

ALL HANDS



JUNE 1970







ALL HANDS

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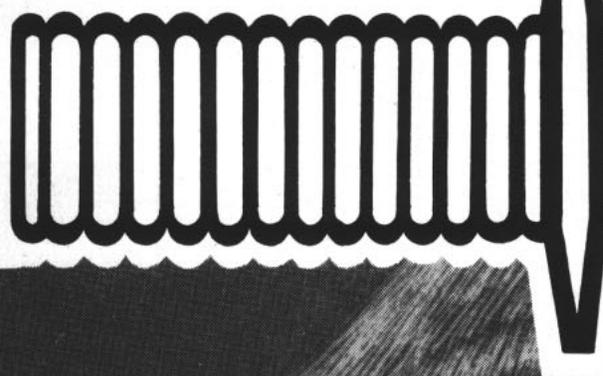
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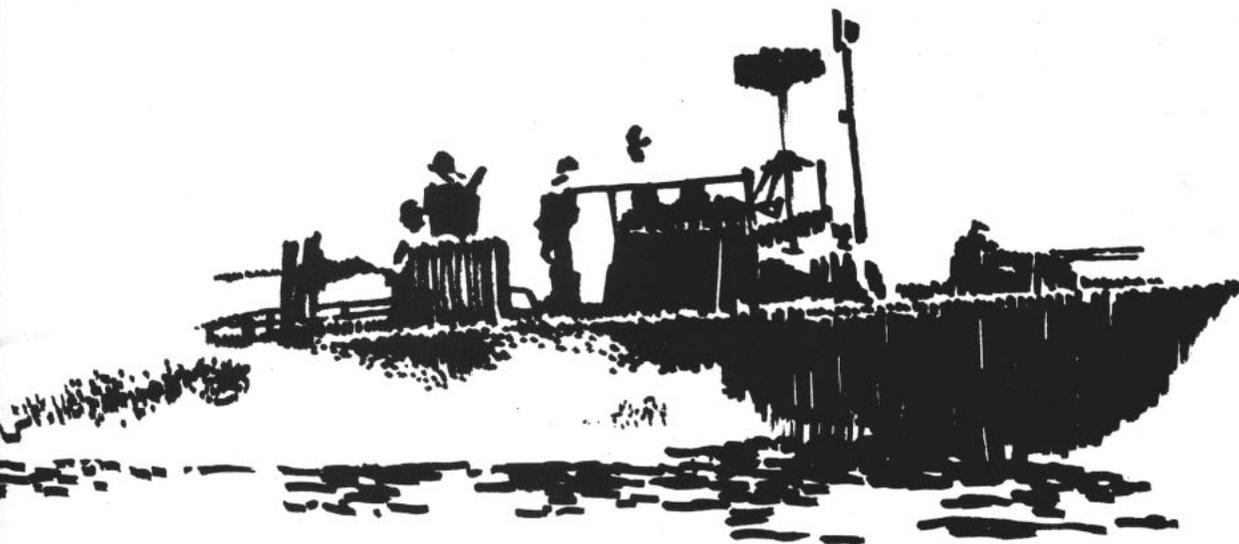
• **ON THE COVER: SWINGING TRIP**—A Navyman is transferred between ships at sea by highline. For a picture story on how it feels to be the "man in the middle" on a highline, see Page 12.

• **AT LEFT: SITTING HER DOWN**—Holding a wheel chock, flight deck crewman watches as landing signalman directs a CH-46 Sea Knight in for landing aboard amphibious assault ship USS Tripoli (LPH 10) during amphibious operations off the coast of Vietnam.



COMMUNICATIONS





SECURITY

Communications is a Double-Edged Sword

WHEN U. S. TROOPS captured a North Vietnamese radio intercept station earlier this year, they obtained positive, graphic proof that more than a thousand messages, some of which were U. S. Navy, had been intercepted in *English*. Messages that should have been transmitted in code were not; at best, some were received in homemade or bootleg codes.

And that's not all.

Evidence was also uncovered indicating that messages about B-52 raids may have been intercepted,

thus allowing the enemy time to evacuate target areas.

These examples show what can develop as a result of lax communications security.

Ordinarily, people whose profession is military communications regard security as a second skin. They become enveloped in a cocoon of discretion, aware of every utterance they make.

That's how they should be.

That's how we ALL should be, whether we become professionally involved in naval communications or

simply use communications facilities and equipment in connection with our routine duties ashore or afloat.

TO AID US in the practice of self-censorship and personal vigilance with regard to communications security, certain general guidelines have been established. Training manuals, directives and communication publications are among them. They apply just as firmly ashore in the United States and aboard ships in the Atlantic and Pacific Fleets as they do overseas, in the Republic of Vietnam and aboard river patrol boats in the Mekong Delta.

However, to promote further the importance of communications security, the subject is being incorporated in curriculums of certain Navy schools, tailored to the needs and interests of those individuals who, in the course of their normal duties, primarily outside the field of communications, are required to operate unprotected voice circuits.

Such "communicators" can be associated with specific categories. *For instance, officers of the deck are communicators. So are CIC watchstanders, both officers and enlisted men. Individuals on station in Air Ops, including air controllers, communicate on the air waves to yet other communicators: naval aviators and naval flight officers. And vice versa. Amphibious force coordinators, beachmasters, small boat crewmen and Marine ground troops — all are communicators and, therefore, should be well educated in the field of communication security.*

IN VIEW OF THE COMPLEXITY of the Navy's communication system, however, gaining a COMSEC education is not always an easy task. Judge for yourself by defining communications — or more specifically: telecommunications.

What is telecommunications?

Telecommunications relates to any transmission, emission or reception of signs, signals, writing, images, and sound; or intelligence of any nature by visual or oral means; or by wire, radio or other electromagnetic systems.

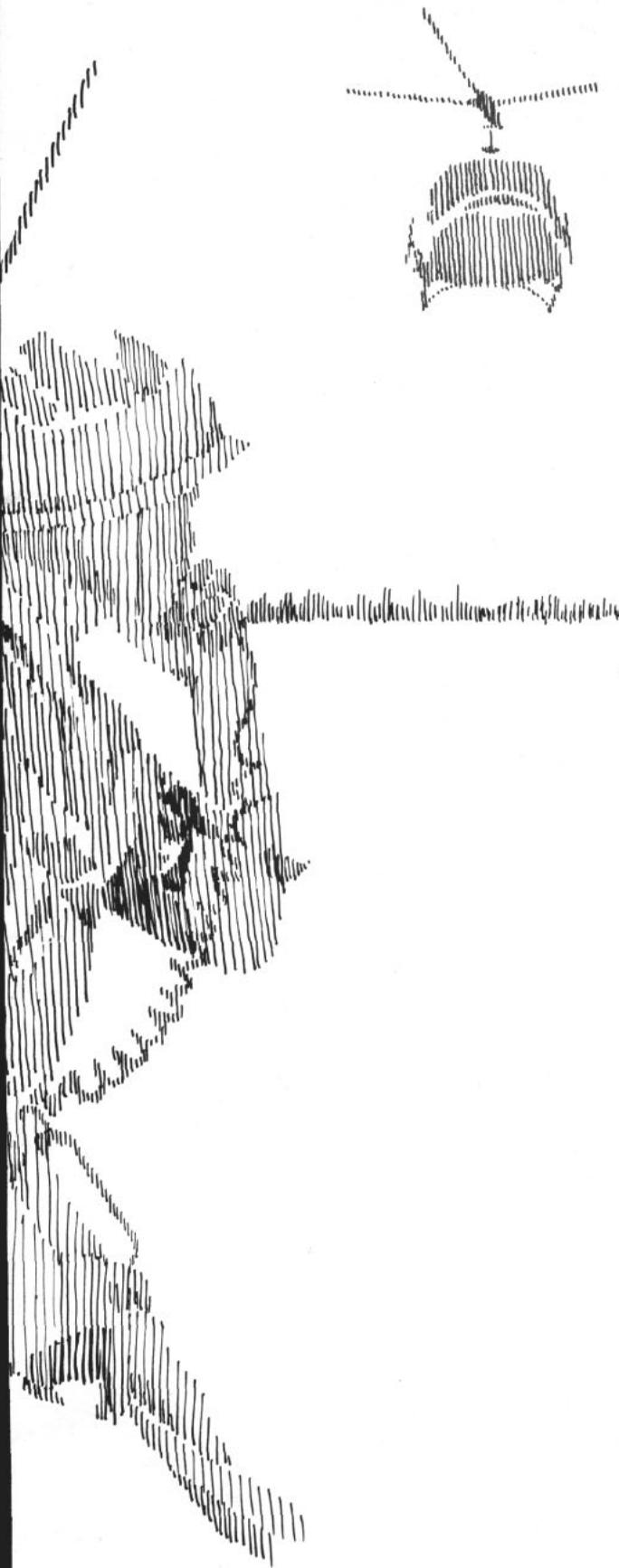
In other words, *telecommunications is communicating electrically, visually or by means of sound.* Although the above methods may differ, they all have at least one major factor in common: *vulnerability to interception by the enemy.*

To minimize this danger, the Navy has established certain standards of security, and it is on these standards that the training in the naval schools is being based.

The initial plan is to have communications security material incorporated into school curriculums of those training facilities in which communications or electronics is part of the course of study.

The training reaches out to both officers and enlisted personnel. Communications security is incorporated in the curriculum of the Naval War College; Reserve Officer Training Corps units; Officer Candidate School; Electronics Warfare School; Communications Officers School; Pre-Flight School; Combat Information Center Schools; Antisubmarine and Anti-aircraft Warfare Schools.





ENLISTED PERSONNEL, in addition to instruction at some of the foregoing schools, also undergo specific training at the following: Radioman, Communications Yeoman, and Radarman Class A Schools; and Air Intercept Controller Schools.

But school education is not enough. *Communications security is an all hands operation and an all hands responsibility. It is not limited to those who have formal training.* What the Navy has been doing to broaden the indoctrination is discussed below.

But to get back to the COMSEC school instruction for a moment. Cold, hard-proven facts and examples of actual enemy intercept, analysis and exploitation of information that have been transmitted via our communications systems and electronic emissions are the basis on which the COMSEC material is being presented to the student. Each session is developed toward certain COMSEC objectives which are designed to have the student gain an appreciation for an enemy's capability to "read" our unprotected communications and other electronic emissions, and to have him appreciate the enemy's ability to use the intelligence gathered from intercepted communications and emissions as an offensive instrument against our forces.

Other prime objectives are to have the student realize that U. S. and allied communications and electronic emissions are vulnerable to enemy exploitation through intercept, analysis, jamming and imitative deception, and to demonstrate to him how to counter these threats by applying certain measures toward improving communications security.

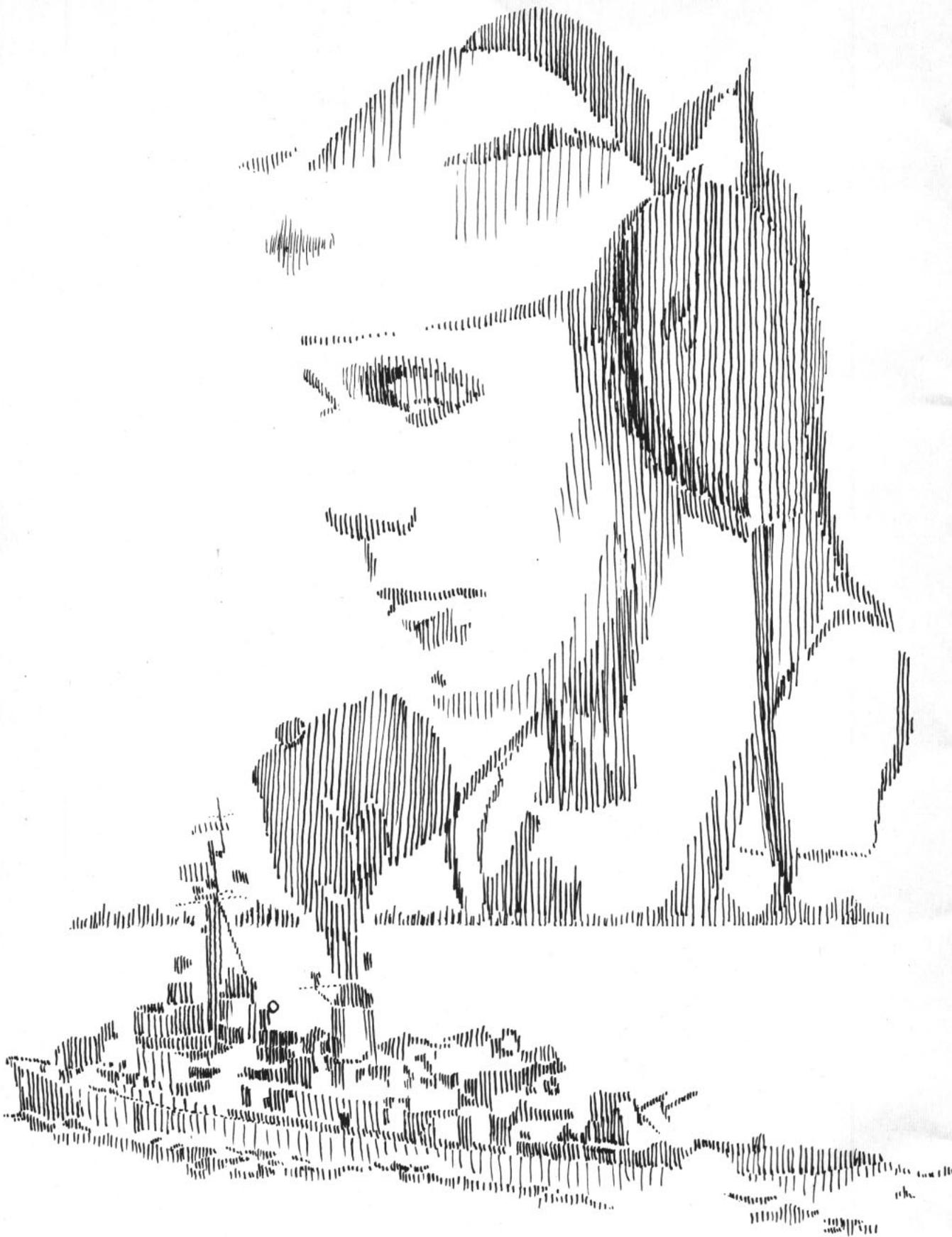
Although focused on the foregoing objectives, the subject of communications security, as taught in the various Navy schools, is not necessarily to be treated as a separate and distinct item. Rather, it will be considered as an integral part of communications, and wherever possible will be included in all lesson plans, lectures and practical drills in the field of communications.

AT LEAST ONE specific communications security course already is being conducted for Riverine boat crewmen and advisors ordered to combat duty in Vietnam. It is part of the simulated on-the-job training offered in the United States, before they leave for overseas duty.

The training ground is in an area utilizing terrain and waterways that resemble the lower Mekong Delta, making it an ideal site for riverboat training. Part of the tactical training received by the student crewmen during four-day battle problems includes methods of communicating, within security limits.

The success or failure of each problem often hinges on the effectiveness of communication security which is tested in the field by communication specialists who use a mobile van to monitor all boat communications. Any weakness in transmission security is noted and the monitored tactical information is relayed to an "aggressor" team which uses the information to plan a simulated ambush of the "friendly" student patrol craft.

After a couple of ambush experiences, security



usually tightens. The student learns that radio communications is a two-edged sword — while one edge works for him, the other can slash back at him.

NOT EVERYONE IN THE NAVY will be fortunate enough to receive such a textbook lesson in COMSEC. Many will learn from on-the-scene experience, hopefully without serious incident.

In Vietnam, where the enemy is listening to virtually every transmission keyed by U. S. and allied communicators ashore and afloat, the danger of communication backlash is constant.

Study this hypothetical example:

Spotters ashore for a destroyer call in gunfire support giving specific coordinates not far from their own location. The DD responds and sights in on the target. However, moments before the first salvo is to be fired, the ship receives another communique directing a change in the coordinates. The change is made. But, if the first round is fired, the salvo will land just feet away from the spotters themselves. In moments they will be scrambling for cover, screaming "hold your fire" over the radio.

What's happening?

Charlie has entered the circuit, reading the transmissions and then, through deception, is transmitting a false coordinate change. The deception could be a success if the ship opens fire on its own spotters — AND if the ship does not observe communications security.

Take this other example. It also involves a ship. Shortly after making her turn onto a firing track she becomes a target. There has been no straddling of the ship by shore fire. No walking rounds. Just B-O-O-M, an almost on-the-mark hit without warning.

CHECKING INTO the possible success or failure of this type of mission, an investigating team determines that the ship's communicators have observed all security precautions. No in-the-clear transmissions have been made within 20 minutes before the ship began her firing run.

Is this enemy fire on our ship going to be a lucky shot? A near miss? Or way off target? Why has the enemy seemed so confident in its firing?

The investigating team warns that a VC intercept squad might have picked up the communications between the ship and her spotters, and then analyzes the transmissions to mean that a firing run is in the making. Based on the known speed of the ship's firing runs, and the distance measured when she turns onto her firing track, the enemy gunners would then be able to figure out a projected target line and subsequently — if their calculations are right — they'll score a first-shot hit.

In the first example cited, recognition of communications security and the simple use of authentication has prevented Charlie from pulling off the English-spoken deception stunt.

In the second case, the ship has varied her routine, both in communications, timing and movement. Instead of being caught by the enemy unaware, she has

avoided a direct hit and completed her mission successfully.

THE EDUCATIONAL PROCESS of communications security is branching out beyond the school of hard knocks. In fact, COMSEC items are certain to appear more consistently on advancement exams, especially in view of forthcoming revisions to those training manuals which will contain specific chapters on the subject of security.

For example, in the current proposed revision to *Military Requirements for Petty Officers 3 & 2 and 1 & C*, security is emphasized as a means—not an end. The idea is to indoctrinate all Navymen — from recruits to chiefs; from midshipmen to admirals — to the point that we are constantly aware of security and automatically exercise it in whatever we do or say.

One primary means of improving communications security on the command level is through the program of COMSEC training visits.

COMSEC teams are comprised of Navymen keenly alert to discover and correct weaknesses in communications security before serious violations result. They are strategically located around the world, giving them the capability of assisting a command at a moment's notice, whether the need is aboard ship, on a foreign continent, or in a forward combat area.

In addition, COMSEC teams are assigned to fleet commanders to assist in the planning of communications security directives which are written into operation orders for fleet exercises.

AT LEAST ONE team-training visit is recommended for each command once a year. These visits are not to be associated with formal inspections or formal investigations. Instead, they should be recognized as a means of providing on-the-spot advice and guidance to individuals who operate voice communications equipment.

The COMSEC team has but one major mission — to help you to protect yourself. It may well be instrumental in saving that rescue copter, a patrol unit, or the lives of the crew, or your ship itself. That's how important communications security is.

Upon completion of a visit, the team conducts a critique at which time the members assess the most significant malpractices and discrepancies in security that were observed. Then, they offer solutions to the problems and recommend methods to improve the command's communications security in general. It may be suggested, for instance, that subsequent training visits be requested or that specially trained personnel be invited on board to assist in staff communication planning.

Through such efforts as the COMSEC teams and the implementation of COMSEC study material in our training manuals and schools, security in the ether should be bolstered greatly. And even more so if we all keep in mind the reality that while our naval communications system may be the finest in existence, it is, indeed, a two-edged sword.

—Story by JOC Marc Whetstone, USN.

—Illustrations by DMSN G. C. Pilachowski, USN.



MSTS far east

IT IS EASY, riding in a small boat through a cloudy night, to imagine there is no conflict in Vietnam.

Pinpoints of light stitch the bulk of a black mountain. Other lights, brighter yellow and white, decorate the ships at anchor in the calm water, giving them the appearance of excursion cruisers drawn up at some South Sea holiday paradise.

Perhaps Vung Tau will one day be that paradise. All the ingredients are here. Today it is not.

Vung Tau is the port through which passes a major portion of the 1.75 million tons of material which arrives in-country each month to support Allied operations. It is a dispersal point from which supplies are freighted up the Long Tau River to Nha Be, Saigon and Cat Lai; or moved through the rivers and canals of the Mekong Delta.

At night it seems like a peaceful place.

At dawn the illusion is shattered.

Day does not creep into this place on mice feet. There is no softness in the sunrise. It explodes. The heat begins immediately, solid, wet, personal and mind-sogging.

In daylight, the ships become themselves: tankers, freighters, LSTs, a World War II escort carrier turned aircraft ferry for this conflict; barges loaded with crates of supplies.

THERE IS NO uniformity in the appearance of the ships. Some are the neutral gray of military vessels.

Others are the red and black and white, the black and blue and white, the black and yellow of civilian shippers. Some fly their owners' flags. They are manned by Americans, by Japanese, by Filipinos, by Koreans.

But here, they serve a common master—The Military Sea Transportation Service, Far East. They are a part of the MSTSE-controlled fleet of deep-draft ships and 45 LSTs which support operations in the Republic of Vietnam.

Most have lain in wait here through the night to complete their journeys. At night, MSTSE ships do not operate on the rivers in South Vietnam. Navigation of the Long Tau, which links Vung Tau and Saigon, for example, is difficult in daylight; impossible at night.

Now, with morning, they are ready to go.

The first ship in the river today will be the 24-year-old freighter *ss Hope Victory*. She was one of the first ships reactivated and brought into MSTSE service on the U. S.-Vietnam run. That was in 1965. This is her 14th trip up the Long Tau.

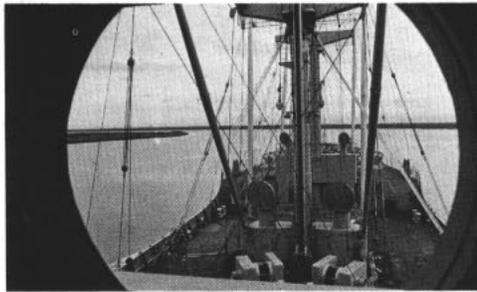
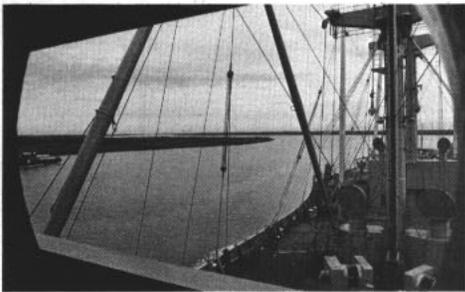
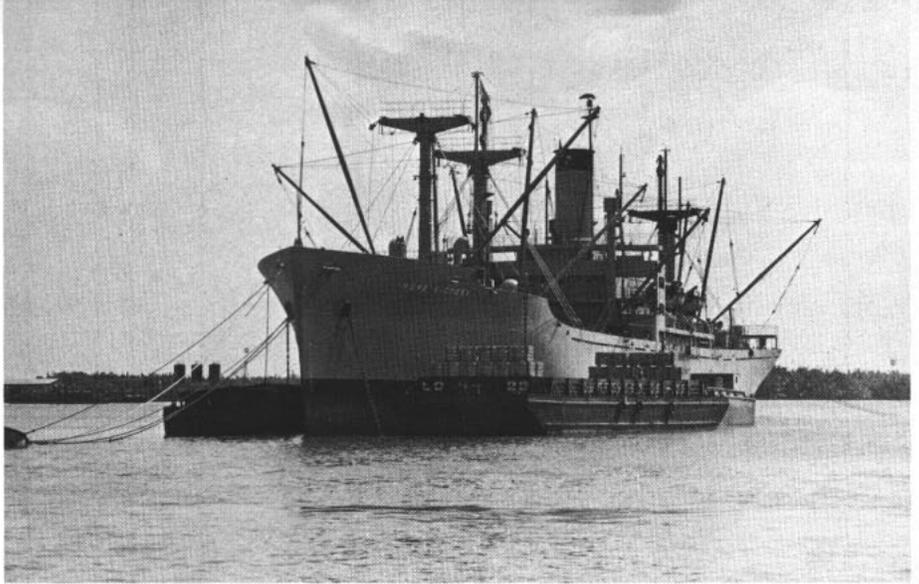
Her master is Captain I. L. Morris, whose silver hair and thin moustache give him the appearance of a luxury-liner skipper. He has been a sailor all his adult life — first as a USN quartermaster serving, among other places, on the Yangtze patrol in China; later with a commercial line operating between the West Coast and Hawaii.

Crowded together in Saigon Harbor, MSTSE ships wait to begin supply missions or to go to other ports to load more cargo.

SS *Hope Victory*, heading upstream, passes small Japanese tanker on its way to sea from petroleum docks at Nha Be, near Saigon.



MSTS



Above, left: CAPT I. L. Morris, skipper of *Hope Victory*. Right: MSTS-chartered ship at anchor near Saigon while cargo is unloaded. Below: *Hope Victory* steams up the narrow and twisting Long Tau River, making her way from the coast to the staging area at Cat Lai.

THIS WILL BE his last trip. "I'm due to retire. Got a little ranch back in Stoneyford (California) and I'm just gonna settle me down and take it easy for a while."

Hope Victory's cargo is one of the most essential of the nuts and bolts of war: Ammunition. Aft, there is a collection of large crates lashed to the deck. Each is marked in bright red: "No Smoking. Dynamite."

"There's 11 tons of it back there. A rifle shot could set it all off."

A small boat eases alongside *Hope Victory* and the Vietnamese pilot boards and climbs to the bridge. Almost immediately, deck crewmen begin to hoist the accommodation ladder and haul in the anchor. It's time to move.

The ship gathers herself together for the run to Cat Lai, Saigon's ammunition anchorage eight miles east of the city.

In the galley, bacon is frying. The collective odors of breakfast in the making should spark a round of sea stories, but the few men who sit in the air-conditioned place are quiet. This is not usual.

Finally, someone mentions that it is not a good thing to be the first ship up the river, giving voice to the tension which will hold the ship for the next few hours.

It's a psychological thing.

The danger of steaming through this combat zone is no greater nor less for the first, the fifth, the 10th or the last ship of the day.

THE SHIPS are unarmed, but MSTSFE has assured all the protection possible. Vietnamese Navy minesweepers brush the river before any ships enter, and continue to do so throughout the day. Vietnamese and U. S. Navy riverboats make constant patrols, hugging the banks, searching the water and the marshy land which surrounds it for any hint of enemy activity.

Still, it's a little uneasy-making to realize that the enemy has had eight hours of night in which to hatch any little nasty games he might have in mind.

The land which surrounds the Long Tau could be the mouth of the Mississippi or of the Amazon. It is bare save for an occasional palmetto fan, a clump of scrub brush. Three years ago, sailors on the river would pass their time watching monkeys gambol in the jungle which grew thickly to the water's edge.

Today, the land along the river's edge lies wet, gray and ominous looking.

A sudden eruption of distant artillery hidden somewhere behind the horizon contributes to the tension. But knowing that a U. S. destroyer is standing at the mouth of the river to provide gunfire support if called upon is comforting.

ENTERING THE RIVER, *Hope Victory* passes between two small Vietnamese minesweepers completing their trip to Saigon. Soon, they will turn and plod back to their point of origin. It is a monotonous job.

Just beyond the first turn, a three-boat covey of U. S. riverboats lie in wait. As the ship passes, the

small craft separate, one heading downriver, the others bracket the freighter, escorting it for a few hundred yards then slowly outdistancing it and disappearing around the next bend.

Hope Victory will make the 38-mile trip to Saigon in about three hours, riding out scores of turns at 16 knots. The river is from 300 to 700 meters wide. MSTs ships are limited to 27 feet of draft.

As the ship rounds one bend, the water ahead is littered with scores of small boats. The sight does not amuse Captain Morris.

"One of the VC tactics is to send a small sampan across the bow of one of our ships," he comments. "To avoid it, our ship will turn away and, as it nears the bank, they'll open up with whatever they've got."

Everyone on the bridge watches the boats carefully. The patrol boats come back and herd the sampans out of the channel, opening a path for the freighter.

"They're fishermen," says the pilot. "From over there." He points to the left bank where a nameless refugee camp sprawls in the gray mud.

The Viet Cong have tried for years to halt MSTs traffic on the Long Tau, so far without success. The most serious incident was the sinking in 1964 of the aircraft ferry USNS *Card* (T-AKV 40) beside a dock in Saigon. The ship came back into service but is now in ready reserve status in San Francisco.

Still, the enemy tries. There is plenty of cover in the Rung Sat Special Zone — through which the Long Tau passes — for snipers or a rocket team. However, the constant patrols, the frequent infantry sweeps through the area and the proximity of helicopter gunships force the Viet Cong to fire quickly and with little accuracy.

THE CAT LAI anchorage moves slowly into view.

There are two other ammo ships already moored in the stream. *Hope Victory* maneuvers slowly between them. There are three ships here all the time and, at times, as many as 10 others waiting at Vung Tau and Cap St. Jacques to make the upriver trip.

Now the ammunition and dynamite will be off-loaded onto barges and moved to units near the capital.

Now Captain Morris will go home to his ranch to take it easy.

Eventually, there will be no more fighting here and sailors can again pass their time on a river watching monkeys gambol in the trees, passing only fisherfolk working their nets.

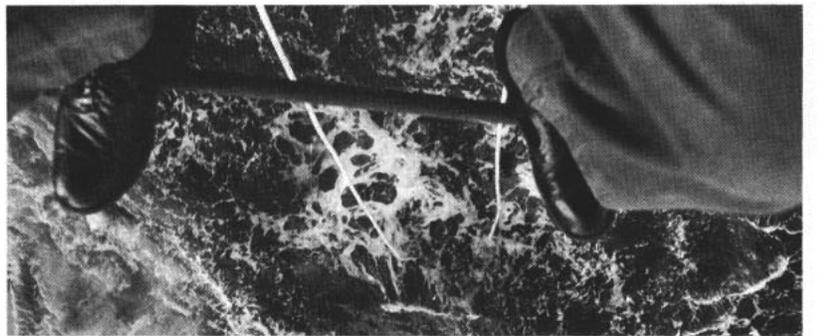
Until then, Military Sea Transportation Service, Far East, the river patrols, the minesweeps, the helo gunships will make their daily runs.

—Story by JO1 Jim Lea, USN;

—Photos by JOC Bryon S. Whitehead, Jr., USN.

Riding high, her holds empty, MSTsFE deep-draft cargo ship passes moored small craft, easing down Long Tau River from Saigon port.





highline transfer



"Who, me? Highline? Not a chance!"

But Photographer's Mate 1st Class Charles R. Pedrick decided it might make an interesting picture story. At any rate, a highline transfer was undoubtedly the saltiest method of arriving at his next duty. Here's his account.

FEW MEN LIKE the idea of being suspended between two ships at sea, only a few feet above the wave crests. Least of all me. However, like it or not, I was going to be transferred by highline.

I had several days until my transfer from the Sev-

Above, left: After highline is rigged and checked, boatswain's chair is suspended from a trolley, and ship's boatswain signals that everything is ready. **Below, left:** View from the chair, half-way across. **Center:** Ships must steam about 100 feet apart during a transfer. It looks much farther to the man being transferred. **Right:** Oklahoma City bosn's mates attach the final safety connection—a short section of steel cable which would support the chair if it broke free from the trolley.

enth Fleet flagship, the cruiser *uss Oklahoma City* (CLG 5), to the ammunition ship *uss Virgo* (AE 30). So I took some of that time to do a little research on highline operations.

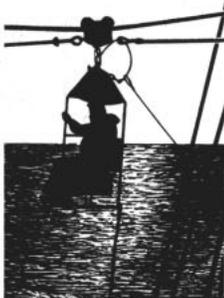
In the bosun's locker, BM1 Les Braunbeck had the answers to most of my questions.

The highline itself is a manila line, three inches in diameter. Fastened securely to our ship, it would run through several pulleys or blocks into the hands of about 25 men on the second ship. The line serves as a track for a small trolley from which the boatswain's chair is suspended and hauled across the open sea.

Inhaul and outhaul lines are also of manila hemp, one inch in diameter. These are the lines actually used to haul the trolley and chair from one ship to the other.

All these lines, Braunbeck pointed out, are tended by hand. This avoids the possibility of breaking a line with too much tension.

If steel cables and winches were used and either ship took an unexpected roll, a highline would probably break. However, the sailors tending the lines can



highline transfer

sense the tension and adjust their pull to keep the chair out of the water.

TOPSIDE, Braunbeck showed me the boatswain's chair, a box-like frame made out of 3/4" metal tubing with a flat sheet metal seat. A bar across the bottom is to help brace your feet on. Four cornerposts come together at the top about 12 inches above the passenger's head where they are welded to a metal ring. The chair and its contents are suspended from this ring during the transfer.

Braunbeck assured me that safety is the first rule. Both ships involved in the transfer must have a rescue boat manned and ready for immediate action. There are also strict regulations concerning conditions: Transfers at night are not allowed except in emergencies, and all equipment and lines must be checked closely before each operation.

Wide use of helicopters in the Navy today has relegated the highline to second place in transferring personnel from ship to ship at sea. However, Braunbeck believes that of the two methods, the highline is the safer.

"Most highline transfers occur between destroyers,



destroyer escorts and smaller ships of the Fleet," Braunbeck said. "And for good reason — they don't have helicopters."

A SIZABLE NUMBER of Navymen have never witnessed a highline transfer. But they have heard sea stories about them. For example, take the one about a man who was snapped up and spun around the highline when the ships leaned toward each other and then rolled in the opposite direction. It's said that as the highline became taut it turned and the man began to spin like a top.

Any truth in such stories? "The worst I've seen or heard about," said the boatswain's mate, "was where the passenger got a little wet with spray."

On the day of my transfer, the sky was slate gray and rain pelted everyone on deck. The weather made me a little apprehensive, but by then I had confidence in the *Oklahoma City* boatswain's mates. I didn't think I was nervous, but then someone mentioned that I was putting my life jacket on inside out.

Some of the men were talking (joking, I think) about the last highline transfer they saw. "The re-



Left: As transfer ends, helping hands guide the chair to a solid deck again. Center: Oklahoma City men haul the empty chair back to the ship. Right: With every roll of the ship, the chair jumps and pulls at restraining lines.



cruits stationed on the out-haul got it so fouled up they had to stop the transfer when the guy was half-way across," said one of the men on deck.

"Yea, I remember that," another answered. "He was dangling out there for about a half-hour before they got things straightened out. And by the time they set him down on the other ship he had such a grip on the chair it took four men to pry him out of it."

More sea stories, I thought, and then the ship's bosun motioned me into the chair. I squeezed in, he buckled the belt and showed me how to get out if anything happened. I gulped, grabbed the chair and pushed myself farther back in the seat when I saw the bosun give the signal to start the transfer.

THE CHAIR AND I began to rise from the deck as the highline drew tight. Twenty feet below me I could see the 25 men whose job it was to keep the line taut enough for me to stay high and dry above the tossing ocean. Then the men of *Virgo* began pulling me across.

Leaning forward slightly, I looked down between my feet as I crossed from the edge of *Oklahoma City*.

The water between the ships appeared to be boiling.

I attempted to look back, but because of the bulky kapok life jacket, I couldn't turn around.

Ahead, on *Virgo*, I could see the men pulling on the outhaul, but from where I sat, it seemed as though I wasn't moving.

TO MY SURPRISE, the ride seemed fairly smooth. My stomach did not turn. I've been on carnival rides that were worse.

As I passed over the rail of *Virgo*, I could see the faces of men and their hands reaching up to steady the chair as I was lowered to the deck. I unsnapped the seat belt and stood up, lightheaded but steady.

With the help of one of *Virgo's* boatswains I took off the kapok life jacket and was greeted with a strong handshake by the Chief Master at Arms.

While watching the empty boatswain's chair being returned to *Oklahoma City*, I decided that a highline transfer isn't a bad experience. The next time, I might even enjoy it.

—Story and Photos by
PH1 Charles R. Pedrick, USN



Naval



Academy



A FEW YEARS BACK ALL HANDS ran an article on the memoirs of one Midshipman William Harwar Parker who attended the United States Naval Academy in its infancy, two years after its founding in 1845.

Although he entered the Navy as a midshipman on the 19th day of October, 1841, at 14 years of age, it wasn't until six years later that Midshipman Parker actually began his classroom instruction at the Naval Academy, referred to then as a "naval school."

In those early days of training midshipmen, it was the custom to send them to sea for an apprenticeship during which they learned the fundamentals of seamanship. Their formal education at the naval school, lasting slightly less than a year, was primarily to prepare them for their final examination for the grade of *passed midshipmen*.

But, just as the Navy has changed greatly since those days, moving through the ages of sail and steam into the nuclear age, so has the Naval Academy evolved into the outstanding educational institution that it is today.

For many Academy graduates, the education they receive at Annapolis serves as a springboard toward higher academic achievement. Future professional development to enhance their naval careers is offered at such institutions as the U. S. Naval Postgraduate School, the Naval War College, the Armed Forces Staff College, or through graduate study at universities leading to master's degrees or PhDs. In the

Above, left: Bancroft Hall, home of the 4000-man Brigade of Midshipmen. Left: Dress parades are part of Academy life. Right: Classes are usually limited to 10 to 15 students.

Naval Academy

past two decades, at least 18 graduates have been selected to attend Oxford University as Rhodes Scholars.

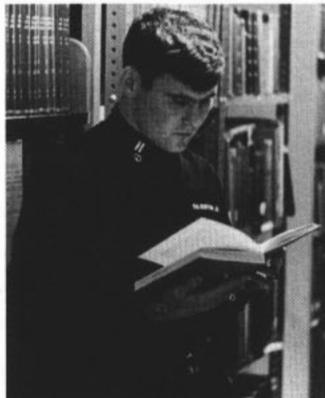
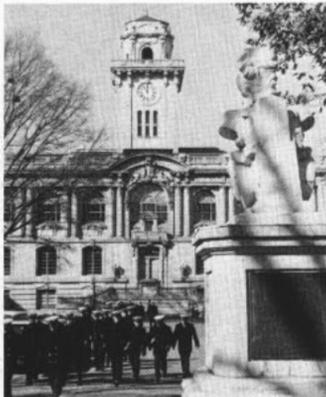
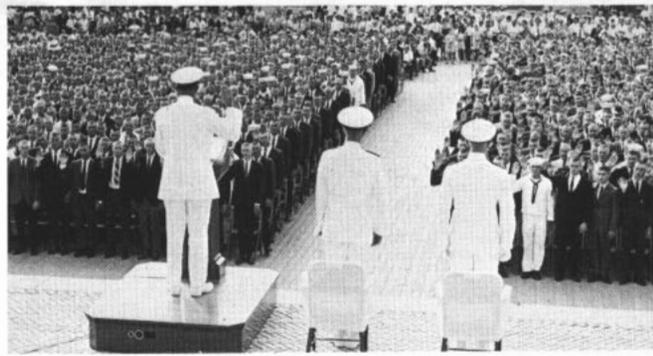
ANNAPOLIS TODAY represents a combination of tradition and continuing change in response to the needs of our modern Navy.

For example, graduation and commissioning exercises for the class of 1970 are set for 3 June in the Navy Marine Corps Memorial Stadium, at which time 800-plus graduates will bring their four years' Naval Academy instruction to an end with the traditional "hat-toss" which originated in 1912.

Before then, graduates were required to serve two years in the Fleet as midshipmen before receiving their commissions, and therefore had need for their midshipmen caps. But, when the first Academy graduating class no longer needed the caps, the announcement resulted in a spontaneous hat-toss. It has been symbolic of graduation and commissioning ever since.

The Naval Academy is much more than tradition, of course. It is here a young man may grasp the op-

Above, right: New plebe class is sworn in. Center, right: Nuclear theory training at the Academy's Sub-Critical Nuclear Reactor Laboratory. Below: Campus scenes. Opposite page: Midshipmen on dress parade.



portunity of making a career as a naval officer, an opportunity that extends also to young enlisted men serving on active duty or in the Naval Reserve.

EACH YEAR, the Secretary of the Navy may appoint 85 Regular Navy and Marine Corps enlisted men, and 85 enlisted men of the Naval Reserve and Marine Corps Reserve to the Academy. Although requirements and procedures for obtaining an appointment differ slightly, eligibility is basically the same for both groups.

In this regard, applicants in both categories must:

- Be male citizens of the United States.
- Not have passed their 21st birthday (22nd for Reservists) as of 1 July of the year of entrance to the Naval Academy.
- Have enlisted before 1 July of the year before the desired year of entrance to the Naval Academy.
- Never have been married.
- Be of good moral character.
- Be physically fit and have 20/20 vision (waivers may be granted to a few exceptional candidates whose vision is no worse than 20/100 and correctable to 20/20).

Applicants from the Regular Navy and Marine Corps normally attend the Naval Academy Preparatory School at Bainbridge, Md., in order to compete

for appointment by SecNav. The Prep School also has a limited number of openings available each year for applicants from the Reserves.

This program is designed to prepare young men academically, militarily and physically for entrance into the Naval Academy, and provides approximately one-tenth of each class entering the Academy.

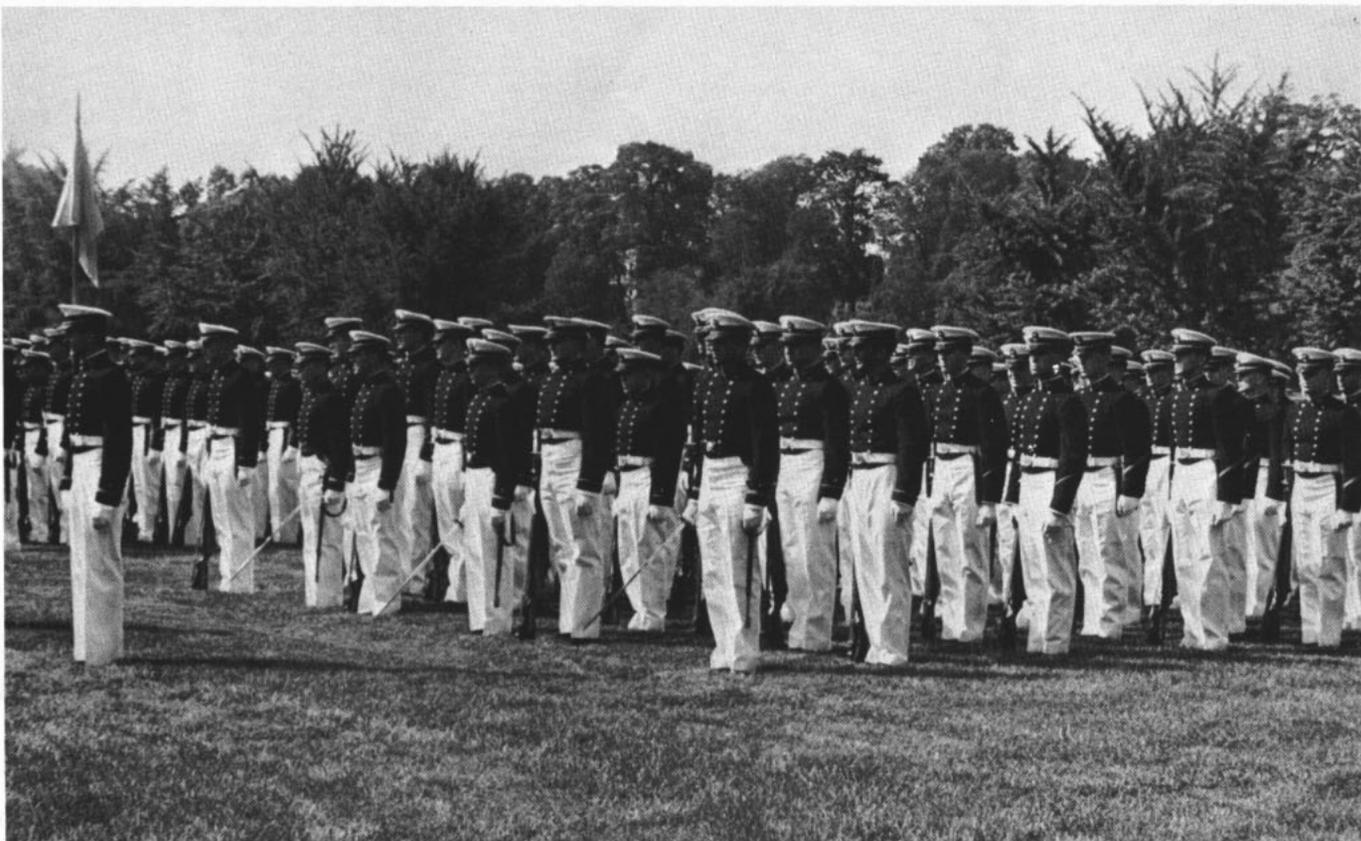
THE PREP SCHOOL'S COURSE emphasizes English, mathematics and science. The curriculum encompasses the last two years of high school and the first year of college. Students are assigned to classes in each subject according to individual background, need and ability.

Special eligibility requirements for admission to the Preparatory School are:

- Pay grade E-2 or above and completion of recruit training.
- Age 17-19 as of 1 July of year entering.
- Navy personnel must have GCT/ARI score of 120 or higher.

Details of requirements for both the Preparatory School and the Naval Academy may be obtained from command Educational Services Officers and Career Counselors.

Regardless of the route he takes to gain admission, the young man selected will find that education at the



Naval Academy

Naval Academy is first-rate academically, supported strongly by military-professional training and by moral and physical development.

The key academic decision for each midshipman concerns his major program. Beginning with the Class of 1971, completion of one of the 24 major programs listed below is one of the graduation requirements for the Bachelor of Science degree:

- Aerospace Engineering, Marine Engineering, Mechanical Engineering, Naval Architecture, Ocean Engineering, Electrical Engineering and Systems Engineering (Weapons).
- Mathematics, Physics, Chemistry and Applied Science.
- Analytical Management, General Management, Oceanography, and Operations Analysis.
- Economics, Foreign Affairs, History, Literature, and Political Science.
- European Studies – French, German or Italian; Far Eastern Studies – Chinese; Latin American Studies – Spanish or Portuguese; and Soviet Studies – Russian.

IN ADDITION TO WORK in a major area, all midshipmen complete a total of 49 semester hours in subjects which form the professional base for the rest of the



Above: Realistic CIC training simulates fleet exercises. Above, right: Graduating class. Center, left: Plebes receive sailing instruction in 25-foot knockabout. Right: Instructor counsels student. Below, right: Midshipmen learn to sail in knockabouts, then advance to one of the Academy's 44-foot yawls such as this one. Opposite page, left: Yard Patrol Craft provide real bridge experience. Right: Traditional hat-toss ends graduation.

academic program. These courses include: Fundamentals of Naval Science, Introduction to Engineering and Weapons, Navigation I and II, Naval Engineering I and II, Naval Electricity, Naval Electronics, Shipboard Weaponing, Tactics, Weapons Systems Engineering, Military Law, Psychology and Leadership, and the History of Seapower.

These courses are supplemented by practical drills, conducted during the academic year, and summer at-sea training with the Fleet.

Choice of major governs the number and level of related supporting courses required in science, mathematics, engineering and foreign languages, to complete the minimum of 140 semester hours required for graduation.

Midshipmen who elect majors in the scientific-technical fields will take more courses, at higher levels, in mathematics, physics, chemistry and engineering than those who elect non-technical majors. The scientific-technical programs, on the other hand, require no foreign language.

Programs in social science, general management, international studies and literature require a substantial amount of foreign language study, but less mathematics. All midshipmen take at least one course in Computer Science during their freshman year. This course provides a basic experience in use of computers which

will be applied in various areas during the balance of their studies.

A NNAPOLIS MEN strive for excellence not only in the classroom but also in leadership and on the athletic field. Navy teams are well known on the national intercollegiate sports scene. Almost a third of the 4100-man Brigade of Midshipmen participate in 21 varsity sports ranging from football to fencing. All other midshipmen compete in a 23-sport intramural program which includes handball, boxing and basketball.

In addition to formal academic courses in professional subjects, midshipmen receive additional military training and individual leadership development under the direction of the Commandant of Midshipmen. The Brigade is divided into 36 companies for military training and administration. All four classes are represented in each company.

Each military unit—brigade, regiment, battalion, company, platoon — is commanded by a midshipman officer, a member of the First (senior) Class. First Classmen also serve as squad leaders, in direct charge of the day-by-day supervision and training of the Plebes (freshmen) in their squad. In this way, the First Classman plays a major role in developing his leadership ability and forms the motivation for the day when he will become a commissioned officer.



baby ironclad



IN THE UNITED STATES 108 years ago, there was great excitement over two ironclad ships which were believed to be invincible.

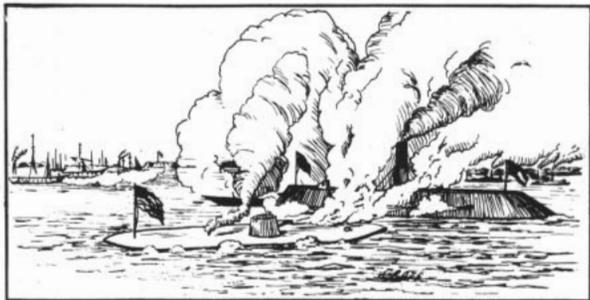
Both vessels were units of river navies which had clashed many times on the nation's inland waterways using equipment and tactics similar to those employed today by U. S. forces in Vietnam.

Here is a comparison of the scene as it appeared in 1862 and the way it looks today in Vietnam.

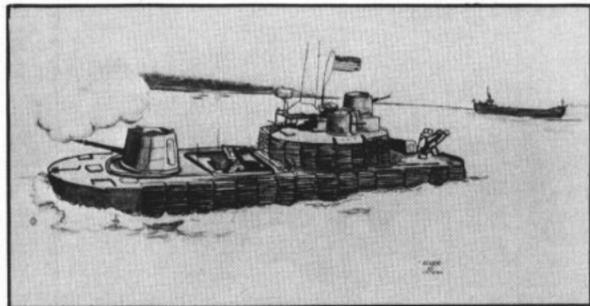
The Day of the Ironclads

IN THE EARLY DAYS of the Civil War, both North and South felt the need for something new with which to fight a river war for control of the Mississippi and its tributaries.

Neither side knew exactly the kind of craft it needed but it was apparent to both that existing deep draft ships would not fit the bill.



Monitor and Virginia (Merrimack) meet at Hampton Rds. in 1862.



Today's monitor—smaller but more powerful—patrols in Vietnam.

The first solution came from the Confederate side which built heavy inner bulwarks in towboats and packet steamers, then filled the spaces in the sides with compressed cotton and fitted the bow with an iron ram.

Meanwhile, the Union was equipping merchant ships and ferry boats with battering spars to which explosives were attached. Even fishing smacks acquired a lethal character with cannons added to their decks.

It wasn't long before Pook Turtles, the partially armored predecessors of the ironclads, made an appearance on the nation's rivers. They were protected with iron plating only around the bows and abreast of the engines. Their heaviest firepower, three 8-inch guns, was mounted ahead.

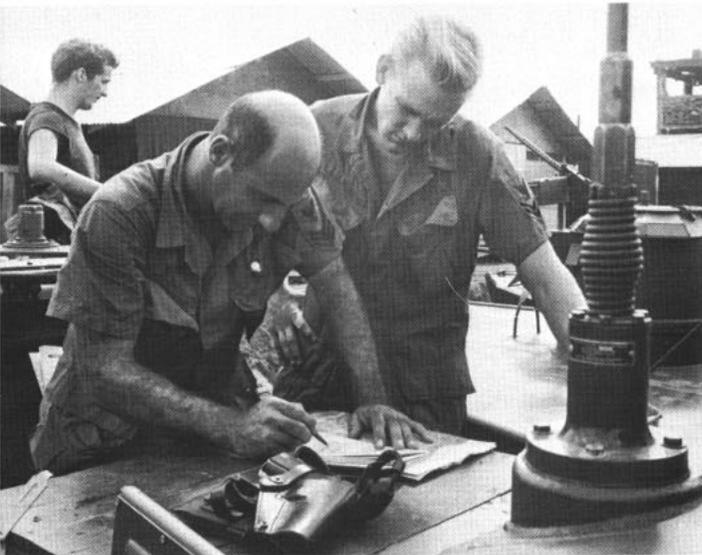
There were also the tinclads—light river steamers with just enough boiler iron plating to protect them from small arms fire. Their virtues were a sizable armament and their suitability for river warfare—some had a draft of only 22 inches. But it was the ironclads which produced the real breakthrough. If the timing of either side had been a little different, the entire outcome of the war could have been changed.

WHEN CSS VIRGINIA (formerly *Merrimack*) was under construction, the Confederacy felt it could defeat anything afloat and its confidence was largely justified.

The Union was behind in the race to produce an ironclad warship and *Virginia's* battery of six 9-inch smooth bore cannons and four heavy rifles was not to be depreciated.

But the Union shipyard building *USS Monitor* worked to overtake the Confederates and produced the ironclad *Monitor*. The new ship was an innovation in many ways for she put out for her trials with no less than 40 new inventions aboard. Unfortunately, not a single crewmember could operate even one of the new devices with which *Monitor* was equipped.

This drawback notwithstanding, *Monitor* was a formidable opponent. She had a heavily protected deck which was nearly flush with the water and her cheese-



• RIVER ASSAULT Division 153 patrols Mekong Delta. Photos from atop: Vietnamese and American Navymen on patrol. BM1 John Baker, combat patrol officer, plans operation with boat captain, EN2 James Zieminski. Vietnamese Navyman at .50-cal. machine gun. QMSN Ronn Johnson, holding enemy rifle, shows where hostile round hit boat's turret.



box-like battery of two 11-inch Dahlgren cannons was mounted in circular revolving iron turrets having walls nine inches thick.

On 9 March 1862, *Monitor* and *Virginia* met at Hampton Roads and fired at each other nearly six hours. Since the vessels were about equally matched, they parted without inflicting serious damage.

The Day of the Delta Destroyers

MORE THAN A CENTURY after the clash between *Monitor* and *Virginia*, small United States boats patrol the rivers of the Republic of Vietnam.

These boats have heavy, dark hulls resembling their Civil War predecessors and each has a turret on top of the pilothouse and another near the bow.

Appearance and river deployment are points held in common by the Civil War ironclads and the Assault Support Patrol Boats (ASBPs) in Vietnam, but today's riverboats pack a much bigger punch.

The Delta Destroyers, as the Alpha boats are frequently called, literally bristle with firepower which includes two 20-mm cannons, two .50-caliber machine guns, an M-60 machine gun, two automatic grenade launchers and an 81-mm mortar.

The 40-ton craft usually carry a crew of six enlisted men, two of whom are members of the Vietnamese Navy.

When the sun goes down, the boats leave Tuyen Nhon, Nha Be and their other bases to slide quietly into predetermined positions and wait for the enemy. The watching, waiting and listening last until the early morning and require darkness and silence.

Silence, that is, until the enemy is discovered.

When infiltrators show up, the boats spring alive, letting go with every weapon on board plus a back up from 105-mm artillery, Navy OV-10 "Bronco" aircraft and light attack helicopters (*Seawolves*).

UNLIKE THEIR IRONCLAD Civil War ancestors, Delta Destroyer fights don't end in a draw. They have stopped river crossings and foiled numerous infiltration attempts. Other services (both Vietnamese and U. S.) have also had occasion to be thankful for the presence of the ASBPs.

More than 30 Vietnamese sailors train in ASBP warfare with River Assault Division 153. When their training is completed the Vietnamese sailors are ceremoniously presented a certificate of qualification.

Both the Vietnamese and U. S. Navymen aboard the Delta Destroyers bear a tremendous responsibility which they discharge effectively, as infiltrators who cross their path can testify.

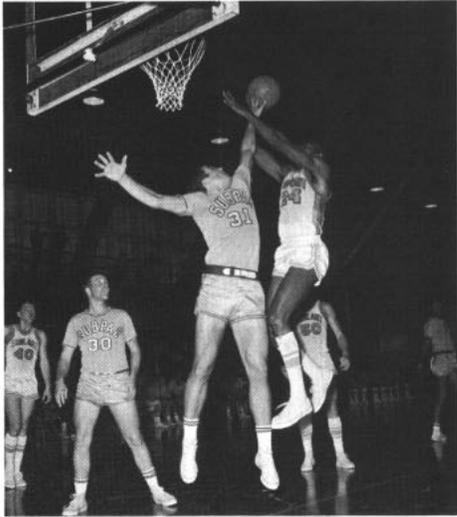
Like the riverboats of the Civil War era which they resemble, the Delta Destroyers fight to prevent the enemy from using the most effective travel route available—the inland waterways.

—Story by JOC Glenn H. Briggs and JO3 Dale Knight; Vietnam photos by JOC Glenn H. Briggs; Drawings by JO3 Kent Hansen.



For you and your family

SPECIAL SERVICES



NO MATTER WHO you are or what you do, you must have some free time. If you don't know what to do with it, the Navy, through its Special Services program, will help you.

To help you enjoy your off-duty hours, you'll find at your disposal recreation buildings and theaters, libraries and writing rooms, lounges and gymnasiums, hobby shops with arts and crafts rooms, officer, CPO and Petty Officer Messes, game and music rooms, movies, canteens and snack bars. You'll also find athletic fields and courts; picnic areas; swimming pools and beaches; rifle, pistol and skeet ranges; boating and fishing areas; golf courses.

You won't find all these activities at each of your duty stations, but you'll find many at almost any of them. Even aboard ship there are a number of facilities available for your leisure-hour activities. Depending on their size, most ships have libraries, movies, hobby shops. Many have some sort of shipboard rec-

• **FUN IS the business of Special Services.** Photos on these pages show a few of the many forms of recreation available to Navy-men and their families through the program: sailing, pony rides, swimming, water skiing, golf and basketball.

reation program, and sponsor intramural or varsity athletics, ranging from boxing to skeet-shooting.

Fleet Recreation Centers

AT THE LARGER naval bases, where a number of ships are homeported or frequently visit during operations, the Navy maintains Fleet Recreation Centers. These activities usually offer all of the facilities mentioned above as well as planned programs for the relaxation and off-duty enjoyment of Fleet Navymen.

Fleet Recreation Centers are located at Yokosuka and Sasebo, Japan; Sangley Point in the Republic of the Philippines; Pearl Harbor, San Diego, Norfolk and Guantanamo Bay, Cuba. Then there is Sailor's Field at Boston and a recreation center at Newport.

The McCormick Sports Center at Norfolk is typical. Housed in a huge, red-bricked building next to the waterfront piers, the Center contains a gymnasium with a 2000-person seating capacity, a special practice gym, an eight-lane bowling alley, a poolroom, Navy Exchange, barbershop, snack bar, patio and lounge.

The sports center at Norfolk, which is similar to Sailor's Field at Boston, also has an outdoor sports

SPECIAL SERVICES

area complete with lighted baseball and softball diamonds, basketball, badminton, volleyball, shuffleboard and handball courts.

In addition, there's the Fleet Recreation Park right across the street from the McCormick Sports Center. The Park contains outdoor and indoor swimming pools, two baseball diamonds, eight softball fields, a gym, picnic area, an Exchange and a snack bar. Near all this is the Fleet Social Recreation Center, which is used for dances, ships' parties and other forms of social recreation.

ALL THESE activities are an accepted part of the Navy way of life. They are provided under the Navy's Special Services program. Like most other matters dealing with morale, Special Services is supervised and administered by the Chief of Naval Personnel.

In the Bureau of Naval Personnel, six different branches handle matters pertaining to Special Services. Then there are offices on the District and Fleet levels, as well as aboard your individual ship or station. Combined, they handle matters ranging from movies to libraries, EM clubs to hobby shops, all types of sports, and the Navy's music program.

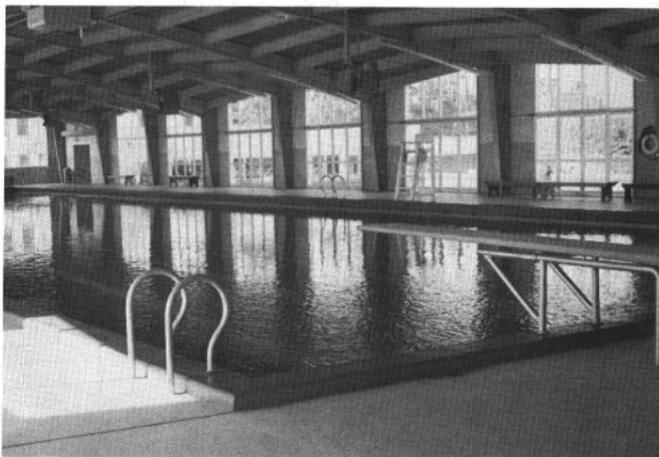
Movies

MOVIES ARE BY FAR the largest single item in the Navy's recreation budget, costing about \$5 mil-

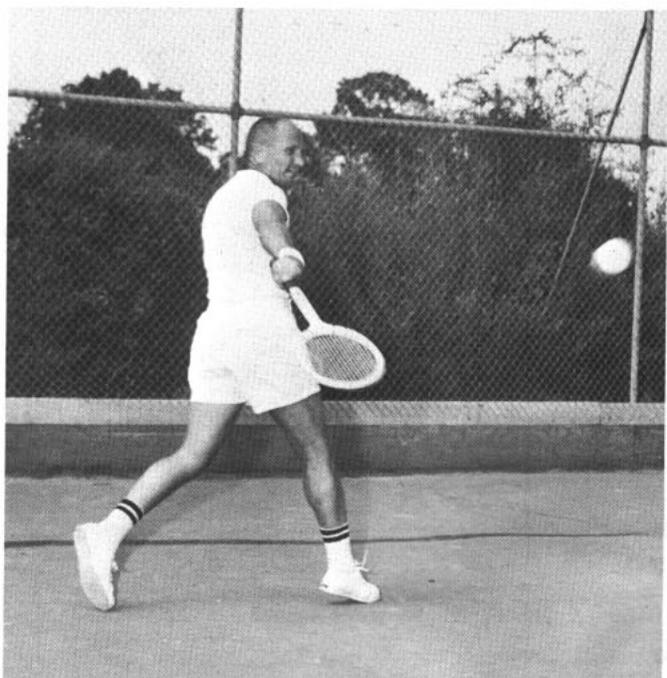
lion a year. Regardless of size, almost every ship or station in the Navy has provisions for showing movies, and no matter where you are, you are usually able to see a movie every night.

You'll find movies—and wide-screen movies—aboard submarines. One submarine, for example, shows wide-screen movies in the crew's mess hall. This sub says she has the smallest giant screen in the country. It's a special screen, measuring six feet, 10 inches wide and two feet, 10 inches high.

Providing movies for submarines and hundreds of other ships and stations offers some logistic problems. Under present arrangements, 16-mm movies and special short subjects are obtained by the Navy Motion Picture Service. These movies are then distributed worldwide from the Arctic to the Antarctic to Navy,



• **SPECIAL SERVICES** provides libraries, swimming pools, tennis courts, tents, bowling lanes—and much more for Navy men.



Coast Guard and MSTs ships and to overseas shore stations for the Navy, Coast Guard and Marine Corps.

If you are based ashore in CONUS or in Hawaii, movies are provided under the Navy-Marine Corps Motion Picture Plan. These are 35-mm films which are leased by the district commandants from civilian motion picture exchanges. If you attend a movie which obtains film under this plan, you will be charged a small admission fee to cover part of the rental cost of these films.

IN ADDITION to movies, there is plenty of do-it-yourself entertainment available. Music and dramatics offer a challenge to many Navymen. These may be as informal as a ship's Happy Hour or an on-the-spot song-fest at one of the clubs, or as big as a Broadway stage show or an All-Navy talent contest.

Other than shows using Navy talent, you often have the chance to see stars of stage, movies, radio and TV perform aboard your own ship or station. It's a common practice for many big-name stars and bands to give their time and talent to Navy entertainment.

On the other hand, if you are a seagoing sailor, you'll have the chance to see some of the world's best plays, musicals, operas, concerts and other events in your travels about the world, as well as in the larger ports of the U. S.

Sports

THE NAVY SPORTS Program, like all other recreational functions, is set up on a voluntary off-duty basis, and is designed solely for you. If you take an active part in some sport, you'll make good use of your off-duty time, as it enables you to get your daily exercise and, at the same time, maintain the physical fitness expected of all Navymen.

Here's a partial list of sports available: baseball, softball, football, basketball, swimming and diving, tennis, track and field, golf, bowling, table tennis, vol-

leyball, badminton, hunting, fishing, boxing and wrestling. Availability of some of these, of course, will depend upon where you are stationed. However, even if you are aboard ship, you can still take advantage of many of them. With certain changes to the basic rules, some sports can be adapted to shipboard use.

Even if it's tin can basketball or the more familiar version, you will at one time or another, have a chance to compete at any level at which you can qualify. Perhaps you are interested in sandlot competition—or maybe you are good enough to meet some of the best in the Navy and in other branches of the armed forces.

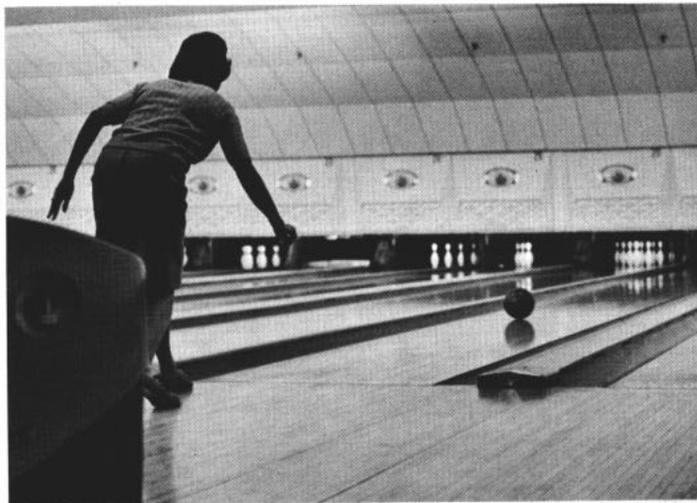
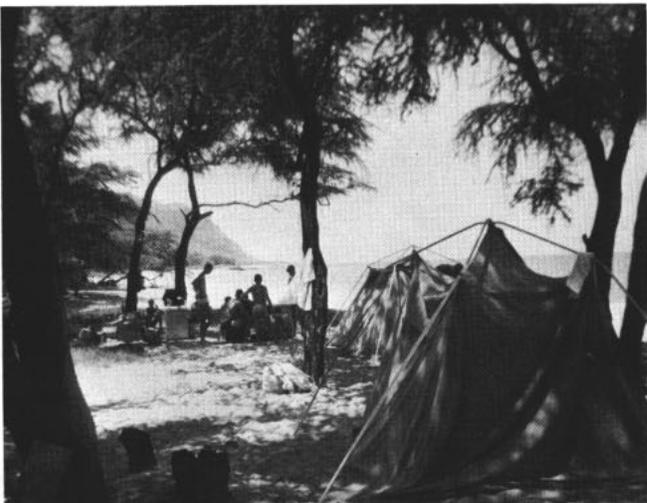
Almost every ship conducts intramural league competition and often enters teams in intra-district, intra-area and intertype competition. And then there's the All-Navy and Inter-Service Programs, where you will find tight competition with some of the best athletes in the world.

And, as you probably know, Navy athletes and teams also meet local school, college and other teams whenever possible. In addition, the Navy has established procedures whereby athletes who are of national or international caliber may compete in almost all of the various national meets, as well as the Pan-American and Olympic games.

If sideline sports are your specialty, you can; of course, watch and root for your home team. You'll find plenty of opportunity in Navy sports. You will be able to get tickets (often free or at reduced rates) to many professional events at cities near your station or home port.

Libraries

IF YOU ENJOY an occasional hour or two with a good book or magazine—or if you're a more serious reader—you will find a Navy library wherever you are stationed. The library aboard your ship or station, regardless of its size, will provide you with a good selec-



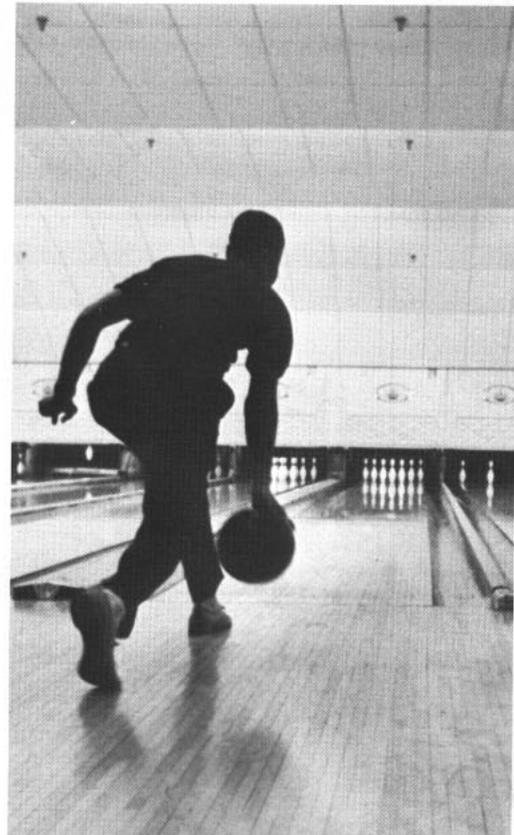
SPECIAL SERVICES

tion of fact or fiction, adventure stories, history, biography and, in some cases, the latest magazines and more popular newspapers.

Operations of the Navy's Library Services Program are somewhat different from the Special Services. This is because the ship and station library is not intended to be limited to off-duty use as with movies, sports, EM clubs and other recreational facilities.

Whether or not you know it, your library provides you with a certain amount of professional and tech-

nical books which are needed in connection with your day-to-day work, and with advancements in rating as well as recreational reading. All Navy libraries are also stocked with information and reference books



What's Your Game? Navy Has More Than 8000 Recreation Facilities

THE NAVY'S recreational programs, equipment, supplies, and many of its recreational facilities are financed with nonappropriated funds which come from Navy Exchange profits or from fees charged for Special Services activities.

Just to give you some idea of the size of the operation, here's a list of facilities located on bases and stations:

- 65 Golf courses
- 264 Swimming pools
- 1004 Bowling lanes
- 142 Gymnasiums
- 310 Hobby shops
- 199 Theaters
- 401 Recreation buildings
- 80 Marinas
- 802 Playing fields
- 992 Playing courts
- 1150 Exterior miscellaneous facilities
- 1992 Interior miscellaneous facilities
- 90 Officers' messes (open)
- 172 Officers' messes (closed)
- 132 CPO and SPO messes (open)
- 43 1st and 2nd petty officers' and enlisted messes (open)
- 100 Enlisted men's clubs.

which supplement those made available through the Navy's education and training program.

THE MAJORITY of books in your ship or station library are supplied by the Library Services Branch. Each activity receives an initial allowance of books at the time of commissioning, and additional shipments periodically thereafter. Magazines and newspapers are not provided by the Bureau. They are paid for out of the ship's or station's nonappropriated funds.

To provide maximum service, the Library Services Branch tailors the book collections of a ship or station to its actual needs. The number of books and titles varies from one library to another. There is no standardized set of books forwarded to every ship or station. Collections range from a few books aboard small ships to as many as 60,000 or more volumes at large, shore-based activities.

The personnel strength of any ship or station determines the number of books the library will be allotted. Shore stations, on the average, rate two books per man, but space limitations aboard ship restrict the number to three books to every two men. This isn't, however, a hard-and-fast rule. The ratio of books may

• **BASEBALL** for Navymen and kids is only one of many sports and other leisure-time activities sponsored by Special Services at little or no cost. Others include bowling, model building, judo and skiing. What's your thing? You'll find it at Special Services.



SPECIAL SERVICES

be lowered or increased because of space restrictions, degree of isolation of the unit, and type of duty assigned.

Men in small ships, such as submarines for example, are likely to read a great deal, as other off-duty activities are limited. Hospitalized personnel form another group in need of much reading material.

Hobby Crafts

IF YOU HAVE a hobby or want to develop one, you'll usually find the help and equipment you need at most ships or stations. Included in the Navy-wide hobby crafts program are 37 different hobbies. Model building, carpentry, leather craft, painting and photography are but a few of the more popular ones.

• TOURS, rifle ranges, hobby shops, movies, archery ranges, fishing equipment, drama and beaches—a sampling of the varied spare-time activities provided by Special Services worldwide.

You won't find all of them aboard any one ship or station, but you'll be surprised at the wide range offered at even the smallest ship or station. More than 20 of the 37 hobbies supported by the Navy's hobby craft program are recommended for shipboard use.

One of the Navy's larger and busier hobby shops is located at NTC San Diego. It offers free instruction, locker space and use of tools and equipment in eight different sections — radio, model making, art, photo lab, jewel cutting and polishing, ceramics, leather craft and carpentry.

Navy Clubs

YOU WILL FIND officers' and petty officers' messes at shore installations throughout the Navy. The of-



ficer messes are maintained for the purpose of providing lodging, dining and recreational facilities. The CPO and other enlisted messes serve the same purpose except that they do not provide lodging facilities. You'll find officers' and petty officers' messes at almost every shore station.

The Naval Station at San Diego thinks it is the first naval activity to open a 1st and 2nd class petty officer mess. It opened its doors on 15 Mar 1957 to a crowd of 3500. NAS Oceana, at Virginia Beach, Va., is said to have the Navy's second acey-deucey club.

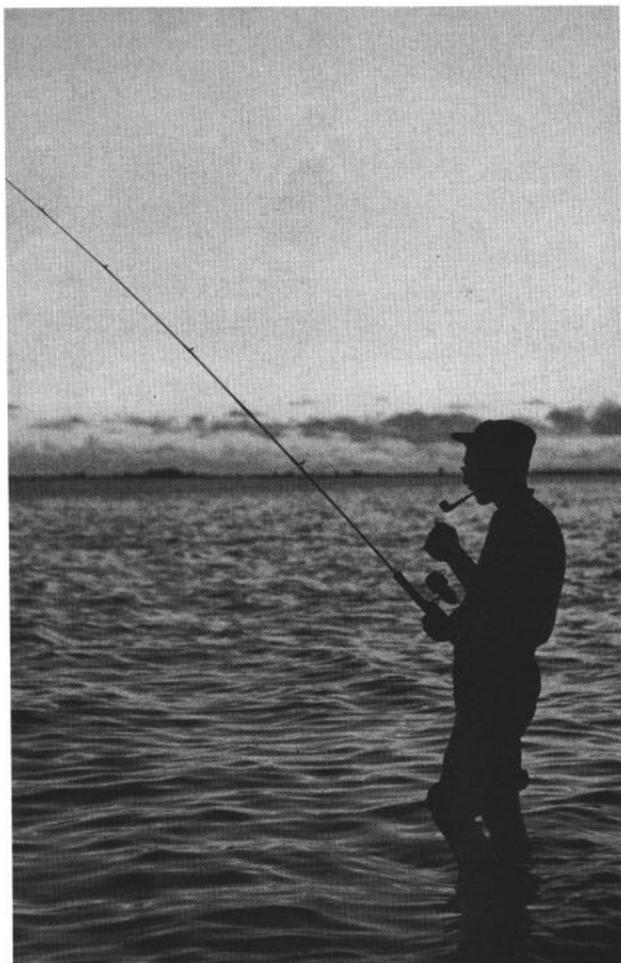
At Yokosuka, Japan, Navy Fleet activities operates a CPO Mess and a Petty Officers' Mess with broad services for recreation, food, entertainment, refreshments, special parties, et cetera. In addition, there is

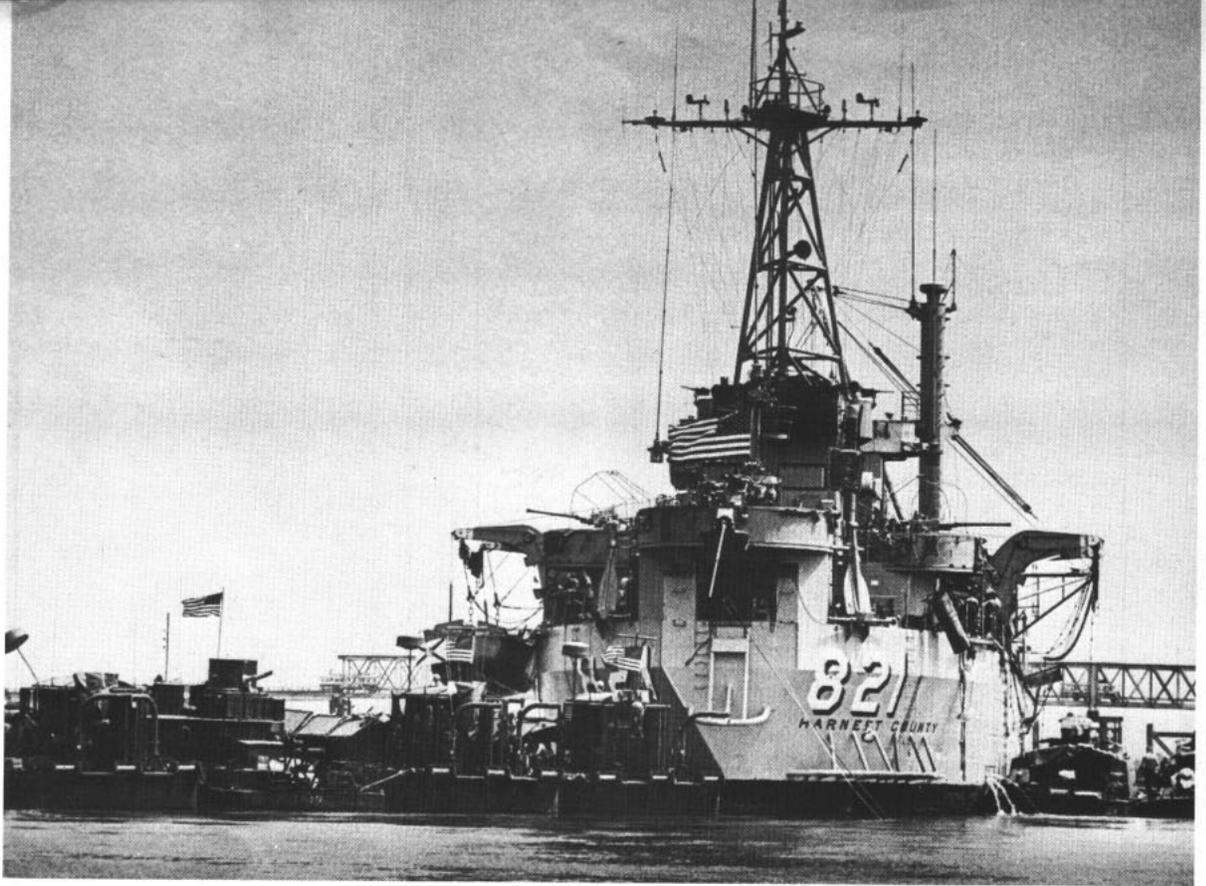
an Enlisted Men's Club at Yokosuka operated by the Navy Exchange which has been claimed to be the "largest, most colorful whitehat's club in the world."

EM Clubs are a separate program offered by the Navy on behalf of the enlisted man and his family, and are run by the Navy Resale System Office (NAVRESO).

The Yokosuka EM Club has catered to as many as 25,000 persons in one day. It features, among many other items, special judo lessons, sports programs, and three shows daily in its 1000-seat theater (the theater being operated through special services).

There'll be more on Navy recreational programs in future issues of ALL HANDS.





Presidential Unit Citation for Harnett County



She was 25 miles from her element, the sea—anchored in a Vietnamese river not much wider than she was long. Enemy forces were everywhere around her; she was practically a sitting duck for attacks.

But the tank landing ship *USS Harnett County* (LST 821) performed her mission so well that she earned the Navy's highest honor for a ship: the Presidential Unit Citation "for extraordinary heroism."

She was awarded the PUC for a tour for which she had already received the Navy Unit Commendation—four and a half months in the Vam Co Dong River early last year during Operation Giant Sling-shot.

According to her citation for the PUC, "The ship's performance was superb in every phase of her diverse actions"—which included providing communications, supply and repair services to her brood of river gunboats, patrol boats and assault craft; fire support for the boats and troops ashore with her rapid-fire 40-mm cannons; fuel and ammunition for helicopter gunships; medical evacuation facilities; and defense for herself against enemy swimmers, mines, rockets and grenades.

She was the southern anchor on the Vam Co Dong for the intricate Giant Slingshot operation, designed to choke off the flow of enemy troops and supplies in the area west and southwest of Saigon.

During her river tour, *Harnett County* was attacked twice by 107-mm rockets and once by rocket-propelled grenades. At least twice, other rockets aimed at the ship were captured before they could be fired.

But the greatest danger was underwater. The debris-filled, muddy river provided almost perfect cover for mines and swimmers.

To meet the threat, minesweepers made frequent sweeps around the ship at random intervals. Grappling hooks, concussion grenades, sharpshooters and sentries (with orders to shoot at anything moving in the water), and feathering collars on the anchor chains also helped frustrate enemy swimmer-sapper attacks.

Feathering collars—five-gallon paint cans with the ends removed—were pulled up along the anchor chains at intervals to cut any lines that may have been attached to the chains.

Besides protecting herself, the LST gave direct support to allied forces on land and water. An Army captain told this story, recalling his experience while leading a patrol of Vietnamese soldiers:

"The enemy began raking the area with automatic weapons fire, and they were moving in our direction. We needed fire support—and we needed it quickly.

"Then I remembered *Harnett County*.

"I called the ship on my field radio, briefly describing our situation and the location. Illumination rounds were popping overhead within two minutes. Then 40-mm cannon fire began ripping the jungle less than 50 yards from us.

"I radioed target corrections and the Navy answered with a protective curtain of firepower. . . . Another call and an even heavier barrage hit the NVA troops. Then

Army artillery was added to the fire.

"The fight was over in minutes and I ordered cease fire. The enemy had disappeared. . . . Not one of my soldiers had been hit.

"*Harnett County* saved my life that night, and the lives of the Vietnamese troops I was advising. Those 40-mm shells were a welcome sight."

Similar experiences gave many other allied Navymen and soldiers good reason to be grateful to *Harnett County*. Her crew had passed the ultimate test of actual combat.

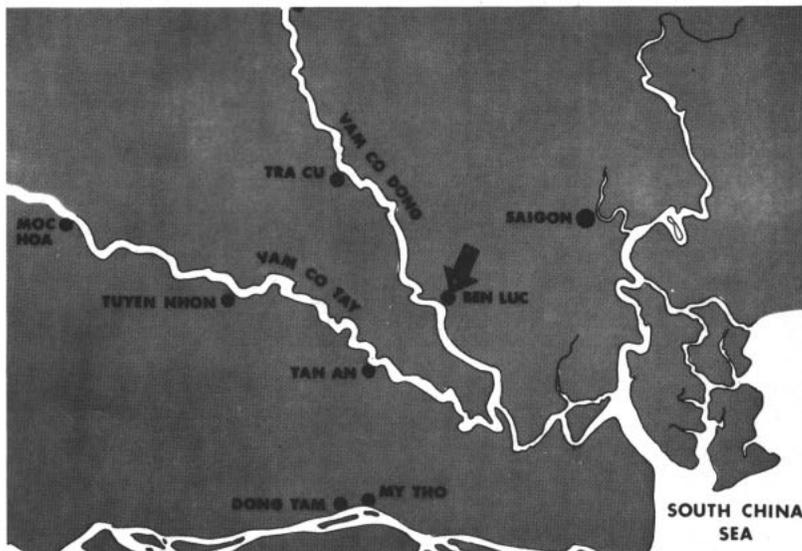
In the PUC citation, the President put it this way:

"Through her invaluable support efforts, *Harnett County* contributed materially to the success of riverine forces in accounting for numerous enemy casualties and the capture of vital guns and equipment.

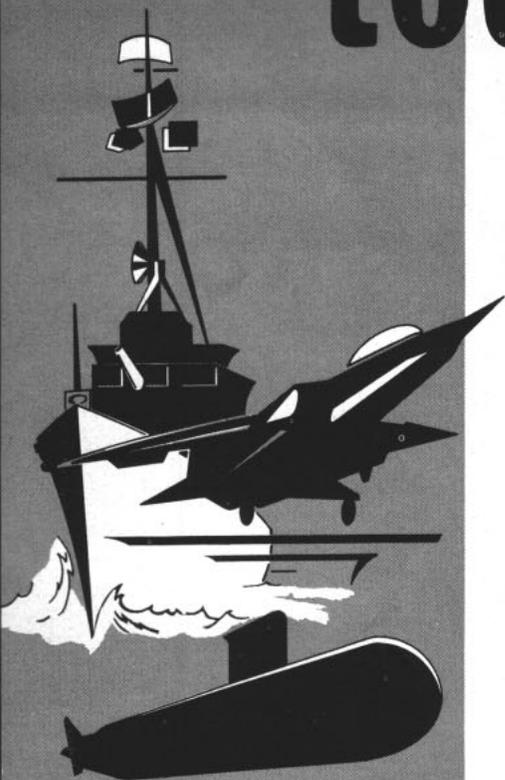
"Despite long, dangerous hours, difficult, heavy labor under the most trying conditions, night sessions at battle stations while awaiting enemy attack, fierce enemy rocket barrages, personnel and material casualties, and the ever-present danger of mines, the morale and esprit de corps of her officers and men never faltered. Their extraordinary performance and selfless dedication throughout this period were in keeping with the highest traditions of the United States Naval Service.

"(signed) Richard Nixon."

Above left: *USS Harnett County* (LST 821) with part of her brood of river gunboats and assault craft as she rides anchor just south of Ben Luc Bridge on the Vam Co Dong River in Republic of Vietnam. Left: *USS Harnett County* (LST 821) performed her mission so well that she earned the PUC. Right: Map of Operation Giant Slingshot.



today's navy



LSTs Transferred to Vietnamese

Two tank landing ships, *uss Bulloch County* (LST 509) and *uss Jerome County* (LST 848) were turned over to the Republic of Vietnam in early April at San Diego. The transfer was made under the Navy's Accelerated Turnover Program (ACTOV).

Since November 1968, when ACTOV began, the U. S. Navy has turned over more than 280 ships, craft and boats to the Republic of Vietnam.

A new crew of 200 Vietnamese Navy men came to San Diego for six weeks of underway training and refresher courses preparatory to returning with the ships to Vietnam. The courses are similar to those given crews of newly activated U. S. vessels.

Both *Bulloch County* and *Jerome County* were built during World War II and recommissioned four years ago. The ships have been renamed *Qui Nhon* and *Nha Trang*.

Seaman Saves Officer in Fire

A young Navyman, Seaman Timothy E. McKeever, USNR, has been awarded the Navy and Marine Corps Medal for heroic action that probably saved the life of an officer in his ship.

Seaman McKeever and the officer were working in the communications department of *uss Long Beach* (CGN 9), operating in Southeast Asia. While the two men were burning classified material, a can of flammable liquid exploded near the officer, setting his hands and legs afire.

"I heard a 'whoosh' and there was fire everywhere," said McKeever.

At the risk of setting himself on fire, McKeever grabbed the officer, and himself suffered painful burns as he extinguished the flames in the officer's clothing.

"My trousers were afire," he said, "and a couple of other men helped put them out."

The citation, awarding him the

Navy and Marine Corps Medal for his action, stated he was "instrumental in preventing permanent, and possibly fatal, injuries to the officer," who suffered third-degree burns over more than a third of his body.

29 Years of Sea Duty

The next time you bemoan the fact that your orders for a shore billet haven't come through and you feel you've been on sea duty long enough, consider the case of Chief Electrician's Mate Pershing Herrell.

He's been on continuous sea duty for 29 years; 28 of those years have been on destroyers.

Not that it's been easy. According to Chief Herrell, he's had a lot of trouble turning down numerous shore duty orders over the years.

The first question that comes to mind, of course, is why? "Because I like the Navy and prefer destroyer duty," says the chief. "It's that simple. I spent about a year on a couple of amphibious ships, but I like destroyer duty."

Chief Herrell must like destroyers. He's only been assigned to six of them — but the tours have been, to make an understatement, "extended ones."

For example, one tour on *uss Agerholm* (DD 826) lasted 11 years. And for the past 10 years, he's been on board *Buck* (DD 761).

"Actually," says the chief, "there's not much point in transferring, since the way crews change so often now, it's always like being on a different ship. I've already gone through five skippers here on *Buck*."

Chief Herrell started his destroyer career in February 1941, on the destroyer *Leary* (DD 158). He was still on board *Leary* when the ship was sunk on Christmas Eve, 1943, while searching for U-boats in the mid-Atlantic. Chief Herrell was one of 56 survivors who spent

five and a half hours in 46-degree water before being picked up.

"It was the only ship ever sunk under me," he says, "but it was enough."

For the rest of World War II, Chief Herrell was assigned to the destroyer *Waldron* (DD 699) in the Pacific, as a unit of Admiral "Bull" Halsey's Third Fleet, participating in nearly every major Pacific campaign and the strikes against the Japanese Mainland.

Some of his war experiences?

"Well, you've heard most of it, or read about it. Of course, a lot of things happened in the war that weren't written down — we just didn't have time.

"One thing a lot of people don't know, though," he continued, "is that *Waldron* was in Tokyo Bay for the Japanese surrender before *Missouri* got there. I've always been kind of proud of that."

After the war, Chief Herrell had tours on board the amphibious ships *Lioba* (AF 36) and *President Jackson* (AP 18), and the destroyers *Hank* (DD 702), *Mansfield* (DD 728), and *Agerholm*. He recalls seeing Korea five times from *Agerholm*, and Vietnam four times from *Buck*. He has logged many steaming miles during his long career.

How does his wife feel about the 29 years of sea duty? "Didn't affect her one way or another," he shrugged and then explained with a grin that he was married just a little more than one year ago.

The chief plans one more deployment on *Buck* before he retires next February. He will make his home in San Diego.

Any complaints about the Navy?

"Some days have been better than others, but you have that with any job. Because destroyers are so small, a lot of people think it would get to be a dull routine every day, but they're wrong. It's a real challenge — something different every day.

"I started in the Navy as an Apprentice Seaman at 21 dollars a month, and I think the Navy's done all right by me. It might sound corny, but believe it or not, I've enjoyed every minute of it."



TWENTY-NINE YEARS AT SEA—Chief Electrician's Mate Pershing Herrell, on duty as Junior Officer of the Deck, has been on continuous sea duty for 29 years.

And listening to the way Chief Herrell tells it, you believe it.

Submarine Memorial Dedicated

On the Submarine Base at Pearl Harbor, a new memorial and submarine display honors submariners who gave their lives in WW II.

Dedicated last April, the Pacific

**Superstructure of USS *Parche* (SS 384)
at Pacific Submarine Display.**



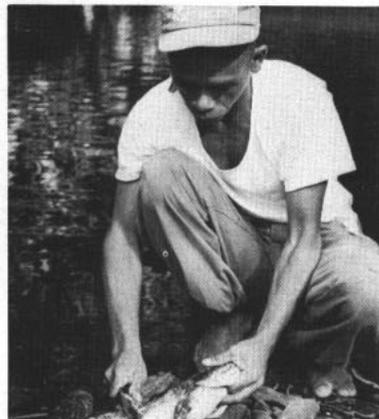
Submarine Display is divided into three sections — Past, Present and Future — and is filled with documents, motion pictures, models and equipment to recreate the past, portray the present and project the future of submarines.

The Past section contains historical donations by veteran submarines: photographs, weapons, motion pictures and equipment, including the conning tower of the submarine *Parche* (SS 384). (Commander Lawson Ramage, now Vice Admiral Ramage, received a Medal of Honor as the sub's skipper during WW II.)

The Present section contains displays and models of the various classes of submarines which operated in the Pacific and includes a model of a nuclear powered attack submarine.

The Future section looks toward research and development in submarines and oceanography, and includes displays on projects such as the Deep Submergence Program, Sealab and future research and rescue vehicles.

The *Parche* Memorial is located in the Submarine Memorial Park less than a two-minute walk from the display.



JEST Is Serious Business

You bail out of your damaged aircraft and land in the jungle. You look at the chart and figure you are three or four days from the nearest friendly base.

Whether and how soon you make it back is a test few aviators ever are forced to take, but an increasing number of pilots prepare for this test each year at the Jungle Environmental Survival Training School (JEST), NAS Cubi Point, Republic of the Philippines.

Established in August 1965, JEST was designed to train carrier pilots in the conditions they might face in the jungles of Southeast Asia. The two-day course gradually became available to aviators of the other services, and now dozens of Army and Marine Corps pilots, in addition to Navy aviators and others whose duties might require knowledge of jungle survival, receive the training each week.

The JEST military staff is comprised of one Navy officer and five enlisted men, but the real experts are 15 Negrito instructors with experience in the ways of the jungle.

Students first see exhibits of jungle wildlife. They next are indoctrinated in helicopter rescue techniques and actually practice the airlift procedure. They then receive refresher training in the use of the various types of signal flares.

Next, accompanied by Negrito instructors, the students form small groups and move into the jungle. They learn to identify plants and trees that can be used for food, water, soap and medicine, and the instructors demonstrate that bamboo can be a helpful and versatile ally. Students rub bamboo stalks together to start fires, and use the material to make cooking and eating utensils.

With the instructors showing how to do it, the students build traps and shelters and spend two nights in the jungle.

Lieutenant R. W. Ritz, officer in charge of JEST, admits that "We

don't expect our students to be able to live like kings in the jungle, but we do feel the training will help them to survive . . . if they ever need it."

—Story and Photos by
JO2 Mike Davidchik

New Tender Care for SSNs

The first in a series of ships designed specifically to support nuclear attack submarines has been placed in commission at Norfolk.

The new ship is the nuclear attack submarine tender *uss L. Y. Spear* (AS 36).

Spear is the first of her kind designed from the keel up to provide logistic, maintenance and repair support for SSNs. She is 640 feet long and displaces more than 22,000 tons.

Spear is named after Lawrence York Spear, a submarine pioneer and naval architect.

One Century of Weather

WHEN A 60-foot surf (repeat *sixty-foot surf*) pounded beach homes to a pulp on Oahu's north shore, there was little reason for giving thanks except that no lives were lost. The reason: Inhabitants of the demolished houses had been evacuated, thanks to warnings from Hawaii's weather forecasters.

The storm which had produced such a monumental surf had been observed for days in advance, enabling weather watchers to predict the advent of the angry waves as well as their height, interval and the time of their arrival.

This lifesaving service was only one which gave the U. S. Weather Service and the Navy's Fleet Weather Central at Pearl Harbor reason for pride when they celebrated the Weather Service's 100th anniversary in February.

Fleet Weather Central is staffed by 80 Navy, 13 Air Force and four U. S. Weather Bureau meteorologists whose territory stretches from the United States' west coast to the Marshall Islands and from the

Photos, left, top to bottom: (1) Navyman drinks from "water vine" chopped from jungle tree. (2) JEST instructor cleans fish caught in jungle stream. (3) Student keeps the fire going under bamboo tube containing tea made from dry leaves found in jungle. (4) Instructor pulls fish from his spear.

Arctic Ocean to the South Pole.

The weather central is administered by the Navy, but the cooperative arrangement provides a more comprehensive program than each organization could manage alone.

For example, ships and planes in the Pacific area radio nearly 3100 weather observations to the station every day, while weather satellites provide high altitude weather pictures and Fleet weather stations at Guam, Kodiak and Alameda also forward weather data. Relatively nearby stations such as those at Midway, Barber's Point and Kuniia add their information to the over-all picture, too.

Sorters, readers and computers unscramble the incoming data and convert it for use in weather maps and teletype messages.

A BATTERY of six electro-mechanical plotters linked to Weather Central's computers are busy day and night automatically drawing weather maps. The computers, in fact, produce 159 charts and 44 facsimiles daily, leaving only 10 charts and four facsimiles to be plotted manually.

The automation relieves the forecasters of purely mechanical jobs leaving more time for interpreting the computers' analyses of the entire four-dimensional air-ocean system (latitude, longitude, air altitude and ocean depth).

Weather Central's computers now easily analyze what's happening in the ocean (on and below the surface) as well as developments in the atmosphere. At the same time,

they can have an electronic conversation with other computers thousands of miles away, chattering at 4000 words a minute.

Computers, however, are not infallible, so the machines are regularly monitored and their charts are double-checked against those drawn by the aerographers.

When Weather Central has a final product, the weather and oceanic analyses are radioed and sent by teletype in well over a thousand transmissions daily to ships, planes and airports as well as being fitted into world perspective by weather centers on the mainland.

Air Force pilots can use the daily reports on wind factors and jet streams along each of the 170 regularly used Pacific flight paths to anticipate the effects of wind on their flight plans.

Navy ships, and some commercial vessels, crossing the Pacific receive two weather forecasts from Fleet Weather Central each day. These forecasts will, depending upon the equipment on board, include either radio-transmitted facsimile weather maps or standard teletype messages showing temperatures, winds and sea states which can be expected as well as warnings of impending storms.

NOR DOES Fleet Weather Central ignore Hawaii's top military boss. Admiral John S. McCain, Jr. also receives a weather report of his own. Each morning an aerographer's mate delivers a closed-circuit TV weather report which includes meteorological conditions in Japan,

the Philippines, Vietnam and other locations.

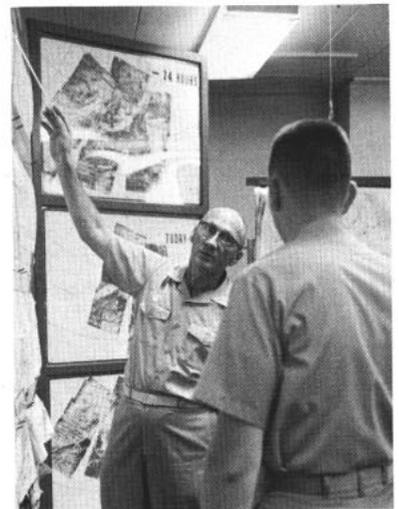
The three-minute telecast, complete with weather diagrams, is beamed six days a week via microwave to the four-star admiral's briefing auditorium at CINCPAC headquarters.

The weather central's comprehensive service also helps compile a weather package carried by all planes and Navy ships (local traffic excepted) which leave Hawaii.

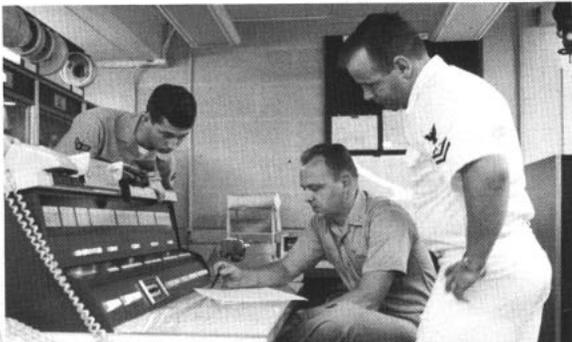
In recognition of the part played by local weathermen in the life of the islands, Hawaii's Governor John A. Burns proclaimed February 9th to be U. S. Weather Services Day.

The governor stressed the importance of atmospheric sciences as a protection against the forces of nature and as an aid to the economy as well as being a convenience to the public.

—Story by JO2 Bill Honerkamp
—Photos by PH3 Bob Blackshire



Photos counterclockwise from below: In the computer center operators check input from weather stations throughout the hemisphere. (2) Two Navy men monitor a computer. (3) An aerographer's mate delivers the morning weather report. (4) Fleet Weather Central's CO goes over the day's weather charts with one of his officers.



Drive-Safe at Sea

After spending eight or nine months aboard ship overseas, it isn't likely that you'll forget how to drive your car or cycle or camper.

But, once you merge into state-side traffic again, beware. Watch out for slow reflexes and timing. Compared to the everyday commuter, you'll probably be as agile as a six-minute miler.

To help refresh the Navyman's mind about landlubber rules of the road, commands on the west coast arrange for refresher classes to be held aboard ships returning from tours in the Western Pacific.

These classes are conducted by members of the California Highway Patrol, who generally board a ship, or ships, a few days out of port,

give their lectures, show their drive-safe films and answer questions from the crew. All this is completed before the ship ties up to the pier and the scramble for the freeways begins.

This at-sea, drive-safe program has been placing highway patrol officers on Navy ships since 1966. Currently, on the west coast, the plan calls for a trooper visit aboard every ship returning from WestPac.

Not long ago, California Traffic Officer Myron Smith spent six days at sea with three ships of Destroyer Squadron 23. He joined the group in Pearl Harbor and en route to CONUS was highlined between *USS James E. Kyes* (DD 787), *Everett F. Larson* (DD 830) and *Bronstein* (DE 1037) to give his lectures.

According to the Navy Department, in the past three years, traffic

deaths among sailors who have attended such lectures have reduced 60 per cent, and highway injuries are down 20 per cent.

Last year the Chief of Naval Operations established an off-duty motor vehicle program through which all Navymen may complete the National Safety Council's defensive driving course. The course has since been incorporated into the curriculum of all Navy schools. It consists of eight, one-hour classroom sessions on how to anticipate, recognize and avoid hazardous driving situations.

Can Do in Community

The Seabee Team Program in Southeast Asia looks beyond the immediate needs of conflict and helps the local people learn skills they can use after the Seabees have gone home.

There are 15 teams working in the Vietnam III and IV Corps areas. In addition, there are four other Seabee teams deployed throughout the Trust Territories of the Pacific Islands.

Unlike the Seabee battalion, which concentrates on military construction, Seabee teams have the dual mission of civic action construction and civilian training. By living and working closely with the local people, the teams establish strong friendship bonds with them.

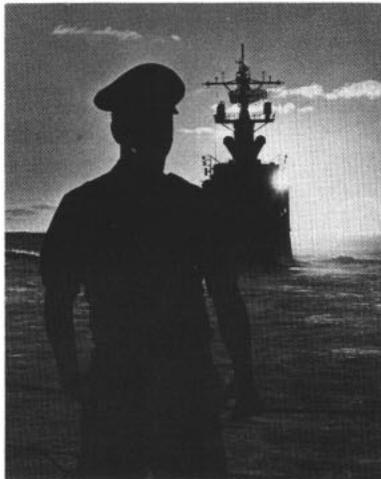
To prepare for overseas civic action, the Seabees undergo an 18-week team training course, including three weeks of intensive study which provides a working knowledge of the local language and an appreciation of the customs of the host country.

Additionally, cross-rating training enables team members to instruct others in on-the-job training in mastering skills not ordinarily assigned to their ratings. The result is that each 13-man contingent can do jobs which normally would be expected of forces three or four times its size.

This versatility is one of the keys to the success of the Seabee Team Program. During their deployments in the Republic of Vietnam, Seabee teams have taught the local people



Traffic Officer Myron Smith prepares to be highlined.



Traffic Officer Smith views sunset over USS Bronstein (DE 1037).

Traffic Officer Smith conducts highway safety lecture on board USS James E. Kyes (DD 787).



to build dams, roads, bridges, schools, hospitals, public buildings, water wells, water distribution systems, sewage disposal systems and sawmills.

Vietnamese trainees have learned how to repair rock crushers and other construction equipment, and how to assist in medical treatment.

As a consequence, after the Seabees are gone, many Vietnamese will be skilled equipment operators, electricians, truck drivers, steelworkers, carpenters, masons, surveyors, draftsmen, plumbers, construction supervisors and medical assistants, capable of continuing the job of nation building.

Under the Seabee Team Program, the machine gun carried by the organization's symbolic "bee" could be supplanted by a hand extended in friendship.

FICPAC Five-Time Winner

For five consecutive years, athletes representing the Fleet Intelligence (Pacific) Command have won the intramural athletic Captain's Cup sponsored by the Pearl Harbor Naval Station.

Last year, FICPAC teams triumphed over 20 other commands in the intramural league. It was their most successful year so far. The command's team finished first in volleyball; swimming; basketball; golf; table tennis, singles and doubles; badminton, singles and doubles; and tennis, doubles. They finished either second or third in all other athletic competition. These performances tallied 293 points for FICPAC, more than double the 142-point total of its nearest competitor.

The Captain's Cup is a rotating trophy awarded annually to the command whose sportsmen earn the greatest number of points in a field of 14 sports during a year's competition at the naval station.

If a command's teams win the top award three years in a row, they receive a representative trophy to display permanently. To date, FICPAC has one permanent trophy and is working on the last leg of a second one this year.



Above: USS John F. Kennedy (CVA 67) steams into Hampton Roads on her way to a pier lined with families and friends. Right: USS John F. Kennedy (CVA 67) is greeted as she eases up to her berth after an eight-and-one-half-month "Med" deployment with Sixth Fleet.



Left: Super patriot . . . a young boy waves three U. S. flags to welcome USS John F. Kennedy (CVA 67) home. Below left: Two children display "Welcome Home" sign as USS Yorktown (CVS 10) pulls into Norfolk. Below: One of an estimated 3000 persons on hand to welcome home USS John F. Kennedy (CVA 67).—Photos by PH1 A. Clemons, USN, and JO1 C. Huebler, USN.



TODAY'S NAVY

Navy Helps Amateur Sailors Stay on Course

Navymen like Damage Controlman 1st Class Stanley Fain and Fireman Roger Rakstad, who serve at the repair facility at the Da Nang Naval Support Activity, are trained to restore just about anything that floats, including rudderless 40-foot pleasure yawls.

The opportunity to work on such a craft came recently when three amateur ocean adventurers and their two-man crew sought refuge and a new rudder after spending four days adrift in the Pacific Ocean.

While the Navymen gave a hand, the owners, all civilian field engineers, told of their somewhat turbulent experience. In Hong Kong, the trio had bought the \$32,000 vessel—called *Demasiado*,

which is Spanish for “too much” — with the idea of sailing it to Saigon, although none of them had had any previous ocean sailing experience. Nevertheless, they were determined, and after acquiring two Canadians as crewmen, they set sail for Saigon, their base of operations.

On the third night out, the helmsman noticed that the boat was steering in a tight starboard circle and would not answer the wheel. Close examination of the rudder showed severe fractures in two places. Attempts to repair the damage with part of the mizzenmast and a pair of oars were unsuccessful. Then the rudder broke off completely, which prompted the crew to drop a sea anchor and think of what to do next.

According to the craft's captain,

Demasiado was about 150 miles from land, with the communist island, Hainan, to the north, and the treacherous coral Paracel Islands to the south.

Late the following day, a squall with swells of from 12 to 15 feet tossed the vessel for the rest of the night. One of the Canadian crewmen recalled in his diary that the men were tossed around inside the craft like dice in a crap game.

When the storm subsided, the crew hoisted sail and plotted a zigzag course toward Da Nang. It was slow going, however, since they could use only their sail to travel north or south. Their drift carried them toward shore.

All navigating had to be done by the sun and stars. And to make matters worse, all the radio gear on board was inoperable. But the drift and the zigzag course brought the craft close enough to Da Nang so that it was seen by the NSA Harbor Security boats.

To find out exactly what repairs had to be done below the waterline, Navy divers swam under the boat's keel while Fireman Rakstad, using blueprints of the boat, began making a new rudder.

To show their appreciation for the repairs made to *Demasiado*, the crew held a steak fry for all the sailors who helped replace the rudder. One topic of conversation during the meal was how, some time in early 1971, the owners plan to sail the 40-foot yawl from Saigon to San Francisco, guided no doubt by the rudder built by the Navymen of Da Nang.

Birthday Reunion for Hector

When the repair ship *USS Hector* (AR 7) celebrated her 26th anniversary, she did so at the site of her commissioning and in the presence of many shipyard workers who helped to build her.

The event took place on 7 February at a shipyard in San Pedro, Calif., while *Hector* was midway through a routine overhaul.

After it was learned that 111 *Hector* builders were still employed

at the yard, the ship's commanding officer, Captain H. J. Racette, decided to hold a general open house for shipyard employees and their families, and to honor those individuals who actually helped construct the ship more than a quarter-century ago.

The honored guests were presented certificates of appreciation and commemorative ship's plaques during a special ceremony.

USS Hector (AR 7) steaming off coast of Japan.

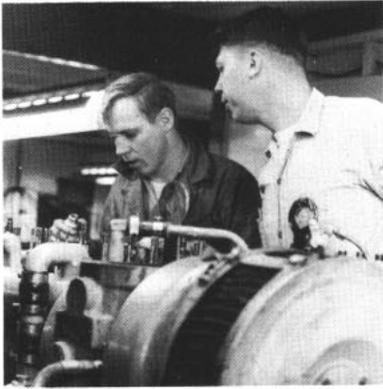


Even a Minesweeper Needs Tender Care

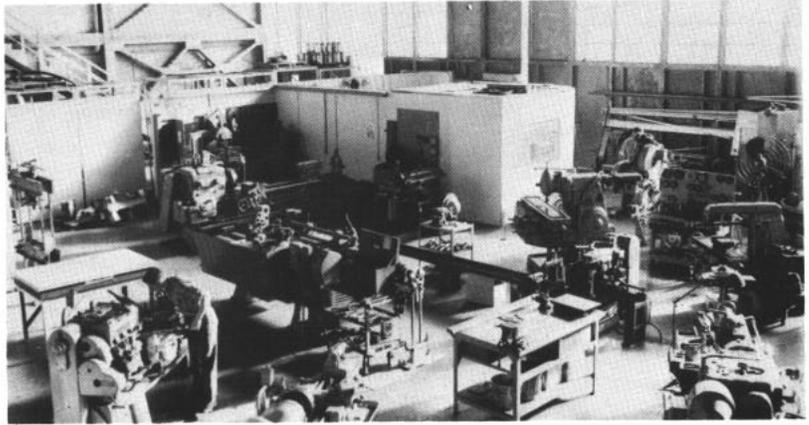
A destroyer has her AD; a sub can tie up alongside an AS. But has anybody ever heard of a minesweeper tender?

The Pacific Fleet has one. The only difference between it and other tenders is that it's ashore, and it's called a Mine Support Group.

Until 1968, minesweepers in the Pacific received needed repairs from CruDesPac or ServPac tenders or shipyards—which were already busy enough. Besides, the tenders



An Engineman (left) receives technical advice in the Support Group overhaul shop of Mine Support Group.



The Support Group machine shop.

weren't prepared to cope with the special problems of minesweepers.

So a new "tender" was commissioned: the Mine Support Group Pacific, housed in several buildings of the Long Beach Naval Station. Staffed with minesweeper specialists, it does almost all the jobs for its ships that an AD does for "tin cans."

Minesweepers, for protection against certain types of mines, must be nonmagnetic. They have wooden hulls; their machinery and hull systems are made of nonmagnetic materials such as bronze, aluminum, stainless steel, chromium, and even silver.

A tender specializing in steel ships would often have difficulties maintaining or repairing ships with these characteristics. The Mine Support Group, on the other hand, has experienced minesweeper men equipped to do all the special jobs the ships require.

The experience of the staff is evident: 75 per cent of the enlisted men permanently assigned to the group are PO2s and above.

They do expert maintenance work themselves — and they share the benefits of their experience in on-the-job training of the men assigned to the ships and craft of the mine force.

At regular intervals, minesweepers send their enginemen to a three-week minesweeper engine course. One week of the program is in the classroom at the Mine Warfare Training Center. The other two are given to on-the-job training

under the supervision of the support group.

During those two weeks, enginemen work under petty officers who have years of experience with the engine. They learn everything necessary for routine operation and maintenance — and how to cope with emergencies—from men who have faced the same problems many times at sea.

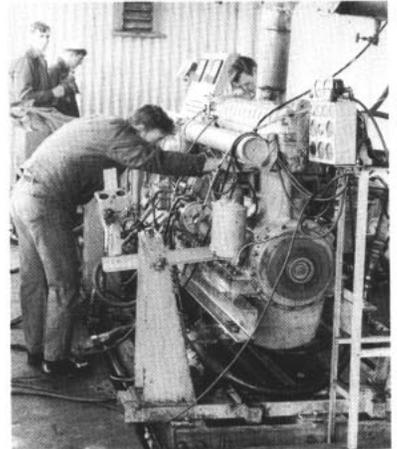
The support group logged more than 100,000 manhours in 1969 repairing equipment for mine force ships. Half of the workload was repairing and overhauling the engines.

Its 11 shops are organized to provide all necessary repair and maintenance for minesweepers: engine overhaul, work on governors and pumps, shipfitting, machine work, sheet metal work, carpentry, electrical repair, electronic repair, internal communications, and canvas work.

The engine overhaul shop can handle both turbine and diesel engines. It is equipped with a dynamometer, so that every power plant can be checked out thoroughly before it is reinstalled aboard a ship.

Besides its training and repair work, the group keeps a supply of the specialized parts needed for the mine force — parts that often are hard to find elsewhere.

In its warehouses in Long Beach, the group maintains 5000 items which aren't easily available through regular supply channels. Mine force ships in the Western Pacific formerly waited four or



Running in an overhauled engine at the Support Group requires frequent checks by Support Group experts.

five months for such parts; now they can get them within a week from the group's warehouses.

Another valuable service is providing work space for ships' crewmen to make repairs which can't be made on board because of limited shipboard space. As a bonus, the crewmen can consult with the knowledgeable staff members if they run into repair problems.

The staff is glad to help. As one of the group's officers put it, "We would rather make sure it is done right the first time than to have a maintenance problem while the ship is at sea."

It doesn't have the mobility of a ship. But the Mine Support Group Pacific makes up for it by giving its ships TLC—loving care, as in "tender."

—Story and Photos by
JO1 Philip Weber, USN

from the desk of the Master Chief Petty Officer of the Navy

Seven Costly Words



GMCM D. D. BLACK

"But we've always done it that way."

I'm sure you've heard that line many times during your lifetime, both in and out of the service. It's an indication that a good reason or personal interest, or perhaps both, is lacking in the way people perform their duties. And

in the end, this lack affects the way other people are treated. No one seeking help or information need ever hear those seven costly words.

Likewise, today in the Navy, there is a need for a more personable approach toward our jobs and especially toward our shipmates. Generally, I don't feel we can place enough emphasis on the quality of human encounters and relationships in our society today. The Navy is no different.

Secretary of Defense Laird has pointed the way toward better working and personal relationships by instituting the Human Goals Credo. Following this incentive, the Secretary of the Navy, the Chief of Naval Operations and the Chief of Naval Personnel have placed greater emphasis on "People-to-People" programs and policies.

In our modern Navy, it should be obvious that a man is more than just someone who operates a piece of machinery, prepares food or maintains service records. Each man is an individual and should be treated as such.

This brings me to my main point: Personal Services. In the future, our Navy will be a smaller force than it is now, but of a better quality than ever before. We will have fewer ships, but they will be greater ships with increased versatility, efficiency and capability. We will also have fewer sailors. But they will be better sailors, because training programs will be strengthened and competition for advancement will be keen. We cannot allow these men to be victims of an outmoded and basically unfriendly class of service which is characterized by "But we've always done it that way."

If the Navy is going to keep its high-quality

people it will have to treat them like high-quality people. But too often, the quality of treatment is judged at the contact point, and is in the hands of the Navyman who is not interested in the Navy's retention efforts or even his own job. So he does not put forth his best effort to effect a good working relationship with a shipmate seeking help or assistance.

The young sailor of today has demonstrated maturity and a sense of responsibility. He is taught from the day he enters recruit training the importance of teamwork and that the Navy functions as a team. Therefore, he naturally assumes that after leaving "boot camp" he is a full-fledged member of that team and will be treated accordingly. But sometimes he isn't.

Unfortunately, some of our people who deal directly with other people, are unable, or perhaps unwilling, to establish a workable rapport at the contact point with another individual. This negativism in attitude is blatantly apparent and leads to friction, which results in the eventual poor handling of a man's problem, which in turn results in an aggravation of that problem instead of the alleviation of it.

Of course it is recognized that not every rating has the opportunity to deal directly with people on a professional level. But people in ratings which do have contact with others — specifically those in the ratings of Personnelman, Yeoman, Hospital Corpsman, Postal Clerk, Commissaryman, Disbursing Clerk and Ship's Serviceman — should realize that their attitudes are part of their jobs; a good demeanor is their duty; and the personal services they perform are very important to the man who comes asking for them.

Hospital patients particularly, should be afforded special attention and care, for they are in no position to look out for themselves. Good personal services can come from the command as well as the individual to the man confined in a hospital bed. Commands should not neglect their hospitalized men, but should take greater interest in them and keep them informed and up to date with regard to their families, personal effects, pay, correspondence courses and advancement exams.

But for the average sailor, the places he is most likely to seek help and attention, and where he should receive them, are perhaps the personnel and disbursing offices, the chow line or the barbershop. Men working at these locations should be made aware of the importance of their professional outlook and behavior. If someone comes into their office looking for help, that person should be told that someone will help them shortly, if everyone is busy at the moment. It's only common courtesy, and Senior Petty Officers in these positions should ensure their men are conscious of courtesy. Don't make the man feel you're doing him a favor. It's your responsibility and part of the job of your rating to be helpful and courteous. And you'll be surprised what it can do for others.

bulletin board

Changes in Navy Pro Pay for Critical Skills

SEVERAL CHANGES in the pro pay system for critical skill ratings and NECs will go into effect 1 July with Change 3 to BuPers Inst 1430.121.

- The Avionics Technician (AV) rating will move up a notch, from \$50 to \$75 a month.

- The rates of pro pay for 17 NECs will change up or down, and one NEC which was scheduled to be dropped from the system (TM-0721) has been reinstated.

- Four NECs which now have an adequate number of careerists have been designated for termination of pro pay beginning 1 July. The pay for these specialties will be reduced gradually over the coming years.

- The new rating of Ocean Systems Technician (OT) will become eligible for \$75 a month pro pay on 1 September.

Here are the NECs affected by the change, with the level of pro pay for each effective 1 Jul 1970:

P3 (\$100)—ST-0451, ST-0455, ST-0456.

P2 (\$75)—RD-0313, RD-0314, RD-0316, RD-0317, RD-0318, RD-0319, RD-0334, 3313, 3316, 3317, 3318, 3319, 3391. As mentioned above, the AV and (on 1 September) OT ratings will also receive pro pay at this level.

P1 (\$50)—TM-0719, TM-0721.

The four NECs designated for termination of pro pay are MT-1317, RM-2393, 8394 and GM-0873. The first three are now receiving \$75 a month, while the last is at the \$50 level.

Monthly pro pay for each of the specialties being terminated will be reduced by \$25 every year until the amount reaches zero. For example, MT-1317s will begin receiving \$50 a month pro pay this July, will receive \$25 monthly beginning in July 1971, and then will stop receiving pro pay in July 1972.

TO BE ELIGIBLE for pro pay, you must:

- Be a career-designated petty officer holding one of the eligible ratings or NECs listed on page 44. "Career-designated" means that you have served, or have obligated yourself to serve, a total of seven years or more on active duty.

- Be assigned to and working in a billet identified with an eligible rating or NEC.

- Be recommended for pro pay by your CO.

- Have completed at least 21 months of active service (which must be continuous if it includes any active duty for training).

- Have at least six months' continuous Navy service immediately before you receive pro pay.

If you hold a rating conversion code ending in "99,"

you aren't eligible for pro pay. You'll have to wait until you enter a rating or NEC which is eligible.

BuPers Inst 1430.121 contains other details on pro pay, including guidelines on such special cases as a man holding one pro-pay-eligible NEC while working in a billet coded with a different (but related) NEC, or master and senior chiefs in compressed ratings. For this information, see the basic instruction or the ALL HANDS roundup on pro pay, April 1969, p. 44.

IN THE NEW LISTING, some NECs appear as three digits followed by an "X." For instance, ST-045X means that all NECs beginning with the figures 045 are eligible for pro pay at the indicated level.

In some of these cases, a few NECs are not eligible. They are indicated by the word "less," for instance, "ST-048X (less 0489)." This means that all NECs beginning with 048, except 0489, are eligible for pro pay at the indicated level. (In this case, however, ALL STs, including 0489s, are eligible at a lower pay level.) The pro pay listing appears on the following page.

Asterisks (*) in the pro pay list denote specialties which will change to the indicated level effective 1 July. (In the case of the OT rating, it's 1 September.)

The box at the end of the list shows the present status of specialties which have been designated for termination of pro pay. Figures in parentheses are the amount of pro pay which men in these ratings and NECs will receive beginning 1 July. Their monthly pro pay will continue to decrease by \$25 every year until it is eliminated.

For instance, men holding NEC MT-1317 will receive \$50 a month beginning 1 Jul 1970, \$25 beginning 1 Jul 1971, and no pro pay after 1 Jul 1972.

Shore Commands Will Act to Resolve Car Parking Problems

Parking your car can be a problem on some bases now. But the situation will improve soon.

OpNav Notice 11000 of 19 Mar 1970 reports the findings of the Career Motivation Conference that parking facilities are not adequate in many places—especially in Fleet homeports. It directs those concerned at high command levels to do something.

What is done will depend on the situation at each individual command. In many cases, however, part of the solution will be to reassign the parking places that already exist.

The notice says that individually assigned spaces should be held to a minimum because, although they are usually the best spaces, they are the most poorly utilized. One suggested solution to this problem is to

group such spaces into a single parking classification, and then to issue 10 to 20 per cent more passes than spaces. This would insure full use of the reserved spaces; latecomers who hold passes would occasionally have to use parking of a lower classification.

Building new parking spaces will not be feasible in many situations because of its high cost—ranging from \$500 a space for level ground to \$3000 in high-rise parking buildings. Commands are being encouraged to explore less expensive actions.

Alternatives could include interim leasing of commercial parking facilities near the base, bus service to established fringe parking areas during peak hours, or other solutions, depending on the local situation.

Whatever specific actions are taken at your base, they'll all be for the same purpose: making it easier for you to find a place to park.

Here's a Good Rule for Correspondence— Be Neat, But Don't Sacrifice Promptness

It isn't unusual for a command to take pride in the accuracy, clarity and neatness of its correspondence but the Chief of Naval Personnel thinks such virtues can be carried too far.

It is, of course, necessary for a letter to be accurate and clear but a neat letter doesn't do much good if it

arrives late for action.

Letters shouldn't be delayed simply to make them perfect. Retyping correspondence to remedy typographical errors or minor errors in format is neither necessary nor desired.

The Chief of Naval Personnel, Vice Admiral Charles K. Duncan, says that if a letter addressed to him has erasures or pen-and-ink corrections, it's OK as long as the correspondence is legible.

Government Travelers Are Also Eligible for Airline Discounts

Navy men who issue transportation requests can often save government money simply by taking advantage of special discount fares offered by commercial airlines.

By exercising a little ingenuity in itinerary arranging, the T/R issuing officer and the traveler may find it is possible to take advantage of round-trip excursion fares, the family plan, air-shuttle and youth reservation fares, the weekend fare plan or off-peak hours fares. The itinerary, of course, must meet the restrictions imposed by each of the special fares.

When special discounts can be used, firm reservations should be procured and the travel request should specify the type of fare which applies.

Rating	P3 \$150
AQ	Skill
DS	Aviation Fire Control Technician
	Data Systems Technician
NEC	Eligible Ratings
ET-1541	ET, RM, AT, CT
ET-1542	ET, RM, CT
	P3 \$100
NEC	Eligible Ratings
ST-042X	ST
ST-043X	ST
(less 0436, 0439)	
*ST-045X	ST
ST-048X	ST
(less 0489)	
ST-0491	ST
ST-0492	ST
ST-0493	ST
TM-074X	TM
(less 0744, 0745)	
FT-115X	FT
(less 1151, 1152)	
FT-117X	FT
FT-119X	FT
(less 1199)	
ET-1539	ET, RM, CT
330X	FT
(less 3301)	
332X	ET
3331	ET

3332	ET
3333	ET
3337	ET
3339	ET
335X	MM, EN, ET, EM, IC
(less 3359)	
338X	MM, EN, ET, EM, IC, BT
(less 3389)	
5311	(any)
5341	(any)
AQ-796X	AQ, AT
(less 7965, 7966)	
AQ-7973	AQ, AT

	P2 \$75
Rating	Skill
AT	Aviation Electronics Technician
*AV	Avionics Technician
AW	Aviation Antisubmarine Warfare Operator
CTI	Communications Technician (Interpretive Branch)
CTM	Communications Technician (Maintenance Branch)
CTO	Communications Technician (Communications Branch)
CTR	Communications Technician (Collection Branch)
CTT	Communications Technician (Technical Branch)
ET	Electronics Technician
FT	Fire Control Technician
*OT	Ocean Systems Technician
ST	Sonar Technician

HERE'S REVISED LIST

Travel requests issued for youth reservation fares should indicate (on the reverse side) the traveler's date of birth and state that the price includes purchase of a youth identification card.

More Allowances for Education Under GI Bill Programs Administered by VA

More than 777,000 veterans and servicemen and wives, widows and children are receiving increased educational allowances under legislation which bolstered financial aid under the G. I. Bill and other educational programs administered by the VA.

The increases are automatic and retroactive to 1 Feb 1970.

Here's a summary of the statute (PL 91-219):

- Unmarried veterans who study in a full-time college program receive \$175 monthly. The old monthly rate was \$130.

- Veterans with one dependent receive \$205 a month. Those with two dependents receive \$230, and those with more than two receive \$230 plus \$13 for each additional dependent.

- Rates are scaled downward for less than full-time students. Single students who attend three-quarter time receive \$128 a month; \$152 monthly is paid to those with one dependent; \$177 with two dependents,

and an additional \$10 a month for each additional dependent. Half-time G. I. students will receive \$81 if they have no dependents, \$100 with one dependent, \$114 with two dependents plus \$7 for each additional dependent.

- The rate for a single veteran under the vocational rehabilitation program was increased from \$110 to \$135 a month for full-time students. A veteran with one dependent will receive \$181 a month, two dependents \$210, and \$6 more for each additional dependent. These rates are also scaled downward for less than full-time students.

- For wives, widows and children receiving allowances under the dependents educational assistance program. These rates are also scaled downward for less is \$175; three-quarter time students \$128; and half-time students \$81.

The new law also includes special programs for servicemen with educational handicaps. One, the pre-discharge education program, pays for schooling of educationally disadvantaged servicemen before discharge without charge to earned basic entitlement.

In addition, the law provides for an intensification of VA's "outreach" program, to contact and counsel veterans, widows, and children of certain disabled veterans about government education opportunities.

OF ENLISTED PRO PAY

NEC	Eligible Ratings
*RD-031X (less 0312)	RD, AC
RD-033X (less 0336, 0337, 0338)	RD, AT
GM-098X	GM
GM-099X (less 0999)	GM
ET-154X (less 1544)	ET, RM, AT, CT
RM-231X (less 2312)	RM, CT
RM-2333	RM
RM-2395	RM
DP-272X	DP
DP-277X	DP
* 331X	MT
334X	TM
* 3391	CE, EO, CM, SW, UT, HM

P1 \$50

Rating	Skill
GMT	Gunner's Mate Technician

NEC	Eligible Ratings
TM-0718	TM
*TM-0719	TM
*TM-0721	TM
IC-4722	IC, EM
IC-4724	IC
5342	(any)

The following ratings and NECs are scheduled for termination of pro pay. Figures in parentheses show the amount of monthly pro pay each will receive effective 1 Jul 1970 as pro pay is phased out.

Terminations from P2—\$75 (\$50)

NEC	Skill
MT-1317	Instrumentation Technician
RM-2393	Special Fixed Communication System Operator
8394	QH-50 (DASH) System Intermediate Maintenance Technician

Termination from P1—\$50 (\$25)

NEC	Skill
GM-0873	5"/54 Mount (Mk 42) Maintenance Man

Terminations from P2—\$75 (\$25) (Designated for termination 1 Jul 1969)

Rating or NEC	Skill
AX	Aviation Antisubmarine Warfare Technician
TM-0745	Advanced Undersea (Mk 45/Mk 102 Warhead) Weaponsman
GM-0891	ASROC Launching Group (Mk 16) Maintenance Man
ET-1544	Communication Security Devices (KW-37R) Technician
EN-4356	SSN/SSBN Auxiliary Equipment Technician
IC-4737	Submarine Steering and Diving Control Technician



EXAM CENTER

PARTICIPATING in a Navy-wide competitive examination is as much a part of Navy life as liberty or mail call. And it's a safe bet to assume that every man who joins the sea service will have had at least one of these tests under his belt before he picks up his separation papers.

These professional and military examinations are the stepping-stones to advancement in rate and are so designed to select from among those certified as qualified for advancement, the *best qualified* to sew on new crowns—or stars at the senior and master chief petty officer levels.

Careers in the Navy are sometimes made—or forsaken—as the direct result of advancement letters published and distributed by the Naval Examining Center. Knowing this, and realizing the tremendous consequences associated with the pass/fail results of a competitive exam, the Navy has developed a refined system to insure the majority of hopefuls the fairest possible chance for advancement.

Only too often the purchase of a new home, boat, automobile, television or other major appliance—and even marriage—are sometimes influenced directly by the earning of a new stripe.

Herein, the Naval Examining Center plays a major role in the over-all picture of a man's Navy career.

LOCATED on Green Bay Road at Great Lakes, Ill., the Naval Examining Center is staffed by at least one

Where your know-how is put to the test

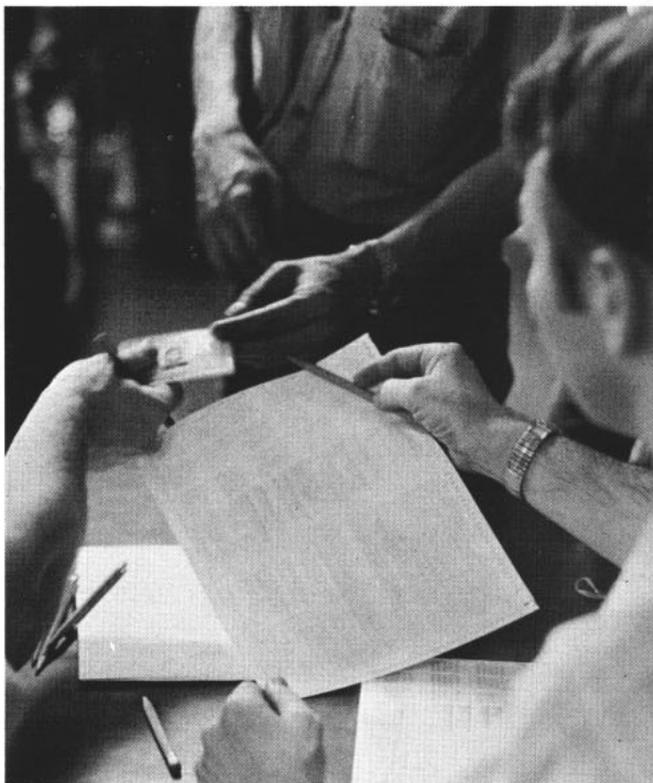
chief petty officer for each of the Navy ratings. His job is to develop examinations at the various pay grade levels, guided by the *Manual of Qualifications for Advancement* (NavPers 18068B). This publication is available in all personnel offices ashore and afloat and should be sought as a reference by everyone preparing to participate in a Navy-wide exam.

When constructing any examination, an *item writer* (as the chief is called) may dip below the prescribed qualifications to sample a topic. For example, when assembling a PO1 test, the chief may ask several questions based on qualifications at the PO3 or PO2 levels. He may not, however, go to a CPO qual for the PO1 test. Qualifications are established by the Bureau of Naval Personnel at appropriate pay grade levels only if at least 51 per cent of the Navy population in that pay grade perform the task or are expected to be able to perform the task.

The chief exam writer is assisted in his duties by a civilian education specialist and a military advisor.

The first step the item writer takes before he begins to construct an exam is to prepare a Test Plan and Outline. At this point, the chief decides into how many sections his exam will be divided (at least six

Sailors of various ratings on board USS Bon Homme Richard (CVA 31) off the shores of Vietnam take a break from combat to battle the current advancement examination. On facing page: U. S. Naval Examining Center at Great Lakes, Ill., is the central control point for preparation, distribution and scoring of Navy advancement in rating exams.



Bon Homme Richard's sailors receive E-4 examination sheets, seeking the opportunity for more pay and responsibility.

sections with a minimum of 12 questions in each) and which qualifications will be sampled within each section.

ONCE THE Test Plan and Outline is prepared, the chief confers with the education specialist and the military technical advisor to insure that the contents of the proposed test will adequately sample a variety of the qualifications listed for advancement. After this has been done, the chief goes to his "bank" of items which have been proven satisfactory in previous exams. He selects a number of items which fall into the qualifications category to be covered in his test.

Does he select *easy*, *hard* or *average* items? How are they so rated? To answer these questions we must look into the world of the data processing machine.

Following each test cycle, every item of every examination is electronically evaluated on a very small piece of paper and data is provided to the Naval Examining Center and to the item writer. At a glance this information indicates the pay grade, the rating, the number of candidates participating in the exam, the date the exam was taken, the exam series number,

the item's sequence in that particular exam, the percentage of candidates who responded correctly, and the selecting factor, or the power of a single item to separate the well prepared candidate from the poorly prepared candidate.

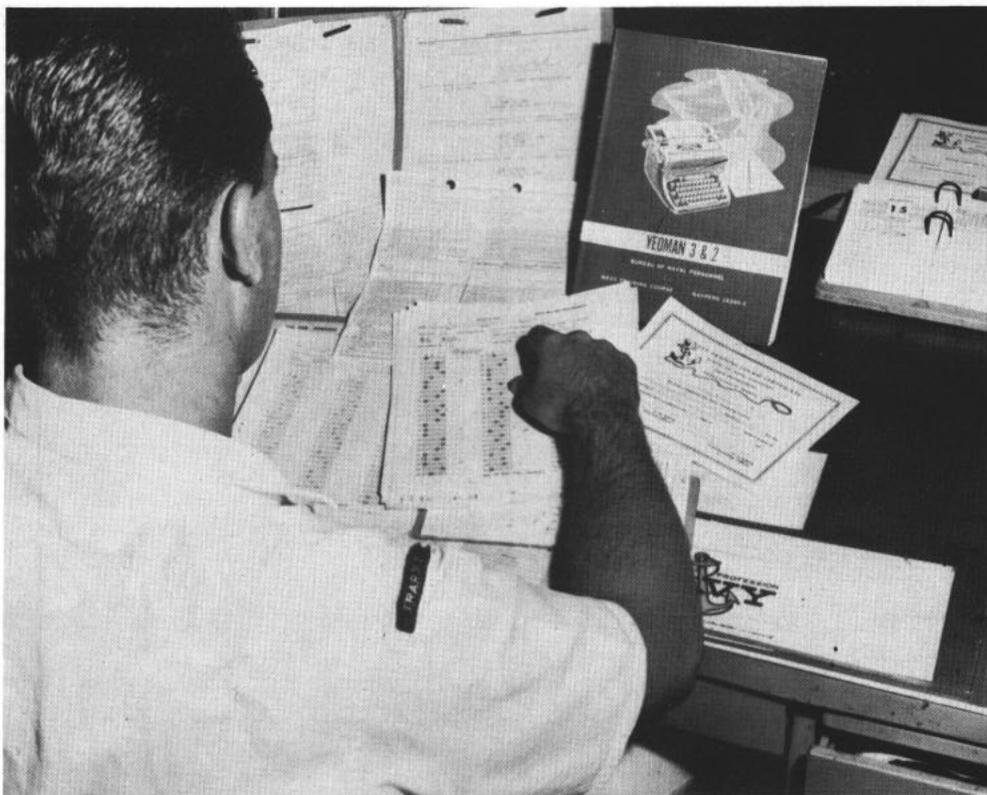
Finally, the percentages of the test takers who selected the three wrong answers are shown. The number of persons selecting the various alternatives is again electronically broken down to tell what percentage of those who passed and failed the exam selected the various answers.

So, a good item is one that selects properly—the good guys from the bad guys.

SOME QUESTIONS, following statistical evaluation, are proven easy while others are hard. But the extremely easy ones (called giveaways) and the extremely difficult ones (call them what you may, but they represent those questions for which a very low percentage of the test takers respond to the correct answer) are either rewritten or discarded.

By selecting items of moderate value, where, for example, 50 per cent of those candidates who responded to a particular question came up with the correct answer, the Exam Center can inject into an exam a known or proven degree of difficulty.

Once these bank items are selected, a chart or graphic picture is prepared and the relative grades of difficulty are indicated beside each of the selected



Ship's office personnel grade technical courses, prepare course completion certificates, check practical factor sheets, order advancement in rating exams and keep service records up to date with entries. At right: This complex data equipment was already in use at the Naval Examining Center a decade ago to provide scores in Navy enlisted examinations.

Concerning Exams for Advancement:

TRUE OR FALSE?

TOO OFTEN, when it comes around to examination time, the sea lawyer crawls out of his rack and starts giving "advice" on how to take the test. Trouble is, his knowledge on the subject is about as accurate as a one-legged field goal kicker.

Here, for example, are samples of the type of UNSOUND CONSULTATION he is likely to give. (We've followed each of them with correct, sound facts, in italics, provided by the Naval Examining Center.)

- If you fail the military section, you fail the entire test. (*It is the over-all number of 150 questions answered correctly that counts.*)

- You're getting out soon on 19 and six. Don't worry, the Navy will give you chief to keep you in. (*Only if you pass the test and have sufficient multiple. The computers read only the answer sheets - 19 and six does not compute.*)

- Because you failed the 'Admin' section - or any other professional section - you were not rated. (*Again, it is the over-all number of correct answers which tells the story.*)

- The same exam is given every three years.

(*Each exam is constructed as new for every test series; however, some old items are used.*)

- Sixty per cent of any exam is based on the previous exam. That's why anyone who took the last test has the advantage. (*Bilge water.*)

- You can't possibly make rate because Joe Sailor has 15 years' service and you have only three. (*Many sailors join the Fleet Reserve without making chief. On the other hand, many Navymen are CPOs with only two hashmarks.*)

- No questions are written from the Blue Book study guide until it has been in the Fleet for at least two years. (*Item writers begin their work from the new Blue Books - training manuals - as soon as they are distributed. The Exam Center and the Fleet receive the Blue Books at the same time.*)

- TARs or Inactive Reserves take away from the rate allotment set for active duty men. (*TAR personnel compete separately within their own community, and advancements are authorized based on vacancies within the TAR allowance structure. Inactive Reserve advancements are completely separate from active duty advancements and do not affect numbers.*)

- Errors on the 1430/2 Form (dealing with your multiple) cannot be corrected once the exam has been taken. (*Notify the NEC, via your CO, immediately upon clarification of an error on the*



qualifications. The item writer then goes to his manuals, study guides and secondary references and gathers information which will help him to construct questions, open-end statements or problems to complete the remainder of the exam. He is guided entirely by his Test Plan and Outline, as directed by the *Qualifications Manual*.

Every question or open-end sentence must be clearly presented to the candidate and contain all of the

facts needed to arrive at a logical conclusion. The candidate must know what is being asked—to understand the problem—in order to select the correct or best answer.

WHAT IS a passing mark? Who determines the cut-off scores? In both cases, it is the candidates themselves who set their own standards by their examination scores.

For example, if a majority of candidates—say 500 out of 800 tested—come up with an average raw score of 105, that is, the number of questions answered correctly out of the 150 questions being asked, then the Navy standard score of 50 is assigned at the 105 level. Ideally, the statistics will indicate that two-thirds of all test participants scored between the converted values of 40 and 60, with 50 being the top (or center) of the bell curve. Those who scored above 105 are rated high average (above the average level), excellent, or superior, while those who answered less than 105 questions correctly will be graded low average, low or poor.

Remember, this grade is a relative standing of only those candidates who took the same test for the same rate as yourself. In other words, all BM2s compete against each other for BM1 stripes.

A passing grade will vary with each pay grade. At the PO3 level a low average score is needed to pass; the PO2 candidate needs an average score; the PO1 hopeful requires a high average; and the sailor looking forward to a chief's cap must score in the above

1430/2. *The corrected multiple will be applied to your score.*)

- Some questions have no correct answers. *(There is one correct or best answer to every question.)*

- Some questions have all correct answers. *(There is only one correct answer to every question.)*

- There is usually one magic answer (1, 2, 3 or 4) which appears more than the other three. *(We've all heard these: Pick 1 and run, choose two and go, select three and see, elect four and score. Test passers do not use this technique, however.)*

- If unsure, select answers 1 or 4 because there are more correct of these than 2 or 3. *(It's safe to assume that on a 150-question test, with four alternatives, the answers will be proportionately spread over the entire spectrum.)*

- There's a definite pattern; the answers on one side of the answer sheet should correspond to the other side of the sheet. *(Bilge water.)*

- Practice exams may be procured from the Examining Center. *(The Center does not offer, and never has offered, "practice" exams.)*

- If there's more than one correct response, all or both are considered correct. *(Only one of the answers is correct.)*

- Substitute exams are the same as those given on the normal testing date. *(Substitute exams are entirely different from those administered on the normal test date.)*

- Some questions are off the top of the item writer's head; there is no reference to the question in the prescribed study guide. *(All questions are referenced in one of the prescribed bibliographies.)*

- The Exam Center determines how many people will be advanced. *(These figures are determined by the Bureau of Naval Personnel.)*

- Entire examinations are rerun periodically. *(A new exam is constructed for every test cycle.)*

- Passing grades do not vary within rate and rating. *(Not true.)*

- If you quota'd the last exam, you'll have a better chance to pass the next test. *(Keep in mind that the computers do not remember how you did last time around; therefore, if you are not rated, although you passed the exam, you will have to be reexamined during the next exam cycle. Stay sharp, know your job.)*

- If you don't know the answer, leave the space blank; don't guess. *(Since every question should be answered, an intelligent guess is much better than leaving a blank space.)*

Learn all you can about taking advancement examinations, then rely on sound advice—your own.

average category. In this way the Navy ensures that a member gains greater proficiency in his rate as he climbs the advancement ladder.

It is the over-all number of questions answered correctly out of the 150 questions on the test which determines the passers from the failers. It is possible that you may do poorly in two sections of an eight-part test, but if you did extremely well in the remaining sections, your name may very well be listed on the promotion list with the first increment.

ONCE YOUR STANDARD SCORE is computed, and it is determined that you passed the test, your multiple is added to produce a final multiple. This figure indicates precisely where you stand within your particular pay grade and rating.

Final multiples are broken down as follows, with the highest possible score attainable established at 185 points:

Exam (raw) score—maximum in standard score 80
Performance factor—an over-all 4.0 earns 50
Time in service—1 point for each year, maximum 20
Time in rate—2 points for each year, maximum 20
Awards—Points vary by awards, maximum 15

All multiple information, with the exception of your exam score, is computed by your personnel office. Check all information on the form 1430/2 at the time you take the test. Be sure you're getting all the credit to which you are entitled; a point or two lost here could easily cost you that new crow.

Your over-all performance factor is obtained by averaging the marks you received from your superiors in the five traits listed on your semiannual evaluation sheet. Since there are a possible 50 points to be gained here, the performance factor counts heavily and may greatly influence the difference between promotion and being "quota'd" — PNA'd — passed but not advanced.

COMPARE SM2 Smith, who earned a 3.84 over-all trait, to SM2 Jones, who averaged a final 3.24. While it doesn't appear much of a difference, the converted multiple tells a different story. Smith's converted 3.84 becomes 45.20 points of the possible 50, while Jones' 3.24 becomes a 27.20 — a difference of 18 points. Jones will have to answer correctly many more questions than Smith does just to keep in the running.

(To figure quickly your own multiple, multiply your assigned mark by 30, then subtract 70.) All performance marks below 2.50 are automatically assigned a performance factor of zero.

Writing examinations is not easy, judging (as many of you already have) by the fact that they are not giveaways. They are, after all, prepared to determine the *best qualified* for advancement.

When you were recommended by your commanding officer to take the exam, he did, in fact, certify

to the Exam Center that you are eligible and ready for advancement in all respects. You had completed the necessary training courses, proven yourself to your superiors by completing the required practical factors, demonstrated that you are capable of handling the responsibilities of the next higher pay grade, and that you are a good shipmate.

Therefore, if no limitation or ceiling on rates was established by BuPers (as directed by CNO) and money was not an object to be considered, you would be rated immediately — without an exam. But we do have ceilings and money is a factor. So, from all candidates certified fully qualified, the Exam Center must determine who is best qualified. That, in a nutshell, is the mission of the Naval Examining Center.

WHEN YOU SIT DOWN to take your next examination for advancement or rating conversion, keep the following tips in mind:

- Understand completely the question being asked before looking at the four alternatives. Many candidates fail a question (or an entire exam) because they misread or misunderstood the question.

- Erase all errors completely from your answer sheet. These papers are graded by an electronic scanner and any indication of more than one selection per item is automatically scored as a miss. In less than one second the computer will grade your entire 150-question exam.

- There are no trick questions or items designed to trip the candidate. All questions have a logical answer that can be referenced in one of the prescribed bibliographies.

- Each question has a weight of one. No one item will count more than any other single item.

- Three hours are allotted to you for taking the exam. Use all of your time. If you finish early, scan your selections for completeness.

- Leave the tough questions until later; go back and work on these after you've finished the entire exam.

- Don't lose your place and mark your answers in the wrong blocks.

- Answer all questions, even those you believe to be wrong or obsolete. These wrong or faulty questions will be deleted on the day you take the exam by the item writer, who takes the same exam as you do (and on the same day) to insure its correctness and currency.

- Be sure you tear the last page from your exam booklet. The subject matter and qualifications sampled on your test are listed here. In the event you fail the test, or are quota'd, the profile card provided by the Exam Center will indicate your relative standing in the various sections as compared to those men throughout the world who took the same exam for the same rate.

- Finally, don't listen to the sea lawyer. Hit the books and burn that midnight oil. You'll be better prepared to pass the next examination and you'll be better prepared to serve the Navy in your day-to-day activities.

—JOCS Bob Williams, USN.

Going Ashore? Seavey B-70 Sets New Rules

SEAVEY SEGMENT B-70 is well underway. Orders for men being transferred from sea to shore under this segment will be sent out from June through October.

So if you were eligible for shore duty this time, you probably know it by now. If you weren't, the information below will be useful in figuring your chances for shore duty in the future.

Several of the major changes in procedures and rules in this segment may affect you in your next sea-to-shore transfer. Here they are:

- Data Systems Technicians, along with some ETs, TMs and FTs with certain NECs, have joined the growing list of ratings being detailed centrally by the Bureau of Naval Personnel, and are no longer included in the Seavey system.

- Navymen in rates marked by an asterisk (*) in the list below need only 14 months of obligated service for transfer ashore, rather than the usual 24.

- Qualified POs in a few ratings may be transferred to shore duty up to a year early if they volunteer for duty as instructors, recruiters or recruit company commanders.

- For your information, every cutoff date has been moved.

In general, if your present sea duty tour began during or before the month listed below for your rate (or, in one case, NEC), you are eligible for transfer ashore under this Seavey if you meet the eligibility requirements.

Here are the rules in brief. (For more details on the Seavey process, see *ALL HANDS*, December 1969.)

Seavey Eligibility

YOU MUST HAVE held the rate listed on 1 Mar 1970.

If you were advanced after that date, your Sea Duty Commencement Date (SDCD) is the one for your old rate. If you were reduced in rate after 1 March however, your SDCD will be figured from your new lower rate. If you are changing your rating, the SDCD for you is the one for the rating to which you are converting.

You must have active obligated service to September 1972 or later, if your rate is not marked with an asterisk. If your rate does have an asterisk, your active obligated service must be November 1971. In either case, if your present enlistment expires before the required month, you must extend or reenlist to gain the necessary obligated service before you are eligible for transfer ashore under Seavey.

You must have been serving in an on-board-for-duty status at your present command on 1 Mar 1970.

If you are on toured sea duty or overseas shore duty that counts as sea duty for rotation, your Tour Completion Date (TCD) must fall during the B-70 transfer months: October 1970 through January 1971.

Vey Reports

BY THE TIME you read this, you will probably already have given your duty preferences in an

interview in your personnel office, and that information has been sent to the PAMI for your area. Normally, you can expect to receive your orders between June and September 1970, and you will be transferred between October 1970 and January 1971.

As in the previous Seavey segment, not enough men in some ratings have been extending for Seavey to fulfill the Navy's needs ashore. Therefore, men in those categories (marked with an asterisk in the list) will be required to have obligated service only to November 1971 to be eligible for transfer—if, of course, they meet the other requirements.

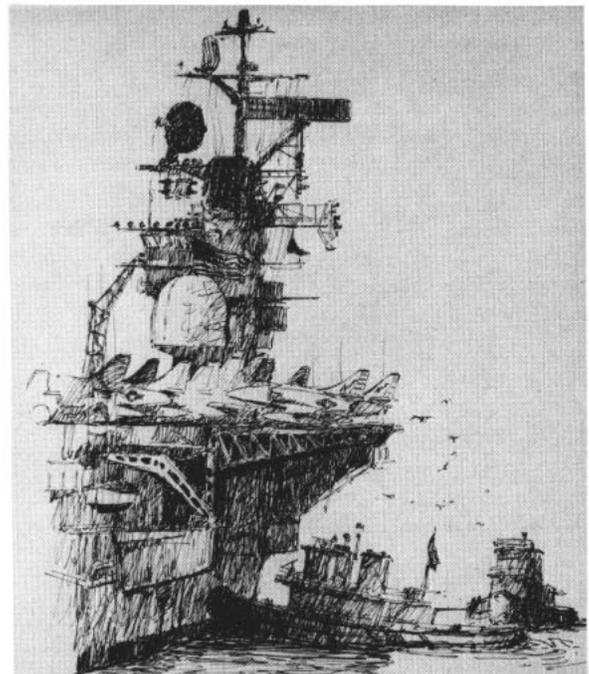
If you're in one of these asterisked rates, you might be worried when the Enlisted Distribution and Verification Report (BuPers Report 1080-14) shows your Vey status as 21—meaning that you're ineligible because of insufficient obligated service. Don't be alarmed. No matter what the 1080 says, you are eligible for transfer ashore in this Seavey segment as long as your obligated service extends to November 1971 or later. (Again, that's assuming you are eligible on the other counts—SDCD, on-board-for-duty status, TCD, and so on.)

THE FOLLOWING ratings and NECs do not appear on the Seavey list because, effective on the dates given, they are being detailed directly by BuPers:

RATING	NEC	DATE
DS	A11	1 Apr 70
ET	332X, 333X, 1317	1 May 70
TM	334X	1 May 70
FT	1317	1 May 70

Separate BuPers notices will set rotation procedures for men in the above categories.

FIRST CLASS petty officers in certain ratings may go ashore as much as a year early if they volunteer and are selected for instructor, recruiter or recruit



bulletin board

company commander duty. A qualified BT1, for instance, may be transferred to any of the three kinds of duty this year if his SDCD is February 1964 or earlier.

Eligible rates for this special rotation are as follows:

- For classroom instructor duty: BT1, DC1, IC1, SF1, and ST1.

- For recruiting duty: BM1, BT1, QM1 and SF1.

- For recruit company commander duty: BM1, BT1, QM1, SF1 and SM1.

If you are in one of these rates and would like to volunteer, note these requirements:

Your SDCD must be no more than a year later than the SDCD listed below for your rate.

If you are serving on arduous sea duty, you must have at least one year aboard your present command as of 1 Apr 1970.

If you are serving on toured sea duty or overseas shore duty which counts as sea duty, your TCD must fall during the transfer months of Seavey Segment B-70: October 1970 through January 1971.

And, of course, you must meet the qualifications listed in Chapters 4 and 5 of the Transfer Manual for recruiter, instructor or commander duty.

If you are eligible, you may request early transfer ashore by submitting an Enlisted Transfer and Special Duty Request Form (NavPers 1306/7). If you measure up to the above, you can expect transfer between October 1970 and January 1971.

As you know, recruiter and instructor billets are available throughout the U. S., depending on your rating.

Here, now, are the cutoff dates for Seavey Segment B-70:

RATE	DATE	FTG1	Jun 65	SH3	Dec 62	*ICFN	Oct 65	UT3	Jul 66	*AEAN	Jan 68
BM1	Jul 63	FTG2	Jun 65	SHSN	Dec 62			UTCN	Jul 66		
BM2	Jul 63	FTG3	Jun 65			SF1	Mar 64			AMS1	Jan 68
BM3	Oct 64	FTGSN	Jun 65	JO1	Oct 68	*SFM2	Oct 66	ADR1	May 68	*AMS2	Jan 68
BMSN	Oct 64			JO2	Oct 68	*SFM3	Oct 66	*ADR2	May 68	*AMS3	Jan 68
		FTM1	May 66	JO3	Oct 68	*SFMFN	Oct 66	*ARD3	May 68	*AMSAN	Jan 68
QM1	Nov 62	FTM2	Feb. 66	JOSN	Oct 68			*ADRAN	May 68	AMH1	Jan 68
QM2	Jun 65	FTM3	Feb 66			*SFP2	Oct 66	ADJ1	May 68	*AMH2	Jan 68
QM3	Jun 65	FTMSN	Feb 66	PC1	Oct 66	*SFP3	Oct 66	*ADJ2	May 68	*AMH3	Jan 68
QMSN	Jun 65			PC2	Oct 66	*SFPFN	Oct 66	*ADJ3	May 68	*AMHAN	Jan 68
		MN1	Jan 68	PC3	Oct 66			*ADJAN	May 68		
SM1	Sep 62	MN2	Jan 68	PCSN	Oct 66	*DC1	Dec 64			AME1	Jan 68
SM2	Sep 62	MN3	Jan 68			*DC2	Jan 67	*AT1	Jan 68	*AME2	Jan 68
SM3	Sep 62	MNSN	Jan 68	LI1	Jul 68	*DC3	Jul 66	*ATR2	Jan 68	*AME3	Jan 68
SMSN	Sep 62			*LI2	Jul 68	*DCFN	Jul 66	*ATR3	Jan 68	*AMEAN	Jan 68
		ET1	May 68	*LI3	Jul 68			*ATRAN	Jan 68		
RD1	Mar 66	ETN2	Oct. 67	*LISN	Jul 68	EA1	Jan 68	*ATN2	Jan 68	PR1	May 68
RD2	Mar 66	ETN3	May 67			EA2	Jan 68	*ATN3	Jan 68	*PR2	May 68
RD3	Apr 65	ETNSN	May 67	MM1	Oct 63	EA3	Jan 68	*ATNAN	Jan 68	*PR3	May 68
RDSN	Apr 65	ETR2	Aug 67	MM2	Jan 66	EACN	Jan 68			*PRAN	May 68
		ETR3	Mar 67	MM3	Oct 62			AX1	Jan 68	AK1	May 68
ST1	Nov 65	ETRSN	Mar 67	MMFN	Oct 62	CE1	May 67	*AX2	Jan 68	*AK2	May 68
STG2	Nov 65					CE2	May 67	*AX3	Jan 68	*AK3	May 68
STG3	Jun 65	RM1	Oct 67	EN1	Jul 64	CE3	May 67	*AXAN	Jan 68	*AKAN	May 68
STGSN	Jun 65	*RM2	Aug 67	EN2	Mar 67	CECN	May 67				
STS2	Nov 65	*RM3	Aug 67	*EN3	Dec 67			AO1	Jan 68	AS1	Apr 68
STS3	Jun 65	*RMSN	Aug 67	*ENFN	Dec 67	EO1	Sep 66	*AO2	Jan 68	*ASE2	Apr 68
STSSN	Jun 65					EO2	Sep 66	*AO3	Jan 68	*ASE3	Apr 68
		YN1	May 68	MR1	Jul 65	EO3	Sep 66	*AOAN	Jan 68	*ASEAN	Apr 68
TM1	Apr 66	*YN2	Oct 68	*MR2	May 66	EOCN	Sep 66			*ASH2	Apr 68
TM2	Apr 66	*YN3	Oct. 68	*MR3	May 66			ABE1	Jan 68	*ASH3	Apr 68
TM3	Apr 66	*YNSN	Oct 68	*MRFN	May 66	CM1	Sep 66	*ABE2	Jan 68	*ASHAN	Apr 68
TMSN	Apr 66					CM2	Sep 66	*ABE3	Jan 68	*ASM2	Aur 68
		*CYN3	Aug 67	BT1	Feb 63	CM3	Sep 66	*ABEAN	Jan 68	*ASM3	Apr 68
GMM1	Nov. 66	*CYNSN	Aug 67	BT2	Jun 65	CMCN	Sep 66			*ASMAN	Apr 68
GMM2	Nov 66			BT3	Oct 62			ABF1	Oct 67		
GMM3	Jun 66	SK1	Jan 66	BFTN	Oct 62	BU1	Jan 67	*ABF2	Apr 67	HM1	Feb 68
GMMSN	Jun 66	*SK2	May 68			BU2	Jan 67	*ABF3	Oct 67	*HM2	Feb 68
		*SK3	May 68	BR1	Jul 64	BU3	Jan 67	*ABFAN	Oct 67	*HM3	May 68
GMT1	Aug 68	*SKSN	May 68			BUCN	Jan 67			*HN	May 68
GMT2	Aug 68			EM1	Aug 62			ABH1	Jan 68		
GMT3	Aug 68	CS1	Feb 66	*EM2	May 66	SW1	Jan 66	*ABH2	Jan 68	SD1	Oct 65
GMTSN	Aug 68	CS2	May 67	*EM3	Aug 65	SW2	Jan 66	*ABH3	Jan 68	SD2	Oct. 65
		*CS3	Oct 68	*EMFN	Aug.65	SW3	Jan 66	*ABHAN	Jan 68	SD3	Oct 65
GMG1	Oct 64	*CSSN	Oct 68			SWCN	Jan 66			TN	Aug 67
GMG2	Sep 64			IC1	May 63			AE1	Jan 68		
GMG3	Sep 64	SH1	Nov 63	*IC2	Oct 65	UT1	Jul 66	*AE2	Jan 68	NEC	
GMGSN	Sep 64	SH2	Dec 64	*IC3	Oct 65	UT2	Jul 66	*AE3	Jan 68	5332	Jul 66

*Rates in which only 14 months' obligated service is required to November 1971.

These Publications Could Save Your Life

ONE OF THE PRINCIPAL ways the Navy Safety Center at NAS Norfolk, Va., helps to promote safety in aviation and other operations is through various safety oriented publications. There are currently seven such publications with automatic distribution to aviation squadrons, ships and staffs. Some also are distributed to naval air stations and other appropriate shore activities.

Each publication is aimed at a primary audience, with most of the material intended for aviation personnel.

● **Approach Magazine**, the Naval Aviation Safety Review, is published monthly for the professional benefit of all levels of naval aviation. *Approach* contains articles on flight operations, flight surgeons' notes, maintenance commentaries and short features. The standard distribution of *Approach* is 25 copies per unit.

● **Mech** is a quarterly publication primarily for enlisted aviation maintenance personnel and supervisors. *Mech* contains general and specific information directed at the reduction of maintenance errors and ground handling mishaps. Standard distribution: 25 copies per unit.

● **Fathom** is published quarterly for all hands but is of special interest to submariners and surface ship personnel. It contains articles of general educational interest, statistics on accidents and incidents and provides recommendations for enhancing shipboard safety. *Fathom* is the counterpart of *Approach Magazine*. Its distribution presently is limited, but one copy for each 10 Navymen is anticipated in the future.

● **Crossfeed** is a monthly newsletter published in two parts: *Cockpit* and *General*. This provides a medium through which the experiences of operators of specific aircraft can be shared with others who operate the same aircraft. The standard distribution is two copies per unit. *Cockpit Crossfeed* is intended for the commanding officers, pilots and flight crew-members of specific aircraft. It contains sections prepared by aircraft analysts for types of aircraft based on selected accident, incident and ground mishaps, as well as "Howgozit" accident rate tables. *General Crossfeed* is primarily for maintenance managers and personnel concerned with specific aircraft. It contains notes directed toward the solution of maintenance problems for particular aircraft, sections on specific maintenance areas, personal/survival equipment, facilities, accident investigation and NATOPS (Naval Air Training and Operations Standardization) status reports.

● **Weekly Summary of Major Aircraft Accidents**. Primarily for command consideration, this summary contains safety discussions, accident briefs, statistics and safety tips. Standard distribution is two copies per unit.

● **Ships Safety Bulletin**. This monthly publication

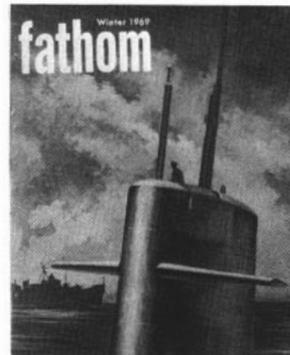
counterpart of the *Weekly Summary of Major Aircraft Accidents*, contains articles on current shipboard safety problems, trends, accident briefs and statistics. Standard distribution is two copies per unit.

● **Bioenvironmental Safety Newsletter**. Published quarterly for commanding officers, safety officers and medical department personnel and contains articles on accident prevention in the fields of aviation medicine, on surface ships and submarines, in diving and salvage operations, industrial activities and driving safety. Standard distribution is one copy per unit.

● **Emergency Airborne Escape Summary**. Published annually to apprise commands, operators and other interested agencies of the use of naval aircraft escape systems. Compiles data on ejections, bailouts and ditchings of Navy and Marine aircraft. Selected addressees receive one copy on an official-use-only basis.

IN ADDITION to the above publications, posters which feature various aspects of operations at sea, in aviation and ashore, are distributed by NavSafeGen upon request.

The Naval Safety Center maintains a computerized address list for machine-managed distribution of its publications. Commands should ensure that their address on labels and envelopes are correct. Notify the Safety Center, Safety Education Department, NAS Norfolk, Va. 23511, if there is an error or when a change of address occurs. (continued on next page)



Be sure to refer to the identifying numbers which appear on the label above the address.

A great deal of the material in Safety Center publications, particularly in *Approach*, *Fathom* and *Mech*,



is submitted by Fleet and training commands. If you have some safety-related experience that might help others, pass it along to the Safety Center.

And, as is the case with *ALL HANDS* Magazine, safety center publications should be read and passed along to other interested Navymen.

2300 Reserve Officers Will Get Early Release from Active Duty

Early releases from active duty for officers will continue during fiscal year 1971, as announced in NavOp 07/70. About 2300 are now scheduled to leave the service during the year.

The officers being released early will all be Reservists on their first active duty obligation. This program, like the earlier phase (*ALL HANDS*, October 1969), is designed to help the Navy meet its tighter budget.

Early releases will take place throughout fiscal 1971, beginning in July 1970. Most of those selected had original Release from Active Duty (RAD) dates in FY 71; however, a large number of 1105s whose RAD was scheduled in FY 72 will also be released during the upcoming fiscal year.

Names of about 1500 of the officers being released were announced in a general message in April. The remainder will receive orders at a later date.

Whether further releases will be needed during the fiscal year will depend on studies of the impact of the present program on the officer corps.

Officers who do not want early release will be given the opportunity to request augmentation, an

active duty agreement, or an extension (at least a year beyond the minimum obligated service) for a normal tour of duty. Any officer making such a request will not be released before final action on it is taken by the Chief of Naval Personnel.

The early release program does not apply to officers who are serving in Vietnam, nuclear trained, nurses, or determined by CNP to be "essential to command functions."

Aviation officers are not exempt from early release; however, the number of releases in this community will be kept to a minimum.

Different release criteria must be used for the varying needs of different forces and officer communities. Within the limits set by operational needs, however, every officer will be given equitable consideration.

Phase Three of Three-Month Early Out Program for EMs Is Nearing Completion

PHASE III of the Navy's three-month early-out program, announced by NavOp 05/70, is nearing completion. This phase, like the previous ones, is designed to save money so that the service can meet its reduced budget for fiscal 1970.

In general — subject to the restrictions listed below — enlisted men who were originally scheduled to leave the service in July, August and September of this year were eligible to be released in April, May and June, respectively.

Phase III is governed by the same basic rules as the original program, reported in *ALL HANDS*, October 1969. In particular, the most important rule remains in effect: no Navyman will be forced out early if he wants to stay in, provided he is recommended for reenlistment. Most of the ground rules for any future phase of the program are expected to be the same.

Both Regular and Reserve enlisted men are eligible for the early release from active duty. As in previous phases, however, men in the following situations are *not* eligible for an early out under this program (though some of them are eligible under others):

- Those who don't want out, provided they are eligible for reenlistment.
- Men whose Expiration of Active Obligated Service (EAOS) has been brought back to July, August or September by some other early-out program—for instance, early release to attend college.
- Men currently attached to units of the 6th or 7th Fleets or the Middle East Force. However, these men will be released within 30 days after their return from deployment. Ships scheduled to deploy to these forces in a month in which early separation is authorized will usually separate men who are eligible for an early out in that particular month.
- Men serving in-country in the Republic of Vietnam or on non-rotating ships. A separate set of regulations provides for early release at the end of such tours in some cases.
- Reservists on active duty for training.

• Aliens who do not have a Reserve obligation and who want to qualify for U. S. citizenship by completing three years' military service.

• Navy men in medical or disciplinary status. They may be separated after completing the required disciplinary action or treatment.

• Those scheduled for transfer to the Fleet Reserve or the retired list.

• Men wishing to complete 18 months' active service to qualify for full GI Bill benefits.

A separate program is also in effect for crewmen of units being decommissioned or inactivated. Details are in Chapter 30 of the *Transfer Manual*; the rules were outlined in ALL HANDS, November 1969.

Commands concerned are to continue using procedures separately prescribed for Construction Group VIII ratings and other personnel eligible for release upon completion of prescribed tours in the Republic of Vietnam. (See BuPers Note 1306 of 24 Nov 1969 and NavOp 8, 1970.)

IF YOU AREN'T in any of the above categories, and your EAOS is now scheduled for September or earlier, you're eligible for separation about three months early — if you want it.

The exact date of release depends on your command. If the command is separating its own personnel, release may be at any time during the proper month — not necessarily day-for-day exactly three months before your original EAOS. If your EAOS month is September, you may be separated anytime in June.

However, if the command must transfer you to some other activity for separation, you'll go to the separation activity no later than the 15th of the month, to be sure that you're out before the month ends.

If you've extended for advancement and then are released early, you won't be reduced in rate.

Reservists separated early under this program won't lose eligibility for veterans' benefits. For most benefits, only six months or more of active duty is required; and anyone who was discharged for a service-connected disability doesn't even need to have been in that long. Of course, separation must be other than dishonorable for a veteran to qualify for VA benefits.

EDUATIONAL AID under the GI Bill is given on the basis of one and a half months of aid (or the equivalent in part-time assistance) for each full or partial month of active duty after 31 Jan 1955, up to 18 months of service. A veteran who has served 18 months or more is entitled to 36 months of educational aid.

Reservists who are released early will be subject to recall under the same circumstances as those who completed the full two years of active duty.

And, to repeat: if you're recommended for reenlistment, you don't have to accept early release if you don't want it. In the words of NavOp 5:

“. . . Primary emphasis must be upon the reenlist-

ment of the well qualified, career-motivated petty officers who are the Navy's greatest asset . . . Prospective candidates must be afforded every opportunity to take advantage of the many programs available to the professional Navyman and to acquire the necessary obligated service by reenlistment or extension of enlistment. The need for increased retention of highly qualified and motivated personnel is still great and will continue to be. . . .”

That sums it up. If you want to stay in and can make the grade, the Navy needs you.

If you don't — good luck on the outside.

These Motion Pictures are 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).

Rome Adventure (C): Drama; Troy Donahue, Angie Dickinson.

The Man Who Shot Liberty Valance: Western; James Stewart, John Wayne.

The Devil at Four O'Clock: Drama; Spencer Tracy, Frank Sinatra.

Lonely Are the Brave: Western; Kirk Douglas, Walter Matthau.

Can Can (WS) (C): Musical Comedy; Frank Sinatra, Shirley MacLaine.

The Music Man (WS) (C): Musical Comedy; Robert Preston, Shirley Jones.

The Spiral Road (C): Adventure Drama; Rock Hudson, Burl Ives.

Six Black Horses (C): Western; Audie Murphy, Dan Duryea.

Robin and the Seven Hoods (WS) (C): Musical Comedy; Frank Sinatra, Dean Martin.

The Canadians (WS) (C): Drama, Robert Ryan, John Dehner.

Lover Come Back (C): Comedy; Rock Hudson, Doris Day.

The Iron Petticoat (C): Drama; Bob Hope, Katharine Hepburn.

The Secret of Santa Vittoria (WS) (C): Comedy; Anthony Quinn, Anna Magnani.

Alfred the Great (WS) (C): Drama; David Hemmings, Michael York.

Lock Up Your Daughters (C): Comedy; Christopher Plummer, Susannah York.

One Step to Hell (C): Drama; Ty Hardin, Pier Angeli.

The Brain (WS) (C): Comedy; David Niven, Jean-Paul Belmondo.

Captain Nemo and the Underwater City (WS) (C): Adventure Drama; Robert Ryan, Chuck Connors.

The Sterile Cuckoo (C): Drama; Liza Minelli, Wendell Burton.

The Madwoman of Chailot (C): Comedy; Katharine Hepburn, Charles Boyer.

Rules on Nonreassignment to Vietnam Spelled Out for Wounded Navy-men

Navy-men wounded in combat in Vietnam and hospitalized in the United States 30 days or more are now considered to be ineligible for reassignment to Vietnam or its adjacent waters.

This policy change was announced in BuPers Inst. 1300.39B, which also listed three other nonreassignment categories.

Specifically, an individual — either officer or enlisted — wounded as a result of hostile action in Vietnam or its adjacent waters will not be reassigned to Vietnam duty if he is:

- Hospitalized in CONUS (including Hawaii and Alaska).

- Hospitalized 30 days or more with hospitalization being completed outside Vietnam (this condition applies only if the individual was hospitalized on or after 14 Jan 1970).

- Wounded on two separate occasions and requires treatment in a hospital for longer than 48 hours for each wound.

- Wounded three times, regardless of the nature of the wound or treatment required for each wound.

Wounds received as a result of noncombat injuries are not admissible as justification for nonreassignment to Vietnam. Nor are hospital ships serving on Vietnam duty considered to be "outside Vietnam" when figuring the location of hospitalization.

After an individual completes his medical treatment and returns to full duty, under the conditions described above, he will be reassigned to duty outside Vietnam. This could include ships and units which deploy to the contiguous waters of Vietnam on a ro-

tating basis, but does not include nonrotating ships and units which are assigned duty in Vietnam or its adjacent waters.

Reassignment of officers is determined by BuPers after consideration of their physical classification for duty.

Air Stations, Ammo Facilities and Other Activities Affected by Base Reductions

The Department of Defense has announced that steps are underway to consolidate, reduce, realign or close down certain military activities in the United States and Puerto Rico.

For your information and rotation planning, here are naval installations which will be affected:

- NAS Brooklyn, N. Y., will be closed.

- NAS Los Alamitos, Calif., will be closed.

- NAS Seattle, Wash., will discontinue flight operations.

- The Naval Ammunition Depot at Bangor, Wash., will be inactivated.

- The Naval Ordnance Station at Forest Park, Ill., will be inactivated.

In addition, civilian personnel levels will be reduced at many major industrial activities as a measure which corresponds with reduced workloads. These include:

- Shipyards — Philadelphia, Pa.; Bremerton, Wash.; Portsmouth, N. H.; Boston, Mass.; Mare Island, Calif.

- Ammunition Depots — McAlester, Okla.; Crane, Ind.; Hawthorne, Nev.

- Weapons Stations — Concord, Calif.; Seal Beach, Calif.; Yorktown, Va.

- Air Rework Facilities — Jacksonville, Fla.; Alameda, Calif.; Cherry Point, N. C.

Project Transition Site Officer

Here's a letter to the Transition Site Officer at Naval Station Philadelphia:

SIR: I am a Chief Hospital Corpsman who serves in Puerto Rico with a Mobile Construction Battalion. I will transfer to the Fleet Reserve in November after 21 years of service.

My request for transfer to your Project Transition site for 90 days of training before I retire has been turned down. I'm told that 10 days at the site is all I can expect.

I'd like to stay in the medical field and work in either administration or supply, but how can I possibly do so with only 10 days of Transition training?—HMC O. B. B., USN.

The reply to this letter by the Transition Site Officer made a point which needs no elaboration. Here it is:

Dear Chief:

It's true that 10 days at our site is all you can expect. This is because you have a low priority for training, considering your many years of experience in a civilian-related skill area.

In other words, you probably do not need train-

ing, as such, because you have already had training and experience in the field.

However, don't write Transition off, because we can still do plenty for you—maybe even find you the job you want.

For starters, if you will send us whatever information about yourself you think is appropriate, we'll get to work on a job referral before you even arrive at the site. But be sure to state where you want to settle, and if you can be flexible in this regard, the chances of finding what you want are vastly improved. Most of our contacts are in the Delaware Valley area, but we have job placement resources in all the states.

At the very least, we have counseling services which may help you determine which part of the medical field you would like the best, or in which you are best qualified to work.

In short, even though you will have only 10 days at our site before your separation, Project Transition already has started to help you. I personally believe there are any number of civilian employers who will be anxious to hire you. For more on Project Transition see last month's ALL HANDS (page 30).

(Signed) Project Transition Site Officer.

Commendations Listed for Ships and Units

MORE AND MORE ships and units continue to render performances which have earned for them the Navy Unit Commendation or the Meritorious Unit Commendation.

The list below, based upon BuPers Notice 1650 of 15 Dec 1969 in addition to citations by the Secretary of the Navy and the Chief of Naval Operations, supplements the names of those to be found in the February 1970 and November 1969 issues of ALL HANDS.

When a ship or station is cited by the Secretary of the Navy or by the Chief of Naval Operations, every man on board during the period designated is eligible for the award.

Navy men who are on active duty and Naval Re-

servants in organized units, if they are eligible for the award, usually receive the award automatically. Their commanding officer furnishes the Chief of Naval Personnel with the number of men eligible for the award and the ribbon bars and facsimiles of the citation are forwarded to the command for distribution.

Documentary evidence in service records is sufficient to establish eligibility. If such records do not exist, an affidavit that you were in a ship or serving with a unit during the eligibility period is sufficient.

Questions concerning the right to wear a unit award should be submitted to Pers-E, Bureau of Naval Personnel.

Here's the current list:

Patrol Squadron 24	1 Nov 68—31 Oct 69
San Joaquin County (LST 1122)	1 Apr 68—30 Jun 69
Task Group 87.0/83.1	1 April—11 Jul 69
Ticonderoga (CVA 14) and Attack Carrier Wing 16	18 February—7 Sep 69
Underwater Demolition Team 12	3 Dec 67—6 Sep 68

In addition, the following units are eligible for the NUC awarded *Intrepid* (CVS 11) and Carrier Air Wing 10 for the period 6 Jul 1968 to 16 Jan 1969:

Attack Carrier Air Wing 10
Attack Squadron 36
Attack Squadron 66
Attack Squadron 106
Carrier Airborne Early Warning
Squadron 121, Det 11
Light Photographic Squadron 63,
Det 11
Tactical Electronic Warfare
Squadron 33, Det 11
Fighter Squadron 111, Det 11
Helicopter Combat Support
Squadron 2, Det 11

The following are additional units eligible for the NUC awarded *Jouett* (DLG 29) for the period 18 Feb to 29 Jun 68:

Helicopter Combat Support
Squadron 7, Det 107 11 February—19 Mar 68
Helicopter Combat Support
Squadron 7, Det 105 31 May—16 Jun 68

The following is in addition to the units eligible for the NUC awarded *Intrepid* (CVS 11) and Carrier Air 65 to 15 Apr 66:

Cascade (AD 16) 13 February—8 Apr 66

Corrections:

The PUC awarded Delta River Patrol Group for the period 31 Jan 68 to 9 Apr 68:

Seal Team 2, Det Alpha, 7th Platoon, instead of Seal Team 1, Det Golf, 7th Platoon

The dates for the NUC awarded Support Activity Da Nang have been extended to 16 Aug 66 to 15 May 69. The NUC awarded Mine Division 12, Det 1, 27 November to 15 Dec 67 has been changed to Mine Division 112, Det 1.

Navy Unit Commendation

Apache (ATF 67), White Sands (ARD 20), and Trieste II	3 February—7 Oct 69
Coral Sea (CVA 43) and Attack Carrier Air Wing 15	10 Oct 68—31 Mar 69
Harbor Clearance Unit 1	15 Mar 67—1 Jul 69
Naval Construction Battalion Center, Gulfport	16 August—1 Oct 69
Naval Security Group Activity, Kamiseya, Japan, (including its subordinate detachment at Misawa)	1 May 67—30 Apr 69
Mullinnix (DD 944)	18 February—31 Jul 69
Rach Gia Interdiction Group (Task Group 194 6)	7 November—17 Dec 68
Ranger (CVA 61) and Attack Carrier Air Wing 2	29 Nov 68—10 May 69
River Assault Flotilla 1	5 Mar 68—24 Jan 69
Sanctuary (AH 17)	10 Apr 67—10 Apr 69
Staff, Commander Iceland Sector, ASW Group	1 May 67—31 Jul 68

Meritorious Unit Commendation

Air ASW Group 5, consisting of Hornet (CVS 12) and Commander Air ASW Air Group 57 and Parsons (DDG 33) Davidson (DE 1045) Richard B. Anderson (DD 786) Shelton (DD 790) Ernest G. Small (DD 838) Lofberg (DD 759)	24 Oct 68—2 May 69
Ajax (AR 6)	1 Jul 68—1 Oct 69
Communication Station, San Diego	1 Jul 67—31 May 69
Fighter Squadron 33	1 Oct 67—11 May 68
Hugh Purvis (DD 709)	26 Sep 68—10 Mar 69
Mars (AFS 1)	15 Sep 68—28 Aug 69
Naval Facility, Adak	December 68—May 69
Mine Division 91	1 Oct 65—30 Jun 66
Naval Communication Station, Cam Ranh Bay	31 May 68—31 May 69
Naval Magazine, Guam	1 Jul 66—1 Jul 69
Naval Reserve Intelligence Division 11-1	5 Aug 66—1 Feb 68
Navy Research and Development Unit, Vietnam	1 Jan 68—1 Mar 69
Newport News (CA 148)	13 Dec 68—13 Jun 69
Officer in Charge of Construction, Naval Facilities Engineering Command Contracts, Thailand	1 May 65—1 Jul 68

Letters to the Editor



When to Dip the Ensign

SIR: I have read that a United States ship always dips its ensign when a passing foreign ship does so provided the government of the foreign ship is recognized by the United States. The U. S. ship, however, never dips first.

Can you tell me the origin of this tradition?—YN3 J. R. B., USN.

• *Dipping the ensign is a practice which harks back to the days of sail. In those days a merchant vessel approaching a warship on the high seas was required to heave to and clew up its canvas to indicate honesty and willingness to be searched.*

As you can well imagine, this procedure was troublesome and dipping the ensign eventually became a time-saving substitute for conveying the same message.

As time passed, dipping the ensign became a courtesy, of sorts, but still carried with it the connotation of surrender; hence, U. S. Navy ships don't observe the practice unless a foreign merchant ship considers dipping a sufficiently important custom.

When they do, the U. S. Navy ship returns the courtesy.—ED.

Uniform Rumors

SIR: I have heard that:

• A medal will be struck to accompany the Combat Action Ribbon.

• Naval Riverine Forces in Vietnam will be authorized to wear a special pin to identify their service.

• The black berets worn by members of Task Force 116 in Vietnam will be authorized for stateside wear.

Can you tell me if there is fact behind these rumors?—ENFN J. D. G.

• *Your information seems to be pure scuttlebutt. There are no current plans to strike a combat action medal or to adopt a special pin to be worn by members of the riverine forces in Vietnam.*

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

The black berets worn by Task Force 116 men in Vietnam are not considered to be uniform items in the United States and are not worn stateside.—ED.

Wearing Unit Awards

SIR: Is the Combat Action Ribbon (a personal award) to be worn on the right breast senior to all unit awards when large medals are prescribed?

If so, then I presume a change to *Uniform Regulations*, specifically Article 1030.6, which describes the wearing of unit awards, is forthcoming.—YNC R. E. H., USN.

• *Your presumption is correct, Chief.*

Matter of fact, you may have received notice of the proposed change approved by CNO on 9 Feb 1970 since writing ALL HANDS.

The change in policy permits wearing all authorized ribbons (for which no medals have been struck) on the right breast with full dress uniform.

These ribbons, in order of precedence, include the Combat Action Ribbon, Presidential Unit Citation, Navy Unit Commendation, Meritorious Unit Commendation and foreign unit awards.

In the past, only the senior ribbon was worn. Now, you have the option of wearing all such awards issued to you, but you must at least wear the most senior.—ED.

White Trousers One Year Away

SIR: Summertime is here, and I would appreciate a more detailed description of the new white trousers that have been authorized for enlisted men below CPO. How do they compare to officers' and chiefs' trousers?

Since *Uniform Regs* says that they won't be in stock for about a year in the small stores, can they be purchased in uniform shops? Are they authorized for wear beginning this summer?—PNI G. E. C., USN

• *Sorry, not this year. Probably next summer.*

Specifications are in the process of being revised to include the new features—conventional side and back pockets and a zipper fly—but the trousers can't be manufactured until the revised specifications and patterns have become available. Therefore, they won't be available anywhere for about a year.

To answer your first question: the new white trousers are not officer-style. They're still bell-bottoms, just like your present trousers; the only changes are the addition of pockets and a zipper.

For no apparent reason, there seems to be considerable confusion on this point. We just received another letter reporting that some men are wearing white trousers with fore-and-aft creases. They're out of uniform. The new trousers will be pressed and worn exactly like the present ones.—ED.

You Have a Choice

SIR: When the word "may" is used in *Uniform Regulations*, is it used in the permissive sense?—LCDR R. P. S., USN.

• *Yes. For example, under the regulation that deals with breast insignia (article 0236.1.a.(1)), it states that pin-on devices shall be worn on*

coats and jackets of service dress uniforms, but that they "may" be worn on the khaki shirt when the coat is not worn, and on the blue flannel shirt and tropical shirts.

In other words, it means that the breast insignia is optional for wear with those uniform shirts.—ED.

When a Badge Is Not an Award

SIR: During my World War II Army service, I was awarded the Combat Infantryman's Badge. May I wear the badge on my Navy uniform?—BUC R. G. A., USN.

• No.

The Army classifies the Combat Infantryman's Badge as a "badge" rather than an "award." That puts it in the same general category as qualification insignia—such as pilot's wings or parachutist's breast insignia; and Uniform Regs says that qualification insignia from other services may not be worn on the naval uniform.

On the other hand, Navymen are allowed to wear some types of awards from the other services. The rule is that they must be "commensurate in importance" to the Navy awards listed in Uniform Regs, Chapter 10, Section 2.

These include military decorations (such as the Bronze Star); unit awards; non-military decorations (such as medals for lifesaving or various kinds of distinguished service); service awards (for example, the Good



Warrant Officer Roger G. Wright's Bronze Star Medal with Combat "V" receives special attention from family. He earned it while serving in the Republic of Vietnam.

Conduct Medal and campaign medals); and marksmanship awards. Any Army, Marine, Air Force or Coast Guard awards that correspond to Navy awards of these types may be worn.

For precedence purposes, each award from another service is arranged immediately after the comparable Navy award on the uniform.

Ribbons are arranged in descending order of precedence from the wearer's right to left and from top down.

One exception to the precedence rule: if the awards were given for campaigns, expeditions, or similar operations, they're worn in chronological order rather than after the Navy awards of the same type.—ED.

Save \$10,000? Yes—It Can Be Done

SIR: When I enlisted in the Navy on 1 August 1966, I was told by many Navy buddies that it was just about impossible to save a large amount of money in a four-year enlistment. Well, right from the beginning I decided to prove this theory incorrect. What made it possible for me was learning to take advantage of all the generous opportunities around me in the Navy.

By doing so I was able to save \$10,000 in cash in my four-year enlistment. And through efforts of taking a spare-time job near the Great Lakes Naval Hospital, I was able to purchase and fully pay for a new automobile.

My duty stations included a tour

on board a destroyer, *uss Richard S. Edwards* (DD950), where I first realized that going into town to blow my pay check was not the most satisfying type of liberty.

So I started looking for something else, and found it right on base. With the fine recreational equipment, and the good prices at the PX and Commissary, I was able to have a good time and purchase my necessities for a minimal price.

Throughout the rest of my naval career I carried out this plan of cutting expenses by using the Navy's many benefits, which enabled me to save a sizable hunk of my pay check.

I was also able to cash in on a few

months' combat pay and tax-free base pay while serving with the Marines in RVN in 1968, but the majority of my saving was done at the Naval Hospital Great Lakes, where I kept investing my pay in the base Credit Union. All it took was a bit of will power.

Now I'm proud to say that I'm \$10,000 wealthier today than four years ago when I entered the Navy.

—HM3 Stanley R. Tafilaw, USN,
USNH, Great Lakes, Ill.

• This claim speaks for itself. Can anyone beat Corpsman Tafilaw's record? For any potential contestants, his \$10,000 total is exclusive of any re-enlistment bonus.—ED.



HARD WORKER—Although considered small, at 143 feet long, USS Mahopac (ATA 196) does big job in support roles for Seventh Fleet.

Tie Time

SIR: What is the correct width and material of a regulation black four-in-hand necktie?—CTC J. B. S., USN.

•The description of the four-in-hand necktie is contained in appendix A of Uniform Regulations.

The tie is to be made of black tropical-wool or wool blend cloth. The width at the center should be 1 inch, while the pointed ends should measure 2 inches across the front and 1¼ inch across the back of the tie. Its overall length should be 52½ inches.

For your information, the wide style necktie currently popular with civilian dress is not regulation.—ED.

It Just Depends

SIR: Please resolve an argument in our office. Is mail to a Navy bureau in Washington addressed to "Department of the Navy" or "Navy Department"?

I seem to recall that a couple of years ago BuPers came out with a notice saying that correspondence to BuPers, for example, should read: "Chief of Naval Personnel, Department of the Navy, Washington, D. C. 20370."

My two assistants say the address should read "Navy Department." They

cite Article 0101 (3) (b) of *Navy Regs* and Part 2 of the *Standard Navy Distribution List* (SNDL).

Who's right?—PNC J. F. O., USN.

•Your assistants. The SNDL is the Navy's standard publication on mailing addresses. It says that BuPers is in the "Navy Department," so that's how you should address your letters.

But since you brought up the subject, here's another of our periodic Navy-Department-vs.-Department-of-the-Navy briefings, as reported by the "cognizant office" that is the expert in this area.

Both terms are used in official publications to refer to the organization of the Navy. However, they mean different things.

"Navy Department" (according to General Order 5) includes "the central executive offices and bureaus of the Department of the Navy located at the seat of Government." A similar definition is found in the article of "Navy Regs" cited by your assistants.

"Department of the Navy" includes the "Navy Department" plus all the operating forces, bases, etc., under the control or supervision of the Secretary of the Navy. This definition is found in Title 10, U. S. Code.

Therefore, since BuPers is one of

the "central executive offices and bureaus" in Washington, it is in the Navy Department, which in turn is in the Department of the Navy. A ship, on the other hand, is in the Department of the Navy, but not in the Navy Department. See?

The Department prefers to use "Department of the Navy" on letterhead stationery and on return addresses on envelopes. Instructions to that effect have been given to the Navy Department in Washington, but definitive instructions haven't been given to the field.

For mailing addresses, however, use the SNDL and you can't go wrong.—ED.

Two Accounts; One Sub

SIR: I read your story about the sail-powered sub R-14 in a recent issue with great interest. Since your source of information was the submarine's official log, I have little doubt of its accuracy.

However, I have a photo of R-14 under sail, along with a story that differs from yours.

The information I have says that R-14 was part of a search party sent to find PN-9-1, a Navy seaplane which had been forced down between California and Hawaii 1 Sep 1925. During the search, R-14 lost all fuel overboard because of a leaky valve, and her battery discharged, preventing the use of her radio. Her crew rigged sails and the sub sailed 300 miles to port.

However, according to your story, the incident took place in 1921, not 1925; the sub was searching for the lost tug *uss Conestoga* (AT 54) rather than for a seaplane; and she sailed only 100 miles instead of 300.

Which account is correct? Or did R-14 find herself under sail more than once?

As a matter of interest, a large painting of R-14 under sail is hung in the lobby of the NOB Norfolk base theater. The story on its nameplate corresponds with yours.—Robert E. Porterfield.

•Whoever gave you your story had some facts confused—understandably, as it turns out.

R-14 did, indeed, take part in the search for the seaplane.

But when the plane was found (by

the submarine R-4, not R-14), it was the plane, not the sub, which was under sail. Possibly the pilot of the downed aircraft had heard of R-14's windjamming exploit of four years before, and decided that what was good for the undersea Navy was good for the air arm.

R-4 towed the seaplane to port. And for the record, R-14 returned from the search with 4000 gallons of fuel aboard.—ED.

TAR YN to USN CT

SIR: Allow me to provide you with a little background on my career which might have some relevance to the matter I'm about to discuss.

To begin with, I'm a Surface TAR with 10 years' active service, of which a minority tour was spent in the Regular Navy. As a TAR, I have reenlisted twice, four years each time. As of now, the expiration dates of my obligated service (EOS), obligated active service (EAOS) and tour completion (TCD) all coincide in May 1971.

Now to my problem.

I have been interested in electronics for some time and recently completed a commercial course in radio and TV servicing.

I would like to channel this training in the appropriate direction as a CT or ET—not as a yeoman.

I've studied the possibility of rating conversion, but haven't been able to find whether or not I'm eligible to apply through the SCORE program.

If I am, and were to be selected to convert to CT(M)1, would I also be eligible for a variable reenlistment bonus (VRB x 4) when I reenlist for six years in 1971?—G. E. T., YN1, USNR (TAR).

• Since you are a PO1 you are not eligible for SCORE. Only identified strikers, PO3s and PO2s are eligible.

You may, however, qualify for conversion via Class A School under the provisions of Article 2230180 of "BuPers Manual." But not as a TAR. Such conversions are available only to the Open Rates List (as you will note in the article); therefore, you would have to go on general assignment to convert in this manner.

It is suggested that you submit your requests for general assignment

and conversion simultaneously to the Chief of Naval Personnel, Pers-B23.

As far as your eligibility for a VRB is concerned, you would qualify if you have never received a first reenlistment bonus and you complete conversion before a reenlistment for which you would receive a first bonus. In addition, you must meet the eligibility requirements as stated in BuPers Inst 1133.18 series.—ED.

Bermuda Triangle Revisited

SIR: I have exhausted all the facilities of the University of Miami. Can you give me information concerning the Bermuda Triangle? My efforts so far have turned up nothing, and you are my last resort for the necessary research in my course.—Miss L. L.

• According to current legend, the triangle—an area roughly encompassed by lines from Bermuda to Jacksonville and Fort Lauderdale — is a fearful place, into which many planes and ships have disappeared, never to be seen again.

Like many such stories, it rests mainly on the foundation of one incident — or more precisely, two coincidental disappearances.

Coastal shipping, commercial airliners and Navy ships and planes regularly cross it without incident. Its

notoriety is largely the result of dramatization, according to an expert on such matters whom we consulted.

Here's the real story.

Five TBM Avenger aircraft, under the command of Lieutenant Charles C. Taylor, USNR, left NAS Fort Lauderdale on 5 Dec 1945 on a navigational and bombing training flight.

The aircraft, with 14 men on board, were last heard from about 1600 that day in vicinity of the Florida Keys.

A PBM Mariner was dispatched from the Naval Air Station at Banana River about 1700 to search for the missing aircraft. This plane, with 13 men, never returned.

One of the most thorough and extensive searches in history then began. Surface vessels, including civilian craft, and aircraft combed the area from 6 to 10 December and found nothing. The search area was about 35 miles north of Cape Kennedy.

What happened to the six planes? No one knows. The Navy considers the case closed.

Of course, we're not saying that there haven't been other ship and aircraft losses in the area. However, as far as the historians of the Navy Department know, the accident (or disappearance) rate in the Triangle is no higher than that of any other area with equally heavy air and sea travel.—ED.

The Navy's modern USS Kilauea (AE 26) is equipped with the modern STREAM system for the transfer of cargo and fuel to ships alongside. For your information STREAM stands for Standard Tensioned Replenishment Alongside Method.



More on Saved Pay

SIR: I accepted a temporary appointment to warrant officer on 1 Aug 1969. At the time, I was a chief petty officer awaiting the results of the June 1969 examination which, I learned later, would have advanced me to pay grade E-8 effective 16 Feb. 1970.

When I accepted the appointment to warrant officer, I was making more in pay grade E-7 than I would as a warrant officer at the bottom of the pay ladder. I was assured, however, that I wouldn't lose money because of the saved pay provision which gave me the benefit of the higher of the two pay scales.

Nevertheless, if I had not accepted the warrant appointment, I would now be a senior chief petty officer making more money than I am earning as a warrant officer. The saved pay provision, it seems, doesn't apply

to pay increases which occur in a man's permanent grade after he accepts a temporary appointment as a warrant or commissioned officer.

It seems illogical that the Navy would financially penalize me for accepting a warrant. Is there something I am overlooking?—T. E. J., WO1, USN.

• A certain amount of confusion apparently still exists in the minds of many as to the purpose of "saved" pay. The only thing that saved pay in effect guarantees is that a member in pay grade E-8, for example, who accepts an appointment to W-1, will not receive less pay as a W-1 than he received as an E-8. It does not, however, save to him SUBSEQUENT increases due to advancement in his permanent grade, longevity, or a general pay raise, since at the time he might otherwise be-

come entitled to such pay, he in fact is not serving in the grade to which the increase applies.

In other words, the pay and allowances to which entitled on the date you accept temporary appointment to warrant or officer grade is saved to you for any period the pay of your permanent grade exceeds that of the temporary grade.

But take a look at the other side of the coin. When the pay of the temporary grade EXCEEDS the pay of the permanent grade to which entitled on the date of your temporary appointment, you are credited with the pay of the temporary grade.

For other discussions of this subject in ALL HANDS see: "A Report on Pay for the Warrant Officer" (September 1969, page 47) and "Two Ways to Look at It: By and for Warrant Officers" (January 1970, page 23).—Ed.

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.

• Pearl Harbor Survivors Association—The 1970 State Convention will be held in San Diego 24 - 26 July. For details, members should write to PHSA Convention Chairman, Charles T. Patterson, 3854 58th St., San Diego, Calif. 92115.

• 3rd Special Seabee Battalion—The 20th annual reunion of the 3rd Special USNCB will be held in Columbus 17-19 July. For details, contact C. McKenny, 4440 St. Ann Lane, Columbus, Ohio 43213.

• uss Kidd Association—Former members of Destroyer Squadron 48 are invited to the 22nd reunion to be held in Saginaw, Mich., 5 - 9 August. Member-ships of the Kidd Association were Walker (DD 517), Abbot (DD 629), Erben (DD 631), Hale (DD 642), Stembel (DD 644), Bullard (DD 660),

Ship Reunions

Kidd (DD 661), Black (DD 666) and Chauncey (DD 667). Harrold F. Monning, 310 E. 8th St., Keewanee, Ill. 61443, has the details.

• PT Boaters of WW II—Former PT boaters, including members of squadron, base force, tender, supply, medical, intelligence and staff units, will hold a reunion in Memphis 4 - 7 September. Full information may be obtained from J. M. Newberry, P. O. Box 202, Memphis, Tenn. 38101.

• Chief Photographer's Mates—A meeting of Chief Photographer's Mates assigned to the East Coast will be held 11 Jul at NAS Albany. For information contact LT L. Hursh, Fleet Air Photographic Laboratory, CRAW-1, NAS Albany, Ga. 31703.

• uss Sterett (DD 407)—Crewmembers who served during the period 1939 - 1945 are invited to a reunion in Minneapolis 21 - 22 August. Manley L. Miller, 1001 E. 130th St., Burnsville, Minn. 55378, has the details.

• uss Miller (DD 535)—A reunion will be held in San Francisco 26 - 27 September. For information contact W. L. Hewes,

24224 Dawnridge Rd., Los Altos Hills, Calif. 94022.

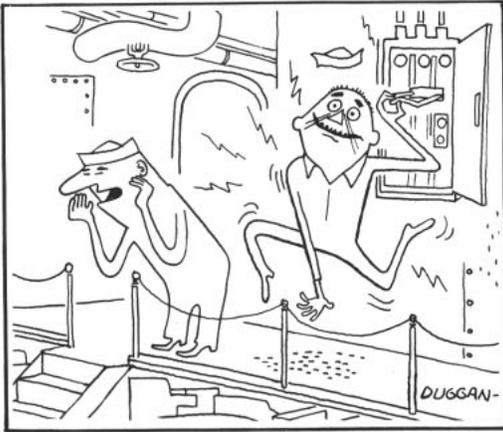
• uss Mobile—Former crewmembers are invited to a reunion to be held in San Francisco 3 - 5 July. William D. Hart, 1546 Santa Monica Ave., San Jose, Calif. 95118, has the information.

• uss Franklin (CV 13)—Former crewmembers may contact Richard Fulfarr, 2485 Falcon St., East Meadow, N. Y. 11554, for details on a reunion to be held in New York 5 - 6 September.

• uss The Sullivans (DD 537)—The fifth annual reunion for the World War II crew is scheduled to be held in Columbus 7 - 9 August. For details contact Charles McCarty, 2865 Homecraft Drive, Columbus, Ohio 43200.

• 82nd Seabees (519th CBMU)—The 24th annual reunion will be held 17 - 20 September in Manchester, Vt. James Greenwood, 995 Emerson Dr., Dunedin, Fla. 33528, has the details.

• uss Wadleigh (DD 689) — Former crewmembers will meet in Boston 6 - 9 August. The contact for information is Don Wunderlich, Voltaire, N. D. 58792.



"Hey, Lou, you can stop testing,



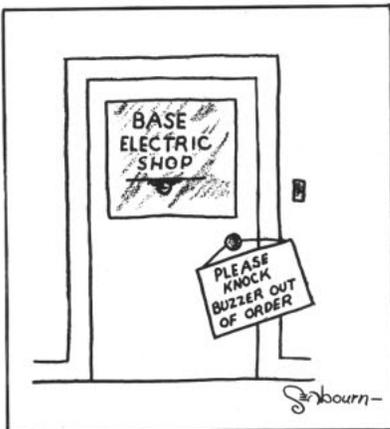
"Here's the five spot I owe ya, Joe."



"Parkins here is a little new on the job, sir!"



"Good morning. The little hand's on eight and the big one's on 12 and you missed muster."



"Leave the sideburns."

"Next."

TAFFRAIL TALK

AFTER 15 YEARS as news editor of ALL HANDS, G. Vern Blasdell has retired to sunny Arizona.

Vern's talented specialty was to hone the style of the news desk writing staff in those years.

Newcomers found it easy to type him: the hardnosed city editor with shoulders rounded by decades of bending over a desk and piercing eyes that could nail a cliché at 20 paces. With a few quick strokes of a pencil, he'd change an awkward paragraph into one that made sense. When a writer was floundering, Vern would suggest a new angle and the story would fall into place.

But Vern is more than a writer's editor. He has a keen wit that produced individual flavor without being cute. His sense of humor was reflected in many ways, in copy itself, and in his famous (to us) "example file" which contained the best and worst of the writing he'd seen in a full career.

He was modest—as an individual and as a professional. But he would weigh disagreement on the best way to present a story, and often deferred to the judgment of the news desk staff. Vern was liked as a man—and respected. ALL HANDS will miss him.

Stepping in as acting news editor is Senior Chief Journalist Dan Kasperick, USN. Dan is on his second tour with ALL HANDS. He brings with him a wide variety of journalism experience, plus a Joint Services Commendation Medal for his contributions to the armed forces. He's also an award winning writer. You'll hear more of Dan.

★ ★ ★

WHEN THE Boys' Club in his Salt Lake City neighborhood named Navyman James Deken "Father of the Year," he must have been astonished.

He doesn't have any children, after all.

But the club didn't let that technicality stand in the way. He had earned the honor, father or not.

Deken has plenty to keep him busy. Working toward a metalurgy degree and a naval commission in the NESEP Program at the University of Utah takes a great deal of his time.

But he finds time for boys' activities.

Last summer, for example, he got together 20 other officer candidates for a building job. Working on weekends, using materials given by local merchants, the NROTC midshipmen built a modified "A" frame cabin for a Boy Scout troop.

This past fall, he took on the task of wiring the basement of the Boys' Club for a woodworking shop. (He's a former ETN2, so wiring has no mysteries for him.)

Deken wanted the shop to be ready for a scheduled open house, so he worked 33 hours straight to finish the job.

Why does he get involved? It's hard for a boy to get into trouble when he's doing something constructive, he says.

Considering the amount of time he's given to the boys, he must have helped them a great deal.

They evidently thought so. Boys can give a man no greater compliment than making him an honorary father.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). DISTRIBUTION: By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

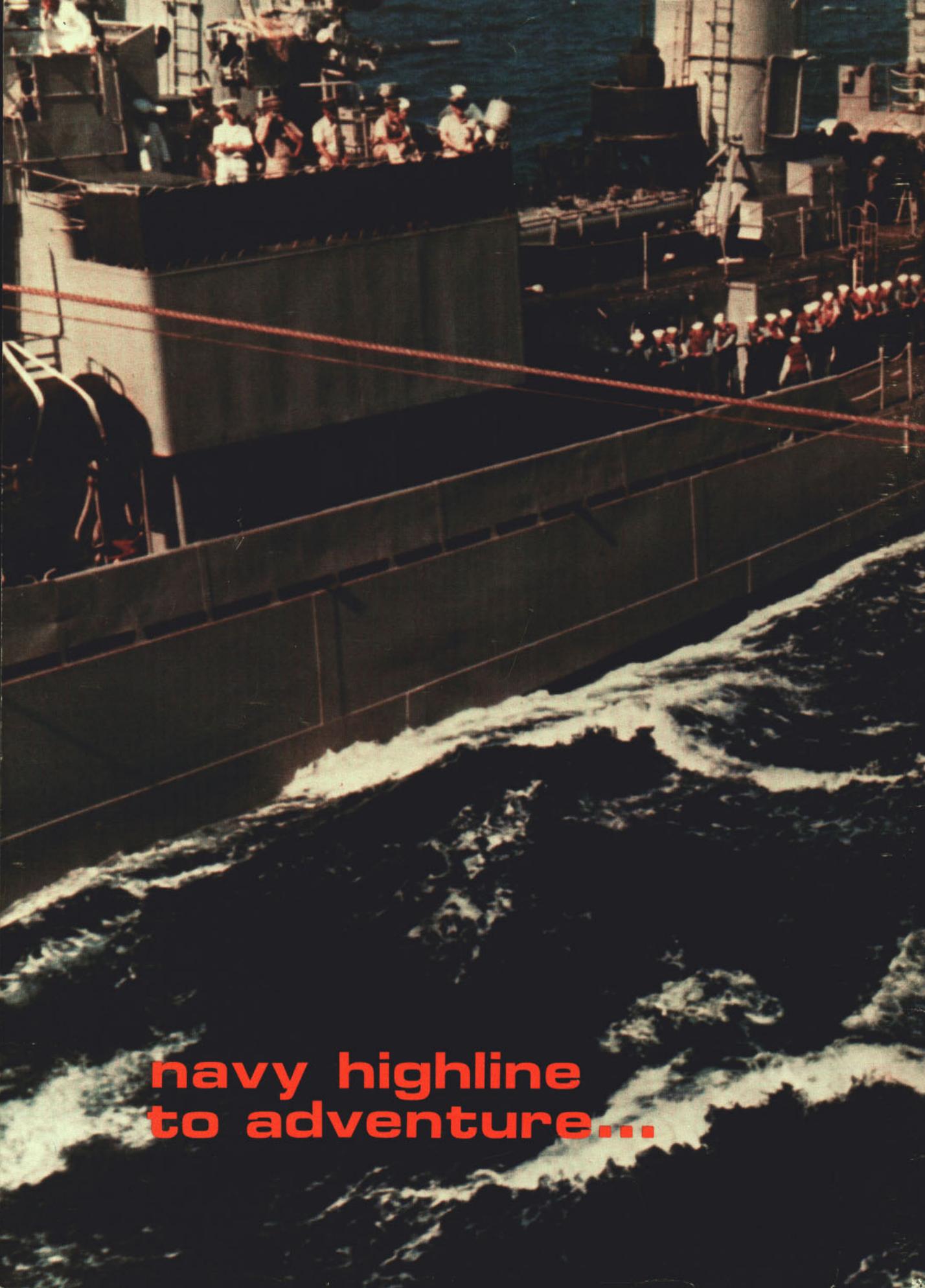
There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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: HEAVING LINE—Boatswain's mate tosses monkey fist to men on board USS Henry Clay (SSBN 625) as ship arrives at Charleston, S. C., from patrol.





**navy highline
to adventure...**