

# ALL HANDS



NOVEMBER 1970





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1970 Nav-Pers-O NUMBER 646

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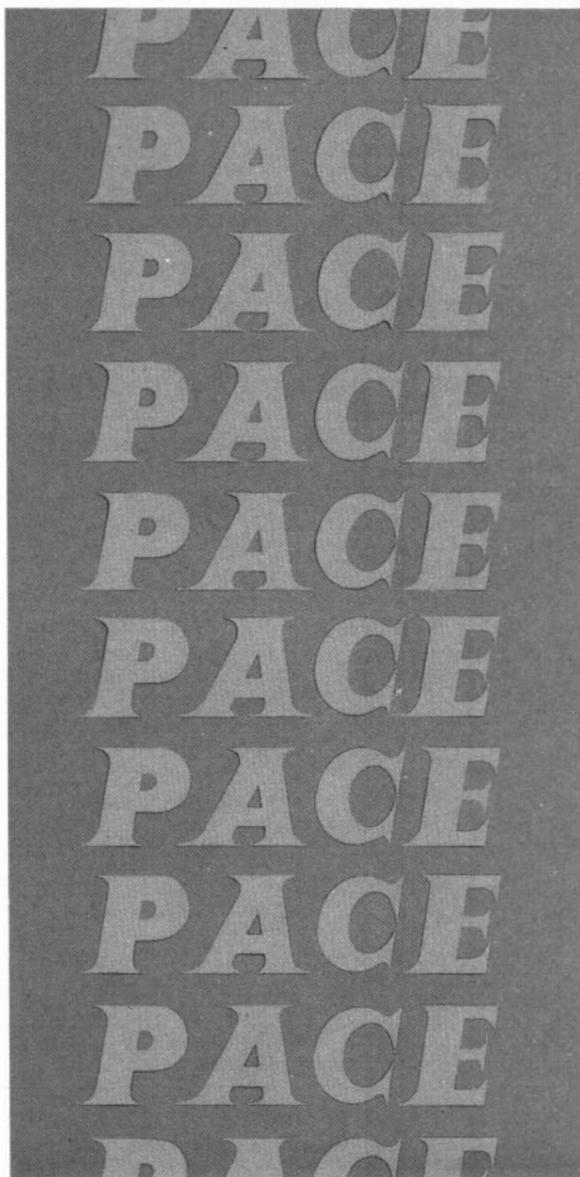
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● **FRONT COVER: CRUISING IN THE MOONLIGHT**—The nuclear-powered attack submarine USS shark (SSN 591) cruises on the surface. Drawing by ALL HANDS Art Editor Michael Tuffli.

● **AT LEFT: HAVE YOU CAST YOUR BALLOT?** These sailors aboard USS John F. Kennedy (CVA 67) are getting the word about voting from one of the experts, Navy's "Miss Military Voter." The pretty young WAVE is Seaman Patricia Sargent who also won the competition to serve as BuPers Queen. —Photo by PHC P. Roberts





**B**OATSWAIN'S MATE 2nd Class Jack Tarr stands six feet one and displaces 200 well-placed pounds. He can spot a smudge on polished brass at 30 paces, rig a bosn's chair blindfolded and lower away a whaleboat singlehanded, if you believe his friends. He's been in the Navy six years—joined fresh out of high school and he's been on sea duty ever since.

Typical Navyman? Not quite. BM2 Tarr also has about two years of Harvard education, with a concentration in physics.

And that's without leaving his ship to go to classes on the college campus.

BM2 Jack Tarr is an example that we've invented—but he has many real-life counterparts, and the way he got those Harvard credits is real. It's the Program for Afloat College Education—PACE.

You can actually get as much as two years of full college credit from one of five colleges and universities (Harvard included) through PACE—without ever stepping off the brow of your ship.

And a PACE course is not a correspondence course. It's the closest possible equivalent of a real on-campus course, with at least eight hours of in-person lectures by a regular college professor, and the rest of the class made up of filmed lectures (made by other expert professors), class discussions, individual study and tests.

Last year, more than 3,300 Navymen took PACE courses in subjects ranging from chemistry to literature on board more than 100 ships—carriers, destroyers, escorts, auxiliaries, submarines and others.

And almost any ship in the Navy can join the program, as long as it can get enough men together to start three of the 40 courses offered.

PACE is limited to crews of ships; however, a half-dozen courses are offered every year to the wintering-over party of Operation Deep Freeze in Antarctica.

**P**ACE IN ITS PRESENT FORM is less than 10 years old; but the basic idea of bringing education to the crews of ships at sea is as old as the Navy.

Even a century and a half ago, *uss Constitution* had a hired civilian schoolteacher on board to teach the young midshipmen the three R's. The gentleman, a Mr. George Jones, made all the cruises and became pretty much part of Old Ironsides' crew.

Today, of course, PACE instructors don't usually live on board. They're regular faculty members of the participating schools, and usually just make short visits aboard when a ship is in port. However, sometimes they do ride a ship between ports. The rest of the students' instruction comes from the films and books while the ship is underway.

But aside from that, the program of today is basically a refined, up-to-date version of the work of *Constitution's* schoolmaster—bringing education to the men where they are.

PACE began in 1961 under the name of "Polaris University," as a cooperative program in which Har-

ward provided three filmed courses for the use of SSBN submariners on patrol. As time went on, more courses were added, and later other schools and surface ships joined the program.

At last count, 13,563 Navymen had taken PACE courses since 1964, when BuPers became responsible for its administration.

**H**ERE'S HOW PACE works today.

If 10 or more men express interest in taking one or more of the courses listed in the box accompanying this article, the ship's Educational Services Officer can contact the PACE representative at the

be offered at one time on a ship is eight. The maximum number of men in a class is set by the college; in many cases, if there's a great demand for a particular course, it may be offered in two sections meeting on alternate days.

Each student is charged a small registration fee by the school. The amount varies from one institution to another. In any case, most of the cost is borne by the Navy.

Another small fee, varying from course to course, may be charged for books and supplies. However, some ships' ESOs buy textbooks with welfare and recreation funds and then loan them to students for



**Left:** An instructor discusses the lesson plan with his students on board the ship before the class begins. **Below:** Having heard a live lecture at their previous PACE session, a group of destroyer blue-jackets muster on the DASH hangar deck to view a filmed lecture as supplements to "in person" visits.



type command headquarters for authorization to start the program.

Then the ESO arranges with the participating school nearest the ship's home port to schedule classes on board.

The institutions now taking part in PACE are Harvard University, Jacksonville University, the University of South Carolina, San Diego State College and the University of Hawaii.

For a ship to participate, at least 10 men must sign up for each course.

The recommended maximum number of courses to

the duration of the course at no charge.

**E**ITHER EXTENSION or resident credit is awarded, depending upon the policy of the particular school. Also, some schools require that each student also gain admission to the college's extension division or to the college itself. The standards for admission vary among the schools; but usually any active-duty man whose CO recommends him as being capable of and motivated toward college study can participate in PACE.

Usually, for a man to get full benefit from a PACE course, he should have a high school diploma or the

# **PACE PACE PACE PACE PACE**

GED equivalent. In addition, some courses are prerequisites for others: for instance, it is recommended that you take College Algebra before you take Coordinate Geometrics.

When the class is all organized and scheduled, the professor comes aboard—usually when the ship is in port, but occasionally for a short underway period—to start the course with a series of lectures.

An officer or enlisted man is then chosen as proctor for each class. While the ship is deployed, the proctor arranges for meeting space, lines up the class schedule, supervises tests, other than the final exam, and takes care of correspondence with the school.

How the course is organized will depend on the circumstances. If the ship is to be at sea through most of the course, class meetings will be built around the series of 15 half-hour filmed lectures, with members holding discussion periods and, of course, studying individually.

Sometimes—for instance, if the ship is in the yards—the teacher may come aboard for in-person lectures and discussion every week. Other scheduling arrangements may be made, depending on what the ship will be doing while the course is in progress.

In nearly all cases, however, the teacher will come back aboard when the class is about ready to finish up the course and give more in-person lectures. Then comes the final exam.

**E**ACH STUDENT'S GRADE for the course is made part of the permanent record of the parent college. If he goes to another school later, he may transfer his PACE credits (assuming that the second school ac-

cepts them) by requesting a transcript from the registrar of the college offering PACE courses.

A certificate of successful completion of each course is also put into the student's service record.

PACE courses are designed to be as nearly identical to regular on-campus courses as possible under the circumstances; they will be given full college credit by the school which offers them.

However, the participating colleges cannot guarantee that the courses will be accepted for full credit by any other institutions a man may attend in the future. That's a matter for the admissions office of the other college to decide according to the policies of the individual school.

**Although deployed, PACE students aboard a destroyer will still receive a visit from their teacher, via a highline transfer. During deployments, the Navy transports instructors to the Med.**



Since the time you spend studying for and attending PACE courses comes out of your off-duty time, it is suggested that you take no more than one course at a time. You might be surprised at how much time it takes to do the necessary reading and other work for a college-level course; studying for two of them might be too much for you to handle at sea.

There aren't any rules against taking two courses at once; it's just better to do well in one course than poorly (because of lack of study time) in two.

Every student is responsible for attending all class meetings—both the lectures by the professor in port and the filmed lectures and discussion sessions at sea

—and taking the final exam. His fee will be refunded only if he withdraws from the course before the first class meeting.

**W**HY WOULD YOU WANT to take the PACE courses, anyway? And why is the Navy sponsoring them?

From your point of view, here are a few possible benefits:

- First, of course, PACE courses give you college credits which you may be able to transfer if you decide to attend school later—while you're on shore duty or after you leave the service.
- The fact that you've taken PACE courses and suc-

## Courses Currently Available For PACE Classes

Listed below are the film courses currently available for PACE classes. Each course consists of 15 half-hour 16mm filmed lectures, made by professors who are especially well qualified in the subject matter.

Not all the courses listed will be available in all areas. The course titles may vary from one school to another.

In an actual PACE course, the films will be used in conjunction with in-person lectures by a professor from the participating college.

Teachers appearing in the filmed lectures are on the faculties of Tufts University, Harvard University, Boston University, Boston College, George Washington University, Simmons College, University of Massachusetts at Boston and Massachusetts Institute of Technology.

Some of the courses listed should be completed before others can be taken. For instance, Introductory Mechanics must be taken before Introductory Electricity. Complete descriptions of the courses are found in the *Educational Services Manual*.

### CHEMISTRY

Basic Principles of Chemistry  
Chemical Equilibrium  
The Covalent Bond  
Some Elements and Their Compounds

### ENGINEERING

Introduction to Computer Science, Part I  
Introduction to Computer Science, Part II  
Introduction to Metallurgy  
Electrical Engineering

### MATHEMATICS

College Algebra  
Coordinate Geometries  
(Analytic Geometry)  
Introduction to Calculus, Part I  
Introduction to Calculus, Part II  
(The Power Functions)  
Introduction to Calculus, Part III  
(The Trigonometric Functions)  
Introduction to Statistics

### Introduction to Modern Algebra

Probability

### PHYSICS

Introductory Mechanics  
Introductory Electricity  
Introductory Wave Motion, Sound  
and Light  
Introduction to Modern Physics  
Mechanics and Heat  
Classical Electromagnetism  
Electrical Engineering: Circuit Analysis

### GOVERNMENT

Ideologies in World Affairs  
American National Government

### HISTORY

World History, Part I  
World History, Part II  
A Study of Revolutions  
History of the United States, Part I  
History of the United States, Part II

### PSYCHOLOGY

Principles of Behavior  
Motivation: Forces in Action

### SOCIOLOGY

Introduction to Sociology

### ECONOMICS

Economics and the Public Interest

### GEOGRAPHY

Introduction to Geography

### LITERATURE

Expository English, Part I  
Expository English, Part II  
American Literature  
(Major American Books)  
English Literature (The Critical Reader)

### ELECTIVE (NON-CREDIT)

Introduction to the Slide Rule

# PACE PACE PACE PACE PACE

cessfully completed them shows motivation and aptitude for college study—which could be important factors in your being selected later for such educational programs as ADCOP or NESEP. It also looks very good on your record if you're up for selection or promotion in the senior enlisted, warrant officer or LDO ranks.

- Many PACE courses will help you directly in doing a better job in your Navy specialty. If you are in

**Below: An instructor from the University of South Carolina lectures Navy men in a Math I (Algebra) class. Right: A college professor visits a Force destroyer for one of his classroom lectures. A math teacher, he drills his students on numerical laws and theories by illustrating probability and chance in card games. Facing page: USS Samuel Gompers (AD 37), the new extension campus of San Diego State, at the Naval Station, San Diego.**



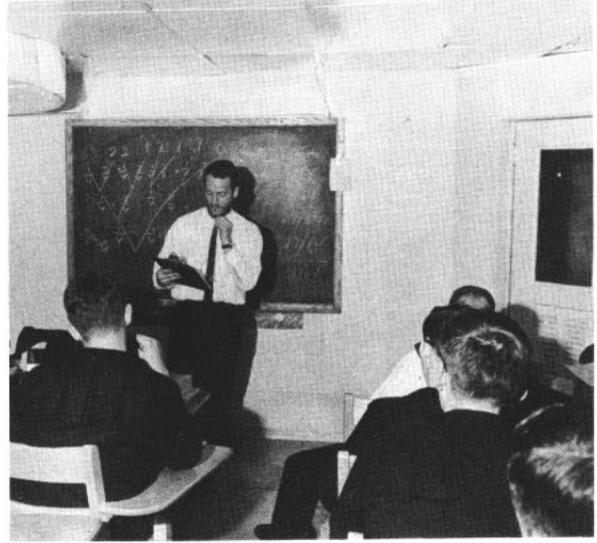
went to school afterwards with high hopes and found out then—at considerable cost of money and time.

- The knowledge you gain in PACE courses may help you find a good job after you leave the service. An accounting firm that wouldn't look twice at a man with just a high school diploma might give serious consideration to an applicant with a few college math courses under his belt.

- Or you may have reasons of your own for taking PACE courses. You may be one of those people who just enjoy learning for its own sake, for instance. In that case, the Navy will help you do your thing as much as possible.

**A**S FAR AS THE Navy is concerned, PACE is a great thing no matter why you decide to join it.

It makes a man better educated, and therefore



an engineering rating, for instance, you might profit from studying chemistry, physics or engineering; any division officer (or petty officer, for that matter) may become a better leader by studying psychology or sociology; and so on. And, obviously, the more you know about your field of work the easier it will be to pass the advancement exams.

- Just the experience of college-level study may help you decide whether you want to go on in college, either in the Navy or after you get out. It will be a lot easier on you if you find out, for instance, that college doesn't turn you on *before* you get out than if you

more an asset to the service. It provides a constructive way for him to fill his off-duty time. And the stimulation of class study and participation is in itself a boost to morale.

Some PACE courses may benefit the Navy directly by making a man more proficient at his job; but all of them stimulate his mind, raise his morale and generally make him a more useful member of Navy society.

For both you and the Navy, PACE is a winner. And nobody loses.

—Story by JO2 Frank Silvey, USN.

# Gompers Offers a Higher Education

"I'm what you in the Navy call a plankowner," said Dr. Nelson Norman.

Dr. Norman, a history professor at San Diego State College, was on board USS *Samuel Gompers* (AD 37) to begin the second phase of the tender's Program for Afloat College Education (PACE).

He earned his "plankownership" rights in early 1967, when he and other San Diego State faculty members met with representatives of the Cruiser-Destroyer Force, U. S. Pacific Fleet, to set up the West Coast version of PACE.

Now dozens of Pacific Fleet ships of many types



are in the program, offering credit college courses to their crewmen at sea. In port, Dr. Norman and other teachers come aboard to meet their students for

lectures and discussion; at sea, the instruction continues in the form of filmed lectures and class reading, discussion and tests.

While *Gompers* was in the States late last year, she started five PACE classes—General Psychology, Metallurgy, English Reading and Composition, and two math classes.

Then when she deployed in March, she began two more, both taught by Dr. Norman—Contemporary World History and Contemporary Problems in Historical Perspective.

The professor began the classes at sea, while the destroyer tender was on the way from San Diego to the Western Pacific. For three weeks, he gave concentrated lectures and readings. At the end of the transit period, as Dr. Norman returned to San Diego, the students were prepared to continue on their own and compile a classbook—a series of papers on readings, lectures and ideas.

The two history courses set an unusual precedent by offering upper-division credits which could be applied to either undergraduate or graduate studies. (Most PACE courses are at the lower-division—freshman and sophomore—level.)

On the same cross-Pacific trip, Dr. Basile Ohnysty rode the ship as far as Hawaii to prepare his metallurgy class, which had been in session since October, for their final exam by showing 15 half-hour films on metallic properties.

Most of Dr. Ohnysty's students were from *Gompers*' repair department. They're already using their new knowledge in the machine shop, sheet metal shop and foundry on board.

Even after the class ended, the metallurgy students planned to stay together as a "foster group." They continued as a group to study engineering principles, higher mathematics and physics to provide a theoretical base for their practical work. The group planned to take a USAFI college algebra course, and then later to take PACE courses in physics and chemistry.

During that one transit period from CONUS to West-Pac, 108 *Gompers* men were involved in six PACE classes in five subjects. They were planning to begin three more: Principles of Economics, Psychology of Individual Adjustment, and First-Year Reading and English Composition.

As *Samuel Gompers* returned to San Diego in September, more than 15 per cent of her crew had the status of seasoned college students—thanks to PACE.

—Story by JOSN Peter Stolz, USNR;  
Photos by PH3 Richard H. Gorczewski  
and PH2 Thomas W. Boyd



# The Rescue Aircrewman



**M**AN DEAD AHEAD, STEADY FORWARD . . . Steady forward, 150 yards . . . Easy forward, 100 yards . . . Easy forward, 25 yards . . . Easy forward, 5 yards . . . Stop forward, easy left 10 feet . . . Stop left, steady hover, man going out of aircraft . . . Man halfway down, easy forward 10 feet, you're drifting back . . . Stop forward, easy right 5 feet . . . Stop right, steady hover, you're looking good, man hooking up pilot . . . Steady hover, weight coming on aircraft . . . Looking good, man halfway up . . . Steady hover, pilot in the aircraft, you're clear right and clear to depart . . . We got him, sir!"

In the rescue business, we would like to think that all water rescues went that fast and that easy. But they don't, and aboard *uss America* (CVA 66), the rescue aircrewmembers of Helicopter Combat Support Squadron Two (HC-2), Det 66, spend many hours in training. In a rescue, the helicopter pilot's job is only a part of the over-all picture. Once the helicopter is hovering over the survivor, it is up to the aircrewmembers in the back to do the job.

There are two pilots and two rescue aircrewmembers on each plane guard flight. The first crewman operates the hoist and aids the pilots by giving directions to help stay over the man in the water. The first crewman is looking straight down at the victim and can give precise information on the helo's position.

The second crewman is called the "wet man." His job is to leave the helo if necessary and help the survivor. While the aircraft is flying toward the scene, he sheds his flight suit and puts on his flippers and mask. He also wears a torso harness and UDT vest and carries signaling devices.

If his help is needed, the "wet man" is lowered into the water by the hoist, even though he is trained to jump from the helo. In the sea, he hooks up the pilot and himself to the hoist and is brought up. However, if there is more than one man in the water, he stays with them until the last man is hoisted to safety.

**C**REWMEMBERS COME FROM ALL AVIATION rates, and any man can be a crewman if he passes the flight

physical and has a desire for extra work. Men are assigned to HC-2 for a normal tour of sea duty. Duty as rescue aircrewman is a volunteer effort in addition to one's normal work in rate.

Once a man has decided to become a crewmember, and has passed the medical, he is given the Red Cross Senior Life Saving course. If the candidate can successfully pass this difficult swimming class, he is issued flight gear and is ready for on-the-job and classroom training.

Many hours are spent in the lecture room learning about rescue devices and methods. On a cargo mat in front of a hangar at the detachment's home base, NAS Lakehurst, N. J., the trainee begins to learn to work the hoist from inside a hovering helicopter. Here, he is introduced to the technique of guiding a pilot to a hover over a spot on the ground.

As his technique improves, the student moves from the dummy loads over the mat to live hoists over water. In this, he actually has a man in the rescue sling on the end of the hoist cable. The "victim" is

man" is the injured pilot who is tangled up in the shroud lines of his parachute. If he is not freed, the sinking parachute will drag him under. Freeing a pilot in this situation can be very tedious.

The first water hops are done in daylight, but as the student gains proficiency, he is taken out at night. Many of the procedures are the same, but now the pilots are flying the helicopter solely by the instruments, and depend even more on the accuracy of the directions from the aircrewman.

In his training period, the average rescue aircrewman flies about 50 hours, but even then he is not finished with his training. HC-2 insists that each one of its rescue aircrewmen be qualified plane captains. This rounds out the crewman's knowledge of the aircraft by introducing to him systems with which he would not normally come in contact as part of his rate.

At this point, schools outside the home squadron begin to call for the trainee's time, including SERE (Survival, Escape, Resistance, and Evasion) training,



usually another prospective crewman. Over the water, there are few references and the trainee must learn to detect small amounts of drift by looking straight down at the water.

This stage is one of the more difficult ones for the average candidate. For the first time he is a first crewman. His hands are full directing the pilot, operating the hoist, and thinking of what should come next.

**A**T THIS POINT, the student has not left the helo to perform his mission. Since many rescues involve an injured pilot, part of the training is devoted to water work. In the water, he has a chance to practice the techniques taught in the classroom.

The most common difficulty faced by the "wet

**Facing page: "Man halfway up . . . Steady hover . . ." An HC-2 Det 66 crewman is hoisted aboard a helo with the "victim" while attending the Paramedic School at NAS Cubi Point, Republic of the Philippines. Above: "006" flies by the island of USS America (CVA 66) while she is on station in the Tonkin Gulf. The twin-engined Sea Sprite Helo is capable of speeds up to 170 MPH.**

during which a crewman roughs it in the woods of northern Maine for a week.

**A**FTER SHIPBOARD fire fighting and first aid lectures, the rescue aircrewman is ready for sea qualifications.

Paramedic School polishes the aircrewman's water techniques and builds his confidence in his ability to handle his end of the rescue under almost any con-



ditions. "Sea quals" is a period during which the recently qualified second crewman is sent to sea to gain experience with an operational detachment. HC-2 spawns SAR (Search and Rescue) detachments for most of the attack carriers of the Atlantic Fleet.

Each detachment consists of about 45 enlisted men, 10 officers, and three helicopters. In Det 66 aboard *America*, 32 enlisted men, nine officers and three UH-2C *Sea Sprite* helicopters go into "day-check" and "nite-check" sections. When the ship is at flight quarters, the detachment is required to have a complete flight crew in the ready room. When planes are airborne, one crew is either flying in the helo or standing by on the flight deck. A back-up crew is available in the ready room. The back-up crew helps in logistic missions and any SAR effort.

Generally, six hours of the air crewman's shift are spent in either a standby or alert status. When they are up on the flight deck, with the "go" pilots, the crewmen help in the preflight and make sure their equipment is ready to go, and capable of completing a mission. The other half of the crewman's shift is occupied with his normal work in rate.

**F**LIGHTS CAN LAST anywhere from a couple of minutes to several hours, but 40 to 50 minutes is the norm. In the process, the helicopters often airlift equipment and supplies to other ships. One of the most prized cargos is mail. Approximately one ton of mail is delivered each month to the ships which operate with *America*. This special delivery service is accomplished by hovering over the fantail and lowering the precious cargo by hoist. On these transfers, the crewman guides the pilot into position so that he can lower the hoist to the deck of the ship.

Throughout the transfer, he gives a steady stream of directions on the helo's intercom. This can be dangerous work if the sea is rough. Many times, the crewman has to give directions to the seaman on the deck of the ship via the helo's loudspeaker system.

On larger ships, such as DLGs and cargo ships

Top to bottom: ADR1 Manuel Pintor models the latest in "wet crewman" fashions. He has on a torso harness with signalling device pouches and a UDT vest. In case of a rescue, he adds swim fins and a mask to his attire. (2) ADR1 Pintor makes sure his passenger is strapped in before accepting more cargo and mail from the Air Transfer Petty Officer in front of him. (3) "All set aft, sir." First Crewman, ADJ2 Joe Vanderheiden, is ready for takeoff.

with large flight decks, the helos land to avoid the hazards of hovering. However, the landing areas are sometimes very small and the pilot may elect to work with the hoist. If a landing is necessary in a confined area such as the fantail of a DLG, the crewman sticks his head out the side hatch and watches to make sure the helo is properly spotted over the landing area and that the tailwheel does not collide with something solid.

The rescue helicopters also carry passengers at the rate of five or six a day. However, the two-and-a-half-hour hop which includes 40 minutes of plane guard, 16 passengers and the delivery of 400 pounds of mail and 200 pounds of cargo, is not uncommon.

During one short cruise and partway through another, HC-2 Det 66's box score of lives saved stands at seven. There were seven chances to save lives, and the rescue aircrewmembers are batting a thousand.

Every day for an aircrewman is a working day. When the helo is not flying, he has maintenance work to do. When the ship is in transit, there is the boredom of standby. But one rescue makes this all worthwhile.

—Story and pictures by  
LTJG Marc E. Liebman, USNR.



Top to bottom: AMS3 George Closson enjoys the flight. (2) ADJ2 Phil Fenimore's tired smile shows the strain involved in making a rescue. (3) ADJ Joe Vanderheiden describes something he's seen in the Tonkin Gulf. (4) AE2 Anthony Storniolo enjoys a piece of cake presented to the men of HC-2 Det 66 after making a rescue. (5) "Easy forward, 25 yards . . ." This is how the fantail of USS Coontz (DLG 9) looks to the approaching helo.



NEMO





**I**F UNDERSEA VEHICLES show style trends, forecasters might say that the round, transparent look is *in*. The latest entry is the Navy's *Nemo*.

The round, transparent design may have begun when the Navy began investigating the use of glass spheres for underwater conveyances. The Naval Civil Engineering Laboratory developed an earlier entry when a four-foot sphere of acrylic plastic was built to Navy specifications under the Navy Laboratory at NCEL and used on an underwater conveyance.

*Nemo* was recently put through a series of tests in the Atlantic near Grand Bahama Island where it descended to 500 feet.

The *Nemo* which descended into the ocean near Grand Bahama is not necessarily the only form in which the submersible spheres will be used. The tests merely showed that a 66-inch clear acrylic hull built of 12 spherical pentagonal sections would carry two men into the depths in relative comfort.

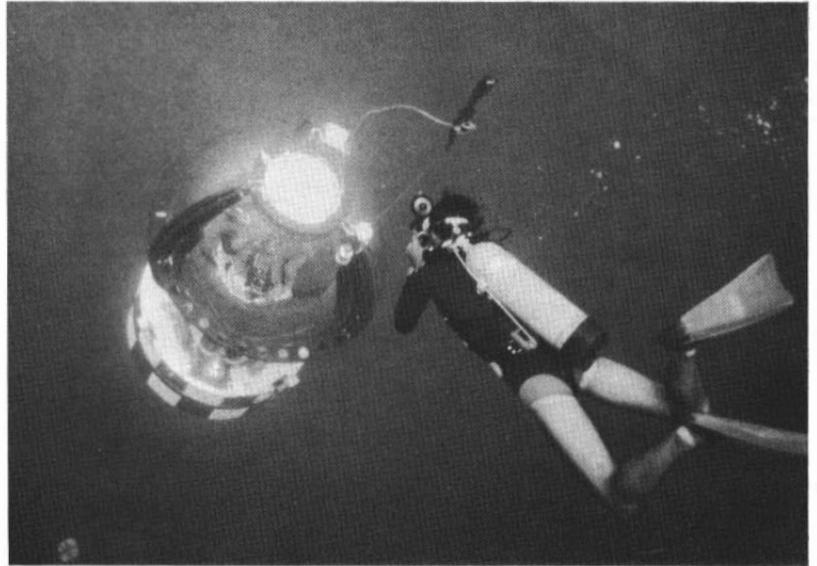
The men who descended in *Nemo* wore no special clothing.

**F**UTURE USES of the *Nemo* sphere may be numerous. In its present form, *Nemo* could be used as an underwater station for observing undersea work.

*Nemo's* great advantage, of course, is the visibility permitted its occupants. The two men inside the cap-

**Left:** Navy cameramen and safety observers from Southwest Research Institute surround NEMO during sea tests off Grand Bahama Island. **Above:** NEMO offers its operators a clear view of the undersea world around them.

# NEMO



Above left: Artist's concept shows how NEMO system will appear when manned at 600-foot depth on the seafloor. Top: Navy combat crewman gets a closeup shot of the Naval Experimental Manned Observatory. Above: NEMO's base has two rings which form its support system. The bottom ring contains batteries and the top ring houses hydraulic equipment and electric motors.

sule can see in every direction except straight down.

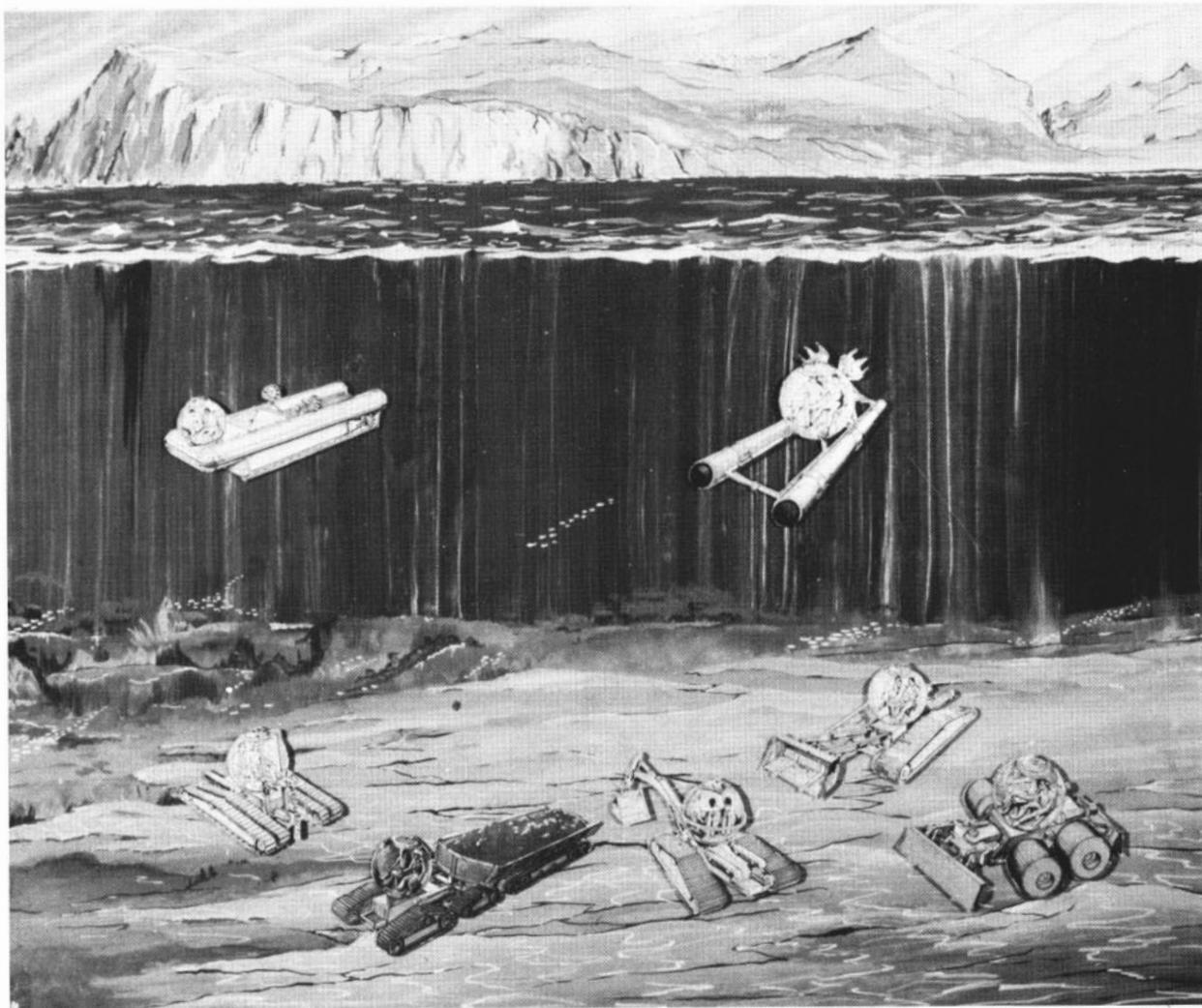
That line of vision is blocked by *Nemo's* base, consisting of two rings which contain the capsule's support system.

The bottom ring contains batteries and the top houses hydraulic equipment and electric motors.

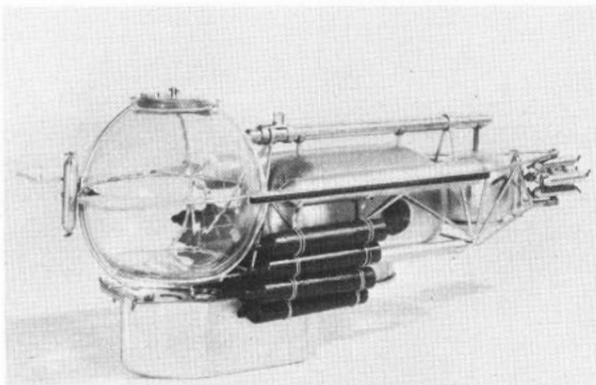
Lights are mounted on the base to improve the view when *Nemo* reaches its design depth of 600 feet.

By using the lights, *Nemo's* operators can observe marine life, underwater work and what-have-you. While they are observing, they will enjoy a relatively unobstructed view.

**N**EMO HAS NO PROPULSION equipment. It reaches the bottom on a cable by virtue of its own weight and is anchored in place. Winches pull it to the surface.



Artist's concept shows how NEMO hulls might be used as cabs for seafloor pickup trucks, corers, drills, scoops, bulldozers and scrapers. Below: The NEMO hull design has already been used for at least one other submersible, the Johnson Sea-Link. This model shows how the NEMO type cabin is fitted to the metal diving compartment.



During *Nemo's* tests off Grand Bahama, more than 20 dives were made at varying depths and for differing lengths of time. Five hundred feet was the maximum depth reached in the Atlantic, although *Nemo* is designed for a dive to 600 feet. During the preliminary tests, *Nemo* performed according to expectations.

*Nemo* was returned to the Naval Civil Engineering Laboratory at Port Hueneme, Calif., for further testing in the Pacific before being accepted by the Navy.

The site selected for the Pacific tests was NCEL's Seafloor Construction Equipment (SEACON) location. It is eight miles south of Santa Barbara, between the mainland and Santa Cruz Island.

There, on a carefully surveyed seafloor, *Nemo* was expected to reach an unobstructed depth of 600 feet.



**T**RAINING IS BECOMING an increasingly important part of the U. S. Navy's Vietnamization efforts as the Republic of Vietnam's navy grows in size and strength. It will take effective leadership and skilled petty officers to assume the responsibilities, repair the gear and navigate the boats that are being transferred under the Accelerated Turnover to the Vietnamese program (ACTOV).

The American "brown-water navy" is fast becoming a thing of the past in Vietnam. Last June another 273 riverine combat craft were officially transferred to the Republic of Vietnam Navy in Saigon. It was the largest single turnover of boats yet and brought to 525 the number of riverine and coastal craft transferred under the ACTOV program. The Republic of Vietnam Navy is now the ninth largest in the world.

Most of the U. S. Navymen who had manned the boats had already been relieved by Vietnamese crewmen. Of those who remained, some will become advisors; others will be rotated outside the Republic.

With the transfer, the Vietnamese took over the major combat role in their own waters. With a scheduled turnover in December of its last 123 combat boats, the U. S. Navy will relinquish all surface combatant responsibilities in the country, according to Secretary of the Navy John H. Chafee.

But the U. S. Navy is staying in Vietnam to provide training and support for our allies. In many cases, Vietnamese Navymen are coming to the United States for training.

The Vietnamese Battalion at Officer Candidate School in Newport, for instance, now consists of 245 Vietnamese officer candidates, with a new class reporting aboard and another graduating each month. About 750 Vietnamese junior officers will have com-

# ACTOV PUTS THE EMPHASIS ON PEOPLE

Left: Vietnamese seaman examines the fire control unit aboard USCGC Yukatat. Below: Naval officer candidates from Vietnam stand in formation in a drill area during their training at the Naval Officer Candidate School, Newport, R. I.



## ACTOV

pleted OCS there by late 1971, when the program is scheduled for completion. See box on page 21.

The program is modeled after the U. S. OCS program and emphasizes aspects of naval science relevant to small boat operations in coastal and riverine areas.

The Vietnamese are sharing living quarters and dining and recreational facilities with their American counterparts in Newport. Despite 500 hours of classroom instruction and another 150 of military training during the 20-week course, they've had time for sight-seeing in Mystic Seaport, Boston and New York City.

Following graduation, the Vietnamese junior officers will report to Treasure Island for small boat indoctrination before returning to their country.

Thousands of Vietnamese enlisted men are receiving specialized training in fields ranging from electronics to underwater demolition. For example, there are about 100 Vietnamese attending ET "A" School. There are others at Navy schools throughout the United States, aboard ships being transferred to the Vietnamese and at support activities in the Republic of Vietnam. Highlights of the program include:

•The high endurance cutter usccg *Yukatat* (WHEC 380) will be turned over early next year. Meanwhile, 15 Vietnamese enlisted men and one officer reported aboard a year ago in Boston to start learning their new jobs.

The Vietnamese have all been through U. S. Navy schools in their specialties. Once they're broken in, they'll help indoctrinate other Vietnamese shipmates who report aboard. By the time the ship is officially transferred, she will be manned almost entirely by Vietnamese Navymen.

The new crew members were checked out and took over regular watchstanding duties. The only minor problems were in Main Control and on the mess decks.

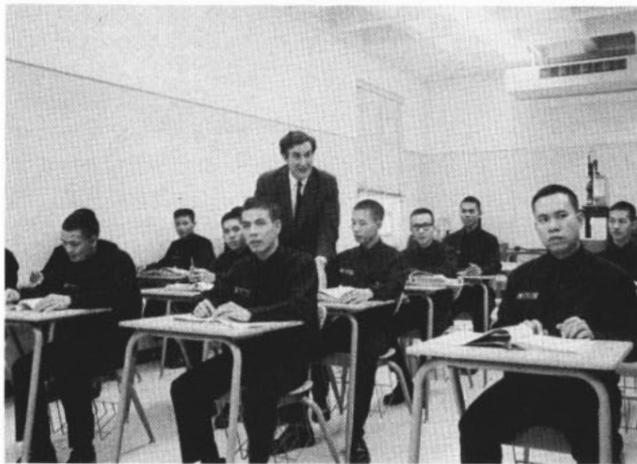
In the engineering spaces, some of the smaller Vietnamese have had trouble handling the throttle and reaching valves. They've solved their problems with a little ingenuity; Thruong Van Con, an engineman seaman from Saigon, says, "I stand on chairs to reach higher valves."

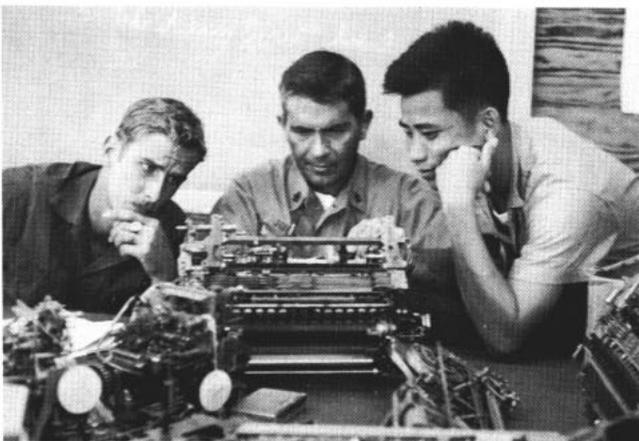
On the mess decks, it took the Vietnamese a while to figure out how to eat spaghetti. They say they'd prefer rice a little more often and, after the turnover, it wouldn't be surprising to find chopsticks rather than forks in the silver tray. Otherwise, there have been few adjustment problems.

Another high endurance cutter, usccg *Bering Strait* (WHEC 382), will be transferred to the Vietnamese Navy at the same time as *Yukatat*.

•After five years of supplying everything from heavy machinery repair parts to food for sentry dogs to as many as 200,000 troops in Military Region I, Naval Support Activity Da Nang went out of business

**Education and training by U. S. Navymen will give Vietnamese sailors the needed skill and leadership to assume responsible positions in the RVN Navy.**





this summer. Its support mission was taken over by the U. S. Army and a new installation, the Naval Support Facility, was set up to handle Vietnamization efforts.

The new facility reflects an important change in the Navy's role in Military Region I. Navymen will now be concentrating on teaching their Vietnamese counterparts how to maintain and repair patrol and logistics craft. This will culminate in the turnover of the Small Craft Repair Facility sometime in 1972, according to present plans.

In July there were already 275 Vietnamese Navymen training at the facility. After 12 weeks of classroom instruction, the trainees go to work alongside U. S. Navymen and start using their growing skills. Some 120 of the Vietnamese had already become skilled enough to begin taking over jobs held by U. S. Navymen.

The complex is scheduled to become a combined command this fall. It will have an American commanding officer and a Vietnamese XO, American department heads and Vietnamese assistant department heads.

The assistants will relieve the department heads as they become qualified to do so; in 1972 the XO will relieve his superior and the complex will become an important facility in the Vietnamese Navy.

Two other detachments — an intermediate repairs base at Chu Lai for fast patrol boats and one at Thuan An for the repair of river patrol boats and junks—are also scheduled for eventual turnover to the Vietnamese.

- At the Naval Communications Station in Cam Ranh Bay, Vietnamese Navymen are learning to repair teletypewriters, largely because of the efforts of Chief Radioman George E. Johnson.

Chief Johnson set up the 12-week course a year ago. At the first class meeting, he gives each new student a cardboard box containing a dismantled teletype printer and tells him to put the parts back together again. It's a great confidence-builder; surprisingly, most of them manage it in about four hours.

The course includes background in basic electrical theory; instruction in the adjustment and repair of printers, keyboards and all other parts of a standard teletype; and a final three weeks of shop practice.

- Another place where Vietnamese Navymen are being trained to relieve their American counterparts is aboard the repair ships of the Seventh Fleet. One of these ACTOV centers afloat is the tender USS *Samuel Compers* (AD 37).

Vietnamese trainees attend an orientation school in

## ACTOV

Saigon before reporting aboard the tender for on-the-job training. There, each is assigned an American Navyman as a personal instructor. Everything from electrical repair to pipefitting is being taught in the tender's many shops.

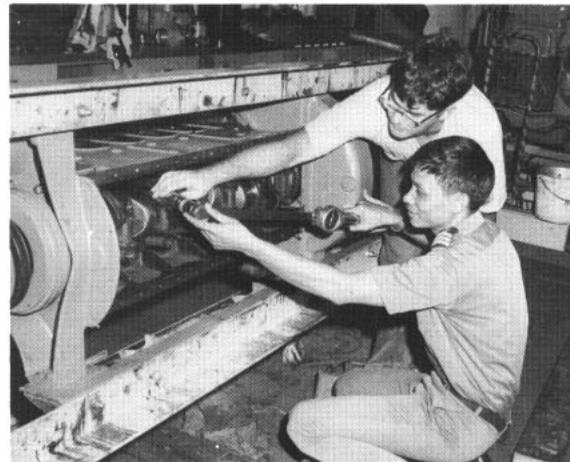
- Vietnamese frogmen are learning underwater demolition tactics in the field with U. S. Navy teams.

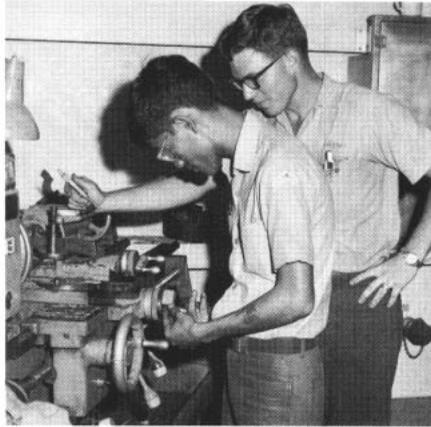
For instance, six members of an elite Vietnamese group have been working with Underwater Demolition Team II south of Da Nang to clear riverine areas of mines and booby traps. The team, itself under the tactical control of the Vietnamese Navy, is teaching the Vietnamese to handle all demolition assignments without American assistance. The men work together on a man-to-man level during actual combat operations.

- Increasing numbers of Vietnamese Navymen and civilians are receiving on-the-job training with Seabees.



Republic of Vietnam Navymen learn such skills as operating drill presses, repairing generators and electric motors, rebuilding diesel engines and producing their own parts on machine shop lathes.





Boats, and skilled men to run them: the third ingredient for a navy is leadership and the U. S. is helping out here too. The first class of Vietnamese naval officer candidates graduated from OCS at Newport this summer.

The class had completed a 20-week program consisting of almost 500 hours of instruction in subjects ranging from shipboard maintenance to celestial navigation. Classroom study concentrated on areas of naval science particularly relevant to the billets many of the candidates will fill — small boat operations in coastal and river areas.

The 60 officer candidates also attended 148 hours of military drill, first aid and leadership training and physical conditioning.

Four classes totaling 245 candidates make up the Vietnamese Battalion at Newport. A new class reports every month and another graduates. About 750 Vietnamese junior officers will have been trained there by late 1971, when the program is scheduled for completion.

The program, modeled on its U. S. counterpart, is administered by nine Vietnamese Navy officers and 38 U. S. officers and senior petty officers. All instruction is in English.

After graduation, Vietnamese officer candidates will attend small craft training at Treasure Island before returning to Vietnam.

There are Vietnamese working in paving crews, at asphalt and concrete plants, in equipment repair shops, and even contracting for roadbuilding and repair projects.

During its recently completed deployment, Mobile Construction Battalion 121 trained members of the Vietnamese Army in the operation and maintenance of heavy machinery. MCB 121 also built two base camps for ARVN rifle companies and a machine shop for the Small Craft Repair Facility in Da Nang, among other projects.

Elsewhere in Vietnam, Seabee units built an ACTOV base for local riverine forces at Chau Doc near the Cambodian border and an elevated advance tactical support base at Chu Lai for Vietnamese river patrol forces in the Mekong Delta.

• Finally, last summer the city of Da Nang opened its first fire department fully manned by local citizens. The fire station had previously been operated by the U. S. Navy.

Training has been underway since last January to give Vietnamese the skills necessary to operate the three pumper trucks, 2200-gallon water tanker and ambulance which are part of the department's fire-fighting and rescue equipment.

The trainees have studied techniques in the classroom and in "hot drills" while assisting U. S. Navymen during actual fires in the city.

—JO2 Jim Shields, USN.

# FAMILIES & FRIENDS ON THE HIGH SEAS

## Aboard USS Chicago



Above: Crewmen, dependents and guests on the fantail of USS Chicago (CG 11). Right: A young lady tries her hand at tactical maneuvers.

*Yes, sea duty can be fun, particularly when the wife and kids are on board, or when a ship otherwise becomes a showboat for entertainment. And if home is where the heart is, USS Chicago (CG 11), Mahopac (ATA 196) and Eldorado (LCC 11), demonstrate that on occasion, home can be as mobile as a ship.*

**T**HE GUIDED MISSILE cruiser USS *Chicago* (CG 11) of CruDesFlot 11 held a special Dependents-Guests Day on a recent Sunday in San Francisco. The day was designated to provide *Chicago* personnel the opportunity to bring their families and friends aboard

for a day of visiting and relaxation before deployment to the Far East.

USS *Chicago* is presently part of Cruiser-Destroyer Flotilla Eleven. Her commanding officer is Captain Joseph E. Feaster and the executive officer is Commander Watt W. Jordan. Distinguished guests included Commander First Fleet VADM Raymond E. Peet and Commander Cruiser-Destroyer Flotilla Eleven RADM Arthur E. Esch.

*Chicagomen* met their wives, mothers, fathers and friends for an informal and relaxing day. The day started with morning church services and then families and friends shared the noon meal.

Next was a demonstration of shipboard equipment which included the launching of a *Talos* missile. *Chicago* has two systems forward and aft, each consisting of two large tracking radars, two smaller guidance transmitters, and a launcher which handles two missiles and associated fire control equipment.

This was followed by a spirited rendition by the COMCRUDESPEC Band which filled the fantail with a variety of musical styles and selections, including dance music.

For the children, cartoons were shown continuously during much of the afternoon.

As the day ended, families and friends were free to walk about the decks and familiarize themselves with the various jobs and activities aboard *Chicago*. By the end of the visit, it was clear the day was a success.





Above: A new skipper?? Right: Visitors enjoy a meal aboard CG 11.



## Family Cruise

**D**UE TO THE FAST TEMPO of fleet operations in the Western Pacific, it's not very often that the families and friends of Navymen stationed there are allowed to come aboard ship for leisurely cruises and a brief taste of life at sea. Especially in far Pacific waters.

Recently, however, *uss Mahopac* (ATA 196) had the opportunity to hold a family cruise and, of course, she took it. The results were gratifying and indicated again the popularity of such events with Navy families.

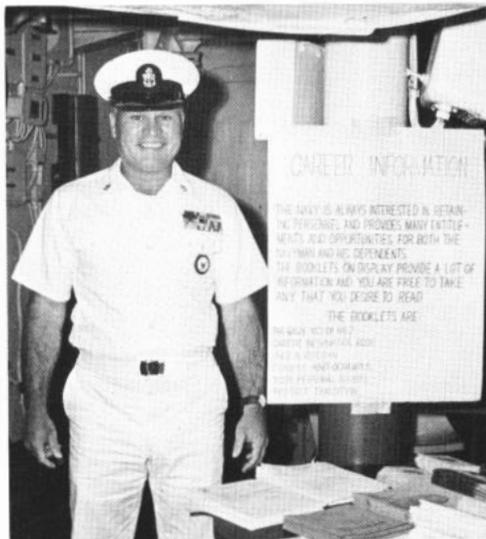
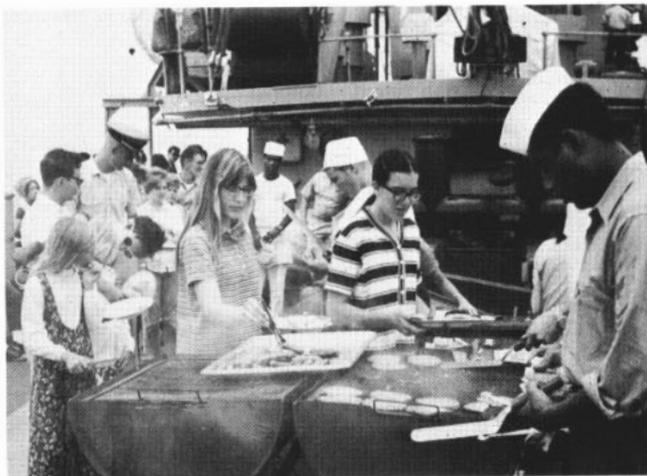
With skies clear and a smooth sea, *Mahopac*, with over 40 guests aboard, got underway at 0900 from her home port of Yokosuka, Japan, and set her course for Tokyo Bay.

It took very little time for the guests to acquire their "sea legs;" tours conducted by individual sponsors were soon being held as families and other guests acquainted themselves with their ship and her mission.

A barbeque and buffet lunch was served on the fantail. Appetites were large, but there was plenty of good food and soft drinks for all. During the afternoon, the families watched various shipboard demonstrations. While returning to Yokosuka, the ship conducted life-saving exercises and also gave a number of dependents a chance to take the helm during some basic maneuvers.

Then came liberty, the day had been a complete success, and all participants—the crew, their families and friends alike—realized full well just how satisfying a well planned dependents' cruise can be.

Above right: The crew of *USS Mahopac* (ATA 196) serve a barbeque and buffet lunch to guests. Right: BMC J. W. Hancock, Chicago's Career Counselor, stands ready to assist crewmen and their families during the ship's dependents' visit.





## Families & Friends

**"The Navy's not what it used to be!"**



**"THE NAVY'S just not what it used to be!"**

Imagine, if you will, a 15,000-ton U. S. Navy guided missile cruiser, fully equipped with heavy gun emplacements, missiles, and a crew of almost a thousand well-trained fighting men, hosting a party and a paper hat contest for nearly two score women and children in the middle of the Atlantic Ocean.

Top left: One of the dependents aboard USS Little Rock (CLG 4) tries her hand at a shipboard duty usually performed by one of the ship's crewmembers. Left: A pretty lookout, complete with battle helmet, keeps her eye on the sea. Above: The ladies model their freshly made paper hats before an appreciative audience. The hats were products of a timed, hat-making contest scheduled by the ship's CO.



## Anyone can see that!



Left: "Skipper, the landing party is ready." Above: Two "Mad Hatters" flank the Little Rock's CO at dinner in the ship's Wardroom. Below: Captain C. E. Little, CO of USS Little Rock, presents a "Mad Hatter" plaque to Mrs. Gerald S. Mertz, wife of one of the ship's crewmembers.

Does that sound anything like the traditional Navy man-of-war?

Well, this happened aboard *uss Little Rock* (CLG 4) during a 12-day cruise that took some 36 Navy wives and children of officer and enlisted crewmembers on a 4000-mile journey halfway across the Mediterranean Sea, and all across the Atlantic—from the shores of Italy to Newport, R. I.

The voyage was part of an experimental program sponsored by the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., as a morale booster for *Little Rock* as she carried out her official change of home port, after completing a long tour with the Sixth Fleet. She had spent almost four years in the Med, serving as the Sixth Fleet Flagship.

Warships aren't built to provide all the comforts most women are accustomed to, but the cruiser did her best to see that every possible convenience was made available.

Vacated officer staterooms were converted into living quarters for the 36 guests, and the tactical plotting room—formerly used as a War Room by the embarked admiral and his staff—was revamped into a combination lounge/nursery.

**T**HIS WAS THE DAILY ROUTINE at sea for the Navy dependents. Wives ate with their husbands in the various messes, and they were up as early as 0600 for a taste of Navy life at sea. After breakfast, various drills were conducted to acquaint them with shipboard procedures in the event an emergency should arise.

Among the events which took place on board was

a "tea party" sponsored by *Little Rock's* CO, Captain Charles E. Little.

Pouring tea were Mrs. Roderick Rogers, wife of one of the ship's youngest enlisted crewmembers, and Mrs. C. Wells, wife of one of the young officers.

Despite the ship's guests, regular training evolutions continued, including the firing of the ship's big guns and small arms. The first time this occurred, the families were asked to stay in their quarters for safety, but they did see and enjoy a "fireworks" display one evening. (It will be a long time before they forget the sound effects.)



# "... not what it used to be!"



Left: The ladies enjoy the sun and ocean from the decks of CLG 4. Below left: A little fellow gets a taste of Navy chow. Below: "Say, where did you get that wild-looking hat?" Right: A dependent is instructed in the use of the sound-powered telephone. Above: Interested wives and children are briefed on GQ procedures. Facing page: A Navy family enjoys the voyage from Italy to Newport.



Luxury liners on long cruises usually have a paper hat contest. *Little Rock*, not to be outdone, staged one of her own. The necessary supplies were purchased during a fuel stop at USNS Rota, Spain.

The second to last night out of Newport found the ladies, each assisted by her husband, competing in a timed hat-making contest. Various "bachelor types" from the crew acted as judges.

**W**ARMED BY A vegetable juice cocktail, spiced with hot sauce, each couple turned eagerly to this millinery occupation in a military setting. First-prize winner received an appropriate plaque depicting the "Mad Hatter"—Navy style.

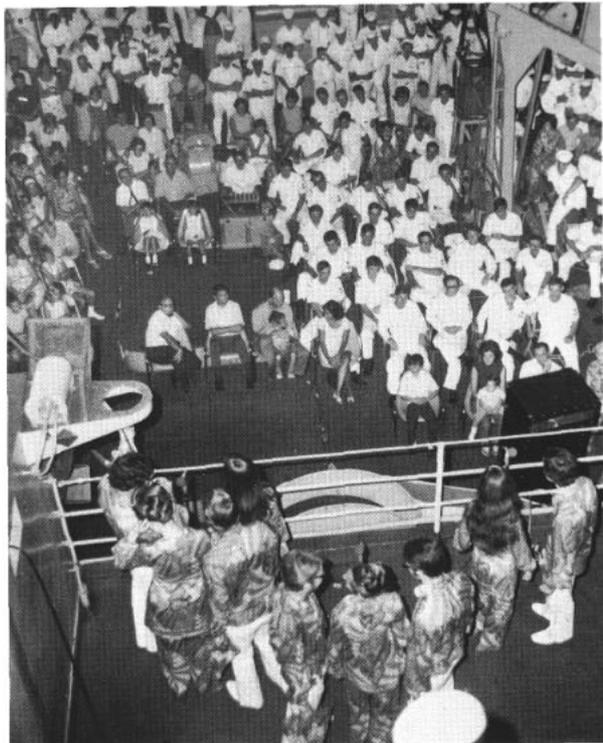
Various shipboard procedures were slightly changed

during this cruise. For instance, the usual harsh, rasping loudspeaker announcements suddenly became softer and less demanding, and instead of "General Quarters, General Quarters, All Hands Man Your Battle Stations," announcements were more likely to be "It is requested that all dependents stand clear of the weatherdecks while operating at high speeds."

The cruise went as smoothly as all those responsible hoped for and, to most of the crew, the families' presence became "old hat" after the novelty wore off. But every now and then, one of the old-timers would stand in the background muttering to himself, "This just can't be true!" One CPO who has been in the Navy for over 15 years summed it up eloquently: "The Navy's just not what it used to be!"



# Evening in Eldorado



IT IS NORMALLY WORK AS USUAL aboard USS *Eldorado* (LCC 11) during her WestPac tour, but on a number of occasions the amphibious flagship Navymen have been treated to heaping portions of color, folklore and plain good entertainment.

In Subic Bay, for example, according to a report from LTJG Mike McClellan, the ship was host for an evening of traditional Filipino songs and dances performed by students and teachers from Columban College at Olongapo.

The colorfully garbed entertainers—the men in light, barong tagalog shirts and the women in brightly colored, floor-length ternos which moved rhythmically to the native music—are known throughout the Republic of the Philippines for their excellence in the presentation of traditional dances such as the graceful Subli and the spirited Tinikling.

The latter proved to be a real show stopper, particularly when *Eldorado's* commanding officer, Captain E. Royce Williams, the ship's chaplain, LCDR George Bott, and other officers and crewmembers, said why not—and stepped lightly between the cracking, slapping bamboo poles which make the Tinikling fast, fun and a challenge for the fit.

After a costume change, the svelte Filipino coeds swayed gracefully in near-mini dresses and were an instant hit with the appreciative Navymen.

The Columban troupe travels considerably and performs about once a week. The collegians gained national recognition last year by taking first place in the National Spanish Dance Competition held in the Filipino-American Life Auditorium in Manila.

The entertainers had been on board *Eldorado* before, and were glad to be back. In a turnabout of sorts, the young men and women said they particularly enjoyed the *Eldorado* Navymen who joined them in singing traditional American and Filipino folk songs.



At left top to bottom: "The Certain Sounds" entertain over 200 crewmen, dependents, and friends. (2) Aboard the amphibious force flagship USS *Eldorado* (LCC 11), "The Certain Sounds." (3) *Eldorado's* Chaplain, LCDR George Bott, learns "Tinikling" dance.

Refreshments were served, and there was general agreement that Filipino culture can be fun.

Later, in Kaohsiung harbor, Taiwan, the *Eldorado* Navy men made an enthusiastic spectator transition from Filipino folk to spiritual and folk-rock, American style, compliments of the *Certain Sounds*, a California group on tour in the Far East.

The 29-member group, formed at the First Baptist Church in Van Nuys, Calif., four years ago, has toured the Far East each summer and has presented numerous concerts for U. S. servicemen.

During their latest summer tour, the young entertainers visited Japan, the Republic of the Philippines, Hong Kong and Taiwan. The *Eldorado* concert marked the *Certain Sounds'* first appearance aboard ship.

More than 200 crewmembers and guests gave a warm response to the *Sounds'* wailing guitars and impassioned vocals. Following the show, the crewmembers met the musicians and, as one Navyman said, "rapped about what's happening in music."

Involvement with the action, whatever kind, seems to be a tradition of the San Diego-based command ship.

Commissioned in 1944, *Eldorado* received two battle stars for World War II and eight in the Korean conflict.

As flagship for Commander Amphibious Forces, Pacific, she directed operations ashore and afloat during the assaults on Iwo Jima and at Hagushi, Okinawa.

In Korea, *Eldorado* coordinated logistics operations during the invasion at Inchon, and later directed the evacuation there.

In more recent years, *Eldorado* has engaged in amphibious operations throughout the Pacific, and in the course of her travels has won many friends for the United States.

—Photos by PH2 John Campbell and PH3 J. P. Arciniega.



Above left: Columban College dancer performs on board LCC 11. Above right: A native Filipino dance is performed by two students. At right top to bottom: and above: Columban College dancers perform different native dances for persons on board USS *Eldorado*.



## ● PERSONAL ASSISTANCE AT THE TOP

One of the major duties of the new Assistant Chief for Personal Affairs is to assist commands and individual Navymen with questions that can't be answered at the local level. (See Oct 70 All Hands, page 12.) Temporary phone numbers have been set up for career information queries. Officer Liaison Branch can be reached via Autovon 22-44811 or OX 4-44811; Enlisted Liaison Branch at Autovon 22-42041 or OX 4-42041. (If the numbers have been changed, your call will be transferred.)

If your query can be handled by mail, don't jam up the phone lines. Instead, officers' letters should be addressed to Officer Liaison Branch (Pers-P21), BuPers, Navy Department, Washington, D. C. 20370. For enlisted men, the letter should go to Enlisted Liaison Branch (Pers - P22), same address. Check at the local level first; your career counselor or CO can help expedite the answers.

## ● HOMEPORT STABILITY

A pilot program to increase Navymen's domestic and economic stability began in October, involving graduates of the Naval Destroyer School. The program will determine to what extent the Navy can guarantee assignment and reassignment, in separate sea tours, to the same home port.

Home port stability would make it easier for career Navymen to purchase homes, participate in community affairs and plan for their families' needs.

Stability would also produce significant savings for the Navy in permanent change of station moves.

## ● HOLIDAY ROUTINE AT SEA

The Chief of Naval Operations has acted to increase Navymen's opportunities for recreation, relaxation and worship during Sundays and holidays at sea. In a message to the Fleet (NavOp Z-38), he urged that underway evolutions be scheduled, whenever possible, to avoid hours traditionally set aside for holiday routine.

Exception to this policy is made for important Sixth and Seventh Fleet operations and for other situations when deemed appropriate by competent authority.

## ● MORE LEAVE FOR DEPLOYED NAVYMEN

Up to five per cent of assigned personnel may be granted leave when their unit is deployed overseas, according to a new CNO policy announced in NavOp Z-29, which also encourages commands to make maximum use of this authorization.

The percentage may be increased to 10 per cent as soon as the unit begins its return to the U. S. Leave may be taken in the U. S. or outside the area of deployment, as the individual may elect.

For more on leave and liberty, see the Bulletin Board roundup on page 45.



## ● BETTER PERSONAL SERVICES

The Chief of Naval Operations has established minimum required standards of service at personnel offices, disbursing offices, household effects offices, dispensaries and other offices whose mission is to provide services to Navymen and their families.

A message to the Fleet (NavOp Z-36) emphasizes tailoring operating hours for the customers' convenience, cutting waiting time at offices to a maximum of 15 minutes, simplifying check-in and check-out procedures and improving the selection and training of Navymen in the personal services ratings.

For more information on personal services, see page 43.

## ● EXTRA POINTS FOR ADVANCEMENT

Results of the latest advancement exams were out in October. For the first time in that exam series, the Meritorious Service Medal and the Combat Action Ribbon counted for extra points in computing final multiples.

Henceforth, Navymen who have earned the former will be entitled to three points; those who have won the latter will receive two points. With competition as keen as it is, these extra points may come in handy for many.

For detailed information on crediting awards for advancement points, see BuPers Notice 1418 series.

## ● DEADLINE FOR ALTERNATE SCPOs, MCPOs

Navymen who are among alternates selected for advancement to senior and master chief petty officer must declare their intent of accepting or declining the advancement no later than 30 Nov. If your name appears on the list in BuPers Notice 1430 (6 Oct 70) and you have requested or currently possess an approved Fleet Reserve date, you must initiate immediate deferment or cancellation action if you intend to accept the advancement.

## ● COMMISSARY HOURS EXPANDED

In accordance with the new policy of tailoring operating hours to the customers' convenience (see page 43), the Chief of Naval Operations has approved a recommendation to extend commissary hours at 23 locations in the United States and two overseas. The expanded hours should lessen the usual Saturday morning and payday crowds, and provide more convenient service, particularly for working wives.

NavOp Z-39 (5 Oct 70) announced the new policy. Commissaries with new extended hours are at Quonset Point, Newport, Philadelphia, Oceana, Norfolk (two stores), Charleston, Port Hueneme, Seattle, Alameda, Moffett Field, Great Lakes, Jacksonville, Orlando, Long Beach, Memphis, New London, Little Creek, Pearl Harbor, Pensacola, San Diego, Miramar, North Island, Guam and Taipei.

# briefs navy navy navy navy

## ● COMMAND FOR AVIATION LCDR's

Outstanding aviation officers (pilots and NFOs) now have additional opportunities to achieve significant responsibilities earlier in their careers. The rank of the CO, XO and all department head billets will be lowered in four aviation squadrons, permitting highly qualified LCDR's to attain aviation command. (NavOp Z-37 announced the new policy.) Lieutenant commanders to fill CO/XO billets will be selected by the FY 1971 Aviation Screening Board commencing this month.

## ● LESS SP DUTY FOR SHIPBOARD POS?

A pilot program to revise shore patrol staffing and training procedures is set to begin early next year, probably in Norfolk, as announced in NavOp Z-26.

Scope of the proposal includes reducing the support requirement placed on Fleet units by making SP billets (E-5 and above) permanent shore duty billets at major Fleet concentrations in the U. S. and overseas, and improving professional competence by arranging formal training for prospective shore patrolmen.

## ● SHIPHANDLING COMPETITION

In an effort to make the Navy more interesting, more challenging and more fun (and to improve training opportunities for junior officers), the Navy is setting up shiphandling competition, beginning next year. Line officers in grades lieutenant commander and below will be eligible to compete in the yearly type and squadron contests. (See NavOp Z-31.)

## ● SHIP CUTBACKS AFFECT MANY

About 7000 Navymen will be affected by retirement of 58 more ships recently announced by the Secretary of the Navy. Some will be eligible for early outs; others will be reassigned.

Only nine of the 58 ships on the latest list are major combatants, among them USS Shangri-La (CVS 38), just returned from the Western Pacific. Average age of the ships is 21 years.

## ● DUAL MAILING OF EXAM RESULTS

Even if you've been transferred since August, your exam results should have caught up with you by now. For the first time, examination results were mailed to both the former and the present duty stations of all who took the tests. Ways of speeding up the mailing of results are a continuing study at the Naval Examining Center in Great Lakes.

## ● AUTOMATED CORRECTION OF EXAM DISCREPANCIES

The Naval Examining Center is now using an automated procedure for the correction of discrepancies in examination results. The discrepancy correction scan form in use should help reduce the workload placed on Fleet units in preparing letters of correction. The new form can be read by electronic eye and checked against computerized records.

ONE OF THESE MEN WILL BE

# THE NEXT

ONE OF THE FOUR MCPOs pictured on these pages will succeed GMCM Delbert D. Black as Master Chief Petty Officer of the Navy when the first MCPON retires in March.

All four finalists for the Navy's top enlisted post have outstanding records of service extending back to World War II, varied experience in many ships and units, and glowing recommendations from their commanding officers.

A large number of master chiefs were nominated by their commanding officers for the MCPON billet this year. Their records were given a preliminary screening by the June 1970 Senior and Master Chief Petty Officer selection board; then the best were passed on to a special MCPON selection board, which chose ten semifinalists (announced in ALL HANDS' October issue) and has now cut the list down to four.

The finalists are now being judged on their relative

*HMCM Herbert V. Miller*



*BMCM Edward R. Pellom*



*AFCM John D. Whittet*



*AFCM Newman E. Wolf*

# MCPON

merits in such areas as leadership ability, military bearing, oral and written expression, interest in and awareness of world and naval affairs, and other qualities as shown in their records and in statements by their COs and themselves.

Here are the finalists. One of them will soon be the enlisted Navyman's voice at the top—the senior enlisted advisor to both the Chief of Naval Personnel and the Chief of Naval Operations.

**M**ASTER CHIEF HOSPITAL CORPSMAN Herbert V. Miller has the shortest Navy career of the four—23½ years—but his is perhaps the most varied Navy experience; he's made rate in three different ratings.

HMCM Miller joined up in 1944 and became a CM3 (Builder) while serving with the 96th Naval Construction Battalion; he then left active duty in 1947. Coming back in as a seaman in 1950, he soon made Boatswain's Mate 3rd Class—and then in 1953 went to HM school and changed his rating to hospital corpsman.

Master Chief Miller has served aboard three ships—uss *Borie* (DD 704), uss *Okanogan* (APA 220) and uss *Henrico* (APA 45)—a construction battalion, various schools and naval hospitals, and several Marine units. He wears campaign medals ranging from the World War II Victory Medal through the Vietnam Service Medal, and has received a personal letter of commendation from CinCPacFlt. He became an MCPO 16 Feb 1969.

HMCM Miller, 44, his wife Elizabeth and their two sons, 14 and 10, live in San Diego, where he is now an instructor at the Naval Amphibious School, Coronado. He is a deacon of the Baptist Church, a board member and chief umpire for the local Little League, and active in other community activities.

**M**ASTER CHIEF BOATSWAIN'S MATE Edward R. Pellom has been in active Navy service 25 years, the last five as an MCPO. Joining in 1944, he has served on six ships—*Henry W. Tucker* (DD 875), (two tours), *Atlanta* (CL 104), *Nereus* (AS 17), *Lenawee* (APA 195), *Paul Revere* (APA 248) and *Ticonderoga* (CVA 14)—and a variety of shore stations. His shoreside experience includes recruiting and instructor duty, as well as his present assignment as Master Chief of NTC San Diego.

BMCN Pellom wears the Meritorious Service Medal, awarded for his service at NTC San Diego, and campaign medals from World War II, Korea and Vietnam.

A distinguishing feature of Master Chief Pellom's career has been the way he overcame a limited formal educational background, taking advantage of numerous in-service educational opportunities. En-

listing with only seven years of public schooling, he has since completed his high-school GED (diploma equivalent) and a college GED, and is scheduled to complete the requirements for an Associate of Arts degree in English soon at International University, San Diego, through study in his off-duty hours.

BMCN Pellom, 44, and his wife Glenice have six daughters, four now married and two, 15 and 10, living at home. He is active in church work and youth activities, Toastmasters International, Rotary and other community service organizations; Mrs. Pellom is president of the local chapter of the Navy Wives Club.

**M**ASTER CHIEF AIRCRAFT MAINTENANCEMAN John D. Whittet enlisted in 1943 and has spent his career in the Aviation Machinist's Mate rating. On three carriers—uss *Anzio* (CVE 47), uss *Lexington* (CV 16), and two tours aboard uss *Bon Homme Richard* (CVA 31)—in squadrons and in other aviation commands, he rose steadily through the ranks until his final advancement to MCPO three years ago.

His awards range from World War II through Korea and afterward. He is one of the few Navy men now on active duty who wears Combat Aircrewman wings. At present, AFCM Whittet is MCPO of Naval Station Argentina, Newfoundland.

Master Chief Whittet, 45, and his wife Helen have a son, Glenn, who has kept up family tradition by joining the Navy, and two daughters. He is a Sunday School superintendent and teacher, a board member of the Argentina CPO Club and Teen Club, and active in Cub Scouts and other community activities.

**M**ASTER CHIEF AIRCRAFT MAINTENANCEMAN Newman E. Wolf is the oldest (48) and has the longest service (well over 28 years) of the four finalists. He enlisted 12 days after Pearl Harbor as an apprentice seaman; just a couple of months after the end of the war, he became a chief aviation machinist's mate. Serving aboard the carriers *Coral Sea* (CVA 43) and *Bennington* (CVS 20), naval air stations and a variety of squadrons, he garnered the Navy Achievement Medal for service in Antisubmarine Air Group 59, and campaign medals from World War II through Vietnam.

Now Leading Chief Petty Officer/Senior Enlisted Advisor of Helicopter Combat Support Squadron 7, based at Atsugi, Japan, Master Chief Wolf has also seen duty with the U. S. Naval Attache in New Delhi, India. His education includes a year of college. He became an MCPO eight years ago.

AFCM Wolf and his wife Oliva have one married daughter. He is a Mason and has served on advisory boards of the CPO club and golf club and on the board of the local Enlisted Recreation Committee.

The four MCPON candidates and their wives have been invited to Washington to meet the Chief of Naval Operations, Admiral Elmo Zumwalt, Jr., and on 8 November will attend a party in their honor.

# TOPS

## The Latest Trophy Winners In the Fleet

**W**HAT ARE THE TOP SHIPS AND SQUADRONS in the Fleet? Most Navymen think theirs is among them (and who's to say they're wrong?).

No one will ever settle the question, but one place to look for an answer is in the pile of naval messages announcing the winners of yearly awards. Every year



type commanders single out the units they consider outstanding and award them "E"s for battle efficiency.

In addition, a handful of Navy units perform so well that they distinguish themselves throughout the Fleet. Such units may gain Navy-wide recognition by winning one of the trophies awarded by the highest echelons in the Navy chain of command.

Many of these awards recognize outstanding performances in two aspects of naval operations considered essential—battle efficiency and aviation safety.

**Above:** Officers aboard USS Austin (LPD 4) show that painting can be fun, especially when displaying Efficiency "E"s. **Left:** USS Guam (LPH 9) was one of the winners of the Admiral Flatley Memorial Award. **Below:** USS Intrepid (CVS 11) has won the Admiral Flatley Award four times since 1961.



## For Battle Efficiency

**T**HE BASIC MISSION of every naval unit is the same—combat readiness. The Navy recognizes outstanding records in overall battle efficiency through several awards, including the Arleigh Burke Fleet Trophy, the Marjorie Sterrett Battleship Fund Award, the Isbell Trophy (for ASW air squadrons) and Battle Efficiency "E"s.

•The Arleigh Burke Fleet Trophy is one of the most coveted Navy awards. It is given every year to one ship (or squadron) in the Pacific Fleet, and one in the Atlantic Fleet, which achieves the greatest improvement in battle efficiency during the competitive year.

Winners receive a plaque which is retained on board as a permanent record of their selection as one of the top ships in the Fleet.

Annual Burke Trophy winners have been selected by fleet commanders in chief since 1962. (See accompanying box for past winners.) Selections for Fiscal Year 1970 are *uss Dash* (MSO 428) from the Atlantic Fleet and *uss Hancock* (CVA 19) from the Pacific. Runners-up from other Atlantic type commands are *uss Robert H. McCard* (DD 822), *Picuda* (SS 382), *Rushmore* (LSD 14) and *Severn* (AO 61). In the Pacific, *uss Bonefish* (SS 582), *Dubuque* (LPD 8), *Implicit* (MSO 455) and *Lyman K. Swenson* (DD 729) were cited along with *Hancock* for outstanding improvements in battle efficiency.

•Another coveted award is the Marjorie Sterrett Battleship Fund Award, which dates back to 1916. It is named for a young girl who wrote a letter donating her weekly allowance (10¢) to help build a battleship for Uncle Sam.

The letter was published by a large newspaper and gained a great deal of publicity. The initial dime was supplemented by other donations and grew to a large figure—though not large enough to build a battleship.



Above: Seabees from Construction Battalions Four and Sixty-two won "E" awards for their units. Bottom right: An "E" award went to Richard E. Byrd (DDG 23) for outstanding battle efficiency during FY 1970. Right column from top: USS Coral Sea (CVA 43) won the Flatley Award for aviation safety. (2) Serving with the Second Fleet, USS Independence (CVA 62) earned top aviation safety award. (3) Representatives from all departments on USS Amphion (AR 13) help hoist the Battle Efficiency Pennant.

## ARLEIGH BURKE FLEET TROPHY WINNERS

Fiscal Year	Atlantic Fleet	Pacific Fleet
1962	Vesole (DDR 878)	Forster (DER 334)
1963	Tirante (SS 420)	Patrol Squadron 22
1964	Parrot (MSC 197)	Cree (ATF 84)
1965	Davis (DD 937)	Cook (LPR 130)
1966	York County (LST 1175)	Ranger (CVA 61)
1967	Shangri-La (CVS 38)	Ashtabula (AO 51)
1968	Blandy (DD 943)	Frank Knox (DD 742)
1969	Wrangell (AE 12)	Plunger (SSN 595)
1970	Dash (MSO 428)	Hancock (CVA 19)

Navy officials decided to use the fund to encourage battle efficiency.

Until World War II, interest from the fund was used to pay annual prizes to turret and gun crews making the highest scores in short-range battle practice, and to submarine crews making the best scores in torpedo-firing exercises.

Since the end of that war, the Navy has emphasized overall combat readiness and has chosen Marjorie Sterrett Award winners from among the ships that have won battle efficiency awards for the competitive year. General policy has been to rotate the award among the various type commanders and to divide it between two ships, usually of the same type, one from the Pacific and the other from the Atlantic Fleets.

Marjorie Sterrett Award winners for FY 1970 have just been announced. They are *uss Lapon* (SSN 661) from the Atlantic Fleet and *uss Catfish* (SS 339) from the Pacific. Accumulated interest will be divided between the two ships' recreation funds.

•The Isbell Trophy is presented to the Navy's top antisubmarine warfare aircraft squadrons for excellence in Fleet ASW competition. The actual trophy remains in Washington, D. C., where the names of winning units are engraved on it; plaques are awarded to the winners.

Competition for the Isbell Trophy is based upon an 18-month cycle (rather than the usual fiscal year). The latest award winners, announced last spring for the cycle ending 31 Dec 69, are:

### Atlantic Fleet

Patrol Squadron (VP) 24  
Air Antisubmarine Squadron (VS) 32  
Helicopter Antisubmarine Squadron (HS) 5

### Pacific Fleet

Patrol Squadron (VP) 4  
Air Antisubmarine Squadron (VS) 33  
Helicopter Antisubmarine Squadron (HS) 4

•The best-known Navy award for outstanding ships and squadrons is the Battle Efficiency "E", awarded annually to units which demonstrate the greatest readiness for combat. (Competition among naval aviation commands is often based upon an 18-month cycle.) Competition for "E"s is between the individual ships

of each type command and final selection rests with the type commander.

Units which earn battle efficiency awards receive a plaque for permanent retention. They are also authorized to fly the "meatball" pennant and to wear a white "E" on the bridge bulwark during the competitive period following the award.

Second and subsequent awards are indicated by hashmarks under the "E". Commands which win five consecutive times may replace their white "E" and hashmarks with a Gold "E". Competition is fierce and Gold "E" winners are rare. ("Golden Ships of the Sea" in the April 1967 issue of ALL HANDS singled out half a dozen of them.)

At the same time, type commanders also select units for departmental awards. These are based upon performances by individual departments during specialized exercises. Departments compete for black "W"s for carrier weapons operations, white "A"s for top ASW efficiency, green "C"s for communications, and a handful of other specialty awards. (See the accompanying box for the story of two outstanding departmental winners.)

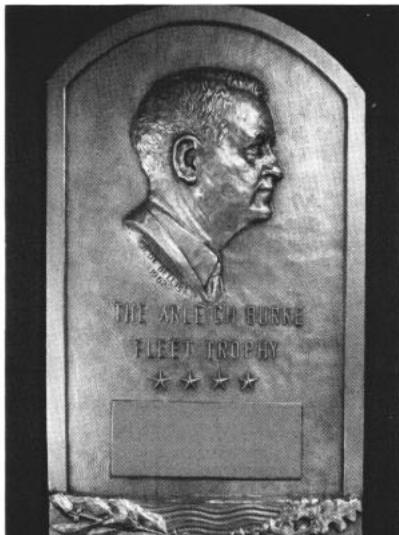
Enlisted crewmembers of winning units (or Navy-men serving in divisions which win specialty awards) wear the "E" shoulder patch on the right sleeves of their uniforms. The honor singles them out as members of outstanding Navy teams.

"E" winners for FY 1970 include the ships listed in the accompanying box. The August 1970 ALL HANDS has the latest "E" winners in naval aviation type commands.

### For Aviation Safety

**S**AFETY IS AN IMPORTANT PART of any naval operation. But the special hazards of air ops demand an even greater vigilance from all hands. Outstanding records in aviation safety are recognized by three different major awards: the Admiral Flatley Memorial Award, CNO Safety Plaques, and the CNO Readiness-Through-Safety Trophy.

•The ADMIRAL FLATLEY MEMORIAL AWARD is presented annually to two attack aircraft carriers, one antisubmarine warfare carrier and one helicopter carrier for outstanding achievement in all aspects of naval aviation safety.



Far left top: The Arleigh Burke Fleet Trophy is awarded each year to the ship or squadron in the Atlantic and Pacific Fleets which achieves the greatest improvement in battle efficiency during the competitive year. Far left below: CNO Aviation Safety Award. Center: CNO Readiness-Through-Safety Trophy. Above: Rear Admiral Leo McCuddin, Commander Carrier Division Three, congratulates Captain Samuel G. Gorsline, Coral Sea CO, as he accepts plaque commemorating the Admiral James H. Flatley award. Center below: Isbell Trophy.

The awards are based upon a comprehensive evaluation of embarked aircraft accidents versus flight activity, contributions to Fleet aviation safety submitted by ship's company (or embarked air wing) and the type commander's overall appraisal of the ship's performance.

Winning units receive temporary custody of the Admiral Flatley Memorial Award, permanent custody of a replica of the trophy and a citation from the Chief of Naval Operations.

Winners for FY 1970 are *uss Independence* (CVA 62), *uss Coral Sea* (CVA 43), *uss Intrepid* (CVS 11) and *uss Guam* (LPH 9).

This is the second Admiral Flatley Award for *Independence* since her commissioning in 1959. During most of this competitive year, she has operated with the Second Fleet off the Atlantic Coast and in the Caribbean.

In the Pacific, *Coral Sea* won the Admiral Flatley Award for the second consecutive year and the third time since the award's inception in 1959. The trophy was presented at Hunter's Point Naval Shipyard.

During the year, *Coral Sea* completed 22,000 carrier landings, of which almost 6700 were night arrests. She recently returned from her fifth combat deployment to the Western Pacific.

*Intrepid* won the Admiral Flatley Award for the fourth time (1961 and 67 as a CVA; 1964 and 70 as a CVS). Originally commissioned back in 1943, she has compiled outstanding battle records in both World War II and the conflict in Vietnam.

*Guam* was named safest amphibious assault ship during the competitive year. During that time she

logged over 4400 safe landings. On 5 July she recorded her 23,000th accident-free helicopter landing.

Her most publicized operation this year was her mercy mission to aid the victims of the earthquake that devastated Central Peru last summer. (The September issue of ALL HANDS has the story.)

• CNO SAFETY PLAQUES are awarded to naval air

E

**THE WHITE BATTLE EFFICIENCY "E"** is displayed on the bridge bulwark of most ships, the conning tower of submarines and, occasionally on the aircraft of winning squadrons. It is displayed from the date the winners are announced through the following competitive year.

/

**A SERVICE STRIPE** under the Battle Efficiency "E" denotes each subsequent consecutive award. When a unit receives five consecutive "E"s, the white "E" and service stripes are replaced by a **GOLD "E"**. Each additional consecutive award is indicated by a **GOLD SERVICE STRIPE**.

E

**THE UNIFORM INSIGNIA**, white, blue, or gold only, is worn by all crewmembers of units which receive the Battle Efficiency award. The "E" is also worn by participating crewmembers of ships.

squadrons with outstanding safety records.

Among the factors considered in selecting winning squadrons are the quality of their accident reports and investigations, published articles on safety, recommendations for improvements to personal survival gear and other equipment, and significant improvements in safety records during the year.

Winning squadrons for FY 1970 include:

#### Atlantic Fleet

Fighter Squadron (VF) 103  
Attack Squadron (VA) 72  
Attack Squadron (VA) 85  
Patrol Squadron (VP) 5  
Air Antisubmarine Squadron (VS) 28  
Helicopter Combat Support Squadron (HC) 4  
Reconnaissance Attack Squadron (RYAH) 3  
Air Transport Squadron (VRC) 40

#### Pacific Fleet

Fighter Squadron (VF) 142  
Attack Squadron (VA) 128  
Attack Squadron (VA) 215  
Light Attack Squadron (VAL) 4  
Tactical Electronic Warfare Squadron (VAQ) 133  
Carrier Airborne Early Warning Squadron (VAW) 113

Patrol Squadron (VP) 4

Helicopter Antisubmarine Squadron (HS) 4

#### Naval Air Training

Attack Squadron (VA) 205  
Patrol Squadron (VP) 68A2  
Fleet Tactical Support Squadron (VR) 1A3  
Training Squadron (VT) 5  
Training Squadron (VT) 28  
Helicopter Antisubmarine Squadron (HS) 74

Marine Corps aviation units that won CNO Safety plaques for FY 1970 include FMFPAC: *HMMT 302*, *VMCJ 1*, *VMGR 352*, *VMO 2*; FMFLANT: *VMFA 251*, *HMM 365*, *VMGR 252*; 4th MAW/MARTC: *VMF 351*, *HMM 764*.

• The CNO READINESS-THROUGH-SAFETY TROPHY is awarded annually to the major command which contributes most significantly to readiness through safety.

The winning command is entitled to display the Readiness-Through-Safety Trophy for one year, after which it is passed to the next winner. The command receives a replica of the trophy for permanent retention. Marine Corps Aviation received the award for FY 1970.

—JO2 Jim Shields

## THESE SHIPS WON "E"s FOR OUTSTANDING BATTLE EFFICIENCY DURING FY 1970:

#### Cruiser-Destroyer Force, Atlantic

Belknap (DLG 26)  
Richard E. Byrd (DDG 23)  
Joseph K. Taussig (DE 1030)  
Richard L. Page (DEG 5)  
William V. Pratt (DLG 13)  
Sampson (DDG 10)  
Semmes (DDG 18)

#### Cruiser-Destroyer Force Pacific

Brinkley Bass (DD 887)  
Henderson (DD 785)  
Long Beach (CGN 9)  
Maddox (DD 731)  
John R. Perry (DE 1034)  
Piedmont (AD 17)  
Ramsey (DEG 2)  
Schofield (DEG 3)

#### Service Force, Atlantic

Amphion (AR 13)  
Arcturus (AF 52)  
Noxubee (AOG 56) (earned while in the Pacific)  
Opportune (ARS 41)  
Paiute (ATF 159)  
Papago (ATF 160)  
Pawcatuck (AO 108)  
Rigel (AF 58)  
Sagamore (ATA 208)  
San Diego (AFS 6)  
Mobile Construction Battalion 62

#### Service Force, Pacific

Ajax (AR 6)  
Bolster (ARS 38)  
Cacapon (AO 52)  
Cree (ATF 84)  
Koka (ATA 185)  
Mauna Kea (AE 22)  
Taluga (AO 62)  
Tutuila (ARG 4)  
Ute (ATF 76)  
Vega (AF 59)  
Mobile Construction Battalion 4

#### Submarine Force, Atlantic

Clamagore (SS 343)  
Fulton (AS 11)  
Greenling (SSN 614)  
Hammerhead (SSN 663)  
Jack (SSN 605)  
Jallao (SS 368)  
Lapon (SSN 661)  
Marlin (SST 2)  
Odax (SS 484)  
Pargo (SSN 650)  
Petrel (ASR 14)  
Picuda (SS 382)  
Sirago (SS 485)  
Sunfish (SSN 649)  
Threadfin (SS 410)  
Tigrone (AGSS 419)

#### Submarine Force, Pacific

Catfish (SS 339)  
Guardfish (SSN 612)  
Florikan (ASR 9)

Gurnard (SSN 662)  
Plunger (SSN 595)  
Pomfret (SS 391)  
Queenfish (SSN 651)  
Salmon (SS 573)  
Sculpin (SSN 590)  
Swordfish (SSN 579)  
Tang (SS 563)  
Tautog (SSN 639)

#### Mine Force, Atlantic

Adroit (MSO 509)  
Alacrity (MSO 520)  
Bulwark (MSO 425)  
Dash (MSO 428)

#### Mine Force, Pacific

Constant (MSO 427)  
Guide (MSO 447)  
Leader (MSO 490)

#### Amphibious Force, Atlantic

Austin (LPD 4)  
Guadalcanal (LPH 7)  
La Salle (LPD 3)  
LCU 1490  
Rankin (LKA 103)  
Rushmore (LSD 14)  
Terrebonne Parish (LST 1156)

#### Amphibious Force, Pacific

Dubuque (LPD 8)  
Iwo Jima (LPH 2)  
Outagamie County (LST 1073)  
Whitfield County (LST 1169)

# DEPARTMENTAL AWARDS

## for battle efficiency

- THE BLACK W** is awarded to the most proficient carrier weapons departments.
- THE WHITE E** goes to the Navy's best gunnery and AA director crews.
- THE WHITE A** is awarded to those ships which demonstrate top ASW efficiency.
- THE RED E** is awarded the most highly skilled engineering departments.
- THE WHITE E** is given for excellence in surface-to-air missile operations.
- THE GREEN C** is awarded to the most proficient communications departments.
- THE WHITE M** represents proficiency in minesweeping operations.
- THE GREEN E** denotes a high degree of excellence in CIC operations.
- THE YELLOW E** goes to the most efficient CVA and CVS air departments.
- THE ASSAULT BOAT INSIGNIA**  is awarded for excellence in ship-to-shore movements.

uss *Austin* (LPD 4) and *uss Chicago* (CG 11) were among the biggest winners in the annual competition for departmental awards.

The fire control technicians and gunner's mates aboard *Chicago* joined a select group of Navymen who have helped win Gold "E"s for departmental excellence. The cruiser's missilemen captured the ComCruDesPac departmental award this year for the fifth year in a row.

Weapons departmental awards are based upon sustained excellence in readiness exercises, during inspections and for related support activities. During the year, *Chicago* completed all required missile exercises with high marks and also took on three special projects.

*Chicago* is armed fore and aft with the long-range guided missile TALOS. She also carries two medium-range TARTAR missile launchers, two five-inch guns, antisubmarine rockets (ASROC) and port and starboard torpedo tubes.

In the Atlantic Fleet, the assault transport *Austin* captured not only an "E" for overall battle efficiency, but also garnered six departmental awards for excellence in amphibious assault, engineering, operations, air, supply and communications.

*Austin* is capable of carrying more than 900 Marines and the equipment to support them, including smaller assault landing craft and helicopters. She is a member of Amphibious Squadron Two.

(ALL HANDS doesn't usually cover departmental

awards—there are simply too many of them—but we think that any department that distinguishes itself year after year, or any ship whose departments are so uniformly excellent, should receive special mention. If your unit has a corner on the awards market, let us know about it.—ED.)



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

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## White Elephants With Wheels

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GMCM D. D. BLACK

**T**HE CIRCUMSTANCES SURROUNDING the transfer of a 1st class petty officer from Pensacola, Fla., to Patuxent River, Md., last May were both unfortunate and enlightening.

The hardships, frustrations and, afterwards, the feeling of helplessness which accompanied the sailor's transfer arose

out of his having purchased a White Elephant—a mobile home that was too wide. (See p. 53, ALL HANDS, October 1970.)

When this Navyman received orders for transfer, he applied at the Navy Household Goods Office in Pensacola to have his home towed to Maryland by a commercial carrier. The firm that was assigned the job inspected the trailer for travel-worthiness, measured it, and then informed the PO1 that they could not move it to Maryland because it was two inches too wide, even with the door knobs removed.

The man was told that certain east coast states had decided to tighten up on their restrictions on mobile homes towed over their highways. Strangely enough, one of the states mentioned, Georgia, was the state in which the mobile home had been built.

The sailor then contacted the dealer from whom he had purchased the home. He produced the bill of lading covering the shipment of the home from the factory, which described the particular mobile home in question as being 60 feet long and 12 feet wide—not 12 feet, two inches wide!

**T**HE DEALER called the manufacturer to get more information. He was told that the company had built quite a few mobile homes which were slightly over the legal and represented widths. The com-

pany supposedly maintained that the trailer had been manufactured within the legal limits because the law, at the time of the home's construction, stated that the width had to be 12 feet "or thereabouts." Unfortunately for the PO1, the laws of other states were a bit more specific than "or thereabouts."

The Navyman next took his problem to an attorney and was told that any legal action brought against the trailer manufacturer would probably be costly, complicated, and protracted and that the trailer would most likely have to remain in Florida pending a judicial decision. Since the man's family would continue to occupy their home, this would mean long months of separation after his transfer to Patuxent River, as well as trips back and forth for court appearances.

At this time—just five days before transfer—the man was informed by the trailer-hauling company that it would pull his home to Maryland, but only by a circuitous route through Alabama, Tennessee, Kentucky, Ohio and Pennsylvania. The question of whether the cost for the additional miles would be reimbursed at 74 cents per mile is yet to be decided. And due to the fact that more and more eastern states have tightened their towing regulations, the sailor says, he has an eight-thousand-dollar investment in Maryland which he may not be able to get back to his home state of Mississippi, or to any other duty station to which he may be transferred while in the Navy.

**R**EGRETTABLY, what happened to this Navyman is not an isolated incident. But the reason for relating his story is to make YOU aware of the problems which may arise out of owning a mobile home while in the service, and to alert you to be very careful if you decide to purchase one.

Recently, the Military Traffic Management and Terminal Service (MTMTS) issued a warning to all service members about the restrictions many states put on the widths and lengths of towed trailers. MTMTS has found that trailer manufacturers have produced numerous trailers which are being sold as 12 feet wide when, in fact, their size may vary from 12 feet to 12 feet, six inches. Aggravating the problem is the fact that each state has its own criteria for measuring the width and length of a mobile home.

Most states, MTMTS points out, will issue permits for the movement of mobile homes up to 12 feet in width (exclusive of safety appurtenances) and 80 feet in length, including the prime mover (or, motorized truck or cab). But there are exceptions.

Massachusetts requires that the movement of a mobile home exceeding 10 feet in width must be by means of a lowbed trailer. The states of Connecticut, Pennsylvania, Illinois and Mississippi will permit movement of mobile homes up to 12 feet wide, including safety appurtenances such as safety lights on both sides of the frames.

(Continued on Page 51)

# A NEW LOOK

## At The Standards For Personal Services

**R**ESPONSIVE, QUALITY PERSONAL SERVICES for Navy-men and their families can go a long way toward making a Navy career even more attractive—so, at least, is the belief of the highest echelons of the Navy chain of command.

This concern with people is not new. The last three years have seen a series of steps taken by the Chief of Naval Personnel aimed at improving services for Navymen ashore and afloat. (See "More Personalized Attention to the Individual," Sep '70 ALL HANDS.) Concern with people led to the establishment of a Navy trouble-shooter in BuPers to help resolve personal problems. (See "Ombudsman," Oct '70.)

Navymen and their families have been receiving tremendous attention, and a great deal of action, at the very top: in the offices of the Secretary of the Navy and the Chief of Naval Operations. (See "Navy News Briefs" every month for the latest policies and programs.)

Among recent topics for concern and action are standards of service at Navy offices, in exchanges and commissary stores, and in officers' clubs.

**T**HE CNO HAS ESTABLISHED (in NavOp Z-36) minimum standards of service for personnel offices, dis-

bursing offices, household effects offices, dispensaries and other service facilities. Of particular concern are inconvenient operating hours, long waiting lines and lengthy procedures for checking in and out:

- Operating hours (as well as all other policies) of personal services facilities should be tailored to the needs and convenience of the customers.

- Long waiting lines at such facilities are unacceptable. CNO established "... a Navy-wide objective of 15 minutes as the maximum waiting time we should accept as our standard of service."

- Procedures for checking in and out should be simplified into a one- or two-step process requiring no more than 30 minutes.

- Navymen working at personal services facilities must be carefully selected, trained and motivated to provide the best, most courteous service possible.

- Personal services are essential to the Navy's readiness because they are "... directly related to the efficiency and motivation of the most important part of our weapons system—our vital manpower resources. . . . We must put people first. . . ."

**I**N OTHER recent developments in the field of improved personal services:

Advisory boards are set up to improve communications and respond to customers' needs in commissaries and exchanges.



## bulletin board

- Advisory boards will be formed at all Navy exchanges and commissary stores to improve communication between management and patrons, and to identify and respond to all customers' needs and complaints.

The boards will include representatives of tenant commands, detachments, Fleet commands in the area, wives' clubs and other appropriate organizations, selected on "a broad ethnic and representative minority base." Every effort will be made to represent adequately those Navymen who have the greatest need, and who make the greatest use of these facilities—specifically junior officers and enlisted men, and those with large families. (See NavOp Z-33.)

- Commissioned officers' open messes should take into consideration the varying tastes of different age groups when scheduling entertainment. In particular, they should not overlook the desires of younger officers.

A concerted effort should be made, CNO says, to include junior officers on advisory boards and to attract them to local officers' clubs by permitting casual wear (and flight suits at naval air stations) in at least one room of the club, and by inviting groups of young ladies (such as college sororities) to act as club hostesses at least one night a week. (NavOp Z-30 announced the new CNO policy.)

In addition, five "hard rock" clubs for young officers are being established at naval stations in Newport, Norfolk, San Diego, North Island and Pensacola. These clubs will have their own advisory groups made up of young officers.

### New Post-Active Duty Drill Requirements Spelled Out for Two-by-Six Reservists

The Navy has changed its requirements on post-active-duty drills for Naval Reservists now enlisting in the two-by-six program.

Up until now, post-active-duty drills and ACDUTRA (Active Duty for Training) had been required only in the case of those two-by-sixers who had voluntarily agreed to drill in exchange for Class A School training. Now, however, anyone enlisting in the two-by-six program on or after 15 Aug 1970 is being positively advised that he will be assigned to a Naval Reserve unit in Training Category "A" upon completing his active duty.

This requires attendance at 48 drills annually and the performance of not less than 14 days of annual active duty for training, exclusive of travel time.

Commanding officers and officers in charge have been directed to make sure each two-by-six applicant has full knowledge of this requirement before he enlists and to make sure each enlistee carefully reads and fully understands Paragraph 4 of the "Statement of Understanding"—NavPers 1130/10 (4-69) (formerly NavPers 222)—before he signs the statement.

The change in policy, announced in BuPers Message 121902Z, does not affect those Reservists who enlisted before 15 Aug 1970.

# LEAVE,



Alone in a small world all their own, a couple embraces in greeting on the fantail of USS Little Rock (CLG 4) shortly after the ship tied up in Newport, R. I.

# LIBERTY

## ... and the pursuit of happiness

**L**EAVE AND LIBERTY are getting better than ever.

The Navy has announced several new policies within the past few months designed to give the Navyman more time off. For instance:

• In the great majority of cases, Navyman being transferred will be allowed 30 days' leave between duty stations, plus whatever travel and proceed time they're authorized. And if they decide not to take that much leave between stations, they will be given full opportunity to take leave after they've been at their new duty station a while. (BuPers Notice 1050 of 22 Sep 70 and NavOp Z-04)

• As long as a unit's readiness is not seriously affected, commanders of ships and other units deployed overseas are authorized to grant leave to as much as five per cent of their personnel at one time *during* the cruise—and up to ten per cent as soon as the unit begins its return to CONUS. (NavOp Z-29)

• During the 30-day stand-down immediately after a deployment, at least half the crew of ships and squadrons may be granted leave. In many cases, COs of these units returning from extended cruises may give leave to even more than half of their men during the stand-down period. (NavOp Z-13)

• Navyman who pull duty on legal holidays while their ship is in port will now be given a compensatory day off during the regular work week. (NavOp Z-21)

• Wherever possible, liberty will be in six sections for ships in the following areas: CONUS, Alaska, Hawaii, Bermuda, U. S. Caribbean ports, and Canada. For ships in other areas, four-section liberty is authorized; this includes ships which are in their overseas homeports and all ships away from homeport overseas. There will be exceptions in a few cases, especially when security requirements of weapons or nuclear power plants make them necessary, but the general rule is six sections in most of North America and the Caribbean and four sections overseas.

To help make it easier for small ships to let so many men go at a time, ships that are nested or moored close together will combine their emergency action teams as much as possible. (NavOp Z-25)

These are some of the newest changes in a subject dear to every Navyman's heart: liberty and leave.

As is true of any subject of such widespread interest, people sometimes become confused as to exactly what the rules are. So here's a brief roundup of the essential facts on leave and liberty—what, when, how much and what they're worth.

### FIRST SOME DEFINITIONS.

**L**IBERTY — the evening, overnight, weekend or holiday time off you receive when you aren't in the duty section or otherwise restricted to the ship. It's

usually just overnight or for the duration of a weekend (the latter case is known as a "48," for the number of hours it lasts), but under some special circumstances COs can authorize 72s or even 96s. Liberty is not charged to your leave account.

**LEAVE** — authorized absence from duty that is chargeable to your leave account. Every Navyman on active duty for more than 30 days (except for periods of "bad time," e.g., confinement) earns leave at the rate of two and a half days per month, or 30 days a year. He may take the leave he has earned—plus a limited amount of the leave he hasn't yet earned—any time his CO allows him to.

**EARNED LEAVE** — the number of days of leave you have earned but not yet used. For instance, if you had been on active duty for one year (earning 30 days of leave) and had taken 14 days of leave during that time, you would have 16 days of earned leave "on the books."

**ADVANCE LEAVE** — the number of days of leave you can expect to earn during the remainder of your current enlistment. You can usually take a certain amount of your advance leave; for instance, in the above example, you might take 30 days—16 earned and 14 advance—as long as you had enough obligated active service to earn back those 14 days. When you take advance leave, it puts your account "in the hole" with a minus balance until you serve long enough to earn the leave time back.

**EXCESS LEAVE** — leave time granted which goes beyond the amount you could expect to earn in your current enlistment. Excess leave is granted only for emergency leave.

**SICK LEAVE** — authorized absence from duty while you are undergoing medical care. This is not charged to your leave account.

**SPECIAL LEAVE** — leave time (other than sick leave) which is not charged to your account. The only common situation in which special leave is granted now is when a man extends his 12-month Vietnam tour for six months or more; in this case, he receives 30 days of free leave.

**EMERGENCY LEAVE** — leave granted when the military situation permits if there has been a death in your immediate family, if your return home will contribute to the welfare of a dying member of your immediate family, or if your failure to come home would create a severe and unusual hardship on you or your family. Emergency leave is governed by some special rules, discussed below.

**Y**OU MAY TAKE your regular annual leave any time, as long as your CO decides that your absence won't affect the mission of the unit. You may take up

## bulletin board



**HOME AGAIN**—Navy dependents welcome home the tank landing ship USS Fresno (LST 1182) to San Diego after the ship returned from her first Western Pacific deployment.

to 60 days at a time—if no more than 30 days of it is advance leave.

Some of the times when leave is encouraged are: graduation from boot camp, when new Navy men are usually authorized 14 days; transfer between duty stations, when a man can normally take 30 days plus whatever travel and proceed time his orders allow; reenlistment, when you may take any earned leave you have plus 30 days of advance leave, up to a maximum of 90 days; and the stand-down period after a cruise, when the men are encouraged to take

leave to unwind from the pressures of the deployment.

Of course, in all these cases you may choose not to take the leave you're authorized if you prefer to save it.

However, there's a limit to the amount you can save. You can have no more than 60 days on the books at the beginning of each fiscal year (1 July), on your first extension of enlistment, or on discharge or separation. Any leave you have accumulated over 60 days at these times is lost—wiped off the books.

(There is one exception. Men in hostile-fire areas are allowed to accumulate up to 90 days' leave on the books without losing any.)

On the other end, you are never allowed to have a minus balance of more than 30 days, except in the case of emergency leave, in which the limit is 45 days.

How do you figure out how many days you'll be charged? Two simple rules:

The day you check out does not count as a day of leave.

The day you check in doesn't count if you return by 0900, but does count if you check in after 0900.

**A**S WE MENTIONED EARLIER, emergency leave is under a different set of rules from regular leave. It may be up to 90 days long and may include as much as 45 days of advance *and* excess leave (but no more than 15 days of excess leave).

And it bears repeating that emergency leave is only granted for deaths or other *extremely severe* problems in your immediate family, as detailed in the

### PILOT PROGRAM FOR DEPENDENT CHARTER FLIGHTS

The Navy has arranged charter flights to reunite families with their men aboard ships overseas this Christmas season. The low-cost flights will also be available to men on deployed units or overseas stations who want to take leave in the States during the holidays.

In this pilot program, the following flights have been set up through the Davis Agency, Inc.:

Origin	Destination	Depart	Return	Round-Trip Fare	Airport Tax
Norfolk	Athens, Greece	20 Dec.	6 Jan	\$175	\$4.50
Norfolk	Nice, France	21 Dec	5 Jan	\$150	\$6.25
Oakland	Toyko, Japan	16 Dec	30 Dec	\$305	\$3.00
Los Angeles	Hong Kong	18 Dec	27 Dec	\$380	\$5.00

Flights to CONUS are available from all the above overseas cities except Hong Kong for men and women stationed overseas. Fare will be the same as above. The schedule for this leave-in-the-States program is:

Athens to Norfolk, 21 Dec, return 5 Jan  
 Nice to Norfolk, 22 Dec, return 4 Jan  
 Tokyo to Oakland, 18 Dec, return 28 Dec

Active-duty Navy and Marine Corps personnel and their dependents (spouse, children, and parents living in the same domicile) are eligible to arrange transportation on the flights. Until 10 November, first preference for reservations will be given to dependents of men in deployed units and to active-duty personnel deployed or stationed overseas. After that date, any space remaining on the flights will be made available by the agency to all Department of Defense personnel on a first-come first-served basis.

Applications for reservations on the flights (for both families and servicemen) should be made through the serviceman's unit commanding officer, who will forward listings to the Chief of Naval Personnel. BuPers will then forward listings to the agency; the agency will collect fares and make all travel arrangements by communicating directly with the people planning to take the flights. Individuals must make their own arrangements for such matters as travel to the point of origin and hotel accommodations overseas.

Further details on the charter flights program are in NavOp 142158Z/67 Oct 70.

## Lots of Three-Day Holidays Upcoming in 1971

1971 should be a good year for liberty.

A new federal law means there will be EIGHT 3-day holiday weekends during the year. With the Chief of Naval Operations' new guidelines on compensatory time off (see "Navy News Briefs" in the October issue), even if you catch duty in-port or ashore on a holiday, you'll be eligible for an extra day of liberty during the week.

Time off will be granted on a one-for-one basis—one working day off for each day of holiday duty. If a holiday falls on a weekend, however (as Independence Day and Christmas do in 1971), and the Friday before (or Monday after) is observed as a legal holiday, then time off will be granted for the holiday itself, and for the Friday or Monday observed as a holiday.

Under the new federal law, certain public holidays will no longer be observed on their traditional dates. Instead, Washington's Birthday will be observed on the third Monday in February, Memorial Day on the last Monday in May, Columbus Day (a legal holiday for the first time in 1971) on the second Monday

in October and Veterans Day on the fourth Monday in October. (Thanksgiving Day will continue to be celebrated on the fourth Thursday in November.)

That means there will always be at least five 3-day holiday weekends every year. (Labor Day, the first Monday in Sep, is the fifth.)

In 1971, there's an extra bonus. New Year's, Independence Day and Christmas all fall on Friday or a weekend; that raises the total to eight 3-day liberty weekends for in-port Navy-men. Here's the 1971 holiday schedule. If you have the duty on a day marked with an asterisk, you'll be eligible for compensatory time off, provided your ship was in port (or you're on shore duty.)

New Year's Day	Jan 1°-2-3
Washington's Birthday	Feb 13-14-15°
Memorial Day	May 29-30-31°
Independence Day	July 3-4°-5°
Labor Day	Sept 4-5-6°
Columbus Day	Oct. 9-10-11°
Veterans Day	Oct 23-24-25°
Thanksgiving	Nov 25°
Christmas Day	Dec 24°-25°-26

definition of emergency leave above.

When your enlistment ends, if you have a plus leave balance (as almost everyone has), you may be paid for your unused leave—or, if you're reenlisting immediately, you may choose either to be paid or to carry your leave balance over to your new enlistment.

In the case of a minus balance at the end of your enlistment, what happens depends on the circumstances. If you're leaving active duty, or reenlisting within three months of your normal EAOS, your final pay will be docked for the amount of leave you owe. However, if you reenlist more than three months early, or if you're discharged early to accept a commission or warrant, your minus balance will be carried over to your new service record.

An enlisted man with a plus balance at the end of his enlistment will be paid for unused leave at the rate of a day's basic pay for every day of leave on the books, plus 70 cents a day for subsistence and (if he has dependents) \$1.25 a day for quarters.

Officers being released from active duty have an easier figuring job. They simply get a day's regular pay and allowances for every day of leave on the books.

*This is just the bare outline of the Navy leave and liberty system. The regs (a whole chapter in the BuPers Manual and a stack of directives) add a lot of ifs, ands and buts. If you have questions about leave and liberty that aren't answered here, ask your friendly personnelman for help.*

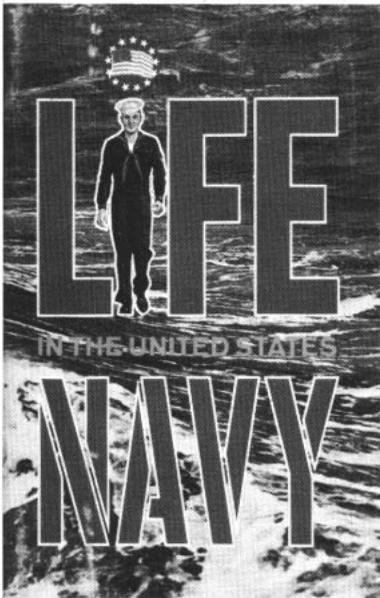
*And while you're on that leave or liberty—have a good time.*



# “A” is for AUTOMATIC ADVANCEMENT

**T**HE NAVY'S PROGRAM of automatic advancement on graduation from certain Class "A" and service schools has been expanded.

Now Navy men and women who graduate from many schools may be advanced to petty officer 3rd class without having to complete correspondence courses, practical factors, time in grade E-3, or an advancement examination. And for graduates of EOD, UDT and SEAL basic schools, the automatic advancement may be either from E-3 to PO3 or from PO3 to PO2.



The accelerated advancement program is open to graduates of the schools listed at the end of this article. Here are the rules on the program:

- Only the percentage of men listed (25 per cent or 15 per cent, in some cases) of each graduating class may be automatically advanced.
- The man must be recommended for advancement within the rating for which he is qualified by the commanding officer, officer in charge, or director of the school he is attending.
- The man must have at least six years' active obligated service, including time already served in his current enlistment. (Naturally, if he is in a program which requires more than six years, the greater requirement will still apply.)
- The man must choose automatic advancement

while he is still in school, and must execute any necessary extension of enlistment at or before the time he graduates. (Previously, a man who was otherwise qualified could choose automatic advancement up to a year after he graduated.)

**T**HE PROGRAM IS LIMITED to the schools listed below. Men attending other schools must fulfill all the usual requirements—courses, practical factors, time in grade, CO's recommendation and successful completion of an exam—before they can be advanced.

The percentage limitations don't necessarily mean that only the top 15 or 25 per cent of the class may receive automatic advancement. Preference will be given in order of class standing; but still, if enough higher-ranking students in a class turn down the chance for automatic advancement, even the lowest-ranking man could become eligible.

In the case of EOD, UDT and SEAL school graduates, only one automatic advancement is allowed per man. For instance, if a man had received accelerated advancement to PO3 when he graduated from some earlier "A" school, he is not eligible for automatic advancement to PO2 on graduation from basic EOD, UDT or SEAL school.

These new rules went into effect 1 Oct 1970. Anyone who entered a school (in which automatic advancement was authorized) before that date may receive automatic advancement under the old directives in force at that time.

More details on the new automatic advancement program are in BuPers Notice 1430 (22 Sep 1970).

**H**ERE'S THE LIST of schools and programs which offer automatic advancement:

- Men in the Advanced Electronics Field (AEF) or Nuclear Field (NF) may be advanced to PO3 on completion of Class "A" school or the preliminary phase of the training curriculum (e.g., Phase A-1 of the ET "A" course), if they are eligible to continue in their respective programs.
- All graduates of the following basic UDT/EOD/SEAL courses may be advanced automatically one grade to PO3 or PO2:
  - UDT Replacement Training Course, NAVPHIBSCOL, Little Creek, Va.
  - Basic UDT/SEAL Training Course, NAVPHIBSCOL, Coronado, Calif.
  - Navy EOD/Nuclear Weapons Course (Basic), Naval School, EOD, Indian Head, Md.
- 25 per cent of the members of each graduating class of the following Class "A" schools may be ad-

vanced automatically to petty officer 3rd class.

AC, AE, AG, AM, AV (AW & AX ratings), BT, CT (less CTA), DC, EM°, EN, GMT, HT, IC°, IM, MM°, MR, RD, RM, SF, TD, TM

\*NF personnel in these courses will not be counted in computing the 25 per cent limitation, i.e., 25 per cent of the members of the graduating class who are not in NF will be eligible for automatic advancement.

•Fifteen per cent of the members of each graduating class of the following Class "A" schools may be advanced automatically to PO3:

AB, ADJ, AO, DP, DT, HM, PN, YN.

## Blue Angels May Have the Opening That You're Looking for, If You Meet the Quals

**T**O MAKE THE GRADE as a Navy or Marine Corps aviator, you have to be good—but only the best are considered good enough to become Blue Angels. Right now, the Navy's flight demonstration team is looking for outstanding pilots to apply for this glamorous and challenging duty.

The team is naval aviation's showcase before the public. The Blue Angels perform about 125 flight demonstrations a year at military bases, civilian airfields and air shows. In their blue-and-gold F-4 Phantom jets, the pilots thrill millions of spectators with demonstrations of tactical maneuvers and close formation flying. The demonstrations also serve as an effective way to interest young men in naval aviation careers.

The Blue Angels have billets for 10 officers, including seven pilots, one naval flight officer, one maintenance officer and one Wave officer.

Four of the pilots fly in "diamond" formations while two pilots fly solo. The seventh pilot narrates the demonstrations and conducts orientation flights. The naval flight officer serves as team public affairs officer and the maintenance officer is in charge of the team's 100-man enlisted maintenance crew. The Wave officer is the administrative assistant and assistant public affairs officer. Owing to normal rotation, there are two or three openings each year for Blue Angels pilots.

What type of pilots do the Blue Angels want? An applicant should be in his first year of a shore duty tour or should be expecting to rotate to shore duty soon. He should be a regular Navy or Marine Corps officer between ages 26 and 36, who has many hours of flight time to his credit, preferably in carrier-based jet aircraft.

The typical Blue Angels pilot or naval flight officer meets many other standards. He is able to fly exceptionally well and has the qualities of congeniality and adaptability which are necessary to live closely with his teammates for long periods. Of course, he must be able to represent the Navy creditably wherever team commitments may take him.

A Blue Angel is capable of withstanding long, grueling practices and road shows, demonstrates an unflinching good nature, and is able to express himself well on radio, television and in personal appearances on all subjects pertinent to naval aviation.



**FORMATION FLYING**—The Blue Angels demonstrate the six-plane Delta.

**T**HE NORMAL TOUR for an officer with the Blue Angels is from two to three years. Pilots return to duty of their choice in either the Atlantic or Pacific Fleet, after service on the team.

If you're a qualified aviator or flight officer and wish to apply, submit your application along with letters of recommendation from your previous commanding officers to: Officer in Charge, U. S. Navy Flight Demonstration Team, Chief of Naval Air Training, NAS Pensacola, Fla. 32508.

Duty with the Blue Angels has advantages, but it is not easy. The team is on the road for 10 months out of the year. This includes weekends and holiday operations, and averages 21 days per month away from the team's home at NAS Pensacola, Fla.

Some officers are so awed by the Blue Angels that they think they have no chance of being picked. Maybe so, but there's only one way to know for sure.

### Habitability Project

#### By and For the Crew

The new Habitability Division on board *uss Kitty Hawk* (CVA 63) has completed its first major project—converting an unused jet-engine storeroom into a comfortable enlisted men's berthing space.

The men of the division installed all the ventilation, plumbing, lighting, partitions and tile and painted the compartment.

The new living space has racks for 72 men and complete head facilities, including six shower stalls.

Almost 30 pipefitters, carpenters and general handymen make up the division. They are responsible for improving living conditions for the carrier's 2500-man crew.

The Habitability Division was established last year while *Kitty Hawk* was in Puget Sound Naval Shipyard, Bremerton, Wash. (ALL HANDS, September 1970).

During the yard period, the division concentrated on rehabilitating berthing and head facilities. By the end of the overhaul, they had installed curtains and reading lights on all bunks, enlarged the lounges and made extra storage space for clothes.



**A THOUSAND DOLLARS PLUS**—Happiness lights the faces of Master Chief Personnelman Edward W. Emery, USN, and his family as Vice Admiral Dick H. Guinn, USN, Chief of Naval Personnel, presents Chief Emery an award of \$1065 for a beneficial suggestion that resulted in a savings to the government of \$20,483. Chief Emery, who is office supervisor in the Enlisted Personnel Order Writing Unit at the Bureau of Naval Personnel, was recognized for his suggestion concerning automation of enlisted assignment procedures. As a result of his suggestion, men in the Fleet receive word of their pending transfers sooner and many of the procedures for making assignments are now done more quickly and more economically by automatic data processors.

### At Great Lakes Naval Base: A Step Toward Improved Race Relationships

The 13-member race relations team from the Bureau of Naval Personnel spent a week in midsummer at the Great Lakes Naval Base at the request of Rear Admiral Draper L. Kauffman, USN, Commandant of the Ninth Naval District.

Various steps to improve race relations at the Great Lakes Naval Base complex are now being implemented as a result of the efforts of local naval officials in conjunction with recommendations submitted by the team from Washington, D. C.

Action is also being taken to increase the efficiency of administrative procedures and to make improvements in the physical plant facilities at the Naval Base as a result of other recommendations presented by the combined team.

Split into two sections, the team spent the period checking into possible problem areas.

The recommendations approved for immediate implementation included top priority for developing the

scope and importance of a Committee on Equal Treatment and Opportunity (CETO).

CETO, created at the Naval Training Center two years ago, will take on greater significance and will consist of officers and enlisted men of various ranks, ratings and ages, and approximately 50 per cent black, 50 per cent white. It will be chaired by the Naval Base Commander, Rear Admiral Kauffman, or his personal representative. CETO will be used as a sounding board to resolve potential problems and to ensure that grievances, particularly from junior enlisted men, can be aired and studied openly.

Additionally, the various commands that make up the Naval Base complex will create command CETO organizations which will channel their findings to the parent organization.

Other recommendations being acted on are:

- Training in race relations is being expanded throughout the 30,000-man base. A booklet, *Racism in America and How To Combat It*, will be distributed throughout the base. A strong policy statement con-

cerning racial matters has been issued by the Naval Base Commander.

•The Navy Exchange will expand its stock of black cosmetics, sundries, magazines, newspapers and other related items. It will also endeavor to obtain the services of additional barbers and beauticians who are expert in serving black personnel and their families. Regulations on haircuts (such as Afros) are being clarified by Navy officials in Washington.

•Additional books of interest to black Navymen are being ordered for the base library.

•Representation of minority groups in each watch section of the base law enforcement agencies will be sought as well as an improved racial balance in military security forces.

•A new correctional center is currently in the military construction plans to replace present facilities. Detention areas will be improved. More prompt reassignment of personnel who have completed disciplinary punishment.

•The number of men in the transient personnel unit will be reduced markedly, reducing the delay in movement of Navymen to the Fleet, shore commands or to home. Top graduates in the Service School

Command will be given earlier orders in response to their choice of duty.

•The Navy Regional Finance Center has increased its efforts to handle more expeditiously the pay problems of all Navymen, particularly those in a transient or separation status.

•Other administrative procedures also will be streamlined to permit faster handling of personnel matters.

### SWAPS Computer Needs Better Info

The Exchange of Duty Officer in the Bureau of Naval Personnel, administrator of the new SWAPS program established by NavOp 16, is in many cases not receiving all the information necessary to process exchange of duty requests.

Requests for duty swaps in accordance with NavOps 16 and 57 (the latter has implementing instructions) are coming into BuPers. However, many of the requests do not contain personal information, such as evaluation marks, in the sequence required for key punching.

As a result, many requests are being returned for completion.

### FROM THE DESK OF MCPON (cont.)

States' regulations differ with regard to length as well. Connecticut restricts the movement of trailers to a limit of 75 feet in length, except on dual, divided highways, where trailers 80 feet long are allowed. The states of Florida, Alabama, Kentucky and South Carolina restrict trailers to 75 feet in length. Illinois sets the maximum length at 70 feet, whereas Mississippi allows trailers up to 78 feet in length. All these lengths include the length of the prime mover.

**A**NOTHER SITUATION many Navymen encounter is the problem they originally hoped to alleviate by buying a mobile home—lack of housing at their duty stations. Instead, mobile homeowners are often plagued with the problem of finding parking space at trailer camps. In certain areas of the country, trailer space is at a premium. This is another very important consideration when deciding to move or purchase a mobile home.

Many trailer parks discourage military personnel because of their "transient" status, preferring occupants who move in "permanently." In some areas, parks require the installation of awnings, steps, skirts and other additions, all of which add to the cost of setting up residence.

At present, *Joint Travel Regulations* authorizes 74 cents per mile as the maximum amount the government will pay for transportation of a mobile home. Not infrequently, however, the amount charged by the carrier will exceed this allowance by 50 cents to as much as one dollar per mile. Any charge in excess of 74 cents must come out of the

homeowner's pocket.

The use of an alternate mode of moving the trailer (because of a certain state's restrictions), such as by rail or truck, also adds to the man's moving bill. Likewise, if damage occurs during the movement of the home, the owner may have difficulty in holding the carrier liable. Usually the carrier is not liable for loss or damage to either the trailer or its contents caused by structural failure due to defects in the body (floor, sidewalls and roof), the undercarriage or the hitch. Unless the damage is caused by negligence on the part of the carrier he cannot be held liable. Too often, negligence of this sort is a difficult thing to prove.

**A**LSO NOT COVERED in the towing fee are any expenses for "flagging" or escort services, all tires and repairs, and additional insurance not provided in the basic contract for "Act of God" coverage and personal effects carried within the mobile home.

As you can see, the advantages as compared to the disadvantages of owning a mobile home should be carefully weighed by anyone thinking of purchasing one. For many Navy families, owning a mobile home offers the mobility that parallels the inherent mobility of Navy life, and is both an economic and pleasant style of living. At the same time, other families have suffered emotional and financial hardships by having invested in a home on wheels. Awareness of state regulations, the costs which accompany mobile home ownership and, initially, what they were buying, could have spared these families the hardships.

# EARLY OUTS

Men and women in six overmanned ratings—ADR, JO, LI, MN, PR and SD—are being offered release from active duty up to six months early in the latest phase of the Navy's early-out program.

Most other enlisted Navy men and women who were scheduled to leave the service in the first three months of 1971 are being released three months early, if they want to get out.

But there's a warning in the newest announcement: if you get out early and then change your mind, you may find it very difficult to get back in.

Here are some details of the fifth phase of the Navy's early separation program, announced in NavOp 49/70:

Men and women in all ratings whose EAOS was to come in January, February or March 1971 have been advanced to October, November and December 1970, respectively, unless they are in one of the ineligible categories listed below. (This is the first early-out phase for which WAVES are eligible.)

However, men in the ratings ADR, JO, LI, MN, PR and SD whose EAOS was scheduled for any time from January through April 1971 were to be released in October. Men in these ratings whose EAOS fell in May 1971 were to be released in November, and those who were due to get out in June 1971 are being separated in December.

In all cases, early release under the program is voluntary—provided the man involved is eligible for reenlistment. To be exempt from early separation, a man must meet all the qualifications for reenlistment—performance marks, professional growth, etc.—whether he actually reenlists or not.

Men in the following categories are not eligible for early release under the program:

- Attached to units of the 6th or 7th Fleets or the Middle East Force. These men will be released within a month of the time their unit returns from the deployment. If a unit is scheduled to deploy to one of these commands, men eligible for early release during the month of deployment will be released before the unit deploys unless the Fleet commander rules otherwise.
- In medical status. These men will be released as soon as treatment is completed.
- In disciplinary status. However, men who have minor offenses for which they are being disciplined after non-judicial punishment may be released early at the discretion of the CO—with their bad time being used to recompute their EAOS.
- Serving in-country or on non-rotated ships in Vietnam. Separate early-release programs are in effect for RVN returnees.
- Seabees. Men in construction ratings also have separate early-out programs.

- Scheduled for transfer to the Fleet Reserve or Retired List.

- Undergoing active duty training as Reservists.
- Aliens who do not have a Reserve obligation and who want to qualify for U. S. citizenship by completing three years of service.

- Men who want to complete 18 months of active service to qualify for full VA benefits.

- Men who are already scheduled for early release under some other program, such as an early out to attend college.

No one released under the early-out program who has been separated more than 24 hours may reenlist without approval by the Chief of Naval Personnel.

There is, of course, no guarantee that such approval will be granted.

Men with the classification "Recommended for Pre-

## BETTER CHECK FIRST ON

**I**F YOU'RE A SENIOR PO and you're thinking about leaving the Navy when your current enlistment runs out, better think twice. You might change your mind after a few months on the outside and want to come back in.

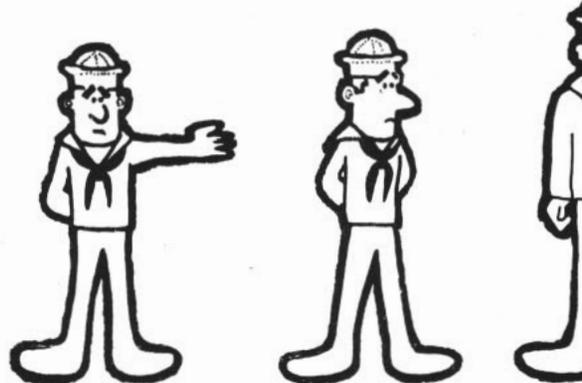
Assuming that you'd be allowed to reenlist, it would be as a 2nd class or below in almost all cases.

First class, chief and senior chief petty officer grades have been dropped from the list of open rates for broken-service reenlistment—except for a very few diving, SEAL, EOD and nuclear NECs.

Men with a break of more than three months in active duty who want to join the Regular Navy will be allowed to reenlist only in the ratings on the open rates list. This rule applies to former Regular Navymen or members of other services who want to reenlist in the Navy, and to Naval Reservists or inductees who want to join the Regular Navy, after being out of active duty for more than three months.

However, the open rates list does not apply to Reservists and inductees who are now on active duty and who want to enlist in the Regular Navy without a break in active service, or to TAR petty officers who volunteer for general assignment. These men may be accepted for enlistment no matter what rate they hold.

In addition, some men reenlisting under the Selective Conversion and Reenlistment (SCORE) Program



ferred Reenlistment" (Code RE-R1) will receive preferential consideration by BuPers if they decide they want to come back in. And, effective 1 Jan 1971, men with this top classification will be allowed to reenlist any time within three months of separation without specific BuPers approval.

After 1 Jan 1971, all men in the next lower classification—"Eligible for Reenlistment," Code RE-1—will need the approval of the Chief of Naval Personnel to reenlist if they have been separated more than 24 hours, whether or not they were separated early.

These restrictions on reenlistment are made necessary by the Navy's smaller personnel needs in the wake of force reductions.

Now more than ever, the time for you to decide whether you want a Navy career is *before* you get out. After that, you may find it hard to get back in.

## REGS FOR REENLISTMENT

may convert to another rating as PO2, PO3 or identified striker. This applies to Regulars reenlisting under broken-service conditions and to Reservists with over 21 months' continuous active naval service who want to reenlist in the Regular Navy for a period of six years. PO1s are not eligible for the SCORE Program. For additional information, see BuPers Instructions 1440.27 series and 1130.4J, and the *Recruiting Manual*.

The new restrictions on broken-service reenlistments for PO1s and above are designed to protect advancement opportunity for career men with continuous service. During the present personnel reductions, career progression might stagnate if too many ex-Navy-men were allowed to reenlist in the higher grades.

Navy-men who left the service as PO1s and above may be allowed to reenlist after broken service at a lower grade, if some levels of their rating are on the open rates list. A former SM1, for instance, could reenlist as an SM3, provided he met the normal requirements for reenlistment.

However, if there is no petty officer grade listed for a man's rating, he must accept reduction to pay grade E-3.

A former YN2, YN3 or YNSN, for instance, has two options. He may reenlist as a seaman, or he can apply for conversion to a rate which is on the open

rates list and the SCORE instruction. The rating to which he converts must also be on the "To Which" list in BuPers Instruction 1440.27 series.

Of course, in all cases, a man will only be allowed to reenlist if he was recommended by his last commanding officer and meets all the requirements for reenlistment. Details on broken-service reenlistments are in BuPers Inst. 1130.4J.

Here is the open rates list.

<b>GROUP I (Deck)</b>	<b>GROUP VIII (Construction)</b>
BM3 BM2	BU3
RD3 RD2	CE3
SM3	CM3
STG3 STG2	EA3 EA2
STS3 STS2	EO3
	SW3
	UT3

**GROUP II (Ordnance)**  
 FTG3 FTG2  
 FTM3  
 GMM3  
 GMT3  
 MT3 MT2  
 TM3

**GROUP III (Electronics)**  
 DS3 DS2  
 ETN3 ETN2  
 ETR3 ETR2

**GROUP IV (Precision Equipment)**  
 IM3 IM2  
 OM3 OM2

**GROUP V (Admin & Clerical)**  
 CT3 CT2 (I, M, O, R, and T  
 branches)  
 RM3 RM2

**GROUP VI (Miscellaneous)**  
 MU3

**GROUP VII (Engineering & Hull)**  
 BT3  
 DC3 DC2  
 EM3  
 IC3 IC2  
 MM3 MM2  
 MR3 MR2  
 SF3 SF2

**SPECIAL SKILLS (PO3 through CPO except as indicated)**  
 NEC

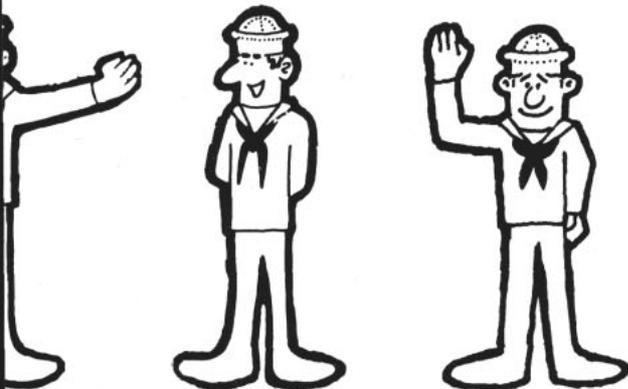
5311 Saturation Diver  
 5321 UDT Swimmer (PO3 & PO2)  
 5322 UDT/EOD Technician  
 5326 SEAL Swimmer (PO3 & PO2)  
 5327 SEAL EOD Technician  
 5332 EOD Technician  
 5341 Master Diver (CPO)  
 5342 First Class Diver (PO1)  
 5343 Second Class Diver (PO3 & PO2)  
 335X Submarine Nuclear Propulsion Plant Operator\*\*

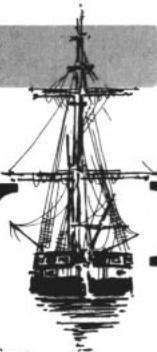
**NON-PETTY OFFICERS\*\*\* AN, CN, DN, FN, HN, SN,**

\*Must meet requirements of Chap. 13.91, Transman.

\*\*Requires approval by Chief of Naval Personnel.

\*\*\*Open only to individuals with former service as PO3 or above who are accepting reduction to one of the non-PO grades indicated.





# NAVY LODGES

**T**HE NAVY'S MOTEL CHAIN is growing fast.

At last count, there were 779 units of temporary housing available at 34 naval installations in CONUS and overseas. And before this fiscal year ends next June, the number of units will have more than doubled.

In general, the motel-type accommodations are available as low-cost temporary housing for your family when you arrive at the station on permanent-change-of-station orders, while you're waiting to move into Navy housing or looking for civilian lodgings, or while you're waiting for your household goods to arrive.

If you're about to be transferred to a shore or sea command near an activity where temporary housing is available, you may reserve a unit in advance by writing to the Navy Exchange officer at the lodging site, giving the following information:

## More Motel-Type Housing

Two hundred units of temporary family housing are now under construction and scheduled to be completed by April at the Naval Base, Newport, R. I., and the Naval Submarine Base, New London, Conn.

Each motel-style unit will contain sleeping accommodations for a family of five, a bathroom and a TV set. A two-burner electric stove, refrigerator and garbage disposal will be included in a kitchenette in every unit.

Units will rent for \$8 a day to Navymen and their families who are being transferred to or from the activities, and to others needing temporary housing.

Newport will receive 125 units (112 guest units plus office/lobby and support units); New London, 75 (68 guest units plus office/lobby and support units).

The housing is being built under a "turnkey" contract by a Springfield, Mass., construction firm. In this kind of contract, the builder is responsible for both design and construction, as opposed to the traditional contract in which construction follows specific Navy designs.

The housing is the first turnkey project to be supervised by the newly established Northern Division of the Naval Facilities Engineering Command.

- Name, rate or rank, and serial number.
- Number of units requested. (A family of four needs only one unit. Larger families may be able to check out rollaway beds or rent more than one unit.)
- Reservation dates.
- Number in the family.
- Duty station to which you're ordered.
- Address of intermediate duty station or leave address to which confirmation of your reservation may be mailed.
- Present address.

The Navy Exchange officer will inform you whether lodging is available on the dates you request, and will tell you the price and types of accommodations you may receive.

**S**INCE 900 new units have been scheduled for completion this fiscal year, and 200 more every succeeding year until requirements are met, other stations besides the ones listed here will probably have some temporary lodging open by the time you're transferred. If your next duty station (or an activity near it) isn't on the list below, you might write to the Navy Exchange officer at your destination and ask if any units will be open by the time you'll arrive.

Here's the latest available list (as of mid-July) of installations where temporary Navy housing is available. The number of four-person units at each activity is indicated in parentheses. Occupancy of the units at Naval Station, Washington, D. C., is restricted to enlisted men, warrant officers, and commissioned officers 0-1 through 0-3.

In the last roundup on temporary lodgings (ALL HANDS, August 1970, page 52), under Naval Air Stations, there appeared an entry listing Brunswick, Ga., with temporary Navy lodging facilities. It should read: Brunswick, Maine, which now has 17 such facilities.

NS Adak (13)	NAS Memphis (10)
NAS Alameda (24)	NS Midway (8)
NS Argentina (43)	NAS Moffett Field (24)
NTC Bainbridge (29)	NSA New Orleans (4)
NAS Brunswick, Maine (17)	NH Oakland (16)
NAS Cecil Field (8)	NTC Orlando (22)
NS Charleston (23)	NAS Pensacola (16)
NAS Chase Field (6)	NH Philadelphia (6)
NAS Corpus Christi (22)	NAS Point Mugu (12)
NAF EL Centro (7)	NAS Quonset Point (23)
NAAS Fallon (3)	NS San Juan (103)
NAS Jacksonville (31)	NS Subic Bay (20)
NS Keflavik (20)	NS Treasure Island (2)
NAS Key West (6)	NS Washington, D. C. (49)
NS Kodiak (12)	NAS Whiting Field (9)
NAS Lakehurst (9)	NSF Yokohama (93)
NS Mayport (18)	FA Yokosuka (82)

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

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

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

*Airport* (WS) (C): Drama; Burt Lancaster, Dean Martin.

*All Neat in Black Stockings* (C): Drama; Victor Henry, Susan George.

*The Day the Hot Line Got Hot* (C): Spy Comedy; Charles Boyer, Robert Taylor.

*A Black Veil for Lisa* (C): Drama; John Mills, Luciana Paluzzi.

*Marooned* (WS) (C): Space Adventure; Gregory Peck, Richard Crenna.

*Norwood* (C): Drama; Glen Campbell, Kim Darby.

*Togetherness* (C): Comedy; George Hamilton, Peter Lawford.

*The Crimson Cult* (C): Horror; Boris Karloff, Christopher Lee.

*Latitude Zero* (WS) (C): Science Fiction; Joseph Cotten, Cesar Romero.

*Hamlet* (C): Drama; Nicol Williamson, Gordon Jackson.

*Story of a Woman* (C): Romantic Drama; Bibi Andersson, Robert Stack.

*Run a Crooked Mile* (C): Mystery Drama; Louis Jourdan, Mary Tyler Moore.

*MASH* (WS) (C): Comedy; Donald Sutherland, Elliot Gould.

*Midnight Cowboy* (C): Drama; Dustin Hoffman, Jon Voight.

*Mosquito Squadron* (C): Drama; David McCallum, Suzanne Xeve.

*Perilous Voyage* (C): Drama; Michael Parks, William Shatner.

*The Adventurers* (WS) (C): Adventure; Charles Aznavour, Bekim Fehmiu.

*Suppose They Gave a War and Nobody Came* (C): Comedy; Suzanne Pleshette, Ernest Borgnine.

*King of the Grizzlies* (C): Drama; John Yesno, Chris Wiggins.

*Barquero* (C): Western; Lee Van Cleef, Forrest Tucker.

*A Man Called Horse* (WS) (C): Western; Richard Harris, Dame Judith Anderson.

*The Computer Wore Tennis Shoes* (C): Comedy; Kurt Russell, Cesar Romero.

*McCloud* (C): Mystery Drama; Dennis Weaver, Craig Stevens.

*Paddy* (C): Comedy; Des Cave, Dearbhla Molloy.

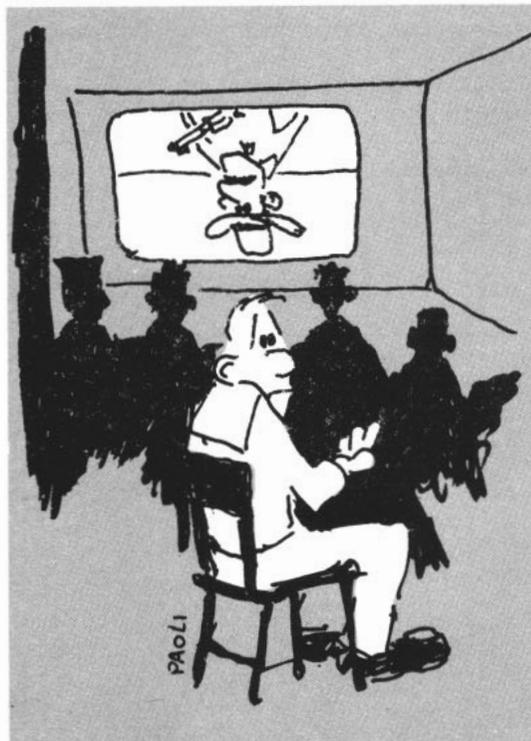
*Paint Your Wagon* (WS) (C): Musical; Lee Marvin, Clint Eastwood.

*Royal Hunt of the Sun* (C): Drama; Robert Shaw, Christopher Plummer.

*The Last Escape* (C): War Drama; Stuart Whitman, John Collin.

*Ritual of Evil* (C): Drama; Louis Jourdan, Anne Baxter.

*The Bushbaby* (C): Drama; Lou Gosset, Margaret Brooks.



*My Sweet Charlie* (C): Drama; Patty Duke, Al Freeman, Jr.

*To Commit a Murder* (C): Comedy; Louis Jourdan, Senta Berger.

*A Boy Named Charlie Brown* (C): Comedy; Animated.

## Deadline for White House Fellows

The White House Fellows Program was established in 1964 to give a limited number of gifted, highly motivated men and women first-hand, high-level experience in the process of governing a nation and a sense of personal involvement in the leadership of society.

Career Navymen are eligible for this highly competitive program; applications for the 1971 program must be postmarked no later than 1 Dec. (October's "Navy News Briefs" gave advance warning of the approaching deadline.)

Past White House Fellows have received special assignments with the White House Staff, with the President and Vice President, and with Cabinet officers.

BuPers Notice 1560 (8 Sep 70) has the details. Application forms (and more information) may be obtained from the Commission on White House Fellows, The White House, Washington, D. C. 20500.

# CELIA

**"I'M OVERWHELMED** by the way everybody has helped out."

"The most welcome sight was the truck that came around with milk, sandwiches and fruit for the children."

"The Seabees worked all night to restore our power and put roofs back on our homes."

If you'd been stationed at NAS Corpus Christi when hurricane Celia swept through the base on 4 August, you'd have heard (and maybe made) remarks like these.

The eye of the storm passed within two miles of the naval air station. Winds reached 160 miles per hour; seven to eight inches of rain flooded the base. Although the destructive winds and rain caused millions of dollars' worth of property damage, there were no reported injuries.

All Navymen and their families had been evacuated



from base housing before Celia's arrival. The bachelor officers' quarters, bachelor enlisted quarters, supply building and station theater all provided temporary shelter. The lack of injuries was in large measure credited to this action.

About 100 aircraft had been flown out, the rest were secured inside hangars and went through the storm undamaged.

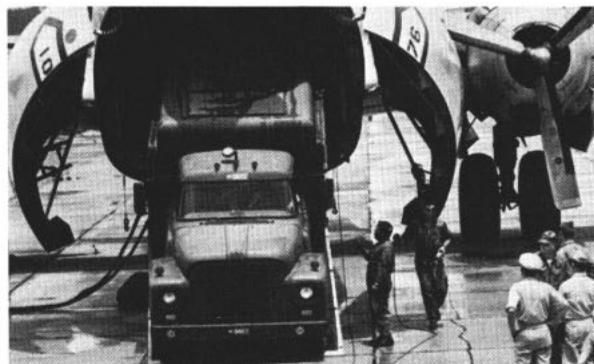
**H**ERE'S HOW Navymen in the area responded to the natural disaster:

- Immediately after the storm had passed, a mobile sound truck began patrolling the station, informing people where food, medical assistance and emergency berthing were available.

- Within two or three hours, the enlisted galley went into around-the-clock emergency operation. Without electrical power, commissarymen first cooked with camping stoves and served meals by candlelight. By the next day the galley was on emergency generator power and cooking hot, balanced meals.

During the next five days, the galley prepared and served more than 50,000 hot meals to local families.

Some people couldn't get to the galley, so the galley went to them. A chow wagon serving hot dogs, sand-



Left top: Crumbled ruins at enlisted housing NAS Corpus Christi show the destructive force of hurricane Celia. Bottom: Major damage like this will be repaired by Seabees. This column top: Electrical lines crews, Bravo Company, Naval Mobile Construction Battalion 74, use bucket trucks to remove and replace snapped wire lines. Above: The cargo doors of a C-124 seem to gobble up a Seabee line truck for NAS Corpus Christi. Twenty-one pieces of Seabee emergency equipment were sent to the Texas base less than 24 hours after Celia hit.



Left: Winds of 161mph can rip off a roof in the wink of an eye. It takes Seabees just a little longer to replace it, but 100 roof repairs in a little more than two days is also fast. Below: Families are well fed at the enlisted galley throughout the days following the hurricane.



wiches and cold drinks made continuous tours through devastated base housing areas.

Members of the galley crew first worked straight through, then began relieving each other for a few hours of sleep and finally set up 12-hour shifts. CSCS Robert Dunlap explained, "We had no problems with volunteers. Many of their homes had been destroyed, but they were here the next day, helping others."

●In response to a call for assistance, the Commander, 20th Naval Construction Regiment at the Seabee Center at Gulfport, Miss., assigned a portion of one of his homeported battalions to emergency duties at NAS Corpus Christi.

Within 20 hours, electricians and builders from Naval Mobile Construction Battalion 74 arrived at the air station. Eighteen mobile generators were airlifted with them to satisfy the most pressing need: emergency electrical power.

**B**EFORE DARK the day after the storm, four generators had been tied in to essential locations. One went to the station galley, others to the commissary and cold storage plant to preserve critical food supplies, and the fourth to the base hospital.

Power line restoration began in earnest early Wednesday morning. Two crews started removing broken poles and restringing electrical lines.

Working 16 to 18 hours without rest, the Seabees managed to reset 30 to 50 power poles a day. After snapped wires were removed, the crews backed line trucks into a pole and connected a cable around it. With the cable secured, a winch held the pole upright while the hole was refilled with gravel.

At the same time, builders began emergency roof repairs in the hard-hit family housing area. During the first four days over 100 houses were repaired; more than a hundred families could return to their homes.

**I**N ADDITION the Seabees from Gulfport contributed almost \$1000 to victims of hurricane Celia. Also:

●Once food and shelter had been provided for all, a clean-up force was organized. Since the major dam-

age was to the base housing area, this was given top priority. Navymen from local training squadrons were assigned to working parties.

●Within 24 hours of the storm, the Legal Department had opened a claims office and begun the processing of damage claims.

Navymen whose household goods, personal effects or automobiles had been destroyed or damaged received checks within 24 hours; emergency claims were handled in six hours, alleviating much of the distress felt by affected families.

As well as helping each other, Navymen took time to lend a hand in the civilian community. The Navy cooperated with the Army to set up a joint command which helped fly in supplies and medical personnel and set up portable galleys in Corpus Christi and other neighboring towns.

Hurricane Celia tried, but she couldn't stop 165 Navy and Marine ADCOP (Associate Degree Completion Program) students from starting (or resuming) classes at Del Mar College in Corpus Christi this fall.

Another 30 students were immediately re-assigned: 25 of them to Pensacola Junior College and two others to a participating ADCOP college in the San Diego area. The moves helped resolve a temporary critical shortage of housing in the area.

Present indications are that the shortage will be eliminated through repairs and new construction in plenty of time to accept the additional 75 Navymen scheduled to begin their studies at Del Mar next spring.

# letters to the editor

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-P31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

## Staff Corps Officers as OODs?

SIR: In what cases, if any, may staff corps officers on board sea commands be used as Officers of the Deck?—QMC M. F. K., USN.

• *As far as we know, they may be OODs whenever they're qualified and the captain says they can.*

*Unless we overlooked some obscure regulation somewhere, there's no formal policy on using staff corps officers as OODs.*

*As a matter of actual practice, many Supply Corps officers are used as OODs in port, and on some ships as OODs underway. And we seem to recall hearing about a very few Medical Corps officers who qualified and stood underway watches.*

*Since the ultimate responsibility for a ship rests with the captain, he may (and does) delegate his authority to anyone he feels is qualified—and in some cases that includes staff types.—Ed.*

## Severance Pay and the IRS

SIR: I served on active duty with the Navy from 1 Jul 1943 until 30 Jun 1959, at which time I retired because I was passed over twice for promotion.

At that time, I received severance pay equal to two years of my base pay and paid income taxes on this amount. I also, of course, paid income taxes on the six months of regular pay that I received in 1959.

When I left the Navy I heard, albeit unofficially, that if I qualified for retirement at a later date, I would have to pay back the severance pay out of my retired pay.

It looks like I may find out because I am now a commander in the Naval Reserve and have qualified for retirement when I reach age 60 on 26 Oct 1984.

Assuming I live that long, will I have to pay back the severance pay? If so, how, and at what rate? Would the \$3000 I paid in income taxes also be refunded?—CDR C. A. G., USNR.

• *You would have to pay back the amount of the severance pay.*

*The money would be deducted from your retired pay by the Finance Center at a relatively painless two*

*and a half per cent per year of active service (used in computing severance pay) times the rate of basic pay at retirement.*

*You may even come out ahead of the game because the amount the Finance Center deducts from your retired pay is a deductible item for income tax purposes. Frequently, if income is high during retirement, this offsets the income tax paid earlier on the severance pay.—Ed.*

## Family Separation Allowance

SIR: I have two questions on Family Separation Allowance (FSA).

A man receives PCS orders to a ship and does not move his family to the home port of the ship because he realizes that the ship will deploy upon his reporting. Is he entitled to FSA?

A man leaves his dependents in a city more than 50 miles from his home port and then is ordered on TAD outside CONUS for more than six months. May he receive FSA-II?—WO1 A. E. H., USN.

• *Yes to both questions, provided the usual requirements for FSA eligibility are met. (We won't go into the whole Family Separation Allowance system here. It's covered in Part 3, Chapter 3 of the DOD Pay Manual.)*

*The location of a man's dependents has no effect on his entitlement to FSA-S (for duty on a deployed ship) or FSA-T (for temporary duty) unless they are living within commuting distance of his ship's deployed location or his TAD station.—Ed.*

## Points for Commendation

SIR: The Manual of Advancement says two points may be allowed for awards credit for a letter of commendation addressed personally from the President, service secretary or heads of any U. S. military service.

I would like to know who the "military heads" to whom the manual refers are, and at what officer level you draw the line as to who signs the letter of commendation before it is worth two points toward the advancement multiple.—Career Counselor.

• *The Military Head referenced in the Manual of Advancement is the*

ranking officer of the branch of service in question. In practice, a letter of commendation bearing the signature of the Chairman of the Joint Chiefs of Staff, the Chief of Staff of the Army, the Chief of Naval Operations, or the Chief of Staff of the Air Force would entitle a man to two points toward his advancement multiple.—ED.

### Marked Leadership Potential

SIR: I have a question concerning enlisted performance evaluations. Should a petty officer be assigned a mark in leadership and supervisory ability, if he doesn't have anyone working for him?

Some superiors say yes and some say no. I believe he can and should be assigned a mark based upon his leadership potential. I feel that a "not observed" mark in leadership for a senior petty officer is detrimental to his career.—PNCS L. A. C., USN.

• If you'd asked, "Can a PO be assigned . . . ?" we would give you a straight answer. Yes, a petty officer can be assigned a leadership mark, even if he doesn't have anyone working for him.

But you ask, "Should he be assigned a leadership mark?" That decision is left up to the reporting superior and his commanding officer.

### Advancement Points

SIR: I passed the February exam for Chief Shipfitter but was not advanced because of quota limitations.

That was bad enough but it hurt even worse when I learned that my final multiple was only .30 less than the minimum required for advancement. My final score, however, didn't include credit for the Combat Action Ribbon I was awarded three years ago.

Am I entitled to an additional two points for the Combat Action Ribbon in computing my final multiple?—E. L., SF1, USN.

• It hurts us to say no almost as much as it hurt you to be quotaed. The Combat Action Ribbon was not authorized to be used in computing exam final multiples until the most recent exam series. This means that the first men authorized extra points for the Combat Action Ribbon were those who took the August 1970 examination.

Assuming you were among them, we hope the additional points came in handy.—ED.

According to the BuPers Manual, the mark in leadership and supervisory ability should not only reflect observed performance but also take into consideration the petty officer's

potential for further development.

The Manual also mentions the PO's effectiveness in using men, money and materials and his application of advanced management techniques as relevant in assigning a leadership mark.

On the other hand, the Manual says that, in any trait, a mark of "not observed" shall be indicated rather than an arbitrarily assigned mark which may not be indicative of the individual's performance. (Although the article refers to special evaluations, the rationale is pertinent.)

In sum, this is a matter of personal judgment. It's up to you, and your commanding officer, to decide whether you possess enough information to judge an individual's performance and potential.

As for a "not observed" mark being detrimental to a senior petty officer's career, we can only say that such a mark should not be considered negative in any way. It reflects the nature of the billet rather than of the person being evaluated.—ED.

### No Plans for 3-Year Enlistment

SIR: Is the Navy Department considering a three-year enlistment program as opposed to four years? I've heard rumors that three-year enlistments may soon be authorized.—R. C. H., SK3, USN.

• Federal law authorizes three-year enlistments, but the Navy accepts only four-year enlistments, and there is no program underway to eliminate the four-year enlistment and replace it with a three-year contract.

The present law on the length of enlistments is set forth in Title 10, U. S. Code, Section 505 (c), and reads as follows:

"(c) The Secretary concerned may accept original enlistments in the Regular Army, Regular Navy, Regular Air Force, Regular Marine Corps, or Regular Coast Guard, as the case may be . . .

"(1) of male persons for the duration of their minority or for a period of two, three, four, five or six years;

"(2) of female persons for a period of two, three, four, five or six years."

—ED.

The 371-foot ocean escort USS McCloy (DE 1038), assigned to the 2nd Fleet, steams into Newport.



## On Crediting Awards

SIR: A difference of opinion has arisen in this E & T Office concerning the crediting of awards in Block 15 of NavPers 1430/2 (advancement or change in rating worksheet), specifically, the credit for Good Conduct Medals.

Some personnelmen claim that the GCM credit should not be included in Block 15 if there is no letter from BuPers on record or if there is no entry in the service record authorizing such award, even though Page 9 and copies of NavPers 792 (report of enlisted evaluations) filed in the service record indicate an individual is eligible in all respects.

I maintain that credit should be given as long as eligibility requirements have been met even though the award has not yet been requested from the Bureau.

What do you say?—PNC R. A. E., USN.

• *We have to agree with the other PNs, Chief.*

*Although the "Advancement Manual" states that you may enter credit for awards received or earned as of the date the examination is taken, you may only enter credit for those awards for which authorization is actually contained in the service jacket.*

*If, as you state, the member's service record indicates that he is eligible for a Good Conduct Award and no authorization letter is on hand, you may NOT enter credit for the award.*

*After the authorization letter is received, and if the period for which entitled ends on or before the date of the scheduled examination, it may be included in a request submitted to the Naval Examining Center for recomputation of the member's final multiple.*—Ed.

## Still Four Battleships

SIR: Recently I was looking through an encyclopedia article on the strength of major navies, and was puzzled to see that it listed the United States as having eight battleships.

It was my understanding that the U. S. has only four: Iowa (BB 61), New Jersey (BB 62), Missouri (BB 63) and Wisconsin (BB 64). Can you

tell me the names of the other four?—P. H.

• *Your understanding is correct. The encyclopedia was either an old one or was using old information.*

*According to the Ship's Histories Section, Naval History Division of OpNav, only the four BBs you name are now on the Navy List. All four are in reserve, but there are no present plans to strike them from the list.*

*Here's the story on American battleship strength in the last couple of decades:*

*From the late 1940s until 1959 we had 15 battleships, active or in reserve. Five were stricken from the Navy List in 1959: Tennessee (BB 43), California (BB 44), Colorado (BB 45), Maryland (BB 46) and West Virginia (BB 48). Two more were stricken the next year: North Carolina (BB 55) and Washington (BB 56).*

*That left us with eight: four Iowa class and four South Dakota class.*

## The Eagle Turns His Head

SIR: While browsing through the roster of CNOs in your July issue, I became aware of a change in direction of the eagle on the cap devices. Before World War II, the eagle was looking to the wearer's left; afterward, it was looking right.

Could you please explain how this came about and why?—ATN3 A. M. N.

• *You're eagle-eyed, all right. We'd never noticed before.*

*The Uniform Board informs us that for many years the U. S. Navy used modified forms of the Napoleonic eagle in its devices and insignia for both officers and enlisted men. The Napoleonic eagle, for unknown reasons, faced left.*

*However, according to heraldic rules, an eagle should face right (toward the wearer's sword arm), or if worn on the sleeve or collar should face front. Navy Uniform Regulations was accordingly changed in 1941 to prescribe that the eagle on cap insignia should face dexter (right) instead of sinister (left).—Ed.*

*Then in 1962, the four South Dakotas were stricken, leaving us with the four Iowas you named.*

*The encyclopedia may have been using some information that dated from between 1960 and 1962, when there were eight battleships.*

*Or its compilers may have been confused by the fact that five former U. S. Navy battleships are preserved as memorials by their name states: Texas (BB 35), North Carolina (BB 53), North Carolina (BB 55), Massachusetts (BB 59) and Alabama (BB-60). They may have counted these ships in their total, assuming incorrectly that they were still Navy ships.*—Ed.

## Home is Not Foreign Duty

SIR: I am a naturalized American citizen of Philippine origin and my duty station is currently aboard a service craft with home port in the Republic of the Philippines.

Although I am overseas, I don't draw foreign duty pay because, according to my personnel office, my home of record is the same as my duty station.

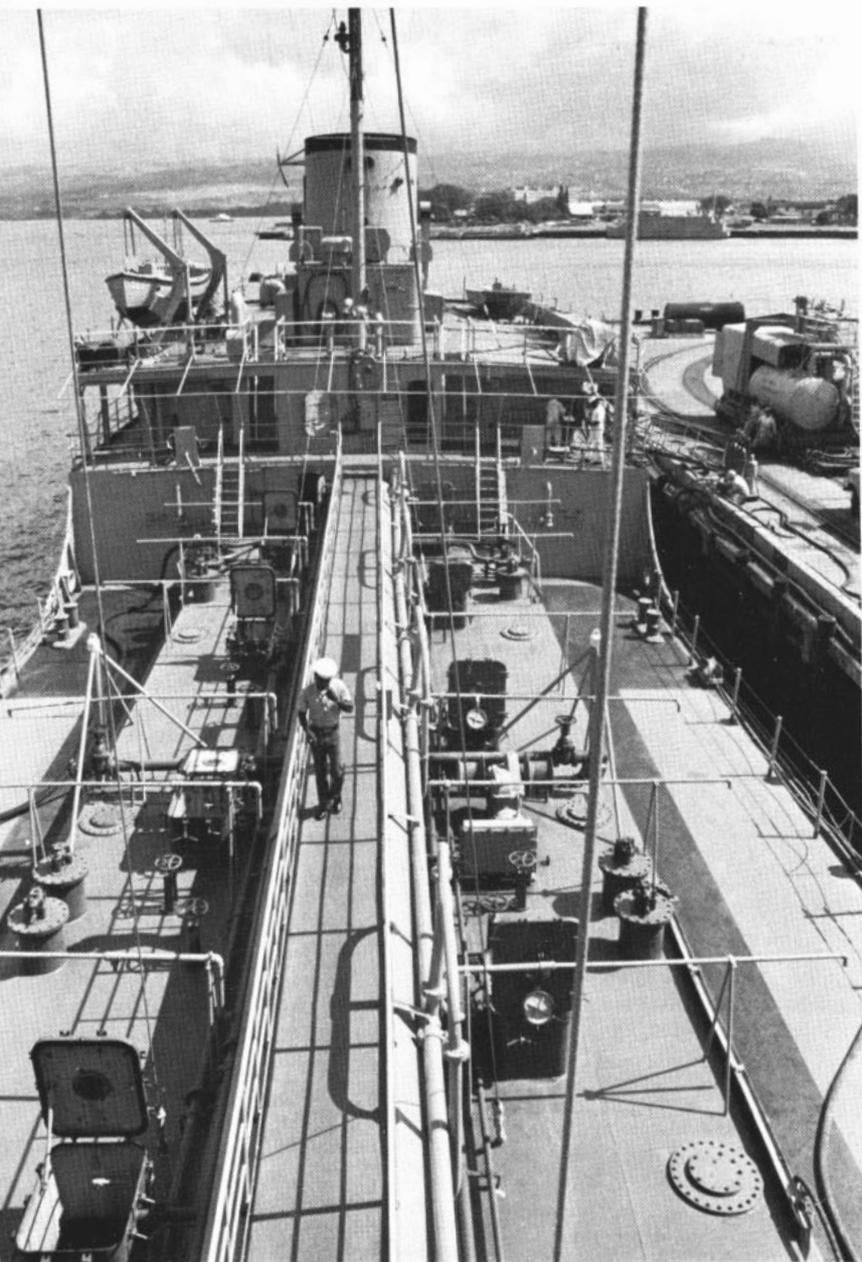
Is the Personnel Office correct or am I entitled to foreign duty pay?—L. B. A., USN.

• *Your personnel office appears to be on the right track. Although the Republic of the Philippines is foreign to most Americans, you must have listed it as your home of record when you began your current enlistment. If that is so, you are not entitled to foreign duty pay.*

*The same would apply to an American citizen who was stationed in and a resident of Hawaii or Alaska or one of the United States possessions, including Puerto Rico and the Virgin Islands.*

*If an incorrect "home of record" entry was made in your service record the last time you enlisted, the error can be corrected. You must, however, be able to prove your home of record is indeed someplace besides the Republic of the Philippines.*

*Details on changing your home of record as it is listed in your service record can be found in paragraph M1150-3a of Joint Travel Regulations.—Ed.*



The tanker USS Elkhorn (AOG 7) at her Pearl Harbor berth after six-month tour off coast of Vietnam.

### Pro Pay Policy

SIR: Why don't diving corpsmen draw pro pay as first class divers do?

My NEC is 8493. Other corpsmen and I went through the same school and same classes as the first class divers (NEC 5342). I am now on sea duty and have been serving in a diving billet for three years. I do all the jobs that are required of other divers — cutting, welding and so on.

I think something should be done

about this matter, or at least we should have an explanation why it will not be done. All other diving corpsmen I have talked with feel the same.—HMI(DV) J. W. H., USN.

• We agree with you that an explanation for this seeming inequity is in order.

Your question seems to arise from the widespread — and mistaken — idea that pro pay is intended to be

a reward for work in especially demanding technical specialties.

If that were the case, it would be hard to find any Navymen who couldn't make a valid claim for pro pay. After all, every member of the Navy works hard in demanding jobs.

The real reason for pro pay is to provide an extra reason to ship over for men in certain specialties which have low reenlistment rates, high training costs, and low manning levels.

The policy on pro pay is set by the Secretary of Defense. According to his guidelines, every specialty — rating or NEC — is considered separately for pro pay.

The decision on whether a specific NEC will receive it is arrived at through strict mathematics, using a somewhat complicated formula including these factors:

- Training cost of the specialty.
- Its career manning level — the number of career men (PO2 and above) in the specialty, expressed as a percentage of the number of careerists the Navy needs.
- First-term and career reenlistment rates in the specialty in recent times.

If the training cost is high enough and the career manning level and reenlistment rates are low enough, a specialty will be eligible for pro pay.

In your case, the career manning level for NEC 8493 is too high for it to be eligible. For first class divers, the manning level is low enough (and the training cost high enough, and the ship-over rates low enough) to meet the requirements.

If the career manning level or the reenlistment rates (or both) for diving corpsmen were to drop in the future, you might be in line for pro pay.

However, your Variable Reenlistment Bonus now stands at a multiple of two. That means a healthy chunk of change, even without pro pay. —ED.

### But She Did Sink a BB

SIR: As USS Sealion (LPSS 315) has been decommissioned, I would like to share with ALL HANDS readers some unique distinctions earned by this 25-year-old veteran submarine.

As if six war patrols, five battle stars and a Presidential Unit Citation

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying, the Editor, ALL HANDS Magazine, Pers-P31, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- USS LST 681—Former crewmembers who served on board the tank landing ship during World War II may contact Ed Musk, 2235 Silverville Rd., Freeport, Pa. 16229, for information regarding a proposed reunion.

- USS Quincy (CA 71) — Former

crewmembers may contact Joseph Sepe, 2242 E. Merrick Rd., Merrick, L. I., N. Y. 11566, for information regarding a reunion.

- LCI Flotilla II — The 10th reunion will include a tour of Europe from London to Naples during the summer of 1973. Former crewmembers (Europe, 1943-44) of the following LCIs (L) and staff are invited: LCI #1 through 5; 8 through 16; 32; 33; 35; 75; 193; 209; 211 through 219; 229; 231; 232 and 238. Paul L. Carter, LCI Flotilla II Reunion Assoc., Inc., 804 4th Ave., Iowa City, Iowa 52240, has the details.

weren't enough, *Sealion* is the only U. S. submarine ever to have sunk an enemy battleship. This occurred 21 Nov 1944, on her third war patrol, when three torpedoes from her forward tubes sent the veteran Japanese battleship *Kongo* to the bottom in just over two hours, thereby striking a severe blow to the Japanese navy's war effort.

Among *Sealion's* other "onlys" are the two 40-mm deck guns she carries, and her distinction as the last LPSS (troop-carrying submarine) in service.

Her years of service with the Fleet have been heroic and a compliment to our naval heritage. I am proud to have been part of her crew at this, her last stop.—EM1 (SS) J. W. Clear, USN.

- Our hat is off to *Sealion*, which has indeed given her country a quarter-century of outstanding service.

However, long and bitter experience has taught us to beware of claims that a ship (or anything else) is "unique" or "only." Every time we let such a claim get into print without checking it, we can count on at least a dozen letters from irate crewmembers of other ships providing irrefutable proof that it ain't so.

So we routed your letter to the Naval History Division of OpNav. Here are the comments of its historians:

*Sealion* is, as you say, the only U. S. sub ever to sink an enemy battleship. However, she is not the only sub on the Navy List which car-

ries 40-mm guns, and she isn't the last LPSS.

*Sealion* sank both *Kongo* and the destroyer *Urakaze* northwest of Taiwan 21 Nov 1944. Only two other battleships were sunk by submarine torpedoes in WWII, both British: Royal Oak and Barham.

At least three other submarines on the Navy List besides *Sealion* still have 40-mm guns: Cod (AGSS 224), Ling (AGSS 297) and Lionfish (AGSS 298). All three are now reserve train-

## Hulls by the Number

SIR: What is the difference between a ship's hull number and its bow number?—T. B. C.

- The number on the bow of a ship is the same as its hull number.

Of course, if you understand the hull number of a ship as including the type designation (CVAN, DD, CLG, etc.), then there's a difference. Combatant ships, since their types are so easily recognizable, have only the number painted on the bow without the type designation. Only a complete landlubber would mistake DLG 34 for CVA 34, even if they do have the same number on the bow.

In the case of auxiliaries, however, since so many types look much the same, the type designation without the "A" is painted on the bow with the number; for instance, the ammunition ship USS Mauna Kea (AE 22) has "E 22" on the bow.—Ed.

ing subs. *Sealion* was the last sub with 40-mm guns in commission, but she isn't the only one on the list.

As to her being the last LPSS: sorry, but Grayback (LPSS 574) is still on active duty. The other troop-carrying sub now on the Navy List, Perch (LPSS 313), has served as a reserve pier-side training ship since 1967.

We hope that sets the record straight—and we know that her lack of two accidental distinctions takes nothing away from *Sealion's* accomplishments. Sinking that BB was no accident.—Ed.

## 19-and-6 is Protected by Law

SIR: I'm told there are disadvantages to requesting transfer to the Fleet Reserve after serving "19 and six." Fact or myth?

It seems (or so I've heard) there is a public law which states a man may request transfer to the Fleet Reserve after serving 20 years in the armed forces, and that the Navy has interpreted this law to mean 19 and six by virtue of six months being called a year. The Navy, I understand, is the only service to do this.

It seems, or at least I'm told, that you can place yourself in jeopardy by using this interpretation—specifically, you can be dropped if not found physically qualified on every four-year physical, since you did not comply with the law and in fact do 20 full years.

What is fact and what is sea tale? A local personnelman says he's never heard of the government's taking any action against a man who retired on 19 and six, but he guessed it could!—AGC M. C. G., USN.

- It's a sea tale.

The law you mention provides that a part of a year that is more than six months may perfectly legally be counted as a full year in crediting service for transfer to the Fleet Reserve.

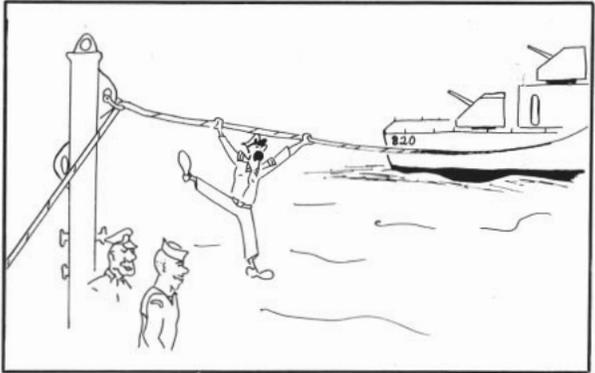
As for being "dropped" if he doesn't pass a physical: that's nothing to worry about. A Fleet Reserve member who becomes physically disqualified for retention is not separated. He's simply placed on the Retired List at the same rate of pay received in the Fleet Reserve.—Ed.

CT1 Donald L. Winans



"The Captain's decided he wants to keep this one!"

TM1 Kenneth L. Mattson



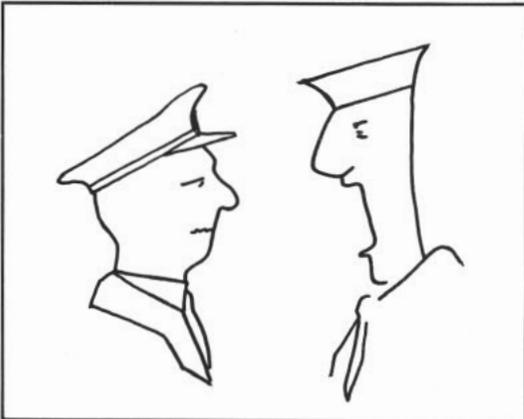
"Looks like the Disbursing Officer has lost the XO's pay record again."

SKSN Mark A. Cole



"I suppose you're wondering what I am doing?"

PN3 Robert E. Martin

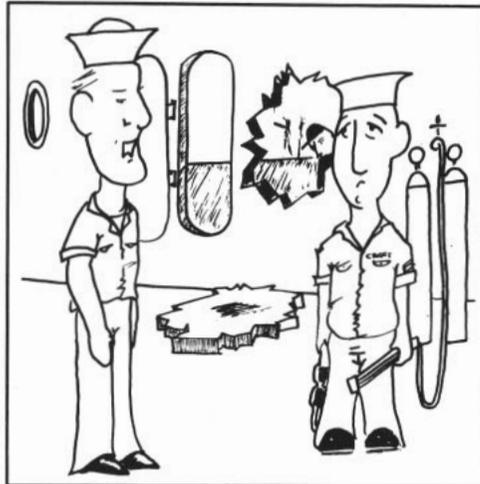


"Hey, Chief, how about joining our archery club? We need a target."

CT1 Donald L. Winans



PN3 Robert E. Martin



"I don't want you to think I'm being critical, SA Croft, but when I told you to remove that spot from the bulkhead . . ."

# TAFFRAIL TALK

FROM TIME TO TIME we have found it appropriate to mention Fiddler's Green—a sort of combination Shangri-La, Paradise, Eden, and all of the other never-never lands you've ever heard of, all rolled into one—where, so the story goes, all good sailors (and those who have helped in any way to make a sailor's lot in life a happier one) go to their eternal reward.

In Fiddler's Green, there is no reveille, and old salts and jolly tars spend their days and nights singing, dancing and frolicking to their heart's content.

For the old boatswain's mate, who got his kicks whipping up elaborate and ornamental knot displays, there are miles and miles of pure white line—all he could ever want. For the chow hound the galley is always open; for the sack artist there is the most comfortable rack in the place, plus a permanent "Do not disturb, I had the mid" sign for his very own. Liberty hounds find eternal open gangway to neighboring clouds. Cumshaw, scrimshaw and midnight small stores all are blessed and accepted ways of life.

Those who enjoy sports and recreation have overflowing gear lockers—always open. Fishermen find holes where the big ones jump into the boat, and umpires and referees are blessed with perfect eyesight and the patience of Job. There always are lanes available for open bowling, and the tenpins are *not* nailed down. Not one picnic, beach party, ball game or golf date has ever, ever been rained out.

Meanwhile, back on earth, the realities of the times insist that we be patient and wait for a visit to Fiddler's Green. But it has been with considerable pleasure that we recently have been able to report on changes and new attitudes within the Navy family that are intended to make this a better way of life for the individual.

★ ★ ★

YOU CAN TELL YOUR FRIENDS that now it's official: the Navy's *Vanguard* satellite has traveled farther than any other man-made object in space and will continue to be traveling for the next 288 years. During its expected 300-year life, it will have traveled something like 42,225,000,000 miles.

According to officials of the Pacific Missile Range Satellite Geophysics Office at Point Mugu, Calif., the decay and reentry of the Army's *Explorer I* on 31 March this year left the Navy's *Vanguard I* as the oldest satellite now in earth orbit.

*Explorer I* was launched on 31 Jan 1958 and *Vanguard* went up on 17 March that year. The Navy satellite is expected to remain in orbit until the year 2258 or thereabouts.

The Navy is also responsible for the second and third oldest satellites—*Vanguards II* and *III*—which were turned over to NASA when that agency was established.

In fact, nine of the first 20 earth-orbiting satellites launched by the U. S. were Navy vehicles. They included the world's first satellite with a nuclear power supply, the first two satellites launched with a single booster, the first three launched on one rocket, and the first navigational satellite.

*The All Hands Staff*

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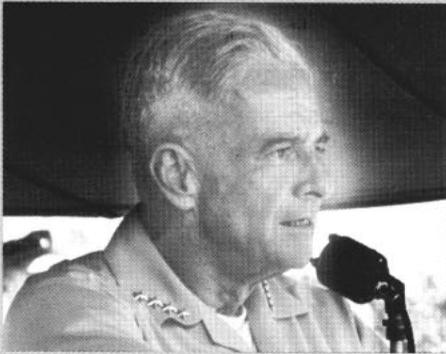
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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers-P31, Navy Department, Washington, D. C. 20370.



## THE HIGHEST SENSE OF HONOR

From the days of Concord and Lexington to the present, the American man in uniform—professional-careerist or citizen-soldier—has served his country with the highest sense of duty and honor. Repeatedly demonstrating the most enviable qualities of courage, skill, dedication and determination during these nearly 200 years, United States military forces have successfully established the nation's independence and preserved the safety and integrity of her people and soil. For this they have rightfully earned the loyalty and gratitude of the civil population at home as well as those of many liberated lands. But men and nations are fallible. Mistakes of judgment and purpose do occur, the nature and consequence of which may be obscured for a few men at a given moment by the ambiguity of circumstance, the intensity of a particular combat experience, or the cumulative provocation of enemy excesses. It is at such times that American men in uniform—soldiers, sailors, airmen, and marines—need to reaffirm in word and action the values and traditions which have sustained them and their forebears-in-arms so magnificently for nearly two centuries, reflecting not only the highest sense of honor and justice but also that sense of compassion, understanding and tolerance which has consistently marked the American commitment. Men and nations must learn from mistakes, ever reaffirming their dedication to the highest standards of conduct and discipline, never faltering in determination and perseverance. The measure is less the occasional stumble than how quickly and sharply the common cadence of our heritage is restored. Commissioned and non-commissioned officers bear a special responsibility at such times. I have the highest confidence in and respect for the officers and men of this command. My loyalty and support remain unqualified. Let us get on with our duties.

A handwritten signature in cursive script that reads "John S. McCain, Jr." The signature is written in dark ink and is positioned above the printed name.

JOHN S. McCAIN, Jr.  
Admiral, U. S. Navy  
Commander in Chief Pacific

This message by ADM McCain, addressed to the officers and men of his tri-service command, is reproduced here as an inspiration to all Navymen serving their country throughout the world.

**PACE**

**PACE**

**COLLEGE EDUCATION ON and UNDER the SEA**

