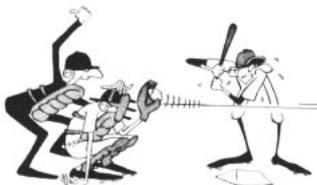
A perfectly pitched softball game is one with no hits and no runs and no errors.

Charles R. Sharp, CMA2, of the Naval Air Station, Olathe, Kan., didn't stop there, he pitched a perfect-perfect game for the naval station team by allowing no hits, no runs, no one to reach first and no one to hit the ball.

Sharp zipped the softball past 21 batters, striking them all out in a seven-inning contest against the Junior Chamber of Commerce team of the Olathe Industrial Softball League.

The varsity NAS team is a member of that league.

The opponents swung ferociously at the ball, but hit nothing but air as Sharp finished the kind of game of which most pitchers can only dream.



Sharp found himself in trouble only once during the game, and that came in the second inning with two men out when he pitched a 2-2 count before hurling the last strike past the batter for the third out.

Final score of the game was 5-0. Guess who won.

—Larry Henry, JO2, USN

Shangri-La Tops at Mayport

The *uss Shangri-La* (CVA 38) softball team remained undefeated in league play to capture this year's Mayport Naval Station softball league championship.

The *Shangri-La* squad finished the season with a 13-0 conference record to end the year ahead of other teams.

The ship's squad began the season while operating in the Mediterranean with victories over the *uss Galveston* (CLG 3) team, 18-13 and 13-8, and a 14-4 romp over the *Blandy* (DD 943) squad.

After returning to their home port, the *Shangri-La* nine dropped the Mayport Naval Station team, 5-4, in a non-conference contest. The team then proceeded to reel off 13 straight league victories to win the title.

As a team, the *Shangri-La* crew batted .353 for the season. Merle Anderson, SHCS, won seven games during the season to lead the pitching staff. *Shangri-La's* other pitchers with perfect records were Bill Boagey, 6-0, and Tom Zack, 4-0.

The starting lineup for the squad included: Don Hobgood, catcher; Howard Polk, first base; Phil Barreca, second base; Gary Burke, short-stop; Ron Evans, third base; Bill Grizzard, right field; Rod Knecht, center field; and Bill Roland, left field.

ServLant Trophy for Vulcan

The underdog *uss Vulcan* (AR 5) softball team surprised the favored ServLant Tridents by defeating them twice in a double-header final, 8-2 and 4-2, to win the Atlantic Service Force Softball Tournament at McCormick Center.

Third place was taken by the *uss Rigel* (AF 58) team, and fourth place in the tourney went to the *Nespelen* (AOG 55) squad. Eight teams were in the tourney.

Doug Dean pitched both games of the double header for the *Vulcan* nine in addition to three other games in the five-day contest. He had to; Dean was the team's only pitcher. His only loss was to the tournament favorite Tridents in the second round, 4-3, which forced the *Vulcans* into the loser's bracket of the double elimination tournament.

The *Vulcan* team downed the *Rigel* and *Nespelen* teams to earn another try at the Tridents who eased into the finals with a win over the *uss Amphion* (AR 13) squad.



LINE HANDLING midshipmen wait anxiously on deck as their midshipman skipper maneuvers his patrol craft before mooring. *Right:* A midshipman crew performs variety of activities aboard a floating classroom.

USNA's Floating Classroom

THE SEVERN RIVER hasn't overflowed recently, but even so, 14 of the U. S. Naval Academy's classrooms are afloat.

The floating laboratories are the Academy's Patrol Craft (YPs)—80-foot patrol vessels used as training ships by Academy midshipmen.

During the midshipman's plebe summer—that is, the summer before he first attends classes—he is introduced to the YP.

His new acquaintance will become quite familiar to the plebe. During his four years at the Academy, he will spend many hours in the small craft, putting into practice the theories of deck seamanship, navigation, and other naval subjects which he has learned in the classroom.

Besides attending compulsory drills in the little ships, the midshipman will have the opportunity to test his naval skills by steaming with the YP squadron. The squadron is an extracurricular activity in which the midshipmen voluntarily man the small craft during recreation and liberty hours.

Each of the Academy's battalions is assigned one YP in the Squadron.

Commanded by a first classman (senior), each YP has a crew of about 20 midshipmen from each of the four classes. Every Tuesday, Thursday, and Friday afternoon during the spring and fall months, the Squadron conducts operations un-

derway.

There are commissioned officers on hand from the departments within the Academy to give advice to the midshipmen crews.

To qualify in the seven-step path from deck seaman to commanding officer of a YP, a midshipman must complete both theoretical and practical examinations.

Although the YP squadron is under the cognizance of the Academy's Department of Naval Science, the organization and operations of the squadron are similar to those of destroyer squadrons.

The squadron staff officers are first classmen selected annually on the basis of their ability to fill command positions. The squadron commodore

and his staff are responsible for all activities of the squadron, including the coordination of training proficiency, competition, inspections, and cruises.

The squadron staff consists of a commodore, two division commanders, a chief of staff and operations officer, a squadron administrative officer, the squadron navigator, the engineer and logistics officer, and at least one commanding officer or officer in charge from each battalion.

Among the most anticipated events for the squadron members are cruises on the Chesapeake Bay over weekends. These cruises offer a chance to relax, but also help to sharpen seamanship.

FLOATING CLASSROOM returns to Naval Academy after bay cruise. *Rt:* Academy instructor advises pilothouse as lookouts watch nearby patrol craft.



FEDERAL BENEFITS BASED

BENEFITS

The purpose of this chart is to show the effect of the type of discharge upon possible eligibility to various rights and benefits.

No attempt is made to set forth other requirements of eligibility which must be met.

APPLICABLE STATUTE OR REGULATION

DISHONORABLE DD Form 260N

BAD CONDUCT DD Form 259N

(Conditions Other than Honorable)

UNDESIRABLE DD Form 258N

(Conditions Other than Honorable)

GENERAL
COURT
MARTIAL
CONVICTION

GENERAL
COURT
MARTIAL
CONVICTION

SPECIAL
COURT
MARTIAL
CONVICTION

MISCONDUCT
C-10312

UNFITNESS
C-10311

SECURITY
C-10310A

Prepared by ALL HANDS Magazine

I. BENEFITS ADMINISTERED BY THE VETERANS ADMINISTRATION

Benefit	Applicable Statute or Regulation	Dishonorable	Bad Conduct	Undesirable	General Court Martial Conviction	Special Court Martial Conviction	Misconduct	Unfitness	Security
1. Wartime disability compensation	38 USC 310								
2. Wartime death compensation	38 USC 321								
3. Peacetime disability compensation	38 USC 331								
4. Peacetime death compensation	38 USC 341								
5. Dependency and indemnity compensation to survivors	38 USC 410, 416								
6. Service pension; Nonservice connected disability pension	38 USC 510; 38 USC 521 et seq.								
7. Educational assistance	38 USC, Chapter 34								
8. Pensions to widows and children	38 USC 531-543								
9. Hospital and domiciliary care	38 USC 610								
10. Medical and dental care	38 USC 612								
11. Prosthetic appliances	38 USC 613								
12. Seeing-eye dogs, mechanical and electronic aids	38 USC 614								
13. Burial benefits (flag and expenses)	38 USC 901, 902								
14. Special housing	38 USC 801								
15. Vocational rehabilitation	38 USC 1501 et seq.								
16. Orphans educational assistance	38 USC 1701 et seq.								
17. Home and farm loans, business loans *	38 USC 1801 et seq.								
18. Autos for disabled veterans	34 USC 1651-1686								

II. BENEFITS ADMINISTERED BY THE MILITARY DEPARTMENTS

Benefit	Applicable Statute or Regulation	Dishonorable	Bad Conduct	Undesirable	General Court Martial Conviction	Special Court Martial Conviction	Misconduct	Unfitness	Security
1. Mileage	Joint Trav. Reg. 14157								
2. Mustering-out payment **	Act of 16 July, 1952								
3. Headstone marker (Sec. Army administrators)	24 USC 279a et seq. AR 290-5 par. 25								
4. Payment for accrued leave	37 USC 501								
5. Transportation for dependents and household goods	Joint Trav. Reg. 17009(5), 18015(3)								
6. Burial in national cemetery (Sec. Army administrators)	24 USC 281 AR 290-5, Par. 20								
7. Retain and wear uniform home	10 USC 6297								
8. Notice to employer of discharge	BuPers Man. 1C-10508								
9. Award of medals, crosses and bars	10 USC, Chapter 567								
10. Admission to the Naval Home	BuPers Man. 1C-9209								
11. Travel in kind	Joint Trav. Reg. 15300 et seq.	*	*	*	*	*	*	*	*
12. Cash allowance (\$25)	10 USC 6297	*	*	*	*	*	*	*	*
13. Suit of civilian clothes (\$30)	10 USC 6297	*	*	*	*	*	*	*	*
14. Board for Correction of Naval Records	10 USC 1552	*	*	*	*	*	*	*	*
15. Death gratuity	10 USC 1480								
16. Navy Discharge Review Board	10 USC 1553			*	*	*	*	*	*
17. Use of wartime title and wearing of uniform	10 USC 772e			*	*	*	*	*	*

III. BENEFITS ADMINISTERED BY OTHER FEDERAL AGENCIES

Benefit	Applicable Statute or Regulation	Dishonorable	Bad Conduct	Undesirable	General Court Martial Conviction	Special Court Martial Conviction	Misconduct	Unfitness	Security
1. Homestead preferences (Sec. Interior)	43 USC 238, 271 et seq.								
2. Civil Service employment preference (Civ. Ser. Com.)	5 USC 851								
3. Credit for retirement benefits (Civ. Ser. Com.)	5 USC 2251 et seq.								
4. Reemployment benefits (Sec. Labor)	50 APP. USC 459								
5. Naturalization benefits (Atty. General)	8 USC 1440								
6. Reclaimed lands preference (Sec. Interior)	43 USC 617h								
7. Employment as District Court bailiffs	28 USC 755								
8. D. C. police, fireman, and teacher retirement credit	D. C. Code Tit 4, 523; Tit 31, 728								
9. Housing for distressed families of veterans (HHFA)	42 USC 1571 et seq.								
10. Preference in purchasing defense housing (HHFA)	42 USC 1592a and 1592n(h)								
11. Farm loans (Sec. Agric.) Farm loans available to veterans under various statutes. Basic statute is 7 USC 1006a									
12. Farm housing loans (Sec. Agriculture)	42 USC 1477								
13. Unemployment benefits	38 USC 2001 et seq.								
14. Social Security wage credits for WW II Service (Sec. HEW)	42 USC 417								
15. Employment preference in Farm Credit Banks	12 USC 640 1; 6CFR 7.2								

* Business loans are available only to veterans of World War II and Korea.

UPON TYPE OF DISCHARGE

TYPE OF DISCHARGE

GENERAL DD Form 257N (Under Honorable Conditions)				HONORABLE DD Form 256N (Benefits listed may also be applicable to personnel receiving General Discharges for these reasons)					
CONDUCT C-10312	UNFITNESS C-10311	SECURITY C-10310A	UNSUITABILITY C-10310 APPLICABLE TO HONORABLE DISCHARGES IN THIS CATEGORY ALSO.	MINORITY C-10309	DEPENDENCY OR HARDSHIP C-10308	CONVENIENCE OF THE GOVERNMENT C-10306	DISABILITY C-10305	FULFILLMENT OF SERVICE OBLIGATION C-10304 & C-10317	EXPIRATION OF ENLISTMENT C-10304 & C-10317

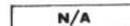
KEY



ELIGIBLE



NOT ELIGIBLE



NOT APPLICABLE
AS PERSON IS ENTITLED TO BENEFITS LISTED ELSEWHERE.



ELIGIBLE ONLY IF
ADMINISTERING AGENCY DETERMINES THAT FOR ITS PURPOSES THE DISCHARGE WAS NOT UNDER DISHONORABLE CONDITIONS.

I. BENEFITS ADMINISTERED BY THE VETERANS ADMINISTRATION

CONDUCT	UNFITNESS	SECURITY	UNSUITABILITY	MINORITY	DEPENDENCY OR HARDSHIP	CONVENIENCE OF THE GOVERNMENT	DISABILITY	FULFILLMENT OF SERVICE OBLIGATION	EXPIRATION OF ENLISTMENT	BENEFIT
*	*	*	*	*	*	*	*	*	*	1. Wartime disability compensation
*	*	*	*	*	*	*	*	*	*	2. Wartime death compensation
*	*	*	*	*	*	*	*	*	*	3. Peacetime disability compensation
*	*	*	*	*	*	*	*	*	*	4. Peacetime death compensation
*	*	*	*	*	*	*	*	*	*	5. Dependency and indemnity compensation to survivors
*	*	*	*	*	*	*	*	*	*	6. Service pension; Nonservice connected disability pension
*	*	*	*	*	*	*	*	*	*	7. Educational assistance
*	*	*	*	*	*	*	*	*	*	8. Pensions to widows and children
*	*	*	*	*	*	*	*	*	*	9. Hospital and domiciliary care
*	*	*	*	*	*	*	*	*	*	10. Medical and dental care
*	*	*	*	*	*	*	*	*	*	11. Prosthetic appliances
*	*	*	*	*	*	*	*	*	*	12. Seeing-eye dogs, mechanical and electronic aids
*	*	*	*	*	*	*	*	*	*	13. Burial benefits (flag and expenses)
*	*	*	*	*	*	*	*	*	*	14. Special housing
*	*	*	*	*	*	*	*	*	*	15. Vocational rehabilitation
*	*	*	*	*	*	*	*	*	*	16. Orphans educational assistance
*	*	*	*	*	*	*	*	*	*	17. Home and farm loans, business loans *
*	*	*	*	*	*	*	*	*	*	18. Autos for disabled veterans

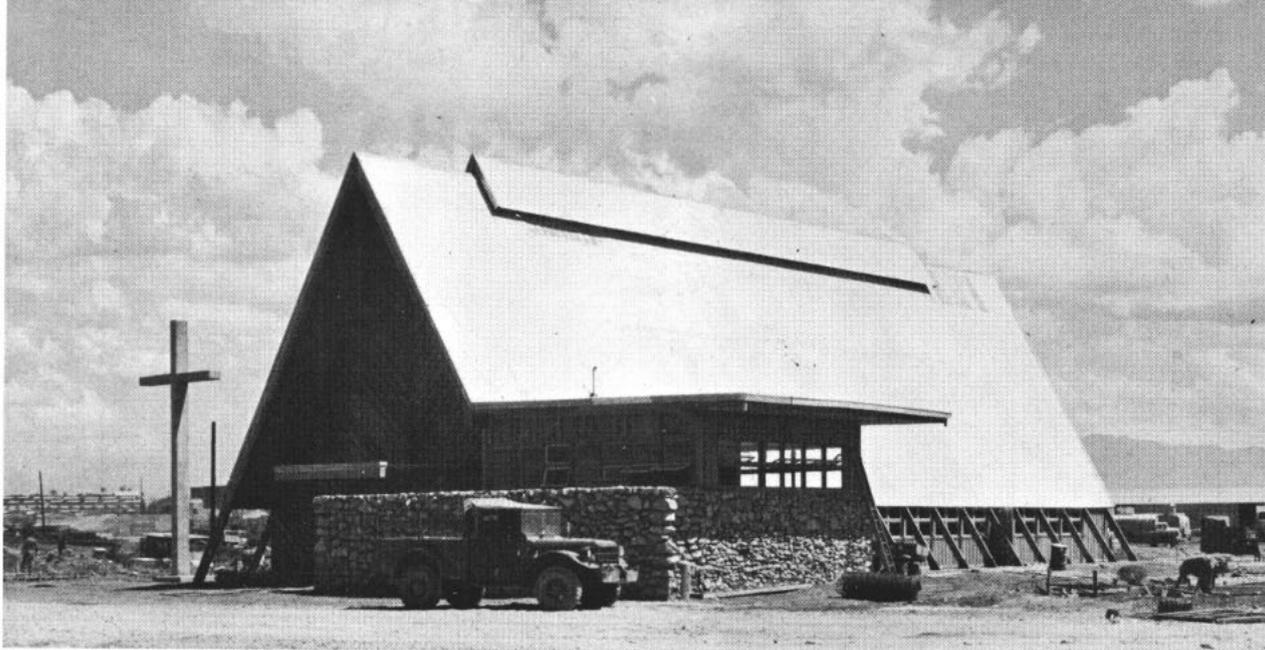
II. BENEFITS ADMINISTERED BY THE MILITARY DEPARTMENTS

CONDUCT	UNFITNESS	SECURITY	UNSUITABILITY	MINORITY	DEPENDENCY OR HARDSHIP	CONVENIENCE OF THE GOVERNMENT	DISABILITY	FULFILLMENT OF SERVICE OBLIGATION	EXPIRATION OF ENLISTMENT	BENEFIT
*	*	*	*	*	*	*	*	*	*	1. Mileage
*	*	*	*	*	*	*	*	*	*	2. Mustering-out payment **
*	*	*	*	*	*	*	*	*	*	3. Headstone marker (Sec. Army administrators)
*	*	*	*	*	*	*	*	*	*	4. Payment for accrued leave
*	*	*	*	*	*	*	*	*	*	5. Transportation for dependents and household goods
*	*	*	*	*	*	*	*	*	*	6. Burial in national cemetery (Sec. Army administrators)
*	*	*	*	*	*	*	*	*	*	7. Retain and wear uniform home
*	*	*	*	*	*	*	*	*	*	8. Notice to employer of discharge
*	*	*	*	*	*	*	*	*	*	9. Award of medals, crosses and bars
*	*	*	*	*	*	*	*	*	*	10. Admission to the Naval Home
*	*	*	*	N/A	N/A	N/A	N/A	N/A	N/A	11. Travel in kind
*	*	*	*	N/A	N/A	N/A	N/A	N/A	N/A	12. Cash allowance (\$25)
*	*	*	*	N/A	N/A	N/A	N/A	N/A	N/A	13. Suit of civilian clothes (\$30)
*	*	*	*	*	*	*	*	*	*	14. Board for Correction of Naval Records
*	*	*	*	*	*	*	*	*	*	15. Death gratuity
*	*	*	*	*	*	*	*	*	*	16. Navy Discharge Review Board
*	*	*	*	*	*	*	*	*	*	17. Use of wartime title and wearing of uniform

III. BENEFITS ADMINISTERED BY OTHER FEDERAL AGENCIES

CONDUCT	UNFITNESS	SECURITY	UNSUITABILITY	MINORITY	DEPENDENCY OR HARDSHIP	CONVENIENCE OF THE GOVERNMENT	DISABILITY	FULFILLMENT OF SERVICE OBLIGATION	EXPIRATION OF ENLISTMENT	BENEFIT
*	*	*	*	*	*	*	*	*	*	1. Homestead preferences (Sec. Interior)
*	*	*	*	*	*	*	*	*	*	2. Civil Service employment preference (Civ. Ser. Com.)
*	*	*	*	*	*	*	*	*	*	3. Credit for retirement benefits (Civ. Ser. Com.)
*	*	*	*	*	*	*	*	*	*	4. Reemployment benefits (Sec. Labor)
*	*	*	*	*	*	*	*	*	*	5. Naturalization benefits (Atty. General)
*	*	*	*	*	*	*	*	*	*	6. Reclaimed lands preference (Sec. Interior)
*	*	*	*	*	*	*	*	*	*	7. Employment as District Court bailiffs
*	*	*	*	*	*	*	*	*	*	8. D. C. police, fireman, and teacher retirement credit
*	*	*	*	*	*	*	*	*	*	9. Housing for distressed families of veterans (HHFA)
*	*	*	*	*	*	*	*	*	*	10. Preference in purchasing defense housing (HHFA)
*	*	*	*	*	*	*	*	*	*	11. Farm loans (Sec. Agriculture)
*	*	*	*	*	*	*	*	*	*	12. Farm housing loans (Sec. Agriculture)
*	*	*	*	*	*	*	*	*	*	13. Unemployment benefits
*	*	*	*	*	*	*	*	*	*	14. Social Security wage credits for WW II Service (Sec. HEW)
*	*	*	*	*	*	*	*	*	*	15. Employment preference in Farm Credit Banks

** Mustering-out payment applies to those who entered on active duty before 1 Feb 1955.



THE NSAD CHAPEL was a labor of love for MCB Eight and a change from usual construction job in Vietnam.

Building a Church

RISING OUT of the dusty plains of Rosemary Point, Republic of Vietnam, is a new structure, different in design from those surrounding it. It is a chapel for the Naval Support Activity Detachment that is being built by Seabees of Mobile Construction Battalion Eight.

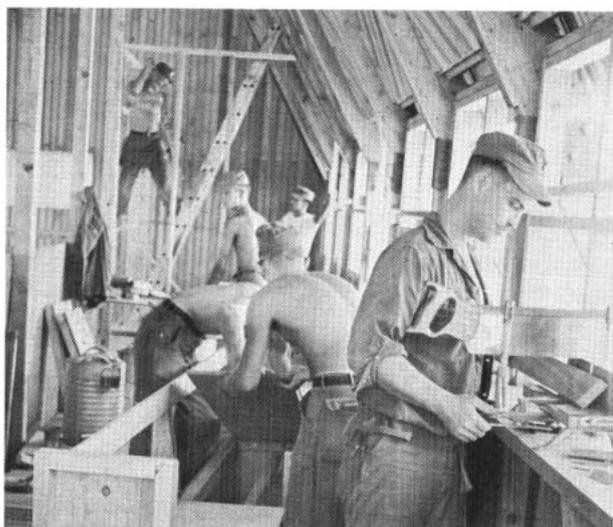
Dwarfing its neighboring Butler buildings and strongback huts, the A-frame structure rises 41 feet into the air with a glistening tin roof visible for miles.

The 42- by 108-foot chapel utilizes modern methods of design that might be seen in churches in towns of the U. S. The structure is made entirely of wood, with the exception of the tin roofing and a concrete floor.

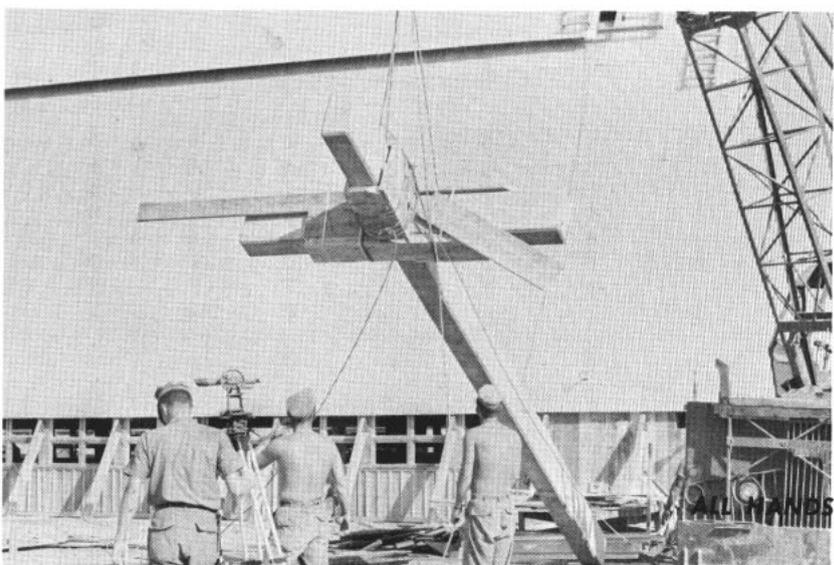
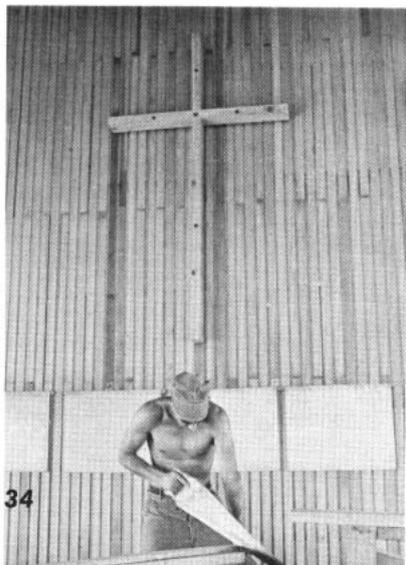
The building of the NSAD chapel has become a labor of love for the Seabees, who normally must be content with the routine construction of Butler buildings, strongback huts and helo pads.

"We are very proud of it," stated Builder Chief J. W. Gastor, crew leader for the project.

The chapel will contain a choir loft, a small sanctuary, seating capacity for 190 people and an altar. Outside, a 21-foot cross has been erected.



INSIDE JOB—Seabees put their skills to work to build pews. *Below:* Constructionman works on altar. *Below, right:* Twenty-one-foot concrete cross is moved into prominent position in front of the Navy chapel.



ETERNAL FATHER STRONG TO SAVE,
 WHOSE ARM HATH BOUND THE RESTLESS WAVE,
 WHO BIDD'ST THE MIGHTY OCEAN DEEP
 ITS OWN APPOINTED LIMITS KEEP:
 O HEAR US WHEN WE CRY TO THEE
 FOR THOSE IN PERIL ON THE SEA!



Award to Chaplains

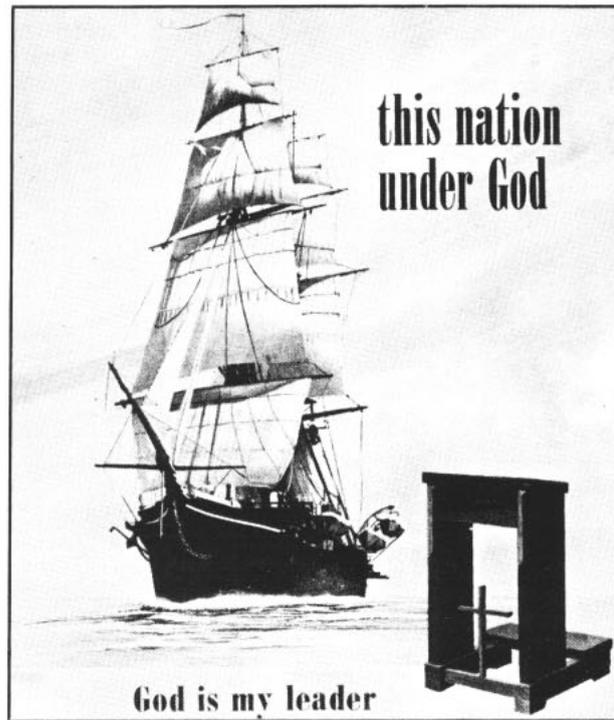
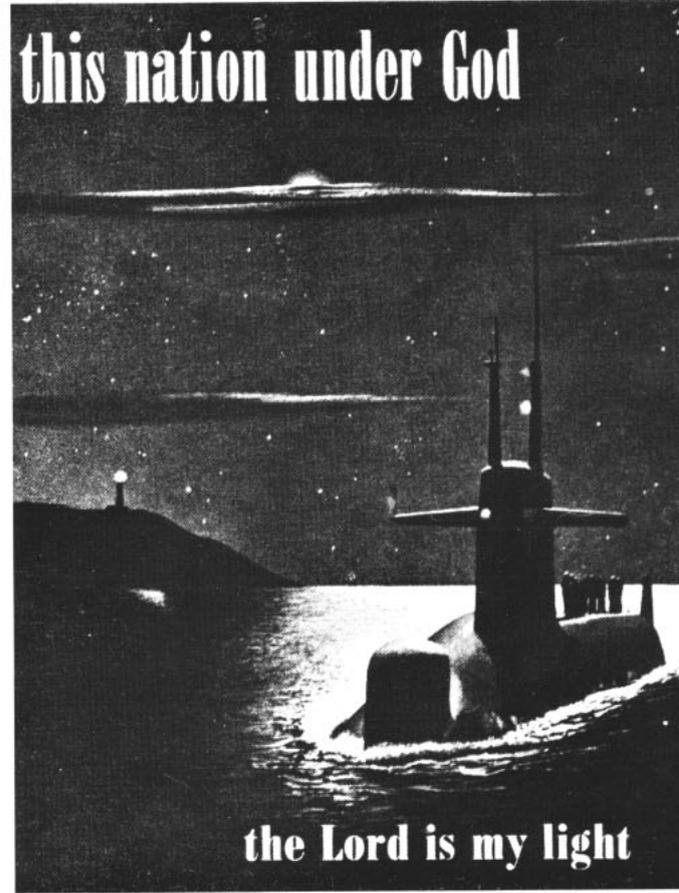
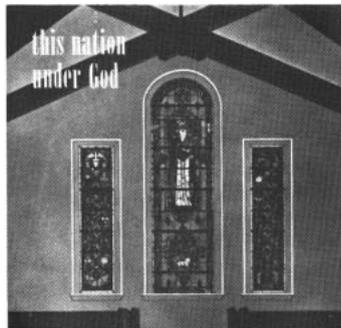
THESE POSTERS are part of the series which won the George Washington Honor Medal Award for the Chaplain's Division of the Bureau of Naval Personnel. The award is sponsored by the Freedom Foundation of Valley Forge.

The series entitled "This Nation Under God," includes 12 posters and matching chapel bulletins. The series portrays the inspiration of religious thought and points up the Navymen's awareness of their spiritual heritage.

The poster series was identified as an outstanding accomplishment in helping to achieve a better understanding of the American way of life.



proclaim liberty throughout all the land



THE BULLETIN BOARD

Here's Opportunity for Officers Who Want to Specialize

THE NAVY has once again extended an invitation to permanently commissioned officers of the Regular Navy to transfer between the unrestricted line and the restricted line.

The conditions under which such transfers can be made are set forth in BuPers Inst 1120.33D. This directive provides that permanently commissioned line officers of the Regular Navy may become restricted line officers designated for Engineering Duty (1400), Weapons Engineering Duty (Ordnance, 1510), Weapons Engineering Duty (Aeronautical, 1510), Aeronautical Engineering Duty Meteorology, 1530) or Special Duty (1610, 1620, 1630 and 1650).

Permanently commissioned officers of the restricted line of the Regular Navy can transfer to the unrestricted line (1100, 1310, 1320 and 1350).

To be eligible for transfer to the Regular Navy's restricted line, an officer of the Regular Navy must have completed at least three years of active commissioned service as of 1 December of the calendar year in which application is made.

Officers who apply for codes 1400 and 1510 must not have reached the third anniversary of the date of rank as commander. Officers who apply for codes 1530, 1610, 1620, 1630 and 1650 cannot be above the grade of lieutenant commander unless they are air intelligence officers (1350 AI) applying for transfer to code 1630. The maximum grade in this instance is commander.

There are no minimum educational requirements for transfer, but officers recommended for redesignation will be competing for promotion and duty assignments with fellow officers and should possess similar educational backgrounds. For this reason, the Instruction sets forth the following qualifications as being particularly desirable:

- **Aeronautical Engineering Duty** (Meteorology, Code 1530)—Applicants should have a college degree in meteorology or in any field of engi-

neering, chemistry, mathematics, physics or oceanography, combined with 30 semester hours of meteorology. College graduates who have taken the meteorology curriculum at the U. S. Naval Postgraduate school will also be considered. At least two years of experience in a meteorology billet are also desirable.

- **Special Duty, Cryptology** (Code 1610)—A college degree is desired, preferably in linguistics, economics, engineering, physics or mathematics. Training or experience in research techniques is also considered advantageous. Appointees to Code 1610 must have a top secret security clearance.

- **Special Duty, Law** (Code 1620)—Applicants must have a degree from a law school accredited by the American Bar Association. They must also be members of the bar of a federal court or the highest court of a state or territory of the United States or the District of Columbia.

- **Special Duty, Intelligence** (Code 1630)—Applicants having a college degree with majors in in-

dustrial engineering, architecture, government or political science, archaeology, geology, geography, cartography, language, hydrography, photogrammetry, science, law, transportation and other fields of allied intelligence are desired.

- **Engineering Duty** (Code 1400)—Graduates of an accredited college or university are preferred if they have at least a baccalaureate degree in engineering or science and have completed, or are enrolled in, postgraduate training.

The applicants' postgraduate work should be aimed toward earning a master's degree in any phase of engineering or science related to the responsibilities of the Naval Ship Systems Command or Naval Electronic Systems Command.

Naval architecture, mechanical engineering, electrical engineering and engineering electronics are fields of primary interest and the disciplines involved in design, construction, repair and maintenance of naval ships and their installed equipment are also considered desirable.

Other related disciplines include research and development and shore electronics matters.

A background of three years afloat, including one year of engineering, is also preferred.

- **Weapons Engineering Duty** (Ordnance, Code 1510) and (Aeronautical, Code 1510)—Educational requirements are similar to those for engineering duty. Applicants should also have successfully completed postgraduate training in the field of engineering, science or management, normally culminating in a Master's degree or its equivalent. In addition, four years of experience in Fleet units are considered desirable.

- **Air Intelligence Officers** (1350 AI)—Officers who hold this designator are specifically included in line transfer to 1630. Operational experience at sea and previous experience in intelligence are also desirable.

- **Special Duty, Public Affairs** (Code 1650)—Officers with a college degree and a major in mass

William Roger Maul, CTC, USN



"Good afternoon, this is the Office of the Assistant to the Director for the Procurement and Subsequent Development of Extracurricular Logistic Support Functions, Department of the Navy, extension 272, this is Yeoman Second Class Ebner speaking, may I be of some assistance to you, Sir . . . Sir? . . . Hello? . . . Sir? . . ."

THE BULLETIN BOARD

tions and notices of particular interest:

Active duty agreements for Reserve officers—BuPers Inst 1120.22 series.

Appointment to commissioned warrant grade in the Naval Reserve of resigned or separated commissioned or warrant officers—BuPers Inst 1920.9 series.

Assignment to duty with Joint, Combined, Allied and Office of the Secretary of Defense staffs—SecNav Inst 1412.4 series; BuPers Inst 1412.11 series.

Assignment and rotation of LTJG and Ensign; *Officer Fact Book*—NavPers 15898.

Augmentation program—BuPers Inst 1120.12 series.

Billet and officer designator codes—BuPers Inst 1210.4 series.

Changes of designator (Eng Duty, Aero Eng Duty, Special Duty)—BuPers Inst 1120.33 series.

Data card—BuPers Inst 1301.34 series.

Deep sea diving training—*BuPers Manual*, Article D-1503.

Destroyer School—ComCruDesLant Inst 1520.22 series; ComCruDesPac Inst 1520.9 series.

Distribution plan for unrestricted line officers—BuPers Inst 1301.31 series.

Early Release from active duty—*BuPers Manual*, Articles C15501-04; Alnav 45, Navop 26.

Education and foreign language ability; reporting of—BuPers Inst 1520.83 series.

Explosive ordnance disposal training—*BuPers Manual*, Article C-7306.

Extension of active duty—*BuPers Manual*, Article C-15301.

Foreign language instruction—BuPers Inst 1520.93 series.

Interservice transfer—BuPers Inst 1120.34 series.

Naval aviator/flight officer (NFO) training—BuPers Inst 1520.20 series.

Naval Security Group tours—BuPers Inst 1331.2 series.

Nuclear power training (submarine or surface)—BuPers Inst 1520.88 series.

Nuclear propulsion program; qualification and assignment—BuPers Inst 1540.40 series.

Overseas separation—*BuPers Manual*, Article C-10201.

Overseas service, rotation of naval personnel, and overseas movement

of dependents and household goods—BuPers Inst 1300.26 series.

Postgraduate education program—BuPers Notice 1520 (issued annually in the spring) BuPers Inst 1520.50 series.

Postgraduate billet requirements—OpNav Inst 1211.6 series.

Preference and personal information card—*BuPers Manual*, Article B-2209.

Qualification for command of destroyer—*BuPers Manual*, Article C-7316.

Recall (involuntary) to active duty of Ready Reservists—BuPers Inst 1001.15 series.

Recall (voluntary) to extended active duty—BuPers Inst 1141.1 series.

Redesignation of officers from code 1310 to 1100—*BuPers Manual*, article C-7318.

Reserve change of designation—BuPers Inst 1210.12 series.

Reserve commission after active duty—BuPers Inst 1920.9 series.

Separation policies—SecNav Inst 1920.3 series.

Spot promotions—SecNav Inst 1421.3; Alnav 13; NavOp 01.

Study plan for officers and warrant officers on active duty—BuPers Inst 1500.49 series.

Submarine training—BuPers Inst 1520.6 series.

Subspecialty—OpNav Inst 1040.2 series, OpNav Inst 1211.6 series, BuPers Inst 1210.13 series.

TAR program—*BuPers Manual*, Article C-1104B.

Temporary promotion of officers—BuPers Inst 1421.3 series.

Test pilot training—BuPers Inst 1331.3 series.

P. O. McVay, ENS, USNR



"One does not wander about the ship without one's hat."

Transfer of Regular Navy officers between the unrestricted line and Supply or Civil Engineers Corps—BuPers Inst 1210.11 series.

Tuition Aid—BuPers Inst 1560.10 series.

Undergraduate Training—BuPers Inst 1520.97, BuPers Inst 1520.98.

Underwater demolition training—*BuPers Manual*, Article C-7305.

• **OPEN HOUSING**—The Navy's efforts to insure housing equality for Navymen who live off base have already achieved open housing in several localities.

As examples, in Bainbridge, Md.; Patuxent, Md.; Annapolis, Md.; and Jacksonville, Fla., most of those who manage apartments and trailer courts have agreed to provide housing on an equal opportunity basis.

At Patuxent and Annapolis, all owners and managers of apartments and trailer courts in the vicinity have agreed to open housing for all military men. All but one facility each at Bainbridge and Jacksonville have agreed to the same principle.

In specific areas designated by Department of Defense, if the management of an apartment or trailer court refuses to comply with the open housing policy, the Navy will not authorize Navymen to enter into new leases or rentals in those facilities.

The above agreements of the local housing managers followed a series of meetings between owners and operators and Defense Department officials.

The new policy has been applied to the metropolitan Washington, D. C. area. A1Nav 31 provided regulations relating to the area around Andrews AFB and Ft. Meade, and an addition to this A1Nav provided the directions on open housing in metropolitan D. C. Further additions are possible.

Compliance with the provisions of the A1Nav is required of *all* Navymen receiving orders to any one of the above designated places or any one renewing leases in those areas. The A1Nav stipulates that before renting or leasing living quarters, a Navyman must first consult his new C. O., who will direct him to the appropriate housing referral office.

A Visit to Great Lakes—The Second Time Around

EACH YEAR about 60,000 recruits and 20,000 service school students complete their training at the Great Lakes Naval Training Center and leave for the Fleet. At any given time, the average military population runs to about 27,000. This includes students, recruits and some 6000 officers and enlisted personnel who maintain the NTC facilities and conduct the training.

The chances are pretty fair that you have already visited Great Lakes but in your earlier visit you weren't greatly concerned about living conditions as they applied to the Navyman and his family. Such problems were handled for you and you had other things to worry about.

Now, it's different. You're going back as an alumnus—more or less—and you've probably got a family to consider. The Naval Training Center is no longer a subject of apprehension or an unknown quantity. It's just another duty station.

Here's a brief report on what you may expect to find.

First, a brief look at the general picture. Then we'll get down to specifics.

Great Lakes Naval Training Center is located slightly more than 40 miles north of Chicago on the shores of Lake Michigan. North Chicago is slightly to the south, Waukegan to the north, and Libertyville to the west.

It is the headquarters of the Ninth Naval District; NTC itself consists of five major commands (Recruit Training Command, Service School Command, Naval Administrative Command, Naval Examining Center and Marine Barracks); and in addition, the following tenant commands:

U. S. Naval Hospital; Naval Supply Depot; Naval Medical Research Unit Four; Fleet Home Town News Center; Navy Regional Finance Center; Public Works Center Great Lakes; Midwest Division, Naval Facilities Engineering Command; Naval Hospital Corps School; Navy Electronics Supply Office; and an Office of Industrial Manager.

• **Recruit Training Command**—Since first organized in 1911, RTC has developed into a large community in its own right. The 60,000

recruits who undergo nine weeks of boot camp at RTC each year are supervised by a staff of 750 officers and enlisted instructors who concentrate on turning civilians into Navy-men.

RTC employs both old and new training techniques. In addition to such long-standing recruit training practices as drilling on a grinder, the boot camp conducts classroom work through closed-circuit television. Using the TV technique, as many as 5000 recruits can be taught by a single instructor. During the past two years, RTC-TV helped to instruct more students than 25 individual instructors could teach in 40 years.

• **Service School Command**—It has been estimated that as many as one-third of all U. S. naval personnel on active duty have at one time or another received training at Great Lakes' Service School Command. At any given time, some 10,000 officers and enlisted personnel are SSC students.

Seventy-eight separate courses are taught in the 23 Class "A," "B" and "C" schools, plus officer courses. The longest course offered is Electronics Maintenance, which takes a whopping 48 weeks. Other courses are as short as two weeks.

The SSC faculty is comprised of approximately 1000 officers and petty officers—all highly skilled veterans with a knack of communicating their specialized knowledge to others.

• **Naval Administrative Command**—With a staff of nearly 2600 officers and enlisted men, NAVADCOM pro-

vides operational and administrative assistance to other NTC activities, such as the Recruit Training and Service School commands. NAVADCOM sees to it that highest standards are maintained with regard to food, recreational and medical facilities, mail delivery and other aspects necessary for the morale and well-being of Great Lakes personnel.

There are 11 departments under NAVADCOM: Communications, Chaplains, Medical, Dental, Legal, Special Services, Supply, Military Personnel, First Lieutenant, Security and Administrative. The many services provided help to make Great Lakes a comfortable place to be stationed.

The Great Lakes Navy Family Services Center, located in Bldg. 130 aboard the Naval Administrative Command, will gladly provide assistance and referral for you and your family with "Welcome Aboard" information kits, hospitality kits, housing and schools information, etc.

• **Naval Examining Center**—This major Great Lakes command plays a significant role, to say the least, in the promotion plans of most U. S. Navy personnel. The Examining Center is the central control point for the development, distribution and scoring of all advancement exams, and also conducts a variety of special programs.

Both military and civilian personnel assigned to the Center—all must meet exacting qualifications. Only CPOs of the highest caliber are assigned as test "item" writers. The Navy feels that chiefs who excel in their respective ratings are best qualified to write examinations within their own fields.

• **Marine Barracks**—U. S. Marines have served at NTC Great Lakes since 1918. In addition to operating the station brig, Marine Barracks personnel run the NTC rifle range and provide instructors for a number of courses under the Service School Command. The Marines also furnish honor guards, marching units, color guards and official escorts for civic ceremonies within a 100-mile radius of Great Lakes.

One of the more colorful duties

Peter E. Puig, SFM2, USN



"Hey, buddy, you'll never catch anything with that rig"

handled by the Marine Barracks is the daily posting of colors in front of the Ninth Naval District headquarters building.

NTC Tenant Commands

A variety of tenant commands and specialized units at NTC includes the Great Lakes Naval Hospital, a modern 15-floor structure with 16 clinics, 11 operating rooms and facilities for 1500 patient beds. The hospital functions as a general hospital, and makes its many facilities available to patients from all branches of the armed forces.

The hospital compound is a city in itself with chapel, library, and exchange facilities which include beauty and barber shops, shoe repair and tailor shops, and a cafeteria. The compound also contains a theatre designed to accommodate wheelchair and cast patients, music and recreation rooms, clubs, bowling lanes, pool room, indoor swimming pool and gymnasium.

The Naval Supply Depot, another Great Lakes tenant, furnishes material and accounting support to all commands in the NTC complex. Food, clothing and supplies are processed through the Depot. Another important function for the Supply Depot is to arrange for the shipment or delivery of household goods.

Naval Medical Research Unit Four (NAMRU 4), located on the hospital grounds, seeks methods for the prevention and control of acute respiratory disease among naval personnel, particularly recruits.

The Fleet Hometown News Center provides service to more than 9000 newspapers and nearly 2500

radio stations throughout the United States. FHTNC lets the folks back home know what you are doing.

Disbursing and accounting services for NTC, as well as the entire Ninth Naval District and specific areas of other Naval Districts, are handled by the Navy Regional Finance Center, which is staffed by 26 military personnel and 211 civilians. (More on pay follows.)

More than 850 Navy and civilian personnel work for the Great Lakes Public Works Center, which provides all the usual PW services—building and road maintenance, electricity, water, gas and sewage. The PWC is big business with an annual expenditure of some \$8 million.

The Midwest Division, Naval Facilities Engineering Command, is also located at Great Lakes. This special office is staffed mainly by civilians and Navy Civil Engineer Corps officers. The office administers programs relating to the planning, design and construction of housing, public utilities and other facilities.

An "A" school with the status of an independent activity is the U. S. Naval Hospital Corps School. As the name implies, this school trains enlisted personnel in the basic subjects and procedures required to qualify them for duties as general service hospital corpsmen. An average of 3500 HMs are graduated each year.

The U. S. Navy Electronics Supply Office at Great Lakes manages the \$445 million fleetwide inventory of electronic repair parts and equipment.

General Information

When you arrive at Great Lakes, you'll probably be assigned to, or

have orders to, one of the commands or offices mentioned above. You'll no doubt have plenty of questions with regard to what's available to help you keep your personal affairs in order and to make your tour a pleasant one.

Great Lakes and vicinity have plenty to offer. Located within an hour's drive of both Chicago and Milwaukee, Great Lakes is a convenient starting point for a wide variety of activities. Museums, top professional sporting events, golf, concerts, opera, night clubs, hunting and fishing—you name it and chances are you'll find your favorite pastime not far from NTC. If you want to travel outside the area, you'll find commercial ticket agents representing all major transportation media conveniently located in the Navy Regional Finance Center. Bus and taxi transportation is available on and off the base.

However, chances are you'll spend most of your time on the base, simply because the base has plenty to offer.

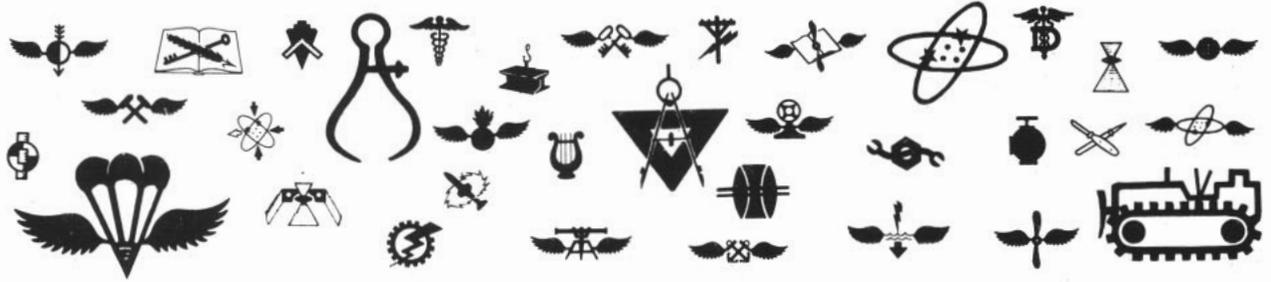
Household Goods—Possibly one of the first things you'll want to check on is the status of your household effects. The Naval Supply Depot has a special Household Goods Office located in Bldg. 3200 which will advise you regarding your shipment. Once you establish a permanent residence, the Household Goods Office will arrange for your belongings to be delivered.

If you're not able to find permanent quarters upon arrival, you may have your goods placed in storage for 90 days, with a second 90-day-free-storage period possible.

Disbursing—If you're like most



IT'S A UNIFORM tradition in the Navy to pass your copy of ALL HANDS magazine on to nine of your shipmates.



Navy men, chances are you'll arrive at Great Lakes and ask "Where's Disbursing?". If you're a service school student, your personnel office will forward your pay record to the Navy Regional Finance Center, your pay will be computed, and you'll receive your check the following day. Hospital corps students are paid the same day they check in. Hospital staff personnel are paid immediately upon request after checking in.

Payday is held every two weeks on alternate Tuesdays or Thursdays, depending on where you are assigned. All the usual disbursing services are available (allotments, special pay, advance pay, etc.).

Private Automobile—You may drive your car on base only if it can pass a safety inspection, and provided you have liability insurance with an approved company.

Housing—Note: Information on housing is always subject to change. The following data will give you a general idea of the current situation.

Assignment to government quarters (there are approximately 1900 units available) is made by the Housing Office, Bldg. 2700. The waiting period for assignment varies from five to eight months, depending on the number of bedrooms you require.

Units designated as Public Quarters are available to officers and enlisted personnel (E-4 with four years' service and above). Assignment to Public Quarters means forfeiture of your quarters allowance.

If you're an E-4 (less than four years' service) or below, you may apply for rental housing, the charge for which varies according to the number of bedrooms you require.

There are no temporary housing or guest house facilities at the NTC.

All quarters are equipped with stove and refrigerator. Public Quar-

ters normally are equipped to handle automatic washers and dryers, and some Navy-owned furniture is available to supplement your own goods. Inadequate Public Quarters (rental housing) are unfurnished except for stove and refrigerator.

You may apply for housing before reporting to Great Lakes. You should address your letter to the Housing Office, Attn: Assignment Division, Public Works Center, Naval Training Center, Great Lakes, Ill.

Be sure to list the names of all your dependents, their relationship to you, the birthplace of your children, the command to which you are reporting, and the expected length of your tour.

For planning purposes, note that you must be ordered to a Great Lakes command for a tour of shore duty, or to a school course lasting at least 40 weeks, before you may be eligible for family housing.

If you're an officer, you must enclose one copy of your permanent change of station orders, complete

● **VIETNAM HONOR MEDAL**—

United States servicemen have been authorized by Public Law 89-257 to accept foreign awards which are also conferred upon the donor country's own military forces.

Although this covered most foreign decorations being awarded for service in Vietnam, it excluded the Vietnamese Medal of Honor First and Second Class, neither of which were awarded to the Vietnamese military forces.

Recently, however, the Vietnamese government redesignated these decorations as the Armed Forces Honor Medal and made Vietnamese forces eligible to receive it.

This step now makes it permissible for U. S. servicemen to accept, retain and wear the award.

with detaching endorsement. If you're an enlisted man, you must enclose one certified copy of the Standard Transfer Order, complete with transfer code date.

Civilian Housing—The Great Lakes area offers a variety of civilian housing within reasonable price ranges. The greatest availability is in houses, rather than apartments. Purchase and rental prices generally are higher than in most other areas of the United States. (For example, the average monthly rent for a one-bedroom apartment is \$85 plus utilities; a two-bedroom, unfurnished apartment usually goes for \$120 monthly, plus utilities.) Most civilian rentals involve lease periods, normally for one year. Listings of off-base housing are maintained in the NTC Housing Office.

Trailers—If your home is a mobile one, you'll find a limited number of trailer spaces offered to enlisted personnel at the Green Bay trailer court. A fixed rental charge is made for the space and all utilities, with the exception of telephone and fuel for heating and cooking.

The waiting period for trailer space varies; normally it depends on the size of your trailer. You should note that you must own a mobile home at the time you apply for trailer space in order to be eligible for Green Bay. Precedence on the waiting list is determined by date of application, but will not be earlier than the date you are actually detached from your previous command.

A number of civilian trailer parks are located within a 10-mile radius of Great Lakes. The average rental charge is \$43 monthly, plus utilities.

Medical & Dental—An abundance of dispensaries and dental clinics, plus the presence of one of the Navy's most modern hospitals, makes it easy for you and your dependents to receive the finest in care. Dependents receive both inpatient and

outpatient medical care at the Naval Hospital.

Schools—Numerous public, private and parochial school are located in the Great Lakes area. Students are assigned on the basis of capacity, location and grade. Assignments may change, depending on the number of students registered from the various housing areas.

Bus transportation is usually available at no cost for students in grades up to and including the eighth grade. Transportation to high schools is available at a fixed price per ride, or at a fixed rate per term.

A nursery for pre-school children is maintained on the base. Care is offered on an hourly, daily, weekly or monthly basis.

Recreation—The Special Services departments of the Naval Administrative Command and the U. S. Naval Hospital provide a comprehensive recreation program for military personnel and dependents.

Eligibility Rules Set For Deferment of Vietnam Duty

Under certain circumstances, Navy-men may be exempted or deferred from service in Vietnam. The subject of family deferments in connection with Vietnam is covered in BuPers Inst 1300.38.

For purposes of exemptions and deferments, Vietnam service refers to duty with a unit located within the geographic boundaries of South Vietnam, with a nonrotating unit operating inshore and based in South Vietnam, or as an aircrewman who normally flies on combat missions.

When one member of a family is serving in Vietnam, a second member of the same family who receives orders to Southeast Asia can have those orders canceled, if he so requests in writing. As soon as the first man leaves the combat zone, however, the second again becomes liable for orders to Vietnam.

Similarly, when a man is captured or missing, others of the same family may receive deferments.

(In neither of the above cases, however, will a deferral be granted when the Vietnam service concerned consists of temporary duty for a period of less than 30 days.)

When a man dies as a result of Vietnam service, others of the same family may be exempted from Vietnam service for a period of at least six months. If two persons of the same family are serving in Vietnam and one is killed, the survivor may be transferred for a minimum period of six months.

The transfers and deferments explained above will be approved only when requested, in writing, by the Navyman concerned.

Those who qualify as sole surviving sons need not serve in the combat zone. Such exemptions are granted if requested by the Navyman concerned, or by his parents. If the parents request the deferral, however, the Navyman has the right to waive his eligibility for noncombat duty.

In no event is a Navyman who is less than 18 years of age sent to Vietnam. Also, men who are below pay grade E-3 or who have served less than four months on active duty are not issued orders to the combat zone.

When a deferment is requested, the man concerned will ordinarily remain at his current command until the request is acted upon by BuPers. If his unit is heading for Southeast Asia, however, the man will be transferred to a shore station to await orders.

Authority to Grant 96-hour Liberty Given Fleet Units

If your ship is sitting high and dry a good distance from home port, you may be able to go home on a "96" this weekend.

Navy Regulations authorizes the Chief of Naval Personnel to permit certain activities to grant 96-hour liberty when, because of the command's isolated location, or the nature of duties involved, normal liberty is inadequate.

In the past, the authority to grant

96s has been limited to shore activities located in remote areas, and, as a rule, the authority has been denied to Fleet units except under the most unusual circumstances.

However, as a result of a recent examination of Navywide leave and liberty policies, the Chief of Naval Personnel has determined that the granting of 96-hour liberty to Fleet units under certain specific situations could reduce family separation, and also compensate for other demands on Navy-men which prevent their taking normal liberty.

As outlined in BuPers Inst 1050.10, the Chief of Naval Personnel will consider requests to grant 96-hour liberty from the following activities:

- Shore activities in isolated locations.
- Commands where the nature of the duties involved prevents adequate liberty.
- Ships undergoing overhaul away from home port.

In addition, the Chief of Naval Personnel will consider requests to grant 96-hour liberty on a one-time basis where special recognition of service under unusual circumstances appears warranted.

There are two ways to request the authority to grant 96-hour liberty.

Activities included in the first two categories above must address the request to the Chief of Naval Personnel (Pers A21) via the chain of command. The request should include justification based on the isolated location of the activity, or the nature of the duties performed.

On the other hand, ships undergoing overhaul away from their home ports may submit their requests directly to the Chief of Naval Personnel (Pers A21) with copies sent to chain of command addressees.

One-time-only requests must also go through the chain of command, and offer justification based on the special circumstances.

Requests from ships returning from scheduled deployments or overhauling in repair facilities within commuting distance of home port normally will not be granted.



A Look at an In-Port Liberty Program, Columbus Style

In-port liberty for the crews of Navy ships is an important morale factor, and the assignment of section watches has been studied by many with the aim of providing an improved liberty program.

A six-section liberty, for example, has been considered or tried by certain type commanders. In many cases, security requirements and operational demands do not permit ships to reduce their duty sections to this extent.

Here is a report on an alternative in-port liberty program which has been in use aboard USS Columbus (CG 12) for about a year and a half. The report was forwarded through channels to the Chief of Naval Personnel and it drew considerable comment from Bureau personnel. It was suggested that the ALL HANDS audience might also be interested.

The Columbus-style liberty program is claimed by its proponents to provide a means of granting additional liberty and, at the same time, meet security requirements, maintain a high standard of training and readiness, and increase morale.

Excerpts of the report, in revised form, written by CDR V. G. Warriner, USN, are published below:

ABOARD *Columbus* liberty commences at 1400 Monday through Friday, at 1130 on Saturday, and at 0800 on Sundays and holidays. Aside from the obvious morale advantages, this reduces the paper-work involving requests for early liberty and standbys.

Duty sections are arranged as follows:

Master and senior chief petty officers are in five sections. They do not stand watches. The weekend duty is split, with one section aboard Saturday, another section aboard Sunday.

Chief and first class petty officers are in four sections. They are assigned quarterdeck or engineering plant supervisor watches. Like the superchiefs, their weekends are split.

Other enlisted men stand four-section duty, with duty weekends (both Saturday and Sunday, once every four weeks).

Men in pay grades E-6 and above

are granted split-weekend duty at their own request. This system enables married men to be with their families at least one day during a weekend in port, regardless of the CONUS operating schedule. Men in the lower pay grades (more of whom are unmarried), stand a full duty weekend, which allows them a better opportunity to travel to distant cities and take fuller advantage of recreational activities on their free weekends.

To compensate for the early liberty, the duty section works until 1700 Monday through Friday, and until 1300 on Saturday. The working day when underway lasts until 1700 Monday through Friday for all hands. A high degree of operational readiness is thus maintained, despite a liberal liberty policy.

Training readiness is maintained through an established training schedule. When underway, lectures and on-the-job training are conducted from 1830 to 1930 Monday, Wednesday and Friday. When the ship is in port, training sessions are held from 1300-1400 on Tuesdays and Thursdays.

When this liberty policy went into effect there were fears that there might be a reduction in training, operations, and material readiness. Had this happened the experiment would have been promptly ended. It did not happen.

It was soon obvious that, in addition to the predictable increase in morale, there would be no reduction in readiness. Consider the following points:

- The morale and conduct ashore have been exemplary. During our recent six-month deployment with the Sixth Fleet, *Columbus*—with a crew of 1000—had but 15 shore patrol reports. Liberty was granted on approximately 80 days, with an average of 300 men on liberty each day.

- Only one man was absent without leave during the three-week period immediately following the cruiser's return from the Med.

- Although this is not cited as a record, it is interesting to note that 78 per cent of *Columbus* Navy men who took the advancement examinations while overseas were rated. Of those who took the recent military

examination, 98.6 per cent passed.

- All competitive exercises have been completed four months before the end of the training year. All departments have achieved competitive grades making them eligible for departmental "E"s. *Columbus* is therefore in an excellent position to be awarded the battle efficiency "E" for cruisers.

- *Columbus* has maintained the type commander's training readiness posture "B", which indicates all exercises, both competitive and noncompetitive, were conducted with at least the normally expected frequency.

From time to time a six-section watch has been recommended to increase in-port liberty. It is suggested that the *Columbus* liberty program be considered as one alternative to the six-section watches or the type of watch now being used in the majority of Navy ships.

—V. G. Warriner, CDR, USN

Reassignment Policy Set for Men Wounded in Action

Navy men wounded twice as a result of enemy action while either afloat or ashore in Vietnam may be eligible for reassignment. Those wounded a third time automatically become eligible for rotation regardless of the nature of the wound or the length of treatment required.

To be eligible for reassignment under the two-wound condition, an individual must have been wounded on two separate occasions, and each wound must have required treatment in excess of 48 hours. Wounds received which are not the result of hostile action—non-battle injuries—cannot be counted toward reassignment eligibility.

Both conditional and automatic reassignments apply to enlisted Navy men. Officer reassignments, however, are determined only after a report of the individual's physical condition, location and duty status has been reviewed by BuPers.

Persons falling into either the twice or thrice categories will not be ordered to Vietnam or aboard ships or with units in that area. Waivers may be granted to those who forward to BuPers a written request.

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American Practical Navigator—The epitome of navigation, originally by Nathaniel Bowditch. This corrected reprint was published 1966. 1524 pages illustrated, clothbound. \$7.00. Catalog number D 203.22: 9/rep. 966.

Antarctica—Antarctic bibliography, volume 1. Published 1967, 523 pages. Clothbound, \$4.25. Catalog number LC 33.9:1.

Armed Forces Insignia—Published in 1959, the poster displays the insignia for the commissioned officers and enlisted men of the U. S. Army, Navy, Air Force and Marine Corps. 37 by 26 inches. \$.25. Catalog number D 2.9:2A.

Atomic, Biological and Chemical Warfare—This four-by-seven-and-one-half-inch card, printed on both sides, explains what to do in case of atomic air burst, atomic contaminating burst, chemical or biological attack. The pocket reference was published in 1953, and is available at \$.05 per card or \$.55 per 100. Catalog number D 208.2:7.

Aircraft Emergency Procedures Over Water—Subscription service includes supplementary material issued irregularly, for an indefinite period. Looseleaf with binder.

Compiled by the U. S. Coast Guard and adopted for use by the Coast Guard, the Navy and the Air Force, this publication describes doctrines, techniques, and procedures for aircraft emergencies over water. Published in 1956, approximately 118 pages illustrated. Subscription price \$2.25 (\$1.75 additional for foreign mailing). Catalog number T 47.32/2:955.

Tips on Fatigue—Sooner or later, metal structures under repeated load wear out. Plain simple language and forthright pictures are used in this book as a guide on how to recognize potential fatigue problems, rectify existing problems, and avoid becoming involved in situations which may cause problems. Published in 1964, 116 pages illustrated. \$.70. Catalog number D 217.14: F 26.

operated by the Superintendent of Documents, probably offers more books, maps, pamphlets and brochures than any other organization in the country. Altogether, the catalogs list about 27,000 different government publications.

The Superintendent of Documents is authorized to sell certain government publications for the price of printing plus an additional 50 per cent for handling and mailing. And it's big business. Each

United States Naval Aviation (1910-1960)—Published in 1961, 239 pages illustrated. Fabrikoid, \$2.50. Catalog number D 217.2: Av 5.

U. S. Naval Aircraft Fire Fighting and Rescue Manual—A manual on operational practices in rescue and extinguishment for Navy and Marine Corps air stations and facilities. Revised 1959, 372 pages illustrated. \$3.75. Catalog number D 202.6/7 F 51/959.

Boating Regulations in the National Park System—Published 1964, 28 pages. \$.20. Catalog number I 29.9: B 63.

Boats of the United States Navy—Revised 1960, 103 pages illustrated. \$1.75. Catalog number D 211.2 B 63/960.

Clean Blue Water—What the boat owner can do for clean waterways. Published 1965, six pages. \$.05. Catalog number FS 2.2: W 29/56/965-2.

Fulton's "Steam Battery": Blockship and Catamaran—Published 1964, 39 pages illustrated. \$.70. Catalog number SI 3.3: 240/paper 39.

Harbor Craft Crewman's Handbook—Primarily designed for crew members of the harbor craft of the U. S. Transportation Corps, this manual should prove equally valuable for many private owners of small boats and harbor craft. It provides information on such topics as shipboard life, small boat and ship handling, piloting, tows and towing, basic construction of small boats and ships, emergency procedures, communications and primary weather indications. Published 1959, 295 pages illustrated. \$1.50. Catalog number D 101.11: 55-501.

Surface Effect Ships for Ocean Commerce—(Final report on a study of technological problems by an advisory committee convened by the Commerce Technical Advisory Board.) Ships using the surface effect principle have been suggested as a means of improving the transport of U. S. international commerce. The functional principles of the

year the organization sells about 66,000,000 publications, for a gross income of \$14,000,000.

Though most sales are made through the mail, the Superintendent of Documents maintains several bookstores. If you live in Washington, D. C., in Kansas City, or Chicago, you may purchase the publications over the counter.

If you wish to order by mail, write to the Superintendent of Documents, Government Printing Office,

surface effect ships appear to offer an avenue for developing transoceanic vehicles potentially capable of filling a gap in the spectrum of services now afforded by displacement ships and aircraft. This report contains the results of a study of the technological problems involved in such an undertaking. Published 1966, 60 pages illustrated. \$.40. Catalog number C 1.2: Su 7/5.

Wood, a Manual for Its Use as Shipbuilding Material, Volume 1—Basic wood technology applicable to shipbuilding. Revised 1957, 63 pages illustrated. \$.45. Catalog number D 211.6: W 85/v. 1.

Wood, a Manual for Its Use as Shipbuilding Material, Volume 2—Techniques and practices applicable to preservation and storage. Revised 1958, 67 pages illustrated. \$.45. Catalog number 211.6: W 85/v. 2.

Wood, a Manual for Its Use as Shipbuilding Material, Volume 3—Technical data applicable to boat and ship design. Published 1962, 107 pages illustrated. \$.60. Catalog number D 211.6: W 85/v. 3.

Boiler Water—Pointers on boiler water and boiler watersides, reprints from the Bureau of Ships Journal. Published 1957, 24 pages illustrated. \$.30. Catalog number D 211.5: B 63.

Bureau of Ships Thesaurus—Includes descriptive terms. Published 1965.

711 pages illustrated. \$4.00. Catalog number D 211.2: T 27/965.

Building Maintenance, Electrical—Published 1964, 64 pages illustrated, plastic. \$3.50. Catalog number D 209.14: EI 2/4.

Building Maintenance, Furniture and Furnishings—Published 1964, '6 pages illustrated, Fabrikoid. \$1.50. Catalog number D 209.14: F 98.

Building Maintenance, Galley Equipment—This publication contains information intended to aid Navy Department personnel concerned with the maintenance of galley and bakery equipment in structures throughout the shore establishment. This informa-





Catalog number D 208.11/2: E1 2/9/v. 7.

Fundamentals of Electronics, Volume 8: Table and Master Index—Published 1964, 162 pages illustrated. \$1.75. Catalog number D 208.11/2: E1 2/9/v. 8.

Guide Manual of Cooling Methods for Electronic Equipment—Published 1956, 198 pages illustrated. \$2.00. Catalog number D 211.6: E1 2/2.

Handbook of Miniature Parts and Integrated Circuit Devices for Electronic Equipment—Published 1965, about 279 pages illustrated. \$2.25. Catalog number D 211.6/2: E1 2/3/965. (Supplement, published in April 1966, is available for \$35. It is 38 pages, illustrated. Catalog number D 211.6/2: E1 2/3/965 supp. 1.)

Handbook of Test Methods and Practices—This manual is written to meet the technician's need for a convenient, handy reference on the fundamentals of testing electronic equipment. Published 1956, 278 pages illustrated. \$2.75. Catalog number D 211.6: T 28.

History of Communications-Electronics in the United States Navy—Published 1965, 657 pages illustrated. Clothbound, \$4.75. Catalog number D 211.2: E1 2/7.

Shipboard Electronic Equipments—Revised 1965, 170 pages illustrated. \$1.00. Catalog number D 208.11/2: E1 2/3/965.

Technical Inspection Manual, Volume I—Soldering for electric and electronic application. Published 1962, 46 pages \$3.00. Catalog number D 217.14: So 4/v. 1. (Supplement, published in 1965, is available. It outlines training, qualification and certification for solderer-inspector personnel. 8 pages. \$1.00. Catalog number D 217.14: So 4/v. 1/supp. 1.)

Transistors and Printed Circuits—Information, experiments and applications. Published 1962, 178 pages illustrated. \$1.75. Catalog number D 208.11/2: T 68/962.

Instructor's Guide for Maintenance Technician Training—Published 1962, 102 pages illustrated. \$1.75. Catalog number D 208.11/2: T 68/2/962.

U. S. Navy Aircraft Fire Fighting and Rescue Manual—A manual on operational practices in rescue and extinguishment for U. S. Navy and Marine Corps air stations and facilities. Revised 1959, 372 pages illustrated. \$3.75. Catalog number D 202.6/7: F 51/959.

Forms Management—Guide to forms management. Published 1966. 101 pages illustrated. \$1.00. Catalog number D 201.6/12: F 76/966.

Personal Values and Administrative Leadership—Prepared by the Department of the Navy, this manual is intended to present one approach to training civilian administrators and supervisors in the moral responsibilities

of leadership. Published 1960, 62 pages, illustrated. \$4.00. Catalog number D 201.6/12: L 46.

Machine Guns—This series of clothbound books on the machine gun covers the history, evolution and development of manual, automatic and airborne repeating weapons. The volumes are as follows:

- Volume 1 covers the forerunners of the machine gun; manually operated machine guns; full automatic machine gun development; aircraft and airborne weapons; automatic aircraft cannon. Published 1951, 688 pages illustrated. \$5.75. Catalog number D 215.2: M 18/v. 1.

- Volume 2 covers weapon development in the Soviet Union and her satellites. Published 1952, 215 pages illustrated. \$3.25. Catalog number D 215.2: M 18/v. 2.

- Volume 3 covers automatic weapons development during and after World War II by the United States and by other world powers except USSR and her satellites. Published 1954, 679 pages illustrated. \$6.75. Catalog number D 215.2: M 18/v. 3.

- Volume 4, published 1955, 638 pages illustrated. \$6.50. Catalog number D 215.2: M 18/v. 4.

Advanced Naval Base Defense—Published 1967, 20 pages illustrated. \$15. Catalog number D 214.9/4: 8-3 CH-1.

Air Movement of Fleet Marine Force Units—Published 1966, 235 pages illustrated (in looseleaf form). \$1.50. Catalog number D 214.9/4: 4-6.

Air Support—Published 1966, 292 pages illustrated. \$2.00. Catalog number D 214.9/4: 7-3.

Amphibian Vehicles—Published 1965, 282 pages illustrated. \$2.00. Catalog number D 214.9/4: 9-2.

Amphibious Reconnaissance—Published 1964, 87 pages illustrated. \$6.00. Catalog number D 214.9/4: 2-2. (Change 1, published 1965, 39 pages illustrated, is available for \$2.50. Catalog number D 214.9/4: 2-2/ch. 1.)

Amphibious Reconnaissance—Published 1967. (This is a later edition of the preceding publication which is still available.) \$4.00. 74 pages illustrated. Catalog number D 214.9/4: 2-2/cn. 2

Amphibious Training—Published 1965, 272 pages illustrated. \$1.50. Catalog number D 214.9/4: 3-2.

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History of U. S. Marine Corps Operations in World War II, Volume 2—Isolation of Rabaul. Published 1964, 632 pages illustrated, six maps. Clothbound, \$5.50. Catalog number D 214.13: W 89/v. 2.

Marine Bayonet Training—Published 1965, 89 pages illustrated. \$35. Catalog number 214.9/4: 1-1.

Marine Division—This Fleet Marine Force Manual sets forth the principles applicable to the tactical employment of the Marine Division. It discusses organization for combat, how a division is reinforced or supported for a specific task, and the fundamental considerations in the conduct of offensive and defensive combat incident to amphibious operations. Published 1964, 202 pages illustrated. \$1.25. Catalog number D 214.9/4: 6-1. (Change 1, published 1966, 84 pages illustrated, is available for \$45. Catalog number D 214.9/4: 6-1/ch. 1.)

Marine Infantry Battalion, U. S. Marine Corps—Published 1965, 508 pages illustrated. \$2.75. Catalog number D 214.9/4: 6-3.

Marine Infantry Regiment—Published 1966, 501 pages illustrated. \$2.75. Catalog number D 214.9/4: 6-2.

Marine Rifle Squad—Published 1966, 562 pages illustrated. \$2.50. Catalog number D 214.9/4: 6-5.

Naval Gunfire Support—Reprinted 1966, 87 pages illustrated. \$65. Catalog number D 214.9/4: 7-2.

Register of Commissioned and Warrant Officers of the United States Navy and Marine Corps and Reserve Officers on Active Duty—Published 1 Jan 1967, 1470 pages. \$7.25. Catalog number D 208.12: 967.

Shore Party and Helicopter Support Team Operations—Published 1963, 154 pages illustrated. \$1.00. Catalog number D 214.9/4: 4-3.

Care of Your Teeth and the Prevention of Dental Disease—A message from your dental officer. Published 1964, 12 pages illustrated. \$15. Catalog number D 206.6/3: T 22.

America's Use of Sea Mines—Published 1962, 173 pages illustrated. Clothbound, \$1.75. Catalog number D 217.2: M 66.

Naval Fighting Ships—This series of volumes, two of which are now available, comprises an alphabetical arrangement of the ships of the Continental and U. S. Navies, with a historical sketch containing pertinent information on each one.

- Volume 1, A-B—Lists those ships whose



names begin with A and B. Five appendices list some of the types of combatant ships comprising the modern Navy—battleships, cruisers, escort vessels, submarines and destroyers. Published 1959, 351 pages illustrated, clothbound. \$3.00. Catalog number D 207.10: 1.

• **Volume 2, C through F**—Lists those ships which begin with C, D, E and F. One appendix lists some of the types of aircraft carriers; another, a historical review of Confederate forces afloat. Published 1963, 591 pages illustrated, clothbound. \$4.25. Catalog number D 207.10: 2.

Collected Papers of Sir Thomas Havelock on Hydrodynamics—Published 1965, 627 pages illustrated, clothbound. \$4.50. Catalog number D 210.15: ACR-103.

Naval Orientation—Revised 1965, 532 pages illustrated. \$3.00. Catalog number D 208.11/2: Or 4/965.

tion of the general mess for management, menu planning, food preparation and service, food storage, equipment maintenance, and controlling sanitation and safety. The sections are being issued in separate increments as developed:

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• **Second increment**—This contains Section C, Menu Planning, which consists of three parts. Separate groupings pertain to the principles of nutrition, foundations of menu planning, and types of menus and planning systems. Published 1965, about 47 pages illustrated. \$.50. Catalog number D 212.6/3: F 73/2d.

United States Navy Regulations, 1948—Reprinted in 1960, Navy Regs is sold in looseleaf form. \$2.50. Catalog number M 201.11:948. Of the 13 changes published by 1964, all but numbers six, seven, eight and 10 are available through the Government Printing Office. Catalog numbers for the changes are the same as for the basic volume, but the change number should be specified. The prices are as follows: change 1 is \$.60; change 2 is \$.65; change 3 is \$.30; change 4 is \$.15; change 12 is \$.30; change 13 is \$.15. (Note: Changes 5, 9 and 11 are out of print.)

Air Navigation—A 1963 corrected printing. 717 pages illustrated. Clothbound, \$7.50. Catalog number D 203.22: 216/963.

ASWEPS—An antisubmarine warfare environmental prediction services manual series:

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illustrated. \$1.50. Catalog number D 203.22/3: 105.

• **Volume 9, Numerical Techniques**—Published 1966, 27 pages illustrated. \$.25. Catalog number D 203.22/3:109.

International Indian Ocean Expedition, USC&GS Ship Pioneer, 1964:

• **Volume 1, Cruise narrative and scientific results.** Published 1966, 139 pages illustrated. \$1.25. Catalog number C 4.2: In 2/2/v. 1.

• **Volume 2, Data report, oceanographic stations, BT observations, and bottom samples.** Published 1966, 183 pages illustrated. \$1.50. Catalog number C 4.2: In 2/2/V 2.

Oceanographic Cruise Report, USC&GS Ship Explores, 1960—Published 1962, 162 pages illustrated, two plates and six maps. \$3.00. Catalog number C 4.2: Oc 2.

Data Processing Lesson Plan Handbook for Technicians—Revised 1960, 26 pages illustrated. \$.20. Catalog number D 217.14: P 94.

Printing: Publications and Printing Manual—Standards and guidelines, chapter six, publications, by type, section four, United States Navy emblem, reproduction standards. Published 1965, four pages, six plates. \$.20. Catalog number D 201.6/2: P 96/2 chap 6/sec. 4.

Navy Contract Law—Second edition, issued in looseleaf form with binder. Published 1960, 1015 pages, clothbound. \$8.00. Catalog number D 201.5: C 76. Supplement to second edition—Published 1966, 377 pages. Catalog number D 201.5: C 76/965/Supp. PA. \$2.00.

Navy Procurement Directives—This subscription service includes revisions issued irregularly, for an indefinite period. In looseleaf form, punched for three-ring binder.

This publication implements the Armed Services Procurement Regulation (ASPR) and establishes for the Department of the Navy uniform policies and procedures relating to the procurement of supplies and services.

Published 1966, about 400 pages. Subscription price \$9.00 (plus \$2.75 for foreign mailing). Catalog number D 201.6/10: 966.

Project SHARP—The following two publications pertain to the SHIPS Analysis and Retrieval Project, which concerns information storage and retrieval systems:

• **Computer aspects and programs.** Published 1964, 85 pages illustrated. \$.50. Catalog number D 211.2: Sh 2/2.

• **Evaluation of indexing procedures and retrieval effectiveness.** Published 1964, 49 pages. \$.35. Catalog number D 211.2: Sh 2.

Projectionist's Manual—Published 1964, 96 pages illustrated. \$.50. Catalog number D 208.6/3: P 94/2.



Food Operations Reference Manual—(Issued in looseleaf form with dividers and marginal index tabs on blank cardboard showing titles.) The Navy Subsistence Office has developed a plan to update all on-the-job training manuals formerly issued in all phases of food service operations. The complete manual will consist of eight sections plus appendix materials, covering the opera-

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● **Volume 1, radsafe for everybody.** Published 1959, 70 pages illustrated. \$6.00. Catalog number D 211.6/2: R 11/vol. 1.

● **Volume 2, procedures and guidelines relating to nuclear weapon effects.** Published 1960, 340 pages illustrated. \$2.00. Catalog number D 211.6/2: R 11/vol. 2.

● **Volume 3, technical information relating to nuclear weapons effects.** Published 1960, 154 pages illustrated. \$1.00. Catalog number D 211.6/2: R 11/vol. 3.

Department of the Navy Safety Precautions for Shore Activities—Published 1965, about 348 pages illustrated. \$2.75. Catalog number D 204.6: Sa 1/2.

Shape Up—A new program of exercises to build fitness right at your desk. Published 1963, 16 pages illustrated. \$1.00. Catalog number D 208.2: Sh 2.

Principles of Guided Missiles and Nuclear Weapons—Revised 1966, 366 pages illustrated. \$2.00. Catalog number D 208.11/2: M 69/2/966.

Space Navigation Handbook—Published 1962, 124 pages illustrated. \$6.00. Catalog number D 208.6/3: Sp 1.

Basic Enlisted Submarine Text, Part 1—Published 1963, 215 pages illustrated. \$2.25. Catalog number D 208.11/2: Su 1/2/963/pt. 1.

Introduction to Sonar—This Navy Training Course discusses the role of the sonar-

man in the Navy along with general information about ships and submarines; bearings and motion; physics of sound; principles of sonar; basic fire control problems; communications systems; and basic maintenance requirements for sonar and the safety precautions that must be observed. Published 1963, 162 pages illustrated. \$1.25. Catalog number D 208.11: So 5/2 963.

United States Ship Thresher (SSN 593), In Memoriam—Clothbound, 146 pages illustrated. \$2.50. Catalog number D 201.2: T 41.

United States Submarine Losses, World War II—Published 1964, 244 pages illustrated. Clothbound, \$2.75. Catalog number D 207.10/2: Su 1/2.

United States Naval History—A study in command, by Admiral Raymond A. Spruance, USN. Published 1966, 275 pages illustrated. Clothbound, \$2.75. Catalog number D 207.10/2: Sp 8.

History of United States Naval Operations, Korea—Published 1962, 499 pages illustrated. Clothbound, \$4.25. Catalog number D 207.10/2: K 84.

Naval Documents of the American Revolution, Volume 1, 1774-1775—Published 1964, 1451 pages illustrated. Clothbound, \$9.00. Catalog number D 207.12: 1.

United States Naval History, a Bibliography—Published 1966, 26 pages illustrated. \$2.50. Catalog number D 207.11: H 62/965.

U. S. Navy Diving Manual—Reflecting new developments and current procedures

in the diving field, this manual, consisting of three parts, includes information on the general principles of diving, surface-supplied diving, self-contained diving, and diving accessories. Published 1963, 447 pages illustrated. \$3.25. Catalog number D 211.6/2: D 64/963.

Beans, Bullets and Black Oil—The story of Fleet logistics afloat in the Pacific during World War II. Published 1953, 482 pages illustrated. Clothbound, \$2.50. Catalog number D 207.2: B 37.

Ships, Salvage and Sinews of War—The story of Fleet logistics afloat in Atlantic and Mediterranean waters during World War II. Published 1954, 534 pages illustrated. Clothbound, \$2.75. Catalog number D 207.2: Sh 6.

Writing Guide for Naval Officers—Written to serve naval officers as an introduction to the types of writing they will do in the Navy, this guide presents suggestions on how to start, expedite, and stop writing; modern grammatical usages; organizing the material; and reviewing and editing. Revised 1964, 69 pages illustrated. \$4.45. Catalog number D 208.6/3: W 93/964.

Writing Out Loud—Describes several common types of dictators and their faults, and suggests ways of overcoming these faults, thereby making the most efficient use of dictating equipment and stenographic skills. Published 1956, 20 pages illustrated. \$1.50. Catalog number D 201.2: W 93.

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In any event, if you are studying for advancement in rating, you may order the pertinent training manuals through your Educational Services Officer.

Obviously, you should check with your Educational Services Officer if

you plan to use any of the government publications or training manuals listed on these pages in preparing for an examination for advancement in rating. Thus you will be able to insure that they are currently applicable and that they are the most recent editions.

Note: Some training courses are not listed because they are not currently available or are being revised.

Aviation Boatswain's Mate E 3 and 2—Published 1965, 386 pages illustrated. \$2.25. Catalog number D 208.11: Av 5/31/965.

Aviation Boatswain's Mate F 1 and C—Published 1963, 134 pages illustrated. \$1.00. Catalog number D 208.11: Av 5/34.

Aviation Boatswain's Mate H 1 and C—Published 1964, 128 pages illustrated. \$1.00. Catalog number D 208.11: Av 5/38.

Aviation Electrician's Mate 3 and 2—Published 1965, 539 pages illustrated. \$3.25. Catalog number D 208.11: Av 5/14/965.

Aviation Electronics Technician 3 and 2—Published 1959, 464 pages illustrated. \$2.50. Catalog number D 208.11: Av 5/6/959.

Aviation Machinist's Mate J 1 and C—Published 1963, 284 pages illustrated. \$1.75. Catalog number D 208.11: Av 5/32.

Aviation Machinist's Mate J 3 and 2—Published 1964, 247 pages illustrated. \$1.50. Catalog number D 208.11: Av 5/37.

Aviation Machinist's Mate R 1 and C—Published 1963, 223 pages illustrated. \$1.50. Catalog number D 208.11: Av 5/33.

Aviation Ordnanceman 1 and C—Published 1963, 216 pages illustrated. \$1.50. Catalog number D 208.11: Av 5/11/963.

Aviation Structural Mechanic H 1 and C—Published 1964, 289 pages illustrated. \$1.75. Catalog number D 208.11: Av/36.

Aviation Structural Mechanic S 1 and C—Published 1963, 308 pages illustrated. \$2.00. Catalog number D 208.11: Av 5/30.

Aviation Structural Mechanic S 3 and 2—Published 1966, 380 pages illustrated. \$2.00. Catalog number D 208.11: Av 5/25/966.

Basic Electricity—Published 1961, 448 pages illustrated, \$3.50. Catalog number D 208.11: E1 2/3/960.

Basic Electronics—Revised 1962, 471 pages illustrated. \$2.75. Catalog number D 208.11: E1 2/10/962.

Basic Handtools—Revised 1963, 227 pages illustrated. \$1.50. Catalog number D 208.11: H 19/963.



Basic Hydraulics—(Superseded by *Fluid Power*; see below.)

Basic Machines—Published 1965, 161 pages illustrated. \$1.25. Catalog number D 208.11: M 18/965.

Basic Military Requirements—Published 1966, 218 pages illustrated. \$1.25. Catalog number D 208.11: M 59/965.

Basic Music—Published 1964, 188 pages illustrated. \$1.00. Catalog number D 208.11: M 97/964.

Blueprint Reading and Sketching—Revised 1963, 232 pages illustrated. \$1.50. Catalog number D 208.11: B 62/963.

Boatswain's Mate 1 and C—Published 1963, 255 pages illustrated. \$1.50. Catalog number D 208.11: B 63/4/963.

Boatswain's Mate 3 and 2—Published 1964, 396 pages illustrated. \$2.50. Catalog number D 208.11: B 63/964.

Builder 3 and 2—Revised 1965, 451 pages illustrated. \$2.50. Catalog number D 208.11: B 86/3/965.

Commissaryman 3 and 2—Revised 1966, 218 pages illustrated. \$1.25. Catalog number D 208.11: C 73/2/966.

Construction Electrician 1 and C—Published 1966, 316 pages illustrated. \$1.75. Catalog number D 208.11: E1 2/8/966.

Construction Mechanic 1 and C—Revised 1966, 244 pages illustrated. \$1.50. Catalog number D 208.11: M 46/966.

Dental Technician, General—Revised 1965, 390 pages illustrated. \$3.00. Catalog number D 208.11: D 43/6/965.

Dental Technician, Prosthetic—Published 1966, 350 pages illustrated. \$2.50. Catalog number D 208.11: D 43/965.

Dental Technician, Repair—Published 1963, 370 pages illustrated, four plates. \$2.50. Catalog number D 208.11: D 43/7/963.

Draftsman 1 and C—(Superseded by *Illustrator Draftsman*; see below.)

Electrician's Mate 3 and 2—Published 1964, 465 pages illustrated. \$2.50. Catalog number D 208.11: E1 2/13/964.

Electronics Technician 2—Published 1965, 451 pages illustrated. \$2.50. Catalog number D 208.11: E1 2/7/965.

Electronics Technician 3—Published 1963, 402 pages illustrated. \$2.25. Catalog number D 208.11: E1 2/5/963.

Engineering Aid 1 and C—Published 1964, 293 pages illustrated. \$2.00. Catalog number D 208.11: En 3/6.

Engineman 1 and C—Revised 1965, 169 pages illustrated. \$1.25. Catalog number D 208.11: En 3/2/965.

Fire Control Technician 1 and C—Published 1964, 331 pages illustrated. \$1.75. Catalog number D 208.11: F 51/2/964.

Fire Control Technician 3—Published 1966, 366 pages illustrated. \$2.00. Catalog number D 208.11: F 51/4/966.

Fireman—Revised 1966, 172 pages illus-

trated. \$1.00. Catalog number D 208.11: F 51/966.

Fluid Power—Published 1966, 234 pages illustrated. \$1.50. Catalog number D 208.11: F67.

Harmony—Published 1962, 182 pages illustrated. \$1.25. Catalog number D 208.11: H 22/962.

Hospital Corpsman 1 and C—Published 1962, 393 pages illustrated. \$2.25. Catalog number D 208.11: H 79/7.

I. C. Electrician 1 and C—Revised 1966, 202 pages illustrated. \$1.25. Catalog number D 208.11: E1 2/11/966.

I. C. Electrician 3—Published 1961, 268 pages illustrated. \$1.50. Catalog number D 208.11: E1 2/15.

I. C. Electrician 3 and 2—Published 1966, 416 pages illustrated. \$2.75. Catalog number D 208.11: E1 2/17.

Illustrator Draftsman 1 and C—Published 1967, 90 pages illustrated. \$75. Catalog number D 208.11: D 78/4.

Introduction to Electronics—Published 1963, 149 pages illustrated. \$75. Catalog number D 208.11: E1 2/16.

Introduction to Sonar—Published 1963, 162 pages illustrated. \$1.25. Catalog number D 208.11: So 5/2/963.

Journalist 1 and C—Published 1961, 224 pages illustrated. \$1.25. Catalog number D 208.11: J 82/2.

Machine Accountant 1 and C—Published 1964, 165 pages illustrated. \$1.00. Catalog number D 208.11: Ac 2/3.

Machine Accountant 3 and 2—Published 1967, 380 pages illustrated. \$2.00. Catalog number D 208.11: Ac 2/2.

Machinist's Mate 3 and 2—Published 1963, 381 pages illustrated. \$2.25. Catalog number D 208.11: M 18/7/963.

Mathematics: Volume 1—Published 1967, 227 pages illustrated. \$1.50. Catalog number D 208.11: M 42/2/v.1/966.

Mathematics: Volume 2—Published 1964, 336 pages illustrated. \$1.25. Catalog number D 208.11: M 42/2/v.2/964.

Mathematics: Volume 3—Published 1964, 165 pages illustrated. \$1.00. Catalog number D 208.11: M 42/2/v.3.

Military Requirements for Petty Officer 1 and C—Revised 1962, 161 pages illustrated. \$1.00. Catalog number D 208.11: P 45/2/962.

Missile Technician 3 and 2—Published 1962, 375 pages illustrated. \$2.00. Catalog number D 208.11: M 69/962.

Parachute Rigger 1 and C—Published 1965, 269 pages illustrated. \$1.50. Catalog number D 208.11: P 21/3/965.

Opticalman 3 and 2—Published 1966, 480 pages illustrated. \$2.75. Catalog number D 208.11: Op 7.

Photographer's Mate 1 and C—Published 1964, 486 pages illustrated. \$2.75. Catalog number D 208.11: P 56/5/964.

Photography: Volume 1—Reprinted with

changes in 1953, 492 pages illustrated. \$2.00. Catalog number D 208.11: P 56/2/953/v. 1.

Postal Clerk 1 and C—Published 1964, 167 pages illustrated. \$1.00. Catalog number D 208.11: P 84/2.

Radioman 1 and C—Published 1966, 320 pages illustrated. \$1.75. Catalog number D 208.11: R 11/2/966.

Shipboard Electrical Systems—Revised 1966, 427 pages illustrated. \$2.25. Catalog number D 208.11: E1 2/7/966.

Shipfitter 1 and C—Revised 1965, 158 pages illustrated. \$1.00. Catalog number D 208.11: Sh 6/5/965.

Signalman 3 and 2—Published 1964, 176 pages illustrated. \$1.50. Catalog number D 208.11: Si 2/964.

Standard First Aid Training Course—Revised 1965, 112 pages illustrated. \$70. Catalog number D 208.11: F 51/3/965.

Periodicals Available from GPO

This listing includes selected magazines available from the Superintendent of Documents, Government Printing Office, which may be of interest to the Navyman. It is based on the listing in the *Government Periodicals and Subscription Services* (see page 50).

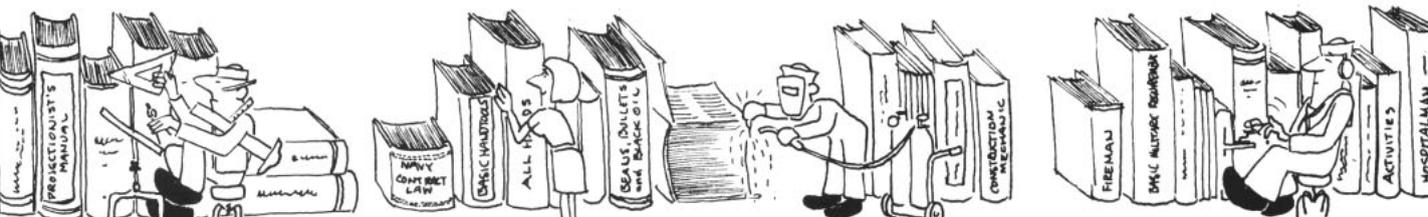
Unless otherwise stipulated, the periodicals below may be ordered for either one, two or three years. Subscriptions should be placed with the Superintendent of Documents, United States Government Printing Office, Washington, D. C. 20402, giving the title and price.

All Hands—Includes interesting articles (we hope) of general public interest about the U. S. Navy and its operations. It is the Bureau of Naval Personnel Career Publication. Subscription price is \$2.50 per year or 25 cents single copy. Monthly.

Catalog number D 208.3.

Approach—Contains stories, editorials and accurate information currently available on the subject of aviation accident prevention. It is the Naval Aviation Safety Review. Subscription price is \$3.50 per year or 35 cents single copy. Add \$1.00 for foreign mailing. Monthly. Catalog number D 217.10.

Children—Tells about federal, state and





local services for children, child development, health and welfare laws, and other news pertinent to child welfare in the United States. Subscription price \$1.25 per year (\$.50 extra for foreign mailing), or \$.25 single issue. Published every two months. Catalog number FS 14.109.

Civil Service Journal—Focuses attention on important developments in the Federal Civil Service. Subscription price \$1.00 per year (\$.25 extra for foreign mailing) or \$.25 single issue. Quarterly. Catalog number CS 1.66.

Commander's Digest (formerly *For Commanders—This Changing World*)—Published by the Armed Forces News Bureau, this publication contains official information, news and policy, direct from Washington, D.C. authorized sources. Subscription price \$2.50 per year (\$3.25 extra for foreign mailing), or \$.05 single copy. Semiweekly. Catalog number D 2.15/2.

Department of Defense Telephone Directory—Includes an alphabetical directory of Department of Defense (including Department of the Army, Department of the Navy, and Department of the Air Force) personnel, and a classified section by agency for the Washington, D.C., metropolitan area. Sub-

scription price is \$4.50 per year, and is made by single year only (add \$1.00 for foreign mailing) or \$1.25 single copy. Published quarterly. Catalog number D 1.7.

FAA Aviation News—Designed to promote understanding of and cooperation with FAA safety programs. It tells of the Agency's role in the development of a National Aviation System. In addition to safety material, the magazine carries articles on FAA rules and legislation, aviation medical research, developments in managing the Nation's air traffic, and important Agency technical programs in such fields as the commercial super-sonic transport and V/STOL aircraft. Subscription price \$1.50 per year (\$.50 extra for foreign mailing) or \$.15 single copy. Catalog number TD 4.9:

Foreign Policy Briefs—Short, newsworthy comments on various elements of American international relations, issued as an aid to wider understanding of this Nation's foreign policy. Subscription price is \$1.25 per year (\$1.00 additional for foreign mailing). No single copies sold. Published every other week. Catalog number S 1.98.

Instructor's Journal—Serves as a medium in which the instructor might gain expression in spotlighting his accomplishments

through the exchange of ideas. It also disseminates news of professional developments in the fields of education and training, with emphasis on new methods and technology. Published by the Air Force. Subscription price \$1.50 (\$.50 extra for foreign mailing) or \$.40 single copy. Subscriptions are accepted for one year only. Catalog number D 301.38/7.

JAG Journal—Compiled in the Office of the Judge Advocate General of the Navy. Designed to promote legal forehandedness among naval personnel charged with the administration of naval law. Subscription \$1.25 per year (\$.50 extra for foreign mailing) or \$.25 single copy. Issued five times a year. Catalog number D 205.7.

Naval Aviation News—Presents articles of interest on all phases of Navy and Marine air activity. Subscription price \$2.50 a year (\$1.00 extra for foreign mailing) or \$.25 single copy. Monthly. Catalog number D 202.9:

Naval Research Logistics Quarterly—Publishes research and expository papers, including those in certain areas of mathematics, statistics, and economics, relevant to the over-all effort to improve the efficiency and effectiveness of logistics operations. Sub-

GPO Has Catalog Listings (Free) of Available Publications

The following catalog lists are among those issued free by the Superintendent of Documents, Government Printing Office. The catalogs may be of particular interest to naval commands and Navy-men and Navy wives.

The lists describe each available book and pamphlet in the particular subject category published by the Government Printing Office, specifying the number of pages, whether or not there are illustrations, the prices, and the catalog numbers.

Naval commands, and ship and station libraries may be interested in obtaining the catalogs of special interest to them. Those interested may order any of the catalogs listed free of charge. Address your request to: Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. Allow several weeks for delivery.

Navy (No. 63)—This catalog lists the titles of books and pamphlets on subjects relating not only

to the Navy, but also to the Marine Corps and Coast Guard.

Aviation (No. 79)—This is a listing of titles on the subject of Civil Aviation, Naval Aviation, Air Force, National Aeronautics and Space Administration, technical reports, and space.

Defense (No. 85)—Included in this catalog listing are titles on veterans' affairs, information on the armed forces in general, the Department of Defense, National Security, renegotiation of contracts, Selective Service, military standardization, supply cataloging and classification of DOD, and DOD educational manuals.

Radio and Electricity (No. 82)—A listing of titles of publications on the subjects of electronics, radar, and certain aspects of communications.

Weather, Astronomy, and Meteorology (No. 48)—The titles described here are on the subject of climate and precipitation as well as meteorology and astronomy. Also

listed are titles on floods and flood control.

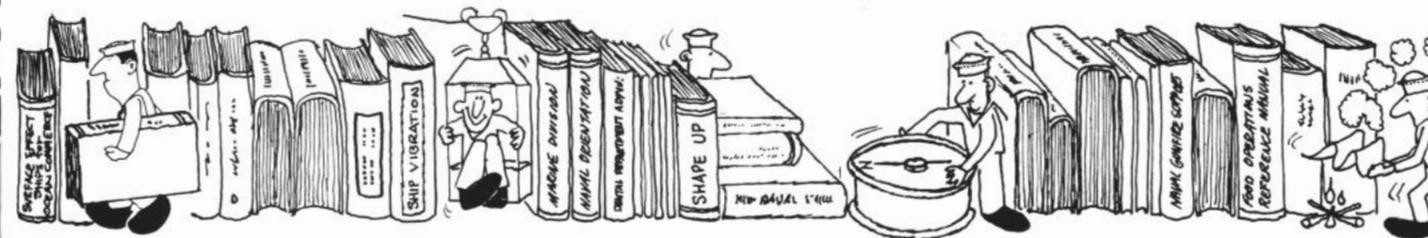
Consumer Information (No. 86)—Navy wives may find titles of interest to them on family finances, appliances, recreation, gardening, health and safety, food, house and home, child care, clothing and fabrics.

Home Economics (No. 11)—This is also of possible interest to Navy wives. It lists titles on foods and cooking, with brief descriptions and price lists for each book or pamphlet.

Education (No. 31)—Titles of government publications available in the broad general area and specialized fields of education.

Occupations (No. 33A)—Naval personnel retiring from active duty may want to study or order selections from these listed titles on professions and job descriptions.

Homes (No. 72)—A listing of publications on homes and housing, construction, maintenance and community development.



scription price \$1.50 per year (plus \$.50 extra for foreign mailing) or \$.50 single copy. Subscriptions are not taken for more than one year in advance. Quarterly. Catalog number D 210.12.

Naval Research Reviews—Reports briefly on highlights of technical progress in research by Navy laboratories and contractors and the development of important naval research facilities. Subscription price \$1.50 per year (\$.50 extra for foreign mailing) or \$.15 single copy. Monthly. Catalog number D 210.11.

Naval Ship Systems Command Technical News—Presents articles of particular interest to naval architects, shipbuilders, naval officers, ship repair personnel, and others concerned with building and maintaining vessels and their components. Subscription price \$4.00 per year (\$1.00 extra for foreign mailing) or \$.35 single copy. Monthly. Catalog number D 211.8.

Naval Training Bulletin—Contains helpful articles on recent advancements in training procedures, visual aids, workshop methods, and other phases of occupational training. Subscription price \$1.00 per year (\$.25 extra for foreign mailing) or \$.25 per single copy. Quarterly. Catalog number D 208.7.

Navy Civil Engineer—Features articles on the Navy's worldwide shore establishments, including technical articles on planning and designing, construction, maintenance, public works, utilities, transportation, Navy housing and real estate, and the Naval Civil Engineering Laboratory. Covers research and development, disaster control, and features articles on Civil Engineer Corps officers and the Seabees. Subscription \$1.50 per year (plus \$.50 additional for foreign mailing) or \$.30 single copy. Issued every other month. Catalog number D 209.13.

Navy Management Review—Contains articles relating to advanced management techniques and philosophies in the Navy and the Marine Corps. Subscription \$1.50 a year (\$.50 additional for foreign mailing) or \$.15 per single copy. Monthly. Catalog number D 201.14.

Newsletter—The magazine of the U. S. Navy Supply Corps, *Newsletter* contains articles on technical and logistics support of the Naval Establishment, and related subjects. Subscription \$3.00 a year (\$.75 extra for foreign mailing) or \$.35 single copy. Subscriptions are not accepted for more than one year in advance. Monthly. Catalog number D 212.14.

Safety Review—Contains articles which provide all levels of management with information encouraging greater effort in accident prevention in the naval service. Subscription price \$1.25 yearly (plus \$.50 extra for foreign mailing) or \$.15 single copy. Monthly. Catalog number D 204.7.

Sealift Magazine—An official Navy publication for the dissemination of items of technical and professional interest concerning MSTs operations; the promotion of safety, efficiency and conservation; items about military shipping of interest to commercial shipping officials; and items dealing with matters of military-maritime safety, efficiency, and conservation. Subscription \$2.25 a year (\$.75 extra for foreign mailing) or \$.20 single copy. Monthly. Catalog number D 216.8.

Weekly Compilation of Presidential Documents—Makes available transcripts of the President's news conferences, messages to Congress, public speeches and statements, and other presidential materials released by the White House up to 1700 each Friday. The compilation carries a Monday dateline. It includes an index of contents and a cumulative index. Other finding aids include lists of laws approved by the President and of nominations submitted to the Senate, and a checklist of White House releases. Subscription price \$6.00 (\$3.25 extra for foreign mailing) or by single issues at varying prices. Subscriptions are not accepted for more than one year. Catalog number GS 4.114.

Books and Pamphlets on Travel and Recreation

The following titles were taken from the catalog of *National Parks, Historic Sites and National Monuments* (see page 50). This selection represents only a small fraction of the publications available on the subject.

Bandelier—Bandelier National Monument, New Mexico. \$10. Catalog number I 29.21: B 22/3/967.

Big Bend National Park—Big Bend National Park, Texas. \$15. Catalog number I 29.6: B 48/2.

Plants of Big Bend National Park—Contains numerous photographs and descriptions, including the scientific names, of the many beautiful plants found in Big Bend National Park. It also provides a key for identification of the plants, index to common and scientific names, a glossary of plant terminology, and other related sections. \$1.50. Catalog number I 29.6: B 48/5.

Chickamauga and Chattanooga—Chickamauga and Chattanooga Battlefields and National Military Park, Ga.—Tenn. \$25. Catalog number I 29.58: 25.

Great Smoky Mountains National Park—Explains the natural history of the scenic Great Smoky Mountains in N. C. and Tenn. Contains numerous photographs of the flowers, animals, and scenic views, as well as

informative data on the area, wildlife, plants, climate, and other items of interest. A map of the area is also included in this handbook. \$.55. Catalog number I 29.62: 5.

Whitman Mission National Historic Site, Wash. Tells the story of the Whitmans, founders of the Whitman Mission, and of their devotion, nobility and courage in ministering to the Indians and assisting emigrants on the Oregon Trail. The booklet contains brief informational and descriptive material concerning the Whitman Mission National Historic Site and includes photographs of the ruins being excavated by archeologists. \$.45. Catalog number I 29.58: 37.

Aztec Ruins National Monument—This historical handbook tells the story of the men in the San Juan Valley, early hunters and gatherers, the Basketmakers, the Pueblos, and the Aztec Pueblo. It describes the explorations and excavations of these well-preserved ruins, as well as the ruins as they are today. \$.30. Catalog number I 29.58: 36.

Lake Powell—Jewel of the Colorado, administered as a national recreation area by the National Park Service, to provide the American public maximum access and enjoyment. \$.75. Catalog number I 27.2: L 14p.

Colonial and Patriots, Historic Places Commemorating Our Forebears, 1700-1783—This volume deals with the great "outdoor archives" of American history as found in historic sites and structures. In two parts, it offers a brief historical background for the period 1700-1783 in American history and contains classified, carefully evaluated descriptions of historic places that should be visited by one who wishes to become acquainted with American history in its third dimension of place. An opportunity to seek out the experience and inspiration through a guidebook into history. Clothbound, \$2.75. Catalog number I 29.2: H 62/9/v.6.

Recreation in the Pacific Northwest—Designed to acquaint you with the major attractions of the Department of Interior's National Park Service, the great dams and man-made lakes of the Bureau of Reclamation, and the recreational attractions of various Indian reservations. \$.20. Catalog number I 1.2: P 11/962-2.

Wright Brothers National Memorial, N. C.—Tells the story of Wilbur and Orville Wright, the events leading up to the world's first successful flight of a man-carrying, power-driven, heavier-than-air machine on 17 Dec. 1903, and of their experiences at Kitty Hawk and Kill Devil Hills, North Carolina. A brief description of the points of interest at the Memorial are included. Numerous photographs and pictures illustrate the text. \$.30. Catalog number I 29.58: 34.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Crockett Joins Navy

uss *Crockett* (PG 88) recently joined the Navy's other new gunboats *Asheville* (PG 84) and *Gallup* (PG 85).

Crockett, like her two predecessors, is designed for coastal surveillance and search missions. She is equally equipped to provide fire-power during patrol operations with a rapid-fire 3-inch gun forward and a 40-mm antiaircraft cannon aft. Twin 50-caliber machine guns are mounted port and starboard.

The new gunboat is powered by two diesel engines when cruising and has a gas turbine for high speeds.

Crockett's hull, which is constructed of aluminum with a fiber glass superstructure, displaces 240 tons fully loaded.

Patrol gunboats are named for cities in the United States. PG 88, which was commissioned on 24 June, is named for Crockett, Calif.

Hello and Goodbye

When Miss Caroline Kennedy took a second swat at the carrier *John F. Kennedy* (CVA 67) and finally splattered its bow with champagne, she had completed her part in one of several colorful ship debuts to take place recently.

Other ceremonies have marked the launching of a nuclear attack submarine, the commissioning of a destroyer escort and a guided missile escort ship, and the recommissioning of a guided missile destroyer.

The carrier *John F. Kennedy* was launched at Newport News, Va. Dignitaries at the ceremony, in addition to the ship's sponsor, included President Johnson, Secretary of Defense Robert S. McNamara, and Mrs. John F. Kennedy.

The new CVA is 1047 feet long, with a light ship displacement of 61,000 tons. Her keel was laid 22 Oct 1964.

The nuclear powered attack submarine *Gurnard* (SSN 662) was launched at Vallejo, Calif. The first *Gurnard* (SS 254) was awarded six battle stars and the Navy Unit Commendation for World War II action. She also had one of the highest single patrol tonnage scores of the war.

The new *Gurnard's* keel was laid on 22 Dec 1964. She is of the *Sturgeon* class, 292 feet long and 31 feet at the beam. She displaces 4100 tons fully loaded. Her weapons include torpedoes and *Subroc*.

The escort uss *Koelsch* (DE 1049) was commissioned at Boston Naval Shipyard, Charlestown, Mass. Named for Lieutenant John K. Koelsch, a helicopter rescue pilot who was awarded the Medal of Honor posthumously during the Korean conflict, the new destroyer is 414 feet long and displaces 3400 tons.

Her weapons include 5-inch/38-caliber guns, *Asroc*, *Dash*, and standard torpedo tubes.

The Navy's second guided missile escort ship, uss *Ramsey* (DEG 2) was commissioned at Seattle, Wash.

The new ship is named for Admiral Dewitt Ramsey, who received the Navy Cross for his actions during the Battle of the Solomons.

Designed primarily for antisubmarine warfare, *Ramsey* is equipped with *Asroc*, and antisubmarine torpedo launchers. She has a single 5-inch/38-caliber gun mount forward, and one *Tartar* guided missile mount aft. She is 414 feet long, with a beam of 44 feet. She displaces 3400 tons.

Recently brought back into the Fleet was the guided missile destroyer uss *Decatur* (DDG 31). She was recommissioned at Boston Naval Shipyard, where she first joined the Fleet as DD 936 in December 1956. She was decommissioned on 15 Jun 1965 for conversion to a guided missile destroyer.

Decatur is armed with *Asroc*, *Tartar* missiles, and a 5-inch/54-caliber gun. She is 420 feet long, with a beam of 45 feet. She displaces 4000 tons fully loaded.

As the Navy welcomes these ships into the Fleet, it also must bid farewell to two Pacific-based submarines which are being deactivated. The subs are uss *Rasher* (AGSS 269), and *Perch* (APSS 313).

Both submarines were built and commissioned during World War II, and went on to see considerable action in the Pacific theater.

With her retirement—for the second time—from active naval service,

HELLO AND FAREWELL—Navy's second guided missile escort ship, *USS Ramsey* (DEG 2), was recently commissioned and is designed for antisubmarine warfare. Left: Pacific-based *USS Rasher* (AGSS 269) is being decommissioned.





SILVER ANNIVERSARIES—The two oldest destroyers in the Navy, *USS Fletcher* (DD 445), left, and *USS Nicholas* (DD 449), right, completed 25 years' service last June. Both of the destroyers are homeported in Pearl Harbor.

Rasher takes with her an outstanding combat record.

Commissioned 8 Jun 1943, by the war's end *Rasher* had accounted for 99,901 tons of enemy shipping sent to the bottom. This record was second only to that of *USS Flasher* (SS 249).

Rasher was decommissioned in January 1947, but was taken out of mothballs in 1952 and converted to a radar picket submarine.

Perch is a veteran of World War II, the Korean conflict, and Vietnam. She made six war patrols during World War II, ranging some 100,000 miles in enemy waters.

In January 1948 she was redesignated a submarine transport after a brief period in mothballs. During the Korean conflict, *Perch* took part in a daring commando raid which earned the crew the submarine combat insignia.

Perch was homeported at Pearl Harbor, while *Rasher's* home port was San Diego.

Coconino County

The value of training is seen in many ways, but none so dramatic as that recently experienced on *USS Coconino County* (LST 603). In a landing in the Cua Viet estuary about 10 miles south of the demilitarized zone in Vietnam, *Coconino County* was beached, offloading cargo and equipment, with engines going ahead to maintain her position on the beach.

Shortly after midnight a series of explosions rocked the ship and opened her bottom to the sea. Tons of water rushed through the holes to fill the engine room and two lower decks of the ship. The alertness and training of the watch—three men—was demonstrated in the following few moments. They secured the en-

gines and the ship's electrical power in the 20 seconds they had before being forced to seek safety.

Two-thirds of the crew were asleep at the time of the initial blast, but they quickly responded to the situation. The many drills paid off. The professional and well trained response could well have saved the ship.

At dawn, the crew offloaded the remainder of the ship's cargo and, *Coconino County's* job completed, she was towed to Da Nang where permanent repairs were started. Here is just one more example of the value of training—at every level.

Welcome Home

Remember channel fever? If you've ever been homeward bound after a long deployment, you do. For those of you who haven't had the complaint, it's like no other pleasure.

It begins several thousand miles from home port, when the Fleet

commander sends your ship a message saying bon voyage and have fair winds and following seas and your deployment is over. Your CO passes the word and you can feel the fever coming on.

You've been deployed for maybe eight months. Eight months of running a tight ship at peak efficiency. Eight months of tension. Now you relax. You're going home. You've got channel fever.

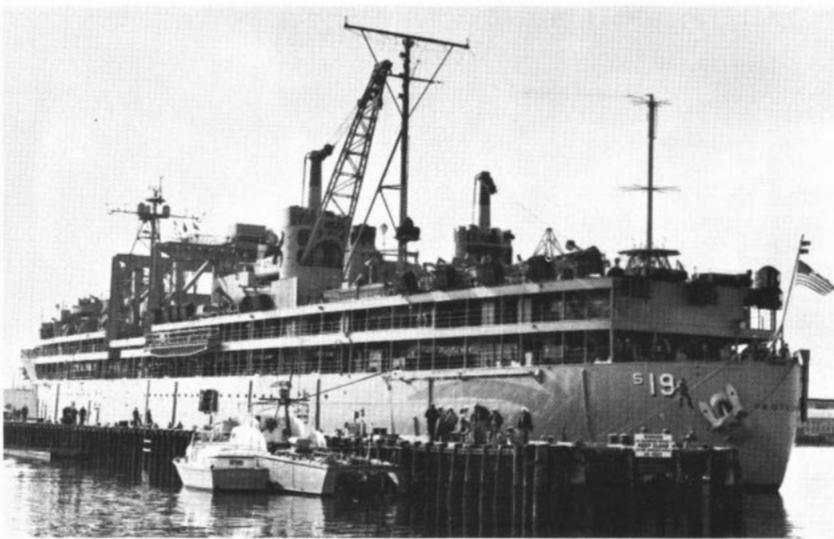
The symptoms are easy to recognize.

Insomnia sets in. Instead of sleeping, you watch movies all night, or join one of the groups playing Acey Deucey, or you shine your shoes again, even if they already sparkle.

Come daybreak, the malady is still there. Maybe you lie in the sun awhile, working on that last-minute tan. Or you read and re-read the letter you received last week. There won't be any more.

Or you go up on deck and watch

PROTEUS' 100th—*USS Proteus* (AS 19) completed 100th *Polaris* refitting treatment on *Daniel Boone*, the same submarine she first serviced in 1964.





ROAD SIGNS—Mobile Construction Battalion Forty used sign language to announce the 25th Seabee anniversary.

the water slip by and listen to the ship strain and rumble as the black gang get all they can out of her. Maybe you hold field day. Just for something to do.

The fever is contagious. All over the ship, unusual things are happening. The personnel office is knee-deep in leave requests. Disbursing is busy. Plans are underway for the headin' home hootenanny.

The chaplain has no customers. Nor the Doc. Who wants two weeks in sick bay at a time like this?

Channel fever. You can't wait to get well.

Happily recuperating from channel fever are the crews of quite a few ships of the Atlantic and Pacific Fleets. Returning from WestPac deployments were:

- The attack transport *uss Henrico* (APA 45), to her San Diego home port. In her nine-month tour, *Henrico* took part in the Deckhouse V amphibious operation in Vietnam, and later served as support ship for river patrol boats in the Rung Sat. It was her second trip to Vietnam.

- The rocket-firing ship *uss White River* (LSMR 536), to San Diego, after her third two-month Vietnam tour. In her three stints in Vietnam, *White River* fired 25,000 5-inch rockets, 2200 5-inch/38-caliber projectiles, and 12,000 40-mm rounds at enemy targets.

- The carrier *uss Ticonderoga* (CVA 14), to San Diego, completing her third Vietnam tour.

She claims a number of firsts accomplished during her latest deployment. Her pilots (Carrier Air Wing 19) led the first strikes inside the city limits of Haiphong. She became the first carrier to notch three Vietnam tours of duty. A *Tico* pilot was the first to fly more than 300 missions over Vietnam.

Ticonderoga pilots laid down a total of 9300 tons of ordnance on enemy targets during her deployment. During operations in the Tonkin Gulf, *Tico* pilots made more than 13,000 arrested landings. Her pilots flew a total of 11,672 combat sorties, including 127 sorties a day on three occasions.

- The destroyer *uss Picking* (DD 685) to Long Beach. During the five-month deployment, *Picking* destroyed or damaged over 35 North Vietnamese logistics areas, shore batteries, and staging areas. Her jobs in the war zone included shore bombardment, gunfire support for ground troops in South Vietnam, and escort and rescue destroyer for U. S. carriers and cruisers operating in the Tonkin Gulf.

- The guided missile destroyer *uss Waddell* (DDG 24), to Long Beach, after a five-month WestPac tour. During her stay with the Seventh Fleet, *Waddell* steamed over 20,280 miles, burning over one and a half million gallons of fuel oil.

While shelling enemy coastal defense sites near the Song Ma River in North Vietnam, *Waddell* came under heavy attack from shore batteries. After a blazing 20-minute exchange, *Waddell* silenced the shore batteries, receiving light superficial damage, and no personnel casualties.

- The carrier *uss Kitty Hawk* (CVA 63), to San Diego. This was the second combat tour for the carrier, and it kept her away from home port for seven months.

Kitty Hawk's planes were among the first to fly air strikes against *Mig* bases clustered around the North Vietnamese capital of Hanoi. Pilots from *Kitty Hawk* flew more than 10,000 combat missions and dropped over two million pounds of ordnance on enemy targets.

- The amphibious assault ship *uss Princeton* (LPH 5), to Long Beach, after five months in WestPac. Acting as flagship for the Amphibious Ready Group, *Princeton* participated in three major amphibious operations in South Vietnam.

One was Beacon Hill, a search and destroy mission just south of the Demilitarized Zone. *Princeton*

ON DECK—A new *Skyhawk*, the A-4F, with a new look becomes operational.





NEW AIRFIELD—Signs also announced completed Camp Shields runway.—Photos by Marion Lloyd, PH2, USN.

also took part in operations Beacon Star, in northern Thau Thien province, and Belt Tight, south of the Ben Hai River.

Besides serving as an operating base for the Marine special landing force, *Princeton* played a major role as a front line medical facility during the combat operations.

- The Norfolk-based ammunition ship *uss Shasta* (AE 6), after eight months off Vietnam. *Shasta* steamed more than 54,000 miles during her deployment.

While she was in WestPac, *Shasta* marked her 25th anniversary, which she celebrated by delivering a silver-painted 500-pound bomb to the carrier *uss Coral Sea* (CVA 43). It was immediately loaded on a *Skyhawk* jet for delivery on a rail complex in North Vietnam.

- Seven Newport-based destroyers of Destroyer Squadron 20, after more than four months in the combat zone. The destroyers are *uss Charles P. Cecil* (DD 835), *Brownson* (DD 868), *Myles C. Fox* (DD 829), *Norris* (DD 859), *Warrington* (DD 843), *Keppler* (DD 765), and *Newman K. Perry* (DD 883).

- The destroyer *uss Manley* (DD 940), to Charleston. *Manley* accompanied the Destroyer Squadron 20 ships mentioned above to the combat zone. She acted as flagship of the squadron during the cruise.

Channel fever is not an exclusive disease of Pacific Fleet ships, of course. Atlantic Fleet ships recently returning from Mediterranean cruises include:

- The carrier *uss Shangri-La* (CVA 38), to Mayport, Fla. After eight months in the Mediterranean, *Shangri-La* was relieved in the Med by *uss Saratoga* (CVA 60). *Shangri-La* thus completed her fifth Mediterranean deployment since joining the Atlantic Fleet in 1960.

The carrier participated in Sixth Fleet and NATO exercises during her deployment, and was able to visit Valletta, Malta; Istanbul, Turkey; Toulon and Marseilles, France; Taranto, Palermo, Genoa and Naples, Italy; and Barcelona, Spain.

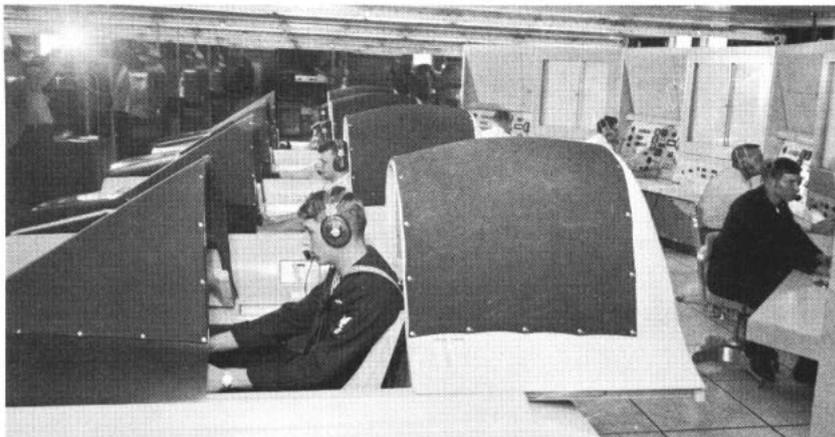
- The destroyers *uss Willis A. Lee* (DL 4) and *Hugh Purvis* (DD 709), to Newport. The ships had completed a six-month tour with the Sixth Fleet in the Mediterranean.

New Link Trainer

An advanced version of the *Link* instrument trainer has been introduced at NAAS Whiting Field, Fla. The new trainer, designated 2B21, has replaced the old "blue box" apparatus which had been used since World War II days.

The new 2B21 consists of one digital computer and four or more trainers. The older model needed one computer for every two simulated cockpits, but the speed of the 2B21 allows installation of four cockpits per computer, with add-ons as necessary.

NEW FLIGHT TRAINER—This new instrument flight trainer, designated the 2B21, will replace the 20-year-old *Link* "Blue Box" trainer. The new system contains four trainers which operate simultaneously from one digital computer.



Flight and engine characteristics of each mock cockpit are patterned after the T-28.

The Automated Word

A computer system which will automatically accept, route and send messages without human intervention is soon to be built for the Navy Communications Centers.

Called NABPARS (Naval Automatic Broadcast Processing and Routing Switch), the system will be capable of operating on a round-the-clock, seven-day-week basis. It is anticipated that it will greatly reduce time needed for many operations. For example, the two hours now required to recall a message for retransmittal will be cut to about five minutes.

In addition, the system includes a method of electronically keeping track of ships. Whenever one center receives a report of a ship movement, the information will be automatically relayed to the other NABPARS centers.

The people who prepared the



CHANGE OF PACE—Seventh Fleet Vietnam veterans relax in Philippines with boat trip upriver through peaceful countryside to canyons of Pagsanjan Falls.

specifications and the procurement request expect the system to be operational at the first location by 1969, and can foresee approximately 12 installations following the first.

Visit to Pagsanjan

After a month or more on station in the Tonkin Gulf, Navy men understandably appreciate a change of scene. To find needed rest and relaxation, many Seventh Fleet sailors follow a long route from Subic Bay, through Manila, to Pagsanjan Falls.

Pagsanjan's setting offers a quiet, peaceful atmosphere. It lies near the upland edge of a large region of plantations covered by coconut trees. These graceful trees form a striking backdrop over the countryside with their curving 70-foot trunks leading to a cluster of long leaves at the top which glisten in both sun and moonlight.

Houses in the community are native country architecture, usually built of Philippine mahogany and woven bamboo, with thatch roofs. They are partly or completely open on one or more sides to allow free circulation of cooling breezes.

Of the assorted activities found at Pagsanjan the "must" for most visitors is the boat trip up the river through a narrow gorge to the falls.

This wild up-river area is under control of the Philippine government, and is similar to a national park in the U. S. The gorge was

formed by water cutting through layers of volcanic rock, which covers most of these islands.

The visitor entering the sun-streaked canyon finds cliffs only 50 feet apart soaring out of the water for over 300 feet.

The moist tropical climate has covered these towering cliffs with abundant vegetation. Large palms grow out of the vertical cliffsides and sweep upward. Tangled root systems among the bushy growth hang down 50 feet or more, and lush, thick-leaved plants grow at intervals where small falls drip and cascade down, covering the boat passenger with cooling mist.

The boats are reminiscent of dug-out canoes, about 20 feet long by two feet wide. Two Filipino youths usually do the paddling and hauling. They are experts at a job which calls for dexterity and skill.

The river is a mixture of quiet pools and stretches of rapids, where the paddlers must move briskly from side to side in the boat, pushing against boulders with bare feet to keep moving against the current.

At first, the resultant rocking of the boat may convince the passenger he is in for a dunking, but the paddlers are real rivermen.

The passenger soon forgets about getting wet when he reaches the quiet serenity of a pool. Here the lazy atmosphere is a soft tune of insect noises, accompanied by the

muted scraping of the paddles against the boat as it glides along. The water is jade green as it reflects surrounding vegetation and large algae growths under the surface.

At the head of the gorge, where the main fall pours out of a deep cleft, there is a chance to jump in for a swim and buy refreshments before heading back.

The fast ride down the river exits the gorge back toward the landings near the lodges. Here is softer country, lined with trees, and here and there the bright pinks of the bougainvillea and the shiny browns and purples of plants of the San Francisco family.

But the river trip is not all there is to see and do at Pagsanjan.

For the demanding appetite, a meal may include Spanish omelette, meat from a pig you watched roasting over hot coals, egg rolls, sweet-tasting white bread made from ground wheat and casaba roots, rice cake, and a bland fermented pineapple. To top it off, a drink of coconut milk.

There will be time later to watch local children demonstrate folk dances. Trying one's hand at the "Tinikling" brings on assorted stumbling and laughing. The dance is an imitation of a heron-like bird which is found in the rice and cane fields. Dancers hop from side to side as others sit on the floor slapping bamboo poles against the floor and then together. The dance progresses and the pace quickens. Here is where the learning sailor is liable to have some bare toes pinched. But it doesn't hurt much and the fastest learner usually earns a prize.

The end of dancing brings relaxation in the coolness of the night, and perhaps a moonlight swim. Some simply stroll the banks and watch the moon play with ripples in the water.

It's easy to become jealous of such moments, for they soon end, and the sailor must return to his ship. But the visit to Pagsanjan will be remembered for a long time, and it is a much fresher man who returns to the Tonkin Gulf for another month of action.

New Housing at Corpus Christi

Three hundred and fifty families at the Naval Air Station, Corpus Christi, Tex., will have new housing within the next 5 months. Ground has been broken for the develop-

ment which will include 150 units for officers and 200 for enlisted men and their families.

The project will include both houses and apartments for two and four families. Officers' units will have two and three bedrooms while those for enlisted families will contain from two to four bedrooms.

Different designs and varied construction of brick and western cedar will be employed in the new housing to avoid a stereotyped effect.

VA 125 Greets New Skyhawk

The newest member of the Navy's family of A4 *Skyhawk* attack bombers, the A4F, joined the Fleet recently when the first of the new jets was delivered to VA-125 at NAS Lemoore, Calif.

The A4F is the sixth version of the *Skyhawk* series to be developed. Earlier models of the attack bomber are being used extensively in Navy and Marine combat operations in Vietnam.

The latest *Skyhawk* contains several improvements over earlier versions of the little jet. For example, an upper avionics compartment installed aft of the cockpit gives it a new look.

Other innovations include nose wheel steering, wing-lift spoilers which improve performance in a cross wind, and a more powerful engine which develops 9300 pounds of thrust compared to the 8500-pound thrust engine of its predecessor.

The A4F is also equipped with a zero-zero ejection system, so called because it will safely eject its pilot at zero altitude and zero speed.

Designed for carrier operations, *Skyhawks* are less than half the size of many current jet fighters. For this reason, A4s can be housed comfortably in carriers without folding the wings.

The bantamweight bombers are also highly adaptable to tactical missions, and are often flown from forward landing strips for close air support.

The A4F weighs only about 10,000 pounds, but it can take off fully loaded from a carrier at a gross weight of 24,500 pounds, including a combat load of up to 8200 pounds of ordnance.

More than 1900 *Skyhawks* of all models have been delivered to the Navy since the first of the aircraft went into service in 1956.

It's Good Clean Sound

IT MAY NOT BE your idea of good music, but to an aircraft filter it's the cleanest sound around.

Sound waves are playing an important part in the modern Navy as an aircraft maintenance tool. The Aircraft Maintenance Department at NAS Naha has two ultrasonic vibration cleaning units installed in its Airframes Division.

Many sizes and types of aircraft filters are cleaned by these units. The filters are used in Navy aircraft to remove foreign particles from oil, gasoline, and hydraulic systems. The filters are flown to Naha from various squadrons in the Seventh Fleet for sonic cleaning. They are prepared for their sonic scrubbing by a series of pressure sprays and solvent solutions, and then placed in special baskets and lowered into the ultrasonic cleaning unit where foreign matter is vibrated from the filter. The filters are then checked for proper flow by various testing devices, packaged and returned to the squadrons.

This method of cleaning aircraft filters is being introduced into the majority of naval air stations and aircraft carriers throughout the Fleet.

LETTERS TO THE EDITOR

Gold "C?" Sil

SIR: In your July issue, S. F. M., SM2, USN, raised the question whether any ship had ever earned a Gold "C"—the award for five consecutive years of "E"fficiency in communications.

By now I'm sure my old shipmates of uss *Fort Snelling* (LSD 30) have told you that their ship displays a Gold "C." It was painted on the *Fort* on 1 Jul 1966.—George R. Lanchantin, Jr., LCDR, USNR, GLakes, Ill.

• *Your faith in the pride of your former shipmates is well founded, Commander. It wasn't long after that issue hit the Fleet before we received word from P. M. Clausen, RD3, USN, aboard Fort Snelling, telling us of the LSD's success.*

His letter was followed by one from D. Dotter, SM2, USN, in Puerto Rico, who echoes the radarman's claim, and more are coming in each week.

Clausen further tells us *Fort Snelling* is awaiting official word on a hashmark for her Gold "C." Our congratulations.—Ed.

Von Steuben Stakes Claim

SIR: We of the uss *Von Steuben* (SSBN 632) Blue crew believe we may have achieved a record in two different categories.

While on our third *Polaris* deterrent patrol, we spent 70 days and seven hours (1687 hours) completely submerged and sealed from outside atmosphere. We believe this will be difficult to top.

We also claim a possible record re-

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enlistment rate. During the past three years 84.6 per cent of our first-termers have signed up for another hitch, as have 93.6 per cent of our career Navy-men. The average is 89.1.—J. P. Wise, CAPT, USN.

• *Thank you, Captain, and congratulations on the achievements chalked up by your ship. But judging by past experience, we suggest you stand by for challengers.*

As we're sure you know, uss *Triton* (SSRN 586) traveled around the world while submerged back in 1960, a trip which took 84 days. Not that the *Triton* record will negate your claim, as the ship wasn't sealed off completely from the surface for as long as 70 days.

The statistics concerning the 70-day and seven-hour dive, by the way, have been verified. We weren't suspicious, just awed—we thought it might be a misprint.

Concerning *Von Steuben's* reenlistment rate, it just goes to prove the point made in last month's special issue on the *Submarine Navy*, in the article entitled, "Why They Wear the Dolphins."—Ed.

Savings Deposit Program

SIR: Under the Savings Deposit Program, a man can invest the unallotted pay he is entitled to receive on the pay day preceding the deposit.

Does this include any amount he may have on the books or only the unallotted amount he normally receives from one pay day to the next?—E. A. K., YNC, USN.

• *Your first deposit can include whatever unallotted money you have on the books so long as it does not (may you be so rich) exceed \$10,000. Additional deposits, of course, would necessarily be limited to the amount of unallotted pay you received during a normal pay period.*

The Savings Deposit Program is a little more than a year old but there still may be some who have not received the word. For those who haven't, the program provides an excellent opportunity for active duty Navy-men stationed outside the United States, the Virgin Islands, the Canal Zone, Guam, American Samoa and Puerto Rico to receive an unusually large return on invested money.

The interest rate on deposits is a whopping 10 per cent and a man can deposit all money he receives as a reenlistment bonus, payment for travel on discharge and unused leave, as well as unallotted regular pay items. The rules also specify that money can be accumulated on the books before an overseas deployment and deposited after being deployed outside the areas specified above.—Ed.

Midshipmen Rate a Salute

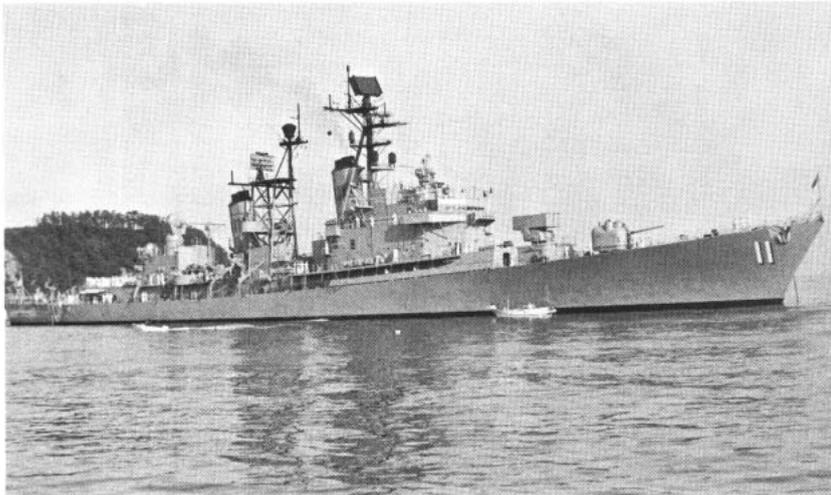
SIR: Does Navy etiquette specify that midshipmen rate a salute? Midshipmen are not mentioned in that section of Chapter 21 of *Navy Regs* which covers hand salutes, and the chapter gives no clue concerning their relative position in the Navy rank structure.

Other authoritative references, however, rate midshipmen as being officers in a qualified sense.

All of which brings us back full circle to the question—should enlisted men salute midshipmen?—R. O., QM1, USN.

• *To prevent further circular travel, we'll avoid the old saw which begins "When in doubt" and quickly advise you to salute.*

Midshipmen rank between warrant officers and chief warrant officers and, therefore, merit the military recognition of other Navy-men.—Ed.



BLACK SHIP FESTIVAL—Seventh Fleet frigate USS *Mahan* rides at anchor in Shimoda Harbor during festival commemorating Commodore Perry's historic visit which helped open trade routes between U. S. and Far East countries.

VA Home Loan

SIR: I served on active duty in the Navy from 9 Feb 1961 to 9 Mar 1965, and I am presently in the inactive Naval Reserve.

I would like to buy a house. Do I have any GI rights or veteran's benefits? Who can get a mortgage loan through the Veterans Administration?—J. R. M., STS3 (SS), USNR.

● Provided the information contained in your letter is correct, you are basically eligible. Under the Veterans Readjustment Benefits Act of 1966, you are eligible for a GI home loan made by a private lender, and the VA will guarantee up to \$7500 of the loan. The VA requires no down payment. In certain designated areas, the VA may make direct home loans if private lenders are not making GI loans.

To be eligible, a veteran must have served on active duty for at least 181 days, any part of which occurred after 31 Jan 1955, and have been discharged under conditions other than dishonorable. If the discharge is for disability, the 181-day requirement is waived.

Persons whose military service after 31 Jan 1955 consisted of active duty for training are not eligible.

Active duty Navymen are also eligible for a GI loan. Under the new law, members of the U. S. Armed Forces who have served at least two years' active duty, even though not discharged, are eligible while their service continues without breaks.

A veteran's eligibility for the home loan lasts a minimum of 10 years from the date of his last discharge or release. For each three months' active duty, his eligibility is extended another year beyond the 10, up to a maximum of 20 years.

For either a veteran or a serviceman, the VA may guarantee part of a home loan made by a private lender, up to \$7500, or 60 per cent of the loan, whichever is less. This means that a lending institution will receive the government's guarantee, which is intended to be in lieu of a down payment, or to reduce the down payment which the lender normally requires.

VA home loans are not restricted to the purchase of homes, but can be used to make alterations, repairs, or improvements in homes already owned and occupied.

There is no maximum on the amount of a guaranteed loan made by a private lender. Direct loans made by VA may not exceed \$17,500.

The present maximum interest rate on GI home loans is six per cent. The maximum term is 30 years.

A fee of one-half of one per cent of the loan amount must be paid to VA. However, under certain conditions the

fee is not required if the veteran or serviceman at the time of application was also eligible for a loan based on World War II or Korean conflict service. This fee may be added to the total amount of the loan.

As we said, from all appearances, you are eligible for the home loan. However, you should contact the nearest Veterans Administration Regional Office for a definite ruling in your case.—Ed.

Volunteers for Vietnam

SIR: I would like to volunteer for duty in Vietnam. How do I go about it?—E. S. P., PN3, USN.

● We wish you well in your request.

You must first be recommended by your commanding officer on the basis of motivation, character, performance, resourcefulness, responsibility, versatility and technical skill.

In addition, you must be E-2 or above, be 18 years of age or older, have a minimum of six months on active duty, and have at least 16 months' obligated service at transfer.

If you meet those requirements, submit your volunteer letter via your commanding officer and EPDO to BuPers (Attn: Pers-B211RVN).

Your chances of being ordered to duty in Vietnam are difficult to calculate. There are too many variables involved. The requirement for men is subject to change, as is the number of volunteers.

When BuPers receives your letter you will be placed on the Vietnam volunteer list.

How soon a person would receive orders—and whether he receives orders—depends upon his qualifications and the number of volunteers in comparison to the number of RVN billets for his rate and rating.

Obviously, if the number of volunteers greatly outnumbers the need for a particular rate and rating, the chances of receiving orders are slim. Volunteer requests, by the way, are not answered.

Once your name is on the volunteer

Leave in Vietnam

SIR: My reenlistment date is nearing, and I will have more than 60 days' accrued leave. As I'm stationed in Vietnam, it will not be possible to use the excess before I ship over.

Normally, I realize, I would not be allowed to sell or carry over more than 60 days' leave. But isn't there some directive that makes it possible for men in Vietnam to sell or retain the extra?—A. W. P., HM1, USN.

● Sorry, no. The regulations concerning excess leave, as outlined in "BuPers Manual," hold true regardless of where you are serving. It must either be used or lost.—Ed.



BIG LOOK—Seabees use a mobile crane to construct observation tower to help curb the flow of supplies to enemy near An Hoa.

list, it will not be removed unless you so request.

At present, men in all ratings are needed, though the requirements are especially great for the following ratings: BM, QM, SM, RD, GM, GMG, ET, ETN, RM, YN, PC, PN, SK, DK, SH, JO, CYN, MR, EM, EN, DC, DT, HM and SD.

For more information, see BuPers Notice 1306 of 18 Jul 1967.—Ed.

Competing for WO

SIR: I would like to compete for warrant officer, but not in the category of my present rating, AX. I prefer to compete in the ADR category in which I served for 10 years.

As an ADRI, I passed the chief exam twice, but as an AXI I have not yet been tested for AXC, although I will be eligible the next exam period.

My question is: Can I take the ADRC exam for warrant and, at the same time, take the AXC exam for possible advancement to E-7?—J. R. M., AXI, USN.

● How sweet it sounds, but, alas, no. The Bureau's advancement section tells us that PO1s who are candidates for warrant officer must compete in the next E-7 examination in the rating in which they are serving.

Since you are now an AXI, you must successfully pass an AXC examination in order to qualify for the Warrant Officer Program.—Ed.

Eight-Inch Guns on Subs

SIR: Can you tell me if either the British or the French Navy had a submarine which carried an 8-inch gun as its main armament?—U. S. H.

● Both the British and French navies have had submarines equipped with 8-inch guns or larger.

The French submarine *Surcouf* carried two 8-inch guns, which photographs indicate were aimed over the bow. For many years, *Surcouf* was the largest submarine in the world. She even carried a small seaplane in a deck hangar aft of her big guns.

According to Jane's Fighting Ships (1941), *Surcouf* displaced 2880/4304 tons and was 361 feet long. She carried a complement of 150 men.

Jane's also noted that *Surcouf* could dive in two minutes; made a 5000-mile endurance cruise, and remained submerged for a period of 60 hours.

From this, you might assume that *Surcouf* was an experimental type considerably ahead of her time, and you'd be right. Although launched in 1929, she did not enter service until 1934.

In June 1940, *Surcouf* entered a British port and was assigned to Free French Forces. She was not long for this world, however. In 1942, the big submarine was lost at sea, the victim of a collision.

If you think the French 8-inch guns were big, you should have been around in July 1917, October 1918 and October 1920 when the British launched their "M1," "M2" and "M3" submarines. Each carried a 12-inch/35-caliber gun which, like *Surcouf*'s, is shown in pictures aimed over the bow.

Jane's Fighting Ships for 1925 seems somewhat uncertain concerning the operation of the gun. To avoid possible misinterpretation, we quote:

"Reported that gun is loaded and

Which Six?

SIR: I understand that Navymen who rate six or less ribbons must wear them all, but that men who have earned more than that are only required to wear six.

That's fine, but . . . which six?—C. F. M., YN1, USN.

● It's up to you.

As a matter of pride, it would seem natural to wear the six highest awards, but there is no requirement to that effect.—Ed.

laid to high angle elevation; then boat is dived to about 12 to 20 feet leaving muzzle of 12-inch gun above water, and periscopes. There is a head sight on gun muzzle, so that gun can be sighted by periscope and fired when running at shallow submersion. To reload it is necessary to return to surface."

The 12-inch guns on the British "M" class submarines were intended primarily as antiship weapons. They were, however, never fired in action.

All three "M" class submarines disappeared from the naval scene before World War II. The M1 sank in 1925 after a collision. The M2 sank as the result of an accident in 1932. The sub's big gun had been removed in 1927 and she was altered to carry a seaplane.

The M3 was altered to carry mines in 1927 and sold in 1932. The British began a fourth "M" class submarine but it was never completed.—Ed.

That's the opinion of our Training Division friend and, so far as we're concerned, what he says goes.

We trust your interest, as a BM, in the question is purely academic, for we understand that Change One to the "Qualifications for Advancement in Rating Manual" (NavPers 18068-B) has

deleted the qual for "understanding the laws of cyclonic storms and methods of avoiding storm centers . . . E-6" as a required knowledge factor for the Boatswain's Mate rating.

One further, happy, discovery: Our "lieutenant" friend is no longer a lieutenant. He's a lieutenant commander.—Ed.

Seniority of Spot Promotion

SIR: How does a spot promotion affect precedence and seniority of officers? Here's the hypothetical situation: Two officers are of the same rank; the junior officer is spot promoted. The senior officer awaits normal promotion and is selected, but he is promoted after the spot-promoted officer.

By precedence number, the spot-promoted officer is still junior, but by date of rank he is senior. Also, the Officer Distribution Control Report lists the spot-promoted officer, but shows his date of rank as that of his lower grade. So who's senior?—F. L. R., LCDR, USN.

● The spot-promoted officer is senior, at least for time being.

In all cases, precedence of officers is determined by (1) current rank; (2) date of rank; and, if (1) and (2) are the same, by (3) lineal number.

Now, let's carry your example a step further: Lieutenant Commander Smith has a date of rank of 1 Nov 1962. Lieutenant Commander Jones has a date of rank of 1 Sep 1962. Smith is spot-promoted to commander with a 2 Jul 1966 date of rank. Jones is not spot promoted.

Smith, who was previously junior to Jones, now has become senior. Although he is now a commander, he maintains the authority of the higher rank only so long as he is serving in the spot-promotion billet, and he is subject to reversion when he leaves the qualifying billet he is filling. Consequently, for record purposes he maintains his permanent status and lineal position as a lieutenant commander. Therefore, when selection time rolls around, CDR Smith is still considered by the commander selection board.

Let's say CDR Smith and LCDR Jones were both eligible for consideration by the Fiscal Year 1967 Line Commander Selection Board. Both were selected for promotion to the rank of commander.

Jones, the senior of the two (considering his date of rank of 1 Sep 1962), is promoted to commander with a 1 May 1967 date of rank. Smith also is selected, with a date of rank of 1 Jul 1967.

Smith, of course, is already a commander, with a spot-promotion date of 2 Jul 1966. Therefore, when Jones makes commander on 1 May 1967, he will still be junior to Smith. (Remember (2) date of rank). However, when



FLYING OVER—Skyhawks fly in formation over USS Enterprise (CVAN 65).

Smith receives his normal promotion to commander on 1 Jul 1967, that date becomes his date of rank, and he then is junior to Jones, who received his normal promotion two months earlier.

Fascinating, isn't it?—Ed.

Can't Buy Buys Ballot's Law

SIR: As a rule I can accept varied definitions of certain terms, except one: the interpretation of Buys Ballot's Law.

This meteorological principle used to locate storm centers has been described in so many ways that it is difficult to know just which rule of thumb or approach to follow.

What is your interpretation of this law?—E. J. D., BM1, USN.

● We wouldn't presume to offer our own opinion. It's one of the many subjects to which we pretend no expert knowledge.

However, one of the elements of good journalism is good contacts, and it just happens that, fortunately, we have a lieutenant friend in the Training Division in BuPers who is a whirlwind when it comes to research on problems such as the one you propounded. We can do no better than quote our friend directly:

After considerable study and inquiries, I have come up with the following comments and conclusions:

Christoph H. D. Buys Ballot, 1817-1890, a Dutch meteorologist, formulated a general rule in about 1857 for locating storm centers in the northern and southern hemispheres of the earth. This rule, referred to by more recent meteorologists as the "Buys Ballot's Law," has been stated in various ways by the authors of different textbooks. The original quotation of the law is not known, but here is a rundown of what other textbooks of good authority reveal in their discussion of the law.

Encyclopaedia Britannica . . . With the back to the wind, the low pressure area is to the left, somewhat less than 90 degrees relative from where the observer is facing, in the NORTHERN hemisphere. In the SOUTHERN hemisphere, with the back to the wind the low pressure is to the right, somewhat less than 90 degrees relative from where the observer is facing. (Not an exact quote.)

Webster's Third New International Dictionary . . . "When the observer has his back to the wind, the lower barometric pressure is to his left in the northern hemisphere and to his right in the southern hemisphere owing to the rotation of the earth."

The American Practical Navigator—Bowditch . . . " . . . the Buys Ballot's Law can be stated thus: "If an observer in the northern hemisphere faces the wind, the center of low pressure is toward his right, somewhat behind him; and the center of high pressure



CREWMAN of SAR copter rests by machine gun ready to answer call for help.

is toward his left and somewhat in front of him. If an observer in the southern hemisphere faces the wind, the center of low pressure is toward his left and somewhat behind him; and the center of high pressure is toward his right and somewhat in front of him."

Knight's Modern Seamanship—12th Edition . . . " . . . low pressure is to the left while high pressure is to the right, if a person stands with his back to the wind. This is known as Buys Ballot's Law, and it applies to the northern hemisphere. The opposite is true in the southern hemisphere. At or near the surface of the sea the lowest pressure would bear about 7 points (78.75 degrees) on the port hand."

Knight's Modern Seamanship—14th Edition . . . : This edition carefully explains the principles of determining where the storm center (low pressure area) is but does not cite Buys Ballot's Law.

It appears that Buys Ballot intended the "back to wind" concept in applying the rule because it is a natural, more comfortable position to ward off the elements associated with high winds.

Bowditch preferred facing the wind. Most Navy Training Manuals and courses that are written concerning weather are based on either Bowditch's "American Practical Navigator" or

Knight's "Modern Seamanship"; therefore, when the Buys Ballot's Law is stated, the difference in approach appears.

Depending on which reference is used to study the laws of locating storm centers, it appears that facing, or back to, the wind is a matter of choice and unimportant. The important thing is to understand that winds associated with storms rotate counterclockwise around the low pressure center in the northern hemisphere and rotate clockwise around the low pressure center in the southern hemisphere.

Many recent textbooks do not state the Buys Ballot's Law because with modern technology in observing weather, many variables that occur in wind motion have been found that make strict interpretation of the law not entirely true.

We trust your interest, as a BM, in the question is purely academic, for we understand that Change One to the "Qualifications for Advancement in Rating Manual" (NavPers 18068-B) has deleted the qual for "understanding the laws of cyclonic storms and methods of avoiding storm centers . . . E-6" as a required knowledge factor for the Boatswain's Mate rating.

One further, happy, discovery: Our "lieutenant" friend is no longer a lieutenant. He's a lieutenant commander.—Ed.

On the Personal Level

SIR: I was rather surprised and amazed to see that H. M. L., YNCM, USN, and W. F. O., YN1, USN, had to ask you whether it was proper for an individual Navyman to use letterhead when writing a letter to a bureau or agency within the Department of the Navy (ALL HANDS, March 1967, p. 30).

If either had read Article B-1105, *BuPers Manual*, I am sure he would have seen: "(1) Any person in the Navy making an official communication of any kind to the Chief of Naval Personnel or to any superior authority other than his immediate commanding officer, except as provided for in *Navy Regulations*, shall prepare it on plain (not letterhead) paper, and shall send the communication unsealed to his commanding officer, to be remarked upon by him and forwarded."—J. F., YNC, USN.

It is surprising to note that such senior yeomen are not aware of the instructions contained therein, and to note that the possibility exists that some of our service schools may be equally in the dark. The instructions given in the aforementioned article have existed in the *Manual* for a good many years. Perhaps they should be incorporated in the *Correspondence Manual*.—G. T. F., LT, USN.

SIR: I read with some interest the letters to ALL HANDS, March 1967, from a YN1 and a YNCM with the question and remarks regarding the proper stationery to use by a person addressing an official request to the Bureau of Naval Personnel or any superior authority other than his commanding officer.

I have spent the last four years of my Navy career (which began in 1939) as an instructor at YN "B" School, USNTC, Bainbridge, Md. During this period I have instructed in most of the courses taught at the school, and served a period



FOR LUNAR LANDINGS—NASA astronaut CDR E. D. Mitchell, USN, (left) receives helo training at Ellyson from LT D. P. Cameron, Jr., USN.

as the Chief Instructor. I previously served as an instructor at YN "B" School in San Diego (1953-57).

I am at a loss to understand why ALL HANDS, a Bureau of Naval Personnel publication, found it necessary to take the question to such a high authority as the Director of the Administrative Management Division, Administrative Office, Navy Department. A simpler course would have been to refer to Article B-1105 of the *BuPers Manual*. This is the reference we use at YN "B" School. Incidentally, it appears to me that it would be rather improper to make a personal request to the Chief of Naval Personnel for anything—that is, unless he is a pretty good friend of yours.

I have only one thing to add. I think it is about time that yeomen began keeping abreast of the changing times. After all, this article has been in the *Manual* since 1948. As an instructor, I wish the supervisory yeomen in the

Navy would quit living on experience alone, and get with it. Find out why the youngsters are not making a creditable showing in the examinations for advancement.

You can't live on experience alone, you must study the changes as they come about, and by your example keep the youngsters sharp and eager for knowledge. You can't base your opinions on what you learned 15 or 20 years ago.

In closing, it might not be such a bad idea if some old timers did come back to school. We had one try it recently, and his final average was 63.57.—C. B. E., YNC, USNR.

• You are right, of course, in saying we could have used Article B-1105 as a reference. As a matter of fact, we did (wish we'd mentioned it). It was helpful, as far as it went.

But there were two parts to the inquiry, one of which you ignored. First, an interpretation of personal versus official correspondence, and second, the type of stationery to be used for official individual correspondence. Article B-1105 refers only to the latter.

Navy Regs, Article 1601, provides the official definition of official correspondence.

You will notice that Article B-1105 refers simply to "... making an official communication of any kind . . ." It does not elaborate on what is meant by official communication. Likewise, Navy Regs, Article 1601, appears subject to some interpretation. The Administrative Office is the proper Navy Department organization to provide such interpretation.

Sorry about that.—Ed.

Query Concerning Leases

SIR: I have been ordered to report for active duty within two months and am, therefore, obliged to break the lease on my house.

How can I do this without incurring the penalty for nonperformance which the lease specifies.—C. W. W., LT, USNR.

• You, and all other servicemen ordered to report for active duty, are protected from such penalties by the Soldiers' and Sailors' Civil Relief Act which you can cite as the authority for breaking your lease.

You are required, however, to give your landlord a 30-day notice before you end your lease. Frequently, leases prescribe this notice must be made by letter delivered to a certain address.

Careless lease readers frequently overlook this provision and find themselves in trouble on moving day. They also miss the fine print which sometimes specifies the 30-day notice must be given before the first day of the month before which the lease is terminated.

In other words, if moving day is to be 15 November, deliver your notice no later than 30 September.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Canberra* (CA 70)—A reunion will be held at the President Hotel, Atlantic City, N. J., October 13, 14 and 15. Contact Jerry Der Boghosian, 121 Farnham St., Lawrence, Mass. 01843, for details.

• *Naval Enlisted Reserve Association*—Annual conference will be held at the Hamilton Hotel, Washington, D. C., on 27, 28 October. For further

information, contact Duncan Forsyth, Jr., Box 7111, Ben Franklin Station, Washington, D. C. 20044.

• *uss Rasher* (SS 269)—It is proposed to have a 25th anniversary reunion of the men who served on board *uss Rasher* (SS 269) in mid-1968, at a time and place to be designated by mutual consent. For further information, please contact Peter J. Sasgen, 1860 N. Wilmot Ave., Chicago, Ill. 60647.

• *Patrol Squadron 82*—All shipmates who were ever attached to VP 82 are urged to contact Stewart W. Singdale, 25 Catherine Drive, North Kingston, R. I. 02852, in connection with a future reunion.

The Captain and His Ship

SIR: Does Navy tradition oblige a commanding officer to go down with his ship?—C. A. S., SM1, USN.

• *No. The U. S. Navy encourages its commanding officers, and everyone else on board a sinking ship, to survive—not to engage in false heroics.*

A captain is, of course, expected to do everything possible to save his ship when it is in trouble. If it becomes necessary to abandon ship, Navy Regulations (Article 0778) instruct commanding officers to be the last to leave. This admonition has, in fact, been included in Navy Regulations for more than a century.

It is true that, in complying with this regulation, some captains have been unable to escape their sinking ships. Their motive, however, was duty—not dramatics.

In Annapolis, Md., at the U. S. Naval Academy, there is a prominent monument to such a captain. He was Commander William Lewis Herndon who died on 12 Sep 1857 while in command of the U. S. mail steamship Central America. The ship was bound for New York carrying about two million dollars in gold, 474 passengers and a crew of 101.

While off the Carolina coast, the ship was caught in a violent storm and began to leak. Despite the hard work of everyone on board, the water reached the furnaces and extinguished the fires.

Herndon, whose leadership had exacted monumental efforts from both passengers and crew, had ordered a distress signal flown. When a vessel responded, Herndon ordered the boats lowered and many were carried to



NEW HOUSING—This artist's conception depicts a new housing facility which will be completed in five months for families at NAS Corpus Christi, Texas.

safety. Others survived because Herndon had ordered the hurricane deck cut away and rafts made.

Just before the steamer went down, a rowboat approached but the captain, realizing it would be swamped when the ship sank, waved the boat away.

Nobody knows whether Herndon escaped the wreck. A rescued passenger reported he had seen the captain in the water shortly before he himself was picked up. Considering the exhaustion from which Herndon must have suffered, however, it is unlikely that he could have pulled himself free of the sinking ship.

Lieutenant Matthew Fontaine Maury, later called "The Pathfinder of the Sea,"

wrote a letter to the Secretary of the Navy describing the shipwreck. Here are excerpts of his remarks concerning the ship's skipper, William Herndon:

"The law requires every commander in the Navy to show in himself a good example of virtue and patriotism; and never was example more nobly set forth or followed. Captain Herndon, by those noble traits which have endeared his memory in the hearts of his countrymen, had won the respect and admiration of the crew and passengers of that ship. The women felt its force. They encouraged and cheered the men at the pumps and in the gangways and, finally, they rose to go on deck and do men's work themselves."—Ed.

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TAFFRAIL TALK

NOW IT CAN be told.

With the season just about over we can now reveal the secret of how to become the successful manager of a little league baseball team. It might come in handy next year. There will be one, you know.

Mind you, we accept no responsibility for the results ourselves. It's all based upon the diligent research and bitter experience of our good friend and aviation electronics chief, Ed Ranck. And he should know, because he's an authority. He's sports writer for the *Rocketeer*, at NOTS, China Lake, Calif.

Size and shape, says Ed, are the two most important elements for a manager to consider when making up his team. First, line up all the candidates in a row. The tallest kid is first baseman. Don't let him chew gum while playing. Trying to do two things at once will confuse him.

Next, pick the shortest candidate and put him at second base. He will be the lead-off hitter and it is his job to crouch down and get a walk every time he comes to the plate. He is also expected to be a hustler and to demonstrate his eagerness by yelling "hominy babe" every five seconds while on the field.

Simple logic is also of assistance in filling the position of catcher. It is a well known fact that the fatter the catcher, the better. He has the job of making sure there's a lot of chatter in the infield. Any time there appears to be a lull in the action, he is expected to yell "Com'n, you guys! Talk it up." He also is expected to master such sesquipedalian words as "comonababepitchittome," and "atdeoldchuckinthere." He is also assumed to be a help and a consolation to the pitcher. When the bases are loaded and the other team's top hitter is up to the plate, he is required to walk out to the pitcher's mound and give him sound advice. "Strike him out" is usually considered to be helpful.

The pitcher should, technically, be about 12 years old, but may appear to be not more than 18. (He should shave before each game and you should not permit him to smoke on the bench.) He should not drive his motorcycle to the field. Let him know that he will be expected to strike out at least 15 players each game and bat cleanup. (Be firm about the rule that if he doesn't hit at least one home run each game he won't be paid.)

Logic also dictates the right field position. The son of the manager or the commanding officer or the exec goes here. The theory is that nobody ever hits a ball to right field. The right fielder will bat ninth and strike out unless he gets a walk. He will drop most fly balls hit to him and then make a wild throw to the infield. However, he can establish himself as a good sport by hollering to the pitcher "not your fault, babe." (This is the position we played even though our Pop wasn't up in the echelon.)

You're on your own in regard to the other four positions. The kid with the big-mouth mother might be put in as shortstop, and serves him right. You scatter the other three positions around where they will do the most good but, if you have any choice, try putting the kid with the best arm in left field. He'll need it. A fast runner in center and one with tough shins at third.

There you have it. As for mid-season strategy, just listen to the advice from the stands.

They'll tell you what to do

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.

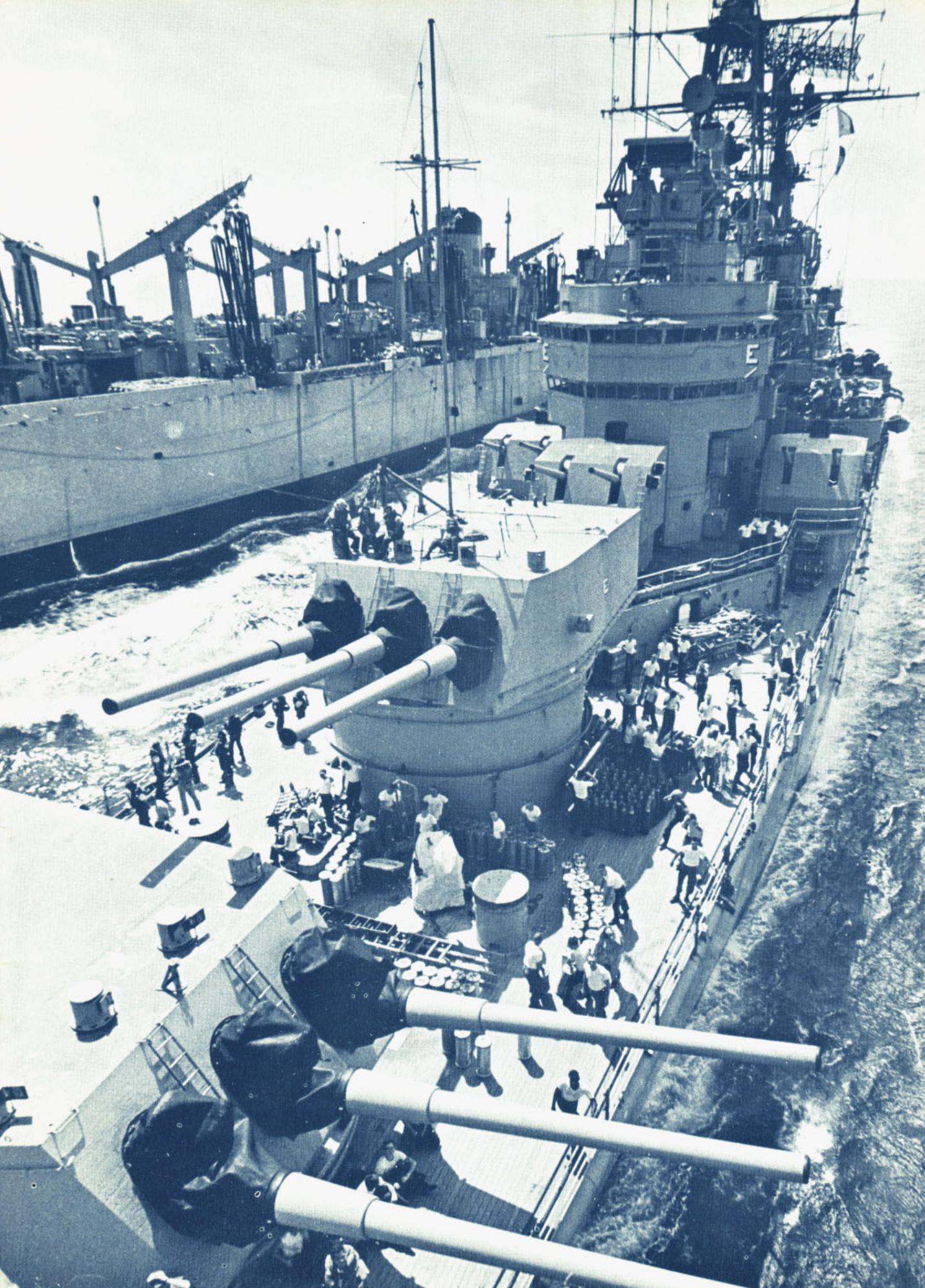
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be 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: PASS THE AMMO—

Fast combat support ship USS Sacramento (AOE 1) furnishes USS Boston (CAG 1) with a fresh supply of shells as the cruiser operates off the coast of Vietnam to provide heavy gunfire support.—Photo by Robert D. Moeser, JOC, USN.



**YOU DON'T NEED A
SUIT of ARMOR
if you OBSERVE
the RULES
of
SAFETY**

