

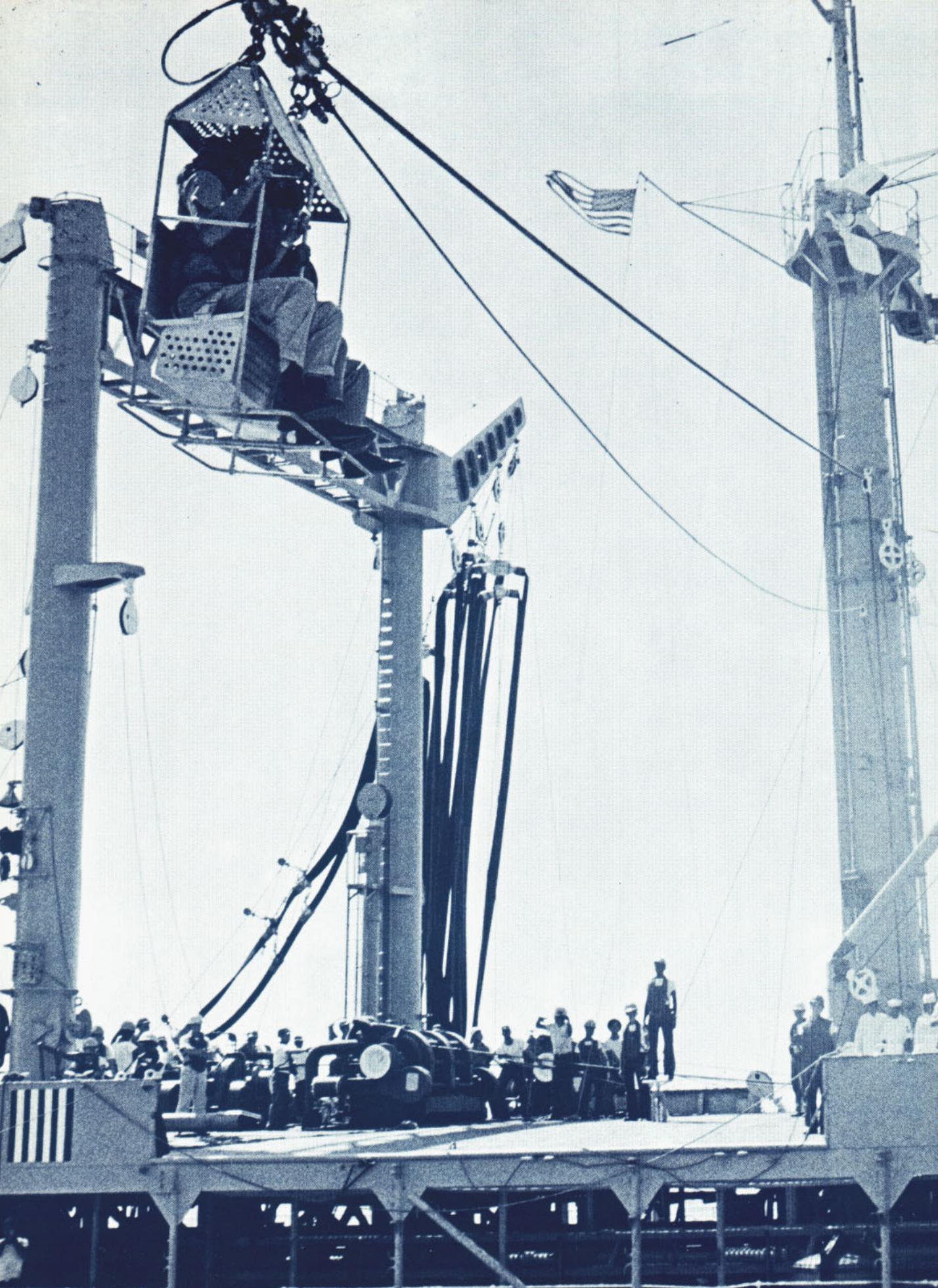
# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
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JANUARY 1968





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1968

Nav-Pers-O

NUMBER 612

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• FRONT COVER: MANNING THE RAIL—Crewmembers of heavy cruiser *USS Newport News* (CA 148) stand formation during International Naval Review held in Halifax, Nova Scotia. On board were 155 midshipmen participating in their at-sea training program.

• AT LEFT: SWING SHIFT—Double boatswain's chair highlines Under Secretary of the Navy Charles F. Baird and ADM John J. Hyland, Commander in Chief Pacific Fleet, from *USS Haleakala* (AE 24) to *USS Kawishwi* (AO 146) during visit to ships on station in the Tonkin Gulf.—Photo by R. C. Moen, PHC, USN.

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HOMEBOUND Navymen suffer from sea legs and channel fever, but don't seem to mind, as indicated by photos.

# Home From the Sea—

THEY'RE MADE OUT of most every color and type of material—white cardboard, brown paper, red cloth—whatever is available. Their lettering can be ink, paint, tape, chalk, or anything else that makes it stand out. They range in size from two-foot square cardboard placards to 20-foot banners.

They're all beautiful. They say Welcome Home, Daddy.

Daddies aboard numerous U. S. warships have come home recently from deployments overseas. Their replacements have arrived in the Western Pacific area and tours have ended for:

- The carrier *uss Forrestal* (CVA 59), now back in Norfolk, Va., where she will undergo extensive repairs after being heavily damaged from fire and explosions in July. She lost 134 men in the catastrophe, which was triggered while she was on station in the Tonkin Gulf.

*Forrestal's* homecoming was a happy occasion for most of the well-comers on the pier—a sad one for some. The ship conducted special tours of the damaged areas for the families of the men who died there.

- The nuclear powered carrier *uss Enterprise* (CVAN 65), to her home port, Alameda, Calif., after a seven-month Vietnam deployment.

The first sign of welcome for *Enterprise* and her crew came as she neared the Golden Gate. Breaking through a light fog, the men were

greeted by the sight of a huge "Welcome Home" banner hung high on the bridge, and hundreds of well-wishers waiting for the carrier to pass beneath on her way to Alameda.

But, of course, the warmest welcome came from the wives, sweethearts, and families waiting on the pier at Alameda Naval Air Station.

During the cruise the aircraft of Carrier Air Wing Nine delivered 14,000 tons of ordnance on enemy targets.

- The amphibious assault carrier *uss Princeton* (LPH 5), home in Long Beach after a five-month Vietnam deployment. As flagship for the Seventh Fleet's Amphibious Ready Group, *Princeton* saw action in four major amphibious assaults: Operation Beacon Hill One, Operation Hickory, and the campaigns at Hills 881 and 861 northwest of Khe Sanh, Vietnam.

*Princeton* logged more than 30,000 miles during the cruise, and burned more than six million gallons of fuel oil.

- The San Diego-based submarines *uss Spinax* (SS 489), and *Sea Fox* (SS 402), both units of Submarine Flotilla One. During *Sea Fox's* seven-month deployment, she operated with units of the Japanese Maritime Self-Defense Forces and the Republic of Korea Navy, as well as various units of the U. S. Seventh Fleet. *Spinax* spent five months with the Seventh Fleet.

- *uss St Francis River* (LSMR 525), back home after her fourth tour on the Vietnam firing line. The "Rocket Rainmaker," as her crew calls her, fired over 36,000 projectiles on enemy positions while on station.

On one occasion, *St Francis River* pulverized an enemy battalion staging area along the South Vietnam coast. Within minutes she fired more than 1800 rockets, leveling over 550 fortified structures, smashing about 100 bunkers, and collapsing almost one mile of twisting trenches.

Her rockets also touched off 16 large secondary explosions. One huge blast ripped open an underground munitions factory, forming a crater over 30 feet across and 20 feet deep. Fireballs over 200 feet high and thick smoke columns were visible for over 30 miles. It was a very successful firing, indeed.

- The rocket firing ship *uss White River* (LSMR 536), also back after her fourth tour as naval gunfire support ship.

Total statistics for *White River* since May 1966 are: 45,000 5-inch rockets, 2500 5-inch projectiles, and 14,000 40-mm rounds fired at enemy targets, more than 7000 enemy structures and emplacements destroyed or damaged, and 153 secondary explosions which destroyed enemy munitions, petroleum and food supplies.

- *uss Weiss* (APD 135), back in San Diego after seven months' deployment. Two of *Weiss's* first tasks



PHOTOS included in welcome home story selected from ALL HANDS files.

# A Big Welcome

were a river hydro-survey with members of Underwater Demolition Team 11, and a joint U. S.-Philippine training exercise.

*Weiss* also became a mother ship for *Swift* boats and Coast Guard cutters. She provided hot meals, supplies, and repair parts to the coastal surveillance craft.

- The attack transport *uss Montrose* (APA 212), also back in her San Diego home port after a seven-month tour.

Overseas assignments for *Montrose* included a five-week period as support ship for river craft operations near Vung Tau, Vietnam.

She also took part in an amphibious landing exercise with the Korean Navy and Marines. She later operated near the Demilitarized Zone between North and South Vietnam.

- *uss Seminole* (AKA 104), after seven months away from San Diego, her home port. *Seminole* carried cargo to Vung Tau, and Da Nang, Vietnam, then joined *Montrose* in the amphibious training exercise with the Korean Navy.

*Seminole* took part in four combat operations near the Demilitarized Zone: Bear Charger, Bear Bite, Bear Claw, and Beacon Guide.

- *uss Oak Hill* (LSD 7), after steaming more than 35,000 miles in her seven-month deployment in the Far East. A 60-ton Nationalist Chinese fishing junk, stranded in Subic Bay after being damaged at sea, was

*Oak Hill's* most unusual cargo. She transported the junk to Kaohsiung, Taiwan, where the local fishermen's association presented the ship with a banner and bouquet of flowers.

*Oak Hill* was also called upon to salvage a *Swift* boat, PCF 97, after other attempts had failed. The craft had been sunk by hostile fire 150 miles southwest of Saigon. Within eight hours of her arrival on the scene, *Oak Hill* had the patrol craft aboard and on its way to a repair facility.

- The San Diego-based tank landing ship *uss Kemper County* (LST 854), after seven and one-half months with the Seventh Fleet.

*Kemper County's* duties in the combat area included shuttling munitions between Da Nang and Chu Lai, and acting as mother ship for craft of River Flotilla One, a mobile river force.

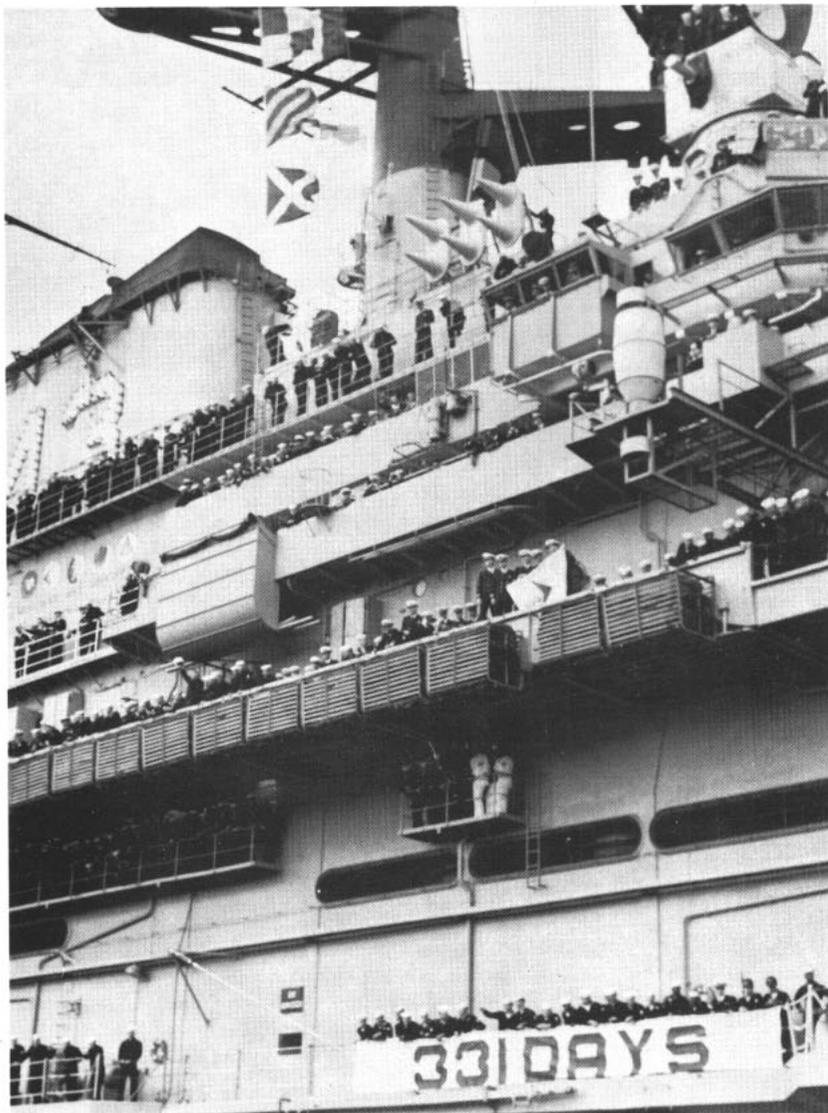
- *uss Snohomish County* (LST 1126), at San Diego after an eight-month deployment.

During her WestPac tour, she transported vehicles, ammunition, general cargo and combat troops to various trouble spots along Vietnam's rivers.

*Snohomish County*, accompanied by *uss Caroline County* (LST 525), pioneered U. S. ship navigation of the shallow Cua Viet River, near the Demilitarized Zone.

Cargo was previously transported by small utility landing craft limited





to 75 tons of supplies per trip. A tank landing ship handles a load of 750 tons. During one month, *Snohomish County* carried more than 1500 tons of heavy artillery ammunition up the Cua Viet River.

- The San Diego-based amphibious force flagship *uss Eldorado* (AGC 11), home after an eight-month deployment.

Serving as flagship for the U. S. Seventh Fleet's Amphibious Force, *Eldorado* supported 12 amphibious combat operations during her tour. Still, she found time to contribute to U. S. goodwill efforts in Southeast Asia. She gave financial support to Operation Schoolhouse, a program sponsored by the Naval Communications Station, Philippines, which provides scholarships for Filipino children in the San Miguel area.

*Eldorado* also presented teaching materials to the Bajac Bajac School in Olongapo. *Eldorado's* choir sang for patients aboard the hospital ship *uss Sanctuary* (AH 17), and at the Naval Hospitals in Da Nang and Subic Bay.

- The fast combat support ship *uss Sacramento* (AOE 1), to Seattle after a deployment of eight months.

The first of a new class of resupply ships, *Sacramento* set a new standard in underway replenishment of combat ships.

On a typical day during her deployment, *Sacramento* rendezvoused with 10 ships to transfer a total of nearly 500 tons of ammunition, a million and a half gallons of fuel and





thousands of gallons of fresh water.

In one six-week period in the South China Sea, *Sacramento* provided over 200 separate underway replenishments.

- The internal combustion repair ship *uss Tutuila* (ARG 4), after seven months off the coast of Vietnam.

During her tour, *Tutuila* was assigned to Commander Naval Forces, Vietnam, supporting Operation Market Time and Game Warden forces.

*Tutuila's* responsibility was repair and upkeep of destroyers, radar picket ships, Coast Guard cutters, *Swift* boats, tank landing ships, and river patrol boats.

Ships returning from Atlantic and Mediterranean deployments included:

- Four ships of Escort Squadron Eight and one from Escort Squadron 10, *uss Brumby* (DE 1044), *Hartley* (DE 1029), *Lester* (DE 1022), *Willis* (DE 395), and *Courtney* (DE 1021), back in Newport, R. I., after three months' deployment.

Covering nearly 26,000 miles, the squadron visited ports in Norway, Denmark, Sweden, Finland, Scotland, England, West Germany, Holland, Spain, Italy, and the islands of Malta and Sicily.

- The guided missile cruiser *uss Galveston* (CLG 3), after seven months in the Mediterranean. A Pacific Fleet ship homeported in San Diego, *Galveston* did temporary duty

with the Sixth Fleet, logging more than 40,000 miles and visiting ports in Spain, Italy, Sicily, Malta, Crete, France and Majorca.

- Two Newport-based destroyers, *uss Fiske* (DD 842), and *Dyess* (DDR 880), after four months' Middle East duty.

During their deployment, both ships aided vessels in distress. *Dyess* helped the sloop *Atlantis* after that vessel and a merchant ship collided, damaging the boat's rigging beyond repair. *Dyess* towed the sloop to the Greek island of Rhodes.

*Fiske* went to the aid of two ships within a period of four days. First was the Panamanian cargo ship *Pearl of Victoria*, which was in danger of breaking up in heavy seas. *Fiske's* motor whaleboat was dispatched to help the merchant ship's crew of 39 abandon ship. When the seas subsided next morning, the crew elected to return to their ship to save her and her cargo.

Four days later, *Fiske* aided the crew of a Saudi Arabian ship. The tanker *D'Karum* was aground on the island of Dahret Abid, about 20 miles off the old port town of Saukin, Sudan. The crew had left the ship and were on the island without food and water.

A crew was dispatched in a motor whaleboat to learn the needs and condition of the men on the island, after which supplies were taken ashore.

- *uss Zellars* (DD 777), back in

Newport after a seven-month, 30,000-mile cruise as part of the NATO exercise Matchmaker Three. The many ports visited included Hamilton, Bermuda; Lisbon, Portugal; Hamburg, Germany; Rotterdam, Netherlands; and Montreal and Quebec, Canada.

While on the Matchmaker cruise, *Zellars* welcomed 75,000 visitors in the 12 nations visited.

- *USS Essex* (CVS 9), back from a four-month deployment to Northern Europe and the Mediterranean. The 26,000-mile cruise carried the Quonset Point-based carrier into ports in Norway, Holland, West Germany, England, Italy, and the islands of Malta and Sicily.

During the cruise, Navy Unit Band 146, embarked in *Essex*, entertained approximately 320,000 people in the various countries visited. On a two-day tour of South Holland, 200,000 heard the band in a series of jazz concerts and special appearances.

The band's largest single audience came in Hamburg, when a crowd of 32,000 gathered in the town park for a jazz concert.

One of the highlights of the cruise, according to a news release, came when *Essex* steamed into the waters of the Arctic Ocean, and her crew was officially admitted into the "Royal Order of the Blue Nose." The ship was conducting operations with NATO forces at the time.

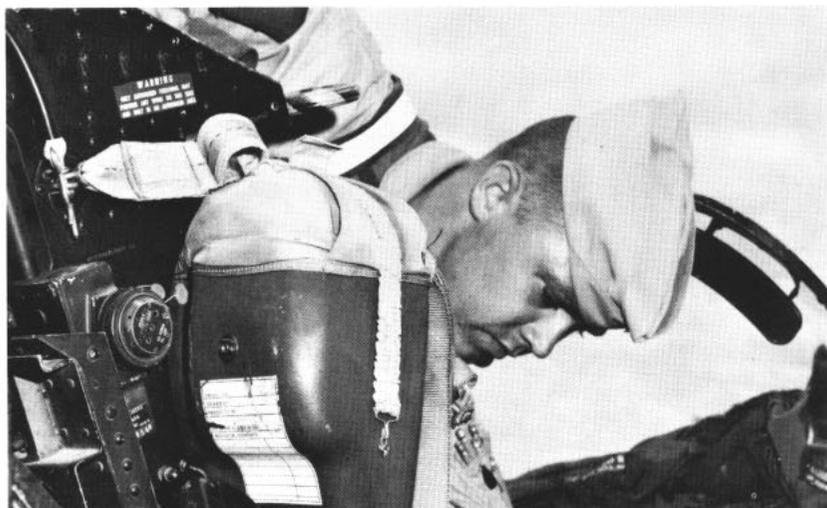
—Jim Teague, JO1, USN



**FUTURE AVIATORS**—Navy student pilots walk to their Cougars with flight gear in hand for one of many syllabus flights. Below: Student gets a final briefing from a training squadron instructor prior to scheduled flight.



**PREFLIGHT**—Chase Field student checks the ejection seat before strapping in for flight. Students log 140 hours in Cougar before completing training.



## Tame a Cougar &

**O**NE OF THE BIG reasons for continued American air superiority over both North and South Vietnam is the high quality of the man behind the stick, the combat pilot.

In many instances, Navy pilots have simply outflown their North Vietnamese counterparts during air combat. This flying ability is not rare; it is common throughout the Navy.

Before an officer can wear gold

wings on his uniform, he must undergo extensive training on the ground and in the air. He is continually proving his abilities as a potential naval aviator throughout this training period.

After completing a tour at Pensacola where he graduated from the prop-driven T-34 *Mentor*, the potential jet aviator advances to NAAS Meridian, Miss., where he will get 20 weeks of basic jet education which includes about 90 hours of flying time in the T2A *Buckeye* jet trainer. This is followed by carrier qualifications and air-to-air gunnery training in the twin-engine T2B.

Although the student has flown a jet and advanced through three strenuous courses of instruction, he still hasn't earned his wings.

The final step in achieving those wings is completion of training in one of the six jet training squadrons of the Advanced Training Command, such as Training Squadron 25 at NAAS Chase Field.

Three training squadrons are based at Chase Field and three are located at NAAS Kingsville.

Training Squadron 25 trains about 150 students per year, sending each through 20 weeks of ground school and extensive flight training in a TF-9J *Cougar*.

Before the student pilot leaves this advanced training, he will have logged 140 hours of flying time in the *Cougar*. Before beginning these scheduled training flights, called syllabus flights, he will undergo four weeks of ground training which will further his knowledge and prepare him for his job in the fleet.

Here's a list of the subjects he will cover during these four weeks: aerodynamics; aviation safety; aeromedicine; carrier air traffic control; code and blinker; engineering of the *Cougar*; flight rules and regulations; instrument navigation; leadership; meteorology; NATOPS; operational navigation; radar fundamentals; and weapons and warfare orientation.

The future pilot will then spend several periods in a mockup of the *Cougar* and will receive several flight procedure briefings. These



**FOLLOW-THE-LEADER**—Students play follow-the-leader during formation flight training. *Below:* Student and instructor suit-up for an exercise hop.

## Join the Jet Set

briefings and the periods in the flight procedure and instrument trainer are scheduled to correlate with his various syllabus flights as the student progresses through the various flight stages.

During this period he will familiarize himself with the aircraft, learn the basic instruments and instrument navigation principles. He will receive his standard instrument rating after completing the latter stage of training.

The student is then ready for advanced education which will further prepare him for his job in the fleet. He will study formation flying, night familiarization, operational navigation, solo instrument navigation, air-to-ground weapons, air-to-air weaponry, tactics and carrier qualification.

Each of the flights during this training requires one and a half hours of briefing and one-half hour of debriefing.

After completing this training, the student is eligible for his wings. He has become a naval aviator, and is prepared for assignment to any type of jet aircraft squadron in the Navy.

The new pilot will then report to a carrier replacement air wing for training in the specific aircraft to which he is assigned.

It has taken many hours of study

and training to educate the new pilot for his role in the Fleet. His education is still not finished, however. He will continue to learn new techniques and ideas as long as he wears his gold wings.

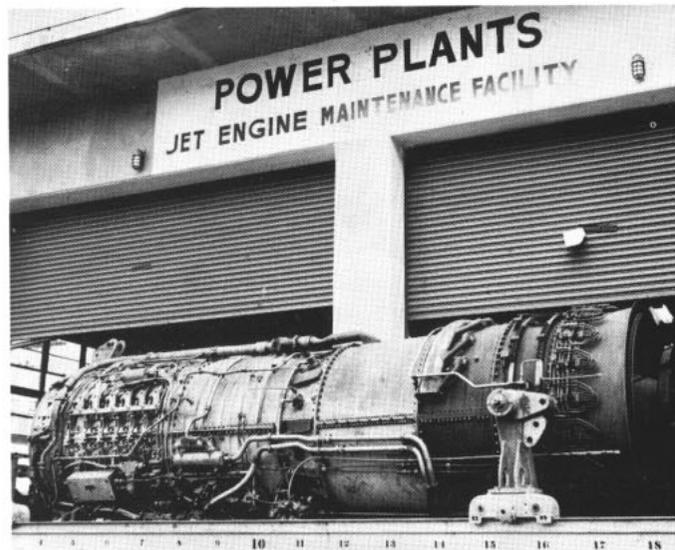
That's what it takes to be the best.

—Photos by G. M. Long, PH1, USN.



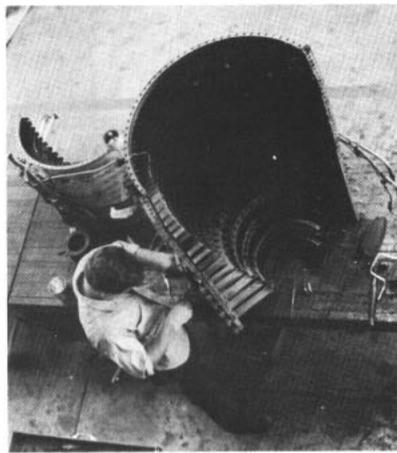
**AFTER THE FLIGHT**—Following an exercise, students meet with instructors for debriefing session. This completes another step toward their wings.



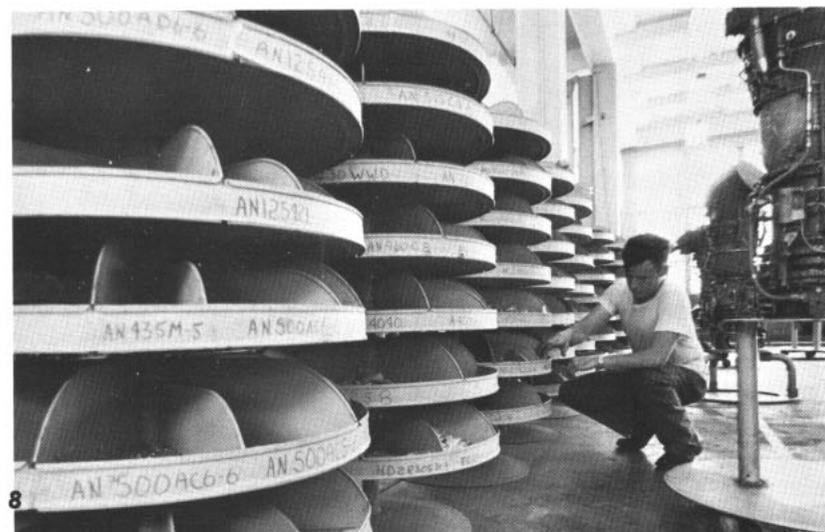


FINAL assembly is made. Rt: Jet ready for canning.

## Meet the 400—



IN THE BOOKS—Aviation machinist's mate checks for part stock number. Rt: Compressor blades are adjusted. Below: Bins stock parts for T-58 turbo jet.



ALMOST ANY DAY you happen to pass Work Center 400 at Cubi Point NAS, you'll see 30 to 40 oversized tin cans lined up outside its doors.

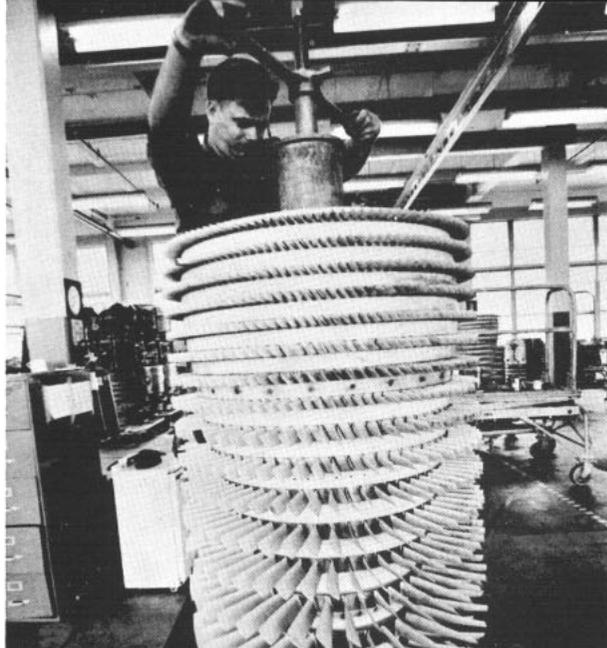
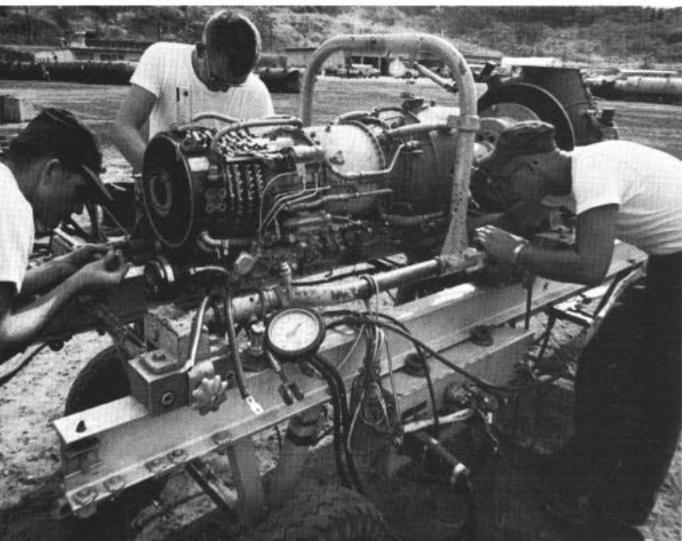
This isn't necessarily a manifestation of sloppy housekeeping. Each of those "tin cans" holds a jet engine that needs work of some kind done on it, and Center 400 is Cubi's jet engine repair facility.

It's one of four such establishments charged with the complete front-line repair and testing of jet power plants used in Seventh Fleet naval air operations.

Although Center 400 is capable of handling repair jobs on almost any type of jet power plant, it usually specializes in just a few—the J79, used by *Phantoms* and *Vigilantes*; the J-52, used by *Skyhawks* and *Intruders*; and the T-58, a smaller jet for combat helicopters.

Each repair facility has its own specialty. Cubi works on the three mentioned above. Atsugi, Japan, takes others, Guam has its own, as does Naha, Okinawa. The more intricate problems are referred to specialists.

When a jet engine arrives from the Fleet for repairs, it is packed in a steel container, or can. It is these cans that are lined up outside the doors of Center 400.



TEST CELL crew prepares engine for test run. Rt: Jet mechanic pulls bearing from J-79 compressor assembly.

# They Keep Those Jets Flying

**I**NDUCTION is the first step in the repair procedure. It is at this point that the necessary paperwork, job orders, and the like are taken care of. The engine is removed from its can and placed on a movable cart where it is made fast. It will not leave that cart again until the repair is finished and the engine is re-canned.

On the line, the engine's external shields and easily accessible parts are removed, cleaned and inspected. Then it is broken down into components which, in turn, are cleaned and inspected. These inspections bring to light what is ailing the engine. When the diagnosis is complete, the actual repair work begins.

Many of the problems can be solved in the shop. Some cannot.

The highly vulnerable and delicate compressors, for example, must be repaired by their own experts. A large percentage of the damaged compressors are shipped back to naval air rework facilities at Alameda or North Island, Calif.

Any component that Center 400 cannot repair is shipped to one or another rework facility, depending on the parts involved.

When these components are repaired and returned from the rework facilities, and the parts that Center 400 has handled itself are again in

shape, the reassembly stage of the operation begins. Everything is put back together again, inspected and made ready for the final and most important stage of the repair routine—the test cell.

**T**HE REFINISHED ENGINE, now shining and sparkling clean on the cart it was given weeks earlier, is towed out to a special jet engine testing area on the Cubi airfield. There it is connected to fuel lines and instruments. With one exception, the engine is run exactly as if it were in an aircraft—it stays on the ground and remains stationary.

When the mechanics are satisfied that the engine is operating properly, and that all systems are in adjustment, it is re-canned for shipment.

The whole procedure takes about 45 days, from out of the can to back into the can. An average of 65 to 75 engines are finished or begun each month, depending on which end of the scale one looks.

The month of August 1967, for example, saw 135 engines inducted for repair as a consequence of the *Forrestal* disaster.

So don't worry about those tin cans cluttering up the front yard of Center 400. They are there for a very good reason.

Story by Tim Leigh, JOSN, USN.  
Photos by Bob Moeser, JOC, USN.



CANNED JET engines scheduled for repair wait at Center 400. Below: Engine is readied for ride to Cubi airfield where it will be tested.



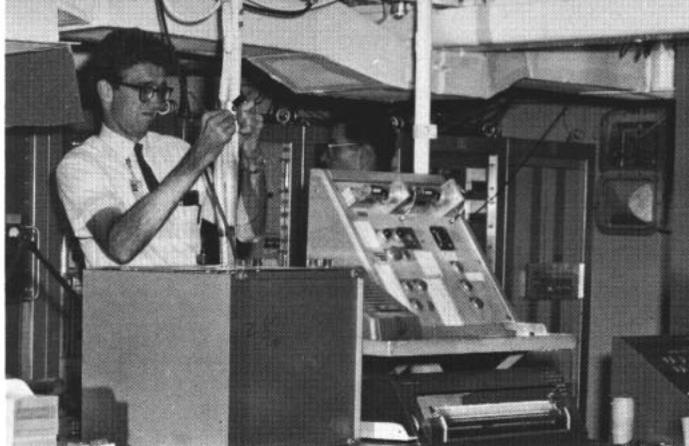
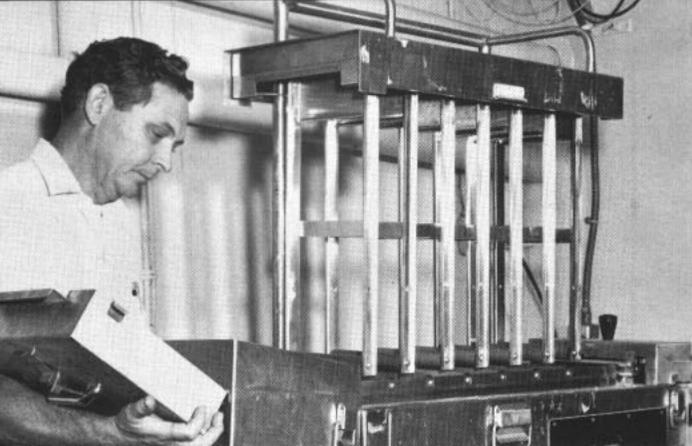


PHOTO PROCESSOR is used for deep ocean film. Rt: The nerve center of *Mizar* operations is the electronics lab.

## FLOATING LAB



CHEMISTRY-BIOLOGY lab will permit analysis of data. Below: Bottom photos are scanned and analyzed with film editor in photo lab.

**A** FLOATING oceanographic laboratory, USNS *Mizar* has returned to work at sea. She has increased research capability, improved support facilities, and more adequate accommodations for scientists who use her.

Recently completed modifications on the Naval Research Laboratory's oceanographic research vessel include construction of a chemistry-biology laboratory. This facility will provide a new dimension to the Laboratory's programs in chemical and biological ocean science research.

A new machine shop and work space, complete with lathes, drill press, band saws, and associated equipment, permits on-site routine maintenance of heavy equipment.

Modified quarters for scientists can comfortably accommodate up to 19 people. Office space has been added and improvements made in a combination lounge-conference room.

Minor modifications were made in the electronics and photographic laboratories.

Originally a small cargo ship designed for Arctic water operation, *Mizar* was converted to a research platform in 1964 because of her exceptional width—52 feet—and excellent maneuverability at slow speeds.

Although she gained international fame for locating the *Thresher* hull in 1964, and later for the major role she played in recovering the unarmed hydrogen bomb lost off the coast of Spain, the vessel has been used primarily for studying characteristics of the deep ocean, particularly the ocean floor.

To accomplish these studies, sensors are mounted aboard an unmanned vehicle, lowered into the ocean, and towed along as the ship moves. All control signals flow down through a shielded coaxial cable in the center of the sensor vehicle's towing cable. All sensor information flows up the same cable. The sensors provide information for a wide variety of acoustic, optical, and other oceanographic studies.

With a tracking system designed at the Naval Research Laboratory scientists can determine the exact location of towed equipment at all times. The system consists of a digital computer used in conjunction with an array of hydrophones mounted on the ship's bottom. It can also be used to determine the ship's position in relation to a beacon on the ocean floor or to guide a free submersible.

Sensor vehicles and other towed equipment normally are lowered into the sea through a center well in the ship. An enclosure over the well area protects scientists and equipment from the weather.





## Gallup Has Jet-Up-and-Go Too

**T**HE ROARING noise of a *Phantom* jet aircraft engine can be heard across the waters of the South China Sea.

There's a forward jolt and a blast of wind—members of the crew bend forward with their feet firmly planted to keep their balance.

You'd expect this kind of situation on the flight deck of an aircraft carrier, but this is not a CVA. It's the Navy's newest high-speed gunboat, *uss Gallup* (PG 85), which has just shifted from her conventional twin diesel engines to the 13,500-horsepower jet engine. This engine can propel the gunboat from 0 to 40 knots in less than 60 seconds.

*Gallup* operates with Operation Market Time patrols along the coast of South Vietnam.

The turbojet engine enables her to close quickly on a sampan or junk that might be trying to infiltrate enemy men or supplies.

The 28 officers and enlisted men aboard *Gallup* are specially trained to operate this new jet job. Only four of these 164-foot gunboats exist.

*Gallup* and her sister ship, *uss Asheville* (PG 84), are both in Vietnam assigned to Operation Market Time.

Every man aboard has a working knowledge of all the diverse skills needed to run the jet gunboat so that each is able to replace any other crewmember should the need arise.

*Gallup* is capable of high speed, but she is also powered by twin diesels providing 1750 horsepower for normal cruising at 17 to 18 knots. The gunboat is armed with a rapid-fire, 3-inch gun, a 40-mm cannon and .50-caliber machine guns.

She operates eight days on station, then spends two days in port.

"We have the facilities and can carry the provisions to stay on station much longer," said Lieutenant Commander William T. Spane, Jr., USN, commanding officer of PG 85.

*Gallup* is the second naval vessel to bear the name in honor of the New Mexico city. The first was PF 47, one of a series of small patrol ships built during World War II.

—Story and Photos by  
R. C. Veeder, PHC, USN



*Clockwise from top left:* (1) Vietnamese petty officer mans the wheel during Market Time patrol. (2) Jet engine of *USS Gallup* (PG 85) sends her knifing through the South China Sea. (3) Crewmember prepares to shift from diesel to jet. (4) *Gallup's* crew checks sampan. (5) The gunboat's course is plotted to intercept Vietnamese junk.



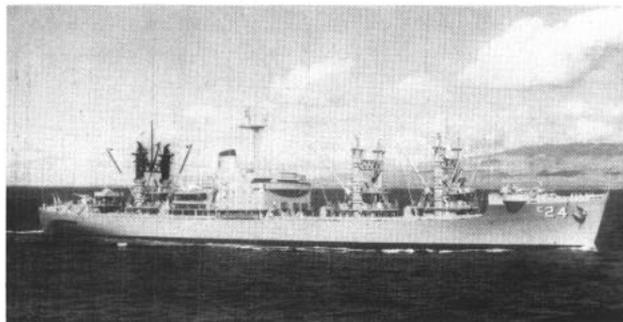


# The CHAMPS:

COMPETITION for Battle Efficiency honors was as keen as ever during fiscal 1967, and the sharpest ships in the Fleet have been singled out for "E" awards. Thousands of Navymen have sewn the E on their jumpers, and the emblem of excellence has been painted on win-



USS Shields (DD 596)



USS Pyro (AE 24)

USS St Francis River (LSMR 525)



## Cruiser-Destroyer Force, Atlantic

Columbus (CG 12)  
Wallace L. Lind (DD 703)  
James C. Owens (DD 776)  
Luce (DLG 7)  
Moale (DD 693)  
Davis (DD 937)  
Power (DD 839)  
Sampson (DDG 10)  
Newman K. Perry (DD 883)  
John W. Weeks (DD 701)  
Samuel B. Roberts (DD 823)  
Josephus Daniels (DLG 27)  
Vogelgesang (DD 862)  
Corry (DD 817)  
Garcia (DE 1040)  
John Willis (DE 1027)  
Brumby (DE 1044)  
Hugh Purvis (DD 709)  
Henley (DD 762)

## Submarine Force, Atlantic

Fulton (AS 11)  
Skylark (ASR 20)  
Cobbler (SS 344)  
Jallao (SS 368)  
Odax (SS 484)

Chivo (SS 341)  
Cubera (SS 347)  
Shark (SSN 591)  
Dace (SSN 607)  
Argonaut (SS 475)  
Dogfish (SS 350)  
Sea Owl (SS 405)  
Sailfish (SS 572)  
Halfbeak (SS 352)  
Chopper (SS 342)  
Sea Poacher (SS 406)  
Barracuda (SST 3)

## Service Force, Atlantic

Sylvania (AFS 2)  
Nantahala (AO 60)  
Nespelen (AOG 55)  
Shasta (AE 6)  
Chukawan (AO 100)  
Marias (AO 57)  
Amphion (AR 13)  
Opportune (ARS 41)  
Luiseno (ATF 156)  
Mosopelea (ATF 158)  
Fairview (PCE 850)  
Betelgeuse (AK 260)  
Liberty (AGTR 5)  
MCB 40

USS Page County (LST 1076)



# They Made It With Es

ning ships' bridges. Ships and men wear it with pride.

Below is a listing of 1967 "E" award winners received at this time. The sharp ships listed were judged to be the best in their class, as determined by their respective type commanders. The winners include:

## **Amphibious Force, Atlantic**

Mountrail (APA 213)  
 Rockbridge (APA 228)  
 Shadwell (LSD 15)  
 Guam (LPH 9)  
 Plymouth Rock (LSD 29)  
 Yancey (AKA 93)  
 Dodge County (LST 722)  
 LCU 1625

## **Mine Force, Atlantic**

Hummingbird (MSC 192)  
 Vigor (MSO 473)  
 Fearless (MSO 442)  
 Sagacity (MSO 469)  
 Notable (MSO 460)  
 Nahant (AN 83)

## **MSTS, Atlantic**

USNS Victoria (T-AK 281) "Smart Ship"

## **Cruiser-Destroyer Force, Pacific**

Canberra (CAG 2)  
 Frontier (AD 25)  
 Shields (DD 596)

## **Service Force, Pacific**

Pyro (AE 24)  
 Sacramento (AOE 1)  
 Pollux (AKS 4)  
 Cacapon (AO 52)  
 Hassayampa (AO 145)  
 Tillamook (ATA 192)  
 Tutuila (ARG 4)  
 Jason (AR 8)  
 Current (ARS 22)  
 Mataco (ATF 86)  
 Arikara (ATF 98)  
 Serrano (AGS 24)

## **Amphibious Force, Pacific**

Washburn (AKA 108)  
 TACRON 11  
 Page County (LST 1076)  
 Litchfield County (LST 901)  
 St Francis River (LSMR 525)

## **Mine Force, Pacific**

Vireo (MSC 205)  
 Loyalty (MSO 457)  
 Leader (MSO 490)  
 MSL 24  
 MSB 53

USS Sampson (DDG 10)



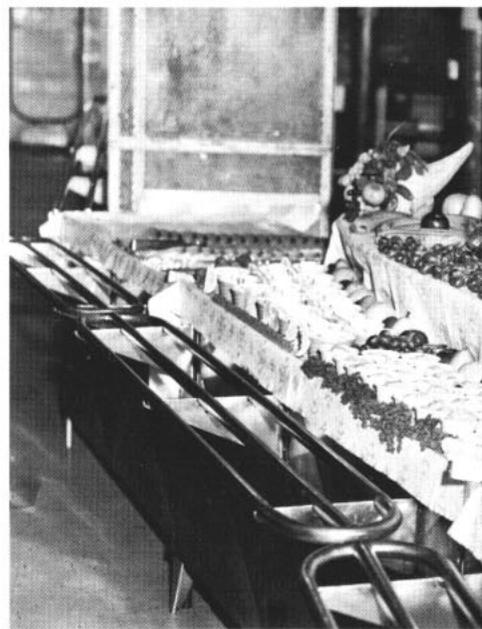
USS Skylark (ASR 20)



USS James C. Owens (DD 776)

USS Columbus (CG 12)





'KITCHEN KING'—Judge checks out galley of *USS Howard W. Gilmore* (AS 16) in search for the Fleet's best feeders.

# Want Good Food? The Neys



RUNNER-UP—*USS Talbot County* (LST 1153) placed second in small ship class.

Below: Ney judge chats with Navymen at Fleet Activities, Sasebo, Japan.



THE ANNUAL SEARCH for the best food in the Navy ended last year with Ney Memorial food service awards going to *uss Howard W. Gilmore* (AS 16), *Denebola* (AF 56) and the Naval Communications Station San Miguel, Philippines. The three were found to have the best general messes in competitive categories for large ships (feeding more than 300 men), small ships (less than 300), and shore stations.

Runner-up awards in the good food competition went to NAS LeMoore, Calif., *uss Wright* (CC 2) and *Talbot County* (LST 1153). Others among nine finalists in the

Ney competition were Fleet Activities, Sasebo, Japan, *uss Topeka* (CLG 8) and *Davidson* (DE 1045).

Ney awards were introduced in 1958 as a way to recognize the extra efforts put forth by general mess facilities ashore and at sea. The program honors the name of the late Captain Edward F. Ney, who as director of the Navy Subsistence Program between 1940 and 1945, helped maintain high standards of Navy food during World War II.

As in previous years, the 1967 Ney award winners and runners-up were determined by a five-man team of naval officers and civilian members of the Food Services Executive Association, sponsor of the awards program. The Navy Subsistence Office and Naval Supply Systems Command help coordinate the competition.

JUDGING IS BASED on points for efficiency in food preparation and serving techniques, mess management, sanitation and, of course, appearance, quality and taste of food.

The nine finalists were screened from a list of 41 top messes nominated by area and type throughout the Navy. Each of the nine was required to prepare a meal for judging by the awards committee. Relatively inexpensive ingredients were used to make unusually tasty dishes. (*Gilmore*, for example, cinched the best-feeding large ship honors by adding an extra touch to an ordinary-sounding dish—ham and noodles. The



FANCY salad bar aboard *Klondike*.

# Have It

result was a tasty creation called scalloped ham. The Ney judges ruled it absolutely delicious.)

In addition to preparing a meal for judging, each of the nine finalists received a thorough Ney committee galley inspection.

During 10 years of competition, only two messes have captured top Ney Awards more than once; the Bay Hill galley at Guantanamo Bay, Cuba, in 1958 and again in 1960, and the general mess at NAS Miramar, Calif., in 1962 and 1966.

Among the 1967 winners, *Gilmore* and NavComSta San Miguel had placed previously in Ney competition. Both were runners-up in their respective categories in 1966.

**T**HE NORFOLK-BASED stores ship *Denebola*, with well-fed officers and enlisted men, credits good production techniques, general mess decor, and appetizing menus as responsible for her success as the outstanding small mess afloat. Her prize-winning galley staff received additional honors last year; the commissarymen participated in Norfolk's Food Trade and Culinary Art Show and were awarded three trophies.

The sub tender *Gilmore*, based at Charleston, S. C., believes good food is a key factor in her high morale. *Gilmore* cooks spend hours in planning for each meal, with a view toward making the food interesting to look at and such a pleasure to eat



NUMBER ONE—USS *Denebola* (AF 56) served up winning food in her class.



PROUD GROUP—Mess aboard *Klondike* has been best in Pacific Service Force for six years. Below: Large ship with best mess was *Howard W. Gilmore*.

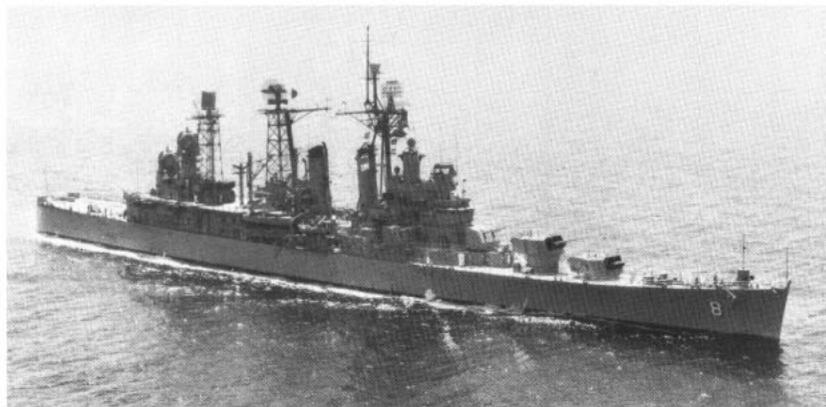




**ON THE LINE**—*Gilmore's* and *Denebola's* serving lines were winners. Below: Command ship *USS Wright* (CC 2) was runner-up in the class for large ships.



**ROOM AT THE TOP**—*USS Davidson* (DE 1045) and *USS Topeka* (CLG 8) finished among the nine finalists along with Fleet Activities Sasebo, Japan.



there will be little or no leftovers. (Thrift and waste are important factors in Ney judging.)

Other ships and stations with food good enough to earn their nominations for 1967 Ney awards were:

Amphibious Force, Pacific—*Ogden* (LPD 5), *Tulare* (AKA 112)

Naval Air Force, Pacific—*Coral Sea* (CVA 43)

Submarine Force, Pacific—*Proteus* (AS 19), *U. S. Grant* (SSBN 631)

Service Force, Pacific—*Klondike* (AR 22), *Bellatrix* (AF 62)

Mine Force, Pacific — *Gallant* (MSO 489)

Amphibious Force, Atlantic — *Rockbridge* (APA 228)

Naval Air Force, Atlantic—*Saratoga* (CVA 60)

Submarine Force, Atlantic—*Baracuda* (SST 3)

Service Force, Atlantic—*Cadmus* (AR 14)

Mine Force, Atlantic — *Ozark* (MCS 2), *Pandemus* (ARL 18)

Cruiser-Destroyer Force, Atlantic — *Edward McDonnell* (DE 1043)

Eastern Sea Frontier—*Observation Island* (EAG 154)

First Naval District—Construction Battalion Center Davisville, R. I.

Third Naval District—Naval Station Brooklyn, N. Y.

Fourth Naval District—Inactive Ship Maint. Facility Philadelphia, Pa.

Fifth Naval District—Fleet Anti-Air Warfare Trng. Center Dam Neck, Va.

Sixth Naval District — NAAS Whiting Field, Fla.

Ninth Naval District — Naval Training Center Great Lakes, Ill.

Tenth Naval District—Naval Station Roosevelt Roads, Puerto Rico

Eleventh Naval District—NAS Miramar, Calif.

Thirteenth Naval District—Naval Supply Depot Seattle, Wash.

Fourteenth Naval District—NAS Barber's Point, Hawaii.

Fifteenth Naval District—Naval Station Rodman, Canal Zone

Seventeenth Naval District—Naval Station Adak, Alaska

Naval District Washington—Naval Weapons Laboratory Dahlgren, Va.

Naval Forces Marianas — NAS Agana, Guam

Naval Forces Europe—Naval Security Group Activity Edzell, Scotland

Naval Air Force, Atlantic—Naval Station Argentia, Newfoundland



LTJG Jimmy F. Jensen, USN, and junk CO watch from bow.



Junkmen stand ready as civilian craft is checked out.

# JUNK PATROL

**A**N ORIENTAL junk with high prow, red bow and painted eyes to see in the night is something most U. S. Navymen have never dreamed of sailing.

But in Vietnam there are those who do.

These Americans are advisors to the Vietnamese Navy's Coastal Groups called Junk Forces.

Four such men are advisor Lieutenant Joseph M. Lang and his three assistants: Lieutenant (jg) Jimmy F. Jensen, the group's XO; Boatswain's Mate Second Class Lawrence P. Malone, seamanship advisor; and Engineman Second Class Stephen D. Honeyman, engineering advisor.

They are the Co Van My (American advisors) to Vietnamese Coastal Group 26 based at Binh Ba Island. Binh Ba is located near Cam Ranh Bay 160 miles northeast of Saigon.

Operationally, the U. S. Navymen accompany and advise the Vietnamese on normal junk patrol, ashore on ambush patrol, as liaison to U. S. units while engaged in large scale operations, on civic action mis-

sions to assist the villagers in the area and at the base with everyday problems.

Riding the junks on patrol is a major part of the job for the four Americans. The normal patrol is 24 hours and the junks usually work in teams. The patrols are similar to those of Operation Market Time conducted by U. S. Navy units. However, the junks sometimes patrol closer to shore in their effort to stop enemy infiltration.

On patrols the junk advisors take up chopsticks at meal time and eat with their Vietnamese crewmembers. The meal is usually fish and rice.

"Sometimes we add a can of boned chicken or turkey to the pot to perk up the diet," said LTJG Jensen.

Long, hot patrols, dangerous ambush missions and the uncountable problems of liaison are the lot of the junk advisors.

But some evenings they can hang up their camouflage fatigue hats, break out a cold drink, relax a little and maybe even think about home.



Junk is beached for repairs. Below: Navy advisors return to base.



S. D. Honeyman, EM2, and L. P. Malone (rt.) eat with Vietnamese guests.

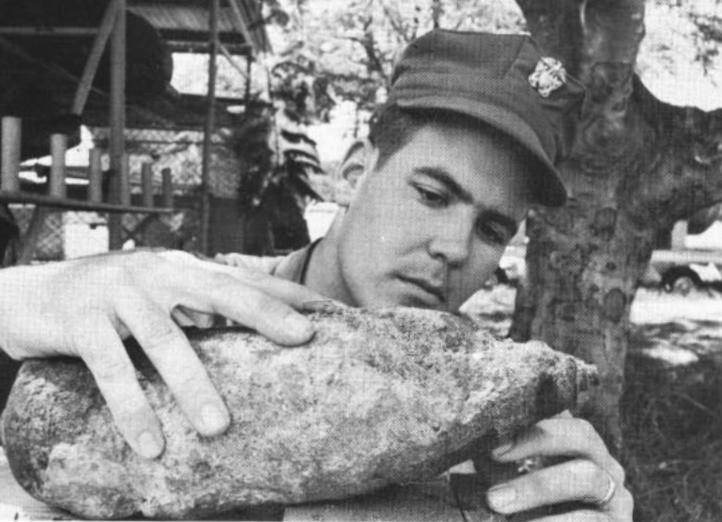


Navy advisor LTJG J. F. Jensen treats cut during inspection.



LT J. M. Lang and L. P. Malone, BM2, check fisherman's papers.





Shell from WW II is examined by LT George Creighton, USN, Below: EOD men surface following underwater training.



Booby-trapped village helps train EOD men. Below: R. B. Pierce rigs Chinese mortar as mine for training session.



VC swinging mace is obstacle on training trail.

# JUNGLE

**A** NEW Hawaiian Command is in the touchy business of identifying and disarming explosives which may range from crude Viet Cong mines to modern nuclear weapons.

The Explosive Ordnance Disposal Group Pacific (EODGRUPAC), commissioned at the Naval Ammunition Depot, Oahu, consolidates many of the previously separate functions of Pacific EOD units.

EODGRUPAC now provides training, administration and logistic support for 54 EOD teams deployed in Vietnam, on board ship, and at military installations throughout the Pacific.

Training at EODGRUPAC is an extension of schooling the explosives technicians receive at the parent EOD School at Indian Head, Md. In Hawaii, however, training is oriented toward missions likely to be encountered in the Pacific and Southeast Asia.

Included in the Hawaii training are underwater techniques in mine disposal (in both clear and dark water conditions), as well as familiarization with various types of U. S. and foreign ordnance peculiar to the Pacific area.

EOD personnel bound for Vietnam receive a special course in a small, but typical, Viet Cong "village," complete with dummy mines, booby traps and mosquitoes.

Most of the instructors are veterans of Vietnam service, and are expert in handling and disarming explosives commonly found in Southeast Asia.

EOD students get the word on new MK-VI breathing gear.





Instructor locates dummy booby-trap inside VC hut.

# PATROL

The Pacific EOD men perform a variety of potentially explosive jobs on board ship, on land and deep in the water. Many have distinguished themselves in recent actions.

Commander Charles K. Naylor, EODGRUPAC's commanding officer, for example, received the Navy Commendation Medal after he directed the underwater explosive operations needed to refloat the destroyer *USS Frank Knox* (DDR 742), which went aground at Pratas Reef in the South China Sea in July 1965.

Another EOD man who gained public recognition for his work is Chief Engineman John J. Lyons, who, according to his citation, "risked his life to help a doctor remove a live 60-mm mortar shell embedded in the body of a Vietnamese soldier."

The EOD workers, all volunteers, represent a cross-section of various ratings. They must undergo stiff physical and mental examinations before acceptance at the nine-month basic course at Indian Head, where they learn the art of rendering a piece of ordnance safe—the technician's way of saying he has disarmed it.

At Indian Head, in Hawaii, and on the job, EOD personnel are constantly reminded that working with live ordnance involves little or no margin for error. EOD jobs either succeed or fail. Thanks to advanced EOD training techniques, such as those employed by EODGRUPAC, success is virtually assured, but doesn't come easily.

—Toby Marquez, JOC, USN.

Donald Coles, ET1, checks out hand-held sonar unit.



JANUARY 1968



Safecracking touch is used to remove fuse. Below: Trainees learn to recognize and avoid Viet Cong style "bear trap."



# AN INTERVIEW WITH MCPON

**I**N JANUARY 1967, Master Chief Gunner's Mate Delbert D. Black was selected to fill a new billet known as Senior Enlisted Advisor to the Chief of Naval Personnel. The job's title has since been changed to Master Chief Petty Officer of the Navy, but the duties involved remain the same.

What are the duties of the MCPON?

It's clear the Navy's senior enlisted man has had, for the most part, a free hand at writing his own job description. Chief Black sees the MCPON billet as a direct line of communication between Navy enlisted men and women and the Chief of Naval Personnel. He described himself as a working chief who is in a position to advise cognizant officials of individual, area and Navy-wide personnel problems. He said he works under the Chief of Naval Personnel, but emphasized that he works for every enlisted man and woman in the Navy.

In the following, the first of periodic reports dealing with MCPON activities, Chief Black responds to a number of questions about his job and what he's accomplished during his first year in office.

*What prompted the change in title from Senior Enlisted Advisor to Master Chief Petty Officer of the Navy?*

It was felt MCPON would be more in line with the element of authority indicated by titles the other services have for their senior enlisted men.

MCPON perhaps adds a little prestige to the billet, but the job itself hasn't changed. My function as enlisted advisor to the Chief of Naval Personnel (Vice Admiral B. J. Semmes, Jr.) is the same now as it was before.

*How often do you meet with VADM Semmes?*

Once a week. If I want to see him at any other time to discuss a matter I think he should know about, I call his aide for an appointment.

*Topics of discussion?*

Varied. We talk about matters of interest to enlisted personnel in general, or individual problems. Rights and benefits, uniforms, advancement, housing and other subjects receive plenty of discussion. I may be asked for my opinion of specific programs in effect or proposed. I try to express what I feel is right, and always try to put my finger on the consensus of thinking in the Fleet.

*How do you determine what Fleet thinking is?*

I travel a lot and talk with as many Navy people as I can. I ask them for opinions. Correspondence from the Fleet runs quite high. We receive some 20 to 30 letters a day; more after I make a trip. I might add that so far no one has told me what I can or can't say. I think a free hand for the MCPON adds authority to the office.

*What occupies most of your time in the office?*

Correspondence. Most of it involves individual interests or problems. A man may write to explain that some program or policy has created a problem for him. We make every effort to help, but at the same time we avoid bypassing any chain of command. If we're asked for something that should be handled at the command level, we send it back. Generally speaking, though, there's very little correspondence my office has not been able to do something with.

*Some examples?*

I think it's particularly noteworthy that so many senior petty officers have taken the time to prepare questionnaires asking their men for comments and suggestions. These are forwarded to my office and arm me with Fleet thinking when I'm asked for opinions or advice. I wish more commands would do this. Also, I frequently hear from leadership and career counseling schools and teams. Their reports help us determine further what the men in the Fleet are interested in.

*Does your knowledge of what the Fleet is thinking have any influence with BuPers boards dealing with enlisted matters?*

It may. I've spent considerable time sitting in on boards as a member or advisor. Here again, if asked for advice or opinions, I say what I think, based on my own 27 years' experience, what I'm told in correspondence or hear during travels, and

**TRAVELING MAN**—First year for Master Chief Petty Officer of the Navy added up to a lot of traveling. Here, Master Chief Black talks with Oklahoma recruiting unit and members of Navy Wives Club.



what I think the consensus of opinion or desire in the Fleet is.

*What are some specific matters of general interest?*

We had a large number of telephone calls and letters last summer asking for guidance on CPO initiations.

These were the result of a policy directive on the subject of initiations and ceremonies (SecNav Inst. 5060.-20). The instruction seemed clear to me; it said in effect that CPO initiations and ceremonies associated with special events such as crossing the equator are permissible as long as they are not hazardous or detrimental, and do not involve unbecoming conduct.

A lot of chiefs got the idea that this meant the traditional, highly informal CPO initiation should be discontinued and replaced with a strictly formal ceremony.

Not so. There is no objection to CPO initiations conducted in a humorous vein, but at the same time, they should not be hazardous. Proper supervision and planning can insure that the honor and pride that go with making chief are not overshadowed by fun and games. We should not force the initiates to eat or drink against their wishes, nor should we do anything that could lead to bodily injury.

By tradition, fledgling chiefs are not in a particularly dignified category during their initiation. However, those conducting the ceremony should insure an appropriate atmosphere of dignity to avoid any humiliation to the initiate.

In addition, the initiation should end with a formal ceremony during which the new chief is reminded of his responsibilities and is officially welcomed into the CPO category.

Another matter of general interest was first brought to my attention during one of my trips. I observed that some commands are in the practice of giving a special pat on the back to men who retire or transfer to the Fleet Reserve.

Many are presented with plaques or flag kits, and some commands hold a family dinner. In some way, the retiree is singled out for special honors.

I think this is appropriate, and since I heard about it I have encouraged all commands to adopt such a practice. Very often a man will receive a pre-separation ceremony in

accordance with the *BuPers Manual*, then be transferred to a receiving station for final separation. Certainly anyone who has served the Navy for 20 years or more deserves some form of special thanks.

One of many suggestions my office has received was the one calling for Navywide formation of a Gold Hashmark Club. I checked with various sections in *BuPers*, and concluded that such a club would be more effective and would have more prestige if handled at the command level.

*Do you maintain contact with Navy-interest organizations?*

A number of veterans and servicemen family organizations affiliated with or interested in the Navy have asked me to speak before their groups or attend meetings. I wish I had more time for this. Unfortunately, I have to turn a lot of them down. I am particularly anxious to support the Navy Relief Society, the Fleet Reserve Association and the Navy Wives Clubs. These are among the organizations that do a great deal to get things done for Navy people.

*What are your plans for 1968?*

Generally speaking, I hope to spend more time in my office going over letters from the Fleet. I have a trip to Vietnam lined up for January, but I don't intend to travel 100,000 miles as I did during 1967. I thought it important to travel as much as possible during the early stages of the MCPON appointment to meet as many enlisted men and women as possible, and to let them know where they can reach me. I think now, however, I can be of greatest service by staying close to home base to act as a monitor for correspondence and advisor to *BuPers*. I hope soon to be able to pass the word on a number of personnel suggestions from the Fleet, with a status report on action taken.

*One final question on the subject of leadership. Have petty officers in general found less emphasis on military authority and leadership responsibility during recent years? We're thinking of modern technology and increasing emphasis on specialty skills.*

Many petty officers have told me they are not being used as leaders to the extent they were just a few years ago.



**GOLDEN SLEEVES**—On MCPON's visit to Rhode Island Navy installations Master Chief Black visited with VADM John T. Hayward, USN, President, Naval War College, Newport, R. I.

Perhaps increased emphasis on technical or professional skill has changed the Navyman's attitude towards military authority. Frankly, though, I don't see why it should.

I do know that if we're not happy with our status, we should ask ourselves what we can do about it. One of our responsibilities as petty officers is to make our junior officers aware of our leadership ability and our desire to run a good ship, department and division.

In our day-to-day contacts with those junior to us, we must set a good example. If we can't handle ourselves, I don't see how or why we should be expected to handle our men.

I think if we insist on fair treatment and observe other rules of effective leadership, we can gain the respect of our men. If we have their respect we're in a position to practice leadership.

Questions on Navy enlisted personnel matters may be addressed to the Master Chief Petty Officer of the Navy at his office: Pers 003, Bureau of Naval Personnel, Washington, D. C. 20370.



# BLACK

**M**ANY NAVYMEN throughout the world are wearing a different type of rating insignia, but it isn't on their sleeves, it's around their waists.

The rating, like many others in the Navy, has its own language. Instead of a striker, the novice is a kyu and wears a white or brown rate insignia. The more proficient Navyman is called a dan, and sports a black, red and white or red insignia.

But this Navyman's set of whites is called a gi, and is quite different from the Navy regulation uniform. You've guessed it. The rating is judo, an up-and-coming sport throughout the Navy.

Judo is not currently an All-Navy sport, but selected Navyman do participate in the interservice competition which is held each year.

Participants in the interservice competition are selected from various events held throughout the Navy. At present there are about 40 naval stations, bases and ships listed on the Armed Forces Judo Association mailing list. Many more judo clubs or dojos exist in the Navy, but are not members of that organization. The Navy and Marine Corps Judo Association is another organization to which many station and ship dojos belong. Navyman who are skilled in judo often instruct their shipmates at their duty stations, so judo and other oriental self-defense techniques, such as karate, are not new to the Navyman.

The mid-1940s marked the greatest influx of the sport into the United States. Many Navyman serving in the Orient became interested in the fast, colorful sport and brought many of the techniques back with them. But they were not the first to come in contact with judo. Navyman first saw various forms of the oriental art of combat more than a century ago.

**T**HERE ARE TWO Yondans (4th dan black belt) currently serving in the Navy. Yondan is the highest proficiency rating of judo in the Navy today. The Yondans are Willie Jones, EN1, stationed at Long Beach Naval



# BELT NAVY

Station and Lawrence E. Fryar, CSI, stationed at Yokosuka. Both men represented the Navy during the interservice judo competition this year. Fryar was runner-up in his weight class at the interservice meet. He won his weight division in 1966, and also was the 1966 grand champion.

Jones won his interservice weight class in 1966, and was the Navy West Coast champion this year. He also placed third in the Pan American trials held this year. Both Fryar and Jones are training at present in hopes of making the United States team which will participate in the world championships next year.

In addition to local meets, Navy men participate in the West Coast Navy championship, interservice meet, AAU championships and Pan American tryouts.

**T**HE UNIFORM of the judoka is called a judo-gi. The regular uniform is a natural colored cotton uwagi (jacket) which is loosely worn. The trousers, also loosely worn, are made of heavy material and reach more than halfway down the calf.

Most of the uniforms are double-stitched to prevent ripping during actual participation. The belt (obi), which by color designates the degree of proficiency, is worn around the waist and tied with a square knot in front. The boxed article accompanying this story explains the significance and rate classification of each belt color. The belt must be long enough to wrap around the waist twice, and the ends must extend six inches after the knot is tied (something like an enlarged clothes stop).

Navy men were among the first Americans ever to see the type of oriental hand-to-hand combat which later developed into the sport of judo. When Commodore M. C. Perry visited Tokyo in 1854, the American Navy men became interested in the samurai (members of the warrior class) and the sumo wrestlers. The samurai used a barehand fighting method called kumiuchi, a forerunner

of ju-jitsu.

Being interested in combat techniques, the Navy men enjoyed watching the sumo wrestlers perform. Navy men who saw this highly technical and effective hand-to-hand combat brought much of it back to the United States with them, in story form at least. Other Navy men followed that first visit, and they too became interested in ju-jitsu and wrestling.

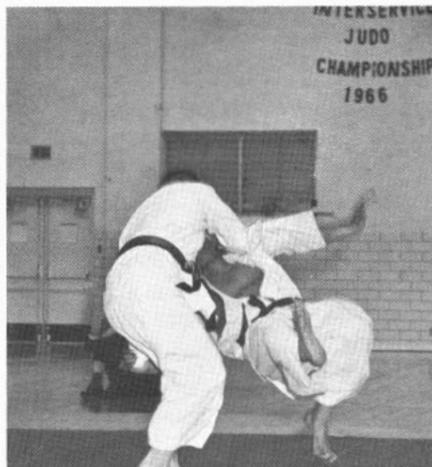
**T**HE MODERN SPORT of judo descended most directly from the samurai method of fighting. The manner in which the samurai warriors of Japan protected their lords was held secret and passed from

samurai to student. Their fighting methods encompassed the use of the sword, knife, spear, bow and bare hands. Kumiuchi, barehanded fighting, was a forerunner of ju-jitsu.

Along with kumiuchi, the samurai learned fencing, calligraphy, archery, painting, poetry, drama and literature. This refinement was a development during the 12th century when the samurai adopted the system of Zen. It combined the professional skill of the samurai with the moral, artistic and physical training of Zen.

The first recorded account of an organized fighting system in Japan concerned one practiced in the 13th century called yawara. It is also of the ju-jitsu lineage. Earlier accounts trace the beginnings to a fight to the death between two mythical demigods during the eighth century, but this contest is claimed as the beginning of both ju-jitsu and sumo wrestling.

Ju-jitsu emerged as such in the 16th century, growing from the simpler kumiuchi. Many "schools" of ju-jitsu were formed, and instructors



had a tremendous jealousy of each other. Each school specialized in specific methods of combat.

During the 50 years following the visit of Commodore Perry to Tokyo, the Japanese industrial revolution took place. This brought about the abolishment of the samurai warrior, and with him the ancient form of combat which he practiced, ju-jitsu. This passing of the samurai brought about the formation of the sport, judo.

**M**ODERN DAY JUDO development is attributed to a Japanese nobleman, Doctor Jigoro Kano, who formed a "school" in 1882. He initiated the school to prevent a complete loss of ju-jitsu techniques which had their roots deep in Japan's history.

Kodokan judo not only adopted many of the combatant aspects of ju-jitsu, but also the moral and physical aspects of Zen. This can be detected in the requirements for advancement in the judo rank structure. One of these qualifications is good moral character.

Although Kano used ju-jitsu as a basis for the new sport, ju-jitsu and judo are totally different in purpose and practice. Judo is a highly refined and technical sport which offers maximum benefit of physical and moral training with the minimum risk of injury to participants. Because of the nature of the sport, however, bruises are frequent and a bandage is a mark of distinction.

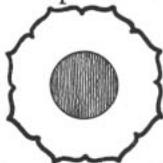
Jigoro Kano's school was in existence for 14 years before the Go Kyo no Waza (five stages of technique) were established. These five stages are integrated into the judo rank requirements and are still used today. The Go Kyo is a systematic guide for teaching judo. It consists of a series of 40 throws, which progress in complexity as to the degree of difficulty and dynamics they represent. To become proficient in any one of the throws takes a great deal of practice and training.

Judoka strive to improve their ability and technique constantly. With proper technique, a contestant can overcome an opponent's superior height, weight or strength advantage.

**J**UDO IS COMPOSED of hundreds of basic throws or movements which are classified under leg throws, hip throws, hand throws, back and side throws, counter techniques, chokes, arm bars, mat holds and several other

basic movements. Each has a name. This list can be further broken down into standing techniques or groundwork techniques.

Before a student is permitted to try even the simplest throw, he must



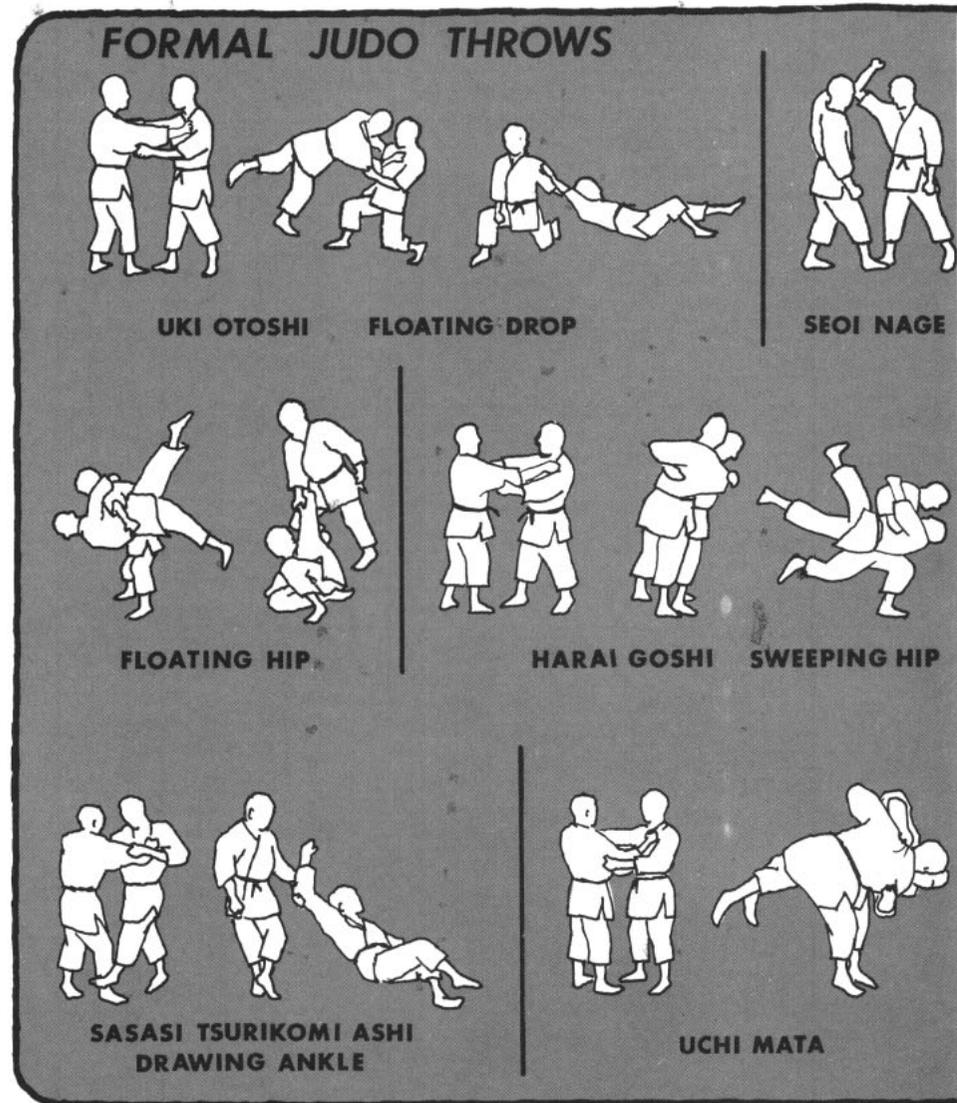
first learn how to fall. As much as 90 per cent of the body impact can be neutralized by knowing how to fall. The student is taught to let his body go completely limp and strike the ground with outstretched arm and open palm at the moment of impact. The outstretched arm spreads the area of impact and cushions the shock.

During a match, points are scored by properly executing any one of the basic throws or techniques. Throws

totaling one point mark the end of the match. The duration of the contest is five to 20 minutes, depending upon the status of the match. The contest is a test of skill, however, rather than endurance. A winning throw is one which succeeds in throwing the opponent with force, intention and control so that both feet leave the mat. Holding him on his back for 30 seconds or applying a submission hold is also a win.

A referee decides the winner in each contest and determines points scored. If a full point has not been scored before the end of the match, designated judges pick the winner. Before each match begins, the contestants meet in the center of the mat and exchange salutations. They also do this at the end of the match.

From the word hajime (begin) the match is on, and the action in a judo match is extremely fast. There is little chance to develop technique



during a bout; a contestant must have the knowledge and skill required before beginning. The outcome of the match is kept as a record, and this is also a factor in advancing in grade.

Many times during a judo match the opponents seem to be stalemated, but each is, in fact, testing the other's weaknesses. They seek out slight flaws in balance or ability while at the same time protecting their own position. When they do try a certain technique for a point, it is done quickly so they may regain a defensive position.

Judo is fast becoming an important sport in the Navy, and it is a good one because of its excellent physical training. Many Navymen are now trying this new rating. If you would like to become a striker, check with your special services officer.

—Larry R. Henry, JO2, USN

## Judo Belts and Their Meaning

The following list is the advancement path of judoka studying Kodokan judo. There are many variations of this list offering a rainbow of colored belts for various degrees, but this is the listing set forth by the Kodokan Institute of Judo and accepted by the United States Judo Federation. The color of belt is based on the Japanese system.

### BEGINNERS (KYU)

Rokkyu	6th kyu	white belt
Gokyu	5th kyu	white belt
Yonkyu	4th kyu	white belt
Sankyu	3rd kyu	brown belt
Nikyu	2nd kyu	brown belt
Ikkyu	1st kyu	brown belt

It is not necessary that a student advance from a brown belt to one of the dan grades. An outstanding beginner may go from one of the white belts to the first dan black belt classification.

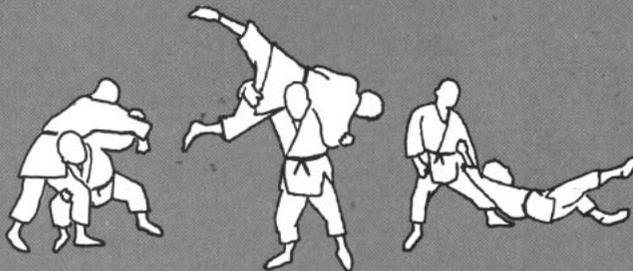
### ADVANCED STUDENTS (DAN)

Shodan	1st dan	black belt
Nidan	2nd dan	black belt
Sandan	3rd dan	black belt
Yondan	4th dan	black belt
Godan	5th dan	black belt
Rokudan	6th dan	red-and-white belt
Shichidan	7th dan	red-and-white belt
Hachidan	8th dan	red-and-white belt
Kyudan	9th dan	red belt
Judan	10th dan	red belt

There are two more dan ranks, but they have never been attained.



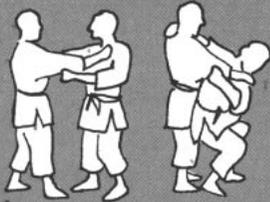
SHOULDER THROW



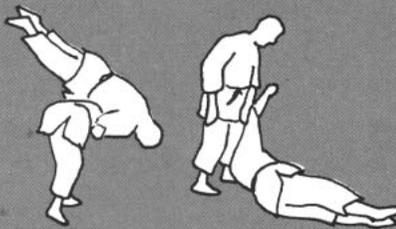
KATA GURUMA SHOULDER WHEEL



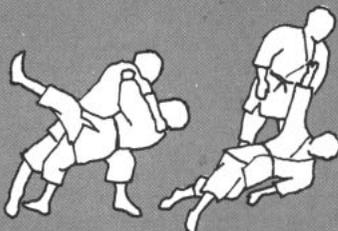
UKI GOSHI



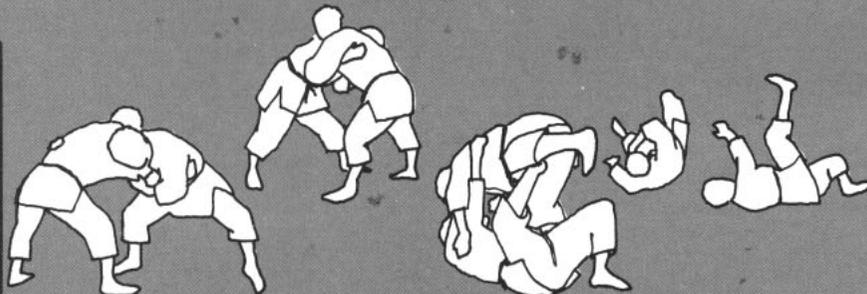
TSURI KOMI GOSHI DRAWING HIP



OKURI ASHI HARAI SWEEPING ANKLE



INNER THIGH



SUMI GAESHI CORNER THROW

# LETTERS TO THE EDITOR

## Travel Claim

SIR: I have received transfer orders, and wish to have my dependents travel to my new duty station ahead of me. After their travel has been completed, but before I am detached from my old command, shouldn't I be able to draw their travel allowances and the dislocation allowance? My disbursing office says I must wait until my date of transfer before I can receive these payments. If I'm entitled to dependents' travel and dislocation allowances, it seems only fair that I receive the money as soon as their travel and move are completed—J. L. J., ICC, USN.

• You make a point that Navy Travel Instructions goes along with—to some extent. You are entitled to receive payment for your dependents' travel when their travel is completed. However, you must wait for the dislocation allowance.

Travel Instructions draws very definite lines when discussing money. In the case of your dislocation allowance, what seems fair to you would be a departure from paragraph 9051-7, which states that payment may not be made before the effective date of your orders (the date you are transferred).

The guideline for payment of your dependents' travel claim is paragraph 7101-6 of Travel Instructions. Reimbursement may be made after completion of the actual travel of the dependents, not to exceed travel authorized, provided travel commenced after you received your orders.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

## Minesweeping Lights

SIR: I have a couple of questions regarding the Rules of the Road in relation to minesweeping operations. First, the Rules very clearly state that when minesweeping, a vessel must display (a) running lights, and (b) three green minesweeping lights at yardarms and masthead. Fine, that's crystal clear.

However, if we read further down the Rules of the Road, we find one that calls for three "task lights" displayed vertically (red, white, red) if a vessel is engaged in underwater operations and maneuvering with difficulty. Now, when a minesweeper is minesweeping, she is engaged in underwater operations, and also does not have full maneuverability. Should she, therefore, display (c) the three task lights?

Secondly, assuming we must display the task lights, do they automatically give us the right of way?—C. A. S., SMC, USN.

• Strictly speaking, the ship's task lights (red, white, red) should not be displayed when the green minesweep-

ing lights are shown. As you know, however, during the course of minesweeping operations, there are many other tasks that the minesweeper is engaged in that fall under the "task lights" category. Therefore, many Officers in Tactical Command (OTC) have required that both sets of lights be displayed.

The Rules of the Road do not require both sets, however. The Commander Mine Force, U. S. Atlantic Fleet, issued an instruction to clarify the rules on this point for Atlantic Fleet minesweepers (CoMinLant Inst 3434.1A). In essence, it states that the OTC of any minesweeping operation, at his discretion, directs whatever measures are to be employed commensurate with the mission, tactical situation, and local sea traffic conditions.

To answer your second question, yes, the minesweeper has the right of way when displaying task lights. First of all, when and if a vessel displays task lights (red, white, red), she has proclaimed to all within a radius of at least two miles that, because of her work, she is unable to get out of the way of approaching vessels.

Therefore, other vessels that are free to maneuver must keep out of her way. This includes, incidentally, fishing vessels engaged in fishing.

One further point regarding right of way. There are degrees of non-maneuverability. For example, if a vessel is engaged in lifting and repairing a large, heavy submarine cable, she would have the right of way over a vessel engaged in launching or recovery of aircraft—even though both may be displaying task lights.—ED.

## Army Parachute Insignia

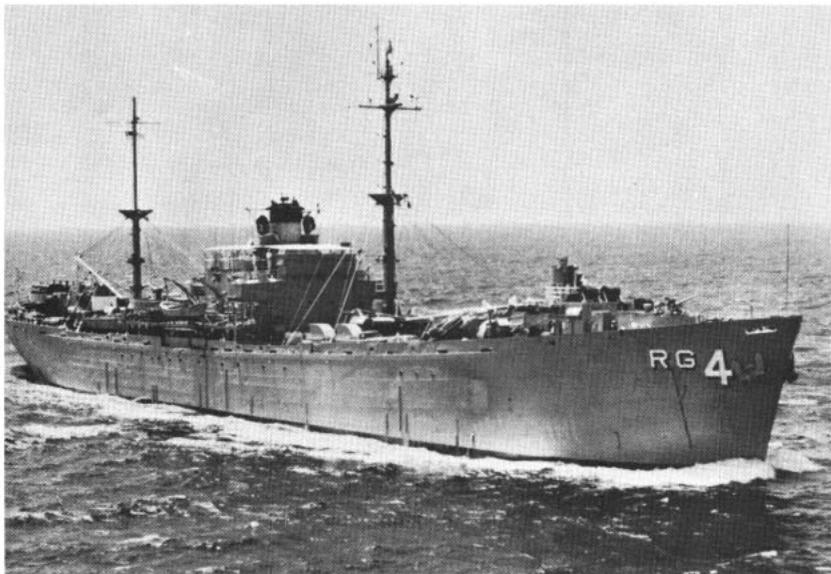
SIR: During my three years of service in the U. S. Army (Airborne), I earned my senior parachutist's wings.

I left the Army, however, and joined the U. S. Navy where I volunteered for submarine duty and earned dolphins.

I would like to know if I am entitled to wear both my Army parachutist and my Navy submarine insignia on my Navy uniform. If I am, I would also like to know how they should be displayed.—D. D. L., STS2(SS), USN.

• While you are in the Navy, the Army parachute insignia will have to remain in your seabag. The reason: U. S. Navy Uniform Regulations prohibits wearing qualification insignia of other services or nations on the uniform.

Had you earned the Navy parachutist insignia in addition to your submarine dolphins, you could wear both at the same time.—ED.



REPAIRING OFF VIETNAM—USS Tutuila (ARG 4) is the primary support ship for Market Time patrol craft off South Vietnam.—Photo by PH2 T. Lang.

## Last DD Lost in WW II

SIR: ALL HANDS has printed the history of many Navy vessels but I continue to watch in vain for the story of my old ship, USS Callaghan (DD 792). I served in her during World War II and was aboard when she was sunk off Okinawa.—E. T., SDC, USN.

• *Wait no longer. We appreciate your taking the trouble to bring the career of Callaghan to our attention.*

Callaghan was launched at San Pedro, Calif., and put in commission on 27 Nov 1943—about one and one-half years after the tide of the Pacific war began turning in our favor at Midway.

The place of her launching and the date of her commissioning destined Callaghan for arduous duty in the Pacific war and the destroyer's itinerary and activities included many of the places and battles which are now history. She earned eight battle stars.

In October 1944, for example, Callaghan accompanied Lexington (CVS 16), Essex (CVS 9) and Princeton (LPH 5) (then an aircraft carrier) for strikes on Okinawa and Formosa. The task force, however, came under heavy enemy air attack during which one Japanese plane was downed only 200 yards off Callaghan's starboard beam. During the attack, three other enemy planes set a crash course toward the destroyer but missed their target, although one succeeded in crashing into a cruiser.

Callaghan had similar narrow escapes between then and 29 Jul 1945 when general quarters rang throughout the ship shortly after midnight. Callaghan's gunners fixed an antiquated biplane in their sights and drove it off with anti-aircraft fire.

Ironically, however, the same plane returned, skimming over the water unobserved until just before it crashed into the ship's starboard side.

The plane exploded immediately and its burning gasoline sent a 150-foot sheet of flame from the after section of the ship.

Four minutes later, a bomb that had penetrated to the after engine room exploded, blowing holes in the hull through which seawater poured.

Meanwhile, fire on the deck ignited anti-aircraft ammunition, sending exploding shells in all directions.

Ten minutes later, Callaghan's captain ordered the ship abandoned except for a salvage detail. An LCS came alongside to help fight the fire but bursting ammunition forced her to withdraw with Callaghan's wounded and the salvage detail.

The Japanese attack continued for two more hours but the battle had ended for Callaghan. She sank stern first at 0235.

Japanese kamikaze attacks against ships off Okinawa were commonplace



**DECORATED FOR RESCUE**—Luther N. Rooks, BM1, is presented Bronze Star by RADM C. Karaberis. Rooks was skipper of a minesweeper boat which rescued Navy men under enemy fire.—Photo by D. Reed, PH2.

*in those days and many vessels were victims of crashing planes. We must, therefore, look elsewhere for the clincher in the Callaghan story.*

*It lies in a bit of irony which has much in common with Remarque's novel about the World War I soldier who was killed in the last minutes of World War I.*

*Like the soldier on the Western Front, Callaghan met her end just 49 minutes before her scheduled return to the United States. Her official ship's history states that she was the last destroyer to be sunk during World War II.—Ed.*

### Where the Stars Come From

SIR: Many thanks for the fine four-page spread on "Fleet Greets Stars at Sea" in the August issue. As a result of your article, I'm sure many men will say, "How can we get one of these shows?" To help answer the question, I'd like to give a further rundown on the program.

The program is administered by the Armed Forces Professional Entertainment Office (AFPEO), a joint office under The Adjutant General, Department of the Army, for the Department of Defense. The office is staffed by one representative each from Army, Navy, and Air Force.

The mission of the office is to provide high quality live professional or comparable entertainment to armed forces overseas. In performing the mission, the office maintains liaison with United Service Organizations, Incorporated

(USO), and other civilian entertainment agencies in procuring live entertainment. (See BuPers Inst 1700.11 for additional information.)

The scheduling is broken down into eight areas or circuits with one command in the area designated as area coordinator. Annually, in early fall, AFPEO requests that area coordinators survey commands in their area of responsibility as to type and amount of entertainment desired for the next calendar year. The area coordinators forward this information to AFPEO, which endeavors, within budgetary limitations and with the cooperation of USO (which is the prime source of procurement), to provide the entertainment requested.

As the Navy representative in the office, I know comments from Navy personnel on the program would be appreciated. They may be forwarded to: Lieutenant L. A. Derrough, USN, Office of The Adjutant General, Attn: AGME, Department of the Army, Washington, D. C. 20315.L.A.D., LT, USN.

• *We wondered where these fine shows came from. Now, thanks to Lieutenant Derrough, we know.—Ed.*

### A Ship, Yes; Commissioned, No

SIR: I'm a former Navyman and I recall that, back during World War II, the LCT (landing craft, tank) was the Navy's smallest commissioned ship. A former chief I've talked with recently disagrees. He maintains that LCTs were not commissioned ships.

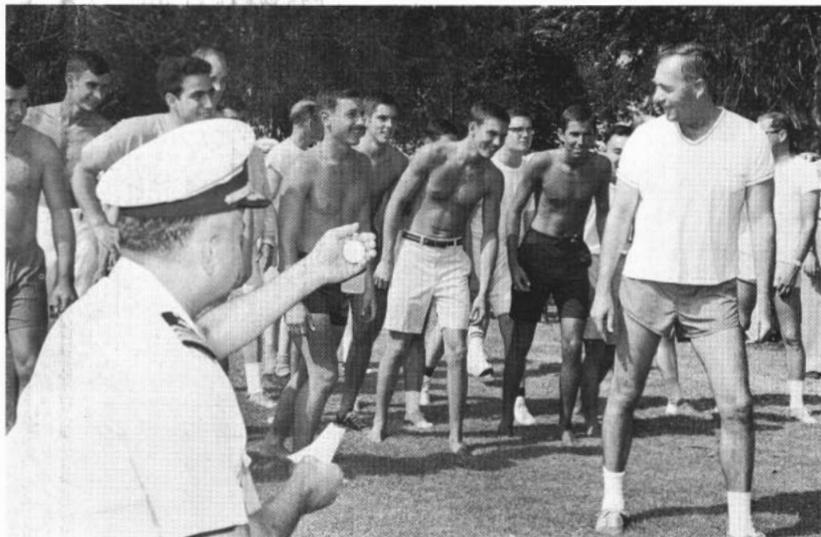
I served in the LCT 357 in Saipan. She had been stationed in the Aleutians, but moved to Saipan under her own power. Wouldn't this make LCT 357 a ship in her own right?—W. G. M., Denver, Colo.

• *A ship, maybe, but not a commissioned ship. Our well-thumbed Webster's defines ship as "any vessel of considerable size navigating deep water and not propelled by oars, paddles, or the like." In this sense, LCT 357 qualified as a ship.*

*However, she was not a commissioned ship. LCT 357 was placed "In Service", which means she was part of a base rather than a separate command. We can find no documented history of LCT 357. Records do show that her last known base was Saipan, and that she was stricken from the Navy list in December 1947.—Ed.*

### Travel Route to New Duty

SIR: If a man receives a set of PCS orders with delay in reporting authorized from one overseas assignment to another overseas assignment, may he be authorized to travel on leave to the United States at the expense of the government, or must he pay his own



**NAUTICAL RACE**—Eager cindermen await the start of the nautical mile race held at 11th Naval District Reserve headquarters. *Rt:* Jay Romais, QM3, crosses finish line in 4:49 to win, setting the existing and only record.

way from his former duty station to the States and then to his new duty station? —K. D. G., YN2, USN.

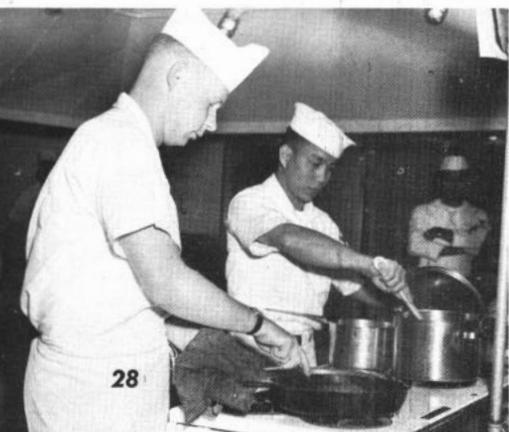
• While an individual may be entitled to travel allowances, either six cents a mile or government furnished transportation between the two duty locations, he may not receive a free travel ticket to and from Stateside. The only exception to this rule would be when the man's route from his former overseas assignment to his new overseas assignment takes him "directly" through the United States. This is in accordance with paragraphs M 4156 and M 4159 of the Joint Travel Regulations.—Ed.

**Navy's Fastest Nautical Mile**

SIR: I recently had the idea of having a nautical mile track competition among Naval Reserve personnel. The purpose was to call attention to the necessity of physical fitness, and to increase morale and esprit de corps. I announced that I would also participate in the race and issued a challenge to other units as well as all Reserve Training Center personnel.

Since I had never previously run a

**GOOD food makes good morale.**



race, let alone a mile race, I found it necessary to commence intensive training one month prior to the event just before winter set in.

All personnel were given the same time to prepare for the race, and there were no handicaps or quarter given to anyone. Most of the entries were of high school or college age.

The winner, Quartermaster Third Class Jay M. Romais, USNR, is a miler on the San Fernando Valley State College track team, and it is his record of four minutes and 49 seconds for the nautical mile that we claim as a world-wide track record.

I came in 11th with a time of seven minutes and one second, which I hereby claim is a world record for the nautical mile for commanders over 40.

All in all, the race was a great success, and except for some sore muscles, no serious aftereffects were noticed. The first four winners were awarded ribbons and engraved medals, and each participant who completed the race was given a special certificate indicating outstanding physical fitness in qualifying for the nautical mile run. In addition, everyone had a great deal of fun, especially those able to beat "the old man"! —E. F. Rippee, CDR, USNR.

• Commander, looks as though you've started something.—Ed.

**He's Still the Boss**

SIR: What criteria are used to determine if a command billet warrants the title of "Commanding Officer" or "Officer in Charge?"

Furthermore, why have two separate titles at all? As it is, under UCMJ ruling, a lieutenant commander, or his senior, would have reduced authority under the title of Officer in Charge.

I recommend one title for all officers

in command of any duly constituted naval activity.—C. F. I., LT(SC), USN.

• There are a number of criteria, so we're told by the policy people.

First, designation of CO and OIC is primarily based on an activity's mission; secondly, its geographical location with respect to other naval activities.

Also taken into consideration are its physical size and the number of military and civilian personnel it has assigned or employed. The extent to which the officer in command or in charge must administer discipline under the UCMJ (which is outlined in detail under SecNav Inst 5450.4B) is another factor weighed before a CO/OIC designation decision is made.—Ed.

**Who Was Captain See?**

SIR: I understand that Captain Thomas Jefferson Jackson See was said to be one of the world's great astronomers and geometers. I know he retired in 1930, and little else, yet I would guess he was a very interesting man. What can you tell me about him?—P. D. F., YN2, USN.

• "Interesting" is a mild term. From what we can gather by reading between the lines of various articles about him, "provocative" might be more apt. Under these circumstances, we will try to confine ourselves to a plain statement of verifiable facts.

Who's Who for 1944-45 devoted nearly eight inches of space to his activities, listed numerous scientific papers he wrote, and described many of his scientific investigations.

He was born near Montgomery City, Mo., on 19 Feb 1866. He attended the University of Missouri from 1884-1889, and later studied at the University of Berlin, Germany, where he received his Master's and Doctor's degrees.

During Professor See's early scientific investigations, he specialized to some extent in the study of double (binary) stars. While studying at Berlin, he determined the orbits of 40 binary stars, and later, as an instructor at the University of Chicago, wrote an extensive paper on their origin, with the aid of his students.

He was commissioned in the Navy as professor of mathematics on 10 Feb 1899. He joined the staff of the U. S. Naval Observatory, Washington, D. C., where he worked for three years measuring the diameters of various planets and satellites.

After a semester as an instructor at the U. S. Naval Academy, he was ordered to the Naval Observatory at Mare Island, Calif., in 1903, where he was to remain for 27 years.

During his long tenure at Mare Island, Professor See studied the laws of cosmic evolution, and published a great number of papers on scientific subjects. He expounded his theories on the cause of earthquakes, the size of the Milky Way, the internal structure of the sun, and the origin of the solar system.

In 1910, he published *Researches on the Evolution of the Stellar Systems*, Vol. II, *The Capture Theory of Cosmical Evolution*. Contained in this 750-page book were unorthodox ideas on many aspects of astronomy.

Describing what he hoped to accomplish with this work, Professor See made no apology for his provocative theories:

"For after long and careful meditation I have concluded that unless some one has the courage to brush aside the

## 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, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

USS *Density* (AM 218)—The second reunion of everyone who served on board will be scheduled to be held at Clear Lakes resort, near Mason City, Iowa, 16 to 18 July. For additional information, write to LaVerne Bailey, 1513 Bradford Drive, Irving, Texas 75060.

erroneous doctrines heretofore current, as one would the accumulated dust and cobwebs of ages, we shall never be able to cut loose from antiquated traditions and make lasting progress in reducing Cosmogony to a scientific basis. . . . The necessity for getting rid of this dull treadmill of stationary effort has appeared to justify a stand not one whit less resolute than that which was taken by Copernicus when he laid the foundations of the true system of the world."

Although his contemporary astronomers received this work coolly, Professor See's speculations on the origin of stars, the formation of comets, and how the moon's surface features were formed, are thought even today to have some merit.

In 1922 he published his "Electrodynamic Wave-Theory of Physical Forces," which questioned Einstein's

theory of relativity. Einstein later came out with his Unified Wave Theory, which was more in accord with CAPT See's findings.

It remains, of course, for the scientific community to judge Professor See's contributions to the world's knowledge of astronomy. We can only pass along what information we have been able to dig out of old magazine articles.

As are many men of genius, CAPT See was said to be egotistical, and he certainly was colorful. He was a well known "character" at Mare Island.

During the years of the Construction Corps of the Navy, many of the Corps officers were chosen from among the top graduates of the Naval Academy, and were regarded as the brains of the Navy. One constructor, stationed at Mare Island in the late '20s, ran into CAPT See in the Administration Building one day and asked him to solve a particularly baffling mathematical problem that had made the rounds of the Corps without a solution.

CAPT See was silent for about a minute. The constructor chuckled, and observed that he was stuck.

"Oh no, son," he said, "I've already done it three ways, and I'm trying to think of one that you would understand."

From Navy records, we do know that Professor See was promoted to commander in 1906, and to captain in 1913.

CAPT See was transferred to the retired list on 19 Feb 1930, having reached the compulsory retirement age of 64. He continued his studies into the basic laws of nature until he died on 4 Jul 1962.—Ed.

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# YOUR IDEAS ARE WORTH

What do you know about the Navy's Beneficial Suggestion Program? This is a "wide fringe" benefit which pays off in two directions: to the Navy and to the individual with the bright idea that saves money, time or manpower, or all three.

There is one catch—you have to follow through on your beneficial suggestion. On the following pages is a pictorial centerspread which charts the route you should take in submitting a beneficial suggestion. Below you will find reports from throughout the Fleet which point up a few of the typical examples of beneficial suggestions.

**S**INCE THE U. S. NAVY initiated the Beneficial Suggestion Program, many new and easier ways of doing things have been devised. In Vietnam some of these suggestions are instrumental in saving the lives of servicemen. A recent suggestion submitted by a Seabee of U. S. Naval Mobile Construction Battalion Four on deployment to DaNang in the Republic of Vietnam is a good example of such a suggestion.

One of the major tasks of MCB Four while on deployment in Vietnam is the conveying of men, materials and equipment to construction sites such as the huge Liberty Bridge across the Thu Bon River, and An Hoa, south of Da Nang. The roads



**IDEA MAN**—ADJ George Shields receives award for timesaving tool he designed while repairing aircraft engines at NAS Atsugi.

these convoys travel are swept daily for mines, but on occasion the enemy replants mines in the route of an unsuspecting convoy.

Early in MCB Four's deployment a convoy vehicle struck a mine which killed all occupants. All were Seabees attached to MCB Four. Lieutenant George W. Partlow, CEC, USN, noted the value of a protective shield on these vehicles, since

his convoys would be traveling these hazardous routes day after day throughout the deployment.

LT Partlow is the officer in charge of all automotive and construction equipment used by MCB Four in Vietnam. To provide increased protection for convoy vehicles, LT Partlow devised an armor plating which could be installed in almost any vehicle.

Formerly these vehicles were sandbagged on the floor of the cabs and in other vulnerable locations. This sandbagging afforded some protection against mines; however, lives were still in danger and injuries were still being sustained even with this sandbag protection.

The new method proposed and designed by LT Partlow and now in use by MCB Four consists of installing  $\frac{3}{8}$ -inch steel plate under the fenders and beneath the cab of the vehicles. Layers of sandbags are then placed between the plates and the truck members. This combination of metal plating and sandbags creates a more effective barrier to protect the driver and passengers from blast effects and shrapnel resulting from an exploding mine.

The new plating system received its first test shortly after installation. During a convoy to one of MCB Four's construction sites, a recently plated vehicle hit a mine. The resultant blast completely wrecked the front end of the vehicle; however, there were no injuries to personnel in the cab.

Of course, actual incidents are not the ideal way to test an idea, but it was proved highly effective. LT Partlow's idea has been referred to other commands in order that they might also adopt this added protection for their personnel.

For his suggestion LT Partlow received a cash award of \$250.

—D. Johnson, JO1, USN

**C**HIEF AVIATION ORDNANCEMAN Bennie A. Juel has received an \$800 cash incentive award for an invention that has already saved the Navy approximately \$30,000 in its first year of operation.

Captain Dexter C. Rumsey, II, Commander Fleet Air Norfolk, presented the check to Chief Juel.



# MONEY!

Chief Juel, now assistant to the Weapons Officer on the staff of COMFAIRNORFOLK, designed and built his invention while serving with Fighter Squadron Thirty-Three aboard the carrier USS AMERICA.

His invention, officially dubbed the "Juel Loader," is a mechanical-hydraulic device, built from parts of various obsolete equipment which had been doomed to the scrap heap. It permits fast, safe and accurate loading of missiles under all conditions, and reduces, from five to three, the number of men required to do the job.

The Juel Loader is used primarily to load the Sparrow III missile aboard F-4B aircraft. However, tests have shown that it can also be used to load the Shrike missile aboard the A-6A Intruder and it is readily adaptable to many other weapon loading situations.

**A** NAVYMAN on temporary duty shoreside at NSC Long Beach, Calif., saw a way to improve Navy supply operations and won \$190 for his efforts.

Charles T. Cavanaugh, Jr., earned the award for his beneficial suggestion, "Use of a Machine Instead of Manual Operation for Pulling AOB Control Cards."

Cavanaugh, an electronics technician third class (Radar) aboard USS Manatee (AO 58), was on temporary duty in the purchase division at the Naval Supply Center when he conceived the idea. Instead of



SEABEE SOLUTION—LT G. W. Partlow, CEC, USN, of MCB 4 points out how his idea for steel plating vehicles will protect personnel from a mine blast.

manually pulling and matching punched cards used in the division, Cavanaugh suggested a mechanical process that eliminated this time-consuming operation.

The award was the first given to an enlisted man by the Naval Supply Center Long Beach since the Navy's Beneficial Suggestion Program was extended to include the military.

**A**T A SPECIAL award ceremony, the first at the U. S. Naval Communication Station San Juan, Puerto Rico, William H. McKinney, Radioman second class, USN, and Norman



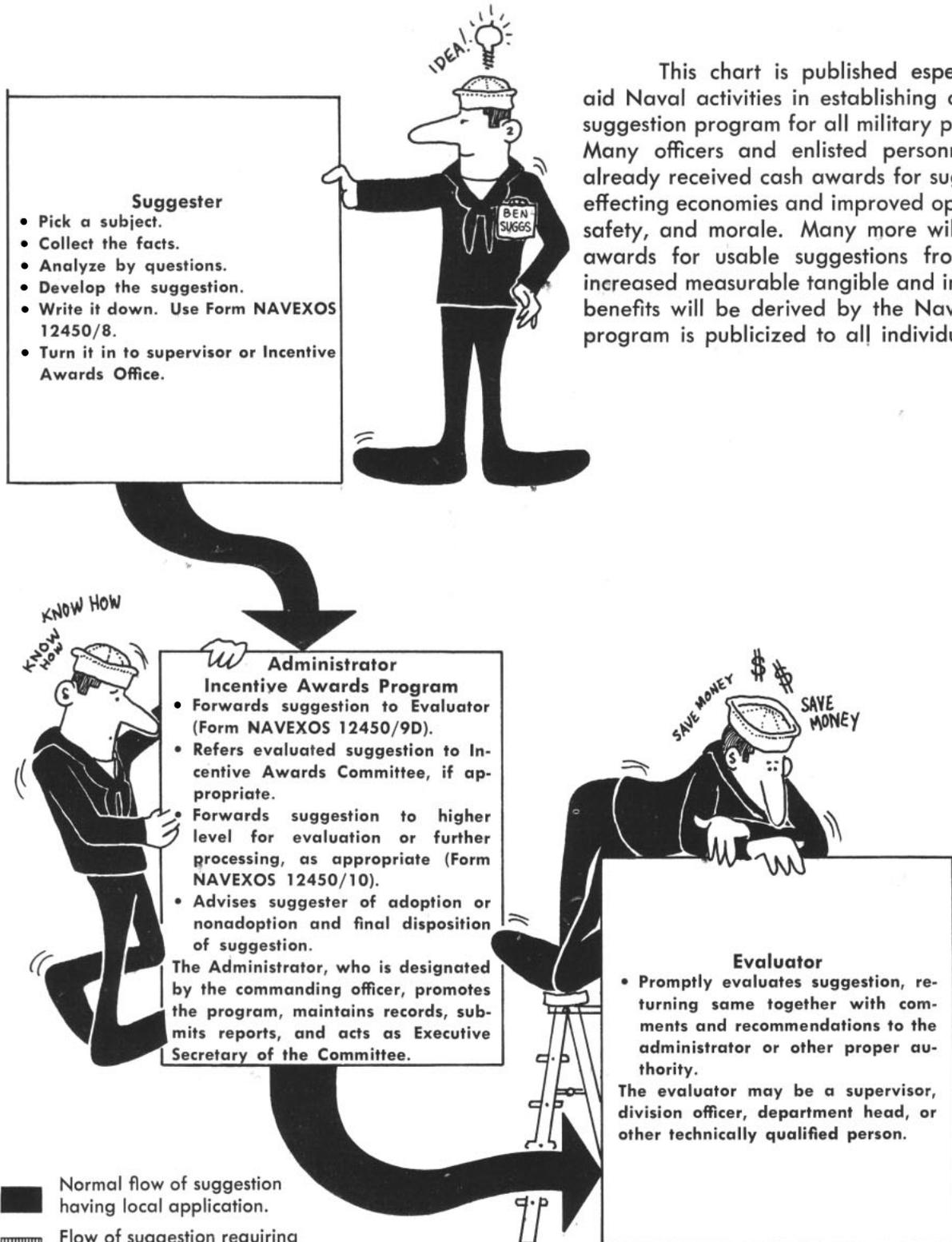
MONEY MAN—C. T. Cavanaugh, Jr., ETR2, receives money for improving supply system at NSC Long Beach.



CASH AWARDS—Four aviation electronics technicians from NAAS Meridian, Miss., receive checks for beneficial suggestions. Left to Right: D. L. Curtis, ATC; J. D. Shea, AT3; R. G. Merriman, AT3; and C. W. Foster, AT2, USN. Right: W. H. McKinney, RM2, and N. R. Reeves, RM1, receive awards at a presentation ceremony held at San Juan.

# INTRODUCING... BEN SUGGS

*This is the Navy Beneficial Suggestion Program and how it*



This chart is published especially to aid Naval activities in establishing an active suggestion program for all military personnel. Many officers and enlisted personnel have already received cash awards for suggestions effecting economies and improved operations, safety, and morale. Many more will receive awards for usable suggestions from which increased measurable tangible and intangible benefits will be derived by the Navy as the program is publicized to all individuals.



**Technical Bureau or Systems Command**

- Evaluates suggestions beyond the scope of the commanding officer or type commander, approving awards as appropriate.
- Refers to the Navy Incentive Awards Board suggestions involving awards in excess of the amount which the bureau chief or systems commander may approve and those requiring referral to other armed services or federal agencies.



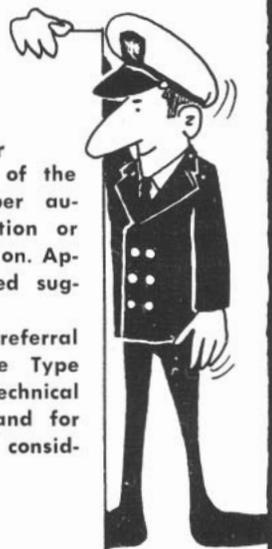
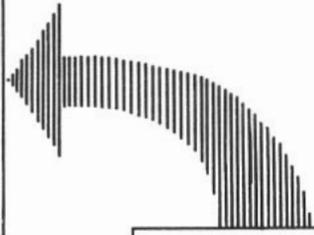
**Navy Incentive Awards Board**

- Reviews and acts upon suggestions and award recommendations involving awards in amounts exceeding authority delegated to bureaus, offices, and system commands.
- Refers suggestions for adoption to other armed services or federal agencies.



**Type Commander**

- Approves of Force adoption or nonadoption of the suggestion.
- Forwards the suggestion to the cognizant technical bureau or systems command, as appropriate.



**Commanding Officer**

- Acts on recommendations of the Committee or other proper authority as to local adoption or nonadoption of the suggestion. Approves awards for adopted suggestions, as appropriate.
- Approves, as appropriate, referral of the suggestion to the Type Commander or cognizant technical bureau or systems command for further evaluation and/or consideration for adoption.



**Local Committee Incentive Awards Program**

- Reviews evaluation report to ensure that suggestion has been evaluated properly, determines award eligibility of suggester, and makes recommendation as to the amount of award.

The Committee is appointed by the commanding officer and may, at its discretion, delegate authority to the Awards Administrator to act for it in carrying out the routine duties and responsibilities of the Committee.



(continued from page 31)

R. Reeves, Radioman first class, USN, received a check for their beneficial suggestion that is expected to save the U. S. Naval Communication Station several hundred dollars annually in the operation of its communication center. Their suggestion modified the printing hammer on various Model 28 automatic typers, thereby eliminating excessive wear of printing hammer and type pallets. McKinney and Reeves were the first military personnel assigned to naval

activities in Puerto Rico, and among the first in the entire Department of Defense activities in Puerto Rico to benefit from a directive of the Secretary of the Navy authorizing cash awards to military personnel for money-saving suggestions.

**A**VIATION MACHINIST'S MATE First Class George A. Shields, USN, was the first member of the armed forces at Naval Air Station Atsugi, Japan, to receive a cash award for an adopted suggestion. Shields, assigned to the base's aircraft mainte-

nance department, received the \$26 award check from Captain A. M. Porter, USN, commanding officer of NAS Atsugi.

Petty Officer Shields, who was assigned to the J-79 Complete Repair Program for the station, designed a tool which saves about six man-hours per engine. His invention enables an aircraft engine to be tested for oil leaks at midpoint in the assemblage. Previously the test was possible only after complete assemblage.

"The tool can be used by all complete engine repair activities," according to the station's aircraft maintenance officer. Shields received an initial check of \$26, but this amount is expected to be increased if the new idea is widely adopted.

**A**MONG THE FIRST Navymen to receive cash awards for money-saving suggestions were a group at the Naval Auxiliary Air Station Meridian, Miss.

Cash awards were presented to Robert G. Merriman, Aviation Electronics Technician third class; James D. Shea, Aviation Electronics Technician third class; Charles W. Foster, Aviation Electronics Technician second class, and D. L. Curtis, Chief Electronics Technician.

Shea's design of a "GTC-85 Remote Start Cable Tester" to test remote start cable used in conjunction with the T-2A *Buckeye* brought him \$70. It was estimated that this tester would save the Navy \$1320 the first year.

Foster designed an "armature rack" that would provide easy storage for two different size armatures. The rack is designed to eliminate excess damage to the armatures while out of generators and inverters.

Chief Curtis, along with a civilian employee, was awarded \$130 for a joint suggestion to improve the testing of a transmitter. The minor modification allows the technician to test the transmitter on voice without jury rigging a mike inside the equipment. It was estimated that this suggestion would save the Navy \$1530 the first year.

Although this program authorizes payments up to \$25,000, most will be much smaller. Suggestions don't have to be of such magnitude as to eliminate the national debt. Any idea, design or program which will save the government money will be considered. Awards are proportioned according to the savings.



### St Paul's Batteries Rebarreled

The guns of the cruiser *USS Saint Paul* (CA 73) were fatigued. In fact, they were worn out, and they had a right to be. Since the heavy cruiser was commissioned in 1945, tens of thousands of 220-pound projectiles had been shot out of her 8-inchers.

After a recent three-day battle with Viet Cong shore batteries, it

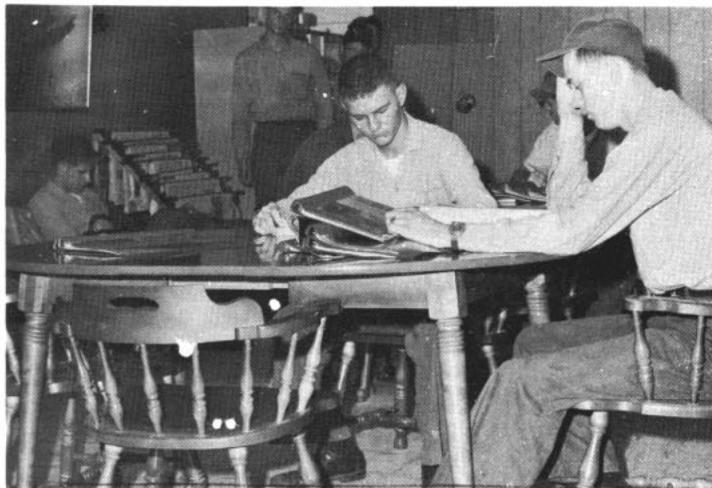
was evident that it wouldn't take much more for the gun barrels to peel back like bananas.

Consequently, the "Fighting Saint" received orders to head for Subic Bay to have her main batteries rebarreled. After three weeks in the hands of the Ship Repair Facility at Subic, *Saint Paul* was again ready to trade booms.





Carrierman looks for gift in new walk-in store



USS Wasp's new library/crew's lounge is busy spot

# The Habitability Team

**YOUR ASSIGNMENT:** Set up a program to make your ship a more congenial place to live.

It's a job any crew would tackle with enthusiasm. Here's how men of USS *Wasp* (CVS 18) went about it.

The newly created Habitability Division was formed because of the many overlapping requirements for such a project. The Division is made up of electricians, shipfitters, pipefitters, machinist's mates, storekeepers, seamen, and airmen from every department. Because of the wide range of talents in the HB Division, relatively little assistance has been needed from other divisions, tender or the shipyard.

The first area that the HB Division tackled was the crew's library and lounge. "Temporary" bulkheads, bookshelves and floor tiling were taken out. The library was stripped and rebuilt from the bare metal.

Now, the bulkheads are paneled with fire-retarding paneling, and the

overhead has a suspended acoustical ceiling. A stereo record player, radio, and tape recorder have been built into the bookshelves, and several hundred new books have brought *Wasp's* library up to the equal of any in the Navy.

*Waspmen* are now proud to entertain their guests in their library lounge.

Before the library renovation was completed, HB Division started on the mess decks. Half were closed while fire retarding paneling and a suspended acoustical ceiling were installed. Air-conditioning and a stereo system were installed; new tables and chairs bought.

The ship's barber shop was next. All the old equipment was surveyed, and new barber chairs and cabinets installed. Again, fire retarding paneling, suspended acoustical ceiling and air-conditioning were included.

Next was a walk-in ship's store. It was squeezed into the space where

the crew's lounge had formerly been. Serving as a supplement to the main ship's store, it features cameras, tape recorders and household appliances, as well as articles for everyday use.

The old stretched-canvas type bunks are being replaced with pullman bunks. Seven hundred are being installed on a trial basis, but it is anticipated that eventually all the old-type bunks will be replaced. Fluorescent lights are replacing the incandescent types in many of the berthing areas, and oscillating fans are being installed in all the berthing compartments.

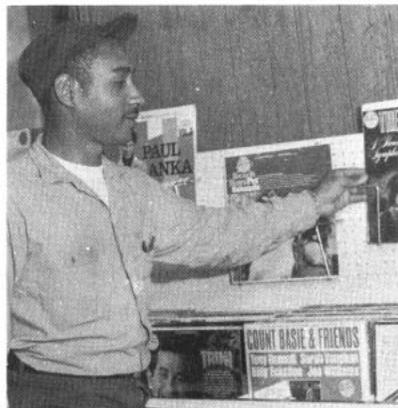
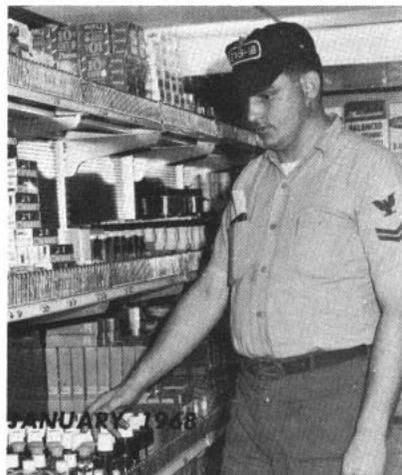
The largest project to be undertaken by the Habitability Division is the construction of a combination ship's theater, TV studio and training office. Built in a sloping void, it will contain facilities to broadcast movies, special programs and training lectures throughout the ship via closed-circuit TV.

—S. J. Craychee, JO3, USNR

Ship's store offers choice of records

*Wasp's* new barber shop has class

More shopping in new ship's store



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## DE Named for Shields

A destroyer escort has been named in honor of Marvin Shields, Navy Medal of Honor recipient killed in action in Vietnam. The keel of the new ship, *Marvin Shields* (DE 1066), is scheduled to be laid in early 1968.

Construction Mechanic Third Class Marvin G. Shields, who was killed 10 Jun 1965, was awarded the nation's highest award posthumously by President Johnson. Petty Officer Shields' wife accepted the award during a White House ceremony. For a detailed story of his heroism, see the February 1967 issue of ALL HANDS, page 2.

Petty Officer Shields was serving with Seabee Team 1104 at Dong Xoai, South Vietnam, when a Viet Cong regiment launched full-scale attack on a U. S. Army Special Forces camp in the area. Although wounded, Petty Officer Shields continued to resupply his fellow Americans with ammunition while at the same time returning the enemy fire.

Wounded a second time during the attack, Petty Officer Shields nevertheless assisted in carrying a more critically wounded man to safety. He then resumed firing at the enemy.

When the commander of the Special Forces detachment asked for

a volunteer to accompany him in an attempt to knock out an enemy machine gun emplacement which was endangering the lives of all personnel in the compound, Petty Officer Shields volunteered for the mission. He was mortally wounded.

DE 1066 was authorized under the Fiscal Year 1965 Shipbuilding and Conversion program. Her armament will consist of one 5-inch/54-caliber gun, *Asroc*, and antisubmarine torpedoes. *Shields* will be 415 feet long with a beam of 44 feet and a full-load displacement of 3400 tons.

## Medcap Mission

Ten men clad in green combat fatigues gather around a huge wall map in the River Patrol Boat headquarters building at Nha Be, South Vietnam.

A Navy psychological officer briefs them on the mission they are about to undertake. It won't be a shooting mission, not intentionally, anyway. These men are volunteers participating in a Medical Civic Action Program, called MEDCAP, and their target for today is a village located 20 miles southeast of Saigon, deep in the Viet Cong-influenced territory of the Rung Sat special zone.

Each of the volunteers, including

corpsmen, is a seasoned veteran of River Patrol Section 543, charged with patrolling the inland waterways of the Rung Sat.

After the briefing session, the men set about getting supplies loaded aboard *PBRs* 48 and 42. Soon they were underway and headed down the Long Tau River bound for the isolated village of Tam Thon Hiep on the Dong Tran River.

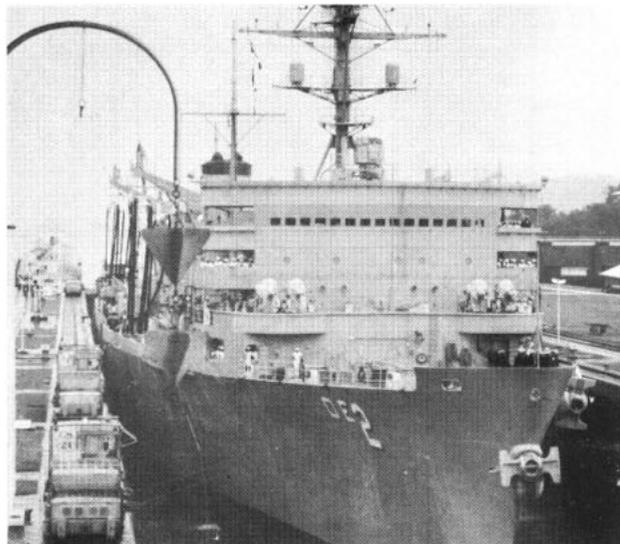
To get from one river to the other, the boats had to navigate a narrow canal near where another *PBR* earlier had been hit by enemy recoilless rifle fire. Therefore, the crews manned their guns alertly as the boats plied the Dong Tran on the approach to Tam Thon Hiep.

There was very little activity along the river banks adjacent to the village. A few men were working on their sampans, but most of the women and children stayed inside their thatched-roof huts.

As the two *PBRs* edged up to the sampan pier, a few villagers emerged, primarily out of curiosity, but they were cautious. After the boats were docked, a Vietnamese interpreter, accompanying the Navy-men, went ashore to talk with the village chief.

Since this was the first MEDCAP ever made to the village, everyone was on guard. No one knew exactly

USS CAMDEN (AOE 2) fits snugly in the 110-foot-wide Miraflores Locks during a transit of the Panama Canal.



what to expect. Neither the villagers nor the Navymen.

However, upon learning the purpose of the PBRs' visit, the chief quickly had the word spread that all ill villagers were to be examined at the pier. There, two hospitalmen, both of whom are attached to the Nha Be dispensary, offloaded the medical supplies and set up a temporary clinic inside a building on the pier.

Soon, villagers began swarming around the building to see the "docs," who, in the course of the next two hours, treated more than 75 patients. Some had only minor ailments such as skin rashes and infections, but others were more seriously ill.

While the docs treated the sick, the psychological officer, together with others of the crew, distributed packets of supplies. Included in the packets were bars of soap, pamphlets on better agricultural methods and literature describing the Vietnamese government's goodwill programs. Twenty blankets were presented to the village chief for use in caring for the sick, as well as containers of foodstuffs for the needy.

This MEDCAP mission was a total success as told by the Navymen. They found the citizens of Tam Thon Hiep very receptive and appreciative of the services performed and the aid received.

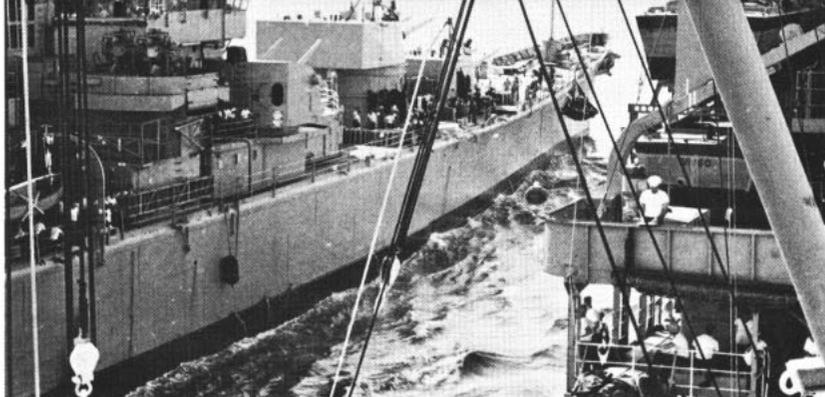
—Tom Tompkins, JO1, USN.

### School Bells Ring at Sea

The fall of the year means one thing to students everywhere—a return to the academic routine. School bells have been ringing all over the land—and at sea, too. For example, 44 sailors of *uss Wright* (CC 2) signed up for algebra and English courses offered by the United States Armed Forces Institute. What they expected to do was burn the midnight oil during those long nights at sea.

The ship's Educational Services office had another idea. Knowing that the best way to induce schoolroom performance is to provide a schoolroom atmosphere, *Wright* established a series of group study sessions in the ship's training room to assist the seaborne scholars with the perplexities of their studies.

One of the ship's officers with knowledge or experience in the subject acts as instructor and coordi-



**HEAVY MILESTONE**—*USS Virgo* (AE 30) replenishes *USS St Paul* off Vietnam. The load of powder and shells marked the 10,000th ton supplied by *Virgo*.

nator. Needless to say, the students appreciate the extra effort it takes the ship to set aside time, a place, and an instructor.

*Wright's* commanding officer, Captain F. M. Romanick, actively pursues the goal of a well-educated man for a modern Navy. The group study program is just one of many ways in which *Wright* supports education and training.

### Water Ambulances in Vietnam

River patrol boats (PBRs) in Vietnam have taken on an added job, that of ambulance service.

Because of the vast, nerve-like waterway system throughout much of the war-torn country, the swift, and highly maneuverable PBR is well suited for getting into tight spots to evacuate wounded military forces and speed them up- or downriver to field medical units.

When called upon to do so, the boat crews provide medical assistance to the civilian Vietnamese as well. Each crewman has been trained in first aid and most know a smattering of Vietnamese which is a

valuable asset in their daily contact with the river folk.

Calls for ambulance service are received in a variety of ways, over the boat radio, a river taxi horn blaring an emergency, or simply by a peasant family waving urgently from their sampan nearby.

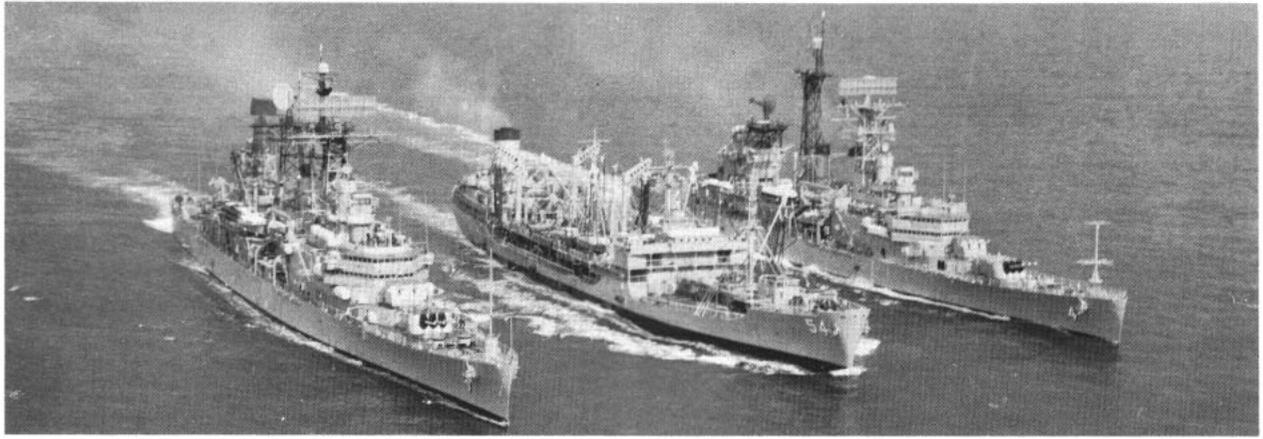
While on a medevac mission, PBRs frequently face heavy enemy resistance.

For instance, Chief Petty Officer Van C. Nicholson drew heavy fire when he beached his boat and led his crew ashore to evacuate wounded friendly forces. As the casualties were brought aboard, he, another Navyman and a village chief showered the VC with rifle fire.

Other medevac operations have been easier, like that of PO1 James L. Anderson. After he delivered a Vietnamese civilian to an outpost for questioning because of suspicious ID papers, the PBR skipper was asked to take a seriously ill Vietnamese girl to a medical facility downriver. This transfer went like clockwork, but there are those which really test the crewmen's ability. Recently, a PBR on a medevac mission was rush-



**UP TO DATE**—Oiler *USS Pawcatuck* (AO 108) operates with Service Squadron Four replenishing Atlantic Fleet ships. Jumboization was completed last March.



**FLAG DAY**—USS *Springfield* (CLG 7), flagship of VADM Charles K. Duncan, Commander Second Fleet and NATO's Striking Fleet Atlantic, and USS *Little Rock* (CLG 4), flagship of VADM William A. Martin, Commander Sixth Fleet and NATO's Striking Force South, are refueled in the Mediterranean by Fleet oiler USS *Chikaskia* (AO 54).

ing an expectant mother and mid-wife to a hospital. But the stork overtook the speeding water ambulance and the PBR had to double as a delivery room. It was a boy.

Almost daily such stories are being told along the Delta and Rung Sat regions. They are becoming nearly as well known as those accounts that describe the impressive combat record of the Navy's river patrol boats.

**New NAS at Albany**

Although still in a development status, a new naval air station has been commissioned at Albany, Ga.

Previously an Air Force Base, the station is being modified to support the RA-5C *Vigilante* aircraft. It will remain in its present developmental status until necessary modifications are completed, probably next spring.

When the Albany base is ready, the *Vigilante* squadrons presently flying from NAS Sanford, Fla., will shift their home base to Albany. The squadrons will have more building and hangar space available to them than at NAS Sanford. Their new home will also provide more family housing than is presently available.

**Keeping the Channel Open**

In this age of computers, atomic power and push-button warfare, Navy men still find themselves faced with a small boat war on the waterways of South Vietnam.

One major waterway is the Viet Cong-harassed main shipping channel to Saigon. Keeping that channel open, in spite of enemy mines and direct opposition from VC recoilless rifles, rockets and automatic weap-

ons, is the mission of Naval Support Activity Saigon Detachment at Nha Be.

Located roughly halfway between Saigon and the South China Sea at the junction of the Long Tau and Soi Rap Rivers, Nha Be harbors the river patrol boats, minesweeping boats, armored landing craft and helicopter gunships used to suppress Viet Cong efforts to disrupt the merchant ship traffic plying the channel.

The VC realize the tactical importance of Nha Be and have attacked it with recoilless rifle and rocket fire on a number of occasions since the facilities were first manned in November 1965.

Since then construction at Nha Be has progressed rapidly to where

today it looks as though it might become a major outpost. River patrol boats and boat engines of nearly every description can be repaired or overhauled in the detachment's shops. There are also facilities large enough for drydocking minesweepers.

Already, six 200-man barracks have been erected with four more under construction. This is in addition to the base warehouse facilities, administration-communications building, dispensary, helo pads, chapel and theater, and a 1000-man mess hall which is open 24 hours daily because of round-the-clock boat and helo operations against the Viet Cong. —William Kobler, SN, USN.

**NUC for Repose**

The hospital ship *USS Repose* (AH 16) has been awarded the Navy Unit Commendation for her service to wounded servicemen off the coast of South Vietnam.

The commendation, from the Secretary of the Navy, cited *Repose's* role in several Marine Corps operations near the Demilitarized Zone. In addition to military personnel, *Repose* also treats many Vietnamese civilians with serious injuries or diseases.

Commissioned 26 May 1945, *Repose* spent much time in the Pacific serving as base hospital at Tsingtao, after a similar job at Shanghai.

She was decommissioned in January 1950, then brought out of reserve on 28 Oct 1950 to serve in Korea. She was again decommissioned, but was recommissioned for service in Vietnam.



**TIME OUT** from combat patrol for Elmer Allen, BM1, as he ships for six aboard USS *Asheville* (PG 84) in Vietnam. Oath administered by commanding officer LT Henry Dale.

## Jennings County Logs 1000

With a whirr, a varoom and a putt, putt, putt, a helicopter landed on the deck of *Jennings County* (LST 846) while she was on station in the Mekong Delta's Co Chien River. It wasn't that such landings aboard the LST were unusual. This one, however, happened to be the one-thousandth accident-free landing to be logged by *Jennings County* since she arrived in Vietnam in November 1966. The crew is justifiably proud of its record.

The landing was made while LST 846 was supporting Operation Game Warden and serving as a base for the patrol boats of River Section 533.

*Jennings County* is also home for the UH-1B armed whirlybirds of Helicopter Attack (Light) Squadron Three, Detachment Five, which, incidentally, has been responsible for more than half of the landings on *Jennings County* since the squadron was embarked on 19 June.

The *Jennings County* crew expected to chalk up another 1000 landings before the end of the year to prove again the ship's motto "We can handle it."

## Jersey's Guns Freshened Up

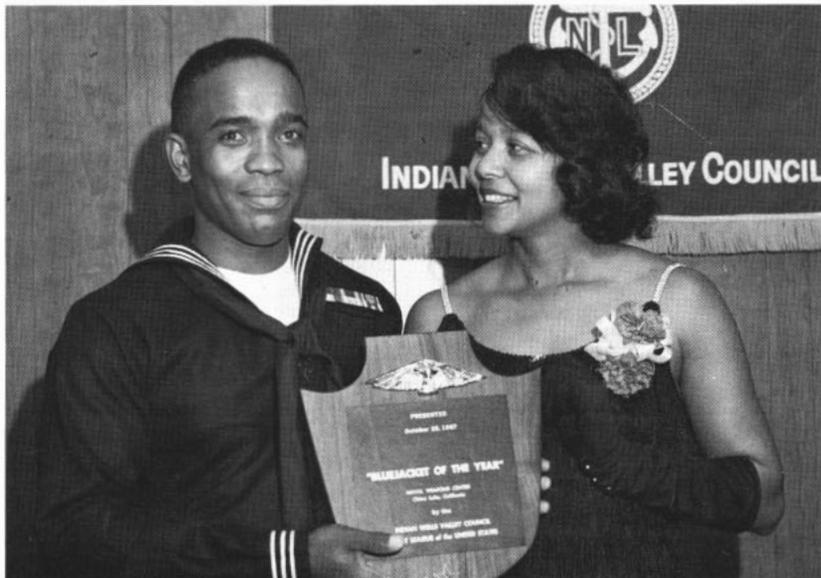
The reactivation of the battleship *New Jersey* (BB 16) for service off Vietnam (ALL HANDS, October 1967) involves preparations that have reached as far as Hawaii.

Sixteen-inch gun barrels, in storage at Pearl Harbor since 1947, have been scraped clean of preservative and will be kept on hand for possible use as *New Jersey* gun replacements.

Moving the old but unused gun barrels from the west bank of Pearl Harbor's Middle Lock to the Naval Shipyard, a distance of more than four miles, was no easy task. Each barrel measures 66 feet, eight inches and weighs 121 tons.

The transfer operation took the better part of a week. First, a barge was reinforced to make sure it would support the weight. Next, Pearl Harbor's hefty, 125-ton floating crane was moved into position, and groaning under the strain of 360 tons of steel, eased the barrels onto the barge for the ride to the shipyard.

The gun barrels at Pearl Harbor go into a "reserve fleet" of 16-inchers left over from World War II and available for use aboard *New Jersey* if needed. There are a num-



PROUD BLUEJACKET—Buford A. Forman, PR1, with wife Jo after presentation naming him China Lake Naval Weapon Station's Bluejacket of the Year.

ber of barrels now in storage in addition to those on board the three battleships still in mothballs.

*New Jersey*, now in the yards at Philadelphia, is expected to be ready for shakedown trials by next June. Her nine 16-inch/50-caliber guns will give greater destructive power and extended range to the U. S. Seventh Fleet.

It has been estimated that 80 per cent of the Vietnam targets now under fire by U. S. aircraft will be within reach of *New Jersey's* big guns. The BB will be able to hurl 1900-pound projectiles an effective range of some 20 miles.

## He Speaks DLIWC

The Defense Language Institute, West Coast Branch (DLIWC), has trained thousands of military linguists, but seldom gets into the animal-training act. One of its language students, however, has combined practical research with academics, and used a "live" demonstration to supplement his lecture.

Lieutenant (jg) James C. Gamrath, USN, recently gave a lecture in Russian on the scientist Pavlov. This was his area background lecture, which all students are required to give. What made his lecture out of the ordinary, however, was his demonstration of a hamster which he had trained following Pavlov's methods, refined by modern-day psychologists. The hamster had been trained by LTJG Gamrath to elicit appropriate responses to light and

sound, when given in a specially constructed box.

LTJG Gamrath's lecture was given entirely in Russian, and graphs and slides supplemented his speech.

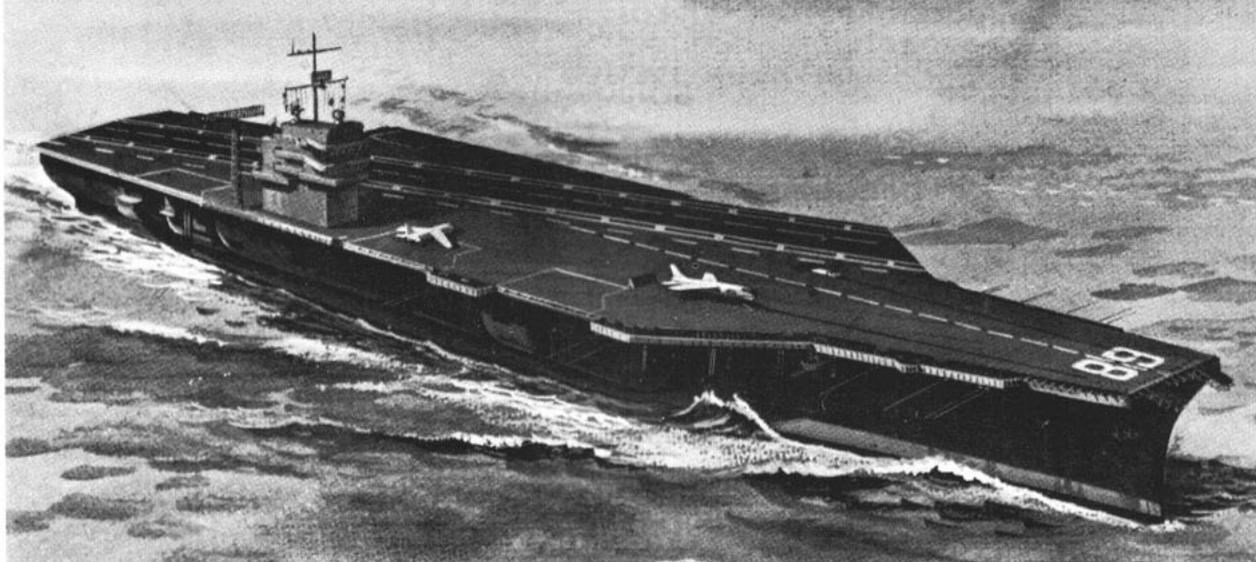
LTJG Gamrath began his 47-week Russian course at the DLIWC in October 1966. His wife is a recent graduate of a DLIWC Italian course. She received the Italian Culture Council Faculty Book Award for academic excellence in language study.

## Guadalupe Probes Problem

When the Fleet oiler *uss Guadalupe* (AO 32) refuels a customer ship nowadays, she does so with speed and relative ease. This can be directly attributed to a new hose hookup system—called the probe—which should increase the efficiency of at-sea refueling operations.

Basically, the quick transfer is achieved through the use of a bullet-shaped connection attached to the oiler's fuel hoses and a receiver on the customer ship. The probe simply aligns with the receiver and the flow of NSFO, JP-5 or avgas commences. The system also features a quick breakaway in the interest of safety.

*Guadalupe* first used the probe last June during an underway replenishment of the antisubmarine aircraft carrier *uss Hornet* (CVS 12), then operating in the Western Pacific.



**NEW CARRIER TO BE NAMED NIMITZ**—This is an artist's conception of the Navy's second nuclear powered attack aircraft carrier which will be named *Nimitz* in honor of the late Fleet Admiral Chester W. Nimitz.

The ship, CVAN 68, was authorized under the FY 1967 shipbuilding and conversion program. Construction has not been started.

*Nimitz* will be an improved version of *uss Enterprise* (CVAN 65). She will be powered with the new two-reactor plant which has been under development by the Atomic Energy Commission. The carrier will have an over-all length of 1092 feet, a waterline beam of 134 feet, and a full-load displacement of about 91,300 tons.

### Milphap Graduates

Not long ago, 16 MILPHAP team members graduated from a two-week course of instruction at the Naval Medical School, Bethesda, Md. Their ultimate destination is Vietnam for a 12-month tour of duty.

The seventh such team since the inception of the training program, their efforts will be aimed at the treatment of diseases and war casualties within the Vietnamese civilian population and at treatment of military personnel only when no other medical facilities are available.

The team's indoctrination course included lectures in the geography of South Vietnam, geopolitics, the medical aspects of counterinsurgency, small arms familiarization, combat orientation and the Vietnamese language.

MILPHAP (Military Provincial Health Assistance Program) is designed to complement and develop already existing South Vietnamese public health and clinical health care programs.

### NUC to *Enterprise*

The Secretary of the Navy has awarded the Navy Unit Commendation to *uss Enterprise* (CVAN 65) in recognition of the meritorious service rendered by each member of the ship's company, Carrier Air Wing Nine and group squadrons.

Between 18 Dec 1966 and 20 Jun

1967, *Enterprise's* air wing spent 132 days on the line in the Gulf of Tonkin, launching combat air strikes against military targets in North Vietnam—thermal power plants, airfields, major storage areas, steel plants and missile sites.

The strikes were not carried out with impunity. They were met by intense enemy antiaircraft fire and flights of surface-to-air missiles.

The log of *Enterprise* gives some indication of the service for which SecNav made the award—11,444 combat sorties recorded while the big carrier was on her second combat cruise off Vietnam, during which 14,000 tons of explosives were expended against enemy targets.



**WARRANTS APPLAUSE**—FTMC Ronald W. Laughland is sworn in as Warrant Officer at the missile training unit, Pacific, by LCDR W. Estes.

### Ogden Likes Bear Chain

Take Operation Bear Chain, for example.

That was a Vietnam amphibious operation which showed perfectly just how well an LPD such as *uss Ogden* (LPD 5) can perform in a situation of her own choosing. She was made for such a job.

*Ogden* is one of a class of ships built to launch an amphibious assault both on and over the water. She is designed to combine the attributes of the attack transport and the attack cargo ship, enabling more than 900 combat troops to travel to an assault area on the same ship as their heavy equipment.

During Bear Chain, she acted as the primary control ship and was responsible for directing all waterborne waves down the boat lanes to the assault beach. On D-Day morning, she controlled the two waves of her own assault boats and a wave of amphibian tractors from *uss Monticello* (LSD 35).

In addition, while one company of *Ogden's* Marines was going ashore by LVT, another was flown ashore by helicopter.

The LPDs are a relatively new class of ship with both a large well deck and a sizable (one-half acre) flight deck. They can ballast down 35 feet in the water to launch landing craft and amphibians internally and, at the same time, launch helicopters from their flight decks.

During Bear Chain, *Ogden* not only did these two jobs—and did them well—but also operated as a fueling base for the gunfire support helicopters.

"The LPD is a tremendous ship," according to Captain Robert L. Dise, CO of *Ogden*. "It, or a similar type ship, will be the key to future amphibious operations."

—Neils J. Davis, JO3, USN

## Unitas VIII

Ships and aircraft of the U. S. Atlantic Fleet recently joined navy and air force units from several South American countries for a four-month series of combined naval exercises in the waters around South America.

This was the eighth consecutive year the American armed forces have joined with South American armed forces for the training exercises known as UNITAS.

UNITAS VIII, coordinated by Commander of the U. S. South Atlantic Force, with headquarters in San Juan, Puerto Rico, began on 18 August.

The destroyer leader *uss Norfolk* (DL 1) served as flagship. Other U. S. Navy participants included the destroyers *uss Gyatt* (DD 712), replaced by *Mullinix* (DD 944) and *Glennon* (DD 840); the submarine *Sennet* (SS 408); two maritime patrol aircraft from Patrol Squadron 18; one transport aircraft from Fleet Tactical Support Squadron One; and one drone detachment from Fleet Composite Squadron Six.

The exercise was held both in Atlantic and Pacific waters with the U. S. forces circumnavigating South America in a counterclockwise direction, transiting the Panama Canal and the Strait of Magellan.

Those units that took part in the joint maneuvers were from the navies and air forces of Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay and Venezuela.

## Borie Gets a Cake

The routine of Mediterranean operations aboard *uss Borie* (DD 704) slowed one day when a Navy pilot came aboard bearing a large ship-shaped cake.

The nautical pastry was a token of appreciation from Lieutenant (jg) David Johnson of *uss Shangri La* (CVA 38) whose *Crusader* jet had crashed during a night recovery



President Johnson brought a "tribute from our grateful people" to the men of *uss Enterprise* (CVAN 65) and the United States Navy when he visited the 90,000-ton carrier while she was underway with ships of the First Fleet off the California coast. During his visit, the Commander in Chief watched flight operations and held informal chats with many crewmembers. President Johnson prefaced his closing address to the crew by saying it was "good to be back in the Navy," his old service branch.



and rolled into the sea. Fortunately, *Borie* was on hand to cope with just such a situation.

The destroyer's crew had no difficulty in locating the downed pilot. His flashing strobe light clearly marked his position in the water and lights from the ship also illuminated the area.

*Borie* maneuvered near the pilot who was brought aboard after the destroyer's damage control assistant, Ensign Robert Hendricks, dove to the rescue.

The downed pilot was able to return quickly to duty aboard his carrier but he soon returned to *Borie* bearing the cake which he presented, with thanks, to the crew.

To reciprocate, the destroyer's commanding officer presented a commemorative plaque to the lieutenant and made him an honorary member of the ship's company.

## New NATO Command

A new NATO command designated as Submarines Mediterranean (SUBMED) has been activated in Naples.

Although the new submarine command will maintain its headquarters in Naples, it will be directly subordinate to Allied Naval Forces Southern Europe (NAV SOUTH), commanded by Admiral Luciano Sotgiu, ITN, who is based in Malta.

NAV SOUTH itself was commissioned only last June as a NATO southern forces streamlining measure. NAV SOUTH's forces have the mission of defending the NATO southern flank's sea lines of communications, conducting naval and maritime air operations and supporting adjacent commands.

SUBMED, set up primarily as a focal point for alliance underseas force planning in the Mediterranean, will be staffed by naval officers and enlisted men from Greece, Italy, Turkey, the United Kingdom and the United States.

Activation of SUBMED will serve to prevent interference in submarine operations, improve coordination and strengthen training and joint planning for alliance submarine forces.

The first commander of the new SUBMED will be Captain Oliver Hazard Perry, Jr., USN.



**WET DRY RUN**—Copter crewman hits the water and is lifted out with 'downed pilot' during practice rescue mission held by Paramedic Team Number One to train coptermen and station personnel at Naval Air Station Cubi Point.

**Tower Zero**

The Navy has raised the highest man-made structure in the southern hemisphere as part of continuing efforts to improve communications to the Fleet.

More than 20 feet taller than New York's Empire State Building, the 1279-foot structure known as Tower Zero has been erected in a remote area at North West Cape, Australia, site of a U. S. Naval Communica-

tions Station.

The tower looks like a giant needle. It is the centerpiece of a web of 13 towers that support Very Low Frequency transmitting antennas.

The two-million-watt VLF transmitter became operational on 1 September. Its unveiling culminated 10 years of planning and four years of work by Australian and American craftsmen under the direction of the Naval Facilities Engineering Command.

With Tower Zero as the hub, the antenna web stretches out over an area of more than a mile and a half. The communications complex involves 40 miles of conductor cable and 60 miles of guy wire. More than one million feet of copper cable is buried in the earth beneath the antenna array to serve as a grounding grid.

The VLF power plant puts out plenty of juice. Its six diesel generators could supply the electrical needs of a city with 12,000 people.

**Chute the Works**

You jump out of a Navy plane flying at 2,000 feet, pull the ripcord and feel the jerk as your chute pops open, but you look up and see blue sky.

Don't panic, the holes in your chute are a new canopy design.

The new modification of parachute canopies was developed by the U. S. Naval Aerospace Recovery Facility of the Naval Air Systems Command. By removing certain portions of chute panels, according to a carefully designed pattern, greater maneuverability is attained due to

increased forward speed and a quicker turn rate.

The modifications require no changes to containers and components found in parachutes now in use. The modified canopy will become standard equipment for the Navy's SEAL teams.

Army special forces and the Air Force aerospace rescue and recovery service are also considering adoption of the modified canopy.

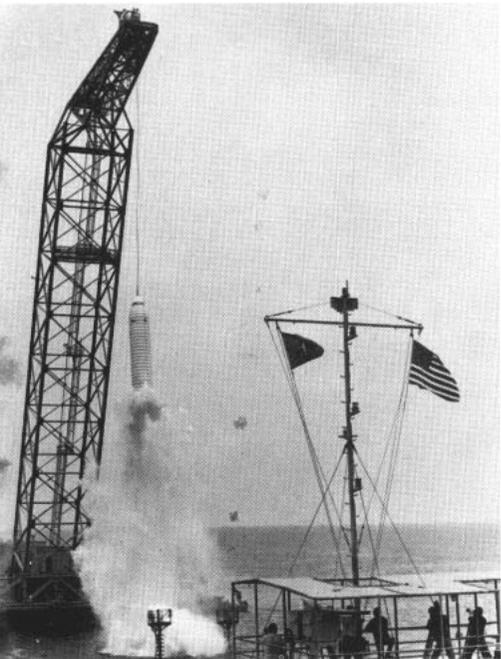
Development of this more maneuverable conventional parachute is the first step toward the design of highly maneuverable personnel delivery systems of the future. Newer aerodynamic canopy designs are already undergoing testing for possible SEAL use.

**Steam Team on the Bridge**

It's impossible to have a topside view of your ship pulling in and out of port if you're hard at work in the engine room. However, the engine men on board the carrier *uss Randolph* (CVS 15), now takes a bird's-eye view of underway and docking procedures, thanks to an invitation from the ship's commanding officer.

Captain Wynn V. Whidden invites two petty officers from the *Randolph* engineering department to join him on the bridge to observe shiphandling procedures. Petty officers third class John J. Szkolczyk and Lawrence D. Burris, who stand throttle watches, were the first to participate in the program, which will continue until all men in the engineering spaces have had the opportunity to visit the bridge.

Szkolczyk and Burris found the



**BIG 'FISH'**—Poseidon FBM is held by crane during underwater launch tests at Naval Underseas Warfare Center's San Clemente Island range. Poseidon will replace *Polaris A-3*.

visit interesting, and agreed they gained a greater understanding of how throttlemen fit into their ship's operations. They said they now have an even better understanding of why they must react with top speed and efficiency when the bridge signals all ahead full, or all stop.

### New School in Newport

A Class "C" school offering three courses in electronic countermeasures equipment maintenance and repair has been established as a separate entity at the U. S. Naval Base, Newport, R. I. The school was formerly operated as a component of the Naval Communications School.

The courses now being offered cover:

- AN/SLQ-12 (Electronic Countermeasures).

- AN/ULQ-6 Series (Technical maintenance and repair of AN/ULQ-6, 6A and 6B countermeasures sets and associated antennas).

- AN/WLR-1 Series (Technical maintenance and repair of WLR-1 series, AN/SLR-12 and AN/WLR-1 and 3 countermeasures receiving sets and auxiliary equipment/units and associated antennas).

The knowledge and skills acquired by graduates of the AN/WLR-1 series course can readily be transferred to cover the repair and maintenance of AN/SLR2 and AN/BLR/1 countermeasures receiving sets.

All three courses require students to be graduates of ET (radar or communications) Class "A" school or ETR/ETN3 and above.

SET (Selective Electronics Training) Program personnel must be

graduates of ETR or ETN Shipboard Indoctrination Class "C" course. All students must have a Confidential security clearance.

The SLQ-12 course lasts five weeks and the ULQ-6 and WLR-1 courses require six weeks to complete. Graduates of all three courses incur a 16-month service obligation.

The classes for each course are small with four students being allotted to the SLQ-12 course and nine students each assigned to the WLR-1 and ULQ-6 classes. The Chief of Naval Personnel (Pers-B2163) controls quotas for the three courses.

Present plans call for an expansion of the Electronics Technician Class "C" School to include six additional courses by the end of 1969. The school also operates a test equipment qualification facility for the U. S. Naval Schools Command.

### One Sailor, Nine Awards

Down at 90 Church St., Manhattan, Seaman Rubin Binder, USNR, once again stepped forward to receive an award for his service in Vietnam. This time, it was Rear Admiral Francis C. Foley, USN, commandant of the Third Naval District, who made the presentation of the Navy and Marine Corps Medal.

Such ceremonies are becoming familiar to the 21-year-old Vietnam veteran. Since joining the Naval Reserve in 1963, he has received nine awards. In addition to the NMC, he has received (count them): 1.) the Bronze Star Medal; 2.) gold star in lieu of a second Bronze Star Medal; 3.) Navy Commendation Medal; 4.) Purple Heart; 5.) Vietnam Service Medal; 6.) National Defense Medal; 7.) Vietnamese Cross of Gallantry; and 8.) Vietnam Campaign Ribbon.

Seaman Binder received the NMC for: heroism on 9 Jan 1967 while serving with River Patrol Section 531 and friendly foreign forces on the Mekong River.

Seaman Binder was the forward 50-caliber machine gunner on *PBR 105* on combat patrol near My Tho when the dredge *Jamaica Bay* was mined. *PBR 105* closed the rapidly sinking barge and pulled five survivors from the water. In doing so, crewmembers heard a metallic tapping from inside the hull of the barge.



NINTH AWARD—BMSN Rubin G. Binder received his ninth award for Vietnam Service, Navy and Marine Corps Medal, from RADM F. D. Foley.

In company with his boat captain, Seaman Binder plunged into the dark, debris-clogged river and helped guide the man to a hatch 60 feet away and four feet under water. It took repeated dives by Binder to learn that the hatch was blocked by two firmly-wedged pipes. By this time, little air remained in the heavily listing dredge.

Down once again he went, to bend a line around the pipes so that a tug could pull them free.

Physically forcing the jammed and warped hatch open, Binder and his boat captain swam through the hatch, located the man, and pulled him back through the hatch to the surface.

Earlier, he had faced heavy enemy fire to earn the Bronze Star Medal. His *PBR* had run into a battalion of uniformed Viet Cong in a staging area preparing for a major troop movement.

He volunteered to accompany a Vietnamese sailor to bring back some of the enemy dead for intelligence purposes. Climbing into a captured enemy sampan, Binder provided fire cover while his comrade paddled. The sampan was frequently hit and the trip was ultimately abandoned, but Binder learned what he wanted to know.

Back at the *PBR*, Binder went back to his 50-caliber machine guns for the rest of the engagement.

In all, during his tour of duty Binder made 161 combat patrols, 59 of which came under enemy fire. During these engagements, 28 Viet Cong were killed, one wounded and eight enemy documents captured. At one time, Binder was wounded in the left arm, but continued to man his machine guns.

As of the moment, his NMC is his last award. He has been released to inactive duty after completion of his obligated active service.

# THE BULLETIN BOARD

## Housing Assignment Procedures Spelled Out in CNO Directive

**F**UTURE ASSIGNMENT to family housing may be a smoother procedure for you and your dependents as a result of new instructions from the Chief of Naval Operations.

A revised housing assignment policy directive — OpNav Inst. 11101.13D—has been prescribed by CNO to help ease some of the inevitable problems that accompany the necessarily flexible housing assignment procedures.

The directive provides a standard policy for housing officials at the local level. In effect, it requests district commandants and area commanders to standardize the Navy's housing assignment practices, to make sure all assignments are based, within the general policy framework, on a fair, consistent basis.

The revised instruction points out that the influence of housing on a family man's morale is considerable. It notes that the housing assignment practices in any area may rank high in the Navyman's evaluation of his rights and benefits—and the merits of the Navy as a career.

The directive makes a number of points with which few Navy family men can disagree. Essentially, CNO recognizes there is a basic housing problem. Simply stated, there just isn't enough Navy housing to go around.

But, says CNO, learn to live with the situation by making every effort to put limited housing assets to the best possible use. Don't hurt a man's morale by letting him feel, rightly or wrongly, that he has not been treated fairly in the opportunity to obtain quarters. Establish uniform criteria for determining housing eligibility. Follow uniform assignment priorities.

District commandants and certain area, force and base commanders have been designated as area coordinators to insure that the new OpNav Instruction is carried out. Implementing instructions were scheduled to be issued 5 Dec 1967. The instruction was effective upon receipt.

Point by point, directive specifies:

- Control of housing assignments will be centralized wherever possible.
- Housing assignment practices must be consistent Navy-wide.
- All Navymen, whether assigned afloat or ashore, regardless of activity to which assigned, will be given equal opportunity to obtain housing.
- Those waiting for housing should know exactly where they stand. Updated waiting lists should be published at least once a month.
- Every effort must be made to insure that a man can assess his prospects for assignment to quarters before he reaches his new ship or duty station, or as soon as he gets there.
- There will be no discrimination because of race, color, creed or national origin.
- No more than 25 per cent of the public quarters at any installation may be designated for officers without the specific approval of CNO. (Units originally constructed or acquired specifically for officers are excepted.)
- The operational stress and responsibilities borne by captains and commanders should be recognized. Such factors should be weighed individually when it is decided which captains and commanders are assigned quarters, and in the quality of the quarters assigned.

- When the family size is not a factor, better quality housing should be assigned to the more senior individuals. This applies to all grades, particularly chief petty officer.

**O**RDINARILY, all government owned or controlled family housing is assigned to those in pay grades for whom the housing was programed, built or acquired. However, when local conditions dictate, quarters may be assigned to a family whose sponsor is not more than one grade senior or junior to the designated category of quarters.

The amount you pay for your quarters depends on the classification of the housing itself. If you occupy Public Quarters administered by the Family Housing Management Account, you do not receive Basic Allowance for Quarters. If you reside in Inadequate Public Quarters (Navy-owned or -controlled substandard housing), you pay a portion of your BAQ, the exact monthly amount based on the location of the housing, family size, your pay grade and other factors.

General programing categories are: (1) flag quarters and command quarters; (2) captain quarters; (3) senior officer (CDR and LCDR) quarters; (4) junior officer quarters; and (5) enlisted quarters.

As spelled out in the new housing directive, eligibility for quarters is extended only to petty officers in pay grade E-4 (more than four years' service) and above. Quarters may be assigned to family men in grade E-4 (less than four years' service) and below only if the housing requirement of all those senior in the area, and of families of eligible personnel on unaccompanied tours elsewhere, have been satisfied. Exceptions may be authorized when severe hardship is involved, or when it is otherwise considered in the best interest of the government.

In this regard, unusual personal problems may take precedence over all other considerations in the priority of assignment to quarters. In

P. McVay, LTJG, USNR



"Thou hast the wrong stock number, and must resubmit. It's IH-XLVIII-CCLXXVI; not IH-XLVIII-CCLXXVI."

other words, area coordinators may approve assignment of family quarters without regard to rank or grade under extreme humanitarian considerations.

As a rule, however, once you reach the top 10 per cent on the waiting list, your priority for housing will not change. New arrivals will not be placed in the top 10 per cent regardless of rank or duty assignment. Housing assignment authorities may disregard the stabilized 10 per cent on the waiting list only if told to do so in specific cases by CNO. Otherwise, assignments are made from the top of the list.

In addition, once you reach a point on the waiting list where your assignment to housing would occur within 60 days, the housing authority may extend the stabilized portion of the list to include you, as well as the top 10 per cent.

The authority to designate and assign flag and command quarters is held by CNO. (As specified in the new housing directive, the present designations of flag and command quarters remain in effect. However, no other quarters will be designated for use by specific billets. Any exception to this must be approved by CNO.)

Lesser categories of quarters may be designated by area coordinators, who in turn may redelegate their authority to a flag officer assigned subarea coordination.

Local assignment policies, within the framework of OpNav Inst. 11101.13D, may be drawn up by base commanders and activity COs if they have been delegated the authority to do so by the area coordinator. However, the authority to follow through with local assignment policies should be retained at a level which insures consistency in a common geographic area.

Day-to-day administration of housing assignment policies may be delegated by the area coordinator to an officer responsible for on-the-spot administration and operation of a Navy housing project, an officer with the specific duties of housing assignment officer, or an area assignment committee.

No detailed guidelines have been issued with regard to assignment priorities that may be set on the basis of rank when other factors are equal. The situation here may vary from

station to station, depending on housing needs and assets.

In cases where assignment to housing means making a choice between two or more families eligible on an equal basis, the determining factor will be the serviceman's burden of responsibility and seniority.

In general, however, quarters should be assigned to various categories of eligible personnel in accordance with family size.

## WAY BACK WHEN

### *Ships of the Desert Had Rough Sailing*

Many active duty and former Navymen have been assigned roles which were not directly associated with their nautical profession. One of the more unusual jobs, however, fell to a former Navy lieutenant, Edward F. Beale, who, in the middle of the 19th century, was made commander of the United States' first and only camel corps.

The camels had been purchased in the Levant by one of Beale's kinsmen, Lieutenant (later Admiral) D. D. Porter and brought to Indianola, Tex., in the Navy ship Supply. LT Porter had been in charge of the camels' procurement and their shipment to the States (during a particularly rough sea voyage). Here the Navy's actual involvement in the project ended, but the assignment to head the camel corps went to Beale, who had just left the Navy after serving as a lieutenant.

Jefferson Davis ordered the importation of the camels after he became Secretary of War in 1853. When Supply landed at Indianola, LT Porter and the Navy relinquished responsibility for the camels which were taken to Camp Verde, Tex., near San Antonio. It was to this camp that Beale went under orders to test the camels' capabilities and, at the same time, to survey a wagon route west.

The expedition west did not have an auspicious beginning. Although the camels were their usual docile selves, they frightened the

Prospective tenants should be able to estimate their chances for housing before reporting to a new home port or duty station, and should be aware of the possibility of involuntary assignment to quarters (see box on page 46).

The waiting period for housing begins on the date you are detached from your previous duty station, provided you had applied within five days of detachment date and your

mules and made trouble for the drivers.

Difficulties were also encountered when men not accustomed to loading camels took an inordinate amount of time at their work and loaded the animals so heavily they could hardly walk.

Once the caravan was underway, however, matters improved and the camels showed remarkable endurance over a route which was frequently strewn with fine, flinty gravel.

Camels also were content to eat anything—even dry greasewood bushes and prickly pears. Their ability to go without water for long periods frequently kept them in good condition while the mules were in danger of perishing in the desert heat.

Beale and his camels eventually arrived in Los Angeles. Within a year, he had conducted a party from the Gulf of Mexico to the Pacific through unknown country inhabited principally by hostile Indians. He had tested the value of the camels and marked a new road to the Pacific without losing a man.

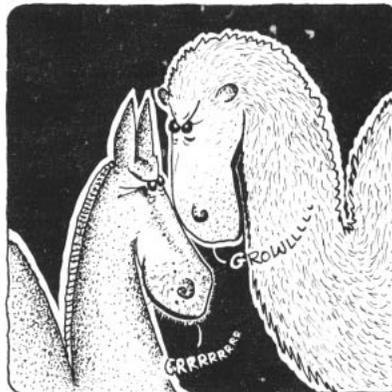
When Beale reported the results of his research to the War Department, the Secretary recommended that Congress purchase 1000 camels for use in the Southwest.

Congress, however, had other things on its mind. The clouds of civil war were gathering on the horizon and the storm soon broke. Ownership of the camels seasawed between Union and Confederate forces, neither of which took advantage of the beasts' remarkable endurance.

Whenever possible, mule drivers and Indians, both avowed enemies of the camel, took their toll. Some of the animals were sold to do work which usually proved fatal; still others were left to wander in the desert.

The camels which were left to their own devices added much to Southwestern folklore by their unexpected and frequently spectral appearances.

Even now, travelers can find reminders in Texas, Arizona, New Mexico and California of former Navy LT Beale and the United States Camel Corps.



**Housing Authorities Seek Full Use of Quarters**

Although not likely, it's possible you could be involuntarily assigned to public quarters. With housing at a premium, the Navy does not want its units to sit vacant. Where (and if) necessary to maintain maximum occupancy, housing authorities may make involuntary assignments of eligible families to public quarters. This may be done when the family assigned is reporting to a command on permanent change of station orders, and before the family has made commitments for another dwelling.

Also, if necessary, those who occupy private housing may be required to move into public quarters, but must be given sufficient notice

to enable them to give their landlords, in turn, whatever legal notice may be required.

Involuntary assignments will not be made if the housing authority foresees a family hardship. In this sense, hardship might mean financial loss, lack of advance information, or personal inconvenience owing to family size. However, in order to avoid hardship cases, housing authorities have been told to advise each newly assigned family whether government quarters are available. Such notice must be made in writing, preferably before the family arrives at its new command. Your advance contacts may help assure you a smooth move.

application is confirmed within 10 days of arrival at your new duty station.

If you do not apply in advance, your position on the waiting list is determined by the date you apply after arriving at your new duty station.

You should apply by letter and enclose a copy of your orders. The waiting list is compiled by grade or rank, date of detachment from last command (or date of application after arrival at new command), and bedroom requirement.

When you are assigned to quarters, you are permitted to remain in them until you are detached for other duty, retire, or until your occupancy is terminated for reasons listed below. (However, extension may be granted for emergency reasons.) Generally, your housing assignment is terminated:

- When the activity ceases to be your permanent duty station.
- When your dependents no longer reside with you on a permanent basis. (Exceptions may be made on a case-by-case basis when you are ordered to a mandatory unaccompanied tour.)
- At your request if you wish to move from inadequate public quarters, if you are occupying them voluntarily.

It is noted that officers who occupy command quarters, and receive orders to duty in the same area, must

vacate their specifically designated quarters upon detachment.

At the discretion of the housing authority, and in consideration of such factors as waiting lists and hardships, occupancy may also be terminated:

- When you request assignment to public quarters that have been vacated or otherwise made available after assignment of your present quarters.
- When you depart your permanent station for an expected absence of 60 days or more. (You must, however, consent to the termination of your quarters.)
- When you and your dependents are expected to be temporarily ab-

sent from your activity for more than 20 weeks.

• When warranted by the conduct of you or your dependents.

In any event, you must be given at least 30 days' notice to vacate quarters. Your housing office must notify you, in writing, of the date and conditions under which your assignment to quarters is ended.

After termination, routine command procedures must insure that payment of your quarters allowance is commenced on a timely basis.

With regard to quarters allowance, it is noted that social visits by military personnel, their dependents, or civilians as your guests in your quarters do not change the entitlement status of you or the visitor. However, if your house guest is a serviceman who resides with you on a permanent basis, he must report the fact to his disbursing officer for a ruling on quarters allowance or other entitlements.

The Chief of Naval Operations will follow the results of the new housing assignment directive. The Inspector General will report periodically on the effectiveness of the new policy guide, and may look into specific complaints as part of his related inspections. The area coordinators, all of flag rank, are making every effort to have Navy housing used efficiently, and will emphasize fair and consistent assignment policies.

Detailed listings of categories of personnel and dependents eligible for housing, and corresponding tables of regulations which govern assignments, are contained in OpNav Inst. 11101.13D.

**Here Are Standards on Number of Bedrooms**

Here's a look at the minimum number of bedrooms your Navy housing should have, based on the size of your family.

Note that you may apply on a waiting list for a unit larger than the minimum prescribed. However, those who meet the minimum requirements for the quarters will take precedence.

You may not be given additional priority for assignment to quarters simply because you have more dependents than the minimum necessary to qualify for any size housing

unit. The minimum standard is as follows:

Number of Dependents (Not including wife)	Number of Bedrooms
None	1
One	2
Two, same sex, neither over 12 years	2
Two, opposite sex	3
Two, same sex, one over 12 years	3
Three	3
Four, none over 12 years	3
Four, one over 12 years	4
Five or more	4

## Crow Hunters Have Good Chance of Bagging Limit During February Exams

Advancement officials have once again called open season on crows, and those who study for the February exams can be reasonably sure of bagging the limit.

The advancement planners say the opportunities are "outstanding" largely due to an increased demand for petty officers in almost every rate and rating.

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

To insure maximum participation, service in pay grade waivers similar to those allowed previously will be in effect for the February 1968 advancement examinations.

Well qualified E-3 and E-4 Navy-men of all skills who earn their commanding officer's recommendation may take advantage of the special provisions. Third class petty officers may go up for second class six months early, and nonrated Navy-men may take the E-4 test if they are serving in pay grade E-3 on 6 February.

Navy-men who take the examination under the provisions of the waiver must meet all the requirements for advancement except the normal service in pay grade. Correspondence courses, practical factors and performance and military leadership tests must be completed, but they are not due until the day before the exam. (Normally, such prerequisites are due one month before the examination date.)

While the waiver is in effect, it is possible for a Navyman to take the E-5 examination while serving in pay grade E-3. This would occur if the man were authorized advancement to third class as a result of the August exam, with advancement effective 15 February or later. Since service in pay grade for advancement purposes is computed from 16 Nov 1967, such an individual (if he received his commanding officer's recommendation) could take the second class exam before becoming rated. Of course, only especially well qualified men

## Dates for Super Chief Exams

The date for E-8 and E-9 examinations has also been set. Tests for advancement to both super pay grades will be given on 27 Feb 1968. To be eligible, an aspiring chief must have the required time in pay grade and total service by 16 Nov 1968. Required correspondence courses may be submitted up to test time.

In the past, selection boards have noted that in many cases certificates of correspondence course completion have not been filed in Bureau-held duplicate service records. This situation generates excessive correspondence by the board to verify a candidate's eligibility. The result can be nonconsideration by the board if completion cannot be verified in sufficient time. Therefore, it would behoove all star-seekers to make sure the completion certificates reach the Chief of Naval Personnel (Pers-B223) before 15 May 1968.

The selection board is scheduled to convene at the Bureau in early June 1968. Successful candidates will be advanced in increments commencing 16 August. Advancements must be accepted by 15 October.

would be recommended for such accelerated advancement.

Dates for the February examinations were announced by BuPers

Billups E. Lodge, CDR, USN



"Bridge-Fog Lookout! Tincan dead ahead!"

Notice 1418 of 1 Nov 1967: E-4 examinations will be given on Tuesday, 6 February; E-5 on Thursday, 8 February; E-6 on Tuesday, 13 February; and E-7 on Thursday, 15 February.

The minimum service requirements, except as amended by the Notice (and outlined above), are listed in paragraph 302.10 of the *Manual of Advancement in Rate or Rating* (NavPers 15989). Men competing for CPO, of course, must have a total of eight years' service. Time served in the Inactive Naval Reserve while a member of a drilling unit may be counted in the eight years but not for final multiple credit.

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

The only obligated service waiver authorized for advancement is for those persons not eligible to reenlist or sign an extension, generally because of hospitalization. Paragraph 808.2 of the *Manual for Advancement in Rating* (NavPers 15989) is the authority.

## How to Take Care of Your Navy Uniform

Ever wonder why you sometimes find yourself with a dress jumper that's one shade of Navy blue and a pair of trousers that's another?

If so, you're not alone.

A number of commands have expressed concern about this problem, and investigations have been made into specifications, quality control and manufacturing processes to find out if such mismatches can be remedied.

In each of these areas, however, the investigations indicate that the closest possible shade tolerances are being maintained.

Since 1960 the government has been buying blue woolen (melton) material under rigid specifications that call for a chrome dye which virtually eliminates the wide shade tolerance that existed in the past.

Before being accepted by the gov-

J. H. Paoli, IC1, USN



"So you want to see the world?"

ernment, each roll of cloth is shade-inspected to make sure it falls within the established range. This range is based on the highest possible standards which the textile industry can reasonably be expected to attain, taking into account the many uncontrollable variables that arise in dyeing and finishing material.

The Navy's criteria are such that the average person would probably be unable to notice a variation from the standard shade. However, if a

jumper were made from material at one extreme of the range, and a pair of trousers were made from material at the other, the difference may be noticeable when they are worn together.

To avoid this situation and other problems which may arise in caring for your dress blues, here are some hints which you may find helpful:

- If possible, when you buy a replacement, compare it with the jumper or trousers you will want to match. And, if possible, make the comparison under natural daylight, since the light indoors may be misleading.

- Although "tailor-mades" are authorized by *Uniform Regulations*, their purchase is not encouraged, as they usually cost more and the material does not necessarily meet government requirements. The standard 16-ounce melton cloth used by the Navy was selected as the most durable, comfortable and practical. It is your best guarantee of quality.

- Zipper trousers are still being issued at recruit training centers. Because they were manufactured in the early 1950s, their color may fall outside the current tolerance range.

Billups E. Lodge, CDR, USN



"Hottest yeoman in the Navy."

Therefore, it is recommended that they be worn primarily with the undress blue jumper and not as part of an inspection or liberty uniform, if possible.

- Heat, friction, pressure and soap cause shrinkage and felting in wool fabric, so it is best to have your service dress blues dry-cleaned—not laundered.

- When drycleaning facilities are not available, your blues can be washed by hand in lukewarm water. If the water is hard (which is indicated by a white film forming on the material), it can be softened by adding a little borax. A thick suds should be used.

- Avoid mechanical abrasion or rubbing while laundering, since this can cause shrinkage. Never use bleach, as chlorine will yellow and weaken the wool fibers. Rinse thoroughly to remove all traces of soap. Gently squeeze out (do not wring) surplus water and hang inside out to dry in the open air.

- The white piping on the jumper may be cleaned (without washing the entire jumper) by scrubbing lightly with an old toothbrush or nail brush, using a neutral soap sparingly with warm water.

- To look your best when wearing dress blues at an inspection, in ceremonies or on liberty, set one perfectly matched uniform aside for use on such occasions.

Since each drycleaning or laundering can cause an almost imperceptible change in color, it is best to have both parts of the uniform cleaned or laundered at the same time to keep them the same shade.

These hints may be found in Enclosure One of Naval Supply Systems Command Notice 10120, dated 1 Sep 1967.

## WHAT'S IN A NAME

### LSTs—They Go Places and Do Things

"The success of the entire operation seemed to hinge upon some damned thing called an LST."

These words of Sir Winston Churchill during World War II might apply today on the rivers and beaches of South Vietnam.

Twenty-nine LSTs operating as a Seventh Fleet task group are in the unseamanlike business of intentional grounding, traditionally shunned by mariners but nevertheless vital in the support of U. S. military operations in Southeast Asia.

The intentional grounding involves cargo. The LST—expert in being able to go where other types of ships cannot—has proved valuable in moving supplies ashore.

At the outset of the U. S. military buildup in South Vietnam, only the ports of Saigon and Da Nang had docking facilities, and these were woefully inadequate. Work is underway to close the port gap, but until new ones are developed, the multipurpose LST with a built-in pier capability helps to keep cargo moving to supply areas ashore.

The LST has been said to resemble an oversized bathtub. It needs only a relatively rock-free beach or river bank to land upwards of

1000 tons of cargo. In Vietnam, it often works 'round the clock to load supplies and take them where they're needed.

Landing Ship Squadron Nine, permanently attached to the Seventh Fleet since 1960, has been providing eight LSTs for instant-pier service since the start of the Vietnam buildup. Of post-World War II design, the ships measure 384 feet (over-all), have speeds of 14 knots, and a complement of 116 officers and enlisted men.

LSTs which have supplemented LSS Nine in recent years include PhibPac's LSS One, homeported in San Diego, and LSS Three from Guam.

Occasionally, the LSTs join in the more classic "hit the beach" amphibious operations for which they were designed. LST sailors also consider their participation in Market Time operations as a respite from what they call the cargo milk run. (In Market Time, the LSTs support Navy and Coast Guard patrol boats which guard against Viet Cong infiltration by sea.)

The commander of the Seventh Fleet's LST force, Commander A. C. Lassiter, Jr., says his ships "go places and do things we didn't dream possible a few years ago."

## Take Down This Address, It Belongs to Your Rating Control Desk

SEVERAL YEARS ago, the Bureau of Naval Personnel inaugurated a manpower management system which, at that time, assigned the responsibility for enlisted personnel in the surface missile systems and sonar ratings to specific desks within the Bureau. This management system was called rating control.

Inasmuch as each rating control desk was particularly knowledgeable concerning its ratings' programs, equipment and billets, the new management concept worked well enough to warrant its extension to other ratings.

The expansion of the concept included several additional ratings that were considered critical—primarily in the electronics field. Assignments for Navymen in pay grades E-8 and E-9 as well as quota control for associated Class "B" and "C" schools were brought under rating control.

In February 1966, the Secretary of the Navy's Task Force on Personnel Retention, after examining the concept as it applied to these ratings, recommended that rating control be expanded to encompass all ratings and rates.

This has been done so that each of the ratings shown below has now been assigned to a rating group desk headed by a rating control officer and manned by senior enlisted men representing at least one of the associated ratings.

The rating control officer also operates as an advisor to the Bureau concerning requests it receives from individuals or commands.

The following list shows the Bureau desks which control each Navy rating together with the room number in the Navy's Arlington Annex (or elsewhere) in which the desk is located. The telephone numbers listed below are for use in dialing within the Department of Defense. Calls placed from other exchanges should include the OXFORD prefix. The area code for commercial long distance calls is 202.

Each rating control desk can be contacted either by individuals or commands by telephone, personal letter or visit. OFFICIAL REQUESTS MUST BE SENT THROUGH CHANNELS.

Ratings	Pers Number	Room Number	Phone Number
Submarine, Nuclear Power, Polaris*	Pers-B2131	G830	41228
Group VIII (CB) ratings	Pers-B2132	G830	42622
CT and Security Group	Pers-B2133	3730	43131
MU	Pers-B2134	CtSqW**	41139
AX, AT, AQ, AE, TD, AV	Pers-B2141	G812	44785
AD, AM, PR, AZ, AF	Pers-B2142	G810	43072
AB, AO, AS, PT, PH	Pers-B2143	G810	43072
AC, AG, AW	Pers-B2144	G808	43674
YN, PN, LI, PC, JO	Pers-B2151	G842	48270
DK, SK, AK, CS, SD, SH	Pers-B2152	G838	43811
SM, QM, BM, HM, DT	Pers-B2153	G842	48469
MM, EN, BT, BR, MR, SP	Pers-B2154	G836	42346
EM, IM, OM, IC, PI	Pers-B2155	G836	42407
SF, DC, PM, ML, DM	Pers-B2156	G836	42782
FT, GM	Pers-B2161	G835	42891
ST, TM, MN	Pers-B2162	G835	48325
ET, DS	Pers-B2163	G839	48506
RD, DP	Pers-B2164	G837	48294
RM, CYN	Pers-B2165	G837	48400

\* Navymen with nuclear power or Polaris support NECs and those designated SS, SU, SG or SP are handled by this desk, regardless of rating.

\*\* Court Square West Building, 1400 North Uhle St., Arlington, Va., Room 603.

All mail concerning rating control should be addressed to the Chief of Naval Personnel, Navy Department, Washington, D. C. 20370 and include the Pers number of the desk handling the rating. It should also be noted that DP and TD rating control and detailing are now being done by the Bureau of Naval Personnel and all information and inquiries concerning these ratings should be sent to the Bureau instead of CO, EPDOCONUS.

Correspondence concerning TN, CN, HN and DN personnel will be handled by the appropriate rating control officer. All SN, FN and AN personnel will be handled by Pers-B211.

Melville C. Murray, LT, SC, USNR



"That's right . . . with cream and four spoonfuls of sugar and no wise remarks from any of you, see!"

## See Your Nearest VA Office For Home Loan Assistance

Many Navymen and veterans are still writing to the Federal National Mortgage Association (FNMA) in Washington, D.C., for information and assistance in obtaining loans under the Voluntary Home Mortgage Credit Program.

FNMA cannot help them, however, as the program expired way back on 1 October 1965, and was not renewed. Under this program, servicemen and veterans unable to get home loans insured or guaranteed by the Veterans Administration or the Federal Housing Administration were able to apply to FNMA for assistance in finding lenders who would make them home loans.

Today's servicemen with two or more years of active duty or veterans with 181 days or more of active duty, any part of which was served after 31 Jan 1955, are eligible for home loans guaranteed by the VA or for direct VA loans for homes or farms in areas where private financing is not available.

This is one the benefits provided by the Veterans' Readjustment Benefits Act of 1966 (Public Law 89-358). More information about these home loan programs can be obtained from military Personal Affairs Officers or from any Veterans Administration office.

# Sea Duty Cutoff Dates Announced for Seavey Segment A-68

THE OVER-ALL PICTURE of Seavey Segment A-68 differs very little from the B-67 listing that appeared in last June's issue; sea tours in many ratings continue to be lengthened because of the build-up in Southeast Asia, but still there have been no corresponding increases in shore billets.

There are, however, several overseas shore billets which are considered shore duty for rotation purposes. These preferred overseas activities, listed in Chapter III of the *Enlisted Transfer Manual* (NavPers 15909B), are well suited for the family man since three-year tours with the wife and children are normally granted, and the areas have adequate accommodations such as schools, commissaries and medical facilities, in addition to housing.

There are other overseas assignments such as sea duty for rotation which Seavey-eligibles may request which are listed in BuPersInst 1306.26D.

These areas lack sufficient or adequate family accommodations. Furthermore, accompanying tours, when authorized in these areas, are shorter, and in most cases the time a family is allowed to stay is limited. It is suggested that you proceed with caution in selecting these areas, because you may end up with a tour without your dependents.

If you do not desire a preferred overseas shore duty assignment, then you must indicate this in Block 11 of your Rotation Data Card: "Do not desire overseas assignment." By doing so, you can be assured no overseas tour unless, of course, an urgent requirement exists that cannot be filled by any other person.

There is a danger in indicating

you do not wish to be assigned overseas. You could hold up your orders under present Seavey procedures because the placement people would then have only the CONUS shore duty dart board at which to throw. Keep in mind that once the dart has been thrown and you have been issued orders to its mark, chances of having those orders canceled are next to impossible unless there exists some exceptional circumstance.

Here, then, are the eligibility requirements for Seavey Segment A-68:

- You must be in an on-board-for-duty status.
- You must have commenced a continuous tour of sea duty on or before the month and year specified in the current listing below adjacent to your rate and rating.
- You must have an active duty obligation to May 1970 or later.
- If you are serving on overseas shore duty or toured sea duty, you must have a Tour Completion Date that falls within the transfer months of this Seavey Segment (that is, June 1968 to October 1968, inclusive). If your TCD is after September 1968, you will not be given sea extensions upon reaching your TCD. You will, however, be considered for rotation in subsequent Seaveys providing your TCD falls within the transfer months of the Seavey in effect at the time.
- If you reported to a preferred overseas shore activity before 1 Jul 1966, and you meet the sea duty commencement cutoff dates of Seavey Segment A-66, then you will have a rotation data card prepared and forwarded by the PAMI if you are not currently recorded in Seavey. If you are now recorded in Seavey,

you should insure that your duty preferences are exactly what you want (check with your personnelman).

• If you have been reduced in rate to a pay grade that is ineligible for Seavey, you will be considered ineligible from the date of reduction, regardless of the rate you previously held. An advancement in rate after sea duty commencement cutoff dates have been established within the Seavey system does not change your eligibility. You will, however, be considered for rotation under the rating and rate which you held at the time the Seavey segment was established.

As mentioned in past Seavey reports, if you do not meet all the above requirements, don't bother to return your Rotation Data Card to PAMI or BuPers. It will just be a waste of your time and that of the Seavey people.

Two last considerations: If you hold a conversion PNEC (XX99), you will be considered as serving in the rating to which you are converting for the purpose of determining Seavey eligibility. Also, effective with this segment, separate sea duty commencement cutoff dates will no longer be established for FT individuals with NECs 1143 (*Talos* Missile and Missile Test Equipment) and 1144 (*Tartar/Terrier* Missile and Missile Test Equipment). If you are affected, then your Seavey eligibility will be determined by the rate and sea duty commencement cutoff date as listed below. For more details, see BuPers Notice 1306 of 16 Nov 1967.

Now, here's the list of rates and sea duty commencement cutoff dates for Seavey Segment A-68:

RATE	DATE	SM2	JUN 60	STS2	SEP 64	GMTC	JUN 66	FTG1	NOV 63	FTBSN	JAN 62
BMC	OCT 64	SM3	JUN 60	STS3	DEC 64	GMT1	JUN 66	FTG2	OCT 63		
BM1	JAN 62	SMSN	JUN 60	STS5N	DEC 64	GMT2	JUN 66	FTG3	OCT 63	MTC	JUN 65
BM2	JAN 61					GMT3	JUN 66	FTGSN	OCT 63	MT1	JUN 65
BM3	MAR 63	RDC	FEB 64	TMC	OCT 64	GMTSN	JUN 66			MT2	JUN 65
BMSN	MAR 63	RD1	SEP 61	TM1	OCT 64			FTMC	NOV 64	MT3	SEP 63
		RD2	AUG 61	TM2	JAN 63	GMGC	NOV 63	FTM1	NOV 63	MTSN	SEP 64
QMC	SEP 62	RD3	NOV 64	TM3	NOV 65	GMG1	MAR 61	FTM2	OCT 63		
QM1	AUG 61	RDSN	NOV 64	TMSN	NOV 65	GMG2	NOV 60	FTM3	OCT 63	MNC	JUN 66
QM2	DEC 63					GMG3	NOV 60	FTMSN	OCT 63	MN1	JUN 66
QM3	DEC 64	STC	DEC 63	GMMC	JAN 64	GMGSN	NOV 60			MN2	JUN 66
QMSN	DEC 64	ST1	DEC 63	GMM1	JAN 63			FTBC	NOV 64	MN3	JUN 66
		STG2	SEP 64	GMM2	SEP 62	NEC 5332	DEC 62	FTB1	NOV 64	MNSN	JUN 66
SMC	DEC 63	STG3	DEC 64	GMM3	SEP 62			FTB2	JUL 64		
SM1	APR 60	STGSN	DEC 64	GMM5N	SEP 62	FTGC	NOV 64	FTB3	JAN 62	ETC	JUN 66

RATE	DATE	JOC	JUN 66	DC1	SEP 62	EONCN	FEB 65	ADRC	DEC 65	AMHC	DEC 65
ET1	JUN 66	JO1	JUN 66	DC2	OCT 63			ADR1	DEC 65	AMH1	OCT 65
ETN2	SEP 65	JO2	JUN 66	DC3	APR 64	CMC	DEC 64	ADR2	JUN 65	AMH2	FEB 65
ETN3	JUN 66	JO3	JUN 66	DCFN	APR 64	CM1	DEC 64	ADR3	DEC 65	AMH3	DEC 65
ETNSN	JUN 66	JOSN	JUN 66			CMA2	DEC 64	ADRAN	DEC 65	AMHAN	DEC 65
ETR2	SEP 65			PMC	APR 62	CMA3	DEC 64				
ETR3	OCT 65	PCC	NOV 65	PM1	AUG 61	CMACN	DEC 64	ADJC	MAR 65	AMEC	DEC 65
ETRSN	OCT 65	PC1	JUL 64	PM2	AUG 61	CMH2	DEC 64	ADJ1	DEC 64	AME1	DEC 65
		PC2	SEP 63	PM3	AUG 61	CMH3	DEC 64	ADJ2	DEC 64	AME2	NOV 65
		PC3	OCT 64	PMFN	AUG 61	CMHCN	DEC 64	ADJ3	DEC 65	AME3	DEC 65
DSC	JUN 66	PCSN	OCT 64					ADJAN	DEC 65	AMEAN	DEC 65
DS1	JUN 66			MLC	NOV 61	BUC	JAN 65				
DS2	APR 66			ML1	NOV 61	BU1	JAN 65	ATC	DEC 65	PRC	DEC 65
DS3	FEB 65	LIC	DEC 64	ML2	NOV 61	BU2	JAN 65	AT1	DEC 65	PR1	JUN 65
DSSN	FEB 65	LI1	AUG 64	ML3	NOV 61	BUL3	JAN 65	ATR2	MAY 65	PR2	DEC 65
		LI2	AUG 64	MLFN	NOV 61	BULCN	JAN 65	ATR3	MAY 65	PR3	JUN 65
IMC	MAR 65	LI3	JUN 66			BUH2	JAN 65	ATRN	MAY 65	PRAN	JUN 65
IM1	MAR 64	LISN	JUN 66	EAC	DEC 65	BUH3	JAN 65	ATN2	MAY 65		
IM2	MAR 64			EA1	DEC 65	BUHCN	JAN 65	ATN3	MAY 65	AKC	JAN 66
IM3	OCT 61	DMC	JUN 66	EAD2	DEC 65	BUR2	JAN 65	ATNAN	MAY 65	AK1	JAN 66
IM5N	OCT 61	DM1	JUN 66	EAD3	DEC 65	BUR3	JAN 65			AK2	JAN 66
		DM2	JUN 66	EADCN	DEC 65	BURCN	JAN 65	AXC	APR 65	AK3	JUN 66
OMC	NOV 63	DM3	JUN 66	EAS2	DEC 65			AX1	MAR 65	AKAN	JUN 66
OM1	NOV 63	DMSN	JUN 66	EAS3	DEC 65	SWC	APR 64	AX2	JUL 64		
OM2	NOV 63			EASCN	DEC 65	SW1	APR 64	AX3	OCT 64	AZC	DEC 65
OM3	NOV 63	MMC	DEC 61			SWE2	APR 64	AXAN	OCT 64	AZ1	DEC 65
OM5N	NOV 63	MM1	SEP 60	CEC	APR 65	SWE3	APR 64			AZ2	DEC 65
		MM2	JUL 62	CE1	APR 65	SWECN	APR 64	AOC	DEC 65	AZ3	DEC 65
RMC	JUN 64	MM3	DEC 61	CEP2	APR 65	SWF2	APR 64	AO1	MAY 65	AZAN	DEC 65
RM1	JUN 64	MMFN	DEC 61	CEP3	APR 65	SWF3	APR 64	AO2	APR 65		
RM2	JUN 64			CEPCN	APR 65	SWFCN	APR 64	AO3	JUN 65	ASC	DEC 65
RM3	AUG 64	ENC	DEC 62	CES2	APR 65			AOAN	JUN 65	AS1	DEC 65
RMSN	AUG 64	EN1	JAN 61	CES3	APR 65	UTC	APR 64	AQC	DEC 65	ASE2	DEC 65
		EN2	SEP 63	CESCN	APR 65	UT1	APR 64	AQ1	JUN 65	ASE3	DEC 65
YNC	JUN 66	EN3	JUL 65	CET2	APR 65	UTA2	APR 64	AQB2	APR 65	ASEAN	DEC 65
YN1	JUN 66	ENFN	JUL 65	CET3	APR 65	UTA3	APR 64	AQB3	APR 65	ASH2	DEC 65
YN2	JUN 66			CETCN	APR 65	UTACN	APR 64	AQBAN	APR 65	ASH3	DEC 65
YN3	JUN 66	MRC	DEC 63	CEW2	APR 65	UTB2	APR 64	AQF2	DEC 65	ASHAN	DEC 65
YNSN	JUN 66	MR1	SEP 63	CEW3	APR 65	UTB3	APR 64	AQF3	DEC 65	ASM2	DEC 65
		MR2	NOV 63	CEWCN	APR 65	UTBCN	APR 64	AQFAN	DEC 65	ASM3	DEC 65
CYN3	AUG 65	MR3	NOV 63			UTP2	APR 64			ASMAN	DEC 65
CYN5N	AUG 65	MRFN	NOV 63	EOC	FEB 65	UTP3	APR 64	ABEC	DEC 65	PHC	DEC 65
		BTC	APR 62	EO1	FEB 65	UTPCN	APR 64	ABE1	MAY 65	PH1	JUN 65
PNC	JUN 66	BT1	FEB 61	EOH2	FEB 65			ABE2	JUN 64	PH2	JUN 65
PN1	JUN 66	BT2	FEB 61	EOH3	FEB 65	UTW2	APR 64	ABE3	DEC 65	PH3	DEC 65
PN2	JUN 66	BT3	JAN 61	EOHCN	FEB 65	UTW3	APR 64	ABEAN	DEC 65	PHAN	DEC 65
PN3	JUN 66	BTFN	JAN 61	EON2	FEB 65	UTWCN	APR 64				
PNSN	JUN 66			EON3	FEB 65			ABFC	JUN 65	PTC	FEB 66
		BRC	SEP 63					ABF1	FEB 65	PT1	FEB 66
SKC	JUL 64	BR1	JUL 61					ABF2	FEB 65	PT2	DEC 65
SK1	NOV 63							ABF3	FEB 65	PT3	DEC 65
SK2	OCT 63	EMC	JAN 62					ABFAN	FEB 65	PTAN	DEC 65
SK3	SEP 65	EM1	DEC 60								
SK5N	SEP 65	EM2	NOV 62					ABHC	DEC 65	HMC	OCT 65
		EM3	JAN 64					ABH1	OCT 65	HM1	OCT 65
DKC	JUN 66	EMFN	JAN 64					ABH2	JAN 65	HM2	OCT 65
DK1	DEC 63							ABH3	JAN 65	HM3	OCT 65
DK2	OCT 64	ICC	JUL 64					ABHAN	JAN 65	HN	OCT 65
DK3	JUN 66	IC1	AUG 61								
DK5N	JUN 66	IC2	OCT 63					AEC	DEC 65	DTC	JUN 66
		IC3	JUL 64					AE1	DEC 65	DT1	JUN 66
CSC	JUL 63	ICFN	JUL 64					AE2	APR 65	DT2	JUN 66
CS1	JUL 63	SFC	MAR 61					AE3	DEC 65	DT3	JUN 66
CS2	JUL 63	SF1	MAR 61					AEAN	DEC 65	DN	JUN 66
CS3	FEB 66	SFM2	APR 62								
CSSN	FEB 66	SFM3	OCT 63					AMSC	AUG 65	SDC	OCT 65
		SFMFN	OCT 63					AMS1	AUG 65	SD1	JUL 63
SHC	JAN 65	SFP2	FEB 62					AMS2	FEB 65	SD2	FEB 63
SH1	FEB 61	SFP3	OCT 63					AMS3	DEC 65	SD3	JAN 64
SH2	APR 60	SFFN	OCT 63					AMSAN	DEC 65	TN	JAN 64
SH3	JAN 60										
SH5N	JAN 60	DCC	DEC 65								

Charley Wise, HMCS, USN



"Been with the SEALs long, Chief?"

## THE BULLETIN BOARD

### List of New Motion Pictures Available to Ships and Overseas Bases

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

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

*The Hired Killer* (WS) (C): Melodrama; Robert Webber, Franco Nero.

*Kiss the Girls and Make Them Die* (C): Melodrama; Michael Connors, Dorothy Provine.

*Sullivan's Empire* (C): Melodrama; Martin Milner, Linden Chiles.

*Island of Terror* (C): Drama; Peter Cushing, Edward Judd.

*The Way West* (WS) (C): Drama; Kirk Douglas, Robert Mitchum.

*Africa—Texas Style* (C): Drama; Hugh O'Brian, John Mills.

*A Countess From Hong Kong* (C): Comedy; Marlon Brando, Sophia Loren.

*Hail! Mafia*: Drama; Henry Silva, Jack Klugman.

*The Honey Pot* (C): Comedy; Rex Harrison, Susan Hayward.

*Divorce American Style* (C): Comedy; Dick Van Dyke, Debbie Reynolds.

*The Deadly Affair* (C): Drama; James Mason, Simone Signoret.

*Chuka* (C): Melodrama; Rod Taylor, Ernest Borgnine.

*Barefoot in the Park* (C): Comedy; Robert Redford, Jane Fonda.

*The Jokers* (C): Comedy; Michael Crawford, Oliver Reed.

*The Beckett Affair* (C): Melodrama; Lang Jeffries, Krista Nell.

*Adios Gringo* (C): Action Drama; Montgomery Wood, Evelyn Stewart.

*The Happening* (C): Comedy Drama; Anthony Quinn, George Maharis.

*Those Fantastic Flying Fools* (WS) (C): Comedy Adventure; Burl Ives, Troy Donahue.

*Lightning Bolt* (WS) (C): Adventure Drama; Anthony Eisley, Wandisa Leigh.

*The Perils of Pauline* (C): Comedy; Pat Boone, Terry Thomas.

*Prehistoric Women* (WS) (C): Melodrama; Martine Beswick, Edina Ronay.

*The Treasure of Silver Lake* (WS) (C): Western; Lex Barker, Karen Dor.

*Smoky* (C): Western; Fess Parker, Diana Hyland.

*Gunn* (C): Melodrama; Craig Stevens, Laura Devon.

*The Naked Runner* (WS) (C): Mystery Drama; Frank Sinatra, Peter Vaughan.

*Don't Make Waves* (WS) (C): Comedy; Tony Curtis, Claudia Cardinale.

*The Spirit is Willing* (C): Mystery Drama; Sid Caesar, Vera Miles.

*Eye of the Devil*: Mystery Drama; Deborah Kerr, David Niven.

*The Million Eyes of Sumuru* (WS) (C): Mystery Drama; Frankie Avalon, George Nader.

*Baraka X77* (WS) (C): Mystery Drama; Gerard Barray, Sylvia Koscina.

*The Fastest Guitar Alive* (C):

Western; Roy Orbison, Sammy Jackson.

*The Devil's Own* (C): Mystery Drama; Joan Fontaine, Kay Walsh.

*Red Dragon* (WS) (C): Adventure Drama; Stewart Granger, Rosanna Schiaffino.

*Cyborg 2087* (C): Mystery Drama; Michael Rennie, Wendell Corey.

*Fort Utah* (WS) (C): Western; John Ireland, Virginia Mayo.

*El Dorado* (C): Western; John Wayne, Robert Mitchum.

### Correspondence Courses

Twelve enlisted correspondence courses and three officer courses have been revised and are available to the Fleet. In addition, one new course, *Principles of Navy Diving* (NavPers 10429), is now available to officers. Revised courses are listed below. Note that three of the courses are classified.

#### Enlisted Courses

- *Torpedoman's Mate* 3 & 2 (NavPers 91297-D); Confidential, supersedes NavPers 91297-C.

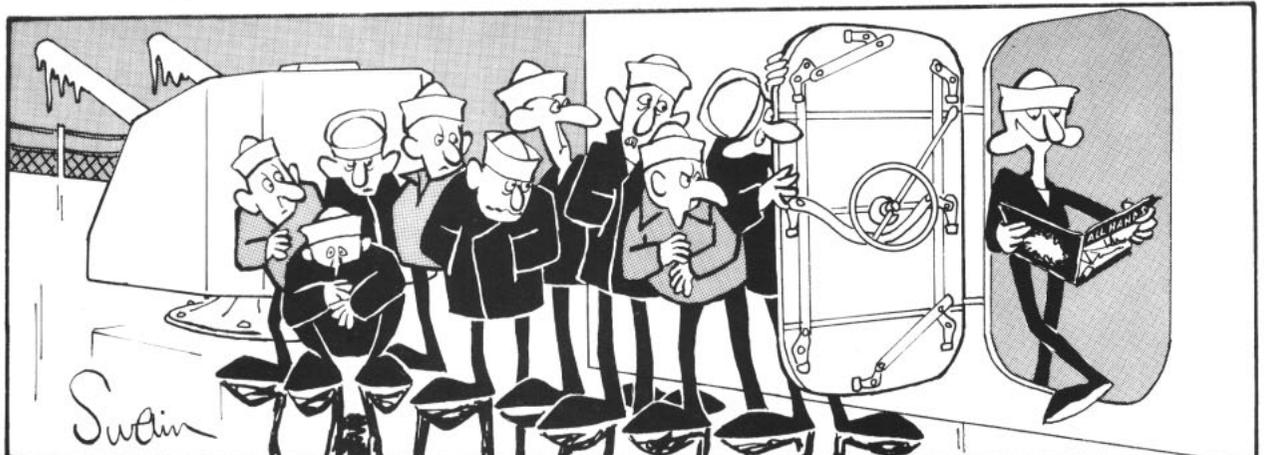
- *Radarmen* 3 & 2, (NavPers 91269-1A); Confidential Modified Handling, supersedes NavPers 91269-1.

- *Sonar Technician "S"* 3 & 2 (NavPers 91259-4); Confidential Modified Handling, supersedes NavPers 91259-3A.

- *Aviation Ordnanceman* 3 & 2 (NavPers 91665-2); supersedes NavPers 91665-1A.

- *Yeoman* 3 & 2 (NavPers 91414-3E); supersedes NavPers 91414-3D.

- *Illustrator Draftsman* 3 & 2



PASS IT ON—Don't leave your shipmates out in the cold. Remember ALL HANDS is intended for 10 readers.

(NavPers 91488-1); supersedes NavPers 91488-D.

• *Engineering Aid 3 & 2* (NavPers 91564-3); supersedes NavPers 91564-2A.

• *Construction Electrician 3 & 2* (NavPers 91569-2C); supersedes NavPers 91569-2B.

• *Ship's Serviceman 1 & C* (NavPers 91450-D); supersedes NavPers 91450-C.

• *Aviation Machinist's Mate R 1 & C* (NavPers 91608-2); supersedes NavPers 91608-1.

• *Ship's Serviceman Tailor* (NavPers 91463-1E); supersedes NavPers 91463-1D.

• *Gunner's Mate G 1 & C* (NavPers 91357-1A); supersedes NavPers 91357-1.

#### Officer Courses

• *Financial Management in the Navy* (NavPers 10732-A (Int.)); supersedes NavPers 10732-2.

• *General Oceanography* (NavPers 10417-2); supersedes NavPers 10417-1.

• *Public Works Department* (NavPers 10741-A1); supersedes NavPers 10741-A.

#### New ET Courses

Four new courses have been established at the Electronics Technician School at the U. S. Naval Training Center, Great Lakes, Ill. The subjects covered are:

• Single Sideband Transmitter.  
• Wideband Synchronized Single Sideband Receiver.

• Multi-Channel/Voice Frequency Telegraph Terminal Equipment.

• Microwave Multi-Channel Link Equipment.

To be eligible for these courses, applicants must be graduates of ET (Communications) Class "A" School or an ETN3 or above.

Navy men who are in the SET (Selected Electronics Training) Program are also eligible but they must be graduates of the ETN Shipboard Indoctrination Class "C" Course.

Although the qualifications require no security clearance, students will find it advisable to be cleared for Confidential because classes are held in a restricted area.

Each course lasts four weeks and classes begin during the first week of each month. Those who enter the courses must be obligated for 14 months of service.

P. McVay, LTJG, USNR



"Incidentally, be sure you have it in low pressure air—not high pressure—before you begin painting."

Applications should be received by the Chief of Naval Personnel (Pers-B2163) Navy Department, Washington, D. C. 20370, not later than three weeks before the class convening date desired.

The school also expects to establish two additional courses in March 1968. The subject matter covered by one of the courses is classified. The other course will cover Multi-Address Processing System AN/FGC 73A. Qualifications for these courses will be substantially the same as those listed above.

#### Special Meteorology Course To Supplement PG Studies

A shortage of officers in the Weather Service has resulted in a special course of study in meteorology at the Naval Postgraduate School, Monterey, Calif. The new program supplements the Postgraduate School's two-year meteorology curriculum, and at present calls for one year of study at the graduate level.

The curriculum is designed for qualified line ensigns upon graduation from Officer Candidate School, Newport, R. I. Eligibility requirements include substantial undergraduate training in mathematics and physics, as well as desire for duty with the Weather Service.

Completion of the one-year course will qualify students for certain duty assignments at Fleet weather cen-

trals and facilities, where officer shortages now exist.

The first class of approximately 12 officers was scheduled to begin this month, with additional classes of 10 to 15 students to commence twice a year (January and July) as long as there's a shortage of meteorologists.

Plans for a second-year curriculum are now under study. If approved, the supplemental second-year meteorology curriculum would, like the school's existing two-year course, lead to a master's degree for those officers who subsequently returned to Monterey to undertake the second year.

Officers who complete the one-year curriculum would be eligible for a second year of education after serving two years in an operational meteorology assignment.

• **FOREIGN CAR SAFETY** — The "bargain" car you buy overseas and ship to the United States may cost you more than you had planned if it doesn't meet new safety standards.

Effective 1 Jan 1968, some provisions of the National Traffic and Motor Vehicle Safety Act apply to all new cars sold or driven in the United States, including imported cars. As a result, no cars manufactured on or after 1 January may be driven in the United States if they do not meet the standards issued by the National Traffic Safety Agency on 31 Jan 1967.

The new law establishes standards in design and construction of auto brake systems, windshield wipers and defrosters, steering controls and other components essential to safety. Additional standards are being developed and will be made effective at a later date.

Any new car you buy overseas and ship to the U. S. will be inspected by the Department of Transportation. If it doesn't meet current safety standards, the law may insist that you make necessary modifications before you drive it.

It's possible you could be required to post a bond to make sure you have any needed work accomplished.

Word on the Importation of Motor Vehicles into the United States was issued in the form of BuPers Notice 11240, 1 Nov 1967. Additional details, when available, will be incorporated into the *Naval Supply Systems Command Manual*.



# Navy News

**A**BOUT MIDNIGHT on any December 31st, lots of things happen that rarely occur any other time of year.

Innumerable parties are in full swing. Recently released balloons are gently floating deckward. Paper hats are askew and paper horns are in full cry. Toasts and friendly embraces are everywhere. Many join hands in large circles to sing an old traditional song of which few know the words and hardly anyone knows the meaning.

No real reason for any of this. It's traditional.

Several thousand miles from these happily singing groups another tradition is taking place. It's a Navy tradition, perhaps somewhat less mirthful.

A Navyman stands bent over a well-worn book, chewing on a pencil, deep in thought. Finally, he slams down his pencil in exasperation and bellows at his companion: "What can *possibly* rhyme with SOPA?"

## USS Boston (CAG 1)

The stars are bright and silent and high;  
They season the moonlight in Anchorage "Y"  
At Guantanamo Bay, in a warm, gentle clime,  
And a year is to them but a twinkling in time.

Around and about are the ripples of blue  
That mirror the night and partition the two:  
The air, with its promising, man-breathing  
breeze,  
And homelessly perilous, pitiless seas

That pass as they please o'er the mud of  
the bay.  
Forty fathoms of chain, forty-eight feet away  
From the starboard side anchor of Boston  
tonight,  
Bearing zero-four-two toward the Hospital  
Light;

Rear of Hicacal Range zero-two-one point  
eight,  
And to Fisherman's Point zero-six-one. Of late  
Only nature shows tranquility here,  
For the island of Cuba is barren of cheer.

So the ship's in condition of readiness Five,  
And Yoke goes unmodified when we arrive  
From a day with the training group  
practicing war,  
For SOPA, ComNavBase, has said from  
ashore

That ships of the Fleet at Guantanamo Bay  
Must take these precautions when not  
underway.  
Seven-five-seven, a Norfolk DD,  
Putnam's here also, as lonely as we

Who long for the city whose proud name  
we bear,  
Whose winters are fierce, but whose  
welcomes are fair.  
Holidays, homes, and the hearts we hold  
dear  
Are vital reminders—our mission is clear.

Boston's bright too—and silent and high,  
With turrets and missiles that challenge the  
sky,  
Serving fifty bright stars under God's  
blazing sun;  
May they shine through the New Year for  
CAG 1!

D. G. McDougall, LTJG, USNR

## USS Terrell County (LST 1157)

All by ourselves in the South China Sea,  
We're steaming tonight, independently.  
Our captain's in charge—he's OTC—  
As we brave monsoons and a rolling sea.

Our ship is quite sturdy, our crew is the  
best—  
In the outgoing year, we passed many a test,  
And we've earned a place apart from the  
rest  
In this war in the East supplied by the West.

For that is our job—logistics, supply—  
And we've carried it all from Da Nang to  
Chu Lai.  
Without missing a beat or batting an eye,  
We've steamed Christmas and New Year's  
and Fourth of July.

The unhappy Navyman is following the quaint custom that Navy deck logs written during the 1 January midwatch are written in rhyming verse.

Some are verse than others. As our pencil-chewing friend has discovered, it isn't easy. As if he didn't know, the man he relieved has pointed out to him that, verse or not, Article 1037 of *Navy Regs* requires that all the information customarily required must be included.

The particulars of the important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water must be included in the log, whether or not it is in verse.

He must also include the character of duty in which the ship is engaged; the state of the sea and weather, courses and speed of the ship; bearings and distance of objects sighted; position of the ship; draft and soundings; zone description; particulars of anchoring; disposi-

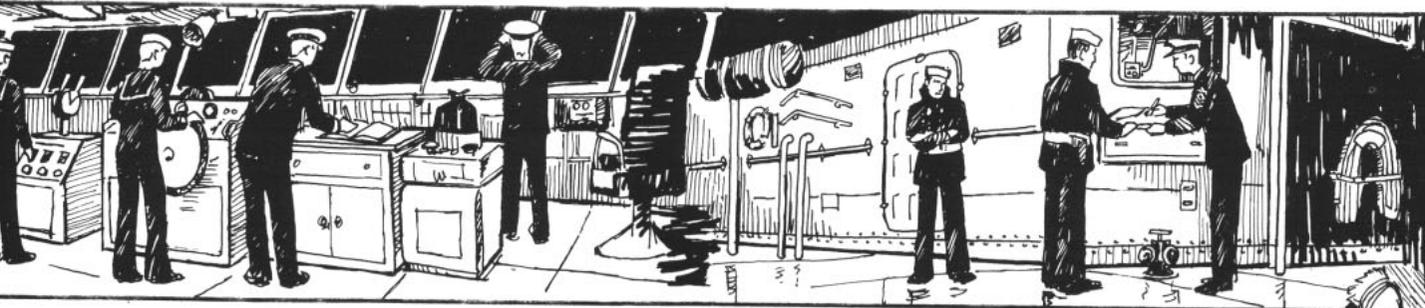
We're not out to break records, just get the  
job done,  
So the earth may be peaceful and children  
have fun,  
And all can have rest when the peace has  
been won  
And men can be friends, and fighting is done.

Tonight we are steaming on 345 True;  
Though four engines we have, we need only  
two.  
While our tireless workers make the others  
like new,  
At speed 10-point-five we plow through the  
blue.

Number two boiler is making brown smoke  
And our security patrol maintains a good  
Yoke.  
Standing this midwatch is surely no joke;  
It is cold, and it's wet—with no frolicsome  
folk.

At one-twenty-nine, we changed speed to five  
And we've let our crew know that we're  
really alive,  
For we're turned to due west as for comfort  
we strive,  
Put the sea on our quarter so the ship will  
not jive.

At ten after two we start boiler one  
So the boiler gang too can join in the fun,  
And work on the other 'til the next morning  
sun;  
There's no frolic here, there's work to be  
done.



# Year's Log

tion of the engineering plant and changes thereto; tests and inspections; changes in the status of ship's personnel; and matters specified by competent authority.

All this can be put in verse, as you will see below.

Occasionally it can even be made to rhyme, an element which has been firmly established by many varieties of Navymen.

As in the past, the five top logs have been selected by an informal panel of ALL HANDS judges, but in this contest any ship in the Fleet can form its own opinion.

The top entry is by Lieutenant (jg) D. G. McDougall of *uss Boston (CAG 1)*, which was moored at Gitmo at the time. However, a number of ships have shown that a good rhymester can do his work even while steaming at sea.

In second and third place are the logs of *uss Terrell*

And that is the story of a very fine crew  
Who work any time that there's work to do.  
On our trusty midwatch we have several true  
blue  
Who worked all day long putting much  
cargo through.

A small crew we have, but they never give up  
And sometimes don't breakfast or luncheon  
or sup,  
And they don't get the medals, they don't  
win a cup,  
But there's not one in the bunch a tiger  
could "whup."

They've been to the north, south, east and  
the west,  
To Inchon and Naha and Saigon—the best—  
And Oui Nhon, Cam Rahn, Vung Tau and  
the rest,  
Iwakuni, Tacloban and Hong Kong—no jest.

But more than that, they've seen plenty of  
sea  
From the stumping decks of this LST.  
They've seen typhoons and monsoons and,  
occasionally,  
That enjoyable calm that's found in a lee.

So Terrell County now bids you good night  
And wishes you well as we drop out of sight.  
We hope the new year will be really all right  
And that next year's at-sea rhyme is not our  
sad plight.

J. R. Smutko, LTJG, USN  
H. W. Kinsley, Jr., LCDR, USN

## USS Falgout (DER 324)

Underway on New Year's day,  
A flare for celebration,  
Not shot by us, but PCF,  
Its aim: illumination.

As CTU one-one-five-four-one,  
Our vigilance unending;  
No junk nor merchant, nay anyone,  
Succeeds in us evading.

Course oh-six-five, 10 knots the speed,  
Condition of readiness Three;  
Material condition Yoke is set,  
Patrolling the South China Sea.

ComSeventhFlt called this DER  
To guard 'gainst infiltration  
Originating from near or far,  
To help preserve a nation.

CTF one-one-five—Saigon—  
As Market Time control,  
Finds this SOPA and OTC  
Always on the go.

With darkened ship, yet eyes alert,  
Silently searching the zone,  
It may appear, though such is not,  
That the units are alone.

Our cause is just; our goals are set;  
The enemy beware.  
South Vietnam, he'll soon find out,  
Is not for him to share.

*County (LST 1157)* written by Lieutenant (jg) J. R. Smith and Lieutenant Commander H. W. Kinsley, Jr.; and *Falgout (DER 324)*, written by Lieutenant (jg) William B. Norgan, both while steaming in the South China Sea. *Terrell County* was bucking a monsoon during a logistic run at the time; *Falgout* was on Market Time patrol when 1 Jan 1967 made its appearance.

In fourth place is a somewhat unusual log written by Personnelman Second Class E. J. Pennick, Jr., USN, who was standing barracks watch at NAS Patuxent River, Md.

A slightly sardonic poet (to use the term most loosely) is Lieutenant (jg) R. A. Gutierrez aboard *uss Shangri-La (CVA 38)*.

Has your ship mailed your New Year's log yet? Don't forget to send it in for our next contest.

Again maneuvering to intercept  
Another possible foe,  
We steer various courses at various speeds,  
Though not for him to know.

Two-four-five base course, this watch is done,  
Ten knots it is base speed;  
The conflict, however, though still not won,  
Freedom armed, we will succeed.

William B. Norgan, LTJG, USNR

## NAS Patuxent River

Assumed the duties  
On this New Year's Eve.  
'Twas a good personnelman  
I came to relieve.

The sections are mustered,  
The decks are swept,  
The trash cans are emptied—  
The barracks well kept.

Throughout this long day,  
Not a thing was amiss;  
For I have the duty—  
And my heart's filled with bliss.

I mustered the sections  
At appropriate times  
And checked the passageways—  
Without any rhymes.

At sixteen-four-five  
The sun was set;  
At all ships and stations  
Our colors were met.

The old year was happy,  
The old year was glee;  
Let's hope that the new one  
Is better for we.

At twenty-two-thirty  
Dorm lights were turned out,  
And the end drew near  
Without even a pout.

The barracks are emptied  
Save for a few.  
Now, out with the old year,  
Here comes the new!

B, C, and D dorms—  
They check out all right,  
And each fire exit  
Is closed up tight.

The security watch  
Informs CMAA—  
The barracks secure  
And all squared away.

In the lounge everything  
Is neat and trim.  
The TV's still on  
And the lights are dim.

At double-oh-thirty  
I turned into my pad,  
For the death of an old year  
Is often quite sad.

The DPPO is about,  
'Tis oh-five-four-five;  
It's a new dawn,  
And good to be alive.

Relieved of duty  
Without much fanfare,  
I entered the time—  
This quiet New Year.

Well 'bye for now  
From this sober sentry;  
I was proud to have made  
The first New Year's entry.

E. J. Pennick, Jr., PN2, USN

### USS Shangri-La (CVA 38)

It's New Year's Eve and la-di-da  
I'm stuck aboard the Shangri-La.  
Now sitting at anchor is not much strain  
With one-oh-five fathoms to the port hook  
chain;

And Taranto, Italy, is a good town,  
Though I'd choose other places to hang  
around.

Shangri-La's anchored in Yankee Nine,  
Swinging at the hook over ooze and slime.  
This muddy bottom brought our chain to a  
stop  
Only seventeen fathoms 'neath the water's  
top.

I've turned on all lights like a good OOD  
And the friendship lights are blinking at me.  
SOPA is CTG sixty-point-two;

He's ashore with the captain, where I should  
be too.  
Instead of enjoying a wee cup o' grog,  
I stand here grumbling and writing this log.

It's getting late and I'm dead on my feet,  
Trying to rhyme the names in the Fleet.  
So hey diddle diddle, the Shang's in the  
middle,  
Columbus and Strong (not to mention  
Kaskaskia) on my starboard hand;  
While Lawrence and Belknap at their anchors  
stand.

Enough for these ships, I'll tell you of mine:  
I have No. 2 boiler on the main line.  
Scuttlebut has it from the electrical snipes  
That 2 and 1 generators are giving them  
gripes.  
We've lost the load a few times in the past  
And New Year's Eve will not be the last.

We once set Yoke some while ago,  
And if it's still set I'm sure I don't know,  
For time has a way with fittings, I fear,  
And the fittings were closed in December  
last year.

Although time has passed the midnight bell,  
The roving patrols have reported all's well.  
Likewise may each year find us similarly set  
To enjoy the peace and counter a threat.

R. A. Gutierrez, LTJG, USNR

### USS Bennington (CVS 20)

In the Tonkin Gulf we're currently steaming  
On Yankee Station with nav lights agleaming.  
The Senior Officer Present Afloat  
Is ComCarDiv 9 in the big nuclear boat.

While we're here in the South China Sea  
We're under the Yankee Team SOP.  
The OTC is ComASWGru One,  
Embarked in none other than our  
Bennington.

Although we're up in the combat zone,  
We have no fear, and we're sailing alone.  
But if we meet up with a group of V. C.,  
We've set a modified condition Three.

The word was passed, so it's a safe bet  
That our DCA has condition Yoke set.  
Flight ops are run by Bennington's tower  
While, below, four boilers are giving us  
power.

When the year was twenty-five minutes old,  
The following aircraft returned to the fold:  
Three SH-3As and five S2Es  
And one Elb (or a Fudd, if you please).

At twelve-twenty-seven right did we go  
To the southerly course of two-double-oh.  
Time zero-one-twenty did finally arrive,  
So again we came to course three-five-five.

We commenced blowing tubes at  
zero-one-thirty  
And succeeded in getting the flight deck all  
dirty.

Four minutes after the hour of two,  
The snipes called up and said they were  
through.

Now it reads zero-two-fifteen  
And, because of the haze, not much can be  
seen.

To help solve that problem, here's what we  
do—  
Post the low visibility crew.

Happy New Year!

R. E. Lane, LCDR, USN

### USS Rankin (AKA 103)

Our watch set taut this misty night,  
The old year, leaving, looks a sight.  
We just have time to tell this fable  
Before he goes and slips his cable.

From larboard to starboard he paces with  
sadness,  
While out on Pier Three, his replacement's  
all gladness.  
Eight bells have been sounded to end up his  
reign,  
So a chanty we sing as he follows the Maine.

A dido he cuts as he's piped o'er the side;  
Ahoy! To you, New Year, it's your turn to  
ride.

Eight more bells ring out, piercing the night  
While up the ladder, his relief takes flight.

It's time to describe the place where you  
stay;  
If you don't follow SOPA, the devil's to pay.  
ComASWForLant's his title, no sundowner he,  
His watch marks are many, he rules  
handsomely.

His orders are simple: Just follow the rules.  
It's doubled up standard (you are not fools),  
You're starboard side to, in Barth thirty-one;  
NavSta pumps, water so scuttles can run.

Atlantic Fleet units need give you no ration—  
For you're always shipshape and Bristol  
fashion.

You've had every award that PhibLant can  
muster;  
Let's hope you're as good on the next year's  
roster.

J. M. Cusick, LTJG, USNR

### USS Charles F. Adams (DDG 2)

Recalling the mighty and thund'rous chorus  
Of those to the sea who've gone long before  
us,  
Brings to mind that traditions are meant to  
please  
And one's writing poetry on New Year's Eve.

Our subject: a ship that we all respect;  
She's done more for us than one can expect.  
Here's a tale of position, time and weather,  
And a stout-hearted crew, working together.

She's got many lines to keep her taut;  
They're standard and doubled as you'd have thought.

Starboard side to, pier Charlie, berth four,  
As befits the steadfast man-o'-war.

A seven-inch nylon line is used  
To keep the stern to the pier well fused.  
Up forward a springlay rig is bent  
So from her bed she can't be rent.

Waist breast and stern breast resist the tide,  
So causing no harm the river does glide.  
The night is quiet and the moon is bright;  
No ills will seek her on this chilled night.

Charleston, South Carolina's her home,  
She came leaving froth and wake and foam;  
But now she lies still, in the shipyard she stands;

No heartbeat from engines, and blowers  
and fans.

There are services from the pier the ship  
must take;

She loathes them, the sea she'd like to rake,  
Independent of yard and ship once again,  
Leviathan's sister, directed by men.

SOPA is Commander Mine Force, Atlantic.  
The fist of steel he can plant is gigantic.  
Yard and district craft are moored all around  
The grace and beauty of this, our greyhound.

Soon she'll leave this transient home,  
Go back to sea where she can roam,  
To carry her flag and our nation's way  
And show that there can be peace some day.

So on this day, as here we lie,  
We pray to God above us on high  
That naught but good fortune add to her  
fame;  
Of course, Charles F. Adams is her name.

**Robert A. Andretta, LTJG, USN**

### USS Okanogan (APA 220)

Under the northeast monsoon skies,  
The mighty "Ok" at anchor lies.

Seventy-five fathoms of chain at the hawse,  
Prevents our drift and stops the yaws.

The harbor of Da Nang is underneath;  
The hillsides are quiet, giving brief relief.

A stranger to Da Nang, the "Ok" is not,  
For station ship duties seem to be our lot.

The skies are cloudy with on-and-off rain.  
SOPA is aboard, our own Captain Payne.

A round of bearings just taken tonight  
Shows one-zero-three to the breakwater light.

Bearings are taken each and every half-hour;  
Our QM says, oh-six-seven's the Tower;

And zero-three-two to Observatory Hill  
Tells us the anchor is holding us still.

Our picket boat circles with vigor and vim,  
In case the Viet Cong should come for a swim.

But if the boat they manage to pass,  
Nine deck sentries stand ready with rifle  
and glass.

Making runs into Tien Sha is LCM Two,  
Shuttling cargo handlers, the job of her crew.

Units of PacFleet are anchored here  
And assorted yard craft are also berthed  
near.

Requirements of condition Four are met  
And below the main deck Yoke has been set.

The end of this watch is now drawing near—  
So best wishes to all, a Happy New Year!

**J. E. Sprague, LT, SC, USN**  
**T. F. Schaeffer, LTJG, USNR**

### USS Northampton (CC 1)

Anchored in mud off Windmill Point shore  
In accordance with Op Order Thirteen-six-  
four.

It's rainy and cold here in Chesapeake Bay;  
Our whistle was sounded to greet New Year's  
Day.

From seventy-five fathoms of sturdy steel  
chain

Our starboard anchor takes medium strain.  
On buoys which guide ships past  
Rappahanock Shoal

Bearings were shot; we came straight to our  
goal.

Two-nine-four, two-hundred, two-one-nine  
degrees true

Bear buoys forty-six, forty-four, forty-two.  
In a labyrinthian jungle of steel, pipes and  
oil

Our engine room gang performs its hot toil.  
Four latent giants in a caldron of steam,  
Number one on the line, the rest deep in  
dream.

Turbos one and two purr on throughout the  
night,

Fields of force being cut, electrons in flight.  
From deep in the ship our snipes brings us  
power,

Nocturnal creatures on watch this first hour.  
Condition Yoke's set; our ship's watertight,  
While our surface search radar is probing  
the night.

SOPA's Captain Farrell, CO of our vessel;  
He all through the night with our problems  
doth wrestle.

Our rhyme must now end, though the year  
just begins;

In the old Navy way, this year we've rung in.  
To our Northampton shipmates on this day  
of cheer

We heartily wish a Happy New Year!

**B. A. Gordon, LTJG, USN**

### USS Meeker County (LST 980)

This early hour of a brand-new year  
We're tied secure beside the pier.  
The brow's to port; we rest in peace,  
The formal name—Pier 58 East.

The U. S. Naval Amphibious Base  
At Little Creek and—just in case  
You do not know our home of late—  
Virginia is the name of the state.

The lines we have are two-by-two;  
They hold us fast, protect the crew.  
For safety's sake, the springlay's out  
Both fore and aft, for weather's bout.

Along black nerves, there pulses a stream  
Of electric power, water and steam.  
This vital energy from the shore  
Permits our engine rooms to secure.

With us here this New Year's night  
Are many ships designed to fight.  
The U. S. Atlantic Fleet they're from;  
Harbor and district craft are some.

We'd like to extend both greetings and cheer  
To SOPA, who stands his watch with us here.  
ComPhibLant is his official name;  
The Fleet, 'round the world, applauds his  
fame.

And now as this New Year starts on its way,  
To the crew of this fine ship, it's our pleasure  
to say,  
"Happy New Year, mates,  
Have a grand New Year's Day."

**D. J. Eggleston, Jr., LTJG, USNR**

### U. S. Navy Astronautics Group, Point Mugu

As the New Year comes in, and the old one  
departs,  
There's peace in the air and there's joy in  
our hearts.

Our cause for elation is easy to see:  
Last year we had one bird; this year we have  
three.

This satellite trio performs quite a feat  
By sending good data to ships in the Fleet.  
As a navigation team, it's an old methods  
toppler,  
Replacing sextants and eyeballs with a thing  
known as Doppler.

The volume of fixes produced is quite  
massive;  
And the best part of all: the ships remain  
passive.  
There's another advantage that binds us  
together:  
Our birds can be used in all kinds of weather.

An accurate fix on a squared-away chart  
Is simply NAG's way of doing its part.  
So to all of our users from everyone here:  
Have a safe voyage and a Happy New Year.

**E. E. Gehrdes, LT, USN**



COLLEGE AHEAD?—As a member of the Navy there are scholarships available to help send son or daughter to college.

## FOR NAVY JUNIORS: *Scholarship*

**H**OW ARE YOU going to finance your children's higher education? You want to give them the best available, but skyrocketing costs make the problem appear almost insurmountable. It's a tough situation to face.

Nevertheless, a solution is possible.

Sending one's youngsters off to college requires hard work and cooperation on the part of the entire family, but it can be achieved. In addition, your position as a member of the armed services will frequently be to your advantage.

Part-time work by the college student and summer employment offer a partial solution. Scholarships will help carry the balance of the load.

Almost all colleges and universities, especially those in large urban areas, have provisions for after-hours student employment. Before your son or daughter enrolls, they can probably line up a guaranteed job for as many hours as they can manage. The pay isn't great, but it helps.

Freshmen are usually cautioned against overloading themselves with part-time employment. Many find there is a considerable difference between the academic demands of high school and college, and sometimes overestimate their capacity for off-duty employment. Most, however, can manage a few hours of income-producing work each week.

Your young college student can also finance part of his education by putting off until tomorrow what he can't do today. In other words, he can apply for an education loan. Such loans are payable after graduation and interest, if any, is not charged until the education is completed and the student presumably begins to earn his own living.

The Office of Education in the state in which you

live usually is the best source of information on this subject. You may be surprised to learn how many education loans are available to students in your community. Other sources available to naval personnel are listed later in this article.

**A**NOTHER SOURCE of financial help for your children's college education is a grant-in-aid, or a scholarship. Frequently these two terms are included under the term "scholarship," but there is a difference between these two types of aid.

Technically, a grant-in-aid is a stipend paid for the possession of a special talent in the fields of music, art or athletics, for example.

A scholarship, on the other hand, is a grant of money or tuition to a student who is expected to maintain a specified grade average, although frequently other conditions are also attached.

There are a number of scholarships available locally and offered at the college your child chooses to attend. If your son or daughter is still in high school, the school guidance counselor probably will have a list of scholarships available to local students and those offered by the school of his choice. Frequently information of this nature is also available in the school catalog.

The terms under which scholarships are awarded often specify need as one of the conditions. This is a misleading term implying that the student must be a charity case before he is eligible.

Parents are considered to be responsible for educating their children but they are not expected to do so at the expense of incurring large debts.

The boards which award scholarships consider the student's personal income, if any, then add the income

he has from part-time employment and the amount his parents can provide for his education. If the total reached in this calculation does not equal the amount required to send him to college, then he is in need of assistance. This can happen even though the annual income of the student's parents might reach well into the five-figure bracket.

**T**HERE ARE THOUSANDS of scholarships available to the general public and even listing all those available only to children of military families is out of the question. Here, however, is a partial list of scholarships offered to children of active duty, retired and deceased military personnel.

**Clausey Medal of Honor Scholarship Foundation**—Makes an outright grant of not more than \$500 to the child of a Navyman or Marine who was killed in action or died as the result of combat injuries during World War II or the Korean conflict.

It is also awarded to the children of Navymen and Marines who died in service or of a disability incurred or aggravated during World War II or the Korean conflict but not officially recognized as such.

The applicant must need financial assistance and be



**GOOD NEWS**—With cost of education going up it is smart to know what assistance is available.

who are preparing for entrance to the Naval Academy by attending a Naval Academy Prep School.

Application forms may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and must be returned before 15 April.

**The Fleet Reserve Association Scholarships** — The Schuyler S. Pyle Scholarship is awarded annually in the amount of \$500 to the child of a Fleet Reserve Association member in good standing. The member may be active, receiving retainer pay, retired or deceased.

The award is made on the basis of need, scholastic standing, character and leadership. The money must

# Opportunities

a graduate of an accredited high school or its equivalent or one who will qualify for graduation before the beginning of the next academic year.

High school scholastic record must be reasonably sound and the applicant must be physically capable of undertaking the academic work required of him and be of good moral character.

Application forms may be obtained from the Chief of Naval Personnel (Pers-G221) and must be returned to the Bureau by 1 April of the year entering school.

**Dolphin Scholarship Foundation**—Established for the sons and daughters of members and former members of the silent service.

Parent must have been qualified in submarines and have served in the sub force for at least five years after qualification. He may also have served in submarine support activities for at least six years. These qualifications do not apply insofar as time is concerned to the children of submariners who died on active duty.

Awards are made on scholastic proficiency, character, all around ability and financial need. Applicants must be graduates of an accredited high school and intend to work toward a BS or BA degree.

Application forms may be obtained from the Chief of Naval Personnel (Pers-G221) and must be returned not later than 15 March.

**Benjamin Franklin Hutchison Fund**—Derived from a recent bequest to the Navy Relief Society, this scholarship will not be available until the fall of 1968. Income from the fund will produce about \$550 per annum and will be used to support a Naval Academy Prep School student (or students).

Applicants must be the sons of Navy or Marine Corps officers (active or retired with pay or deceased)

## Educational Funds Available From Navy Relief Society

Interest-free loans to student dependents of members of the naval service, who hope to attend college or other institutions of learning are available from the Navy Relief Society. The size of the loan will depend upon need, and will vary with family circumstances, its size, assets and income.

Deadline for application is 15 March each year. Types of schools to be attended include accredited colleges, vocational schools or prep schools for service academies.

Those eligible are *dependents*, under 23 years of age, of Regular Navy and Marine Corps personnel, active duty or retired. Also eligible are dependents of Reserve personnel on continuous active duty, retired for physical disability, or retired with 20 years of active duty.

Loans are made directly to the dependents, with the stipulation that repayment begin six months after graduation.

For complete information, write to the Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. Remember the deadline—15 March is not far away.



IN ADDITION to help available to the general public there are those for the Navy dependent only.

be used for educational expenses at an accredited college during the academic year in which the award is made.

The Fleet Reserve Association also offers a \$500 tuition scholarship to the children of Navymen (active, retired or deceased) to be used at the accredited college of the recipient's choice.

Applications for both Fleet Reserve scholarships may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and must be returned by 1 April.

**Ladies Auxiliary of the Fleet Reserve Association Scholarship**—An award of \$250 is made to a daughter of a Navyman or Marine who may be on active duty,

### Forrestal Memorial Trust Fund

The Forrestal Memorial Trust fund has been established by the officers and men of the Atlantic Fleet aircraft carrier *uss Forrestal* (CVA 59) to provide educational aid to children of victims of *Forrestal's* disastrous fire July 29th.

More than \$15,000 has been donated by *Forrestal's* crew.

The carrier, which docked at the Norfolk Naval Station last fall, was severely damaged by fire and explosions while patrolling Yankee Station in the Gulf of Tonkin.

In addition to the \$15,000 already donated, other contributions added to the *Forrestal* fund include \$762 donated by Class 709 of the Officer Candidate School at Newport, R. I.

Since a number of persons have written *Forrestal* indicating an interest in such a fund, the Norfolk Chapter of the Navy League has offered its assistance. Under the coordination of Mr. Norman C. Wilcox of the Norfolk Chapter, the Navy League has set up the following address for persons desiring to mail contributions: The Forrestal Memorial Trust, P. O. Box 3000, Norfolk, Va. 23514.

in the Fleet Reserve, retired with pay or deceased.

Another scholarship amounting to \$500 is awarded annually to the son or daughter of a Navyman or Marine as mentioned above.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and must be returned not later than 15 April of the year the student wishes to enroll.

**Marianas Naval Officers' Wives' Club Scholarship**—Provides \$500 which is awarded annually for education at the undergraduate college level to one or two applicants showing the most scholastic promise.

Applicants must be dependents of Navymen or Marines on active duty, retired with pay or deceased in line of duty or after retirement. They must also be high school graduates (or the equivalent). Qualifying students already attending college may also apply for the scholarship which may be renewed from year to year.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and from the offices of the district commandants. Completed applications must be in the hands of the Chief of Naval Personnel no later than 1 April.

**Naval Academy Women's Club Scholarship**—Awards a four-year scholarship which provides the recipient with \$600 for her freshman year, \$500 during the sophomore year and \$400 in both junior and senior years.

The recipient must be the daughter of a Naval Academy faculty member, a Regular Navy or Marine Corps officer on active duty or retired with pay, or the daughter of a deceased officer of one of the former categories.

Scholarship, character and need are the basis for awarding the grant which is renewed annually if the recipient maintains her scholastic standards as well as meeting other requirements.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, or the Scholarship Chairman of the Naval Academy Women's Club, Annapolis, Md.

Applications should be returned to the Chief of Naval Personnel (Pers-G221) before 1 March.

**New York Council Navy League Scholarship Fund**—The New York Council Navy League offers an unspecified number of annual scholarships of from \$200 to \$500 each and possibly more if great need is indicated.

The recipients must be the dependents of Regular Navymen or Marines serving on active duty, retired with pay or who died in line of duty or after retirement. Preference is given to children of Navymen or Marines who are or have been stationed in the Third Naval District. Eligibility requirements specify that the recipient be a high school graduate and that students already enrolled in college may apply.

Award is made on the basis of scholastic standing, character, leadership and need.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370. They must be returned by 1 March.

**Navy Wives Clubs Scholarship Foundation**—Qualifications specify that the recipient of this scholarship be the child of an enlisted Navyman or Marine or a mem-

ber of the Coast Guard. The parent may be on active duty, retired with pay or deceased while on active duty or following retirement. Dependents of discharged personnel are *not* eligible for consideration.

The applicant must be a graduate of an accredited high school or its equivalent or one who will qualify for graduation before the next academic year begins. Students already in college may also apply. Applicants must have reasonably sound scholastic standings, be physically capable of completing their studies and be of good moral character.

The Foundation makes an outright grant of at least \$400 during the freshman year and the grant may be renewed for subsequent years if the student's work is satisfactory.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221) or from the Secretary of any Navy Wives Club. The completed applications must be returned to BuPers by 15 April.

**Navy Doctors' Wives Club Nurses Educational Scholarship**—Each year a \$200 scholarship is awarded to a dependent of a Navy medical, dental or medical service corps officer who resides in the Washington, D. C., area. The officer may be on active duty, retired or deceased.

Applicants must have had nurses' aid training and have been accepted in an accredited four-year school of nursing, although three-year courses will be considered. Girls already in training will be considered.

Applications may be obtained from Mrs. Lloyd B. Shone, 2025 Huidekoper Place, NW, Washington, D. C. 20007 and must be returned before 1 May.

**Levin M. Powell Scholarships**—Awarded annually to outstanding members of graduating classes of secondary schools and to incoming freshmen who wish to prepare for entrance into the U. S. Naval Academy.

Applicants must have been accepted for enrollment at the George Washington University, Washington, D. C. 20006. Enrollment applications may be obtained from the Office of Student Financial Aid.

The Powell scholarships are awarded in equal parts for each semester and the recipient must carry a full schedule of academic work while he is receiving the grant.

Scholarship application should be made in writing before 15 February for the following academic year to the Office of Student Financial Aid, The George Washington University, Washington, D. C. 20006.

**Society of Sponsors of the United States Navy**—Offers scholarships to Navy career-motivated students entering preparatory schools to prepare them for entrance to the U. S. Naval Academy. There are three categories of eligibles and choices are made in descending order: Category I includes the sons of deceased, retired and active Navymen and Marines. Category II includes the sons of personnel of other military services and Category III takes in the sons of civilians.

Award will be made on the basis of character, aptitude for the naval service, scholastic standing, physical fitness, and financial need.

Application blanks may be obtained from Mrs. Edward Cochrane, Jr., 7703 Viceroy, Springfield, Va. 22151.

**Submarine Veterans of World War II Scholarship**—An annual scholarship award of \$350 is made to sons



**NAVY YOUNGSTERS** have a chance to qualify for financial aid if it is needed for college.

and daughters of submariners who were lost in a U. S. submarine during World War II and also to those of paid-up members of U. S. Submarine Veterans of World War II.

Applicants must be seniors in a secondary school or have graduated not more than a year before they apply. They cannot be married or ever have been married.

The award will be made on the basis of need and scholastic standing in high school and renewal of the scholarship will depend upon the student's progress and conduct.

Application forms may be obtained from Submarine Veterans Chapter Presidents, State Commanders or from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370. They must be returned to BuPers no later than 15 April.

**Stanford F. Zimet Memorial Scholarship**—Awarded annually to the son or daughter of a Navy Supply Corps officer, supply clerk or enlisted man whose path of advancement leads to supply clerk.

The scholarship in the amount of \$500 is awarded for the freshman year only on the basis of character, need and leadership qualities as well as scholastic ability.

Application blanks may be obtained from the Chief of Naval Personnel (Pers-G221) and must be returned by 15 April of each year.

**Daughters of the Cincinnati**—Offer scholarships only for the daughters of Regular Navy, Army, Air Force or Marine Corps officers. Of the 15 scholarships offered, 10 are elective. In other words, the student may choose her college. Three are at the College of William and Mary, Williamsburg, Va., and two are postgraduate



**TUITION AID** may be available to your children under one of many plans for Navy dependents.

scholarships to be used exclusively at the Teachers' College, Columbia University, N. Y. No scholarship awards are made after a student enters college.

In addition, the applicant must have a high scholastic record and submit a transcript of recent grades. She must also have three letters of recommendation from teachers and one character reference.

The parent of the applicant must submit a statement of financial position showing need for financial aid.

In most cases, the \$700 annual scholarships are elective to a four-year course in a college of good standing.

Application forms and further information may be obtained from Mrs. Howard E. Cox, Scholarship Administrator, Daughters of the Cincinnati, 122 East 58th St., New York, N. Y. 10022.

**Massachusetts Institute of Technology, Cambridge, Mass.**—Sons of Regular Army, Navy, Marine Corps and Coast Guard officers who are admitted as undergraduate students to the institute may receive half the regular tuition upon the recommendation of the Faculty Committee on undergraduate scholarships. The total number will not exceed 10 each year.

Applications should be addressed to the Dean of Freshmen and should be accompanied by documentary evidence that the applicant's father is a commissioned officer in the regular Army, Navy, Marine Corps or Coast Guard.

The award is renewable upon recommendation of the committee during the succeeding undergraduate years.

**The Grace Moore Brewer Memorial Scholarship**—Established at the Medical College of Ohio State University, is awarded annually by the Dean of the College of Medicine, Ohio State University.

The amount is determined by the earnings of the endowment fund when completed. It is usually in the vicinity of \$1000.

Preference is given to a direct descendant of a veteran of WWI, WWII or the Korean conflict.

The veteran must have been permanently disabled or lost his life as the result of his service.

The applicant must also meet the requirements for admission to the College of Medicine and must be in need of financial assistance. The award begins with the premedical year and continues through the medical college until the degree of M.D. is earned, provided the student is enrolled as a full-time student.

The recipient of the award must attend the Medical College of the Ohio State University but he does not have to be a resident of Ohio. He is expected to specialize in the field of research or treatment of cancer until the disease has been conquered. This, however, is not a fixed requirement.

**AMVETS Memorial Scholarships**—Are available to high school seniors whose fathers (or mothers) are deceased or totally disabled veterans of military service during World War II or the Korean conflict. Service must have been honorable and with the U. S. armed forces.

Parent's death need not have been service-connected. Disability, however, must be service-connected and in addition must be rated 100 per cent by the Veterans Administration.

Scholarships provide financial assistance for undergraduate study at any accredited college and grants range from \$500 to \$2000 for four years.

Selection is based upon competitive college aptitude examinations given in the applicant's high school; the applicant's high school academic record and his financial need.

Application forms are available during January and February from any AMVETS post or National Service Officer of AMVETS National Headquarters, P. O. Box 6038, Mid City Station, Washington, D. C. 20005.

Deadline for return of applications is 20 February.

A limited number of fellowships are also available for graduate study. These provide \$500 and will be granted on the basis of the students' undergraduate college record.

**American Legion Auxiliary Scholarship Fund**—In varying amounts up to \$3000 for daughters and sons of honorably discharged World War veterans who have lived in Florida at least five years before application.

Applications should be made to the Department Secretary-Treasurer, P. O. Box 4573, Jacksonville, Fla. 32201.

**Knights of Columbus**—Maintain a one-million dollar educational trust fund as a memorial to members of the order.

The scholarships are for four years and include allowances for tuition, board and room, books, laboratory fees and other incidental charges at a Catholic college or university.

In addition, many state and local councils of Knights have scholarship programs with varying eligibility requirements and benefits for the applicant.

Scholarships are available to the sons and daughters of Knights who were killed or became totally or permanently disabled as the result of World War II or the Korean conflict.

Further details may be obtained from local or state councils of the Knights of Columbus or by writing to

the Supreme Secretary of the Knights of Columbus, Drawer 1670, New Haven, Conn. 06507.

**American Legion Scholarships**—The National High School Oratorical Contest provides an opportunity for the four finalists to receive scholarships to attend any college or university in the United States. The amount awarded to the winner is \$4000, the runner-up receives \$2500, third-place winner receives \$1000 and the fourth-place winner receives \$500.

There are an estimated several hundred scholarships for oratorical contest participants awarded at post, district and state levels. Rules can be obtained from principals in those schools which participate in the contest or from the local Legion post or from the state department headquarters of the American Legion.

The National President's Scholarship awards \$600 each year to two in each of five divisions. Candidates must be daughters of deceased veterans who served in World War I, World War II or the Korean conflict; are in their senior year or graduates of an accredited high school, but have not yet attended an institution of higher learning. They must be in actual need of help to continue their college education.

Information and applications may be secured from the educational and scholarship chairman of the auxiliary unit in the applicant's own community or from the department secretary.

The Forty and Eight Nurses Training Program sponsors nurses' training through its local units.

**The Defense Supply Association (New York Chapter)**—Has established an annual \$500 college scholarship award for the children of military personnel in the New York area.

Sons and daughters of active, retired or deceased members (officers or enlisted) of the military establishment in the New York City area are eligible. The New York area is defined as extending into New Jersey as far as Fort Dix and upstate New York as far as Stewart Air Force Base in Newburgh. The area also includes all of Long Island and Fairfield County, Conn.

Besides scholastic standing, other criteria will include leadership qualities and financial need.

Applications may be made by writing to: Scholarship Committee, Defense Supply Association, New York Chapter, 261 Madison Ave., New York, N. Y. 10016.

As mentioned before, loans are available to students attending college. Most of these loans are available at a low rate of interest which begins upon graduation and no amortization of the principal is expected until after graduation.

Two programs under which loans are granted to Navy dependents are listed here:

**Retired Officers Associations Scholarships Program**—Offers an honor loan, interest-free, not to exceed \$400 yearly for four years to help defray expenses in institutions of higher learning.

Loans will be authorized on a basis of character, scholastic aptitude and financial need.

First year students must furnish a transcript of their high school records together with a statement that they are accepted for, and qualified, to pursue college or university work at the institution selected.

For following years, a transcript of the candidate's

record for the year preceding his or her application must be furnished.

Also required is a statement that the candidate is without adequate means to engage in higher education, supported by a separate statement from the parent or guardian that the latter is unable, without hardship, to provide the necessary expenses.

Character references from at least two reputable persons are desired and an assurance that the candidate will sign a statement promising to repay in full, without interest, any loan as soon as possible after graduation.

Specific questions will be answered by the Secretary of the Scholarship Committee, 1616 Eye Street, N.W., Washington, D. C. 20006.

**The Navy Relief Society College Loan Program**—Also offers interest-free loans for higher education at colleges, vocational schools and prep schools for the service academies.

Loans up to \$1000 a year or a total of \$4000 over a four-year course based on need, are available to dependents of members of the Navy and Marine Corps, active, retired or deceased. Payment schedules after graduation range from \$20 for a loan up to \$300 with one to 15 months to pay to \$65 per month over a period of 53 to 62 months for a loan up to \$4000.

Requests for loans should be mailed to the Navy Relief Society Headquarters, 1030 Munitions Building, 20th and Constitution Avenue, NW, Washington, D. C. 20360.

### **VA Raises Age Limit For Veterans' Sons, Daughters**

The maximum age limit for children of veterans entitled to VA educational financial assistance has been raised from 23 to 26.

Sons and daughters of veterans who died or were permanently and totally disabled as the result of a service-connected injury or illness are eligible for this help under the War Orphans Educational Assistance program.

Effective 1 October, the liberalization is provided in a new law signed by the President in August.

Such children may receive grants from the VA up to \$130 a month for 36 months of approved, full-time college or vocational training. Lesser grants are paid for three-quarters or half-time training.

While an 18 to 26 age limit generally applies, a person may begin school before age 18 and, in certain instances, continue after age 26.

Marriage is not a bar to this benefit.

Generally, benefits under this program are for students enrolling in colleges, universities and technical schools. Below college-level courses may be taken only in schools which offer specialized training that will fit a student for a vocational goal.

A person entitled to assistance under this program who is handicapped by a physical or mental disability may receive specialized training.

Specific information on eligibility, how to apply, specialized training, schools, educational costs and related matters may be obtained from any VA office.

# TAFFRAIL TALK

An underwater mountain has been discovered by—of all things—an aircraft. This news comes in the form of an announcement by the U. S. Naval Oceanographic Office. The discovery was made some time ago—10 years, in fact—by an instrumented airplane, and the *seamount*, as it is called, has had its existence in the North Atlantic verified recently by a hydrographic survey ship.

According to the Naval Oceanographic Office, which now sends planes around the earth every three months to gather data used in updating magnetic charts, one of its planes first located the seamount in 1957.

This was the first seamount to be so discovered. Its presence was not confirmed until the United States' newest survey ship, USNS *Kane* (T-AGS 27), took bathymetric measurements while on a shakedown cruise. Proponents are hoping the seamount will be named *Kiwi* after the plane which discovered it.

★ ★ ★

Speaking of oceanography . . . Did you know that there are springs in the ocean? They are submarine seawater springs, called "blue holes."

When a Bahama Banks underwater blue hole recently heated to the previously unheard of temperature of 84 degrees centigrade, scientists from the Naval Oceanographic Office were called upon to investigate. They discovered that bacteria had accumulated, causing action which can generate extremely high temperatures. On land the same process has been known to set fires in hay barns and haystacks.

★ ★ ★

What with today's enormous problems, the high price of popcorn probably doesn't bother too many people. But it must have preyed on the mind of Yeoman Second Class Robert R. Motley, who, like the popsicle-makers, is with busy MCB 74 in Da Nang.

It seems Petty Officer Motley took a few kernels of corn from the EM club's popcorn machine one day, and planted them in the sand just outside the club.

★ ★ ★

uss *Wright* (CC 2) has a teacher named Charlie Wright-Guy. Charlie is in H Division and serves a very important purpose. His teaching job is to help *Wright's* Medical Department in demonstrating first aid procedures.

He's also a dummy.

Under the direction of ship's doctor Lieutenant Mathis L. Becker (MC), *Wright's* Medical Department recently took on the task of providing day-long lectures and demonstrations for groups of *Wright* crewmen for a week. Such subjects as controlling bleeding, splinting fractures, treating shock, resuscitation, and transporting of victims were covered thoroughly by the medical staff.

Off duty, Charlie occupies a corner in H Division, all alone. But somewhere, down in all that stuffing, there's a feeling of accomplishment. He knows he's helped 1200 men, *Wright's* entire crew, to become just a little better prepared for any emergency.

*The All Hands Staff*

## The United States Navy

Guardian of our Country

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

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

### We Serve with Honor

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

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

### The Future of the Navy

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

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

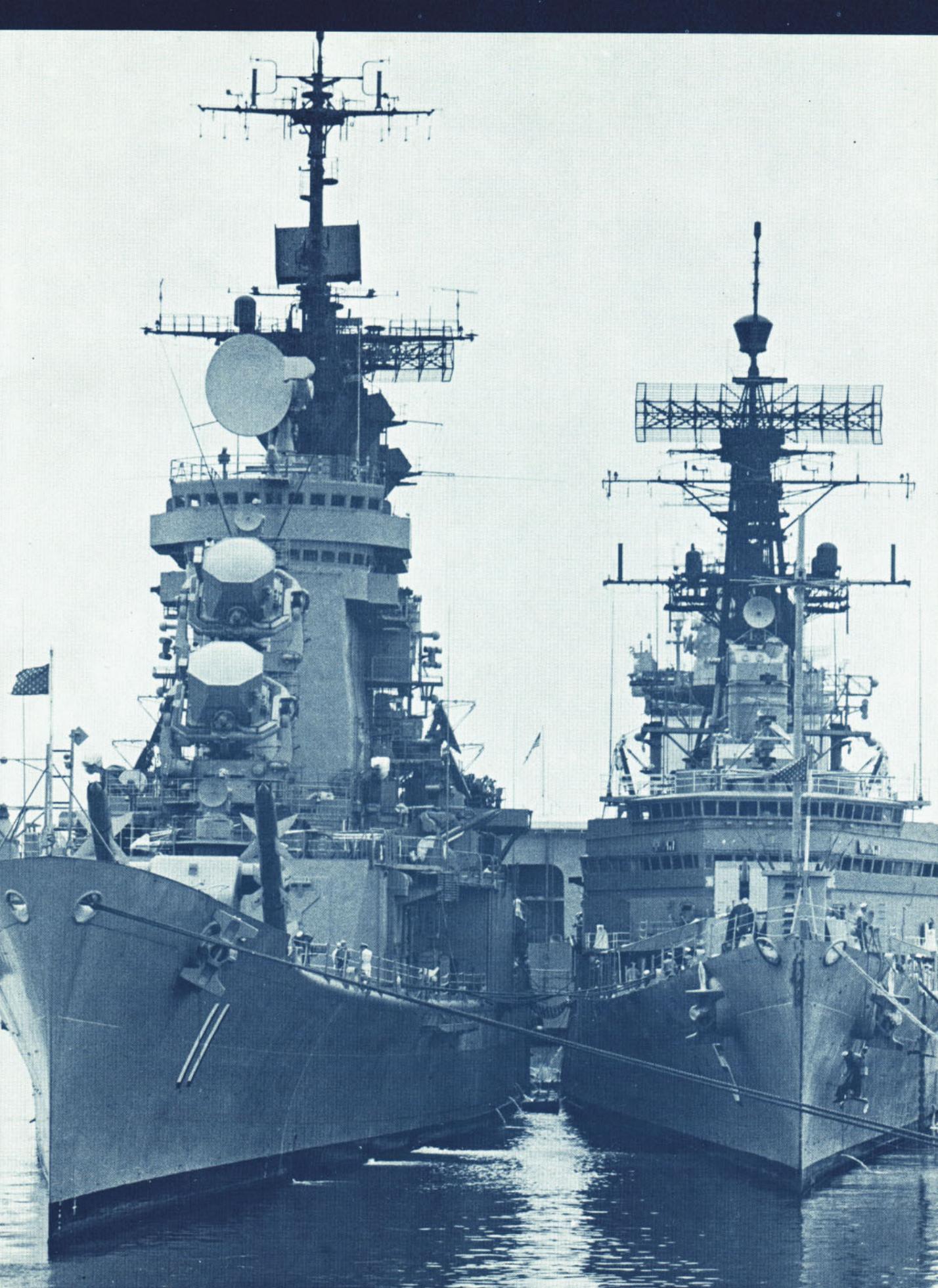
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Navy Department, Washington, D.C. 20370.

● AT RIGHT: SIDE BY SIDE—Missile cruisers *USS Chicago* (CG 11) and *USS Oklahoma City* (CLG 5) are moored together at NAS North Island as *Oklahoma City* takes over flagship duties for the First Fleet. ➤



**Fill 'er up**



**Service Station  
on the High Seas**