

# ALL HANDS



AUGUST 1969





# ALL HANDS

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• **FRONT COVER:** This month's front cover is an illustration of a photo taken by Chief Journalist Jim Falk, aboard USS Coral Sea (CVA 43). ALL HANDS staff artist Michael Tuffli used the photo to depict artistically the force of a jet blast on flight deck safety observers during a launch.

• **AT LEFT:** Round-eyed view—PH1 Arnold A. Clemons used a fish-eye lens on his camera to capture this worldwide view of crewmen of USS Saratoga (CVA 60) during launching of two F-4 Phantom aircraft.





# From Pole to

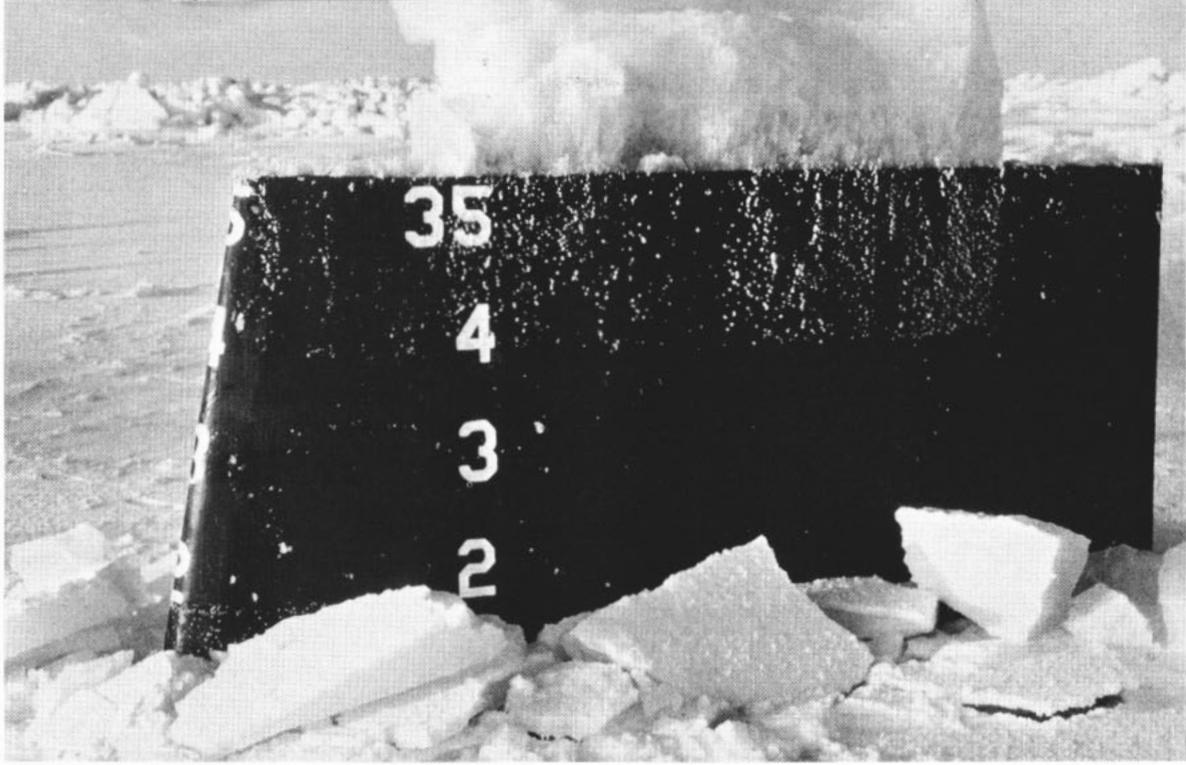


## South Pole Sailors

Top: Navy transports stand by at Byrd Station, Antarctica. Left: Snow overhangs entrance to station. Below Left: Airmen talk over assignment at Williams Field. Center: Parachute rescue team member surveys Antarctic. Rt: Aviation Support Equipment Technician P. C. Haslett in winter attire.



ALL HANDS



# Pole

## North Pole Nomads

Top: USS Whale (SSN 638) wears an ice hat as she surfaces through the arctic ice. Rt: Crewmembers climb out to take a look at Santa's white world. Below: Sub Skipper CDR William M. Wolff looks over the North Pole. (For more on Navy's explorers at the top of the world see the following pages.)



# WHALE ON ICE



USS Whale on Arctic surface.

**A**LONE in such remotest waters . . .” This is a quotation from *Moby Dick*, by Herman Melville, which appears on a bronze plaque in the crew’s mess of the Navy’s new nuclear attack submarine, USS *Whale* (SSN 638). The quotation became a reality as *Whale* deployed on a 52-day arctic patrol.

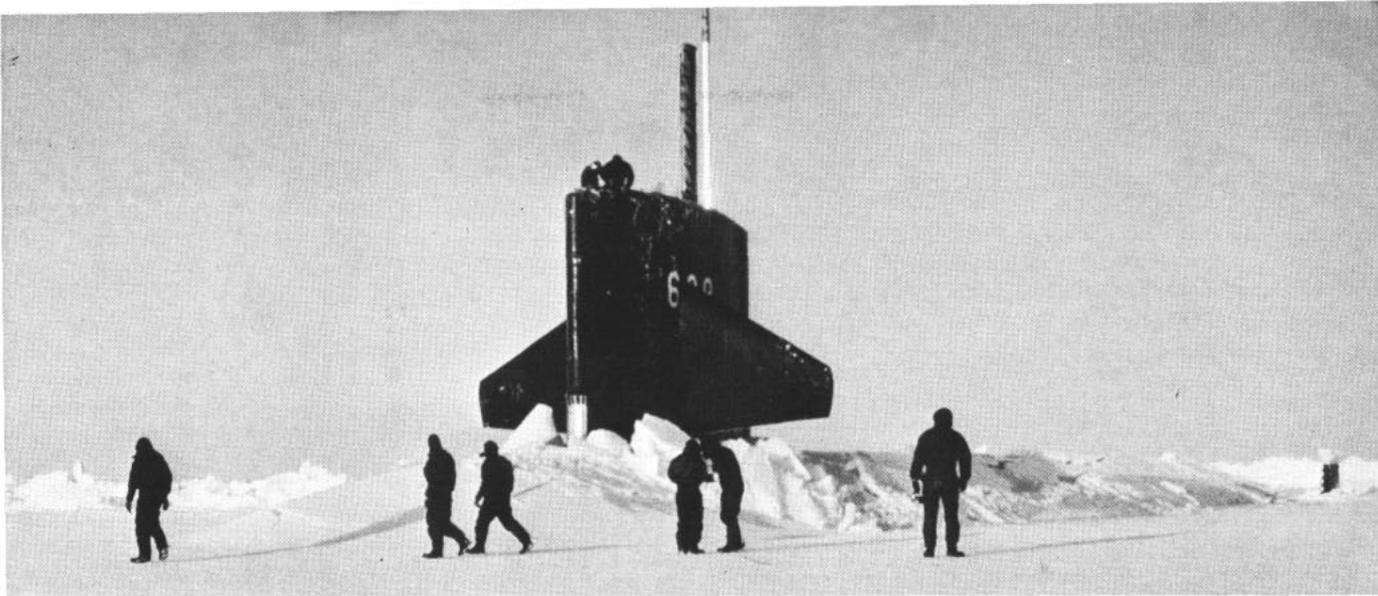
*Whale*, named after the World War II submarine, *Whale* (SS 239), was commissioned on 12 Oct 1968 at Quincy, Mass. After commissioning she was assigned to Submarine Squadron Four of Flotilla Six and homeported in Charleston, S. C. Five months after being placed in commission, *Whale* departed on her first extended patrol to the Arctic.

Time during the 13-day submerged transit to the edge of the ice pack was taken up with watches, drills, training lectures and submarine qualifications. Helping to relieve any possible apprehension of the up-



Clockwise from top left: (1) Crewmen plot arctic polynya before surfacing. (2) Crewman coats hatch seat with glycerin to prevent freezing. (3) Quartermasters lay out navigation plots on polar charts. (4) ET2 Robert Gabriel stands a frosty lookout watch.





Only Whale's sail is visible as crewmen take a look at frigid Arctic surroundings.

coming operations, the *Whale* crewmen read, worked correspondence courses, or watched movies. Pinochle and bridge tournaments were also organized during the off-duty hours.

After several days at sea, time began to be measured in watchstanding. Days and dates were hard to remember, but easily verified by the Plan of the Day.

Finally the big moment for which the crewmembers were waiting arrived. Approximately 3400 miles after leaving Charleston came the first surfacing attempt through the polar icecap.

Precision depth-recording equipment and sonar operators advised the Commanding Officer, Commander W. M. Wolff, Jr., USN, of ice conditions, including the location and ice thickness of polynyas. A polynya is a weak spot or opening in the ice which is thin enough to allow a submarine to break through.

When a polynya of sufficient size is found and with

ice not too thick, the polynya plotting party plots its position and shape. The submarine must be brought into position under it and the word is passed over the IMC, "Vertical surface! Vertical surface! Vertical surface!"

**T**HERE IS A feeling of tenseness as the 292-foot submarine starts the ascent to the ice above, keeping an even keel until the sail eases through the ice.

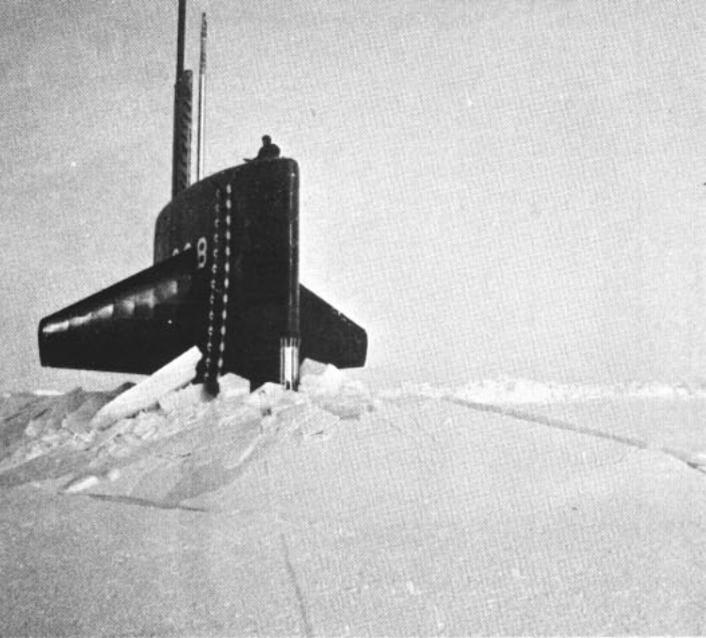
As the depth gauge indicates periscope depth, the command to blow main ballast is given and the submarine continues to rise. Tension is relieved for the many crewmen who have never surfaced through ice.

A quick scan of the polynya is made through the periscope to make certain that conditions are right for posting lookouts. Then the word is passed to open the hatches. Two lookouts in arctic clothing rig the bridge and coat the hatches with glycerin to prevent them from freezing.



Photos clockwise from above left: Crewmen display American Flag, South Carolina flag (homeport), Massachusetts flag (where sub was built) and a North Pole banner. (2) CDR William Wolff, Jr., cuts commemorative cake.

(3) CS3 Johnny Thompson reflects on his Arctic surroundings.



The temperature? Minus 20 degrees with 15 to 20 knots of wind blowing from the stern. A frozen, barren wasteland greets the lookouts, who are relieved every half-hour. The only sign of life is one black seagull flying overhead.

While on the surface, periscopes, antennas and vents are cycled periodically to keep them from freezing.

**T**HAT WAS THE FIRST surfacing operation for the crew, and each time it was repeated there was the same atmosphere of anticipation.

*Whale* proceeded farther into the icepack making numerous surfacings, pushing her 4000 tons through thin ice when possible, but sometimes through ice as thick as several feet. On each surfacing the crew took observations on the weather, ice terrain, wildlife and Arctic seawater. Photographs of each polynya and its surrounding area were also taken.

It was Easter morning when *Whale* passed under the North Pole. Church services, led by lay leaders, were conducted. A special cake was baked for the occasion and artistically decorated by the sub's commissarymen. After Easter dinner a cake-cutting ceremony was held and CDR Wolff presented three crewmembers with their hard-earned Dolphins, signifying qualification in submarines.

The crew was anxious to surface at the Pole itself, because this date was 60 years — to the day — since Rear Admiral Robert E. Peary had discovered the North Pole in 1909. Ice conditions were varied but each time when a polynya thin enough was located, it was too small to let the submarine through. Hours passed without success. Finally, at the last minute before having to depart the area, a polynya large enough and thin enough was found.

*Whale* surfaced, just poking her sail through the ice and cracking a ridge of ice along the hull.

**T**HE CREW had four hours on the surface. Every crewmember took a 10- to 20-minute trip outside to see what the North Pole was like.

It was midnight and the sun hung low in the sky, gently warming the minus 28-degree temperature.

*Whale* looked more like a spaceship than a submarine. The fairwater planes were in the vertical under-ice position and the hull submerged.

A brief flag-flying ceremony was held on the ice, in an area surrounded by five-foot pressure ridges. The American flag and the state flags of South Carolina (the submarine's homeport state) and Massachusetts (the state in which she was built) were flown.

Then came the return trip. Heading toward home, *Whale* stopped briefly in Faslane, Scotland, where the officers and crew had a chance to relax and enjoy Scottish hospitality.

Fifty-two days after leaving Charleston, *Whale* returned to the greetings and embraces of families and loved ones. The crew of *uss Whale* (SSN 638) were no longer, "... Alone in such remotest waters."

—Story and photos by PHC B. M. Andersen, USN.



Photo at top: Vertical fairwater planes and ice-covered hull give USS *Whale* a science-fiction look. Center: An arctic hood is a necessity when venturing topside. Bottom: HM1 Charles King checks carbon dioxide content aboard *Whale*.

# ANTARCTIC SUMMER



COOL CATS—Snow cats of JARE-9 reach Pole.

**T**O MANY PEOPLE—in the Northern Hemisphere—summer means vacations, picnics, relaxation. In Antarctica, however, it's the busy time—carrying out scientific work, completing maintenance and supply schedules—for this is the time of year that the huge southern continent of ice is most accessible to man.

The summer season in Antarctica lasts from October to March. It is during this "austral summer" that Operation Deep Freeze, the Navy's support for science program in the icy land, is at full steam.

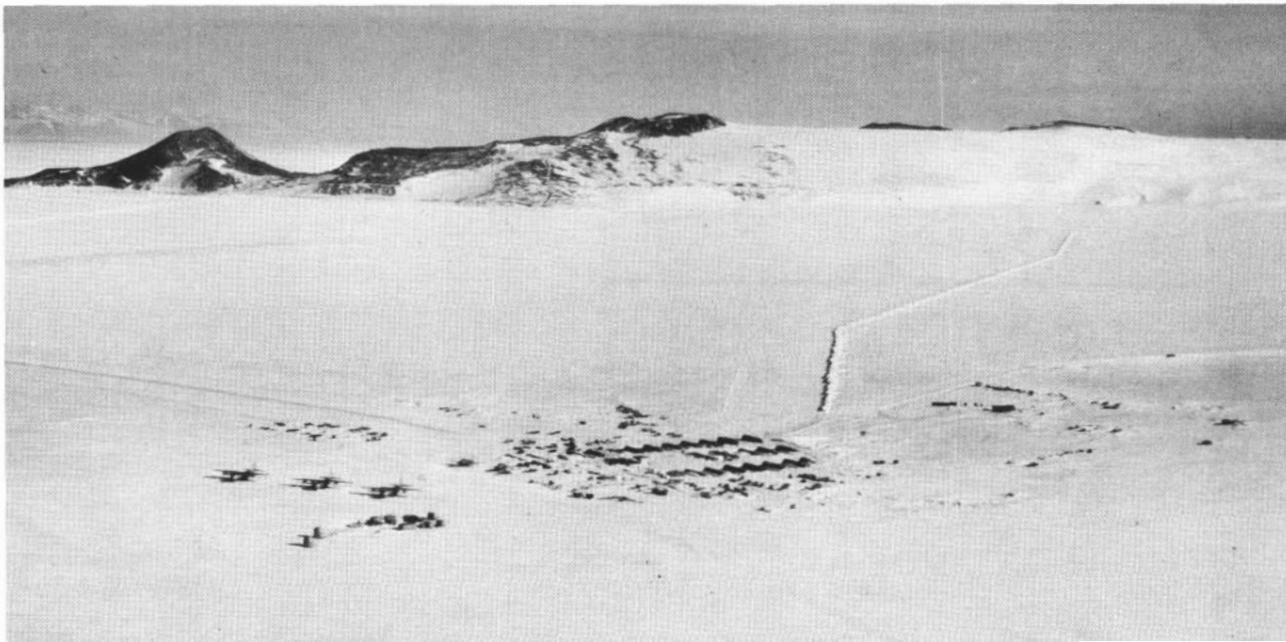
Deep Freeze 69, Task Force Forty-Three's 14th consecutive year in support of the National Science Foundation's U. S. Antarctic Research Program (USARP), officially came to an end with the final C-130 flights from McMurdo Station in Antarctica to Advance Headquarters at Christchurch, New Zealand. That was on 9 Mar 1969 when flights marked the end of another successful operating season.

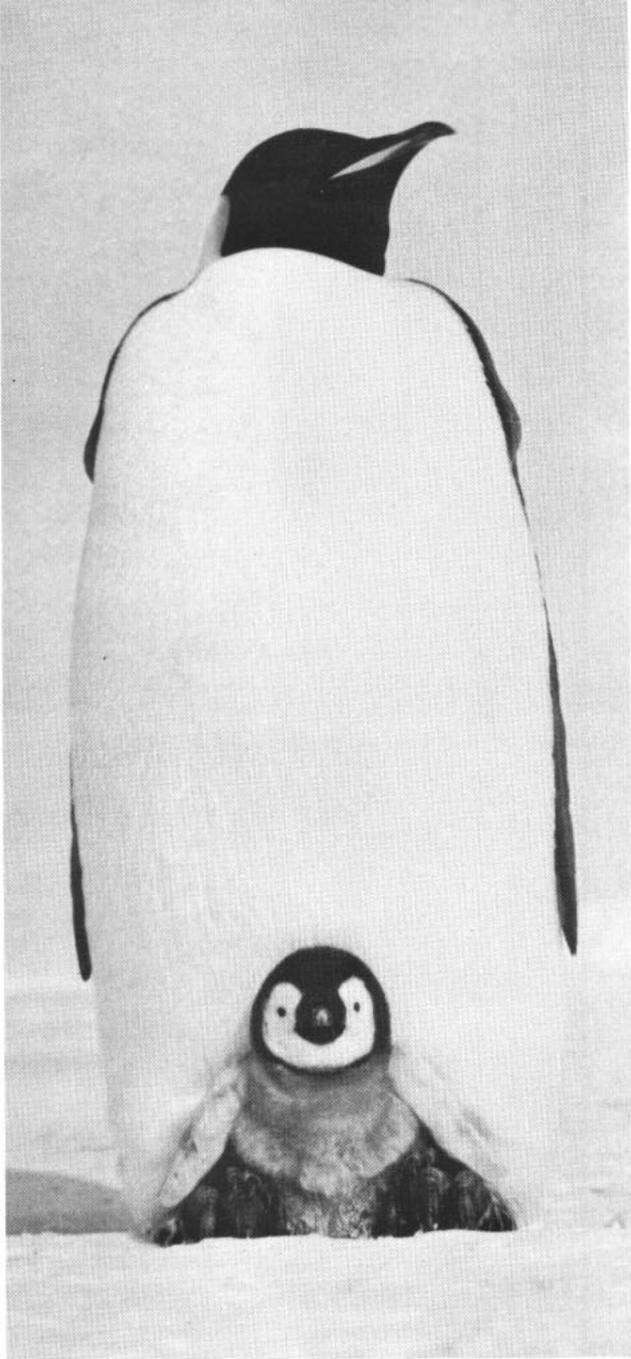
Task Force 43, commanded by Rear Admiral D. F. Welch, USN, is responsible for housing, feeding, supplying and transporting U. S. civilian scientists carrying out studies of the Antarctic continent.

**M**AINTAINING THE 12,000-mile supply line from the U. S. to Antarctica requires a joint effort by more than 2000 men from the Navy, Coast Guard, Army, Air Force and Marine Corps as well as members of more than a dozen specialized units.

The logistic support provided by these men enabled USARP representatives to carry out a number of valuable scientific projects during Deep Freeze 69, including a survey of Ellsworth Land, an oceanographic expedition to the Weddell Sea, and operations of the new National Science Foundation research ship *Hero* in the Antarctic Peninsula area. It will take months of intensive study and analysis before the full results of this year's projects can be determined.

GREAT WHITE WAY—Plane circles Williams Field near McMurdo Station.





FRIENDLY NATIVES—Emperor penguin and chick pose for photo.

Deep Freeze 69 began early in the morning of 8 Oct 1968, when an LC-130 ski-equipped *Hercules* left Christchurch for a seven-and-one-half-hour flight to the Navy's main base in Antarctica, McMurdo Station. This initial flight (and those that followed) carried vital supplies to the continent and weary veterans of the Antarctic winter away from it.

Regular flights to Antarctica were soon being carried out by Antarctic Development Squadron Six (VXE 6).

The week of 15 to 22 December was the busiest in the history of VXE 6 operations in Antarctica. During that period 574 flight hours were logged, more than a million pounds of cargo moved and 286 passengers transported. These and other scheduled flights were instrumental in the maintenance and resupply of America's stations on the Antarctic interior.

Despite all these statistics, aircraft brought in less than five per cent of the supplies used in Antarctica.

**T**HE GREAT MAJORITY of goods for American stations were brought in by ships that reached McMurdo in January and February through a channel cut in the ice by Coast Guard icebreakers.

This past season four icebreakers (*Glacier*, *Burton Island*, *Southwind*, and *Edisto*) and three Military Sea Transportation Service cargo ships (*Wyandot*, *Pvt. John R. Towle* and *Alatna*) were attached to Operation Deep Freeze. Loading and unloading of the ships at McMurdo was carried out by Cargo Handling Battalion Unit One.

Men of Naval Construction Battalion Unit 201 spent a good part of the operating season continuing work on a large personnel building at McMurdo designed to provide messing and berthing facilities, a laundry, barber shop and recreation area for the station's entire wintering-over population. The messing facilities have been completed and are now in use. The remainder of the construction will be completed during Deep Freeze 70, which begins in October of this year. When completed, it will be the largest building on the continent.

A number of new developments and advances were realized during Deep Freeze 69.

• Early in November a *Super Constellation*, specially configured and operated by Air Development

PHOTO FAN snaps seal on ice shelf near base.



Squadron Eight, conducted an important study of the earth's magnetic field using its special equipment. The flights over land and water areas of Antarctica were part of a continuous survey being conducted by the U. S. Naval Oceanographic Office under the nickname, Project Magnet.

•Two *Starlifter* jets completed the last of eight scheduled jet cargo flights to McMurdo, also in November. Each flight carried more than 40,000 pounds of supplies. (They made the round trip from Christchurch in about half the time it takes a C-121 *Constellation* aircraft to make the trip.)

•An around-the-world jet tour (commemorating Rear Admiral Richard E. Byrd's first Antarctic expedition) made a four-and-one-half-hour stopover at McMurdo Station on 22 November. Aboard were some 60 American civilians who enjoyed every minute of it. RADM J. L. Abbot, Jr., then commander of Task Force 43 accompanied the group from Christchurch as a safety pilot and hosted the visitors' McMurdo stopover where they toured the station's facilities.

•The Ninth Japanese Antarctic Research Expedition (JARE-9) arrived at South Pole Station on 19 December. After completing the 1500-mile trek from Japan's Syowa Station, the 11 Japanese scientists repaired equipment and took on supplies for their return trip to Syowa, which they completed 20 February of this year.

•An example of the unique spirit of international cooperation abundant in Antarctica took place on 15 Jan 1969, when a party of Americans flew to Russia's Vostok Station for the annual visit. Aboard the *Hercules* were a USARP exchange scientist who is spending this winter at Vostok and a Soviet scientist who spent the 1968 winter at McMurdo. The plane's crew and

12 passengers spent nearly three hours at Vostok as guests of the Soviet scientists there.

Deep Freeze 69 saw the deactivating of one of the coldest bases in Antarctica—Plateau Station. The station was dedicated in January of 1966 and was manned continuously until January 1969. The temperature at Plateau dropped last winter to a U. S. record of 123.1 degrees below zero Fahrenheit.

The U. S. Coast Guard Cutter *Southwind* completed a mission of mercy on 14 February of this year when she freed a cargo ship trapped in heavy Antarctic ice. *Thala Dan*, a Danish cargo ship under charter by the Australian government, became trapped as she was bringing important supplies to Australia's Wilkes Station. *Southwind* made her way through stormy seas and stray icebergs to free the trapped vessel. She then proceeded to assist in the unloading of *Thala Dan's* cargo.

CTF 43 was host to a number of distinguished visitors from all over the world during Deep Freeze 69. Guests included a number of U. S. Congressmen and business executives and the Governor-General of New Zealand.

The sun has now set on Antarctica and its 218 American scientists and military support personnel. But they're still down there in Antarctica. While these men endure the bitter cold and raging winds of the Antarctic winter, other Task Force 43 personnel are busily analyzing Deep Freeze 69 and applying results to plans for Deep Freeze 70. Under the direction of RADM Welch at staff headquarters in Washington, D. C., personnel in detachments from Quonset Point to Christchurch are also busy procuring supplies, drawing up plans and developing procedures for this October—when another Antarctic summer begins.

—Journalist 2nd Class Tom Meyers, USN.

STARTING TIME—First plane lands to open Deep Freeze 69 and (left) Hercules flies over South Pole Station.





**I**F SOMEONE will subscribe one hundred thousand dollars, the band will play "Dixie".

Within a very few minutes, the band was playing "Dixie".

"If someone will subscribe TWO hundred thousand dollars, the band will play 'Maryland, My Maryland'."

The band played "Maryland, My Maryland".

The Baltimore ploy was repeated in Milwaukee, Cleveland, Columbus, Cincinnati, Pittsburgh . . . After a time, the band no longer knew — or cared — which city they were in. But the money came rolling in.

**S**UCH WERE THE HIGHLIGHTS of the career of the World War I Jackie Band, doing its thing to raise subscriptions to the first Liberty Loan Drive. However, such popular demand is not exactly new in the history of Navy bands.

According to Musician 1st Class Gary L. Nelson, who recently compiled a history of Navy music entitled *Battling Bandsmen*, the band which played aboard the 28-gun corvette *USS Boston* in the harbor at Messina, Sicily, in 1802, provided the first recorded instance of a formal band concert aboard a U. S. Navy ship. And, it might be said to have received even greater acceptance — at least by *Boston's* skipper — than the Jackie Band in later days.

During an exchange of official courtesies, the band

from one of the regiments quartered at Messina visited *Boston* to "treat the Yanks to a concert."

*Boston's* CO was so pleased with the performance that he got underway for America with the musicians on board, despite their protests.

As might be expected, the United States government disavowed the act and directed that the musicians be returned to their homes forthwith.

#### **B**ATTLING BANDSMEN CONTINUES:

Records indicate that the second U. S. Navy band was an eight-piece group captured in 1812 by the frigate *United States* (from Britain's *Macedonia*).

Thirteen years later, the crew of *Constitution* or "Old Ironsides," formed a 20-piece band which played for the ship's ceremonial and recreational activities.

*Constitution's* log on 31 Aug 1826 showed that Seaman John H. Page had been promoted to Master of the Band, and the following day, William Tuton, an ordinary seaman, was promoted to the rank of musician.

Members of the early Navy bands included many foreign-born players. One of the most distinguished of these was Theodore Thomas who enlisted as Musician Second Class in 1849 at age 14. Later he became conductor of the Chicago Symphony and admitted he was not a good horn player in his Navy days.

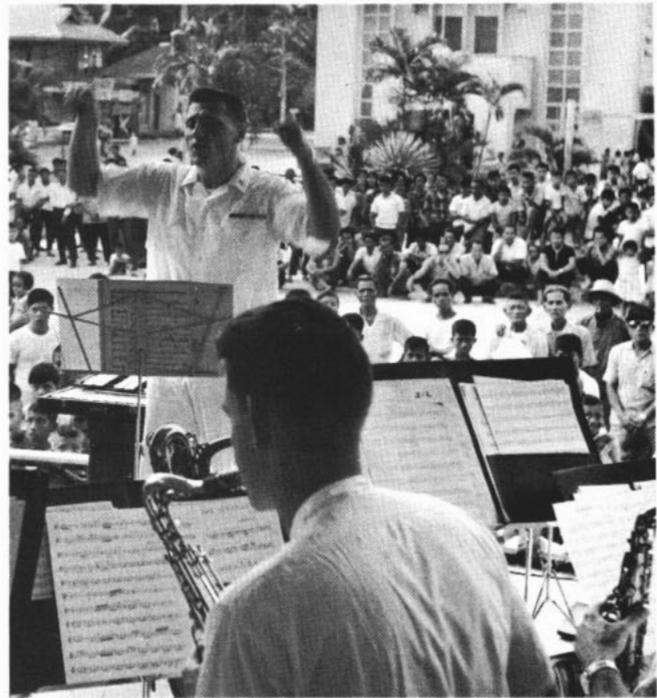
However, as time passed, Navy music made general progress. But again, there were exceptions. For example, on 25 Oct 1867, Vice Admiral David D. Porter, Superintendent of the Naval Academy, who had seen considerable action during the Civil War, issued the following order:

"Midshipman Thompson (first class) who plays so abominably on the fish horn will oblige me by going outside the limits when he wants to practice or he will find himself coming out of the little end of the horn."

**D**URING 1917 - 1918, a number of large, capable bands were organized for the benefit of sailor, soldier and civilian alike, and some of the finest musical talent available was recruited into the Navy.

On 20 May 1917, six weeks after the entrance of the United States into World War I, John Philip Sousa received a message from a friend, composer John Carpenter, which read as follows:

"The Naval Station has an underdeveloped band which needs the inspiration of a master hand to start them on the right track. Could you come here if only



Navy music men hold concert at Bataan.



## —Or, Navy Music Makers Hit the High Seas

for a few days to start the work and bring with you a bandmaster of the right personality to continue the instruction? I realize how much I ask and know your enthusiasm for the cause."

Mr. Sousa enlisted in the Navy that same month, but was granted leave until the following September to finish business commitments. At his request, he was placed on a dollar-a-month basis while on leave.

To celebrate his new position, Mr. Sousa wrote a

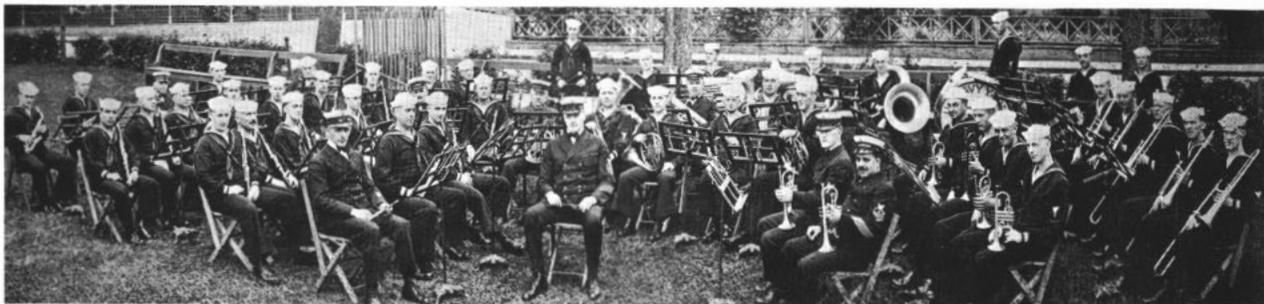
jingle for a Chicago newspaper on a dollar bill: "I joined the Reserves on a last day of May, I gave up my band and a thousand dollars a day, A dollar a month is my Government pay, My God, how the money rolls in!"

**W**ITHIN ONE MONTH, Lieutenant Sousa had more than 600 enlistments for the band.

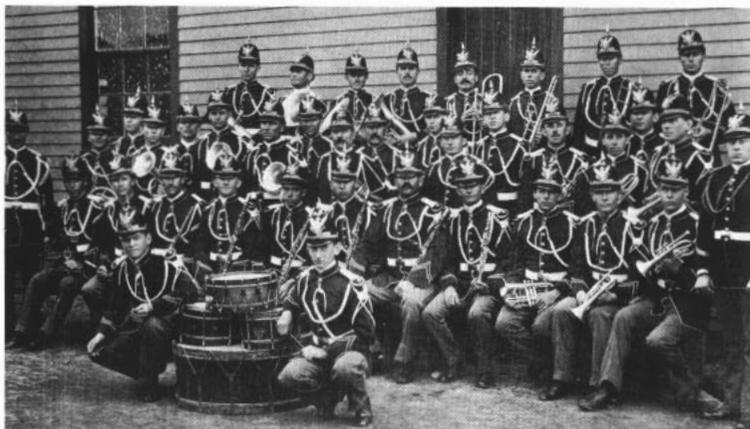
Mr. Sousa then selected a band battalion of 350

The United States Navy Band plays before cameras of Naval Photographic Center.





Old Washington Navy Yard Band readies for concert in 1921.



U.S. Naval School of Music, Norfolk, 1902.



U.S. Naval Academy Band in 1910.

musicians, with military commander, musical director, surgeon, master-at-arms and petty officers. As enlistments warranted, he formed bands of double-battle-ship size units and assigned a band to each regiment at the station.

As orders for bands came in from the Navy Department, Mr. Sousa had them already organized. With his system, a band could leave on assignment almost immediately because its members had already worked together for some time. For example, a band sent to the flagship *Pennsylvania* under the direction of Bandmaster Victor J. Grabel performed a concert one hour after reporting.

In September, the Battalion Band, better known as the Jackie Band, played the first of the many engagements that were to make it famous. After participating in Old Glory Week in Kansas City, the band had requests which included the Rosemary Pageant at Huntington, a concert in Carnegie Hall, plus engagements in Philadelphia, Baltimore and Washington, D. C.

By this time, the Jackie Band had shaped into a crack military band under Drum Major Micheank Tennant and, under Mr. Sousa's direction, a superb concert band.

The assignment in Baltimore involved the first Liberty Loan Drive. The goal was to raise eight million dollars, but before it was over, the Jackie Band had helped to raise more than 21 million dollars.

LATER IN THE Victory Loan drive, Mr. Sousa fell ill and was sent back to New York to recover. On 20 Jan 1919, he received a message which said that as soon as he was able, he should report to the Com-

mandant of the Third Naval District for relief from active duty.

One year after his release, Mr. Sousa was promoted to grade Lieutenant Commander in the Naval Reserve. He liked his military rank so much that he used the title and uniform the rest of his life.

With the Armistice and demobilization of uniformed forces, band music experienced a decline. The great bands began to disappear as quickly as they had been assembled. In Washington, D. C., the band that had been maintained by the Navy rapidly dwindled to 18 pieces.

However, now aware of the value of band music, the Navy Department proposed a musical unit to "adequately represent the United States Navy."

In 1925, the desire for a permanent musical organization was realized when a special act of Congress authorized formation of the official U. S. Navy Band. The chief function of this band was, and still is, to provide music for concerts, parades, funerals and military ceremonies in the Nation's Capital.

DURING WORLD WAR II, Navy music took on the sounds of the time as big band and jazz stars signed up for military service. The musicians went all out, and not without loss.

All the men of Unit Band 22, while passing ammunition on board *USS Arizona*, were killed at Pearl Harbor on 7 Dec 1941. The night before, the bandmen from *Arizona* and *Pennsylvania* had engaged in the finale of a "Battle of Bands" at the Pearl Harbor Recreation Center. *Pennsylvania's* dance band won the contest and the trophy.

After the *Arizona* bandmen were killed, members of the *Pennsylvania* band voted to send the trophy to the Naval School of Music as a permanent memorial to the *Arizona* band.

Also at Pearl Harbor when the bombing began, the band on board *uss Nevada* was preparing to play colors. The chief in charge of the band, George Batty, was recovering from a broken foot, and fronting the band in his place was Musician First Class O. L. McMillan.



First Official United States Navy Band in 1925.

At 0750, band call was sounded and the *Nevada* musicians assembled topside on the main deck aft. While waiting for first call, they noticed some planes beginning to dive on Hickam Field, adjacent to Pearl Harbor. However, since the planes followed the same pattern that had been observed by the musicians many times in maneuvers, they paid little attention, except to remark that the airdales were practicing on Sunday.

At 0755, first call was sounded and the band assumed the formation for morning colors. During this five minutes, the torpedo planes began to make their runs, but it still was assumed it was a drill, even though a sense of uneasiness was beginning to be felt.

At 0800 the first call flag was hauled down and the band started playing the National Anthem. At the same time, *uss Helena* was hit by a torpedo and another plane dropped a torpedo which hit *Curtis*, moored alongside *Arizona*.

The second plane then peeled out of its torpedo run directly over the *Nevada* band.

McMillan said later, "It never occurred to me that it was possible to stop playing the Star Spangled Banner once you had started, so we played to the bitter end, although the men in the band told me later that we made an unrehearsed pause in the middle when another strafing plane came by." As the band played the last note, the Officer of the Deck sounded general quarters and everyone scattered to man battle stations.

**M**EANWHILE, the band on board *uss Oklahoma* lost several men, including its bandmaster, and *uss West Virginia* lost some of her musicians.

Band 24, en route to Pearl Harbor at the time of

the attack, found the carrier *uss Enterprise* stripped for battle and riding at anchor in the oil-soaked, debris-laden harbor. After she was stocked with stores, ammunition and her new band, *Enterprise* got underway. The band stowed its instruments and split into two fighting units; those trained as lookouts began standing watches four-on-and-four-off, and the remainder joined damage control parties as first aid men.

*Enterprise* moved against the enemy in the Marshalls and Gilberts and delivered the first blow against en-



Sixth Fleet band members participate in French Mardi Gras.

emy territory. She participated in the success at Midway; her planes sank two enemy carriers, aided in sinking another, plus an enemy battleship; she covered the first Marine landings at Guadalcanal and later with *uss Hornet* destroyed 135 enemy planes, damaged two carriers, two battleships and three cruisers. In the battle of Leyte Gulf, she sank other ships and by this time was known as *Lady Luck*. On 24 Aug 1942, *Enterprise* absorbed three direct bomb hits, but she stayed in the fight.

What of the *Enterprise* bandmen? Most of their time was spent at battle stations. What little playing they did was near the band compartment, so that horns could be quickly abandoned for battle gear.

During 1943, mounting U. S. naval strength and victories resulted in more free time for the crew. The *Enterprise* band finally came into its own as the men broke out their instruments more frequently.

**T**HE CONCERT BAND was the feature of the flight deck. Flyers and officers flooded the band with requests for college alma mater and fight songs. These stirring melodies created an illusion of glamor and gaiety which seemed unconnected to the serious mission of the battle-scarred ship.

Swing concerts were frequently held on the hangar deck, and on occasion the band played in the ward-



#### MUSIC NOTES

Above: LCDR John Philip Sousa, USNR, leader of Great Lakes Naval Band. Top Right: Navy musician explains his trombone to Spanish youngsters prior to concert. Lower Rt.: Sea Chanters and Navy Band prepare for a concert on film.



room. After a day's flying, pilots would relax in the ready room and listen to one of the band's combos.

When USO shows came aboard, the band played background for Joe E. Brown and other headliners.

Many military ceremonies which called for band music were held aboard the carrier. During one ceremony, *Enterprise* received the Presidential Unit Citation. Also, after major engagements, the band played honors for men who were buried at sea.

So it went with most other wartime Navy bands.

USO shows were not the only traveling shows in the Pacific. The Navy had a show of its own which went under the name of its leader, Artie Shaw, but usually was known simply as 501.

501 came into being not by chance, but as the result of a well conceived plan. Late in 1942, word came from the South Pacific that along with more sports news, the men wanted music — "hot jazz" — the type they left behind.

**A**RTIE SHAW, then a seaman 1st class, took charge of a band (his rate jumped to chief petty officer).

Artie Shaw had not been drafted. He enlisted in April 1942, went through boot training, and served at Staten Island and on board a minesweeper with no music involved.

Artie decided that if he was going to lead a band, it should be the best. With the government's permission, he found some of his old men, and then recruited others from six of the best "name" bands in the coun-

try. The Navy recruits had names such as John Best, Frank Beach, Conrad Gozzo, Maxie Kaminsky and Don Jacoby (trumpets); and Mack Pierce, Ralph LaPolla, Joe Aglora, Bill Nichol, Charlie Wade and Sam Donahue (saxes).

Also: Dick LaFave, Tasso Harris, Tack Takvorian and Gene Leetch (trombones); Barney Spieler (bass); Davey Tough (drums); Claude Thornhill (piano and arrangements); and Dick Jones and Dave Rose (arrangements).

One year after the attack at Pearl Harbor, Artie's band went into rehearsal at Treasure Island, and was soon to see plenty of action in the Pacific.

The band played in jungles, in airplane hangars, on decks of ships and in outdoor areas camouflaged from the enemy. Conditions were grim.

"Was I scared? You bet I was," Artie said in an interview after returning to the States.

"You just quake and wonder if it's you or the next guy who gets hit. You take your battle station and you do your job." The Shaw band survived 17 bombing attacks while moving from island to island.

"We hitchhiked everywhere. Sometimes on a large ship, then on a small one, and sometimes by airplane. We traveled any way we could."

**T**HERE WERE OTHER handicaps. Even the instruments were under attack — by the weather. "I found it not unusual to be playing a solo and have a pad (a seal between a key and a tone hole) drop right out

of my clarinet." Also: "Reeds were impossible to come by; guitar and bass strings were continually snapping; and most of the time there wasn't a PA system so the guys had to blow their brains out to be heard."

With Artie leading the band, it played many of his old arrangements. "It's amazing how the kids out there were familiar with the band. And they really got excited when we'd show up on some island unexpectedly. Some of them throw gifts at the band. Others cry. Most of them just listen, devouring everything we kick off."

After the Pacific tour, the Shaw band was transferred to the Navy School of Music in Washington, D. C., for reorganization. Artie and others who left the unit were replaced. Sam Donahue became the leader. A new library was rehearsed, and the band which had before been regarded as one of the best seemed to be even better.

**T**HE BAND'S SUCCESS in the Pacific resulted in a similar tour to Europe. In England, an itinerary of dances, concerts, shows, broadcasts and bond rallies kept the musicians working constantly. The reception given their music was expressed in a letter to the Chief of Naval Personnel from Cecil Madden, who was in charge of Allied Expeditionary Forces Program Production, British Broadcasting Corporation:

"The entire outfit has made friends everywhere in Britain by their charm of manner, goodwill, and excellent musicianship, and are assured of a warm welcome in this country at any time."

A highlight of the band's stay in England was a Battle of Bands with Glenn Miller's Army Air Forces' swing band. (This was one of the last engagements Major Miller played before he was lost in an aircraft accident.)

**O**THERS on the Navy's All-Star List of Battling Bandsmen included:

Ray Anthony – Navy Dolphins band, Pacific area. Chosen as the "Hottest Band in the Pacific, 1945."

Claude Thornhill – Navy Entertainment Unit, Pearl Harbor, with Dennis Day, vocalist, and Larry Storch,

**Cool musician plays for launching ceremony at Boston Naval Shipyard.**



USS Yorktown's band makes music for citizens of Arita, Japan.

comedian. One of Thornhill's drummers: Jackie (remember Mr. Hennessy?) Cooper.

Alvino Rey – Pacific Area, 1944-1945.

Ralph Marterie – Leader of Navy Unit Band 15, NTC Great Lakes, 1944.

Jack Jenny – Trombonist with Unit Band, Gulfport, Miss., 1944.

Saxie Dowell – Leader of the *uss Franklin* band.

Dan D'Andrea – Clarinetist, Athens, Ga., 1944.

Gunner Sorenson – Trumpeter, Athens, Ga., 1944.

Kai Winding – Trombonist, 1943.

Bobby Smith – Organized "The Washboarders," 1943.

Jack Imel – Marimba/drums, Unit Band 106, ComCruDesPac, 1956.

Julius LaRosa – Vocalist, U. S. Navy Band, 1950.

The list does not stop here.

Today, more than 1500 men in 55 bands wear Navy uniforms and perform for their shipmates ashore and at sea. They are stars in their own right, but if they ever need a musical name to drop, or a tradition to draw on, the Navy has had plenty of both.



Navyman Artie Shaw and Band 501 entertain sailors during WW II.



# NAVY MEDICAL



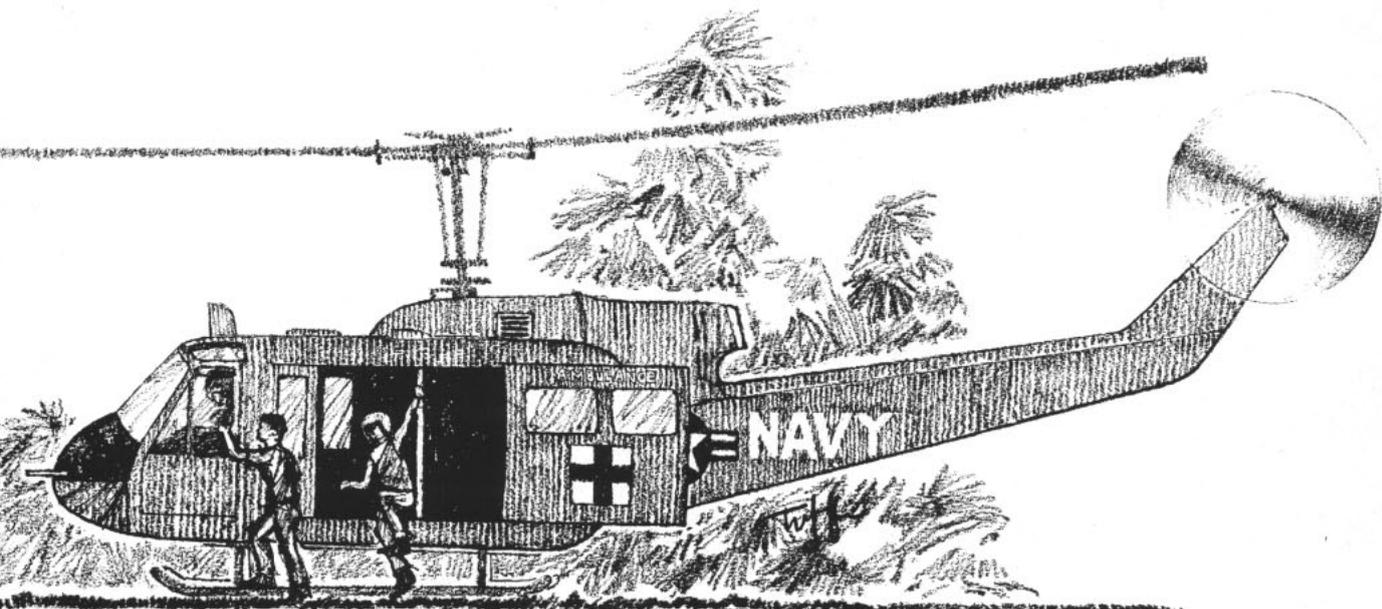
**W**AR IS HELL but it is also a great teacher and stimulator. It might even be argued that, in the field of medicine, improved techniques and the discovery of new drugs have preserved more lives than were destroyed in World War II and the Korean conflict.

The urgent need to save men's lives in these combats stimulated research and invention which might otherwise have been delayed for years.

The stimulation which produced spectacular breakthroughs during World War II and the Korean conflict never lost its punch and the medical tools and techniques used in Vietnam are accepted today almost as normal accelerated development.

Nevertheless, new methods have evolved and Vietnam has served as a mentor teaching physicians to relearn lessons forgotten during periods of relative peace and to use old equipment in new ways.

Historians may judge helicopter evacuation of the wounded from battlefields as one of the more signifi-



# DEVELOPMENTS *in* VIETNAM

cant medical innovations coming out of Vietnam.

Medevac choppers can be called in by company commanders so quickly that no wounded man is more than a few minutes from a well equipped medical facility.

**B**ECAUSE OF THIS rapid transportation, many of the casualties reached a hospital in time. In past conflicts, they might have died where they lay or while being evacuated. Physicians, confronted with incredible odds in their race with death, had to exercise extraordinary skill, use new tools and produce results which would have been considered impossible only a few years ago.

Hand in glove with rapid evacuation, the Navy recognized the importance of prompt first aid to men in the field. To meet this challenge, the Navy's Medical Corps successfully molded young and inexperienced corpsmen into a first-class lifesaving team.

These developments, plus numerous revised techniques and new approaches, are described in a paper "New Concepts in the Management of Trauma" prepared by Captain T. H. Wilson, Jr., MC, USN, and summarized here.

The corpsman's effectiveness in Vietnam has also been enhanced by his use of relatively new techniques for the administration of first aid.

The inflatable plastic splint, for example, is a new and valuable tool since it can be placed around a break, then quickly inflated.

The splint keeps the broken bone immobile and helps control bleeding. It also cushions the injured limb during evacuation; prevents further damage to the tissue surrounding the break; and need not be removed when the patient is taken to X-ray.

The inflatable splint has been so successful in Vietnam that it is now widely used at home for accident cases. It also provided the idea for an inflatable body

suit now being used in Vietnam to control internal bleeding which results from abdominal injuries.

#### **Treatment of Shock**

Today's physicians know more about shock than was known even a decade ago and much of the new knowledge has come from studies made in Vietnam. Treatment now emphasizes a rapid refilling of the

thereby lessening the need for transfusions using un-matched blood. This, in turn, lessens the danger of damage to the body's cells and the possibility of excessive acid in both blood and body cells.

Drugs which induce dilation of blood vessels have also been used in treating combat casualties in Vietnam. However, their usefulness has been limited prin-



**Navy Nurse Checks Patient's Pulse in Hospital Ship's Recovery Room.**

**USS Sanctuary provides mobile medical support.**



body's blood vessels to prevent shock caused by loss of blood and infection.

In Vietnam, a catheter monitor to check pressure within the large central veins is inserted near the heart. The monitor tells the physician if too much or too little fluid is being given. Urine samples are taken hourly from the patient so that immediate steps can be taken if his condition deteriorates.

Rather than giving an immediate blood transfusion in cases of shock, doctors in Vietnam have been using another fluid to refill quickly the wounded man's veins.

In doing so, the physician gains time for a safer, more orderly typing and cross-matching of blood,

cipally to controlling shock.

#### **New Uses of Blood**

The conflict in Vietnam is the first in which frozen blood has been used—not so much for large volume transfusions but to provide red cells for the carrying of oxygen to the tissues.

Type O Rh negative frozen blood is given in Vietnam and has been found to be entirely safe.

The frozen blood can be kept at minus 85 degrees Centigrade aboard the Navy's two hospital ships lying off the coast of Vietnam and at the Naval Hospital in Da Nang where it is thawed and reconstituted in a machine which resuspends the red cells.

The blood may have been frozen years before it is

used; nevertheless when it is thawed, between 70 and 90 per cent of the cells are still alive one week after transfusion.

Very little oxygen-carrying hemoglobin is lost in the freezing process—less in fact than in the more common types of banked blood when they get old.

During World War II and the Korean conflict, un-

is used to combat infection caused by a variety of bacteria.

- **Lincomycin Hydrochloride** — An antibacterial agent.

- **Colisthimethate Sodium**—An antibacterial agent used especially for infections in the urinary tract.

- **Penicillins**—The kinds which are synthetically pro-



**Corpsman at Work in Hospital Ship's Laboratory.**



**Machine Does Heart's Work During Surgery.**



**Navy Surgical Teams in Vietnam Are Tops.**

**Electroencephalograph Measures Patient's Brain Waves.**



wanted fluids were drawn from the chest cavity by way of needles. Nowadays, however, physicians have found that suction produced by a pump through a large-bore chest tube works much better.

An all-purpose, battery-operated field pump is used in Vietnam which can quickly empty the fluid in a chest cavity, thereby lessening the possibility of clotting blood and other complications.

#### **New Pharmaceuticals**

Since the Korean conflict, several new and powerful drugs have been developed which are now being used to good advantage in Vietnam. Here are a few:

- **Cephalothin**—An antibacterial sodium salt which

duced in the laboratory have been used with great success in Vietnam when other agents have been found inadequate.

- **Dexamethasone**—Used to eliminate or reduce inflammation and swelling. This has been especially useful in reducing inflammation around fluid-producing bone splinters in the brain.

- **Mannitol**—Draws fluid from the body and increases kidney functions.

#### **Brain and Cranial Injuries**

Experience in Vietnam hasn't appreciably changed the treatment of injury to the head and brain. There is, however, one notable exception.

Heretofore, doctors believed that bone fragments retained in the brain after an operation eventually would lead to brain abscesses as infection developed around the fragments.

In Vietnam, however, in-driven bone fragments were removed from the brain, cultured and found to be sterile. Surgeons now feel that small retained fragments need not be removed from the brain, if doing so would endanger the patient's life or nervous system.

Physicians once considered the exploration of neck wounds as being standard practice. Doctors in Vietnam found that, in the absence of clear indications and especially after X-ray study, surgery wasn't al-

ways advisable aside from local cleaning of the wound. The patient, of course, is kept under close observation.

#### **Treatment of Abdominal Wounds**

Perhaps the most important new concept in abdominal surgery and the treatment of abdominal wounds stems from the broader knowledge of the liver's anatomy. Physicians are now willing to do extensive work on the liver to remove foreign matter.

Treatment of wounds in the area of the kidney, on the other hand, has become more conservative through experience in Vietnam. Physicians are more intent upon preserving kidney tissue by removing only

### **INTENSE CONCENTRATION IS REFLECTED IN THE FACES OF**



During the past three years, 18 Navy blood donor centers have collected more than 100,000 units of blood for shipment to southeast Asia.

Requirements for blood vary with the tempo of combat activity and the number of casualties. At the present time, 1300 units of blood are being provided each week by Navy donor centers in naval hospitals at: San Diego, Calif., Great Lakes, Ill., Beaufort, S. C., Portsmouth, Va., Charleston, S. C., Memphis, Tenn., Orlando, Fla.

The Naval Medical School at Bethesda, Md., rounds out the list of eight donor centers currently supplying whole blood for use in Vietnam.

a part, rather than all of a damaged organ.

The resuscitation of patients whose kidneys fail to function has also improved in recent times so that measures can be taken which preserve the lives of many who would have died not long ago.

#### **Circulatory Damage**

A wound in one of the major arteries is, of course, extremely dangerous and requires fast action. The system of rapid evacuation of the wounded from forward areas in Vietnam, however, does get patients to the hospital faster than ever before. At the same time, this conflict is the first in which heart pumps have been available in the combat zone.

These pumps are largely used in open-heart surgery and cause the patient's blood to bypass the heart,

making repair possible.

Injuries to major blood vessels have been treated with much more confidence in Vietnam than in past conflicts. New tools and techniques have been available and many of the new generation of surgeons are skilled in vascular surgery.

One of the more prominent features of more aggressive treatment of circulatory system wounds is in the policy of reoperating immediately if the blood flow isn't properly established by a previous operation.

Whenever large veins are blocked by clots, these are often surgically removed and flow restored. Whenever a limb seems to be in real danger after the blood vessels are repaired and foreign matter has been re-

those west of the Mississippi.

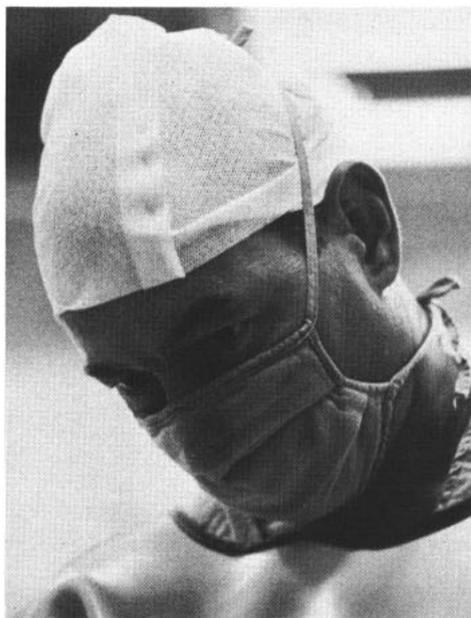
It might be well to interject, at this point, a word concerning the evacuation of patients from Vietnam to the United States.

The trip is taken, usually in stages, with travel to a hospital in Japan or Guam and, from there, to the United States.

The loss of limbs has been reduced in Vietnam through greater skill in treating arterial injuries. Bone grafts have been understandably useful and skin grafts have shortened the time necessary to heal all wounds.

Improved supply systems, the use of paper tape in holding wounds together, and the use of improved

## NAVY SURGEONS AT WORK IN VIETNAM.



moved, the sympathetic nerves that control the blood vessels may be divided and the tough tissue that surrounds muscles may be cut.

### Orthopedic Wounds and Rehabilitation

Reconstructive and rehabilitative work with the wounded, particularly amputees, has always received considerable attention from the Navy and, since Vietnam, a number of improvements have been made—a fortunate fact inasmuch as two-thirds of all wounds are orthopedic in nature and between 20 and 30 per cent of all patients in Navy hospitals in Vietnam are orthopedic cases.

The Navy does not retire an amputee until he is fitted with new limbs. The major portion of this work is done at the U. S. Naval hospitals—in Philadelphia for patients east of the Mississippi and Oakland for

Plaster of Paris for casts have all played a part in improved orthopedic work, too.

During World War II it took a year, more or less, to replace an amputated limb with a compensating device. Amputees from Vietnam are often fitted with artificial limbs within three or four months.

These are but a few of the medical developments which are responsible for improved treatment and the low mortality rate in naval hospitals and hospital ships located in Vietnam.

Hopefully, all the medical lessons learned in this conflict can be translated into general usage, as many already have.

If they are, Vietnam, too, may be added to the roster of conflicts whose medical developments eventually will preserve more life than was destroyed.

## Three decades of miracle medicines

# A Dramatic Battle Against Disease

**I**NFECTION and disease have taken great tolls among men who participated in the armed conflicts of the past. Before World War II, in fact, the enemy killed fewer soldiers than disease.

As recently as World War I, the disease death rate for the military was 14.1 per thousand but this figure dropped to 0.6 per thousand during World War II.

There has been an even greater improvement in the number of wounded who have recovered.

During the Civil War, half the wounded died. During World War I, however, only 8.1 per cent of those who reached a first aid station succumbed.

There was an even more dramatic change during World War II and the Korean conflict. Only 4.5 per cent of the WW II wounded died and, during the Korean conflict, the mortality rate decreased to 2.4 per cent.

Complete figures for all the armed services in Vietnam are not available but, as of June 1969, among all Navymen and Marines wounded in action in Vietnam, the mortality rate was approximately 1.6 per cent.

This is not only a phenomenal improvement when compared to the mortality rate in other conflicts, it represents a further decrease in the mortality rate since last November of about one tenth of one per cent.

Much of this decrease in mortality rates was brought about by improved and new drugs such as those of the sulfa family. These anti-infectives saved the lives of thousands of wounded at Pearl Harbor and later soldiers were issued sulfa tablets with instructions to swallow them when wounded.

Anti-infectives which were called miracle drugs only a few years ago are now taken for granted. It is largely through the pharmaceuticals which were available at the outset of hostilities in Vietnam that the death rate has been held to an all-time low.

Here are some of the drugs which are responsible:

**Improved Vaccines**—Immunization procedures used in the military increased from two or three at the beginning of World War II to a dozen. All U. S. servicemen, for example, were immunized against tetanus during the war with the result that tetanus deaths dropped to the vanishing point.

A new egg-yolk vaccine combined with antilice chemicals ended the menace of typhus in the armed forces for the first time in history.

**Antimalarial Drugs**—These were first produced in the United States after Japanese conquest of the East Indies cut off most of the world's quinine supply.

The synthetics proved to be more effective than quinine against the deadlier forms of malaria. Use of one synthetic, for instance, dropped the malarial rate in the American and British armies to less than one out of every 2500 cases, while the toll remained high in the Japanese Army which continued to rely upon quinine.

**Blood Plasma**—A method of freeze-drying human blood plasma was developed, thereby permitting its shipment and storage without refrigeration.

By 1945, blood collected by the Red Cross was being processed at the rate of 450,000 pints a month. As a result, thousands who might have died in previous wars were saved.

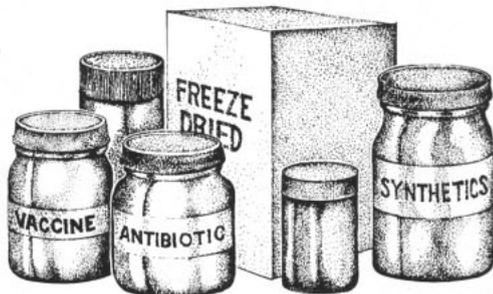
**Penicillin**— This important antibiotic is generally considered the greatest drug development of World War II. A Rockefeller grant brought the drug to the United States and government research helped develop it.

The development was little less than spectacular when one considers that in 1942 there was hardly enough penicillin in existence to treat 100 patients.

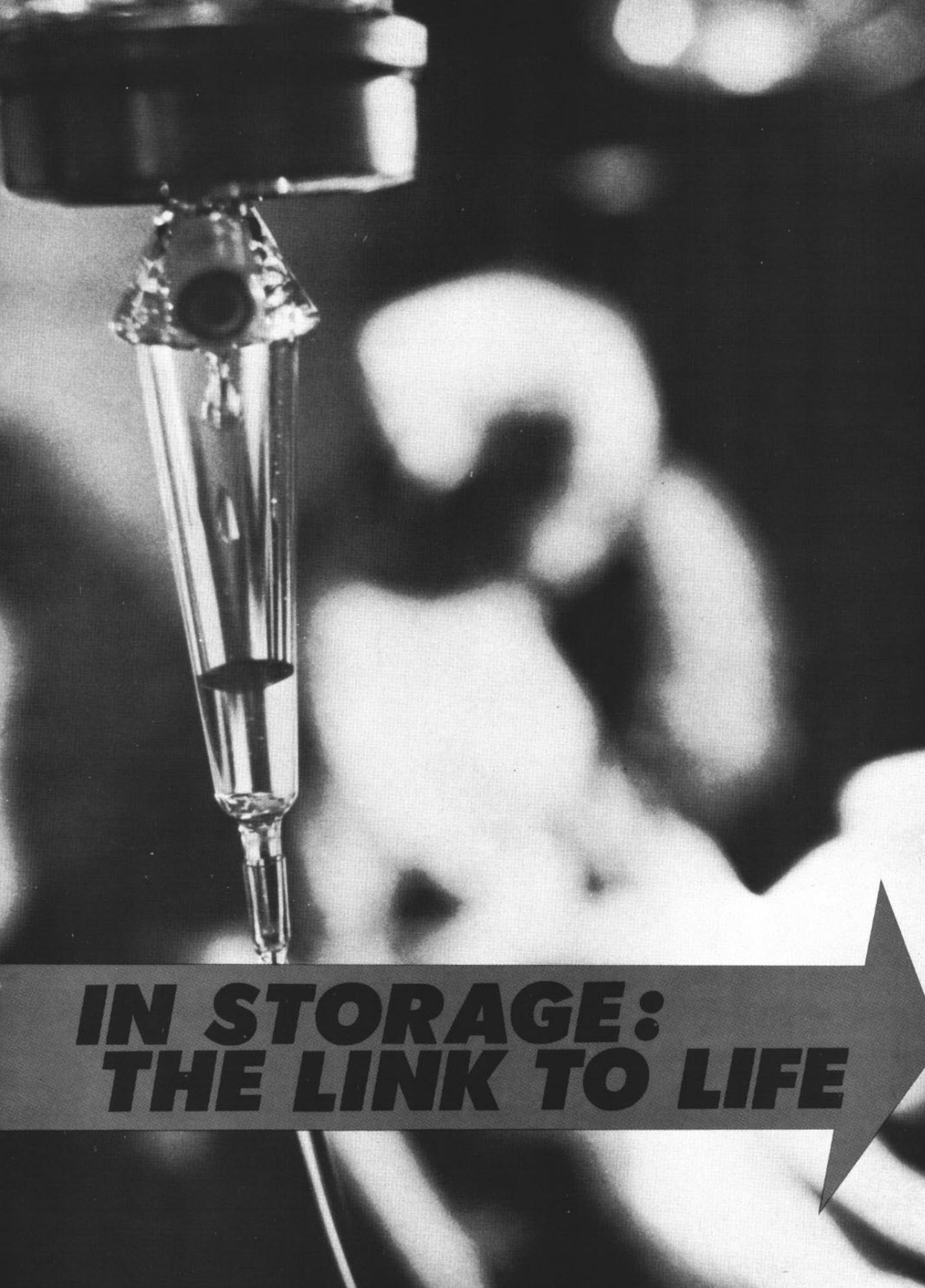
By late 1943, the armed forces and those of our allies were being supplied and, by 1945, there was enough for civilian needs as well.

Since the beginning of hostilities in Vietnam, research and development has continued producing medicines which are just as remarkable as those developed during the interval between World War I and the Korean Conflict (see page 19).

The big difference lies in the frame of mind with which they are received. Miracles which occur every day cease to be miracles.



Strength-giving Glucose Drips  
into Wounded Man's Vein  
Before Surgery. ➔



**IN STORAGE:  
THE LINK TO LIFE**

# MILITARY BLOOD PROGRAM —

**W**HEN THE Military Blood Program Agency in the United States receives a request for blood from the Commander in Chief, U. S. Army Pacific, acting for the Commander in Chief, Pacific, all three services turn to and provide it in a race with time.

The surgeons general of the three services are responsible for making the collection and sending it in weekly shipments to Vietnam but the race really begins with the collection of the blood. The Navy does

it can be used in emergency transfusions without waiting for a time-consuming crossmatch of donor with patient blood samples.

After the blood is tested and labeled, it is packed in special shipping containers, each of which may contain 18 units cooled with 14 pounds of cracked ice.

Nobody forgets that time is still of the essence when dealing with whole blood. It must be sent to the Armed Services Whole Blood Processing Laboratory



Frozen Red Cells and Plasma Ready for Use in Vietnam.



Cytoglomerator Reconstitutes Frozen Blood in USS Repose.



Reconstituted Blood Is Weighed Before Transfusion.



Refrigerated Blood Ready for Quick Use Aboard Hospital Ship.



Corpsman Types and Cross-matches Blood in Da Nang Hospital.

its part by calling upon blood donor centers which are large enough to collect blood for Vietnam in addition to the regular amounts needed for their own local use.

When the call for donors goes out, the response from military men, their dependents and civilian employees at naval bases is always generous. The Navy has shipped more than 100,000 units for use in Vietnam since June 1966.

To speed transfusions by Vietnam medical facilities, a special antibody test is conducted at the donor centers for all group O blood to ascertain whether or not

(ASWBPL) at McGuire Air Force Base, N. J., on the first leg of its journey to Vietnam, within 72 hours after donation.

**A**LTHOUGH speed is necessary, no chances are taken with safety. Every unit of blood which arrives at the ASWBPL is given a careful quality control check which, among other things, confirms the group and type of the units. They are then packed with ice in polystyrene containers especially designed to hold the

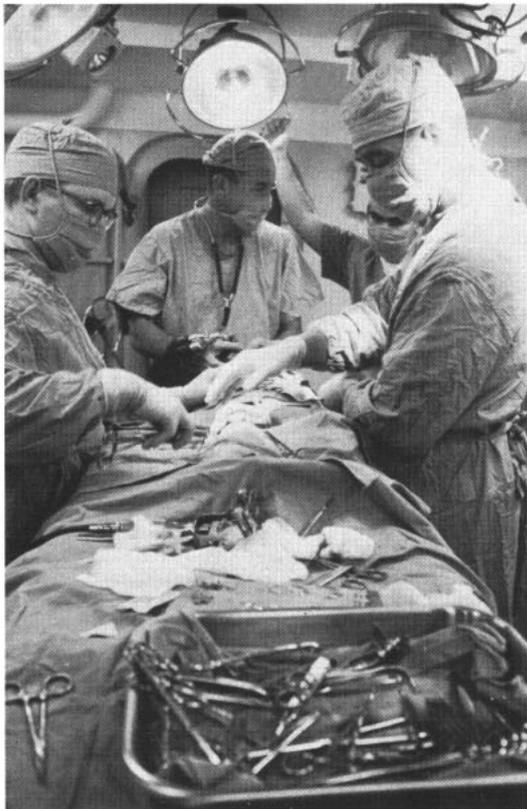
blood a few degrees above freezing for 24 hours—even in the tropics.

The blood is then loaded in a *Starlifter* jet for the 17-hour trip across the top of the world to Japan where the ice level in all containers is checked and the blood transshipped to the Central Blood Bank in Saigon.

Much of the blood which reaches Saigon finds its way to sub-depots in Long Binh, Da Nang, Qui Nhon,

high quality whole blood has been a major factor in the excellent record of medical support being compiled in southeast Asia.

For example, nearly 25,000 units were used in 1968 at the Naval Support Activity's hospital at Da Nang alone. The next largest users of blood last year were medical activities of the Third Marine Amphibious Force which used more than 20,000 units, and the hospital ships *USS Repose* (AH 16) and *Sanctuary*



**Surgical Team Aboard USS Valley Forge Operates on Wounded Man Within Minutes After Injury.**

**Emblem on Stack and Guide Lines for Helicopter on USS Repose Landing Platform Symbolize Speed and Dedicated Service Characteristic of Navy's Medical Role in Vietnam.**



**Hospitalman Checks Out Brain Wave Monitor.**



**Medical Assistants Rush Patient from Helicopter to Hospital Ship Receiving Area.**



**Hospital Ship Repose Has Served Almost Continuously in Vietnamese Combat Zone.**



Na Trang and Chu Lai from which it fans out to about 100 U. S. and allied medical facilities in the field.

Now the race with time is almost ended and the blood has reached all the medical facilities which need it within five or six days after donation—an important factor because whole blood must be used within 21 days after it is drawn from its donor's veins.

**T**HE DEMAND for blood in Vietnam is understandable for, according to medical care experts, the use of

(AH 17) which used 6000 and 5000 units, respectively.

More than 80,000 patients have received over 350,000 units of whole blood since medical facilities in Vietnam began receiving casualties.

It would be safe to say that many of those patients are alive today because blood donors at home answered the call for help, and modern technology supplied the means by which whole blood could be carried halfway around the world to save the life of a wounded American in Vietnam.

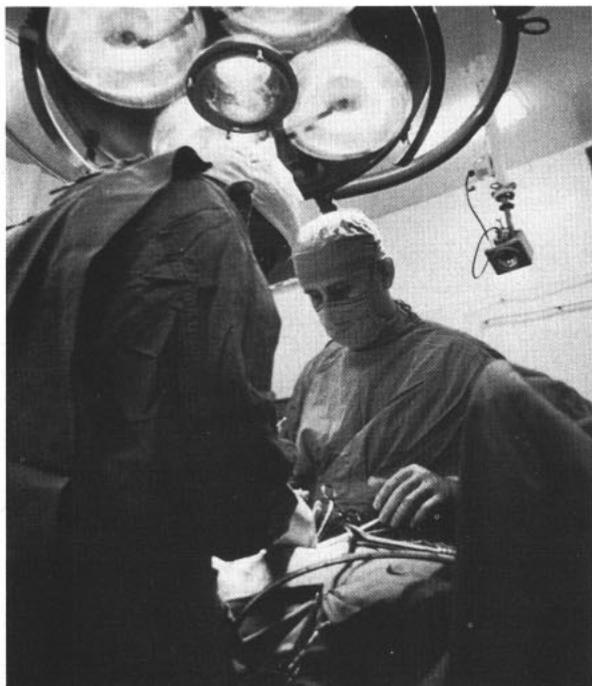


**I**N TREATING CASUALTIES for burn injuries, one of the doctor's main concerns is preventing infection. By removing destroyed tissue and using skin grafts to cover the burned area, the burn is healed.

In addition to removal of destroyed tissue by the plastic surgeon, physiotherapy is also used during treatment to prevent scar tissue from contracting or joints and muscles from becoming stiff.

requiring bone reconstruction and dentures before the patient is completely rehabilitated.

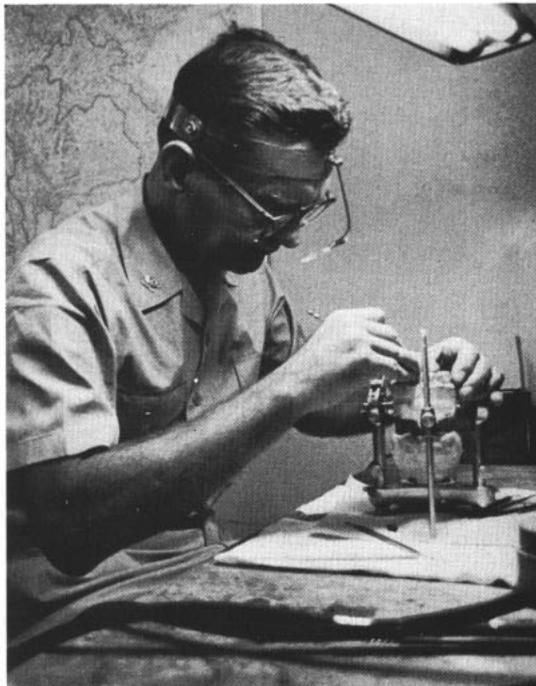
**T**HERE ARE, of course, cases which are beyond the plastic surgeon's skill and others where the surgery performed has proved disappointing. However, it is a tribute to the plastic surgeon's skill to say that most of his patients are returned to a normal life and, for



**Oral Surgery in One of the Operating Rooms Aboard USS Repose.**



**Freeze-dried Human Tissue Ready for Use in Plastic Surgery.**



**Navy Dentist Is Part of Team Which Works with Plastic Surgeon.**

When the burn patient is ready for reconstructive surgery, tendons, muscles and the like which may have been shortened are restored. When this is done, function is returned by means of skin graft or tissue transfer, resurfacing the scarred area and, if necessary, restoration of features.

Injuries to a person's facial features can be as varied as burn or hand injuries. On the one hand, reconstruction may require no more than revision of a scar. On the other hand, rebuilding may be a complicated job

that matter, to duty in continuation of their service careers.

The minority of patients whose injuries prevent them from performing further active duty are sometimes transferred to Veterans Administration hospitals where they can receive follow-up treatment or further reconstruction.

Patients who have completed their service obligation during reconstruction can, if more treatment is needed, obtain it at a VA hospital near their home.

# SAVINGS FOR LIFE—

# TISSUE BANK

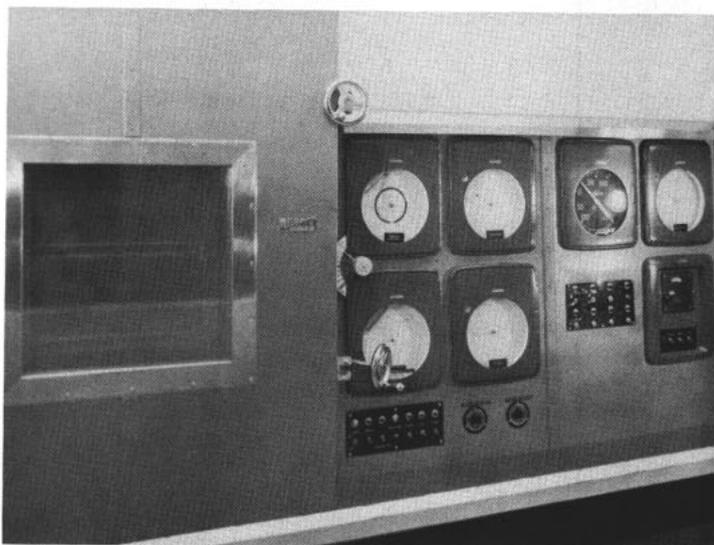


**T**HE ABILITY of a physician to reconstruct one body with parts from another seems like science fiction, yet Navy doctors in Vietnam and at home are doing it.

The Navy Tissue Bank at the National Naval Medical Center's Naval Medical Research Institute is the organization which supplies the repair parts.

The Tissue Bank was started in 1949 by two far-sighted orthopedic surgeons who foresaw the usefulness of a readily available supply of bone for reconstruction purposes.

Their vision was confirmed when the Korean con-



**Unit for Drying Human  
Tissue for Later Use.**

lict began and the need arose, not only for bone, but for all kinds of tissue—bone, skin, cartilage, dura (the covering of the brain), fascia (the tissue which binds together the internal parts of the body) and other structural supporting tissue, as well. All were collected, freeze-dried, and stored at Bethesda.

Once the tissue is freeze-dried, it is usable for at least eight years and possibly longer.

**Freeze-dried Tissue Stored in  
Navy's Tissue Bank.**

Tissue deposited in the bank for processing is first catalogued, then placed in a glass bottle and stored at temperatures which range from 120 to 130 degrees below zero Centigrade.

Before the tissue is used, a report concerning its donor comes from the pathology laboratory and the tissue is cultured to insure its sterility.

When it is determined to be safe for use in transplants, the tissue is dried from the frozen state in a vacuum—a process similar to that used for freeze-drying food products.

**T**HE USE OF preserved tissue is not confined to the Navy. Many doctors, civilian and military, make withdrawals from the bank and its tissue is used by military medical centers throughout the world. Records of all grafts are kept at the bank as the tissue is used.

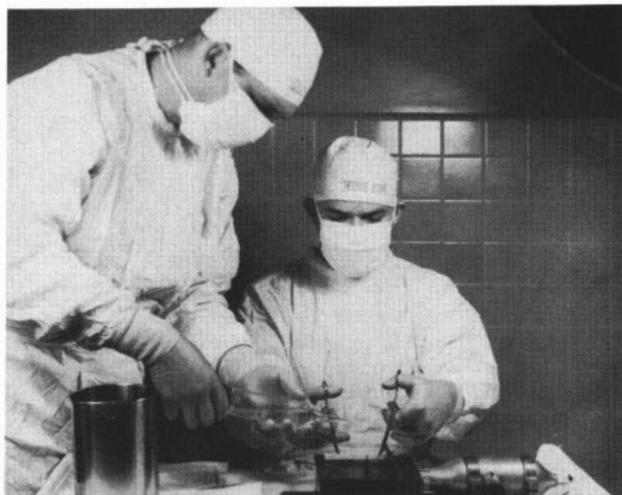
free from infection until autografts using the patient's own skin could be made.

As might be expected, the use of all kinds of freeze-dried tissue has skyrocketed since fighting began in Vietnam where demands for freeze-dried skin, bone and other tissue have been heavy.

Skin tissue has been particularly useful for dressing burns, and freeze-dried bone is valuable in treating surgical defects and for use as a bridge to join two pieces of fractured bone.

Freeze-dried dura has been successfully used in hundreds of peacetime cases and is now used by Navy surgeons in Vietnam to cover large cranial defects.

The demand for freeze-dried tissue has taxed the available supply at Bethesda so heavily that it is exploring the possibility of cooperation with civilian hos-



**Shaping Bone Tissue for Surgical Use.**

**Surgical Nurse Takes Notes in One of USS Sanctuary's Four Operating Rooms.**



**Operating Room Aboard USS Repose.**

Histories of patients are also kept through periodic reporting of military patients who report to service medical facilities for regular examination and the bank reports the overwhelming number of tissue grafts are successful. Many produced results which border on the incredible.

There was, for example, a case of a youth who lost most of his jawbone in an accident. Thanks to the Tissue Bank, the entire jawbone was replaced.

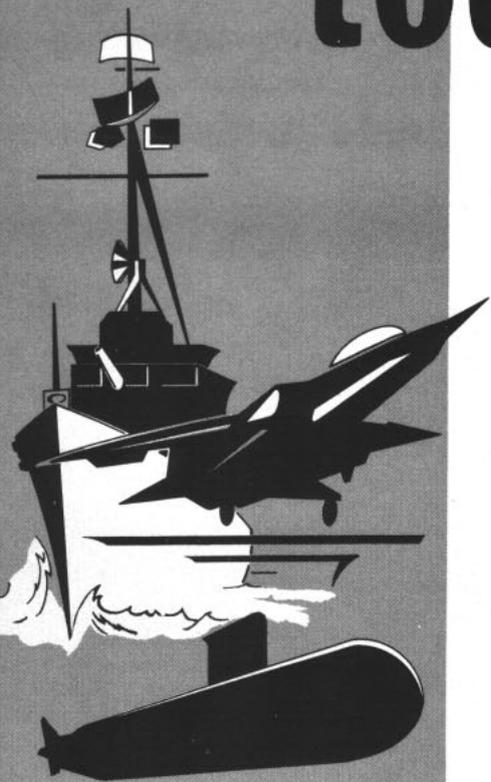
Another patient had serious burns over 70 per cent of his body and skin tissue from the bank was used as a kind of biological dressing which kept the patient

pitals to provide additional tissue.

To help bridge the gap, a new tissue procurement center will soon be established at the U. S. Naval Hospital in San Diego which will help the Navy keep pace of the demand for human tissue.

*(The articles on this and the preceding pages have been prepared by ALL HANDS staff writer Robert Neil following research and interviews with personnel at the Naval Hospital Bethesda, the National Naval Medical Center and the Navy's Bureau of Medicine and Surgery.)*

# today's navy



## **Navy Transfers 109 Riverine Craft to Republic of Vietnam**

Those 64 Mobile Riverine Force patrol boats transferred to the Republic of Vietnam last June represented the biggest turnover of river craft so far, bringing the total to 109 boats received by the RVN as part of the transition of forces during the past year.

Nearly 500 U. S. Navymen were involved in the transfer. Many of those who had not completed their Vietnam tours were reassigned to units engaged in training Vietnamese Navymen for future river boat turnovers. Some shifted to other Mobile Riverine Force units where they will finish out their tours; some are among those returning to the United States as the MRF reduces its forces.

Among the craft transferred—they were in the 50- to 60-foot range—were seven Monitors, four Command and Communications Boats (CCBs), 16 Assault Support Patrol Boats (ASPBs), 35 Armored Troop Carriers (ATCs), and one refueler.

Vietnamese crewmen who assume command of the U. S.-built river boats are trained in much the same manner as those who become qualified River Patrol Boat (PBR) crewmen.

In the PBR joint naval training, young Vietnamese seamen recruits work alongside their American overseers, wearing the same uniform, black beret and colored shoulder-patch.

For example, PBR River Division 521, based near Hue, serves as a training ground for RVN Navymen integrated into the division for operational exercises.

The first trainees, who reported to the RivDiv in March, will qualify for PBR duty with a river division after completing nearly eight months of joint naval schooling and on-the-job training programs. Primary subjects covered are gunnery, mechanics, operational mainten-

ance, English and small boat seamanship.

Each recruit is assigned as a regular crewman on one of the division's 10 PBR craft and goes on routine 12-hour patrols covering much of the 100 miles of inshore waterways near Hue. He takes the same risks, performs the same duties as the other boat crewmen and assists with regular upkeep of the craft. In effect, he gains valuable experience that someday may enable him to assume full responsibility of his own PBR.

More likely than not, some of the Vietnamese who assumed command of the riverine boats were among 99 men who underwent basic training at NTC San Diego last year.

The training received was the same as for U. S. Navymen, except some of the classes in government were supplemented by classes about government in their own country. Now, the knowledge and skills they learned in San Diego have since been applied to their own Navy in the Mekong Delta and elsewhere. And it has better enabled them to understand and work with U. S. Naval advisors.

Such phases of naval training, both in Vietnam and the United States, demonstrate the close cooperation between the two governments working toward creating a stronger RVN Navy, thus developing stability in Southeast Asia.

## **Commendation for DesRon 9**

Eight ships of the Long Beach based Destroyer Squadron Nine were presented the Navy Unit Commendation for exceptionally meritorious service from June 1968 to September 1968 against the enemy in Vietnam.

During its two-year deployment with the Seventh Fleet, DesRon Nine patrolled the North Vietnamese coast on Operation Sea Dragon and sank nearly 400 waterborne

logistics craft; engaged in 50 separate running gun duels with North Vietnamese coastal batteries, silencing many of them.

While the squadron was operating as gunfire support ship in South Vietnam, its guns sank 84 supply sampans and put the equivalent of more than two fully-manned North Vietnamese battalions out of action.

Although DesRon Nine racked up a noteworthy score off the coastal areas against the enemy, she also added to her laurels by pulling 26 downed airmen from the Tonkin Gulf and the South China Sea in search and rescue operations.

Commander Cruiser Destroyer Force, U. S. Pacific Fleet presented the commendation award to enlisted representatives and commanding officers from each of the following ships: *uss Reeves* (DLG 24), *Collett* (DD 730), *DeHaven* (DD 727), *Blue* (DD 744), *Ozborn* (DD 846), *Theodore E. Chandler* (DD 717), *Mansfield* (DD 728) and *Hollister* (DD 788).

—JO2 P. E. Jay.

## Tektite I

The water was warm and clear off the coast of St. John, Virgin Islands, as four U. S. aquanaut-scientists took up residence in the undersea habitat of *Tektite I*. They remained there for 60 days—the longest undersea stay ever accomplished by an entire team of divers.

The Navy contributed much of its experience and technical expertise to *Tektite I* but the operation wasn't exclusively a Navy show. It also commanded the interest of the Interior Department and the National Aeronautics and Space Administration (NASA). The University of Pennsylvania and the U. S. Coast Guard also participated.

The Navy managed the program through the Office of Naval Research and administered the industrial contract for *Tektite* equipment.

Having already had considerable experience in underwater living, the Naval Medical Research Institute helped select the crew after drawing upon its knowledge of man's underwater behavior and performance. The microbiology and

physiological programs were developed by the Naval Biological Laboratory.

In fact, it was Navy experience which provided the necessary operational leadership to carry out the operation's entire scientific program.

When the four aquanauts' studies have been evaluated, Operation *Tektite* is expected to answer many questions for the Navy and NASA as well as provide a foundation of knowledge which will contribute to man's future ability to harvest the riches of the sea.

**CPOS ON NR BOARD**—Three chief petty officers named to the 1969 National Naval Reserve Policy Board confer with RADM J. T. Burke, Jr., Assistant CNO (Naval Reserve). (l-r) Chief Engineman W. S. Shaver; Master Chief Petty Officer of the Navy Delbert D. Black; RADM Burke; and Senior Chief Yeoman H. A. Barriger.



## Enlisted Advisors Serve on Reserve Policy Board

Three enlisted men, appointed by the Secretary of the Navy, have served on the 1969 National Naval Reserve Policy Board, as advisors on matters relating to EMs of the Naval Reserve.

They are Master Chief Petty Officer of the Navy Delbert D. Black, USN, Senior Chief Yeoman H. A. Barriger, Naval Air Reserve Training Unit at Andrews Air Force Base; and Chief Engineman W. D. Shaver, Reserve Training Center at the Washington Navy Yard.

The Naval Reserve Policy Board accepts recommendations on the Navy's Reserve component from Navy Department bureaus and offices, Naval District Commandants, the Chief of Naval Air Reserve Training, the Commander Naval Reserve Training Command, and from individual Reservists.

Board-approved recommendations, new policies and policy changes are then submitted to the Secretary of the Navy for final consideration and implementation.

For the first time in the 13-year statutory history of the Board, Navy enlisted personnel have been represented in its deliberations.

The first enlisted advisors of the Board were introduced in June to the members and staff of the Policy Board, which is headed by Rear Admiral J. T. Burke Jr., Assistant Deputy Chief of Naval Operations (Naval Reserve).

The Board first convened in March 1939, and has met annually thereafter. In August 1956 it received a statutory status by law, under Title 10 of the U. S. Code.

In 1967-68, the Board authorized Chief Engineman Joe Wasson to attend its annual meeting as an observer. His presence then led up to the appointment as advisors of Chiefs Black, Barriger, and Shaver.

By law, the Board convenes at least once a year at the seat of the government to consider, recommend, and report to the Secretary of the Navy on Reserve policy matters. The Board adjourns but remains as a body throughout the year.

Seven active duty officers (four Regular Navy, three Naval Reservists) and 15 inactive Reservists comprise the membership of the Board. The staff is headed by the Recorder.



FLYING SUB—Full-scale model of Deep Submergence Rescue Vehicle is winched aboard C-141 during tests to make sure it can be flown to rescue.

### ICAD Introduced to DSRV

The Navy's dream of a deep submergence rescue vehicle (DSRV) came one step closer to reality with the recent unveiling of a precision control and navigation system.

The new development is called an integrated controls and displays system (ICAD) and will enable pilots of the DSRV to maneuver their craft and to hover over and connect with a disabled sub with considerable accuracy.

The DSRV will be used primarily to rescue crews trapped aboard distressed submarines at depths as great as 3500 feet. Accuracy at such inhospitable depths is critical to the DSRV pilot because the rescue vehicle must place its hatch over that of the sunken sub with a minimum of variance.

The new system makes this possible by providing virtually instantaneous coordination between the human pilots, the sensing and

maneuvering mechanisms and the computers.

Much of the instrumentation used in the ICAD was developed for other Navy navigation and guidance systems while other aspects draw heavily upon *Apollo* techniques and earlier laboratory projects.

Despite ICAD's advanced technology and controls, neither hovering nor closure maneuvers can be carried out without the assistance of human operators.

The rescue vehicle will carry a crew of two or three in the forward sphere while the center and aft spheres are for rescued survivors.

The ICAD will be sent to the West Coast where the DSRV is now under construction. The original engineering model of ICAD is being used to train Navy hydro-nauts and operators who have been assigned as members of DSRV crews.

### Rescue Sub Can Fly

Tight-squeeze tests at Naval Air Station, Moffett Field, have demonstrated that the Navy's Deep Submergence Rescue Vehicle (DSRV) can fly in a C-141 *Starlifter* jet transport.

Handling crews moved a full-scale model of the DSRV through the rear loading hatch of a C-141 with a narrow clearance.

The delicate loading tests proved out Navy and Air Force handling procedures for the 50-foot, torpedo-shaped rescue submarine. When commissioned, the DSRV must be ready for shipping at a moment's notice.

Scheduled for launch this fall, the DSRV and its associated system will be able to start rescue operations for the crew of a downed sub anywhere in the world within 24 hours of the accident. To do that, the DSRV must be air transportable—an unusual requirement for a submarine.

If an emergency occurs, the DSRV will be loaded aboard a C-141 and flown to a port near the site of the accident. The rescue sub will then be placed piggyback on a Navy Fleet submarine and carried to the scene, where the DSRV will dive to the sunken sub, attach to the hatch of the disabled craft, and take aboard the crewmen, 24 at a time.

The purpose of the model, which is called the Handling/Training Vehicle (HTV), is to evaluate the handling system and train the handling crews before the real rescue sub is ready for service.

For the loading tests, each item of the system was operated as if for a real mission. Although the airplane didn't fly with the HTV, the submarine model was ballasted with water to equal the 73,000 pounds of the DSRV.

Jacks installed at the aircraft's nose, tail and landing gear insured a stable platform for the careful transfer from land transport to air transport.

The *Starlifter's* cargo winch slowly pulled the HTV aboard. Riding on a cradle, the HTV slid across rollers on a specially built land transport vehicle and onto rollers of the aircraft's cargo deck.

Following the tests, when the HTV had been removed from the aircraft, crewmen practiced loading the land transport vehicle.

The DSRV mission plans call for the use of three *Starlifter* aircraft. One will carry the sub, a second the land transport vehicle, and a third will transport mission support equipment and the DSRV crew.

### Sugar Grove Blooms

Sugar Grove, West Va., located about 150 miles west-southwest of Washington, D. C., is the newest link in the U. S. Navy's communications network.

The 525-acre mountaintop site was selected for its seclusion and

relative freedom from outside electromagnetic interference.

The station's main receiving antennas first went into operation last December when testing began. Each of the two circular antenna arrays is 1000 feet in diameter.

The station has an underground two-floor operations building. For this purpose, an existing underground structure was redesigned to house about 100 radio receivers and numerous subordinate devices.

The structure also includes a shop, technical library and lounge areas in addition to emergency messing and berthing facilities.

The underground areas are fully equipped with environmental con-

trol devices and a carbon dioxide "flood" system for fire protection.

The multipurpose personnel building houses a 70-man barracks, a galley and messing facilities, a Navy exchange, a movie area and administrative offices. Twenty family housing units have been completed and 20 units are scheduled for completion.

When the facility at Sugar Grove is in full operation, it, together with its parent facility at Cheltenham, Md., near Washington, will serve as an important link for receiving high frequency signals in the network connecting Navy operating forces and the Navy Department in Washington, D. C.



SEABEE TEACHERS—Construction Mechanic 2nd Class Jack Reagin and Steelworker 2nd Class Jack W. Repass pass on their skills to Vietnamese trainees.

## Seabees Turn Teacher in Vietnam Self-Help Program

AT ONE CORNER of an uncompleted single-story building, two Seabees stood beside a stack of lumber with a young Vietnamese workman, who listened intently as they went through a series of explanations concerning the building's construction.

The Seabees were teaching the man how to make window frames for an infirmary at Ba Rau Village, about 170 miles northeast of Saigon.

When completed, the building will be used as a village clinic. It will have a modern freshwater and sewage disposal system and will provide quarters for the resident medic.

With the knowledge gained from this construction experience,

the Vietnamese moves one step closer to becoming a skilled builder, a benefit to himself, his family and his nation.

There are many similar cases of Vietnamese learning a skilled trade through a "self help" program coordinated with Seabees from Mobile Construction Battalion Six, Team Three, based at Phan-Rang, 150 miles northeast of Saigon.

When the Seabees undertake such projects, they provide technical advice and assistance to the local tradesmen who do the actual work. This creates within the worker a sense of pride and accomplishment, since he learns while doing.

Among the building projects sponsored by this particular civic

action team, consisting of 13 men, are the infirmary; a school that had been partially destroyed by high winds; the repair and maintenance of various roads in the area; and the construction of block-making machines that will enable the villagers to build better homes.

Fifteen Seabee teams are working in the Republic of Vietnam under sponsorship of the Civil Operations and Revolutionary Development Support Branch of the United States Agency for International Development (USAID). In their direct contact with the people, these Seabees are assisting in the U. S. effort to strengthen the Republic of Vietnam's economy by helping to train the nation's craftsmen. —RM2 Frank W. Degnan, USN



MIDWAY HOME—DesDiv 362 refuels at Midway while on the way home. (left to rt.) USS Waller (DD 466), USS Corry (DD 817), USS Robert L. Wilson (DD 847) and USS Robert K. Huntington (DD 781).

### Home from Deployment

Some saw combat. All were ready for it.

Now, their tasks completed, the men of these units came home from deployments:

- Mobile Construction Battalion 12, to New England for decommissioning, after seven months' duty at Camp Adenir in the Da Nang area. Its Reservist members, called to active duty in 1968, now return to civilian life.

MCB 12 can record accomplishments in both construction and civic action. Its men produced crushed rock and concrete, built refrigerated food storage spaces, and laid down parking areas for helicopters. They also donated construction materials for Vietnamese schools, hospitals and orphanages; taught building skills to the Vietnamese; and provided medical and dental care to more than 10,000 civilians.

- USS *Coral Sea* (CVA 43), to San Francisco, ending a seven-month Vietnam cruise.

In North Vietnam, her Air Wing 15 planes hit traffic control points on the communist country's major

highways. After the bombing halt in the North, they shifted to enemy troop concentrations, supply routes and storage areas in the I Corps area of the Republic of Vietnam.

- USS *Forrestal* (CVA 59), to Norfolk, after a nine-month Mediterranean cruise with the Sixth Fleet.

She took part in Fleet and NATO exercises during the deployment, and visited France, Italy, Turkey, Greece and Spain.

- USS *Hornet* (CVS 12), to Long Beach, after seven and a half months in the Western Pacific.

She provided air surveillance, supply service, and medical and technical assistance for other units

in the Gulf of Tonkin and the Sea of Japan.

- USS *Princeton* (LPH 5), to Long Beach, to end a seven-and-a-half-month Vietnam deployment.

She served as flagship for Amphibious Ready Group Alfa in coastal waters, participating in Operations Fortress Attack III and IV, Proud Hunter, Swift Pursuit, and Eager Hunter.

The embarked helicopter squadrons also kept *Princeton's* medical department busy, bringing in 720 medical evacuations from the beach. The surgical team performed about 200 major operations.

- USS *Fox* (DLG 33), to San Diego, after five and a half months on Vietnam duty.

The frigate patrolled and trained in the Gulf of Tonkin, and took part in operations with Marine, Air Force and submarine units.

- USS *Worden* (DLG 18), to San Diego, following six months with the Seventh Fleet.

Assigned to the Gulf of Tonkin, she carried out anti-air warfare and search and rescue missions.

- USS *Robert K. Huntington* (DD 781), to Mayport, from seven months off Vietnam.

In the Gulf of Tonkin, *Huntington* provided gunfire support for ground forces, served as carrier and frigate escort, and performed search and rescue operations.

- USS *Porterfield* (DD 682), to San Diego, ending a Vietnam cruise.

Assignments included gunline duty, support of allied landings, antisubmarine warfare training and carrier escort service.

- USS *Morton* (DD 948), to San Diego, after a combat deployment to Vietnamese waters.

HAPPY DAYS—Families of Seabees of MCB 12 wait at Davisville, R. I., for the return of their constructionmen who have been on a seven-month tour in Vietnam.



Her duties included gunfire support, carrier escort and search and rescue. *Morton's* action included shallow-water navigating to reach firing positions north of Vung Tau, assistance in defense of Da Nang after Viet Cong attacks, and firing in support of allied operations at the Demilitarized Zone.

● *USS Robert L. Wilson* (DD 847), to Norfolk, to end a WestPac combat cruise.

Her duties included gunline, carrier escort, and surface-submarine surveillance coordination assignments.

● *USS Corry* (DD 817), to Norfolk, from a Vietnam deployment.

Her tour included gunline service in four of the five corps tactical zones; search and rescue duty on PIRAZ Station; carrier escort assignments; and amphibious operations.

● Five destroyers, returning to San Diego together, from a deployment in the South China Sea and the Sea of Japan. They were assigned to gunfire support, carrier escort and ASW training.

The five are *USS Parsons* (DDG 33), *Shelton* (DD 790), *Lofberg* (DD 759), *Richard B. Anderson* (DD 786) and *Wedderburn* (DD 684).

### Fire Trucks on Deck

Fire trucks of the type used on Navy air bases and air stations now are carried aboard aircraft carriers to combat the threat of fires and explosions such as occurred aboard *USS Enterprise* (CVAN 65) last January and *Forrestal* (CVA 59) two years ago.

The first carriers to receive the trucks last March were *Kitty Hawk* (CVA 63) and *Coral Sea* (CVA 43). Other carriers, including *Ticonderoga* (CVA 14), *Ranger* (CVA 61) and *Enterprise*, also were to receive one truck each.

No one is saying the fire engines will wipe out the possibility of carrier fires.

However, the trucks do offset most disadvantages associated with the smaller motorized carts the carriers received after the *Forrestal* fire in August 1967.

The smaller carts were designed to move in quickly with Purple K

and light water and prevent a fire from spreading to ordnance.

However, during the *Enterprise* fire, the carts could not provide enough foam to do the job.

Investigation of the *Enterprise* fire also revealed that in order for the carts to be even somewhat effective, they had to move in close and thereby expose their drivers and nozzle men to exploding ammunition.

The fire trucks, on the other hand, are some eight feet higher than the carts and can combat a blaze from a relatively safe distance.

The trucks carry six times more water and foam than the carts and can spout 3000 gallons per minute. The truck spray can reach a distance of 100 feet.

As good as they might be, the trucks are considered only a stop-gap until a permanent, built-in

system designed by the Naval Ship Engineering Center was tested at NAS Jacksonville last December under conditions which simulated the *Enterprise* fire.

The system was installed in a 9600 square-foot area which was covered with 3500 gallons of JP-5. The prop wash from aircraft was used to simulate 30-knot wind conditions.

The fire was lighted off, and after a 60-second pre-burn, the sprinkler system was activated. The "flight deck" was sprayed with a solution of six per cent light water and 94 per cent seawater.

In 110 seconds, the blaze was 90 per cent extinguished. Men then moved in with hose lines and put out the remnants of the fire. Total elapsed time: Less than two minutes.

Robert B. McCann, head of the Fire Protection Systems Section,



The Navy is equipping its attack carriers with seagoing fire trucks like the one pictured here on *Kitty Hawk's* flight deck.

carrier firefighting system can be devised.

In the words of *Kitty Hawk's* commanding Officer, Captain John F. Davis, the trucks are "a substantial improvement . . . but:

"What we really need is a fast, high-capacity capability built right into the deck, like a sprinkler system.

"Push a button and the entire deck is covered with foam."

Right you are, Captain.

A new flight deck firefighting

Naval Ship Engineering Center, briefed representatives of Fleet Training Centers on the new system during a Damage Control Training Conference at Treasure Island last May, and plans now are underway to equip carriers with the system during regular yard overhaul periods.

*USS America* (CVA 66) is scheduled to come out of the yards with the new sprinkler system later this year. *Enterprise* herself will be next.

**Yorktown Paradise**

About three months of good camping weather remains in southern Virginia where one of the newest Navy-sponsored trailer camping facilities opened this summer at the Yorktown Naval Weapons Station.

Located on the bank of the York River that flows into the Chesapeake Bay and then into the Atlantic, the campground features 10 trailer spaces, each equipped with electrical outlets and fresh water, a picnic table and charcoal grill. The sites are laid out in the fashion of a large wheel. In the hub, a building houses restrooms and coin-operated washers and dryers.

Presently, there are no facilities available to pitch camping tents; however, reservations for camp trailer space may be made by written request to: Director, Special Services, Naval Weapons Station, Yorktown, Va. 23491; or by telephone: 703: 887-2411, Ext. 691; Autovon: 555-3480, Ext. 691. Daily rent is \$2.

Recreation facilities in the immediate area include horseshoe pits, badminton and volleyball courts, a children's playground (complete with swings and slides), and a pavilion with a barbecue pit.

Elsewhere on the station, campers are welcome to use facilities such as an archery range, bowling alley, golf course, theatre, swimming pools, tennis courts, stables, gymnasium, recreation room, library and nursery. Fishermen may check out equipment and boats or salt-water fish from the station pier.

For a change of pace from outdoor cooking, visitors to Yorktown are invited to have lunch in the Commissioned Officers' Mess (Open) or at the Senior Petty Officers' Mess. Both serve Monday through Friday.

There's really no need to stock up on supplies before arriving at the campsite. Food and other necessities may be purchased in the station commissary and exchange. And, should there develop a need for emergency medical treatment, a naval dispensary is nearby.

Besides the cost-saving features of staying at Yorktown, the location in itself should be attractive to the sightseeing family. It was here in October 1781 that allied French



**OUT TO SEA**—Attack carrier *USS Enterprise* (CVAN 65), escorted by tugs, steams out of Pearl Harbor.

warships and American riflemen defeated the British troops then occupying Yorktown. Also, within a few minutes' drive are historic landmarks such as Jamestown, first permanent settlement in Virginia, and picturesque Williamsburg which has been restored to its colonial splendor.

**Forrestal's Sick Bay**

You know the routine.

You give your name and complaint to the duty corpsman. He pulls your sick call record from a file, stamps the date on the top page, writes something you can't quite decipher, and tells you to take a seat. Eventually, your name is called from the back room and it's your turn to see the doctor.

This procedure may vary to suit the facility, but most often, that's how it goes when you make sick call. Obviously, having medical and dental sick call facilities available when you need them is one way of insuring that you stay fit, feel good, and are physically able to do your job.

This is especially important during operations at sea.

However, for the Medical and Dental departments aboard *uss Forrestal* (CVA 59) medicine at sea involves considerably more than the usual sick call. With some 4000 Navymen and Marines on board, and an average 1456 sick call visits and 1200 dental patients each month, these two shipboard depart-

ments are busy.

The Medical Department has four doctors and 37 corpsmen, including specialists such as laboratory technicians, X-ray technicians, and operating room technicians. Three of the doctors, including Captain Louis A. Herrmann, the Senior Medical Officer, have had training in aviation medicine. CAPT Herrmann also holds a Master's degree in public health. *Forrestal's* fourth doctor is a surgeon.

**M**EDICAL FACILITIES aboard the carrier include six battle dressing stations located on various levels of the ship, three hospital wards with accommodations for a total of 80 bed patients, a pharmacy stocked with medication ranging from aspirin to penicillin, a physiotherapy room, X-ray room, eye examination facility, and a well equipped operating room.

To assist the doctors in making correct diagnoses, the carrier has a laboratory with capabilities equal to those of a 150-bed hospital laboratory. During a recent Med cruise, *Forrestal's* lab technicians performed an average of 1721 tests monthly, including general chemistries, routine bacteriology, and serology and blood studies. When more extensive lab tests are indicated, specimens are flown to the Navy Medical Center at Bethesda, Md.

**A**N UNUSUAL FEATURE of the laboratory is its "walking blood

bank" file which contains the names, blood types and Rh factors of a number of men on board. This provides quick reference to a nearby donor if blood is needed, and eliminates the need to store large quantities of blood on board.

Four dentists, seven dental technicians and three DT strikers belong to the smallest (and possibly busiest) department aboard. During calendar year 1968, the dental department accomplished an overall total of 32,674 procedures. It placed 8172 permanent restorations (fillings), took 1876 X-rays, and performed 1106 oral surgical procedures. Approximately 35 to 40 crowns, bridges, partial dentures and full dentures are fabricated each month.

The senior dental officer, Commander Chester J. Schultz, DC, USN, points out that men in their late teens and early twenties are quite susceptible to caries (tooth decay). Since this is a major age group for carrier Navymen, an annual dental examination and a three-agent stannous fluoride treatment are recommended.

*Forrestal's* medical and dental departments are not only in business to cure ailments. High priority is given to preventive measures which include regular programs of teeth cleaning and treatments with stannous fluoride. The DTs perform more than 450 fluoride treatments and teeth cleanings each month. (And, before the carrier departed

for her Med cruise, some 350 children of *Forrestal* crewmembers were treated with fluoride and examined for cavities.)

The Preventive Medicine section of the Medical Department inspects all milk and fresh provisions brought aboard, and makes frequent visits to food service spaces to ensure that proper sanitary measures are maintained. This section also has a pest control program.

The Medical Department also provides routine immunizations to protect the health of everyone on board. The department averages 1400 such immunizations monthly, and uses computer data cards to keep track of who's had what.

—Journalist 3rd Class  
R. G. Heroux

### Wave Skydiver

Hospitalman Rita Ann Sturm, assigned to the Naval Hospital at NAS Quonset Point, R.I., frequently exchanges her tailored blue Wave uniform and high heels for a one-piece orange fluorescent jump suit and high-cut black paraboos to pursue a pastime regarded by many as the fastest growing sport of the decade: skydiving.

Floating through the air under a billowy orange and white parachute, surveying miles of earth below, induces, in Rita's words . . . "a soft, gliding feeling in a private world . . . like nothing I have experienced."

Rita was encouraged by a friend to try skydiving. It didn't take much encouraging. Her natural athletic ability and eagerness to accept the challenge made her a willing candidate for the skyward sport.

In her hometown, the petite parachutist had been a cheerleader and a sports enthusiast before enlisting in the Navy in December 1967.

Last summer, she expanded her interest in sports and learned to sail in Narragansett Bay, but switched her attention to skydiving which, she claims, is more exciting than any other sport she's tried.

Although "scared to death" on her first jump, her green eyes sparkle each time she describes the experience.

Scared or not, there are many precautions taken to aid the novice jumper at NAS Quonset. Newcomers carry a ground-to-air radio receiver to receive instructions from drop zone directors who aid the jumper to a safe landing.

Away from the airfield, Rita says her enlistment in the service stemmed from a long-standing desire to become a Wave. Now 19, she remembers hearing her father tell of his experiences aboard a landing craft in the Pacific during World War II, and, as she learned more about the Navy, she wanted to become a part of it.

Her present assignment in the electrocardiograph unit of the hospital is a technical extension of the work she did as a high school student. As a sophomore, she became a hospital aide, and for two summers and a short time after graduation, she worked with retarded children near her hometown.

Working with children convinced her that she has found her career field, and after her tour with the Navy, she hopes to enroll in Indiana University to major in elementary education.

Rita Ann Sturm is a Navy Wave with definite pursuits: a vocation leading to a meaningful career and a hobby that allows her to undertake the extraordinary.

—Doris M. Card.

Hospitalman Rita Ann Sturm enjoys an unusual sport for a girl, skydiving. She poses here at NAS Quonset Point before a trip aloft.



# bulletin board

## **Social Security Numbers to Replace Current Service Numbers and File Identifiers**

It's also true what you've heard about the pending demise of your service number, and your Social Security account number (SSAN) taking over as your military identifier.

This change, discussed in BuPers Inst. 1070.20, will become fully effective on 1 Jan 1972, when all enlisted service numbers and officer file numbers will be permanently retired.

This applies to all Navy men and women, Regular, Reserve and Retired, and to midshipmen and other Navy students.

Since there is considerable paperwork involved, the numbers change will be phased in during the next two and one-half years. For starters, the SSANs were to have been fed into automated personnel and financial data systems by 1 Jul 1969. They gradually will be added to various other personnel, pay and medical reporting systems.

## **WHY the change?**

Standardization. Simplification. Why use two when one will do?

In January 1967, the Secretary of Defense directed that SSANs be substituted for military service numbers in data systems throughout DOD. The services were requested to develop plans for conversion to SSANs in automated systems, interfacing data systems, and other mutual-interest processes. Forms, ID badges and tags, filing systems, historical records, and administrative publications were to be revised on a service-by-service basis. Each of the services worked out plans for the changeover and set its own target date, with the Chief of Naval Personnel the coordinator for the Navy.

The Navy plan is to continue using military service numbers until 1 Jan 1972 when, it has been projected, the phasing-in of SSANs will have been completed.

Meanwhile, as stated in BuPers Inst. 1070.20, detailed instructions will be issued for actions to be taken to substitute SSANs for service numbers on various documents, forms, correspondence and reports.

Standard forms, including Navy-initiated DOD forms and publications, should be appropriately revised as reprinting becomes necessary. Individual commands should develop plans to effect changes at the local level.

**A**S NOTED above, the target date for incorporating SSANs into automated personnel and financial data systems was 1 Jul 1969. In this vein, any newcomer who does not have a Social Security number will be issued a pseudo SSAN to use until he obtains a permanent one from the Social Security Administra-

tion. Details on the administration of this procedure are contained in the changeover directive.

For now, it is not required that SSANs be entered on all forms that contain service numbers. However, it is required that, effective 1 Jul 1969, a permanent SSAN or Navy pseudo SSAN be included on certain FHA Home Mortgage Insurance forms submitted under SecNav Inst. 1741.4 series. These are:

Request for and Certification of Eligibility (DD Form 802). When using the version dated 1 Oct 1954, enter the SSAN in the lower half of item 5. The form revised 1 Nov 1967 provides space for the SSAN in item 3a.

Certification of Termination (DD Form 803). Enter the SSAN in the lower half of item 4.

Any new developments in the numbers change program will be reported in ALL HANDS. Meanwhile, you might break out your Social Security card and start memorizing that nine-digit number. It's the real you.

## **Bachelor Navymen May Be Entitled to BAQ In Permanent Change of Station Status**

As a bachelor Navyman, you may be entitled to a basic allowance for quarters while in a permanent-change-of-station status (PCS), provided you're at least a petty officer 3rd class or higher with more than four years' service.

This entitlement also applies when you transfer from one ship to another where both ships are homeported at the same place. The BAQ, in this case, is payable at the rate of \$2.34 per day (for PO3s with over four years) from the date you leave one ship through the day before you report to your new ship. You cannot, of course, be paid BAQ for any time you occupy government quarters.

This entitlement also applies when you transfer from a ship to a shore station, or vice versa, where the home port of the ship and the station are at the same location. The ship does not have to be at its home port when the transfer is made.

(BAQ rates for Navymen without dependents range from \$2 for pay grades E-1, -2, -3 and -4 (under four years); \$2.34 for E-4s over four years, and for E-5s and E-6s; \$2.50 for E-7s; and \$2.84 for pay grades E-8 and E-9.)

Under the same qualifications, you may continue to receive a BAQ at the same time you are drawing full per diem whenever you are at a temporary duty station under orders that direct an ultimate permanent change of station transfer.

These BAQ entitlements were determined by the Comptroller General who provides guidelines (they were reported in CompGenDec B-163821 and CompGenDec B-165165).

## Housing at Port of New Construction May Be Available for Men on Temporary Duty

If you are ordered to temporary duty as a member of a new ship construction crew or precommissioning crew, you may be entitled to Navy family housing at the home port of the ship.

Exactly when your family might move in depends on the availability of the quarters and the length of any waiting list, however.

Policy states that housing lists be established on a first-come, first-served basis, but your placement on such a list may be based on the date of your detachment from your previous duty station provided you make application for quarters to the housing authority within five days of that date and confirm your application within 10 days after your arrival.

As a solution to an immediate problem, those members now on such temporary duty, but whose application for inclusion on a waiting list had been denied by homeport housing authority previously because the ship was not yet in commission, the five-day deadline on advance application will be waived. However, the member on temporary duty will not be placed ahead of any personnel in the top 10 per cent, which is the portion of the waiting list stabilized for planning purposes.

Guidelines on the policy and procedures for assignment of family quarters are contained in OpNavInst 11101.13D (with change 1).

## New Duty Preference Cards Are Issued for Top Three Enlisted Grades and Selectees

**A** NEW DUTY preference card, applicable to the top three enlisted pay grades, has been issued to the Fleet.

Officially, it is referred to as the *E-7/E-8/E-9 Duty History and Preference Card, NavPers 1306/34 (3-69)* (formerly NavPers 4053).

With a few exceptions, all chief petty officers, seniors and masters included, and CPO selectees should have submitted a new duty preference card to the Chief of Naval Personnel (Pers-B21) by 1 Jul 1969.

The exceptions (by ratings) are:

- Hospital Corpsmen (HM) and Dental Technicians (DT) will submit their cards to the Chief, Bureau of Medicine and Surgery (Attn: Code 3411 for HM; Code 6133 for DT).

- Data Processing Technicians (DP) and Trademen (TD) will continue to submit Data Card NavPers 753 or 2926, as applicable, to BuPers according to Chapter IX, *Enlisted Transfer Manual*.

- Air Controlmen (AC), Aerographers Mates (AG) and Aviation ASW Operators (AW), will continue to submit these data cards: NavPers 1306/6 for AC, NavPers 1306/2 for AG, and NavPers 1306/16 for AW. Guidelines may be found in Chapter IX of the *TransManual*.

In addition to submitting a NavPers 1306/34 to BuPers, the following chief petty officer ratings will submit duplicate copies as required:

- Commissarymen (CS), Ship's Servicemen (SH), Storekeepers (SK), and Aviation Storekeepers (AK)—holding NECs 2813 or 3111 (commissary store or exchange manager)—will submit a duplicate card to the Commanding Officer, Navy Ship's Store Office, Brooklyn, N. Y. (Attn: IR-5).

- Naval Security Group communications technicians and other ratings serving with the NSG will continue to submit NavPers 729 and, when appropriate, NavPers 730, as directed by BuPers Inst. 1070.2 series.

- Photographer's Mates (PH) and Photographic Intelligence men (PT) will also continue to submit Data Cards NavPers 1306/12, according to Chapter IX of the *TransManual*.

- Individuals with NEC 33XX will submit a duplicate NavPers 1306/34 to BuPers for use by the Nuclear Power/Polaris-Poseidon assignment section. On the back of the data card, enter all NECs held under "Remarks" (Block 10).

- Except for those persons with NEC 5345, all other 53XX NEC holders will submit a duplicate card for use by the Diver Detailing Section in BuPers. Additional instructions may be found in Chapter XIII of the *TransManual*. Here, again, under "Remarks," enter NECs held.

Initial supplies of NavPers 1306/34 were distributed Fleetwide before 1 Jun 1969, allowing one month before the cards were due in BuPers.

Where the new cards were unavailable, provision was made for all personnel serving, or who have been selected to serve, as CPOs, and all selectees for senior chief petty officer, to complete and submit to BuPers an E-8/E-9 Duty History and Preference Card (NavPers 4053). Procedures for submitting duplicate copies and other data cards as described above apply.

As the supplies of NavPers 1306/34 become available, they should be completed and submitted to Pers-B21 to be filed in place of the NavPers 4053.

It's important to keep data preference cards up to date. Without them on file, BuPers detailers will simply make assignments on a needs-of-the-service basis out of necessity.

There are at least three occasions when NavPers 1306/34s should be submitted:

- Within four to six months after reporting to a ship or station for duty as a result of permanent change of station orders.

- Six to eight months prior to TCD.

- Whenever a significant change in duty preference occurs.

Here's a ready reference on how to fill out spaces on NavPers 1306/34 which are not necessarily self-explanatory.

Block 3 — Insert Social Security number.

Block 5 — Insert date of submission (two-position year, two-position month, two-position day). This date is not date of rate.

Block 6 — (Preferences) In the far left-hand blocks, indicate preference by number (1, 2 or 3) for the various categories of duty. In other words, if overseas

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duty is preferred, place No. 1 in the small box in the space marked "Overseas;" No. 2 in the "Shore" space box if this is the second choice; and No. 3 in the "Sea" space box, as appropriate. These priorities are of major importance in cases where an individual's career history might permit an assignment to more than one category, e.g., either sea or overseas, shore or overseas, etc.

**Sea Duty Preference**—Indicate up to two homeport preferences and three type ship preferences. Be cer-



tain that the ship type preferred operates out of the home port preferred.

**Overseas Duty Preference**—In the boxes containing asterisks (\*), indicate a priority preference (1 and 2) in either the space marked General Duty or the space marked MAAGS/MISSIONS. If only one broad duty is preferred, place No. 1 in the appropriate box. If more specific duties are requested, so indicate on the reverse side of the card in the Remarks section.

Three locality preferences may be indicated, but it should be assured that billets exist there for the individual's rating.

Billet locations for most rates are published periodically by ALL HANDS. Information concerning specific locations can be obtained by a personal letter to the BuPers rating controller.

**Shore Duty Preference**—Here, again, priority preferences may be indicated by number (1, 2 and 3) in the asterisk boxes for General Duty, Instructor Duty and Recruiter Duty. Before indicating a preference for either Instructor or Recruiting Duty, individuals must ensure they can fulfill the qualifications stipulated in Chapters IV and V of the *TransManual*. Additional duty preferences should be listed in the Remarks section.

Three CONUS locality preferences may be listed after

assuring that appropriate billets exist for the individual concerned at the localities indicated. Individuals should be sure to indicate three shore duty locations even though they may have only indicated one choice of type duty.

The back of the NavPers 1306/34 is self-explanatory, except that in the Remarks section, individuals are asked to indicate what their reenlistment intentions are if their active duty obligation expires between 1 Jul 1969 and 31 Dec 1970.

The space for Remarks may not be large enough to include all pertinent information. If more space is required, an attached five-by-eight-inch card should be used to include all the information desired.

Some information previously recorded on the NavPers 4053 data card has been omitted from the NavPers 1306/34 card because improvements and revisions in the Bureau's Naval Manpower Information System (NMIS) will furnish this information to detailers from other report sources. Much duplicated reporting will be eliminated.

Areas marked "Detailer's Use" and "Detailer's Remarks," on the front of the card, will be used in the Bureau to code preferences for filing and allow detailers to use the duty preferences as one criterion for determining an individual's eligibility for certain duties. All assignments, however, will continue to be made with direct reference to the NavPers 1306/34.

### More Ships and Units Join Honor Roll To Receive Presidential and Navy Awards

HERE IS an additional listing of those Navy ships and units which have received the Presidential Unit Citation, Navy Unit Commendation or the Meritorious Unit Commendation. The following supplements the list published in ALL HANDS February 1969. Names of ships and units contained in earlier issues are not shown here.

It includes naval units but does not include Marine Corps or Coast Guard or Army units cited in SecNav Notice 1650 Series of 19 March, 24 March and 5 May 1969. It has also been supplemented by individual Presidential and SecNav citations.

SecNav Notice 1650 goes on to explain that the citations for the Navy ships and units have been presented by the respective awarding authorities, and facsimiles and ribbon bars have been furnished for delivery to eligible Navy personnel who were still serving on board at the time the presentations were made.

As with other awards, no unit or any part may be awarded more than one unit award regardless of type, for the same act or service. Occasionally, a unit may have received a unit award for an act or service performed within a period covered by another award. It is also possible for the time frame of one unit award to overlap that of another. In such an instance:

- Personnel serving within a time frame covered by two or more unit awards may select and wear only one unit award ribbon.

- Personnel serving during a period which extends

beyond the time frame of one award into that of another are eligible for both unit awards.

Here's the list.

#### Presidential Unit Citation

<b>Detachment B, CBMU 301</b>	
Detachment, MCB 10	20 January - 19 Feb 68
Detachment, MCB 53	20 January - 13 Feb 68
Detachment, MCB 5	20 January - 24 Jan 68
<b>Kitty Hawk (CYA 63) and Attack Carrier Air Wing II</b>	23 Dec 67 - 1 Jun 68
Seal Team One	16 Jul 66 - 31 Aug 67

#### Navy Unit Commendation

<b>America (CYA 66) and Attack Carrier Air Wing 6</b>	12 May - 20 Nov 68
Destroyer Squadron 9	15 Jun 66 - 6 Sep 68
Fleet Air Reconnaissance Squadron 1	1 Dec 65 - 30 Nov 67
Helicopter Attack (Light) Squadron 3	1 Jul 67 - 1 Jan 68
Jouett (DLG 29)	18 February - 29 Jun 68
Newport News (CA 148)	2 Oct 67 - 26 Apr 68
Providence (CLG 6)	25 Nov 66 - 1 May 68
St. Paul (CA 73)	6 April - 8 Oct 68
<b>Staff, Commander Iceland Sector, ASW Group</b>	1 May 67 - 31 Jul 68
Task Unit 76.8.4	1 Jun 67 - 1 Sep 68
<b>Ticonderoga (CYA 14) (Second award) and Attack Carrier Air Wing 19</b>	26 January - 23 Jul 68
<b>Destroyer Squadron 9, including:</b>	
Staff, ComDesRon 9	15 Jul 66 - 26 Jul 68
Staff, ComDesDiv 92	15 Jul 66 - 20 Aug 68
Blue (DD 744)	15 Jun 66 - 5 Sep 68
Collett (DD 730)	15 Jun 66 - 5 Sep 68
DeHaven (DD 727)	15 Jun 66 - 20 Aug 68
Hollister (DD 788)	15 Jul 66 - 8 Aug 68



Mansfield (DD 728)	15 Jul 66 - 26 Jul 68
Ozbourn (DD 846)	15 Jul 66 - 20 Aug 68
Reeves (DLG 24)	15 Jun 66 - 26 Jul 68
Theodore E. Chandler (DD 717)	15 Jul 66 - 8 Aug 68
<b>MSTS Office Vietnam</b>	15 Apr 65 - 30 Sep 68
<b>Task Force 65 Consisting of:</b>	
MacDonough (DLG 8)	20 Jan 66 - 30 Jan 66
Nimble (MSO 459)	24 Jan 66 - 24 Feb 66
Skill (MSO 471)	21 Jan 66 - 24 Feb 66
Sagacity (MSO 469)	21 Jan 66 - 24 Feb 66
Pinnacle (MSO 462)	21 Jan 66 - 24 Feb 66
Kiowa (ATF 72)	25 Jan 66 - 25 Feb 66
Luiseno (ATF 156)	10 Feb 66 - 8 Apr 66
Hoist (ARS 40)	18 Feb 66 - 8 Apr 66
Petrel (ASR 14)	2 Feb 66 - 8 Apr 66
Tringa (ARS 16)	12 Feb 66 - 25 Mar 66

Nespelen (AOG 55)	26 Jan 66 - 25 Mar 66
Ability (MSO 519)	21 Feb 66 - 29 Mar 66
Notable (MSO 460)	21 Feb 66 - 29 Mar 66
Rival (MSO 468)	21 Feb 66 - 8 Apr 66
Salute (MSO 470)	21 Feb 66 - 8 Apr 66
Fort Snelling (LSD 30)	25 Jan 66 - 7 Apr 66
Lindenwald (LSD 6)	6 Apr 66 - 11 Apr 66
Boston (CAG 1)	30 Jan 66 - 15 Mar 66
Albany (CG 10)	13 Mar 66 - 15 Apr 66
USNS Dutton (TAGS 22)	21 Jan 66 - 29 Mar 66
USNS Mizar (TAGOR 11)	10 Feb 66 - 9 Apr 66
EOD Unit 2	24 Jan 66 - 8 Apr 66
Staff, CTF 65	20 Jan 66 - 15 Apr 66

Detachments of the following units attached to or serving with CTF 65 during the period 23 Jan 66 - 9 Apr 66:

EOD Team, Rota	
EOD Team, Sigonella	
Naval Support Group, Atlantic	
Naval Ordnance Test Station, Pasadena	
Naval Research Laboratory, Washington, D. C.	
Office of Naval Research	
Navy Mine Defense Laboratory, Panama City, Fla.	
Naval Air Logistics Coordinator Representative, Europe (Naples)	
EOD Mobile Unit, Washington	
Naval Oceanographic Office, Suitland, Md.	
Naval Civil Engineering Laboratory, Port Hueneme, Calif.	
Naval Station, Rota, Spain (TYO 70)	
Naval Magazine, Cartagena	
Navy Supply Depot, Cartagena	
Naval Submarine Medical Center, New London, Conn.	
Service Squadron 8 Lorac Teams	
Helicopter Combat Support Squadron 4 (Det. 46)	
<b>Task Unit 76.8.4</b>	
Carronade (IFS 1)	1 Jun 67 - 1 Sep 68
Clarion River (LSMR 409)	1 Jun 67 - 1 Sep 68
St. Francis River (LSMR 525)	1 Jun 67 - 1 Sep 68
White River (LSMR 536)	1 Jun 67 - 1 Sep 68

#### Meritorious Unit Commendation

<b>Amphibious Ready Group Alpha</b>	
Task Group 76.4 consisting of:	
ComPhibRon 3 and Staff	Task Group 76.4 Cited for Units Listed
Assault Craft Division 11 (Det. N)	
Beach Jumper Unit 1 (Dets. A and F)	
Beachmaster Unit 1 (Det. A)	During Period 15 Nov 67 - 22 May 68.
Cleveland (LPD 7)	
Comstock (LSD 19)	
Iwo Jima (LPH 2)	
Tactical Air Control Squadron 12 (Det. A)	
Underwater Demolition Team 12 (Det. E)	
Wexford County (LST 1168)	
Bermuda Sector ASW Group Operations	28 Jun 68 - 27 Jul 68
Blandy (DD 943)	13 May - 28 May 68
	9 Jun - 28 Jun 68
	14 Jul 68 - 2 Aug 68
	24 Aug 68 - 16 Sep 68
	25 Sep 68 - 1 Oct 68
Edson (DD 946)	2 May 68 - 16 Aug 68

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## Meritorious Unit Commendation (Cont.)

### Task Unit 73.8.1 consisting of:

Naval Aid Support Team Atlantic (Det. 1)	19 Oct 67 - 4 Mar 68
Sheldrake (AGS 19)	19 Oct 67 - 4 Mar 68
Tanner (AGS 15)	19 Oct 67 - 4 Mar 68
Towhee (AGS 28)	19 Oct 67 - 4 Mar 68
Tutuila (ARG 4)	12 Dec 67 - 26 Sep 68
Air Station, Cubi Point, R. P.	1 Aug 65 - 30 Apr 68
Berkeley (DDG 15)	2 August - 9 Oct 68
Beach Jumper Unit 1	20 Jul 65 - 23 Feb 68
Bordelon (DD 881)	6 Dec 67 - 12 May 68
Chipola (AO 63)	19 May - 21 Nov 67
	30 May - 16 Sep 68
Claud Jones (DE 1033)	14 Oct 67 - 16 Aug 68
Cochrane (DDG 21)	19 February - 13 Aug 68
Communication Station, Cam Ranh Bay	26 Aug 66 - 30 May 68
Floyd County (LST 762)	1 April - 11 Oct 68
Halsey (DLG 23)	3 February - 26 Feb 68
Henry B. Wilson (DDG 7)	27 February - 8 Jul 68
Hull (DD 945)	1 February - 6 Jul 68
Jerome County (LST 848)	29 Nov 67 - 1 Jun 68
Mispillion (AO 105)	14 April - 16 Nov 67
Naval Advisory Group, Vietnam	31 January - 1 Mar 68
Naval Audit Service	31 Mar 67 - 31 Oct 68
Naval Ship Repair Facility, Yokosuka	1 Sep 65 - 30 Jun 68
Noxubee (AOG 56)	10 May - 23 Nov 68
Officer in Charge of Construction, Naval Facilities Engineering Com- mand, Contracts, Vietnam (Second Award)	1 April - 31 Mar 68
Page County (LST 1076)	7 June - 30 Nov 68
Patapsco (AOG 1)	1 October - 31 Dec 67
	26 January - 31 Mar 68
Patrol Squadron 10	28 June - 27 Jul 68
Petrel (ASR 14)	1 Jul 67 - 5 Mar 68
Preserver (ARS 8)	11 March - 5 Apr 68
Ranger (CVA 61) and Carrier Air Wing 2	3 Dec 67 - 9 May 68
Sumner County (LST 1148)	2 June - 30 Nov 68
Tillamook (ATA 192)	1 Dec 66 - 1 Nov 68
Tutuila (ARG 4)	12 Dec 67 - 26 Sep 68
Vega (AF 59)	15 July - 30 Nov 67
	18 March - 23 Aug 68

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

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

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

*The Boston Strangler* (WS) (C): Drama; Tony Curtis, Henry Fonda.

*Buona Sera, Mrs. Campbell* (C): Comedy; Gina Lollobrigida, Shelley Winters.

*Pendulum* (C): Crime Drama; George Peppard, Jean Seberg.

*The Night They Raided Minsky's* (C): Comedy; Jason Robards, Britt Ekland.

*Camelot* (WS) (C): Musical Romance; Richard Harris, Vanessa Redgrave.

*Assignment to Kill* (WS) (C): Spy Drama, Patrick O'Neal, Joan Hackett.

*Bullitt* (C): Action Drama; Steve McQueen, Robert Vaughn.

*The Trygon Factor* (C): Drama; Stewart Granger, Susan Hampshire.

*Better a Widow* (C): Comedy Drama; Virna Lisi, Peter McEnery.

*Only When I Larf* (C): Comedy Drama; David Hemmings, Alexandra Stewart.

*Mission Mars* (C): Science Fiction; Darren McGavin, Nick Adams.

*Mission Batangas* (C): Action Drama; Dennis Weaver, Vera Miles.

*Doctor Doolittle* (WS) (C): Musical Fantasy; Rex Harrison, Samantha Eggar.

*Sam Whiskey* (C): Comedy Western; Burt Reynolds, Angie Dickinson.

*We Still Kill the Old Way* (C): Drama; Gian Maria Volonte, Irene Papas.

*Danger: Diabolik* (C): Suspense Drama; John Philip Law, Marisa Mell.

*The Big Gundown* (WS) (C): Western; Lee Van Cleef, Tomas Milian.

*Hot Millions* (C): Comedy; Peter Ustinov, Maggie Smith.

*The Girl Who Knew Too Much* (C): Drama; Adam West, Nancy Kwan.

*Prudence and the Pill* (C): Comedy; Deborah Kerr, David Niven.

*Shalako* (WS) (C): Western; Sean Connery, Brigitte Bardot.

*The Split* (WS) (C): Suspense Drama; Diahann Carroll, Jim Brown.

*The Brotherhood* (C): Drama; Kirk Douglas, Alex Cord.

*The Subject Was Roses* (C): Drama; Patricia Neal, Jack Albertson.

*Support Your Local Sheriff!* (C): Western; James Garner, Joan Hackett.

*The High Commissioner* (C): Melodrama; Rod Taylor, Christopher Plummer.

*Anyone Can Play* (C): Drama; Ursula Andress, Virna Lisi.

*Search for the Evil One* (C): Drama; Lee Patterson, Lisa Pera.

*Fever Heat* (WS) (C): Action Drama; Nick Adams, Jeannine Riley.

*Strategy of Terror* (C): Action Drama; Hugh O'Brian, Barbara Rush.

*Ski Fever* (C): Musical Comedy; Claudia Martin, Martin Milner.

*Sinai Commandos* (C): Melodrama; Robert Fuller, Abraham Mor.

*The Stalking Moon* (WS) (C): Western; Gregory Peck, Eva Marie Saint.

*Killers Three* (C): Drama; Robert Walker, Diane Varsi.

*Impasse* (C): Action Drama; Burt Reynolds, Anne Francis.

*Snow Treasure* (C): Adventure Drama; Ilona Rodgers, Paul Austad.

## How to Become a

# SEE-GOING DRIVER

In our May issue, ALL HANDS published a report on car accidents and the major causes for them. That report contained one major statistic: 500 of your shipmates may die this year alone in off-duty car accidents—equaling all other accidents in the Navy, including aviation.

Driving safety is therefore a subject of vital signifi-

cance to everyone, and that potential statistic can only be proved wrong if everyone takes part in doing something about it.

What we're doing about it right now is a follow-up article on good driving—tips on how to see dangerous situations and avoid them. The pointers have proved their value on the highway—where it really counts.



**T**O DRIVE a car, you need to see. Seems obvious.

But we're talking about more than just wearing your glasses so your eyes will register a clear image. "Seeing" means perception—understanding the real situation behind the picture your eyes give you.

For example, you're driving down a residential street. A ball rolls out into the street in front of you. You see it and recognize at once that it's too small even to throw your car off course if you hit it. So you drive right on over it.

What have you done wrong?

You haven't really *seen* the situation. A ball rolling into the street means children are playing somewhere nearby—and one of them is likely to run out into the street after the ball.

So the perceptive driver in this situation will take his foot off the gas, slow down, and put all his senses on the alert so he can stop immediately. He has seen more than just a ball in the street; he's seen a potentially tragic situation and is prepared to avoid it.

More examples of the difference between seeing and perceiving:

A light puff of smoke comes from the tailpipe of the

car ahead. The image is just a puff of smoke; but what you really *see* is that the other driver has taken his foot off the accelerator. He may not be stepping on the brakes yet, but he's slowing down—perhaps to turn or stop. You'd better slow down too.

You're driving down the street and notice that exhaust smoke is coming from a parked car. The driver could suddenly pull out in front of you; so you slow down and get ready to avoid him if he does.

You're approaching an intersection. Another car is coming on the side road—fast. You see that he's got a stop sign. But you realize that he might not stop, so you get ready to stop if he doesn't.

**I**N ALL these cases, just seeing isn't enough. You've got to recognize the accident potential in a situation, and take the necessary action to prevent the accident from happening.

How do you do it?

Listed below are the five principles of no-accident driving popularized by Harold L. Smith, a nationally recognized authority on road safety. Getting his early experience in the tough school of truck driving, Smith then became a driving instructor, and is now a safety

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consultant in Los Angeles. The National Safety Council has made a film on each of these principles.

Here's what Smith suggests:

- Aim high in steering.
- Get the big picture.
- Keep your eyes moving.
- Leave yourself an out.
- Make sure they see you.

Let's take these points in order.

**Aim high in steering.** This means to look far down the road at the middle of your lane. This has two big advantages.

First, it tends to keep you in the middle of the lane. Most drivers tend to hug the left side. When you're in the middle, you're less likely to get side-swiped and won't swing wide or cut short on corners.

Second, aiming high lets you know what is happening up ahead, so you have time to make adjustments for upcoming situations.

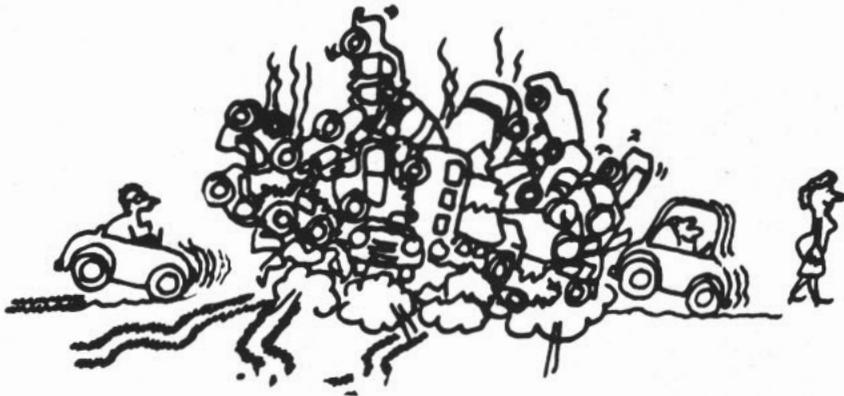
you to sleep on long drives on featureless highways.

Another point to remember: If you see a threatening situation developing, take the necessary evasive action—but don't concentrate all your attention on that one situation. Other dangers could be developing elsewhere, and you have to keep your eyes moving to keep up with them.

**Leave yourself an out.** Don't box yourself into a corner.

A good driver will leave a "cushion" of space between himself and the cars around him. He'll keep well back from the cars in front, try to move away if a car behind tries to tailgate, and avoid driving right beside or behind cars in adjacent lanes. These precautions give him room to stop or swerve if necessary.

A space cushion is especially important on high-speed expressways, where a blowout can cause a dozen cars to pile up—if they're crowded together. Often, traffic on a freeway will form itself into "wolf packs" of several cars close together, with as much



**Get the big picture.** Know what's going on in back of you and at both sides, as well as in front. That includes everything for a block in town and a half-mile in the country.

You get the big picture by snapping quick glances at your rearview mirror, both sides, and everything on or near the road ahead. Watch traffic lights and signs, other cars' brake and turn signals—and the front wheels of other cars, whether moving or parked. The wheels will give you a clue to the other driver's intentions before he makes his move.

By watching the situation far ahead, you can get into a good position to avoid danger early, either by moving over in traffic or by slowing down. You can get a better view if you leave one car-length (20 feet) of space between you and the car ahead for every 10 miles per hour of speed.

**Keep your eyes moving.** Most of us tend to stare. This blots out knowledge of everything except what's directly ahead. The tendency is especially strong if you wear glasses and therefore can't see very well to the sides.

Move your eyes every two seconds—to the sides and to everything ahead. Check your rearview mirror every five seconds. Besides keeping you posted on the big picture, moving your eyes can also save you from the "highway hypnosis" that can practically put

as a mile of clear road between the bunches. Be a loner. Drive in the open spaces, not in the crowds.

Another important way to leave yourself an out is to go easy on the accelerator. The slower you're traveling, the more maneuverable your car is—and the quicker you can stop.

If you have to take your foot off the accelerator, move it toward the brake pedal so you can react more quickly if you need to stop.

Slow down when you're approaching *any* intersection—even if you've got a green light or the other fellow has a stop sign.

Slow down on curves and hills, because you can't see what's happening ahead.

Slow down in bad weather, poor light, heavy traffic, or on poor roads. Speed cuts down your options.

**Make sure they see you.** Let other drivers know you're there and what you're planning to do. Use your lights, turn signals, and horn.

Don't lean on your horn, of course. That will only make the other driver angry, and angry people do foolish things. But give your horn a tap if a conflict seems to be developing. That will let him know that you're there, and that you see something happening that he should notice too.

Another good way of catching another driver's attention is flashing your headlights in the daytime, or

your brights at night.

Try to keep out of the other driver's "blind spots"—the positions to his right rear or left rear, where he can't see you in his rearview mirror. He's apt to swerve over in front of you and force you off course or into him.

Try to get eye contact with the other driver, particularly at intersections or in merging traffic. This helps him respond better to what you want to do.

If you have car trouble, get your car completely off the highway and set your flasher signals if you have them. (Don't use your turn signals. They will only confuse approaching drivers.) Use flares or fuses if you'll be stopped a long time.

**D**RIVING AT NIGHT is another ball game. Night accidents happen at nearly double the rate of daytime accidents.

Why? There are more drivers on the road who have been drinking. More drivers are tired. Many people have defective night vision. You can't see as far ahead on the road, even with your headlights on bright. You can't see much except what your headlights or street lights are shining on.

Since most of these conditions—plus a few more hazards—exist at twilight, that's one of the most dangerous times to drive. Even though the sky may still be bright, objects on the ground don't have the contrast with their backgrounds that daylight gives. Judging distance and position becomes chancy, because glare and lack of visual information strain the eyes. Things seem farther away than they are.

Then when darkness comes and there's not even the faint light of the sky to drive by, your eyes must adapt to the level of your headlights. You can see objects by reflected light if they're close; but more than 25 feet away, they're likely to be visible only in silhouette against brighter backgrounds, if at all.

At night, you can't watch the big picture. There isn't any. Since you can't see as far ahead—much less to the sides and back—it's risky to look far afield. Of course, you still should keep your eyes moving, to see what you can. But don't get overconfident. Remember that you can't see as far. Slow down.

Here's advice on night driving from Oscar W. Richardo, Ph.D., head of biological optics for a major optical company:

- When you leave a brightly lighted place, give your eyes time to get used to the darkness before you start to drive. It takes a few minutes for the eyes to make "visual purple"—the substance in the retina that gives you night vision—after it's been destroyed by bright light. For the same reason, drive more slowly when you go onto a badly lighted road from one that's well lighted.

- Don't stare. Relax your eyes by looking around as much as safety permits.

- Protect your eyes from glare. If another driver is coming at you with his brights on, don't look into his lights. Look at the right side of the road to keep yourself from being blinded.

- Don't wear sunglasses or tinted lenses at night.



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They cut down on your view of things ahead. It's all right to wear lenses that are tinted only in a small part of the left side, but you've got to keep the road ahead clear.

• Keep your glasses, lights, and windshield clean and undamaged. A windshield that's dirty—either outside or inside—not only cuts down the amount of light you get; it also causes extra glare by diffusing the light you see.

• Slow down until you can see enough to drive well. Proper use of your lights makes a big difference. Turn on your headlights as soon as dusk comes. (Parking lights are just for parking, not for driving.) Dim your lights when other drivers are approaching—and when you're following another driver closely. Your lights in his rearview mirror can blind him.

If the other driver won't dim his lights, it's easy to get mad and leave your lights on bright. Don't let yourself do it. Flash your brights, but return them to low beam immediately. It's senseless for both of you to be blinded.

Slow down at night. If you don't, you won't be able to stop within the distance you can see.

At best, with your brights on, you can see only 300 feet. That's not enough room to stop in time to avoid something that comes into your farthest range of

vision if you're doing 62 or faster. But you can't even see that far if your lights are dimmed, if they're dirty, if your windshield is dirty, or if you're partially blinded by the lights of an oncoming car. You'll need to cut your speed down proportionately.

By the way, smoking in the car makes a film on the windshield that will restrict your visibility even more.

So don't think you can drive faster at night because there's less traffic on the road. You can't see as well, and there are more drunks and tired drivers on the road. Slow down.

And of course, if you're the one that's been drinking or taking strong medicine, don't drive. A small amount of alcohol can dim your vision and slow your reflexes enough to keep you from avoiding an accident. (For details, see *ALL HANDS*, May 1969.)

To drive, you need to see. That means more than using your eyes; it means using the brain behind them.

### Here's the Latest List of Open Rates for Reenlisting Under Broken Service Conditions

**T**HE LIST of open rates for reenlistment under broken service conditions has been revised. This list supersedes the one published in the May issue of *ALL HANDS*.

Twenty-eight rates have been added to the list in the revision (Change 1 to BuPers Inst. 1130.4J). Twenty-six other rates, formerly on the list have been dropped, since they are now adequately manned.

As previously announced, the Navy is giving certain qualified personnel the opportunity to reenlist at their old rate after a break in service, provided their acceptance is not detrimental to the service progression of career petty officers of the Regular Navy.

You may reenlist after you've been out for as much as four years, if your old rate is on the current open rates list — or if you'll accept reduction to an open rate.

For instance, if you went out as a QM1, you may reenlist at your old rate, since QM1 is on the list. However, if you were separated as a QMC, you will have to accept reduction to QM1 to be eligible, because QMC is not an open rate.

In the same way, members of the Fleet Reserve who wish to return to active duty are eligible to apply for such recall if their rate at the time is on the current list of open rates. Administrative reduction for a member of the Fleet Reserve is *not* authorized to meet the requirements of the list of open rates.

In addition, the SCORE Program is available for Regulars with broken service and for active-duty Reservists. They may enlist in the Regular Navy under this program if the rate to which they want to convert is on the open rates list and on the SCORE "To Which" list.

Here are the rules in detail:

**Broken Naval Service** — Must have been recommended by former commanding officer, and have been in one of the current open rates at the time of separation. The break in service must have been less than

### First Fleet's Paper Typhoon

You probably don't know it, but there was a typhoon off the California coast called "Rosa Rorschach."

Actually, the typhoon didn't exist.

It was a "paper" storm created by the Navy to train its ships during the First Fleet exercise "Behavior Pattern" recently in progress off Southern California.

Obviously, weather has a considerable influence on all phases of Navy operations. Typhoons, hurricanes and other large storms with their high winds and mountainous seas can have a significant effect on the offensive capability of even the most powerful task group.

And, because weather can affect a ship's operations a great deal, the First Fleet trains its ships' crews to avoid a bad weather situation before they actually encounter one.

Commander William S. Arnold, the meteorological officer assigned to the staff of Commander First Fleet, created Rosa Rorschach specifically for exercise Behavior Pattern.

"Wind and sea conditions in the Southern California waters are generally favorable with very few interruptions in training because of severe weather," explains the meteorological officer. "Therefore, to provide the necessary training in storm evasion, an imaginary typhoon is created. We introduce a variety of typhoon tracks into the exercise to give ships the practice they need."

Storm creations by COMFIRSTFLT's meteorological organization have borne such names as Clara Blow, Dyna Flow, Lorna Doom and Foam Fatale. "While the names may be somewhat humorous, the effect of a real storm at sea certainly is not. Therefore, we consider this training an important element of fleet readiness."

Behavior Pattern is an eight-day exercise designed to train the participating 22 ships and 17 air squadrons in every phase of naval warfare for which they are designed, with special emphasis upon conditions the U. S. ships will encounter in Southeast Asia and throughout the Western Pacific.

four years at the time of reenlistment.

**Broken Service (Other Armed Force)** — Must have been recommended for reenlistment by former CO, and have held a rating or specialty code corresponding to one of the open rates.

**SCORE Program** — Regular Navy men after broken service, or active-duty Reservists, may reenlist in the Regular Navy under the SCORE Program provided the rate to which they want to convert is on the current open rates list, and on the "To Which" list in the latest BuPers Inst. 1440.27 series.

**Fleet Reservists** — May be voluntarily recalled to active duty for two years if they were separated in a rate which is on the current open rates list. Retention on active duty beyond two years will depend on the needs of the service at that time.

The list of open rates does not affect active-duty Reservists, inductees, or TARs who wish to enlist in the Regular Navy; nor does it affect Reservists who want to extend their present active duty. For rules on these cases, see BuPers Inst. 1130.4J.

Here is the new list of open rates. There are no open rates at the Master Chief Petty Officer level.

	SCPO	CPO	PO1	PO2	PO3
<b>DECK GROUP (I)</b>					
		BMC	BM1	BM2	
			QM1	QM2	QM3
			RD1	RD2	RD3
				SM2	SM3
			ST1		
				STG2	STG3
				STS2	STS3
<b>ORDNANCE GROUP (II)</b>					
	FTCS				
		FTGC	FTG1	FTG2	FTB3
		FTMC	FTM1	FTM2	FTG3
				GMG2	FTM3
			GMM1		GMG3
			GMT1		GMT3
				MT2	MT3
				TM2	TM3
<b>ELECTRONICS GROUP (III)</b>					
	DSC	DS1	DS2	DS3	
	ETCS	ETC	ET1		
			ETN2	ETN3	
			ETR2	ETR3	
<b>PRECISION EQUIPMENT GROUP (IV)</b>					
		OM1	IM2	IM3	
<b>ADMINISTRATIVE &amp; CLERICAL GROUP (V)</b>					
			OM2	OM3	
			CS2	CS3	
			CTA1		
			CTI1		
	CTMC	CTM1			
		CTO1			
	CTR1	CTR2			
	CTTC	CTT1			
				CYN3	
			DK2		
		DP1			
		RM1	RM2	RM3	
			SH2	SH3	
			SK2		
<b>MISCELLANEOUS GROUP (VI)</b>					
					LI1

**ENGINEERING & HULL GROUP (VII)**

	BRC	BR1	BT2	BT3
	BTC5		DC1	DC2
			DC1	DC3
			EM1	EM2
			EM1	EM3
			EN1	EN2
			EN1	EN3
			IC1	IC2
			IC1	IC3
	MMC	MM1	MM2	MM3
		MR1	MR2	MR3
		PM1	PM2	
		SF1		
			SFM2	SFM3
			SFP2	SFP3
<b>CONSTRUCTION GROUP (VIII)</b>				
		BU1	BU2	BU3
		CE1	CE2	CE3
		CM1	CM2	CM3
		EA1	EA2	EA3
		EO1	EO2	EO3
		SW1	SW2	SW3
		UT1	UT2	UT3

**AVIATION GROUP (IX)**

				AC3*
			AE2	AE3
			AG2	AG3
				AME3
				AMH3
				AO3
	AQC	AQ1		
			AQB2	AQB3
			AQF2	AQF3
			ASE2	
			ASH2	ASH3
		AT1		
			ATN2	ATN3
			ATR2	
	AWC	AW1	AW2	AW3
		AZ1	AZ2	
		PT1		
			TD2	TD3

\* Must meet requirements of Chapter 9.31, ENLISTED TRANSFER MANUAL.

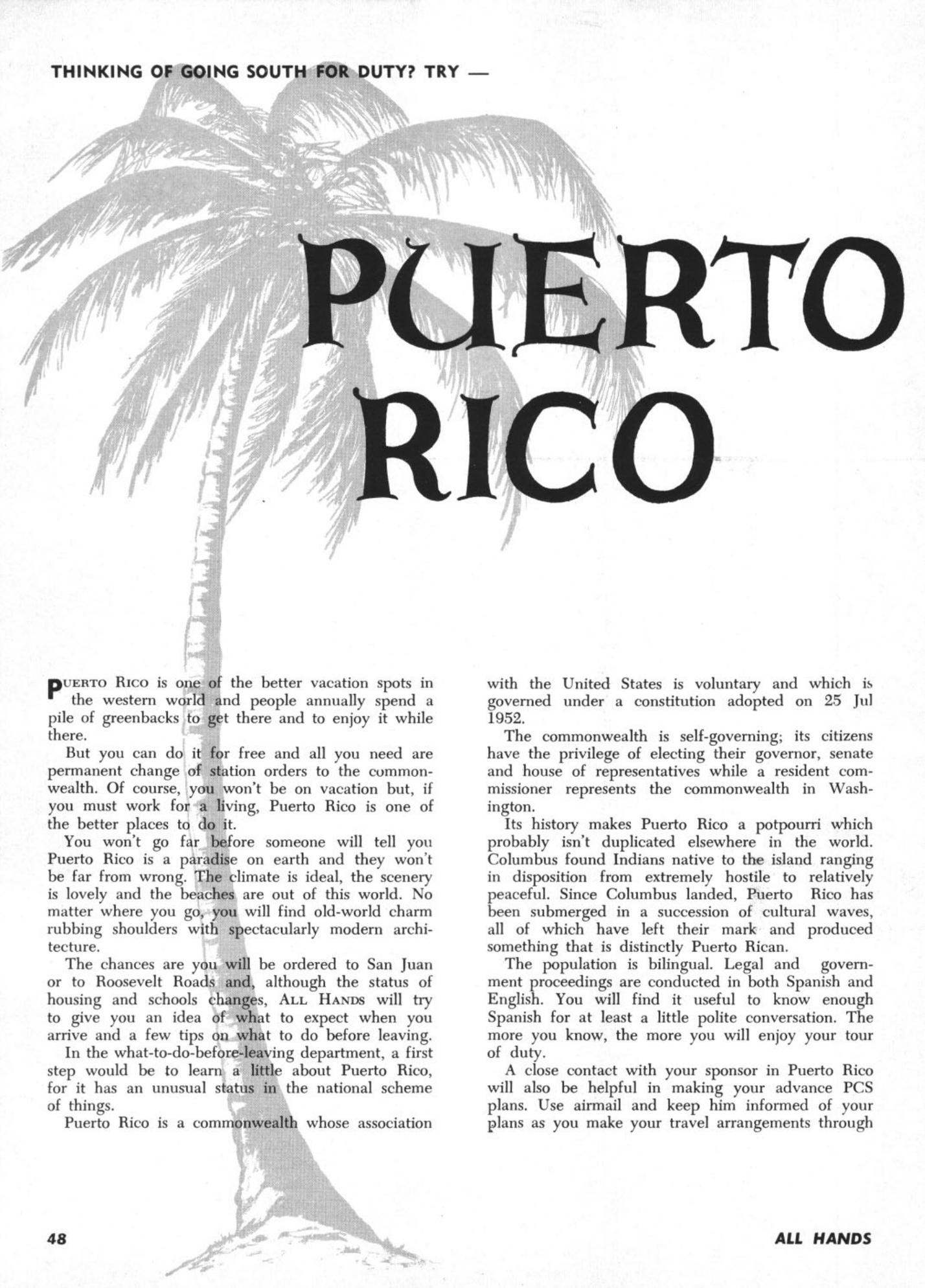
**MEDICAL GROUP (X)**

(Each case must be approved by the Bureau of Naval Personnel)

NEC	SCPO	CPO	PO1	PO2	PO3
8405		HMC	HM1	HM2	
8406			HM1	HM2	HM3
8409				HM2	HM3
8413				HM2	HM3
8417		HMC	HM1	HM2	HM3
8432		HMC	HM1	HM2	
8452		HMC	HM1	HM2	HM3
8453				HM2	HM3
8462		HMC	HM1	HM2	HM3
8463		HMC	HM1	HM2	
8482		HMC	HM1	HM2	HM3
8483				HM2	HM3
8484				HM2	HM3
8485				HM2	HM3
8486				HM2	HM3
8488				HM2	HM3
8492				HM2	HM3
8493		HMC	HM1	HM2	
8495					HM3
8498			HM1	HM2	

NON-RATED AN, CN, DN, FN, HN, SN

(Must have passed examination for PO3—effective 1 Oct 1969).



# PUERTO RICO

**P**UERTO RICO is one of the better vacation spots in the western world and people annually spend a pile of greenbacks to get there and to enjoy it while there.

But you can do it for free and all you need are permanent change of station orders to the commonwealth. Of course, you won't be on vacation but, if you must work for a living, Puerto Rico is one of the better places to do it.

You won't go far before someone will tell you Puerto Rico is a paradise on earth and they won't be far from wrong. The climate is ideal, the scenery is lovely and the beaches are out of this world. No matter where you go, you will find old-world charm rubbing shoulders with spectacularly modern architecture.

The chances are you will be ordered to San Juan or to Roosevelt Roads and, although the status of housing and schools changes, ALL HANDS will try to give you an idea of what to expect when you arrive and a few tips on what to do before leaving.

In the what-to-do-before-leaving department, a first step would be to learn a little about Puerto Rico, for it has an unusual status in the national scheme of things.

Puerto Rico is a commonwealth whose association

with the United States is voluntary and which is governed under a constitution adopted on 25 Jul 1952.

The commonwealth is self-governing; its citizens have the privilege of electing their governor, senate and house of representatives while a resident commissioner represents the commonwealth in Washington.

Its history makes Puerto Rico a potpourri which probably isn't duplicated elsewhere in the world. Columbus found Indians native to the island ranging in disposition from extremely hostile to relatively peaceful. Since Columbus landed, Puerto Rico has been submerged in a succession of cultural waves, all of which have left their mark and produced something that is distinctly Puerto Rican.

The population is bilingual. Legal and government proceedings are conducted in both Spanish and English. You will find it useful to know enough Spanish for at least a little polite conversation. The more you know, the more you will enjoy your tour of duty.

A close contact with your sponsor in Puerto Rico will also be helpful in making your advance PCS plans. Use airmail and keep him informed of your plans as you make your travel arrangements through

the Transportation Division at BuPers.

When you know your arrival date, you may want your sponsor to make final arrangements for housing your family. Married Navymen must have the approval of the commanding officer of their Puerto Rican duty station to bring their families to Puerto Rico. Personnel assigned to the Combined Staffs request entry approval from Commandant, Tenth Naval District. Approval is contingent upon your dependents having the proper immunizations and also on the availability of housing.

When you request entry approval, indicate the command to which ordered, the ages of your dependents, the estimated date of your arrival and your mode of transportation.

While packing, remember Puerto Rico's climate. Summertime clothing all year round is proper and you would do well to lean heavily upon cotton, rayon and nylon washables. During the winter months, a light sweater sometimes comes in handy but no heavy clothing is necessary.

Part of the year is showery and a light raincoat of plastic is convenient. Summer uniforms are the order of the day for Navymen. Wives will want a lot of informal dresses, although evening dresses and summer tuxedos or dress uniforms are worn at many evening functions.

Those who prefer to do their shopping when they arrive will find the local stores and the Navy exchanges can provide for all needs unless they wear unusual shoes or clothing. Triple A width in shoes, for example, might be difficult to find. All the large mail-order houses are represented in Puerto Rico.

Before you leave the United States, you should decide if you want a car at your new duty station. Cars purchased in Puerto Rico are expensive because importers must pay insular tax. This tax is passed down to used car purchasers, too.

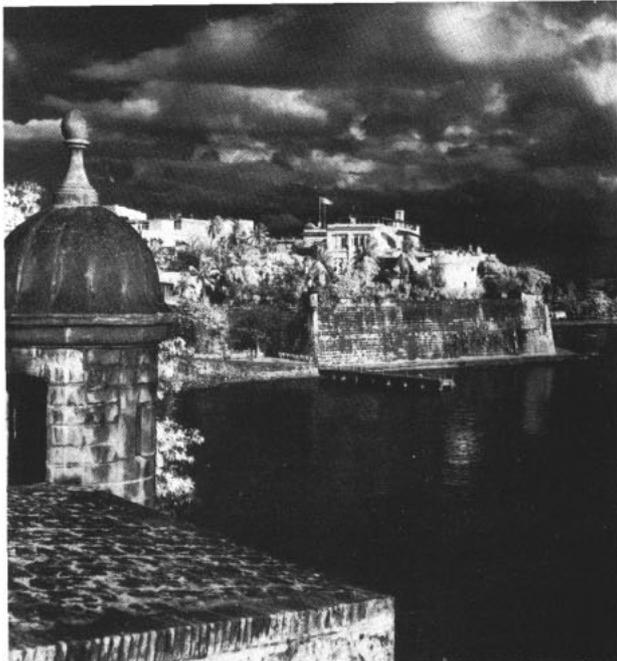
If you are buying a new auto to take with you, a small one would be advisable because speed limits are low, roads are crowded and many are rough. A high-powered automobile is completely unnecessary.

Those who bring the old family car will save money if they have the front end aligned and the wheels balanced, headlights adjusted, radiator flushed and generator brushes, muffler and tail pipe renewed.

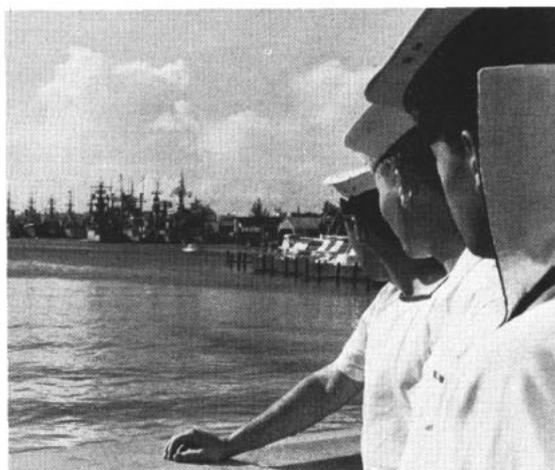
The Naval Station requires drivers to have fifteen public liability insurance and rates are about double those in the United States.

Stateside driver's licenses are valid in Puerto Rico for four months after arrival. Dependents must have a Puerto Rico driver's license and your car must have a nonresident decal which will be issued for your entire stay.

Depending upon your location and your need for a car, you might consider the possibility of doing without. Public transportation in San Juan, for ex-



Sentry tower of wall at El Morro fortress overlooks residence of Puerto Rico's governor.



Men of three navies, Italian, Royal Canadian and United States, view their ships from Fernandez Juncos pier during a pause in Operation Springboard.



USS Albany (CG 10) docked at Roosevelt Roads with background of Bolles drydock, capable of handling biggest carriers in the Navy.



San Juan, Puerto Rico's skyline with Fort San Jeronimo in foreground. Photos on this page by courtesy of Puerto Rico Information Service.



El Morro Fortress in Old San Juan was for centuries Puerto Rico's chief defense, and is now a favorite attraction for Navy men.

If it's a secluded beach you want, Puerto Rico has some of the most beautiful.



ample, is very convenient and taxis are relatively inexpensive. If you want a jaunt out of town there are several possibilities ranging from a semipublic station wagon to renting a car under arrangements similar to those you would find in the United States. Charges are usually less than in many U. S. cities. Ask your sponsor about this. You may be stationed in a location where a car is almost a necessity.

If you want temporary housing after your arrival in Puerto Rico, there are several possibilities. There are plenty of hotels on the island but rooms are scarce during the winter season and offseason daily rates start at \$10. Your best, and most inexpensive, bet would be the Navy Exchange Guest House in San Juan which takes reservations in advance of arrival.

If you can obtain reservations at the Guest House, you will forfeit your BAQ. Most guests find permanent quarters within 30 days.

Another temporary housing possibility can be found in Navy Housing at San Patricio. The San Patricio housing isn't as good as that at the Guest House but the BAQ deduction is less.

San Patricio housing is about five miles from NavSta San Juan, and there is also housing at the Navy Annex which may show up on your map as Fort Buchanan.

Fleet units whose home port is San Juan are quartered on the same basis as tenant commands and Navy men assigned to the U. S. Naval Radio Station at Sabana Seca are provided quarters at Sabana Seca or by the Naval Station.

The Sabana Seca quarters are furnished and equipped like those at NavSta San Juan which are described below and, in addition, they have a freezer unit. Only Sabana Seca personnel are assigned to the housing there.

If you want permanent government housing facilities in San Juan you should know that Naval Station Navy men and those of NavSta's tenant activities can be assigned to permanent quarters either in the Station's public quarters or those at San Patricio or the Navy Annex (Fort Buchanan).

San Patricio's quarters are about five miles from the Naval Station proper and are considered inadequate.

All quarters are furnished with stoves, refrigerators and furniture which will satisfy your basic needs, but you should ship as hold baggage a supply of pots, pans, dishes, silverware, linen and clothing to set up housekeeping.

While these necessities are en route, you can obtain a household kit for a \$5 deposit from the housing office in the Navy Annex's Building 152. If you will need one of these kits, ask your sponsor to make arrangements before your arrival; otherwise, you are liable to be left out in the cold.

If you have them, bring curtains and/or drapes, washer, dryer, fan, table, and floor lamps. If you

don't have them already, they can be purchased at the Navy Exchange or at local stores.

If you take your own furniture, be sure it will stand up to tropical weather conditions. If you buy it locally, you will find it is higher priced than at home unless you choose mahogany or bamboo items.

Navy men assigned to Roosevelt Roads may be housed in the 800 units for officers and for the families of enlisted men who are in pay grade E-4 or higher and have had four years of service.

Most of the housing at Roosevelt Roads is Capehart with two, three and four bedrooms. Occupants forfeit their entire BAQ for these quarters, which are among the better naval housing in the world.

All quarters are adequately furnished and shipment of household goods is limited to 2000 net pounds or 25 per cent of the maximum weight allowance authorized. No warehouse storage is available for goods that are brought but not used.

All quarters are ample, comfortable and completely furnished except for linens, cooking and eating utensils, washing machine and clothes dryer. Refrigerators and electric stoves are provided and the electrical current will accommodate any U. S.-made appliances.

Household kits are available through the Recreation Division for use until your household equipment arrives and washers, TV sets, baby cribs, ironing boards and other household items can be rented from the Navy Exchange.

There is a limited number of Capehart type houses having two, three and four bedrooms available at Fort Allen. The buildings are poured concrete construction with glass and aluminum jalousie windows.

They are completely furnished down to electric range, refrigerator and rugs, but you will need cooking and eating equipment as well as the items needed at NavSta San Juan and Roosevelt Roads.

Television programming is available but only a few programs are in English.

Private housing is available in San Juan and Ponce but it is considered to be expensive by most who are used to stateside rates. Buying a home for your tour of duty in Puerto Rico isn't recommended by those in the know unless you intend making the island your permanent home.

Navy families which have children in school will find that the schools at NavSta and the Navy Annex, Roosevelt Roads and Fort Allen are a branch of the Antilles Consolidated School System with a curriculum from kindergarten through grade 12. Bus transportation is provided and sessions, except for kindergarten, are full day.

Regardless of where your children attend school, they should present a transcript showing the status of their previous education. Parents will find that their children's schools in Puerto Rico compare favorably with and, in some respects, surpass those they attended in the United States.

For Navy men who wish to continue their higher education while in Puerto Rico, there are branches of

Florida University, the University of Puerto Rico and the Inter-American University offering a wide selection of college courses. USAFI courses are also available.

Medical and dental facilities in Puerto Rico are as good as any where there is a high military population. Patients who need hospitalization are usually cared for at Rodriguez U. S. Army Hospital at Fort Brooke in San Juan or at the Roosevelt Roads Hospital.

Dental facilities are available and outpatient medical care is given at naval dispensaries near most duty stations.

Installations in Puerto Rico are equipped with the same recreation and club facilities as those found aboard the average naval base in the United States.

Perhaps the opportunities for amusement in Puerto



Seabees are on the job near Vieques, Puerto Rico.

Rico exceed those in many places because of its climate, location and geography. There are numerous photogenic scenes in the island for camera fans and good saltwater bathing at the Army and Navy Beach in San Juan as well as uncounted other places.

Both saltwater and freshwater fishing are available and mountain lakes and streams are well stocked.

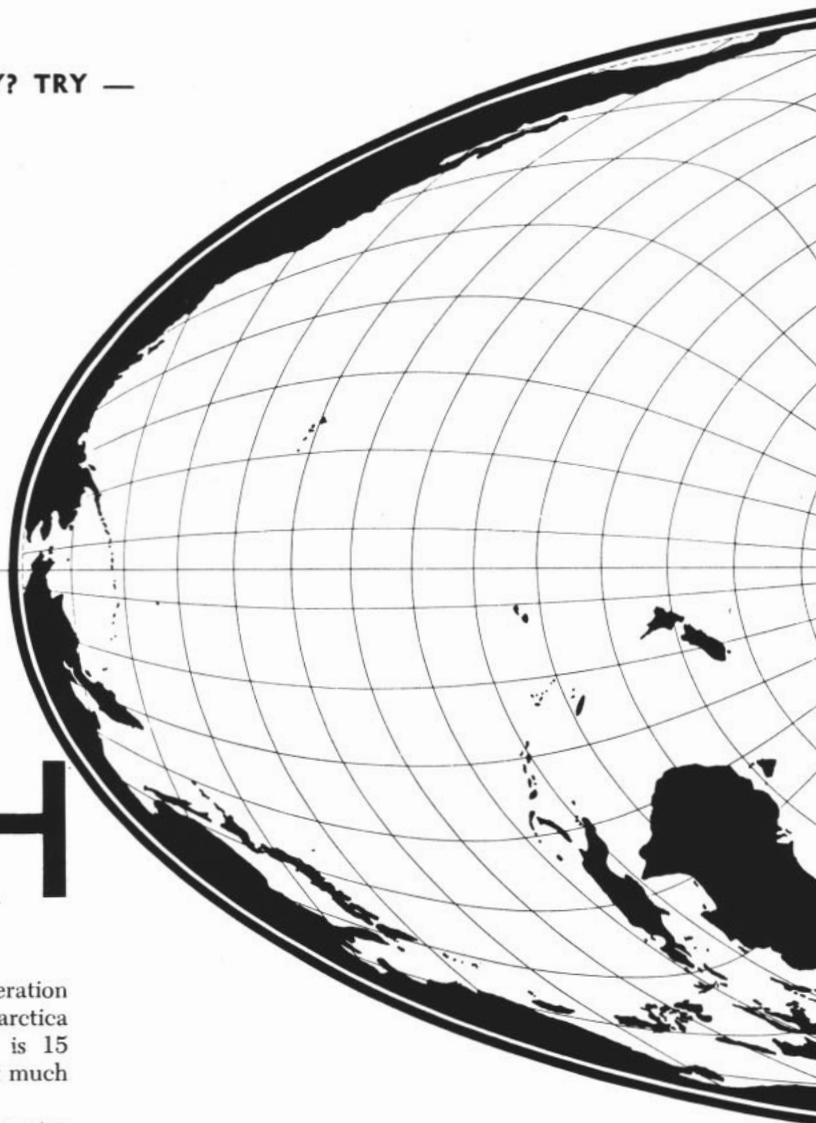
Baseball, tennis, basketball, golf and bowling enthusiasts and, of course, swimmers and fishermen can indulge their hobbies all year long. Dances, both formal and informal, are arranged at frequent intervals at EM, CPO and officers' clubs.

There are a number of good golf courses on the island and riding horses are available for hire or purchase.

Puerto Rico isn't big so anyone wishing to visit other parts of the island will find it easy to do. Those who want to wander farther will find that trips to other islands are very reasonable via commercial air.

Whether you wander from your permanent duty station is almost immaterial in Puerto Rico, however. Almost any place you can be stationed has all the makings for leading the sweet life.

# The DEEP DEEP SOUTH



**N**OW'S THE TIME to apply for the next Operation Deep Freeze, scheduled to deploy to Antarctica in September 1970. The application deadline is 15 September of this year, which means there's not much time for you to make up your mind.

Most Navymen who apply for Deep Freeze want a challenging assignment. The Navy calls it an incomparable adventure.

And, there are some tangible benefits (see box).

If you're interested, the manning requirements and general personnel qualifications for Deep Freeze 71 are contained in BuPers Notice 1300 (8 May 1969). Here's a summary:

Only Navymen who are physically fit and highly qualified in their professional fields and rating skills will be considered for assignment to Deep Freeze 71.

The best qualified of those who volunteer will be selected late this year for deployment about September 1970. Those selected for the wintering-over party will remain in Antarctica until November 1971.

Officers with grades and designators as follows are required for the Detachment Alfa wintering-over party: 13XX CDR (Commanding Officer); 13XX/661X LT and below (GCA or CIC experience); 153X/13XX/665X LT and below (meteorological experience); 110X/601X LT and below (communications experience); 210X LCDR or LT including flight surgeon (previous surgical experience and earlier active duty desired); 220X LT; 310X/370X LT and be-

low; 410X LT; 510X/570X LT and below; 6XXX LT and below; 798X; 849X.

Enlisted men in the following general ratings are required for the Detachment Alfa wintering-over party:

ET/ETN; RM; YN; PN; SK; DK; CS; SH; SN; BT; EN; EM; IC; MR; SF; DC; BU; CE; CM; EA; EO; SW; UT; CN; ABF; AG; AC; PH; AN; HM; DT; TN.

In addition to the above general ratings, volunteers with the following specific qualifications are desired:

ET/ETN — NEC 1525, 1527 and 1577

CS — "B" School graduates

RM — NEC 2303 and 2342

SH — NEC 3112, 3122 and 3154

UT — NEC 6117

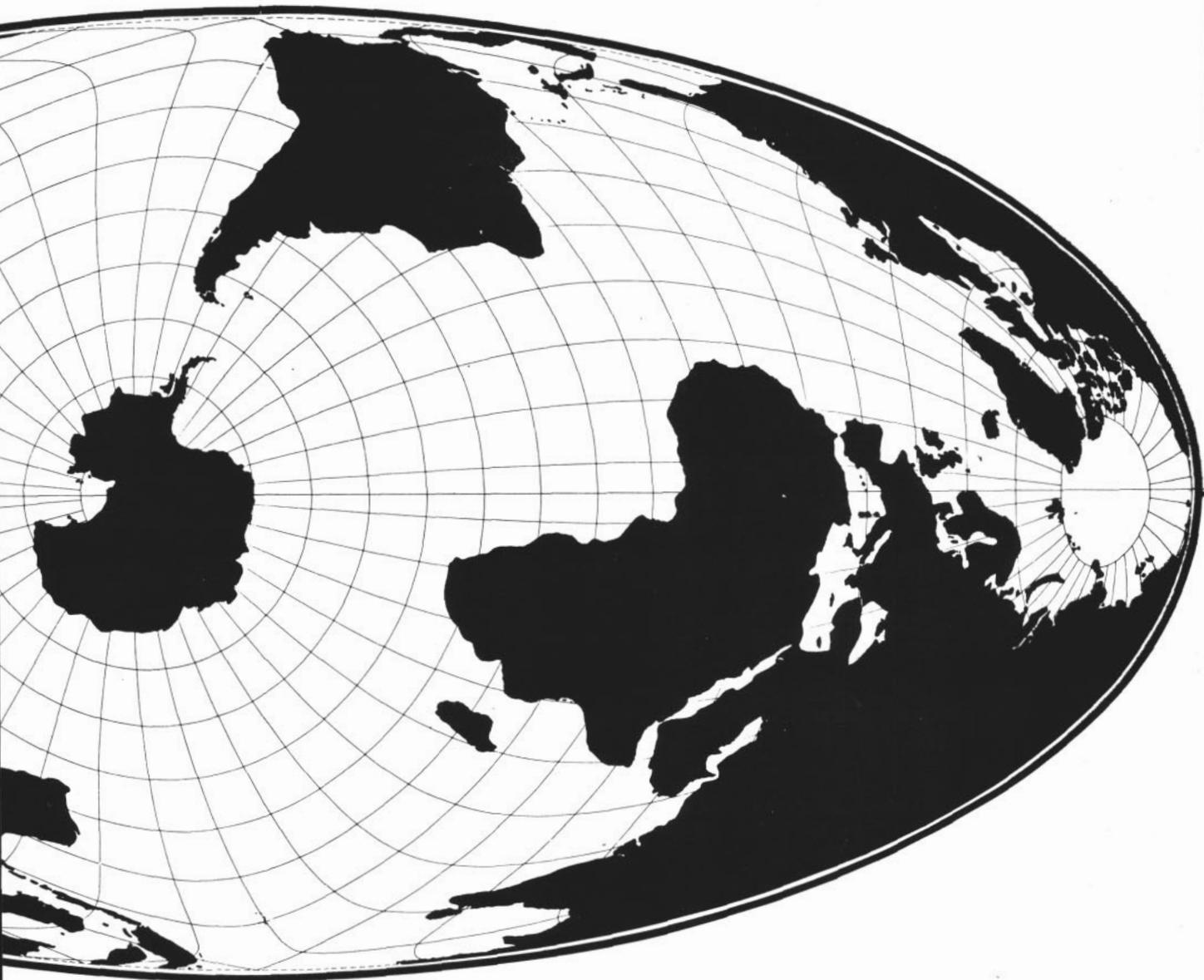
SF — NEC 4944

ABF — NEC 7022

AG — NEC 7412 and 7414

HM — NEC 8405, 8417, 8442, 8452 and 8483

DT — NEC 8703



Deep Freeze personnel requirements also call for 30 officers and 150 enlisted men for assignment to Antarctic Development Squadron Six (VXE 6). From among those selected, three of the officers (13XX) and approximately 15 of the enlisted men will be assigned to a VXE 6 wintering-over party. The remainder will be retained by the squadron for duty involving two full summer support deployments with Operations Deep Freeze 71 and 72 (September 1970 through March 1971 and September 1971 through March 1972).

Here are the VXE 6 personnel requirements for officers: 131X CDR and below (experience in C-121, H-34, UH-1D or C-130); 132X LCDR and below (experienced aerial navigators); 31XX LCDR and below; 620X LT/LTJG; 663X LT and below; 711X; 741X; 761X; 831X; 680X LT/LTJG; 865X CDR and below.

Requirements for VXE 6 enlisted personnel are:

BM; RM; YN; CYN; PN; DK; CS; JO; PC; SH (NEC SH-3154); SN; AFCM; AD; ADB; ADJ; AT; ATN; ATR; AB;

ABH; AE; AM; AMS; AMH; AME; PR; AS; ASE; ASM; ASH; AK; AZ; PH; AN; HM; DT; SD; TN.

Any volunteer for Deep Freeze must have served at least one year on board his present command before he can be transferred. Those on arduous and preferred sea duty must have served two years on board their present commands, unless earlier transfer is recommended by cognizant commanding officers.

Applicants for the Detachment Alfa wintering-over party must have obligated service to December 1971. Those who apply for VXE6 must be obligated to serve until April 1972 or later. (Those with insufficient obligated service may acquire it by executing conditional agreements to extend. This must be done before the applications are submitted.)

Reservists who have insufficient obligated service, and men who are eligible for transfer to the Fleet Reserve, may execute agreements to remain on active duty, or, in appropriate situations, may agree to extend their enlistments. In both cases, agreements must be executed before applications are submitted.



### Antarctica Offers Tangible Benefits

Navy men who make it all the way to Antarctica find that Operation Deep Freeze offers some tangible benefits. For example, after wintering-over you may receive duty of choice if otherwise eligible (when consistent with the needs of the naval service), and may be authorized 60 days' leave before reporting to your next duty station. Of course, you report to your duty-of-choice wearing the Antarctic Service Medal.

While wintering-over at McMurdo Station, you may participate in the Program for Afloat College Education (PACE) and enroll in up to three accredited undergraduate college-level courses. (Information on PACE is contained in the *Education Services Manual* and *ALL HANDS*, December 1967.)

Also, Deep Freeze personnel are eligible to participate in the Savings Deposit Program (outlined in SecNav Inst. 7220.55 series), and accrue interest on savings at a rate of 10 per cent compounded quarterly.

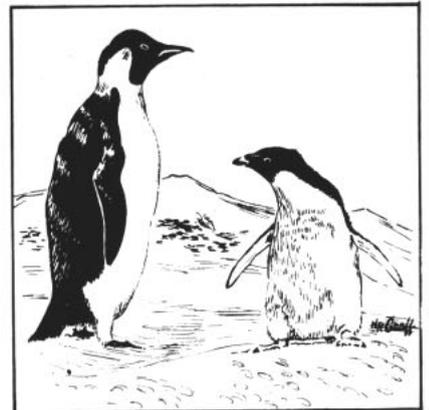
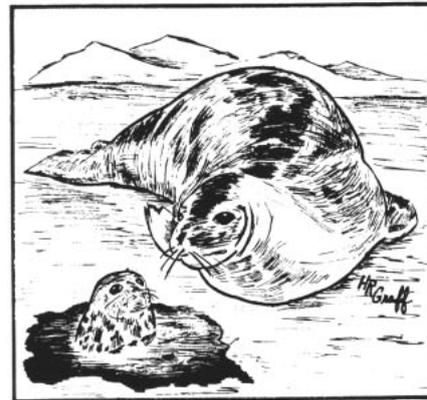
What also must be considered of benefit to the Antarctic-bound Navyman is the assurance he will not be assigned to a deployed unit or unit scheduled for other than local operations within three months of his reporting date. An assignment contrary to this must be approved by the Chief of Naval Personnel or must be requested by the individual concerned.

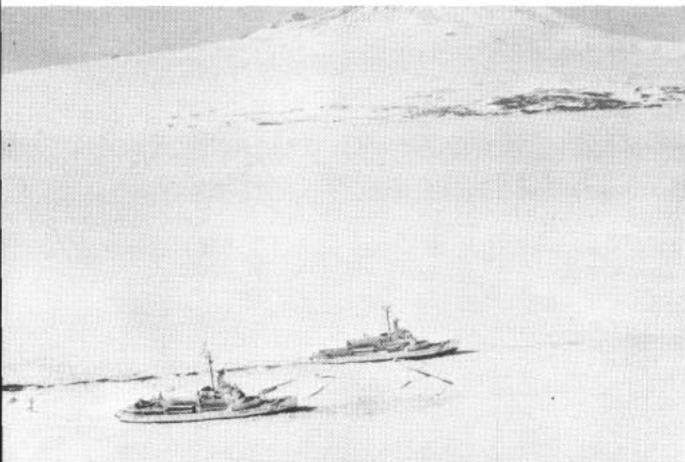
Deep Freeze volunteers must have clear records, and must be recommended by their commanding officers. Any history of disciplinary, domestic or indebtedness problems will disqualify an applicant.

Physical standards for Deep Freeze candidates are specified in the *Manual of the Medical Department*. BuPers Notice 1300 states that in this regard, the objective is to select men who not only are physically qualified, but also are temperamentally adaptable to the rigorous conditions of the Antarctic. Those who are likely to require repeated or prolonged medical attention will be identified and advised that they have not been accepted for Deep Freeze.

Requirements for security clearance apply to VXE 6 candidates in the RM, CYN, YN, AD, AT, AE, AM, AK, PH and AZ ratings. Details on the clearance are contained in the Deep Freeze notice.

As stated above, applications must reach Washington, D. C., no later than 15 September. Applications must show if a dislocation allowance has been paid during the current fiscal year, and must include a positive commanding officer recommendation, based on individual qualifications. The requests of men in pay





**CHANNEL CHOPPERS**—Coast Guard cutters *Southwind* and *Burton Island* break ice during Deep Freeze.

grades E-4 and below must include a statement of duties performed.

Officer applications should be in letter form; enlisted volunteers should use the Enlisted Transfer and Special Duty Request (NavPers 1306/7). Enlisted men who volunteer for wintering-over should specify their wishes for Deep Freeze 71 or Deep Freeze 71, 72 (VXE 6).

Aviation officers (13XX) who apply for duty with VXE 6 should include a listing of the following: total flight time (both HTA and LTA); total flight time during the last five years by aircraft model and year; pilot qualification by aircraft model and year designated. A copy of this portion of the application must also be submitted to the Commanding Officer, Antarctic Development Squadron Six (VXE 6).

Physical examinations must be conducted in accordance with the *Manual of the Medical Department*.

(The psychiatric examination is conducted later at a Deep Freeze screening center.)

The application process also requires each volunteer to complete an original and two copies each of SF forms 88 and 89 (Report of Medical Examination and Report of Medical History). The original and one copy of each form must accompany the application; the second copies should be retained in the individual's medical record.

Completed applications should be mailed to the Commander, U. S. Naval Support Force, Antarctica, Bldg. 210, Washington Navy Yard, Washington, D. C. 20390.

Following review of applications and selection of the best qualified volunteers, the Bureau of Naval Personnel will issue orders as follows:

- Officers will be ordered to TAD for final screening at Washington, D. C., Davisville, R. I., or San Francisco. They then will return to their permanent duty stations to await results of the screening.

- Enlisted men for the Detachment Alfa wintering-over party will be ordered to Washington, Davisville or San Francisco for screening and further assignment. Those found qualified (except AG personnel) will be ordered to Deep Freeze after three to five months of special training at Davisville, beginning 1 Jun 1970. AG personnel will have the three to five months of special training at Norfolk.

Officers and enlisted men selected for VXE 6 will be ordered to Quonset Point, R. I. (to report no later than 1 Apr 1970).

Full details on the Deep Freeze 71 application procedure are contained in BuPers Notice 1300 (8 May 1969). It should be noted that replies will not be made to applicants who are not selected, and that those selected who are disqualified after they begin training may be replaced by other qualified applicants at any time between May and September 1970.



**NEW personnel building** (at top of photo) will be largest on the continent.

# Letters to the Editor



## Pay Error Can Be Rectified

SIR: The DKSN on my present ship agrees that there is a mistake in my pay record for the period 1 Jul 1968 to 31 Dec 1968; but he says it is too late to do anything about it. Whom should I write about this?—EN2 W. K. D., USN.

• *Your DKSN is wrong when he says it's too late to do anything about it.*

*It's the responsibility of your disbursing officer to correct a mistake in your pay record, no matter how long ago it was made. If he can't get the necessary documents on your ship, he must obtain them from the disbursing officer who made the entry or from the Navy Finance Center in Cleveland. Contact your disbursing officer.*

*The DKSN should read Part 9 of the "Navy and Marine Corps Military Pay and Procedures Manual." It contains information on the methods of correcting errors and the disbursing officer's responsibilities.—Ed.*

## Combat Action Ribbon Is Right

SIR: The Combat Action Ribbon article in the April 1969 ALL HANDS raises the question whether or not the ribbon is properly designed, colorwise.

On all other ribbons that have red, white and blue stripes in the center of ribbons and medals, the blue is the senior color.

In this regard, *Uniform Regulations* states that the blue in a ribbon is to be worn to the wearer's right, as is the case with the Armed Forces Ex-

peditionary and the three World War II Campaign Medals.

In four short words, is the diagram correct?—YNC(SS) V. R. M., USN.

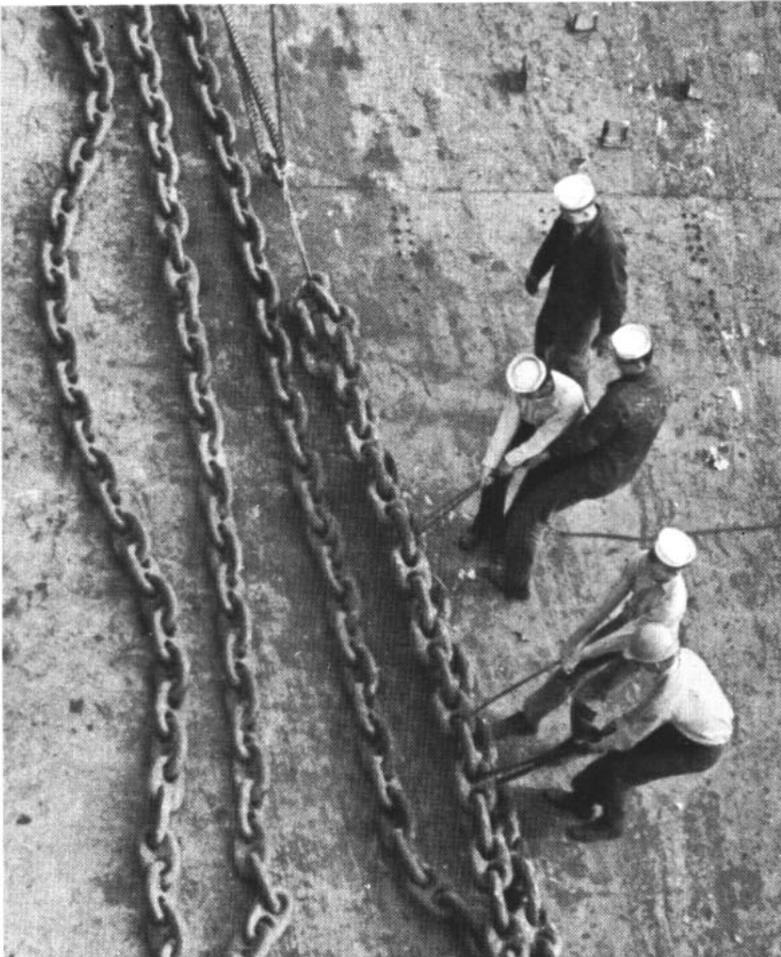
• *In one short word—yes.*

*The selection and arrangement of the colors in the Combat Action Ribbon were carefully considered and then approved only after consultation with the Institute of Heraldry which is pretty fussy about such matters.*

*Look at the ribbon again. The large blue stripe is worn to the wearer's right, therefore conforming to heraldic dictates and naval regs. The arrangement of the small red, white and blue stripes was purely for reasons of symmetry.*

*By the way, the Combat Action Ribbon, unlike those you mentioned, is not a campaign ribbon, but is awarded to individuals for each separate war or conflict in which they are involved.—Ed.*

**CHAIN JOB**—Crewmembers of repair ship *USS Amphion (AR 13)* spread out the ship's anchor chain as they ready it for painting.



## Per Diem Problems

SIR: While I attended B School for Aviation Ordnancemen at the Naval Air Technical Training Center, Jacksonville, Fla., I drew per diem because, I was told, adequate quarters were not then available. However, before reporting to the school, I was assigned to NAS Jacksonville on the same station, and my dependents were living with me in the immediate area.

I have since been informed that I was not entitled to the per diem. If so, will you quote the regulation and advise me what my next move should be?—G. E. N., AO1, USN.

• *Regretfully, it's so.*

*"Joint Travel Regulations" para. M4201, item 4, states: per diem allowances are not payable for any period before an individual departs the limits of the duty station to which he was permanently assigned.*

*The limits of the permanent duty station, as defined in "JTR," para. M1150-10, are the corporate limits of*

the city or town in which the individual is stationed. Since NAS Jax and NATTC Jax are within the corporate limits of Jacksonville, it appears you were not entitled to the per diem.

We can advise you to make a visit to the disbursing officer, have him check your records, and work out the details for repayment. Usually in cases such as this, if the amount to be paid back is so great that it would place a hardship on your finances, you may arrange to have a monthly amount held out of your pay check, rather than pay the full amount at once.—ED.

### Navy's Birthplace (Re-run)

SIR: I refer to your article about the birthplace of the United States Navy, ALL HANDS, November 1968, p. 34. It may be true that many others set sail to engage the British, but the Continental Congress authorized George Washington to outfit three ships to sail as soon as possible to do likewise.

The first of the three ships to sail under Continental orders and pay was John Glover's schooner, *Hannah*. She was taken under command by Army Captain Nicholson Broughton on 2 Sep 1775. Three days later, *Hannah* sailed from Beverly, Mass., and within 48 hours had captured her first prize, the ship *Unity*, loaded with military stores and ammunition.

On 15 Oct 1775, the other two ships, *Lynch* and *Franklin*, were ready to be manned, two days after the Continental Congress in Philadelphia passed the first naval legislation for a fleet of ships, which were purchased and outfitted in Philadelphia four months later.

This first U. S. Navy fleet sailed under the command of Commodore Esek Hopkins; however, the first ship to sail under Continental orders was *Hannah*. And she initially sailed from her owner's home port, Marblehead, Mass.

It seems to me quite evident that Marblehead should be considered the birthplace of our Navy.—R. L. Glover, ex-Navy.

• We've gone through this before. Many times. The statement in the November 1968 issue was only the most recent. In essence, at that time the

Naval History Division stated:

The Navy Department does not officially recognize any one city or town as the Navy's birthplace. It is suggested that many places and many men had separate but complementary roles in the Navy's founding, and that no one place can rightly be proclaimed "Navy birthplace" to the exclusion of the others. In other words, it wasn't "born" at all. It emerged, primarily in response to the needs of the times.

However, your interest prompted us to look further into Hannah's history to learn whatever became of her.

The Naval History Division informs us that Hannah met the British sloop *Nautilus* off Boston's shore on 10 Oct 1775 and was run ashore.

After a spirited engagement between the British ship and townspeople on the shore, Hannah was saved from destruction and capture. Nevertheless, she was decommissioned a short time later when General Washington found more suitable ships for his Continental Navy.—ED.

### Officers' Gold Stars

SIR: I would like to know the origin of the star on the line officer's sleeve and why it is placed with a single point down when the single point is placed upward on government flags.—ENS J. R. C., USNR.

• The Navy Uniform Board informs us the star insignia on a line officer's sleeve was first authorized in "U. S. Navy Uniform Regulations" approved on 28 Jan 1864. The reason for its adoption, if there was a reason, has been lost.

Actually, the star was originally adopted in 1837 to distinguish officers of the Engineer Corps. In 1861, lieutenants serving as executive officers were directed to wear a gold embroidered star above the gold lace cuff stripe to indicate the precedence to which they were entitled by law.

All the regulations covering the star insignia have, since 1837, specified that one ray would point downward toward the gold rank stripe of the sleeve.—ED.



SHOW TIME—Cubi Point Paramedic Team One and Cubi Point Parachute Club put on jumping demonstration at Philippine Naval Base.

### Bronzed Is Appropriate

SIR: A chief petty officer who serves with a Marine division wants to know if he should have his gold CPO shirt collar devices bronzed (blackened). It seems the gold insignia draws salutes from young Marines who are not familiar with Navy rate devices.

No, you reply (ALL HANDS, March 1969), because experts say the gold collar devices are correct for CPOs who wear the Marine uniform.

I'm curious to know if the expert answer was drawn from *Uniform Regulations*. I'm inclined to doubt it, because the appropriate *Regs* article suggests the opposite.

Article 1156, paragraph 2(b): "If the Marine Corps uniform is worn . . . chief petty officers shall wear their miniature cap devices, bronzed, on the visor cap and on the left side of the garrison cap; and their collar insignia on each collar point of the shirt."

Obviously, if the experts are right,

## Letters to the Editor

Uniform Regs is wrong.—D. R. G., HMC, USN.

• The experts are right, but this doesn't mean "Uniform Regs" is wrong. Confusing, perhaps.

Read that "Regs" subparagraph again and you'll see that "bronzed" refers to cap devices but not to collar insignia. By "their collar insignia," "Regs" means the same familiar gold CPO collar devices described in article 0655.

However, we did commit an error of omission by not pointing out that when a CPO is wearing Marine combat or field type clothing, he could use bronzed collar devices.

The key here is the word "appropriate" in article 1156, paragraph 2(a) of "Uniform Regs": "... appropriate metal collar insignia may be worn on the utility coat, shirt, or other combat and field type of clothing."

In this case, say the uniform experts in BuPers, "appropriate" means "bronzed."

This confusion will be eliminated

when article 1156 is reworded for a future edition of "Uniform Regs."

Before leaving this subject, let's get back to the chief whose gold collar devices draw hand salutes. As we said before, he could grin and bear it or relax and enjoy it.

However, the best response, circumstances permitting, is quickly and quietly to inform the saluter of his mistake. This can be done with minimum embarrassment by simply stating, for example, "I'm a Navy chief petty officer and do not rate a salute."

—ED.

### Advancement Credit

SIR: I rarely disagree with ALL HANDS, but I believe your reply to a question on awards credit for advancement is misleading.

You were asked (ALL HANDS, March 1969) if an award must be received or authorized before the date of an advancement exam if it is to be included in the final multiple. Yes, you replied, citing the *Advancement Manual* as the cognizant reference.

In other words, you say a man who is entitled to an award for which no authority has been received by the exam date, can not have the award figured into his final multiple. This is where you are wrong.

Last December, the Examining Center issued a letter which stated, in part:

"Credit for an award will not be reported on the day of administration of the examination unless authority for it has been received. If an award is earned prior to the date of administration of the examination, and authority for it is received after the date of examination, a change should be submitted to the Naval Examining Center with verification for all awards for which credit is desired, including those originally reported on the answer sheet. Credit may not be given for any award earned after the regularly scheduled date of administration of the applicable examination."

According to this, a man can receive credit for an award authorized after the exam date, provided he actually earned the award before the exam date.—T. A. L. PN2, USN.

• You (and the Exam Center) are correct. Credit may be given for an award earned before an exam if it is validated after the exam. The procedure for this is as stated in the Exam Center letter quoted above.

Change 3 to the "Advancement Manual" has clarified paragraph 402.2.1 (the basis for our reply last March) on this subject.—ED.

### Separation Activity of Choice

SIR: I have read that individuals transferring to the Fleet Reserve after 20 years' service are authorized to be transferred to an installation near their home, as early as two months before their separation from active duty. After their separation at that installation, however, they received no additional travel pay or shipment of household goods allowance to their home of choice.

What authority may direct such transfers?—RDCM, R. D. S., USN.

• The latest word on this subject is contained in BuPers Inst. 1900.3B



RADM Philip Cole greets Secretary of the Navy John Chafee (center) and Assistant Secretary of the Navy for Financial Management Charles Bowsher during their recent visit to Guam while on a tour of Western Pacific Navy installations.

of 26 Jun 1968. It authorizes the transfer of individuals (whether or not retiring or simply being separated from service) from outside the continental limits of the United States to a separation activity of their choice listed in the Instruction.

Such transfer is not authorized earlier than seven days plus travel time before their separation from active service. However, in cases of transfers to Project Transition for individuals scheduled to transfer to the Fleet Reserve, they will report no earlier than 10 days before their separation from active duty.

Cost of the transfer, including travel allowances, per diem and any other allowances authorized, will not exceed that allowed for travel to the separation activity nearest to the port of debarkation and then to the home of selection.—Ed.



**AT WORK IN THE MED**—As USS Arcturus (AF 52) comes alongside USS Forrester (CVA 59) for highline transfer of stores, a helicopter from USS Sylvania (AFS 2) carries out a vertical replenishment mission during Sixth Fleet operations.

## Evaluation Time Is Here Again

**SIR:** A PO3 received a special evaluation for nomination as Sailor of the Month on 24 February. Does he require a regular semiannual evaluation on 16 April, or should he be assigned "less than 90 days"?

Does the notation "less than 90 days" refer to time at this command or time since last evaluation?—PN1 T. P. D., USN

• "Less than 90 days" is the correct memorandum entry on Page 9 in this case. The regular 16 April evaluation is not required.

The intent of Article C-7821 of the "BuPers Manual" is that a man should be evaluated at least once during each regular reporting period. Therefore, if he had a special evaluation during that period and his performance hasn't changed drastically, a regular evaluation is not required—unless the special evaluation was made 90 days or more before the end of the period.

In your example, if the PO3 had not been evaluated since 16 January or before, he would need a regular evaluation on 16 April. But because he had the special marks in February, he won't need to be evaluated again until the regular time—16 October.

Incidentally, although Sailor of the Month is not an officially recognized award, the special evaluation for it is

just as official as any other marks. Article C-7821, subparagraph (8)(b)5, states that a special evaluation may be made "on occasions when it is considered appropriate by the Commanding Officer to indicate exceptionally good performance, including but not limited to recognition at meritorious mast." Nomination for Sailor of the Month is such an occasion.

You're not alone in wondering when evaluations are due. Read on.—Ed.

**SIR:** Evaluations for PO3s are due on 16 April and 16 October. For PO2s, they are due on 16 May and 16 November. If a PO3 is advanced to PO2 on 16 April, when is his evaluation submitted?

Should you submit it on 16 April, marking the man on his performance as PO3? Or should you wait until 16 May and evaluate him as a PO2, against other PO2s, when in fact the majority of the evaluation period covers duty performed as a PO3?—PN1 N. E. N., USN

• Wait until 16 May and mark him as a PO2. The evaluation period is extended a month in this special case.

However, the fact that the man was advanced during the marking period should be noted in the comments section of the evaluation form.

By the way, don't forget that the

first evaluation after a man makes 2nd class must include information covering the period of first enlistment to date of report on the reverse side of the evaluation form (NavPers 792).

Problems with the time factor in evaluations seem to be common. Here's another one.—Ed.

**SIR:** Please explain the "Period of Report" section on the Report of Enlisted Evaluation in the case of a transfer. Does the reporting period begin when a man reports to his new command, or the day after the transfer evaluation at the old command?—YN3 T. K. S., USNR

• The day after the end of the last period for which the man was evaluated—whether his last evaluation was a special one before transfer or a regularly scheduled one.

The report must cover the entire past evaluation period, regardless of the command assigned. In the case of a transfer, that means you will usually include some of the man's time at his old command or in transit in the reporting period.

But, of course, a man's evaluation may be marked "Not Observed" if he hasn't been aboard long enough for his superiors to get a clear idea of his capabilities and attitudes.—Ed.

### Initials on Correspondence

SIR: When I attended YN "B" school, I was told to use the first and last letters of my surname as the typist's initials to be included in the identification symbols of a naval letter. For example, if my name were Bill Jones, my initials would be "js."

I recently was challenged on this, and have been asked to prove that my format is correct. It seems that most other YNs use the first letters of their first and last names. This makes sense, but doesn't jibe with what I was taught.

Unfortunately, I can't find anything in print to back me up.—B. J. S., YNC, USN.

•Nor will you. However, lest others be misled, let's first point out that the "Correspondence Manual" does not require the use of a typist's initials within identification symbols on naval letters. An originator's code is prescribed locally by a command, within "Manual" guidelines, but it does not necessarily include the typist's initials.

However, the "Manual" does require that typist's initials appear on "file copies of all correspondence."

The "Manual" does not define initials, but since "initial" means first, most people logically assume that a person's initials are the first letters of his given name (or names, if you include the middle name), and surname. Webster seems to concur, and, as you admit, so do most YNs.

The first-and-last-letters-of-the-surname-trick is old, old, old. It apparently was taught in some YN and PN classes years ago, but it never had Navywide sanction. With the exception of you and a few other old-timers who perpetuate the practice, no support for it can be found.

The administrative office of CNO believes your "non-initials" method dates back to the time a man's first name was seldom used or recognized. A YN or PN could be identified with "initials" based on the first and last letters of his better-known surname; this would help to distinguish between those whose surnames began with the same letter.

Others in your old "B" school class are still around. We know an administrative petty officer named Browning (on our staff) who uses bg as typist's initials, and explains: "A chief

told me to do it that way."

However, the practice is phasing out, and we suspect that sooner or later you will face up to using your initials, rather than non-initials, in your typing ID.—ED.

### FMF Insignia for Corpsmen

SIR: In the Awards Manual, Article 513, there are provisions for a Fleet Marine Force Combat Operation Insignia to be awarded to Navy-men assigned to the FMF while serving in a combat area.

Am I to understand that all hospital corpsmen serving with Marines in Vietnam are eligible to wear this insignia? If so, why is it I've never seen one worn, nor has anyone I've talked to?—B. A. M., HM1, USN.

•You understand correctly. To be eligible to wear the FMF Combat Operation Insignia, a Navyman must be assigned to a Marine Corps unit engaged in combat action. This ruling became regulation on 1 Jul 1958 and is still in effect.

Perhaps the reason you've never seen the insignia is because it's not gaudy, but instead a 5/16-inch bronze miniature Marine Corps emblem.

According to "Navy Uniform Regulations," Article 1043.3, it should be worn centered on the suspension ribbon or center of the bar ribbon of the campaign medal for which it was awarded.

In the case of Vietnam service, it would be either the Armed Forces Expeditionary Medal or the Vietnam Service Medal.

The insignia may also be worn on the appropriate World War II area campaign medal and the Korean Service Medal for service spent with Marines in those actions. When worn on the suspension ribbon of the miniature medal, the device should be the 1/8-inch size.—ED.

### How the PN Rating Began

SIR: I am interested in learning how the rating of personnelman first developed in the Navy. When did the personnelman rating come into being?—J. J. T.

•In the vast expansion of the Navy during World War II, the Navy needed many people with civilian

skills in personnel administration, teaching, or related fields that had not been previously required. Since these skills didn't fit into the existing rating structure, they were given "Specialist" designators.

After the war, ratings were completely revised to provide a peacetime rating structure to identify new job skills needed by the Navy.

The Personnelman rating was one of these. It was established in 1948 from the following ratings: Yeoman, Specialist (C) (Classification Interviewer), Specialist (W) (Chaplain's Assistant), Specialist (T) (Teacher), Specialist (X) (Position Classifier), Specialist (R) (Recruiter), Specialist (X) (Discharge Interviewer), and Specialist (S) (Personnel Supervisor).

As any PN can tell you, his duties still include all the above jobs — and then some.—ED.

### Philippine Awards

SIR: An acquaintance at the local Reserve Training Center has displayed what he calls the Philippine Campaign Medal, which he says he earned in 1942. As no such medal is listed in the Awards Manual, perhaps you can confirm his claim. Or not, as the case may be.—YN2, J. R. G., USNR.

•There appears to be a breakdown in nomenclature here. It seems highly unlikely that your friend could have won the Philippine Campaign Medal and still meet the age limitations to be an active member of a Reserve unit.

This medal was initiated in June 1908 for issue to Navy-men who served ashore in the Philippines between 4 Feb 1899 and 4 Jul 1902, and to those who served ashore in Nundanoa in cooperation with the Army between 4 Feb 1898 and 31 Dec 1904. Also, the Navy-men attached to a number of ships were eligible. Assuming that your friend was 18 years old when he was in the Philippines — you figure out how old he must now be.

It appears much more likely that the award under discussion is the Philippine Defense Ribbon which was awarded to U. S. military personnel who served in (or off) the Philippines during the period 7 Dec 1941 to 15 Jun 1942.—ED.

## Origin of Gedunk (Again)

SIR: I make liberal use of the term "gedunk" when talking about the snack bar or ice cream stand. So do other Navy men I know. However, when discussing the term itself, no one seems to know where and how it was originated.

Do you have any ideas?—YNC R. E. G., USN.

• Several, but it's doubtful that we can prove anything concerning the term's origin.

Noel's "Naval Terms Dictionary" defines "Geedunk" (note the spelling) as follows: "Candy, ice cream, soda, etc. Any product of the ship's soda fountain. Also called pogeyp bait."

In June 1963, we recalled in *Taffrail Talk* that the characters in the old Harold Teen comic strip made Pop's Candy Store their hangout, and that Pop's soda fountain was called the gedunk. This was disputed by a reader who recalled that the Harold Teen ice cream store was named the Sugar Bowl, not the gedunk.

Some readers' ideas concerning the origin of gedunk sounded feasible:

• During World War II, Navy men in the South Pacific islands carried on with the traditional coffee break. When they sat around dunking their donuts, the natives looked on with astonishment and eventually incorporated "the dunk" or "gedunk" into their vocabulary. Navy men picked it up, and the term spread to mean coffee break.

• It was tied to a Chinese expression which sounded like "gee dung" and meant, roughly, a place of idleness. Affixing the term to ice cream was an outgrowth of World War II when the gedunk stand became a place to buy ice cream.

• Derived from the German "tunk" (pronounced toonk) which means literally to dip or sop, either in gravy or coffee. It was a common practice in days when bread was not readily obtainable daily, for one had to do a bit of "tunking" to soften the stale bread. The ge (pronounced gay) is a German unaccented prefix denoting repetition or continuation of the action. In time it went from getunk to gedunk.

• In June 1930, *uss Chester* (CA 27) had a built-in ice cream making machine and serving counter, com-

plete with a soda fountain, on the main deck in one corner of the mess hall. The soda fountain was opened following the ship's commissioning, and the saying "see you at the gedunk stand" became popular.

There were others with more ideas, but nothing was sufficiently documented to serve as proof. Perhaps this renewed discussion will lead to some.—Ed.

## USS Koelsch Honors Hero

SIR: I recently came across a newspaper article concerning an event aboard a ship named *uss Koelsch*, and would like to learn more about this vessel.

I'm particularly interested in finding out after whom the ship is named, since my name is also Koelsch.

By the way, I have a son in the Navy (since May 1968) who is now serving on board *uss Shangri-La* (CVA 38).—H. J. Koelsch.

• *uss Koelsch* (DE 1049) is named after John Kelvin Koelsch, a naval aviator who earned the Medal of Honor for heroism in Korea.

The ship itself is an ocean escort ship, launched on 8 Jun 1965 and commissioned on 10 Jun 1967. Her length is 414 feet, 6 inches; beam, 44 feet, 1 inch; speed, better than 20 knots; crew, 239 officers and men.

The background on John Kelvin Koelsch was provided to us by the Naval History Division. He was born on 22 Dec 1923 in London, England, and enlisted in the U. S. Naval Reserve in 1942 as an Aviation Cadet. During World War II, he flew with composite and torpedo squadrons.

He was a lieutenant (jg) when he entered the Korean conflict as a rescue helicopter pilot on board *uss Princeton* (CV37) (now LPH 5).

While trying to rescue a downed Marine aviator near Wonsan Harbor, his craft was shot down. He and his crew escaped the crash and, together with the downed Marine pilot, eluded the enemy for 10 days before being captured. LTJG Koelsch steadfastly refused to aid his captors in any manner, and refused to submit to interrogation. Subsequently, he died on 16 Oct 1951. His example of fortitude and bravery was credited with inspiring his fellow prisoners.



**BIG EARS**—An SH-3A Sea Knight copter from *USS Hornet* (CVS 12) lowers sonar during ASW operations.—Photo by W. M. Cox, PHCM.

For his conspicuous gallantry and heroic spirit of self-sacrifice, the 27-year-old naval aviator was posthumously awarded the Medal of Honor on 3 Aug 1955.—Ed.

## Purple Heart Is for People

SIR: It's not unusual to see replicas of various unit and campaign ribbons painted on the bulwark of ship bridges, but the Purple Heart?

I have noted that several units display what looks suspiciously like the Purple Heart, but I know of no authority for them to do so.—P. S. F., LCDR, USN.

• Nor do we.

The "Awards Manual" makes it clear that ships and other units may display only painted replicas of authorized unit awards and campaign and service ribbons. Perhaps there is one that, as you say, looks much like the Purple Heart. (From a distance on a cloudy day, might not the Korean Service Medal or Navy Occupation Medal look like the Purple Heart?)

For the record, the Purple Heart, which ranks 13th in precedence among military decorations, is awarded to individuals (humans) who are killed or wounded in combat. It is not awarded to ships or other units.—Ed.



**NET WORK**—Crewmembers of the store ship USS Procyon (AF 61) rig a net load of supplies for a highline transfer to a Seventh Fleet ship.

## Square-Rigged Submarine

SIR: I recently heard about an incident that occurred in 1921. One of our submarines ran out of fuel and was stranded far from port. The crew rigged sails out of bedding and other paraphernalia and sailed back home. Do you have any details?—R. G. W., SN, USN.

• We're glad you asked. It gave us a chance to rummage around in some old ship's logs, always a fascinating experience, and one which carries the side benefit of getting us out of the office for awhile.

When the tug USS Conestoga (AT 54), bound for Pearl Harbor from Mare Island, Calif., disappeared, the submarine USS R-14 was one of many ships dispatched from Hawaii to search for her (the tug was never found, but that's another story).

After carrying out an exhaustive search for the missing tug, R-14's skipper, Lieutenant V. A. Clarke, USN, found himself out of fuel, some 100 miles from Hilo Bay, the nearest port. To make matters worse, his radio wouldn't work, and he couldn't let Pearl Harbor know of his position or of his predicament.

## 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 G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS Bunker Hill (CV 17) — The fifth reunion will be held in San Diego, Calif., 26 through 29 Jun 1970. Members of ship's company may contact Robert L. Cox, 6550 Ponto Drive, Space 64, Carlsbad, Calif. 92008 for further information.

• Great White Fleet—The 25th annual reunion will be held 16 Decem-

ber in the U.S. Grant Hotel, San Diego, Calif. Contact Harry S. Morris, 5070 Marlborough Drive, San Diego, Calif. 92116.

• USS Saratoga (CV 3)—The 18th annual reunion will be held at the Edgewater-Hyatt House, Long Beach, Calif. 10 and 11 October. Contact Zeddie Marsh, 6955 Fairbrook, Long Beach, Calif. 90815.

• Tailhook Association—Will hold its reunion at Las Vegas, Nev., 3-5 October. Contact CAPT George Watkins, Naval Air Station, Patuxent River, Md. 20670, for more information.

LT Clarke then decided to turn his ailing sub into a windjammer.

At 0930, 12 May 1921, his log says, the crew began making the foresail.

A dozen hammocks were broken out, and sewn together six long by two deep. The torpedo loading davit was put into place, and became the foremast. Five pipe bunk frames were laid end to end, and lashed together for the fore topgallant yard (actually, the log says it was a boom, but we're not going to let a little thing like historical accuracy deprive us of a chance to use salty expressions). A ramrod of a 3-inch gun served as the foreyard. (See?)

By noon, the sail was in place. R-14's log for the afternoon watch that day contains an entry that is, while perhaps not unique, at the very least odd for a submarine of 1921: UNDERWAY ON STARBOARD TACK STEERING 320 DEGREES TRUE MAKING FOR HILO BAY. SPEED ESTIMATED ONE KNOT.

The subwindjammer R-14 was no longer "LYING TO AS BEFORE," which had been her plight for days. But her crew was not satisfied with a mere one knot. The sailmaking submariners started work on a mainsail.

Six blankets were sewn together, two deep by three long, with one-inch curtain rods taken out of the officers' quarters serving as yards. The resulting contraption was lashed to the radio mast, and by 1845 R-14 had a mainsail. Now her speed was estimated to be 1.5 knots.

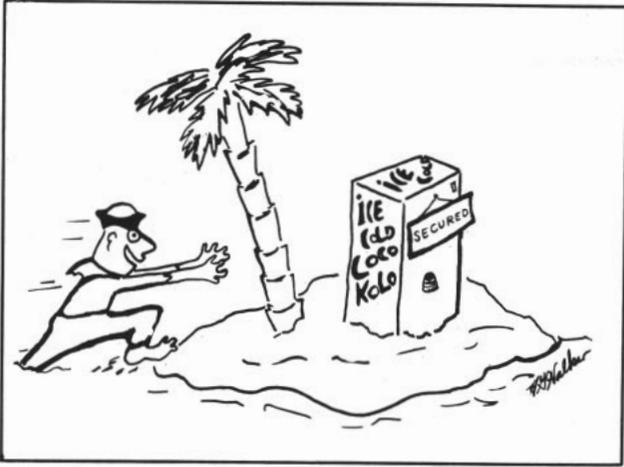
This was still not enough for R-14's crew. They had been caught up in the spirit of the thing. They wanted to fly before the wind, with salt spray lashing them in the face. They wanted two knots.

So they made a mizzen sail. This time, eight blankets were sewn together, two deep by four long. The yards were bunks and curtain rods, as before. The after torpedo loading boom became the mizzenmast.

With her three sails billowing in the breeze, R-14 was now zipping along (as it were) at two knots.

At 0830 on 15 May 1921, the submersible square-rigger sailed into Hilo Bay, truly a sight to behold.

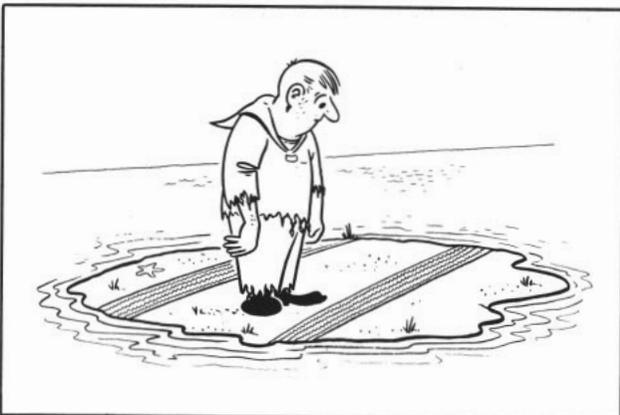
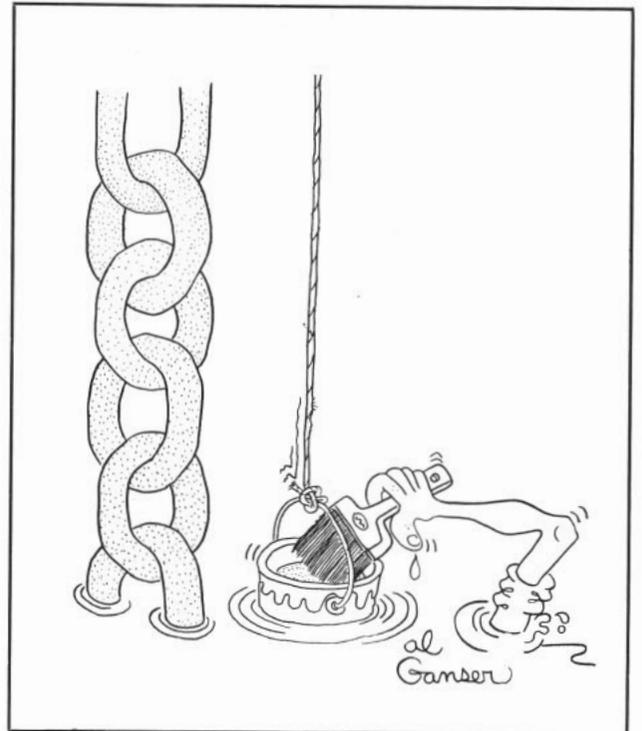
It's reasonable to assume that a lot of people gathered on the pier at Hilo Bay to watch in astonishment as the weird-looking craft tied up. LT Clarke's explanation is not recorded in R-14's log.—Ed.



"That was a nasty ground swell we just hit, wasn't it?"



"Four hours out? . . . Deployment? . . . Med?  
. . . Say, isn't this the family cruise?"



# TAFFRAIL TALK

**W**HEN DOES A NAVYMAN REACH the point where he can be called an "old salt?" Whatever standard you use, Master Chief Quartermaster Donald J. Burns is reasonably sure to qualify.

He's one of the few Navymen left who have served on a coal-burning ship—not to mention six other ships from *USS Missouri* to a destroyer escort.

He's visited every continent except Antarctica, and sailed every ocean and transited every major passage except the Suez Canal.

He's worked on the bridge with seven officers who were, or later became, admirals—including two who became CNO. So reports Dale Kite, a chief journalist aboard *USS America* (CVA 66), which is also Master Chief Burns' current duty station.

Burns, of course, has a chestful of ribbons from his 27 years of continuous service, including combat duty in World War II.

When Master Chief Burns joined the Navy in 1942, he was 19 years old. His father, who had to sign his enlistment papers for him, remarked: "Six years is a long time." The son replied, "I'll probably do 20."

His first ship was the coal-burning sidewheeler *uss Sable* (IX 81), a converted liner with the superstructure removed and a flight deck added. The Chicago-based *Sable* was used to train pilots — who were considered ready for the Fleet after five launches and recoveries.

His later assignments included duty in oilers, on the battleship *Missouri* (under Fleet Admiral Chester W. Nimitz), and ashore in Italy, England and Florida. The other admiral he served under who was to become Chief of Naval Operations is Adm. Robert B. Carney, USN (Ret).

The chief's favorite duty is his present ship, *uss America* — mainly because he made his first complete round-the-world voyage aboard her last year.

A list of the port calls in his career reads like an index to the last 20 years of *National Geographic*: Casablanca, Port au Prince, Istanbul, Bremerhaven, Hong Kong, Argostoli, Nauplia, Sousse, St. Johns, Ciudad Trujillo, Hamburg, Sydney. . . .

Some ports were good, some bad, some indifferent. But "Pappy" Burns says, "I never had any bad duty."

**T**AKE A SUBMARINE. Give it a blade-shaped sail made of the same material as an icebreaker's bow. Then the sub would be able to navigate through pack ice with the hull submerged.

The idea came in a letter from an interested civilian, Aaron Sa'adah, to the Naval Ship Research and Development Center. Detailed sketches of his concept were included.

Of course, NSRDC officers had to tell him that his basic idea had already been used—successfully. The nuclear sub *Skate* (SSN 578), with a reinforced sail, had crashed through the ice at the North Pole after passing under the icecap.

But Aaron couldn't have read about *Skate's* accomplishment in the papers. It had happened in 1959—and that was three years before he was born.

Undaunted, he took a tour of the research center to catch up on the state-of-the-art. Then he went back to his drawing board.

And now, in the time he can spare from second-grade homework, he's designing a *flying* submarine.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

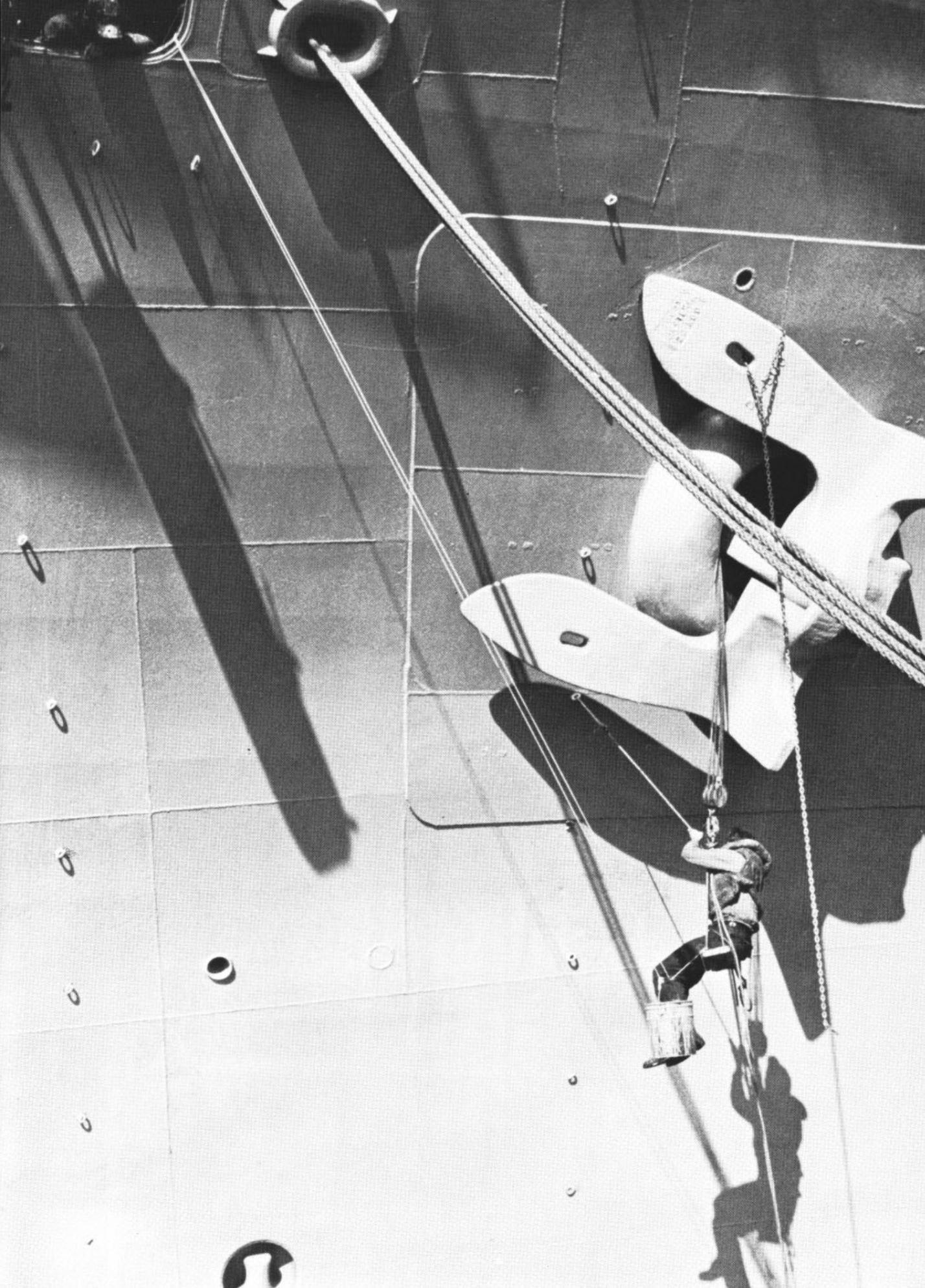
There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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, black-and-white, and also color transparencies. 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. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

**AT RIGHT: SIDE JOB**—Crewmember of store ship *USS Rigel* (AF-58) sits in boatswain's chair to paint around ship's anchor.—Photo by PHC B. M. Andersen, USN

**BACK COVER:** *USS Josephus Daniels* (DLG 27) is reflected in the glasses of a crewmember.—Photo by PH1 A. A. Clemons, USN





**The Eyes have it**

**TRAVEL**

**ADVENTURE**