

ALL HANDS



AUGUST 1971







ALL HANDS

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• **FRONT COVER: HOOKUP**—This is the man who hands the hook up to the crewman in the helicopter as it hovers over his ship during vertical replenishment operations. Artist's drawing by ALL HANDS' Michael Tuffli, from a photo by PHC B. M. Andersen.

• **AT LEFT: FOND FAREWELL**: "Lib" takes a final look at yet another port in Southeast Asia as the Seventh Fleet minesweeper USS Pluck (MSO 464) prepares to get underway. The basset, whose full name is Liberty Hound, has the ability to sniff land even before the ship is in sight of it. See page 58.

To some degree, the story of the Sixth Fleet in the Mediterranean is the story of such ships as the carrier USS John F. Kennedy and the combat stores ship USS Sylvania—one a combat ship and the other a ship whose main task is supporting the Fleet's fighting units. ALL HANDS presents the story of these two ships on this and succeeding pages.

Serving with



the 6th FLEET



LAST SEPTEMBER, USS *John F. Kennedy* (CVA 67) was en route to the Caribbean for three weeks of underway training when she received orders to change course and head for the Mediterranean. The carrier took on fuel and supplies and, flanked by two DDGs, began her third Atlantic crossing since her commissioning two years before.

What was to have been a three-week training cruise turned into *JFK's* second full-scale deployment to the Mediterranean.

Here are some highlights and sidelights of *Kennedy's* unscheduled deployment:

Orders for the carrier to join the Sixth Fleet were written as the U. S. reacted to the crisis in the Middle East. *Kennedy's* destination was a point in the eastern Mediterranean.

She began her tour with the Sixth Fleet with 12 days of station operations. Then *JFK* visited Athens; after three more weeks at Bravo Station, she began a series of port calls between operations from one end of the Mediterranean to the other. It was a busy period for the crew.

During a two-day NATO exercise in the North Atlantic, *Kennedy* participated in operations with two ships of Great Britain, the Netherlands and West Germany. The carrier steamed in formation with two Dutch destroyers and a frigate off southern Ireland and launched 100 aircraft for flights over simulated targets in the Netherlands and West Germany. *Kennedy* pilots flying over Germany carefully avoided any approach toward the zone which separates east and west. The flights were unusually long—three

The HNLMS Gelderland (D 811), HNLMS Drenthe (D 816) and HNLMS Evertsen (F 815) steam with USS John F. Kennedy (CVA 67) in the Atlantic.

Serving with the 6th FLEET

TELL THEM WILLIE IS HERE



Eleven years ago, Gerhard P. WillemsendeBock moved to the United States from Utrecht, Holland. After high school in Wilmington, Del., Gerhard (known as Willie) enlisted in the Navy and later was assigned to *JFK*.

Meanwhile, Willie's cousin, Henk Wollrabe, had remained in Holland and eventually joined the Dutch Navy.

You guessed it. Henk, a communications technician, was on board the Royal Dutch Navy destroyer *HMLMS Drenthe* which had joined *Kennedy* for NATO exercises off Ireland during the carrier's recent cruise to the Mediterranean.

Willie was highlined to *Drenthe* for a visit with his Dutch cousin. "Eleven years seems like a long time, but I recognized him right away," Willie said.

Above: AMH3 Gerhard P. WillemsendeBock points out the location where he and his cousin met on a recent NATO exercise. At the reunion Willie exchanged a U. S. Navy hat for one of the Royal Dutch Navy. Below: AMH3 WillemsendeBock prepares for a highline ride to *HNLMS Drenthe*.



and one-half hours and 1300 miles—and at times the aircraft were directed by controllers in Central Europe.

ANCHORED OFF ATHENS, *Kennedy* was the scene of a show hosted by Bob Hope—pointing up the fact that even an emergency assignment has its light side. The flight deck was alive with applause and laughter for two hours as Hope and his troupe, which included Ursula Andress, The Goldiggers, Gloria Loring, Lola Falana and baseball star Johnny Bench, entertained *Kennedy's* crew and visitors from seven other ships.

Two days later, liberty took on special meaning for nearly one-fifth of the *JFK* crew. In an exchange program of sorts, some 500 *JFK* dependents had arrived at Athens International Airport for a 16-day European holiday; two aircraft which had shuttled the wives to Europe returned to the U. S. with *Kennedy* crewmembers who chose to spend their leave at home.

By 6 January, the crew was again intact, families were headed home, and *JFK* was again underway to resume a series of operations and port calls.

During her return voyage after her deployment, the carrier *Navymen* were reminded that they might be facing a deadly assignment in the streets—driving a car. Trooper Gary Hoover of the Virginia State Police, on board *JFK* for her return from the Med, explained:

"Most of the men haven't been behind the wheel for almost six months, but many of them will walk



off the ship, get into their cars, and drive to all parts of the country. We think they should be reminded of traffic safety rules."

The traffic safety briefing program aboard returning Atlantic Fleet carriers began two years ago as a cooperative effort by COMNAVAIRLANT and the Virginia State Police (although the idea originated on the west coast some 10 years ago).

Hoover was the fourth trooper to be assigned to a Norfolk-based carrier. Using films, lectures, TV, information sheets and personal contacts, his message reached almost every one of the 5000 men aboard *Kennedy*. Emphasis was on highway safety, changes in traffic regulations and registration and licensing laws.

ON 1 MARCH, *Kennedy* pulled into Norfolk after the six-month deployment which had taken her halfway around the world.

Statisticians produced figures which showed the carrier had traveled 35,127 miles. Aircraft had landed aboard on more than 7000 occasions after accumulating 12,662 flight hours. Nine liberty calls had been made at Athens, Naples, Palma, Malta and Barcelona, with approximately one-third of the cruise spent in these ports.

JFK is currently back with the Second Fleet.

—Story by JO3 Gene Romano and SA Rod Coggin;

Photos by PH1 W. R. Hosier, PH3 J. C. Miller and PH3 John Moore

Below: Aircraft are parked on the flight deck near the island of the attack aircraft carrier USS John F. Kennedy CVA 67.



WHO HAS THE CONN?



High on the pyramid of responsibility aboard *JFK* are two quartermasters who stand watches usually assigned to officers. QM1 Jerry Ashley and QM1 Michael Hughes worked into the JOOD and JOOW watch schedules last September after attending OOD school and specializing in navigation, maneuvering and chart interpretation.

It is not uncommon for enlisted men to take the conn aboard smaller ships, but for them to do so on a carrier is unusual. Hughes and Ashley handle their responsibilities with cool, self-assured proficiency. "It's not what you'd call lax up here," said Hughes on the bridge, "but it is somewhat relaxed."

The men find most of the duties are routine, except for rendezvous with an oiler and refueling which, said one, "can get pretty hairy."

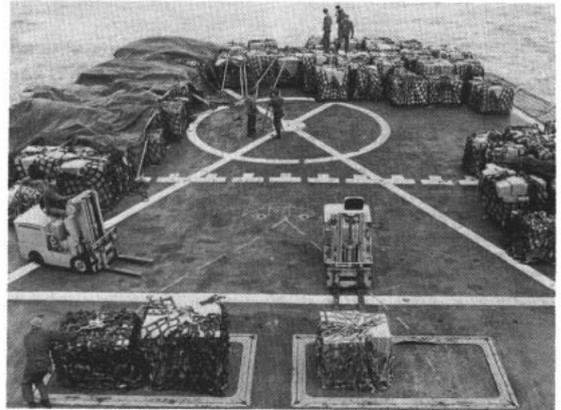
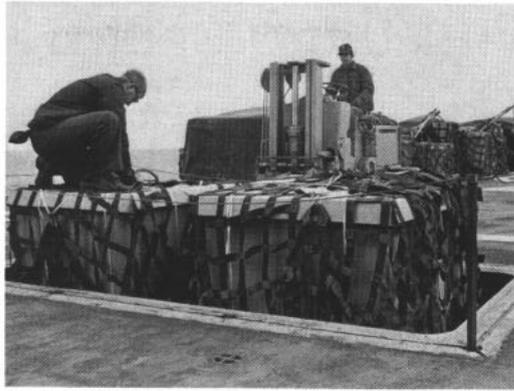
Above: Duty on conn often means sorting out the identities of hundreds of visual "contacts" from the bridge. Below: Plotting a heading, a QM1 on CVA 67 takes a turn at being JOOD on the bridge.



Serving with the 6th FLEET

SYLVANIA





SHIPS AND SAILORS of the Sixth Fleet in the Mediterranean have a never-ending appetite for fuel, repair parts, food and clothing. To help satisfy this constant hunger is the task of some of the hardest working ships in the fleet—the supply ships of Commander Service Force, Sixth Fleet.

One typical ship of this command is the combat stores ship *USS Sylvania* (AFS 2), which sails the Mediterranean in search of a hungry giant—a Sixth Fleet task group.

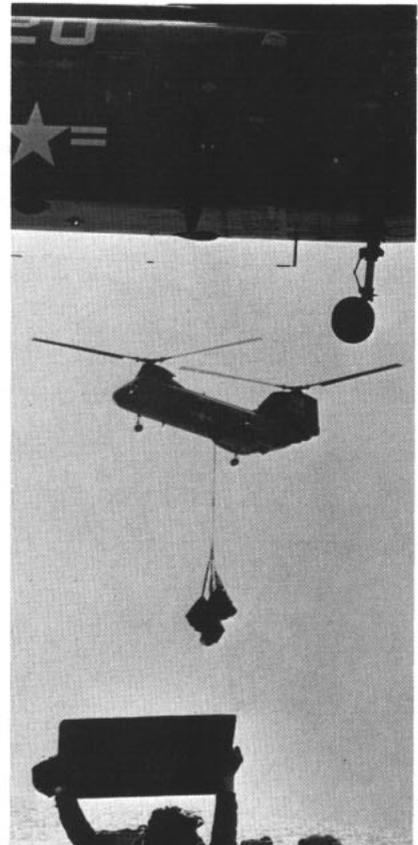
An example of the variety and quantity of items carried by an AFS is the fact that the ship can stock sufficient flour to bake 1.5 million loaves of bread, and she also carries 20,000 gallons of milk, 648,000 eggs, 360,000 pounds of potatoes, enough coffee to make 2 million cups, frozen beef equivalent to 200 cattle on the hoof, 14 million packs of cigarettes, 400,000 candy bars and 675,000 razor blades.

Days before a replenishment is to take place, the hard work begins.

Supplies must be located on one of the five levels of five large cargo holds. They must be assembled, packed on pallets, with cargo nets and slings attached. The supplies are properly marked on five sides to indicate to what ship they are going and how much each sling load weighs.

Forklifts are busy like bumper cars at a fair, moving the pallets into proper sequence for delivery.

Conveyor belts and elevators ease the task somewhat, but a lot of brawn and brain are still required to move the myriad loads of supplies and keep track of them. Complicating the operation is the proper



Facing page: A pilot's view of the helo deck on *USS Sylvania* (AFS 2) while in port replenishing. Clockwise from top: Cargo elevator will raise pallets of supplies to the helo deck. (2) Slings are attached and the supplies are staged on the deck with a forklift. (3) Cargo is ready to be moved. (4) The weight of the cargo sling is flashed to crewman of a UH-46D.

Serving with the 6th FLEET



timing required to bring frozen foods up from the two freezer levels, and two chill levels of the cold-storage hold.

SUPPLIES ARE MOVED TOPSIDE to the helo deck aft by two deck elevators. The deck is staged, barely leaving enough room to push one of the two helicopters into position for takeoff.

Reveille is at 0300 on the day of a major replenishment and the first helicopter is launched at the crack of dawn, 0500. For the next eight hours, this is where the action is! The two helicopters are busy with vertical replenishment of an aircraft carrier while a DLG and a DD are on either side of *Sylvania* receiving supplies by highline transfer.

The UH-46D *Chinook* helicopters of HC-6 Det 97 keep ferrying sling after sling to the carrier and, when finished, they start vertical replenishment of small destroyers, an oiler, and an ammunition ship.

After eight hours, several hundred tons of supplies have been delivered to the eight ships of the task group. The ships have received such items as meat,



fish, vegetables (fresh and frozen), candy, cigarettes, toilet articles, clothing, electronic tubes, paint, wire and replacement parts.

The AFS is replenished from another AF that makes runs from the Naval Supply Center in Norfolk, Va. Once a major replenishment is complete, *Sylvania* runs the cycle in reverse, taking on supplies and using muscle and brain to store them below.

TIME IN PORT for most ships is a time for liberty and relaxation, but the AFS also replenishes ships in port when they are not operating with a large task group by both vertical replenishment and off-loading into utility boats.

To the 300-man crew and 20 officers in *Sylvania* their task seems to be a perpetual motion cycle as their job is never really done. When one phase is finished, it is time to start all over again. This dedication to hard work and accomplishing an unglamorous mission is what keeps the Sixth Fleet on station in the Med.

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



Counterclockwise from top facing page: A helo picks up the load for the destroyer USS William R. Rush (DD 714). (2) In a few minutes Rush receives her supplies. (3) USS *Sylvania* (AFS 2) takes on supplies from USS *Denebola* (AF 56). (4) Expert ship-handling is required for replenishments such as this. (5) The last of the supplies are sent over from AF 56.



OCEAN ESCORT





LONG, SLEEK, POWERFUL—especially designed to ferret out and destroy enemy submarines—the *Knox* class of 46 ocean escorts is a formidable weapons system that could serve as one of the nation's greatest deterrents in the future. These escorts are the largest group of destroyer type warships all of the same design to be built in the United States since the end of World War II.

First of this new group to go into service is *uss Knox* (DE 1052), built in Seattle, Wash., and commissioned at Puget Sound Naval Shipyard on 12 Apr 1969.

Since commissioning, *Knox* has gone through a variety of tests and trials in waters off Washington and California to check her seaworthiness. She completed shakedown training for her new crew in Hawaii.

Deploying from her home port of Pearl Harbor, Hawaii, in September 1970 the ship sailed to her station off Vietnam, where she joined the U. S. Seventh Fleet operating in the Tonkin Gulf.

Before arriving on the line, *Knox* made a few stops in the South Pacific to allow rest and recreation for her crew. The destroyer escort visited Pago Pago in American Samoa and then Auckland, N. Z., where the crew experienced the friendship of people of other lands.

This was followed by an extensive training period called *Longex 70*, a multination exercise in which *Knox* participated, testing her search and destroy capabilities. During the exercise, *Knox*, representing the U. S. Seventh Fleet, operated with other U. S. Navy ships, along with Australian, New Zealand and British navy units.

THE OVER-ALL EXERCISE was considered a success and the DE's commanding officer, Commander Will Hays, stated that his ship had done well.

"We—and I mean we—for *Knox* acts as a highly

Left: The swift and sleek USS Knox (DE 1052), homeported in Pearl Harbor, knifes her way through the South China Sea. Above: A new concept in the Navy, the Automatic Combustion Control Board controls operation of all equipment in the fire room.

OCEAN ESCORT

trained unit, did very well. This exercise provided us with 'enemies' from the air, surface, and sub-surface to search out and destroy," he said.

Knox is equipped with an antisubmarine rocket (*Asroc*)—a 15-foot, one-half-ton ballistic rocket which can carry as its payload a conventional homing torpedo or a nuclear depth charge; four torpedo tubes; a conventional 5-inch, 54-caliber, gun mount; and bow-mounted sonar. There are provisions for installation in the near future of variable depth sonar.

Knox is named for the late Commodore Dudley Wright Knox, a noted scholar, historian, and sea-going line officer. Commodore Knox was an 1892 graduate of the Naval Academy and was the first commander of the First Torpedo Flotilla, made up of destroyers, during a transoceanic voyage in the early 1900s.

ON STATION OFF VIETNAM the roaring impact of water is heard as it breaks across the slender bow of *Knox* on patrol in the South China Sea. Suddenly nature's sounds are drowned by the manmade sounds of drums and guitars.

They are coming from "Knox Rock," a four-man combo of *Knox*.

The men and their music instill a sense of rapport in the crew. Carrying out their various duties, the crewmembers seem to move with the mood of the music. The occasion is an underway refueling exercise with fleet oiler *USS Mispillion* (AO 104).

Composed of three guitar players and a drummer, the Knox Rock combo plays for all underway replenishment operations.

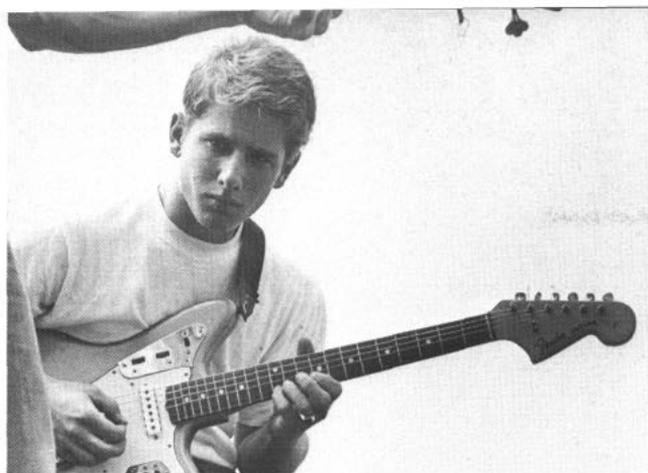
And during a "Pilgrimage to Asia" festival held in the small town of Hinoba-an in the province of Negros Occidental, Republic of the Philippines, the combo proved to be the high point of the festivities. *Knox* was the first ship to visit this area since World War II.

The event marked the landing of the submarine *Gudgeon* when she arrived with guerrillas, arms and supplies for operations against the enemy in the Philippines.

Although their Navy occupations run the gauntlet from sonarman to boatswain's mate, the combo's musical talents blend into an intricate unit producing an aura of sound that would interest any discriminating music lover.

Leader of the group is Sonarman 3rd Class Richard Savercool. Savercool, at the age of five, was being taught piano by his mother. Eleven years later, he had





progressed to a point that he also began teaching both piano and organ. He is also adept at the trombone, trumpet, harp, saxophone and cello, besides guitar, which he plays in *Knox's* combo. The slender young musician has played before groups at the Sacramento State Fair, Lodi Grape Festival and many dinner parties in his hometown area. His future plans include college.

Says Savercool, "I have a heavy musical background and want to major in electronics and minor in music."

Another guitar player in the group is Radioman Bob Ginn. Bob was shown two chords by his father and "picked the rest up by himself." He explained, "I listened to records by other guitarists and mimicked their style, until I found one of my own."

Tall, rangy Commissaryman 1st Class Ronald Abrahamsen also is self-taught and plays steel and bass guitar. The lanky Floridian played with the "Moonshiner," a country and western band, formed while he was stationed in Morocco.

Rounding out the combo is drummer David Lee Montoya. The short, stocky, blond Montoya had his 14-year-old drum set sent out from his home in San Francisco. David said, "I live to play the drums. While in San Francisco I played with rock groups for about 10 years."

One of the groups he formed was called the "Synthetic Rainbow," and played at a place called the "Garage." The young Californian explained that when he gets out of the Navy, he hopes to re-form the Rainbow.

MEANWHILE, BACK ON KNOX'S BRIDGE one hears the words, "I have the conn." This is voiced convincingly by a stocky, ruddy-faced, 1st class petty officer, to the rather youthful seaman controlling the helm of *Knox*.

"I've been in the Navy for 11 years and this is the first time that I've been in the situation where a 1st class petty officer has taken the conn (control) of a

Counterclockwise facing page top left: The "Knox Rock" combo performs during most of the replenishment operations at sea. (2) Crewmen work to the music of the Knox Rock. (3) SN David Lee Montoya beats out the rhythm to a number before a working audience of Seventh Fleet ships. (4) RMSN Bob Ginn adds his talent on the guitar.

OCEAN ESCORT

ship," explained Quartermaster 1st Class Richard Taute.

Operating in the South China Sea, *Knox* was rendezvousing with *Mispillion* to replenish her depleting fuel supply.

The rather nervous and apprehensive petty officer pacing the bridge was to take *Knox* alongside the fleet oiler.

The distinct form of an aircraft carrier, *uss Hancock* (CVA 19), appeared on the horizon. *Mispillion* steamed alongside *Hancock* with fuel lines out as she was making an at-sea delivery to the carrier.

"All ahead standard. Indicate revolutions for 14 knots," shouts Taute as he suddenly stops pacing.

"Engine room answers up all ahead standard making turns for 14 knots," exclaims the lee-helmsman.

"Very well."

NOW THE INTRICATE MANEUVERING BEGINS, as the gap between *Knox* and the attack carrier and the fleet oiler, begins to narrow.

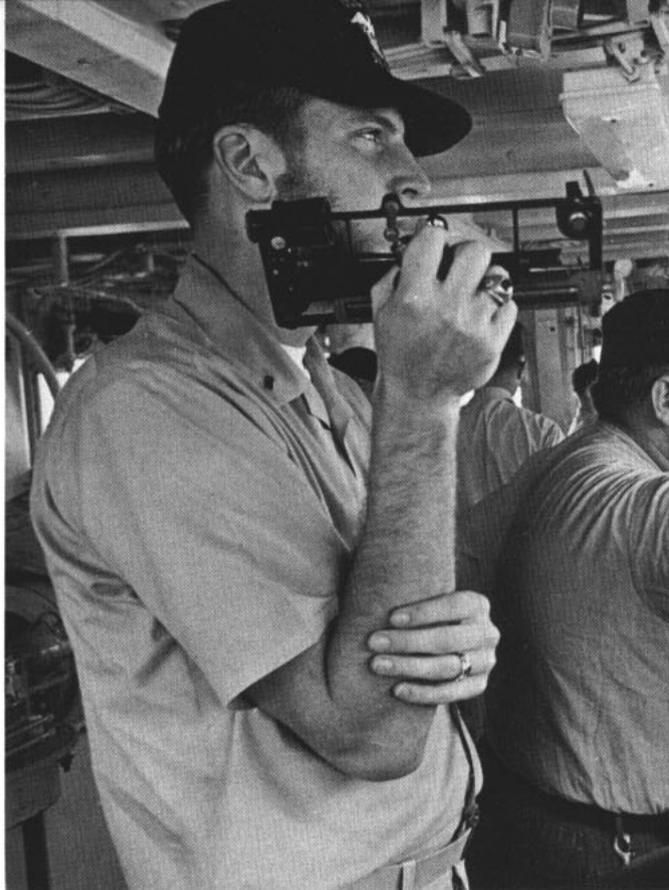
Knox will be pulling alongside the starboard side of *Mispillion* to replenish at the same time the fleet oiler is replenishing *Hancock*.

A distance of approximately 100 feet would separate *Knox* from *Mispillion*, and on the port side of *Mispillion*, another 100 feet would separate the oiler from *Hancock*. All of this takes place as the three ships cruise at approximately 14 knots.

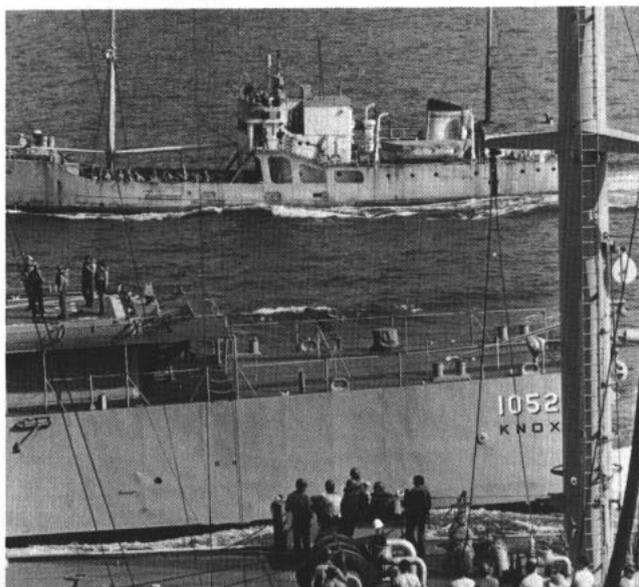
As *Knox* inches alongside *Mispillion*, a constant chatter takes place between Taute, his helmsman and his lee-helmsman.

"Steer course 130, add turns for 15 knots," shouts the now perspiring Taute into the voice tube on the port wing where he now takes station.

"Steering course 130, engineroom answers up turns for 15 knots," comes a voice from the depths via the brass voice tube.



Counterclockwise from top: Initial maneuvering begins here aboard *USS Knox*. (2) As her six-month deployment nears an end, *Knox* replenishes underway with *USS Camden* (AOE 2). (3) A Russian fishing trawler finds the replenishment of *DE 1052* interesting. (4) *USS Knox* (bow showing) stands guard while *USS Ranger* (CVA 61) is resupplied by *USS Mars* (AFS 1).





Now a voice from *Mispillion* shouts, "Stand by to receive shotlines to port." The lines are fired over, and like an umbilical cord, bind *Knox* to *Mispillion*. Giant black tentacles extend out from the side of the fleet oiler, reaching across the narrow expanse of water, until finally they make contact and clamp to the side of the slender gray lady.

Soon, the rich fuel rushes through the rubber hoses and the tanks of *Knox* take on their nourishment.

Luck is with *Knox* today. The sea is calm and maintaining the 100-foot separation is not much of a problem. An occasional adjustment of one-half to one degree in course change is about all that is necessary to remain on proper station.

After what seems forever, *Knox* has received the fuel that will keep her nourished for a time while on patrol.

The long black tentacles are retracted from *Knox* and they're slowly drawn back aboard *Mispillion*. The DE is once more free.

KNOX MOVES SLOWLY AWAY and to the right of *Mispillion* and after what seems like hours to Taute, but actually is but a few moments, a change in course and speed is made.

"Right 10 degrees rudder, steady on course 140, indicate revolutions for 20 knots," shouts the quartermaster into the voice tube on the port wing.

"Engine room answers up revolutions for 20 knots, steady on course 140," a voice on the bridge answers back.

A smile of relief and a look of pride of accomplishment burst forth from Taute. "I'm more nervous now that it's all over, than I was when I did all the maneuvering," he said.

A tall, youthful lieutenant steps forward, relieves Taute and it is almost over.

"Mr. Anglim has the conn," shouts Taute proudly; a slight smile breaks across his face.

"Aye, aye," answer the helmsman and lee-helmsman.

Another day will soon come to a close for *Knox*; another day that will not be quickly forgotten by Quartermaster 1st Class Richard L. Taute, nor for that matter by the ship's "Knox Rock" group—both have racked up a good day's work.

—Story and Photos by PH1 James A. Davidson



SURFACE WARFARE

THE SURFACE WARFARE OFFICER SCHOOL (SWOS) in Newport, R. I., is going to take a lot of the trial-and-error method out of learning how to be an effective ship's division officer for many new ensigns.

The new school is designed to smooth off some of the rough edges of ensigns recently graduated from sources such as Officer Candidate School and Naval Reserve Officer Training Corps.

All officers attending the school have orders to ships and will be assuming various division officer jobs when they eventually report aboard. The school gives instruction to prospective division officers so that many of the errors they are likely to make from lack of experience can be made, and corrected, in school rather than on the job.

"We take newly commissioned ensigns and give them practical instruction in division and watch officer duties," said Commander George S. Allen, the school's director.

"The emphasis is on a 'hands on,' or practical approach—in order that they may assume their shipboard duties more competently, and with a greater degree of confidence," he said.

"The first six months aboard ship, generally, are the most difficult time for a new officer. He has to adjust to shipboard life, learn a tremendous amount of new detail, stand watches, and at the same time be responsible for his division," CDR Allen said.

"Some new division officers shine when they get to their ships, but they are the exception—the majority will usually take six months or more to be effective.

"What's our job? To try and make a new ensign *more* effective in *less* time. If he doesn't know the answer to a problem, he will know—at least—where to find it," CDR Allen said.

IN SIX WEEKS of instruction, the officer students run through the same sort of problems and work situations they are likely to encounter in the ships to which they are going. None of the material is taught by rote. Much of the instruction is done in response to student requests for a specific type of information.

The school itself provides the same sort of working environment that is found aboard ship. For example, each student has his own office desk, and is issued publications that directly relate to the job he will have. In many respects, the material is tailored

to the particular type ship to which he's been ordered.

Before each six-week class convenes, a student's ultimate ship is requested to send material that will help the new officer learn about his new job.

Included are that ship's organization and regulation manual, employment schedule, wardroom roster, manning documents, and anything else of possible use as background information—including the ship's history. Each officer is able to study his ship, his billet and his division through the entire course.

The classes of 24 men each are divided into sections. One staff officer and a chief petty officer are assigned to each section to supplement the class material. Instructors all have had extensive sea duty, and the officers are all qualified as officers of the deck underway.

WHENEVER POSSIBLE, class sections are made up of ensigns ordered to the same type ship—destroyers or minesweepers—and emphasis is placed upon involving the student rather than absorbing information in a usual classroom situation. Realism is achieved by creating simulated situations, role-playing, case studies and practical application.

Very early in the course each officer student is given service records of 15 men (imaginary) representing a fairly typical cross-section of a division. For this make-believe division, the students construct a watch, quarter and station bill. They also use the records as a basis for determining advancement in rate, discipline, reenlistment, and a host of other situations requiring decisions from the students.

One SWOS instructor tells students: "You're going to be the person your enlisted people will turn to find the basic answers. So you'd better have this subject down pat."

Much emphasis is laid upon gaining experience in managing a division, but the other important area of a surface line officer's job—underway watchstanding—is not forgotten. The school has constructed a very realistic ship simulator, consisting of a bridge, combat information center, damage control office and engine room control station.

The simulator, ingeniously put together by school staff and two-week Naval Reserve personnel, is constructed from surveyed or unused equipment and has 12 steaming watch stations, plus 24 general quarters

OFFICER SCHOOL

stations. All equipment normally found on a ship's bridge, such as gyro compass, radiotelephone, engine room telegraph and sound-powered phones, is found in SWOS's simulator and provides a high degree of realism. Significantly, the simulator cost a fraction of the price a "package unit" would have cost if it had been purchased from commercial sources.

STUDENTS STAND REGULAR steaming watches, rotating positions on the bridge, CIC and damage control central.

This type of training has several advantages—it gives a new ensign more experience in watchstanding underway than he is likely to have had in either OCS or NROTC, and, it also assists him in understanding the problems and responsibilities of enlisted men under his supervision during these watches.

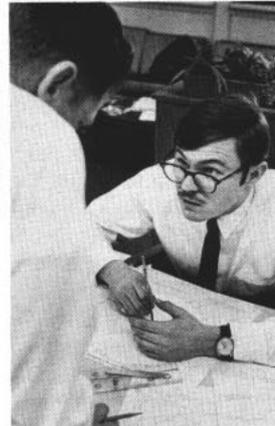
Since junior officers rarely become qualified for underway officer of the deck within six months after reporting aboard their ships, the school does not permit the student to "assume" this responsibility in the simulator. Instead, the student progresses to junior OOD, becomes involved in using check off lists for getting underway, gives and receives orders over the circuits, and becomes thoroughly absorbed into a realistic watchstanding situation.

SIMILAR DEGREES of responsibility are also assumed by students in CIC and damage control. With informal, personalized teaching, an extremely favorable student-instructor situation, and the emphasis placed on what the student is going to need in his new job, the reaction of new ensigns toward the school has been gratifying.

"There are two main things I'll carry away from here," said Ensign William B. Wright, Jr., who came to SWOS from the NROTC program at the University of North Carolina.

"The first is enthusiasm, and the second is confidence in whatever assignment I'll have." (ENS Wright eventually was assigned as CIC officer to *uss Boulder*, a newly constructed *Newport* class LST, homeported in Little Creek, Va.)

"The informal learning technique here is a real help; I felt we were not here to learn a series of 'facts' but rather to gain insight. For a six-week course, though, it's pretty thorough. One of the reasons the school succeeded is the quality of the instructors. They're so enthusiastic. I think the quality of training would suffer if the classes became larger or training becomes rigid or formalized."





Top row left to right: ENS Barton L. Green signs a checkoff list of training courses he will complete while a student in SWOS. (2) A maneuvering board problem brings a question from ENS Lee F. Mercier. (3) ENS Robert Skidmore orients himself during a class. Second row: Students are taught the importance of preventative maintenance. (2) During a "rap" session in the school's wardroom, LT George Anastasi passes out information and clarifies details not covered in class. (3) Set for action, ENS Paul A. Mills, Jr., waits for the beginning of a damage control drill. Bottom row: A student does a turn at the helm. (2) All SWOS students stand at least one indoctrination watch. (3) Standing before a schematic of shipboard organization, LT Thomas Higgs explains "who does what" in a ship.

The school encourages a wardroom-like atmosphere within the officer-student group and Wright found this of additional help in the learning process.

"We gain a lot of insight from each other. We socialize frequently, play pool or go to the gym, and we 'rap' back and forth on the instruction and the problems we are likely to face."

ANOTHER OFFICER, Ensign Robert Skidmore, commented on attending SWOS directly after graduating from OCS.

"It has benefited me, because before you go to OCS, you're a total civilian and after OCS you're totally indoctrinated in military discipline. This school provides six weeks to adjust to becoming an officer," he said.

After pinning on his new shoulderboards, ENS Skidmore said he was completely startled the first time he was saluted.

"The greatest thing they sell here is a strong interest in your new job. The attitude of the instructors carries over to the students—it's infectious. There are no tests or regular assignments but, including college, I've never worked harder in my life.

"The basic knowledge I now have of watchstanding in-port and underway is not comprehensive, because that sort of thing is only really learned at sea. But the school gives us a grasp of how to understand problems encountered underway."

THE STUDENT REACTION to the value of the school is not entirely unexpected. It was partly because of the opinions expressed earlier by other inexperienced junior officers in the Navy that the school was established. Until now, junior surface line officers comprised one of the few major professional groups in the Navy that had not received specialized training before reporting to ships for duty.

Aviators, submariners, supply and Marine officers all receive extra training before reporting to their first operational command. Recognizing this deficiency, the Task Force on Navy/Marine Corps Personnel Retention recommended to the Secretary of the Navy that a surface officers' school be established.

The school is now in full swing, providing prospective division officers a chance to make some of the mistakes of inexperienced officers where they can harm no one, and benefit everyone.

—Story and Photos by PHC William A. Powers

Navy Lodges for Navy Families



Left: Mrs. Gertrude Geliën, mother of HMC Walter J. Geliën, and his widow, Patricia, inspect the plaque in his honor as ADM Elmo R. Zumwalt, Jr., CNO, looks on during the dedication of Geliën Navy Lodge at NAS Alameda, Calif. **Right:** Artist's conception of the completed facility which contains 75 motel-like units.

IN THE PAST, one of the biggest problems a Navyman encountered was moving his family to a new duty station. The lack of convenient, adequate and reasonably priced temporary lodging often caused considerable financial and personal hardship for enlisted men and junior officers moving their families and belongings from one duty station to another.

With more than 100,000 Navy families affected by PCS orders in 1969 and a general shortage of housing throughout the Navy, something big had to be done—and it was.

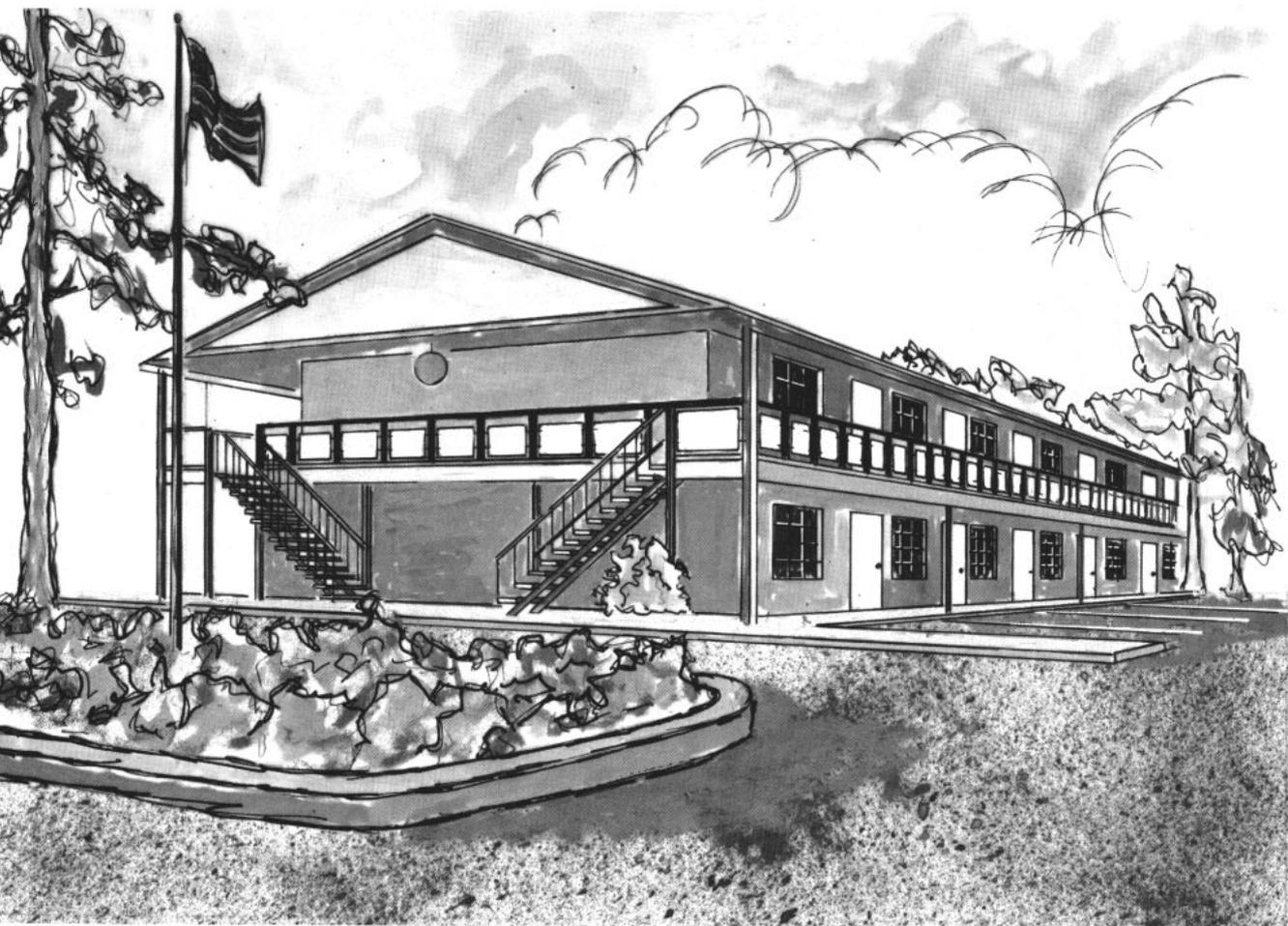
IN RESPONSE to this situation, joint action was taken by the Bureau of Naval Personnel, the Naval Facilities Engineering Command and the Navy Resale System Office to undertake wide-scale construction of temporary lodgings to supplement existing facilities.

Now, as the Navy Lodge Program picks up steam, the problem is rapidly disappearing.

It all began in January 1970 when the Secretary of the Navy announced the establishment of a new Temporary Lodging Program to provide convenient and inexpensive lodging for Navymen and their dependents who are arriving or departing an area under PCS orders.

The program which resulted is broad and long-term, providing for the construction of 900 guest units at 13 CONUS naval installations in the first phase. The initial outlay for building these units during fiscal year 1971 was approximately \$10 million. Another \$3.7 million is to be provided in fiscal year 1972 for additional units. Funds are to be provided annually thereafter until requirements have been satisfied.

Prior to the Navy Lodge Program, the NRSO Guest House Program had provided some relief for Navy families on the move, but requirements far exceeded the resources available to NRSO for expanding the program.



OUT OF NECESSITY, the Guest House Program had been using excess, and in some cases substandard, government buildings since no appropriated funds had been made available for this purpose. And, until recently, adequate nonappropriated funds hadn't been allocated to approach the problem on a systematic basis.

As part of the solution NRSO combined Guest Houses and Hotels/Motels under one department—that of Navy Lodges—in June 1970, thus combining the existing and newly constructed facilities into one type of operation.

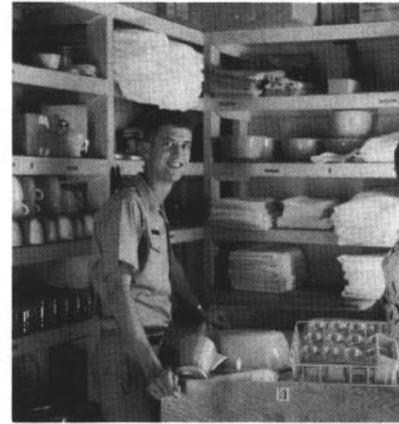
Now as each new Navy Lodge complex is completed, it is turned over to NRSO for operation through the Navy Exchange program. When the 900 units of the first phase alone are finished—which, according to the schedule, will be accomplished by the end of this year—NRSO's Navy Lodge operations will be more than doubled.

To keep abreast of this rapid expansion NRSO has made detailed preparations—interim instructions have been issued and more specific operating manuals formulated, and specially recruited management trainees are receiving on-the-job training.

On 6 February of this year the first 100 units of Navy Lodges were opened at the Naval Amphibious Base, Little Creek, Va. Less than a month later another 100 units were in operation to serve transient Navy families at Sewell's Point on the Norfolk Naval Station complex. In April, 46 units were opened at NAS Lemoore, and NAS Alameda opened 70 units on 1 May.

NAVY LODGES include motels, hotels, mobile homes, cottages, apartments and guesthouses which are rented to authorized personnel on a temporary basis.

Each newly constructed unit is designed to house comfortably a family of five. Fully equipped with



Above right: Lobby of the Navy Exchange Lodge, NAS Lemoore, Calif. Above & right: a typical bedroom-living room.



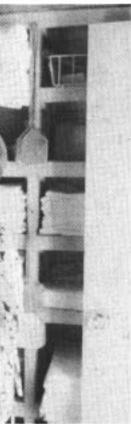
Navy Locates Lodge Facilities Near Large Naval Concentrations

Listed below are the Navy installations at which Navy Lodges are located. Each of the Navy Lodge sites was carefully selected for optimum benefit, based on factors such as large naval concentrations and fleet populations, or remoteness and shortage of commercial temporary housing.

Besides those already mentioned in the article,

the other lodges which are scheduled to be open by the end of the year include those at Newport, Miramar, North Island, San Diego, New London, Memphis, Pensacola, Charleston and Bethesda. The Navy Lodge at NS Washington, D. C., is restricted to enlisted men, warrant officers and officers in pay grades O-1 through O-3.

ACTIVITY	UNITS	ACTIVITY	UNITS	ACTIVITY	UNITS
NS Adak	13	NS Kodiak	12	NTC Orlando	22
NAS Alameda	94	NAS Lakehurst	9	NAS Patuxent River	27
NS Argentinia	43	NS Mayport	18	NAS Pensacola	16
NTC Bainbridge	29	NAS Lemoore	46	NH Philadelphia	6
NAS Brunswick	17	NAB Little Creek	100	NAS Quonset Point	12
NAS Cecil Field	8	NSPCC Mechanicsburg	3	NS San Juan	103
NS Charleston	23	NAS Memphis	20	NS Subic Bay	20
NAS Chase Field	6	NS Midway	6	NS Treasure Island	2
NAF El Centro	7	NAS Moffett Field	24	NS Washington, D. C.	49
NAAS Fallon	3	NSA New Orleans	4	NAS Whiting Field	9
NAS Jacksonville	31	NS Norfolk	100	NSF Yokohama	93
NS Keflavik	20	NH Oakland	16	FA Yokosuka	82
NAS Key West	6	NSC Oakland	20		



Many Navy lodges furnish cooking utensils. In the case of those which do not have cooking kits available, check with the nearest Family Services Center or Navy Wives Club. They often provide such service. Shown here is an artist's conception of a typical facility (top rt.), two families checking out "survival kits" and a staff member loading hospitality gear for a new arrival.

kitchens, baths, air-conditioning, television and adequate parking, the units rent for \$8 a day. Included in this service charge, which NRSO determined on the bases of cost of the services provided and the desired net income, are cribs, linens, gas and electricity, and light housekeeping maid service normally provided by commercial motels.

Other services that are provided free to guests at most Navy Lodges are ice, irons and ironing boards, card tables and chairs, baby high chairs, and a playground equipped with swings, slides, sandboxes and seesaws.

Car rental, taxi service, kennels, valet, vending and other collateral services are normally available at Navy Lodges.

No pets other than fish, birds in cages or similar pets are allowed in Navy Lodges. At many of the lodges, kennels are readily available for cats and dogs, but it is the responsibility of the guests to provide food and care for the pets housed in the kennels.

Although the main purpose of Navy Lodges is to furnish inexpensive temporary housing for enlisted Navy men and junior officers who are changing duty

stations, the units are also available for people in other circumstances (see box).

Navymen arriving at or departing an area under PCS orders who wish to use a Navy Lodge unit must make reservations, which will be confirmed on a "first-come, first-served" basis and only when the required space is available.

RESERVATIONS CAN BE MADE by submitting an application to the activity Navy Exchange Officer which contains the following information:

- Name, rank or rate, and service number.
- Number of units being requested.
- Reservation dates.
- Number in the family.
- Duty station to which you're ordered.
- Intermediate duty station address or leave address to which confirmation of reservation may be mailed.
- Present address.

Reservations are held only until the stated time of arrival or until confirmation of a late arrival is made, and those having reserved accommodations have priority over persons holding units on a nonreservation basis who wish to extend their length of stay.

The normal period of occupancy is 10 to 15 days but may be extended to 29 days if necessary.

FOR NAVY LODGES located at naval hospitals, reservations may be made by immediate families of seriously ill patients at base hospitals; immediate families of Vietnam-returnee patients; sponsors of children undergoing treatment or recovering from serious injury; and Navy and Marine Corps personnel and their dependents assigned to hospital staffs and arriving or departing under PCS orders.

—JO2 Jim Trevise

Eligibility Priorities

People in the circumstances listed below (in order of priority) are eligible to use Navy Lodge facilities. Navymen under PCS orders must make reservations, which will be confirmed in the order they are received. The assignment of accommodations to all others is on an "as available" basis.

- Navymen with dependents, including Marines with dependents assigned to the regular personnel allowance of Navy ships, stations and staffs, arriving or departing an area under PCS orders.

- POW wives and dependents.

- Other active duty personnel and their dependents.

- Retired military personnel and their dependents.

- DoD civilian employees assigned to overseas areas.

- Official guests and visitors of the command.

- Visiting relatives and guests of assigned military personnel in isolated areas where civilian accommodations are not available.

WHAT'S on the MENU?

“WHAT'S ON THE MENU?”

“Chicken-fried steak . . . cherry cobbler.”

“Think I'll skip it and get a couple of hamburgers. Let's go on over.”

“Civvies?”

“Yea.”

Shortly, the two young men are busily devouring their choice. Soft music plays in the background. Paneling, murals on the wall, and lush carpeting add to the subdued atmosphere. The only busy activity is supplied by the busboys, removing dinnerware from the check-clothed tables.

A restaurant off base? A quiet night at the EM club? Nope! A Navy enlisted dining facility, otherwise known as a messhall.

A dream for the future? Not so. It's here and it's now — admittedly not at every installation, but a good number of them, and many more on the way.

This is partly the result of a new emphasis toward habitability and the move for an all-volunteer force. But it's also a natural extension of the Navy's traditional all-out effort to be the best feeder in the world for the military.

Survivors of the pre-dehydrated and fresh frozen days, and of the first attempts at using powdered milk, can testify to the improvements that have been and are being made. That goes for quality, quantity and, in many cases, atmosphere — at sea and ashore.

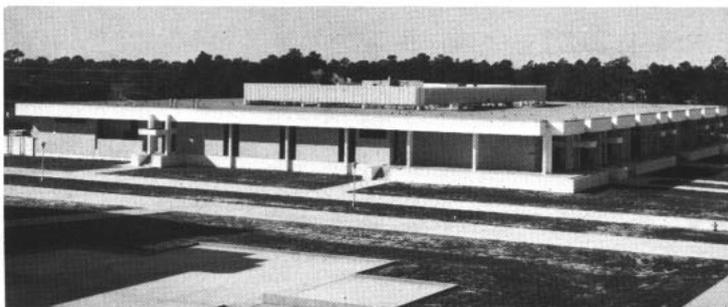
Above all, it isn't an accident. It's the result of planning on a Navywide level—of constantly increasing command care and attention. A combination of skill, hard work and innovative zeal has marked the efforts of both Navy commissarymen and food service officers.

ONE PROBLEM WITH WRITING ABOUT FOOD — besides the appetite it brings on — is that everybody's an expert. There isn't much else which so directly affects a man's spirit and humor.

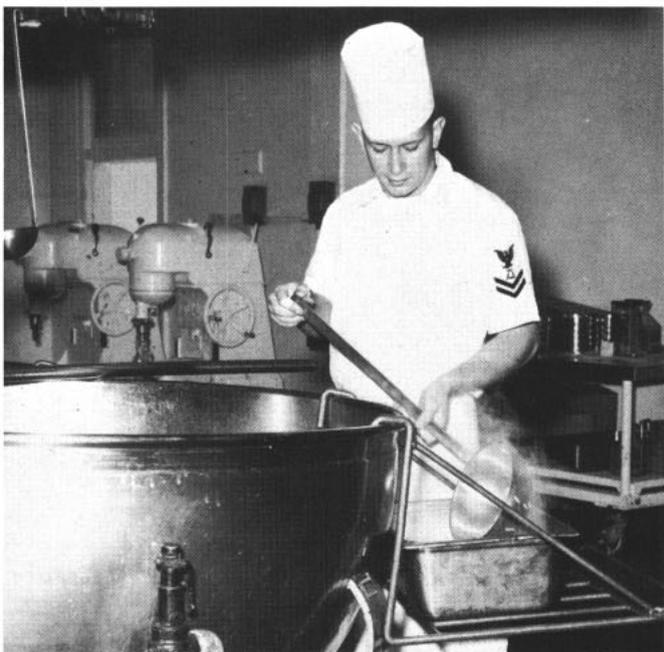
Among experts, the how and the why are important; that's what this article is all about.

A systems analyst might quibble, but a reasonable definition of the Navy Food Service program can be expressed as the planning, research, development,





Facing page, top: The main dining area of the general mess, Naval Weapons Laboratory, Dahlgren, Va. Bottom: Fish 'n chips are served at the Naval Air Station, Miramar. Above: The 4600-man dining hall and galley at NTC, Orlando. Right: A salad bar such as this aboard ship offers the Navyman a wide variety. Below: Soup's on at the Naval Training Center, San Diego.



training, maintaining facilities, food purchasing, storing, preparation, and the serving required to feed over 300,000 enlisted personnel a day, every day.

There are commercial hamburger chains in the States serving as many people daily, but these don't have the problem of providing full course meals. Unlike ships they aren't tooling around the high seas for months at a time, without recourse to daily deliveries while putting up with the vagaries of wind, weather and high tempo operations.

The Navy is, in fact, the third largest mass-feeder in the nation — the Army is the largest, followed by regional schools' lunch programs.

Though the number fluctuates, there are approximately 1000 enlisted dining facilities in the Navy, 80 per cent on board ships. People fed in each range from 15 to 20,000. Patrons reflect tastes of every geographical, ethnic and cultural group in the States. And well-traveled Navyman often develop a liking for international cuisine.

THERE ARE NEARLY 30,000 PEOPLE directly involved in satisfying varied tastes. These include over 200 Supply Corps officers assigned full time, close to 6000 civilians, and 24,000 enlisted men. Approximately half of this last group are commissarymen. The other 12,000 are messmen who primarily are assigned this job at sea.

Each commanding officer is ultimately responsible for the food operation of his activity, because of its relation to health and morale. Supporting him, as in

WHAT'S on the MENU ?

many other programs, is a pyramiding chain of technical and logistic effort that reaches back to Washington. The Bureau of Naval Personnel, for instance, is responsible for recruiting, training and assigning commissarymen.

Nearly all food used is purchased for all services by the Defense Personnel Support Center in Philadelphia and its regional offices.

But the apex of the pyramid pretty much rests in the Navy Subsistence Office (NSO) in Washington, which is charged with providing technical direction, financial control and professional assistance to all Navy general messes.

Like the Egyptian versions, this pyramid wasn't built in a day. Rather, it is the result of a step-by-step building process from the days of hard-tack and "salt horse" to present-day menus featuring steak and lobster.

THE NAVY SUBSISTENCE OFFICE is a 15-year-old field activity of the Naval Supply Systems Command. Its boss, Captain Robert E. Vogel, SC, wears a second hat as Deputy Commander Naval Supply Systems Command for Food Service Programs. Put those two jobs together and you have the Navy's answer to Howard Johnson.

Small by current standards, NSO has just over 100 military and civilian personnel including the eight officers and 46 senior commissarymen assigned to Food Management Teams located at strategic sites around the country.

At the invitation of local commands, team members make two-week visits to activities to help teach and train food service personnel and bring them up to date on new policies, practices and procedures. Over 500 such visits to ships and shore activities were made during the last fiscal year.

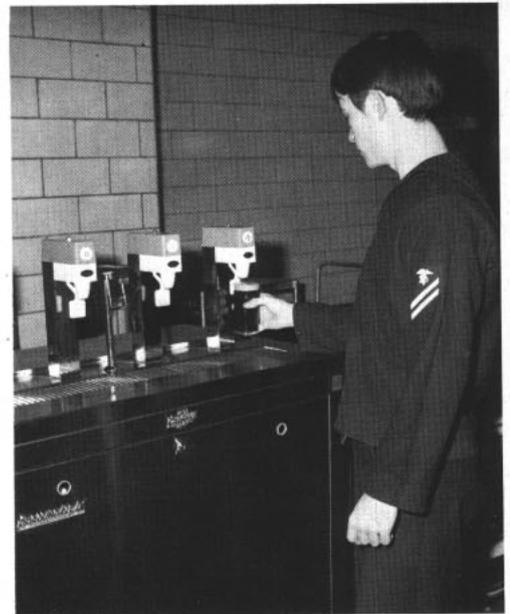
The home office, located at the Washington Navy Yard, performs a variety of functions. In a nutshell, this is where the new and the different are brought up, hashed over, studied, approved or discarded.

There is the element of cooperation and coordination with the Department of Defense and other services, besides the many other Navy commands which affect the food service program in one way or another.

The office represents the Navy on the Department of Defense's Food Service Facilities and Equipment planning board and also the DOD Food Planning Board.

The Armed Forces Recipe Service is an example of Navy involvement with interservice food programs. Food specialists at NSO played a leading role in developing the 1000-plus standard recipes now in use by all services.

Within the Navy, NSO equipment specialists work closely with engineers at the Naval Ship Engineering Center and the Naval Facilities Engineering





Above: Navy men and Marines enjoy the food at the Naval Communication Station, Honolulu. Left: Many facilities now have self-service machines for dispensing carbonated beverages. Below: Hibiscus add to the atmosphere of this Navy dining hall.



Command in design and layout of galley and mess-deck spaces afloat and ashore.

This is of particular importance at this juncture, with more and greater emphasis being put on habitability and personal service programs. New ships to come down the ways (figuratively in the case of nuclear powered aircraft carriers) in the future will see a lot of care and attention given to their food service spaces.

OLDER SHIPS PRESENT A DIFFERENT PROBLEM but here, too, the Chief of Naval Operations' call for improved quality of Navy life is being heeded. Commanding officers are being urged to give high priority to improving their galleys and messdecks during yard overhaul periods.

At the same time, a comprehensive engineering study is being made to develop single, modern standards for each ship class which — if not too costly — will provide the basis for mandatory ship alterations in the future.

A fallout from this study will be an updating of Fleet-Hab hints which can be used in self-help programs.

Ashore, the future is now. Projected figures call for spending \$25 million in the next two fiscal years on 24 major projects per year.

The office's technical direction involves both guidance on food preparation procedures and food policies.

A recent policy change now authorizes and encourages the feeding of guests and dependents in general messes, on more than just major holidays.

AT THE SAN DIEGO NAVAL STATION, this has been translated into feeding the families of newly arrived Navy men for up to 30 days as they search for housing. Other stations are expected to follow that lead. Normal rates are charged for the meals, but this means a big savings for families in the process of relocating to a new area.

The Washington subsistence office has also developed the 334-item "Standards of Service," which establish minimum requirements and goals for all Navy enlisted dining facilities. Also originated by NSO is the "Pledge of Service" which is prominently posted on messdecks ashore and afloat and which clearly states what a Navy man should expect in the way of food and service.

The standards and the pledge are providing challenges to commissarymen throughout the Navy and they are meeting them.

Financial control of general messes is a specific NSO responsibility. This concerns the money spent for raw food only, and amounts to more than \$200 million annually.

And the Navy Ration Law, enacted by Congress in 1933, is still uniquely suited to the food service pro-

WHAT'S on the MENU?



gram. It spells out the amounts of foods that each man should have, rather than the money that can be spent. From an operating standpoint, it's inflation-proof.

THIS DOESN'T MEAN that there are no financial restrictions to food buying — there are, and these are administered and controlled by NSO. The authorized food amounts are converted by NSO into dollar amounts, based on current prices, and a maximum figure is established for feeding each man. Revised quarterly, it is now \$1.49 per man, per day.

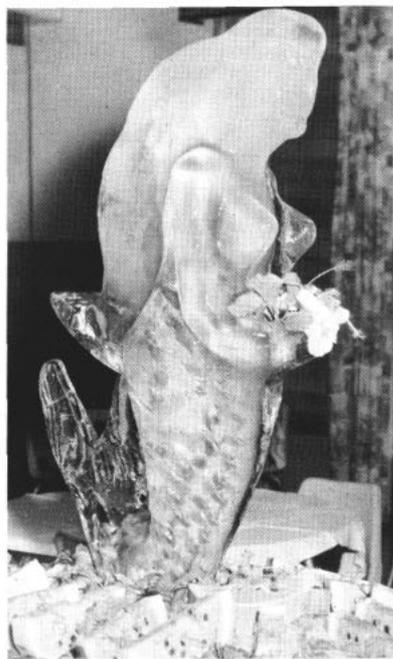
If you've wondered why you have to sign for your meals ashore, here's the reason. Each activity is allowed money only for meals actually served; and there has to be a positive procedure for recording this figure.

It is presumed that there is little absenteeism on ships at sea. In port, ships are allowed to save credits so they can feed better during extended and high-tempo at-sea operations.

Submarines, which require a high percentage of custom foods because of their limited storage space and the nature of their operations, get additional allowances. So do smaller messes at sea and shore, depending on how many men they feed. There is also extra money for ship and shore cold weather operations beyond 60° north and 60° south latitudes.

Afloat support units in Southeast Asia and ships operating under the Commander MidEast Force also get allowances because of unusual requirements.

Money for feeding is appropriated by Congress annually, based on information supplied by NSO. The money is retained in one big pot and each activity



of what would happen if these same shipboard commissarymen paraded through your offices and gave you a critical review just as often.

Seriously, though, if there ever was a case of "what have you done for me today?," it's in food service. A hundred good meals are forgotten if the 101st is less than it should be — even mothers have that problem.

IDEAS, INNOVATIONS AND EXTRA EFFORT are all keys to Navywide improvement in food service. And they abound—some come from commanding officers, some from food service officers, some from commissarymen and some from the crew. Others are suggested by the Subsistence Office. Consider:

- Ships serving barbecued hotdogs and hamburgers on the fantail, during the noon meal so a man can stretch out in the sun and relax.
- A telephone number you can call on base to find out what's on the day's menu.
- Speedlines open during one or both main meals for those who prefer short order items.
- Fish and chips, and chicken in the basket on occasion.
- Soft drinks on the lines besides coffee, milk and other beverages.
- Ethnic food nights.
- Suggestion boxes.
- Menu planning boards.
- Civilianization of messcooking chores at most shore activities.
- Brunch on weekends and holidays.
- Steaks and cakes for birthdays.

There are others, but these will serve to show that the program is pulsating.

AND THEN, THERE ARE THE NEY AWARDS. Now 13 years old, this annual effort to select the best small and large messes ashore and afloat has a many-sided effect.

First, there is the recognition for the winners and how they stand among their peers; second, there is the competition itself which is a challenge to excellence.

Third, the nomination processes focus the attention of major commands on the subject, an important point. And finally, the Ney Awards provide ever-increasing levels of performance to reach as goals.

Ney evaluations of a general mess cover three areas: food production; administration and management; and training, sanitation, equipment and physical facilities.

A patron may argue that the quality of the food is the only thing that counts, but the better the management, facilities and people capabilities, the better the product. And that's the name of the game.

—By John Scholzen



Facing page, top: Serving the evening meal aboard USS Force (MSO 443). Bottom: A mermaid carved in ice enhances this general dining facility. Above: Serving line aboard USS Mahan (DLG 11).

draws upon it. In essence, you have a thousand or more people writing checks on the same account. If somebody writes one for more than he is permitted, someone else will suffer eventually.

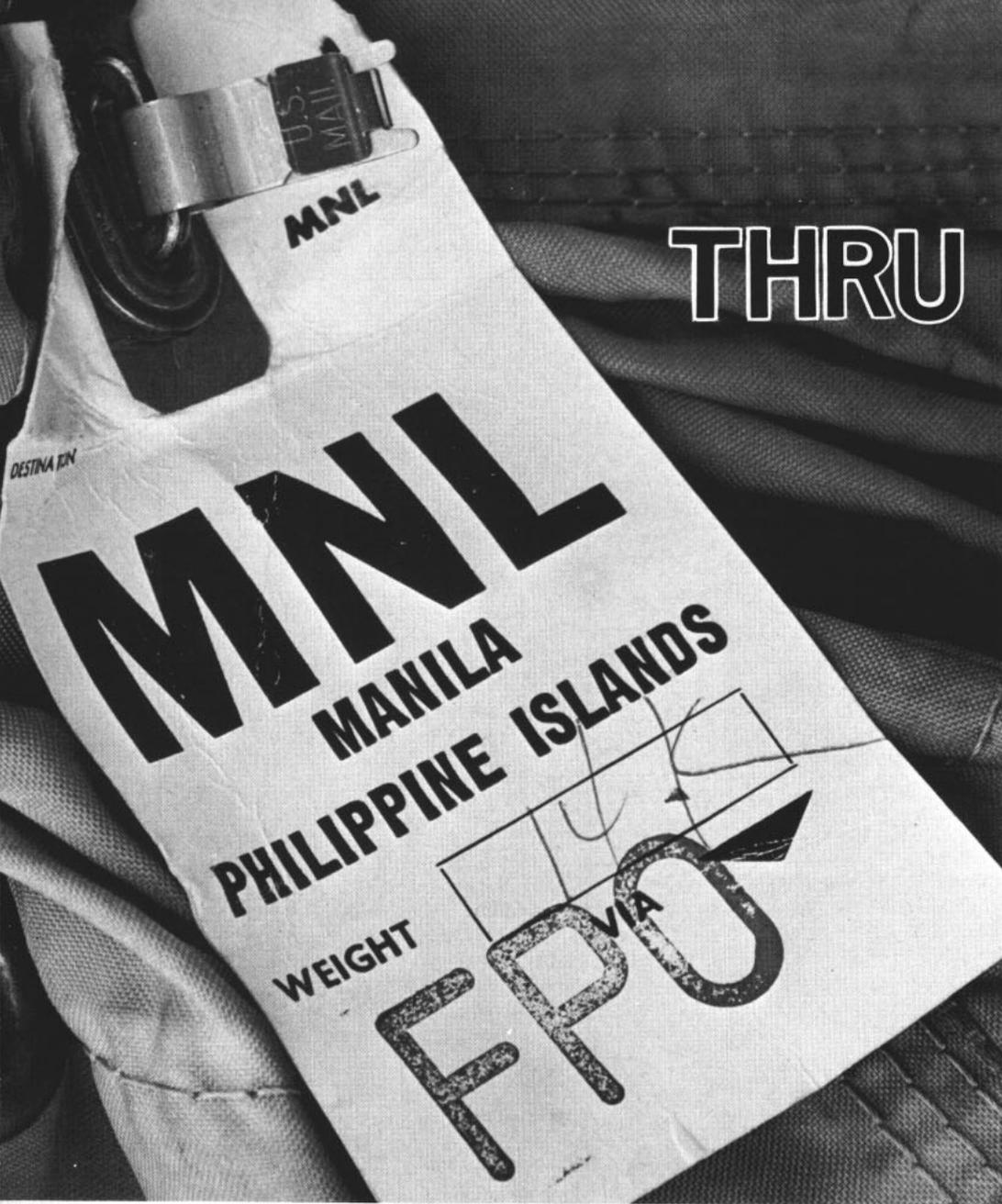
THOUGH IT SOUNDS COMPLICATED, the funding system is reasonably simple — provided everyone stays within his allotted expense limits. It is NSO's job to ensure this, while at the same time ensuring that everyone gets his share.

Facilities and food are two of the three ingredients which make up the Navy Food Service program or, for that matter, any food service program. The third factor is people.

Well trained, highly motivated commissarymen can do more for a dining operation than everything else combined. If you have a good feeder, you have tender, loving care in the cooking department, and on the serving line.

If you don't, maybe you ought to try flattery before flaying.

Whom else do you know who has the entire crew evaluating their performance three times daily? Think



THRU RAIN,

FEW THINGS HAVE CHANGED SO RADICALLY over the years as the speed and cost of westward-bound mail. The Pony Express, for example, carried 10 pounds across the wilderness which stretched from St. Joseph, Mo., to San Francisco, Calif. The cost was five dollars per half-ounce and, with luck, a rider could make 250 miles during a day.

Nowadays, Navy mail service uses the West Coast as a jumping-off place to service its far-flung ships and bases in the Pacific area.

The most efficient way mail can be routed to these ships and stations is through the Terminal Navy Post Office (TNPO). Subic Bay in the Republic of the Philippines is a good example.

Located at Subic Bay is one of the largest mail terminal facilities in the Navy postal system. Although it is aided by TNPO Yokohama and the Navy Post

Office in Saigon, the Subic Bay facility is responsible for Navy mail distribution throughout the Philippines and the Seventh Fleet.

It also handles mail for Vietnam, Taiwan, Okinawa, Japan, Thailand, Malaysia, Singapore, Hong Kong, Indonesia and Australia.

In addition to these exotic addresses, Subic TNPO also has the responsibility of running the mail carrier-on-board delivery operations at nearby Cubi Point.

THE NAVYMEN WHO WORK IN THE SUBIC TNPO have their hands full. In December 1970, for example, they processed 2,163,631 pounds of mail — only a relatively small portion of the 21,357,362 pounds which passed through the terminal during the year.

To see how a letter originating on the eastern coast of the United States is delivered to a small ship bob-

HAIL, SLEET or SNOW

bing about in the South China Sea, let's follow a typical letter mailed in Tampa, Fla., to a man in uss *John R. Craig* (DD 885).

After the letter arrives via the usual means at the FPO San Francisco, it is bagged with others destined for *Craig* and placed on a commercial jet plane bound for the Philippines.

Seventeen hours and 8000 miles later, the flight is met by a representative from the Subic TNPO. Baggage carts creak and groan under the weight of thousands of pounds of mail from home. In the hot sun,

Facing page: Mail tagged and bagged for Manila is received at the Manila International Airport. Below: Mail arrives at the airport where it is transferred and loaded aboard a truck and transported to Subic Bay. Right: Inside a TNPO warehouse a postal clerk handles hundreds of bags of mail to be routed to their final destination.





the scent of perfumed letters from countless girl friends mingles with the fragrance of cookies baked by Mom in the family kitchen back home.

WITHIN 30 MINUTES, the airport crews have the mail carts on their way to the airport warehouse where the bags are loaded on a semitrailer and transported in a bone-rattling ride over the Douglas MacArthur Highway from Manila to Subic.

Once inside the gates of the Naval Base, the tractor cab is detached from the trailer. The seal on the doors is broken, and the Navy's postal clerks begin to unload the mountain of bags and to sort their contents.

Mail destined for relatively nearby locations such as San Miguel and NAS Cubi Point is sorted and re-bagged and all mail going to a ship is placed on a flight to an aircraft carrier that handles the mail distribution for that particular ship. Very large parcel-post boxes go to the Fleet oiler that will rendezvous with *Craig* and other ships. When it fuels the ship, it will also transfer a cargo net full of mail.

The letter destined for the man aboard *uss John R. Craig* finds itself grouped with the mail destined for the aircraft carrier *uss Kitty Hawk* (CVA 63) and arrives on the flight deck aboard a Navy C-2 aircraft.

Once aboard the carrier, *Hawk's* postal clerks again sort the bags and place each on the proper helicopter. With a high-pitched whine, the *Seaknight* chopper begins its mission to deliver the letter to *Craig* operating in the South China Sea.

Craig's last position report indicated she was about 100 miles to the northeast of *Kitty Hawk*. It takes about an hour for the helo pilot to spot *Craig's* profile against the horizon. The pilot signals his crewmen to prepare to lower the mail sacks. A hook is attached

to the red and orange bags which descend toward *Craig's* deck to be seized eagerly and hauled inside.

Less than 10 minutes later the helicopter banks away and heads toward another ship with its load of mail. A few men on *Craig's* deck wave and make a thumbs-up sign as the chopper disappears from sight.

Inside the ship, a postal clerk is sorting the mail according to divisions and the letter from Florida is placed in AS Division's mailbox. A shrill whistle interrupts the sound of the ship's machinery as the boatswain's mate pipes mail call.

Men swiftly begin to line up at the post office window to pick up their division's mail. AS Division's mail is handed out and a young man sits down to read the letter from Tampa.

AND THAT'S THE WAY IT IS ALMOST EVERY DAY in the Seventh Fleet. Thousands of pounds of mail are received by a carrier, then delivered. Each man who has had a part in the delivery usually works about 12 hours a day. They get tired but they realize that every letter and package is eagerly awaited by the man to whom it is addressed.

Today it takes 11 cents to deliver a letter through the Navy's postal system across 8000 miles of land and sea. That's a far cry from the five dollars per half-ounce which patrons of the Pony Express considered to be a reasonable charge.

The service is better, too. For the men who hurry the mail on its way know what it means to both the sender and the receiver. They do the best they can. Maybe some day machines will do it better and faster—but not with the same concern as when it moves through human hands.

—Story and photos by PH1 John R. Sheppard, USN



Facing page, left: Postal clerks aboard USS Kitty Hawk (CVA 63) unload mail that has just been flown in on a C-2. Right: Helo lowers bags of mail to crewmembers aboard USS John R. Craig (DD 885). This page, right: PC3 Jerry Quinn hands mail to a representative from "AS" division aboard Craig. Below: A letter reaches its final destination. ST2 Ray Sadlowski reads mail from home.



ON THE SCIENTIFIC FRONT

Free-Floating Instrument Buoy Gathers Data for Oceanographers

NAVY OCEANOGRAPHERS believe they can now obtain temperature and wind data collected by a drifting buoy and still know precisely where the buoy is located.

The reason for their optimism lies in a free-floating, specially instrumented buoy which gathers data, then transmits it to a polar orbiting satellite which establishes the buoy's position and returns its information to the Oceanographic Office via NASA's Fairbanks, Alaska, command control station and the Goddard Space Flight Center in Greenbelt, Md.

The buoy used for the experiment is 42 feet long and weighs 1700 pounds. It is instrumented with wind and temperature sensors, data recording electronics and a sophisticated satellite communications system.

It was launched in relatively calm seas about 200 miles northeast of Cape Charles, Va., which is about 75 miles northeast of the Gulf Stream.

Twenty-one days later, the buoy was recovered about 90 miles southwest of its launching site.

THE BUOY'S MOVEMENT was more or less predictable, inasmuch as historical data pointed to a general flow which the buoy apparently followed. The exact course taken by the current, however, was unknown until the drifting buoy traced it.

The first journey of the new buoy was so successful that others similar to it may be set adrift next year. If they aid in studying surface current patterns, they will help oceanographers understand ocean current circulation on a worldwide basis and hence aid in predicting mass water movements which will facilitate ship routing.

Other predictions also will be possible, such as determining the movement of sea ice, icebergs and oil spills. The buoy may also figure in rescue and salvage operations by establishing the direction and rate of drift probably taken by a sunken hull.

Since the buoy is so slender that it closely resembles a stick protruding from the water, it offers relatively little surface to the wind and therefore depends almost entirely upon ocean currents for its ability to move.

This, of course, is precisely what the Navy's oceanographers want since tracing the current's route is one of the buoy's more important purposes.

The buoy transmits to the orbiting satellite, using power furnished by 29 silver cadmium batteries housed in its main section.

When the satellite contacts the buoy, it determines the buoy's position, then collects data on wind speed and direction, and air and sea temperatures from sensors mounted on the buoy's surface mast and main section.

DSRV-1 Successfully Docked At 150-Foot Depth in Test

THE NAVY RECENTLY CONDUCTED a successful underwater docking test with its first Deep Submergence Rescue Vehicle (DSRV-1) near California's San Clemente Island.

The DSRV, which was designed to remove crews from stricken submarines, must settle its transfer skirt over the sunken sub's hatch. Seawater is then pumped from the skirt, providing a dry passageway for transferring crewmembers between the submarine and the DSRV.

At San Clemente, the docking took place at 150 feet — a depth at which divers could conveniently position an instrumented simulated distressed submarine.

In rescue operations, the pilot of the DSRV is permitted an error of less than two inches when docking the transfer skirt to the hatch of a sunken submarine.

Once contact is made, however, a seal is established and the resulting passageway between DSRV and the submarine hatch can be pumped dry.

During the test at San Clemente, the effectiveness of the escape tunnel was checked when the DSRV pilot opened the rescue vehicle's hatch, then dropped into the tunnel and opened the hatch of the dummy submarine hulk.

TO SUCCESSFULLY DOCK the DSRV to a stricken submarine, the DSRV pilot must operate his vehicle through a computer-driven integrated control and display (ICAD) system similar to the control system

that has been used on the *Apollo* spacecraft.

A mercury-filled trim and list ballast system can pitch the boat up or down or roll it to either side so the DSRV can match the angle at which the stranded submarine is lying on the ocean bottom. The DSRV must be able to dock at angles up to 45 degrees.

In a real rescue situation, the DSRV would be flown with its crew and supporting systems to an airport nearest the submarine sinking. It would then be carried overland, on a specially built trailer, to a point where it could be carried piggyback and submerged by a nuclear submarine to the site of the wreck.

In diving trials scheduled for late this year, DSRV-1 will work with a nuclear submarine to practice the submerged piggyback method of transportation.

Salvage Diving Revolutionized By Mark I Deep-Dive System

THE NAVY'S MARK I DEEP DIVE SYSTEM is really something else. It's a revolution in underwater salvage which permits divers to remain below at heretofore impractical depths until their work is completed. Salvage diving until now has been a series of short dives followed by lengthy periods of decompression.

The Mark I DDS has two main elements, a personnel transfer capsule and a deck decompression chamber. The former carries the divers under pressure from the deck of their surface ship to their underwater work while the decompression chamber pressurizes them for the dive and later brings them back to the normal atmospheric conditions found outside the chamber.

When Mark I was tested, the participating divers spent more than 1000 hours, during which their body tissues were saturated with the same breathing gases under the same pressure they found at depths of 100 to 850 feet.

Three hundred feet has heretofore been considered the safe limit at which undersea salvage work may be conducted.

The divers descended to the working depth in the system's personnel transfer capsule and, while below, used wet suits and helmets. They were supplied with breathing gases through a hose attached to the capsule.

To protect themselves from the cold, the divers wore heated suits which were modified versions of those designed for *Apollo* astronauts. Hot water supplied from the surface was circulated through the suits, keeping the divers in relative comfort, even at 850 feet.

Powerful lights mounted on the personnel transfer

capsule illuminated their underwater working area for some 50 feet in all directions.

ONCE THE DIVERS HAD COMPLETED THEIR WORK in the open sea, they reentered the personnel transfer capsule through a double hatch. Inside, the temperature was a comfortable 90 degrees — a bit warm for most but necessary for the divers in an atmosphere which was 94 per cent helium and which quickly removed their natural body heat. The temperature outside the capsule was about 47 degrees.

Each of the four divers who tested the Mark I DDS lived for 22 days in the personnel transfer capsule and the deck decompression chamber. While in the chamber, they were supplied with the same mixture of breathing gases they had while underwater.

The divers were under the constant care of deck crews and supervised by a master diver and diving officer who manned the system's main control system.

Communication with the men inside the pressure-sealed chambers was maintained by voice microphones and a closed-circuit television system. Food, medicine, bedding and other needs were transferred to the chamber's interior through double locks.

Navy Develops New Method To Study Airflow Patterns

BUBBLES RISING FROM AN AIR TESTING FACILITY of the future won't necessarily signal a concert by Lawrence Welk. It probably will mean only that the Navy has discovered that using bubbles is a better way of visualizing airflow in wind tunnel tests.

In the past, smoke has been used in wind tunnel tests but, in testing advanced aircraft designs, the smoke dissipates so rapidly that it doesn't accurately show airflow patterns. Sometimes, too, smoke proves to be noxious in a large, closed-circuit wind tunnel.

Before the advantages of bubbles were discovered, sawdust was tried and rejected because the particles were too dense to trace faithfully the air streamlines.

Of course, people have been blowing bubbles for a long time. The trick was to develop a method of implanting bubbles about one-eighth of an inch in diameter in an airflow, then photographing their motion.

The bubbles are made from a specially prepared compound of soap-like solution that makes them durable. The weight of the bubbles is neutralized by filling them with helium. How? Read on:

The bubbles are generated in a compact, five-inch-long, pencil-shaped device which is placed well upstream in a wind tunnel. This location, plus the slim

ON THE SCIENTIFIC FRONT

shape of the device, hardly disturbs the test flow at all.

Inside the bubble-making device, there are two very fine concentric tubes embedded in an air jet. One tube contains the bubble film solution and the other contains helium.

WHEN THE BUBBLES FORM inside the device, they are injected into the surrounding tunnel air stream by the air jet and accelerate quickly to reach the wind tunnel test velocity after traveling only a short distance. The device is capable of producing about 15,000 bubbles a minute.

When the bubbles pass before the rapid camera lenses which photograph the test, they indicate the streamline in the form of a light streak on the film.

The velocity of the bubbles is measured by turning a high intensity lamp on and off several hundred times per second. The streaks made by the bubbles then appear on the film as dashes.

By measuring the length between the dashes and using the known time interval between flashes, the actual bubble velocity can be calculated.

Researchers Believe Electricity Could Fight Sharks, Heal Bones

EXPERIMENTS MONITORED BY THE OFFICE OF NAVAL RESEARCH have indicated that one of our most flexible commodities, electricity, may have two additional uses—as a shark deterrent, and also as an agent to quicken the healing of bone fractures.

An electric dart that can instantaneously knock out a large shark has been developed by two Navy scientists—Dr. C. Scott Johnson of the Naval Undersea Research and Development Center, and Captain H. David Baldrige (MSC) of the Naval Aerospace Medical Center—and has successfully passed preliminary tests.

The anti-shark device is a spinoff from long-range basic research on shark behavior that the Office of Naval Research has been conducting for the past 10 years.

The self-contained dart is the first electric device to operate on low voltage and have a prolonged effect on a shark. Penetration of the dart into any fleshy part of the shark sends an electric current through its entire body, which—depending on the size and species of shark—either instantly kills it or paralyzes it for several minutes. In the latter case, paralysis terminates when the battery-operated power supply runs out.

PRELIMINARY TESTS WITH AN EFFECTIVE VOLTAGE OF 30 volts resulted in the complete immobilization of

a 12-foot, 450-pound tiger shark and the death of some smaller species.

In its present form, the 10-inch dart is delivered on the end of a standard sea lance from which it detaches, thereby eliminating the need to get close to the shark. It is hoped that the availability of miniaturized batteries will later permit the production of compact models that could be fired from spear guns.

The device consists of a casing 1.25 inches square that contains the battery and electronics circuitry. Protruding from the casing is a blade about four inches long that is insulated except for the sharpened tip. The blade, which is actually an electrode, is designed to stay imbedded in the flesh of the shark. Another electrode is located externally at the base of the casing.

Penetration of the dart activates a switch that causes a current to flow in a complete circuit from the tip of the blade through the shark, through the seawater and then to the other electrode. Paralysis occurs instantly, causing the shark to sink to the bottom.

This new dart is an improvement over previous electrical devices that required large voltages—with a potential shock hazard to the user—to stun a shark briefly.

BASIC PROBLEM IN DEALING WITH SHARKS is that they have a high threshold of pain and an extremely small brain, the combination of which makes it difficult to strike a lethal blow. A power head or “bang stick,” for example, must be driven directly against the brain area to be effective. The noise made by this explosive device can attract other sharks and be harmful to the user.

The dart is quiet and draws no blood, which would also attract other sharks. Its quick action is also an advantage over devices which inject drugs into the shark. The drugs are slow-acting, requiring up to one minute to incapacitate the shark, and potentially dangerous to the user because of their highly toxic properties.

Compact size of the dart is another of its strong points—several could be included, for instance, in the survival kit of an inflatable raft used by naval aviators downed at sea. The man in the life raft can use the device without exposing himself directly to the shark or attracting other sharks.

The electrical dart is a promising shark deterrent, and the Navy scientists are further refining their product to develop its maximum effectiveness.

USING WATTAGE ELSEWHERE, the Navy presented the first documented evidence that electric current makes bone fractures heal faster.

The study, funded by the Navy's Bureau of Medicine and Surgery under an ONR contract, was con-

ducted by the University of Pennsylvania Medical School in conjunction with the Philadelphia Naval Hospital.

Experiments using laboratory animals indicated that electrical current is beneficial to the healing process of bones. Navy surgeons hope that this finding will apply to humans as well, thus reducing considerably the hospitalization time required for bone injuries.

It was previously known that electrical charges play a role in bone growth and healing, but earlier investigations had been inconclusive because of the problem of delivering a constant current to the bone. The amount of current that reached the bone decreased as tissue resistance developed.

The investigators in the Navy's study solved this problem by developing a compact power pack with a transistorized circuit capable of delivering a constant current regardless of changing resistance in the tissues.

The power pack—sealed in an acrylite plastic case—consists of a small battery, field-effect transistors, and resistors designed to provide a steady current of one one-hundredth of an ampere. Protruding from the pack are positive and negative electrodes. The tiny power pack is implanted under the skin, with the negative electrode secured directly across the fracture and the positive electrode in a nearby location.

IN THE EXPERIMENTS, fractured leg bones of animals treated with the current healed solidly within 18 days. Similar fractures required much more time to heal naturally.

Seafloor's Long-Term Behavior Is Object of West Coast Test

AT PORT HUENEME'S NAVAL CIVIL ENGINEERING LABORATORY, lobster isn't necessarily a seafood. It can be and, in fact, is a tool for obtaining information on the sea floor.

Recently NCELS' LOBSTER (Long Term Ocean Bottom Settlement Test for Engineering Research) came home from a six-month deployment off Ventura County, Calif. She brought with her complete data on the long-term behavior of a seafloor foundation and how it settled on the ocean bottom 1200 feet beneath the surface of the waves. The information will help in designing actual foundations for manned and unmanned ocean bottom structures.

SEACON (Seafloor Construction Experiment) is scheduled to be the first such structure and will be placed on the floor of the Santa Barbara channel at 600 feet. SEACON will consist of a series of interrelated NCEL seafloor engineering experiments and will

measure 14 feet square and 11 inches thick. It is designed to minimize settlement into the ocean ooze.

LOBSTER furnished valuable information for both SEACON and subsequent structures by telling engineers what they needed to know about deep-water foundations for underwater structures which will remain in place for long periods of time.

To do its job, LOBSTER was equipped with a flotation collar of syntactic foam which was placed on top of its model foundation. Instrumentation included data collection and storage system, attitude sensors, a pinger/transponder for helping locate the device and an acoustic command receiver. A flashing light on the surface marked LOBSTER's location and its radio beacon had a 15-mile range.

Movement of LOBSTER's expendable concrete foundation was measured vertically in its relationship to a probe which was thrust 10 feet below the seafloor. The foundation's tilt could be measured on two planes to 15 degrees.

New Chemical Substance Stimulates Production of White Blood Cells

A PROGRAM SPONSORED by the Office of Naval Research has resulted in the discovery of leucogenol, a chemical substance which has been used in experiments to stimulate production of white blood cells in animals without side effects. It also appears to increase the formation of germ-fighting antibodies which are produced by the white cells.

The substance was originally isolated from penicillin mold by Dr. F. A. H. Rice of Washington, D. C., whose work is supported by the Office of Naval Research.

In nature, leucogenol is found in the liver of cows and humans. It may be part of the natural mechanism which controls normal white cell production and stimulates its increase to deal with infection.

The Navy is interested in the substance because it may be able to correct damage to white blood cells caused by exposure to nuclear radiation, as well as by the drugs used to treat severe burns and injuries. Leucogenol may also inhibit the body's natural inclination to reject transplanted organs.

To date, experiments have shown that animals which are injected with leucogenol have an increased level of a number of types of white cells. Bone marrow cells and lymphocyte cells in the spleen also increase.

Future studies supported by another federal agency may be conducted to determine whether or not leucogenol can be used as a remedy for leukemia.

ON THE SCIENTIFIC FRONT

Research Into "Man-Computer" Interactive Decision Systems

CONTRARY TO FEARS of some that computers will eventually make all our decisions, the Navy is taking the approach that computers can best be used as an aid to human judgment in making a complex decision.

Toward that end, research has been initiated to improve the design and performance of man-computer interactive decision systems. The research, which is underway at the University of Michigan under an Office of Naval Research contract, is based on the premise that many decisions should be based on human judgment in two areas: probable occurrences and estimated values.

Specifically, an individual receives information related to probable future events and makes a judgment or estimate on how likely they are to occur — in other words, the odds. This estimate may influence the individual to consider other actions, and his final decision depends on his judgment or estimation of gains and losses that will result from taking those various actions.

In a combat situation, for example, a commander aboard ship trying to evaluate a sonar contact must estimate the chances that the contact is an enemy submarine and then judge the utility — and risks — of attacking it immediately or waiting for more information.

IN A MAN-COMPUTER INTERACTIVE SYSTEM, the man contributes certain key judgments about probabilities and utilities while the computer, performing rapidly and precisely, can compute and display the implied relative values or results that could be expected from various actions.

In the research program, experimental tasks are being conducted to study both the process of human judgment and how machine computation can aid it. One experimental task, for example, involves judgments about ship destinations based upon such variables as the amount of fuel taken aboard, tons of cargo carried, and ship characteristics.

According to Dr. Cameron Peterson, the principal investigator for the research program at Michigan University, when humans estimate a situation they tend to be imprecise and often reluctant to use numbers — instead, they use qualitative expressions such as "very likely" or "low chances." Furthermore, when new information should cause them to revise their original estimate, they tend to be too conservative in applying the new data, which results in a poor final decision.

BY USING NUMBERS — such as a scale of odds — in estimating probabilities, the value can be read-

ily processed by the computer. In addition, the machine can make use of previously stored data, invoke precise logical rules and add new data to previous results to produce up-to-date and precise numerical probabilities.

In deciding the relative values of the outcomes of a number of possible actions, humans would perform the initial task of breaking down the anticipated value into separate components and judging the worth of each one. These numerous, individually judged items could then be combined and integrated by the computer. Using any single criterion desired by the human — such as the highest over-all utility or minimum possible loss — the computer could then display a recommended decision.

This system aids human judgment by allowing a man to try out different bases for decision in advance by relying on the computer for rapid assessment of probable outcomes. But it leaves the final decision in the hands of the man who must decide what end he wants to achieve the most.

Whale Watchers

The Navy studies whales not because they are fascinating animals (which they are) but because a sonar echo from a whale is often confused with a sonar echo from a more dangerous submersible. It would be helpful to know which is which.

By and large, whale study is just plain hard work during which marine biologists and bioacousticians chase whales about in wildly tossing boats only to have the whales wave their flukes and take off for parts unknown.

Sometimes, however, the scientists have a real treat, such as the time when biologists and acoustical experts were working in the vicinity of Argus Island, a Texas tower standing in relatively shallow water about 25 miles south of Bermuda.

Work that day had been fruitless when the scientists noticed groups of whales congregating around the area where some Bermuda fishermen were laying their fish traps.

The whale watchers took off in their boat to investigate, but they didn't have to go far. They were met by a 60-foot adult whale and a half-grown youngster both of which came within a couple of feet of the boat.

The whales couldn't have improved their social conduct if they had read the latest edition of Amy Vanderbilt. They posed for photographs, performed for motion picture footage and spoke a few words into the hydrophones where their remarks were recorded for future study.

Whale talk, to the uninitiated, sounds like moaning, mooing or chirping. They vocalize while submerged and biologists believe the moan may be a call to a whale baby. Other sounds may chart migration courses or note undersea landmarks while the big mammals are making their annual migratory journey.

After watching the whales cavort within a few feet of the boat, the scientists tagged the pair along with others in the vicinity so that their migratory patterns may, hopefully, be studied some day.

Newly Detected Substance May Aid Age-Old Decompression Sickness

A NAVY RESEARCH PROGRAM has led to experiments with a drug which successfully prevented decompression sickness in animals. It may sharply reduce the incidence of the bends in divers, especially those being decompressed by a time schedule established as safe for the average person. It might also save the life of a diver who must be brought up quickly in an emergency.

A scientist under contract to the Office of Naval Research learned in earlier research that there are substances in the body which may contribute to the onset of the bends. These substances stimulate smooth muscles, such as are found in blood vessels; one is called bradykinin, which tends to contract the smooth muscles.

Constriction of the blood vessels slows down the circulation of the blood, thereby inhibiting the escape of gas from the tissues of a diver during decompression. This makes it more likely that gas bubbles will form in his bloodstream and cause the bends.

The scientist then discovered a previously undetected substance that is responsible for priming or sensitizing the smooth muscles so they are more apt to contract during the decompression process. He has called this substance the Smooth Muscle Activating Factor (SMAF). In trying to counteract the effect of SMAF, he experimented with an anti-bradykinin drug.

When the drug was injected into mice which were particularly susceptible to decompression sickness, they did not develop the disease and had gas-free tissue even though they were rapidly decompressed.

Research is continuing to determine if the drug can be used by humans without objectionable side effects and also how far in advance of a dive the drug should be administered.

Animation by Sonar May Be Pay-Off from Acoustical Research

NAVY SONAR OPERATORS may have their work made easier if acoustical research now underway pays off.

New techniques have been developed for producing animated images which portray the characteristics of acoustic signals being received.

By observing the animation, sonar operators may be able to tell the difference between, for example, a whale and a submarine—a differentiation often difficult to make when only sound is available.

Although exact images are not produced on a screen, the operator does see simpler patterns such as moving lines, circles or dots which may reveal subtle differences between target characteristics.

The sonar operator will be assisted in recognizing the animated images, however, by a computer which will have all the anticipated patterns for a variety of ships stored in its memory. If the operator is in doubt, he can flash on another screen the pattern for the type of ship he believes he has contacted and match the images.

Further research will be aimed at refining the techniques for presenting an acoustic signal simultaneously with its corresponding visual display. Further experimentation will also determine the most easily discerned types of visual displays and the best pattern.

Sea Floor On the Move

Navy oceanographers, using a sensitive magnetometer, discovered two mud-filled valleys and a bend in the ocean floor about 500 miles off the New York-New Jersey coast.

The discovery wasn't easy, for the features had lain concealed beneath about 25,000 feet of northwestern Atlantic mud and water for close to 150 million years.

Oceanographers believe the valleys and bend may be one of several sea floor segments in the world which have yet to be plunged into deep ocean trenches or up-lifted into islands or mountain ranges.

Oceanographers based their contention on the sea floor spreading theory which

contends that the earth's crust is constantly on the move.

The earth's crust has, according to the theory, moved so much in the past 200 million years that it broke up a supercontinent into four separate land fragments which are now known as the two Americas, Africa and Eurasia. The two mud-filled valleys and the bend may reflect structural lines of weakness in the old supercontinent.

If the oceanographic features are dated and the direction of the continental drift is established, the discovery of the features will go a long way in helping geophysicists learn the history of the northwest Atlantic.

If study of the features proves the sea floor spreading theory, a common origin

and symmetric structure would be indicated for the entire ocean basin and result in saving the ocean charting agency much survey time and money.

Scientists could use the theory as a base on which to predict sea floor structuring the world over without having to look at every single spot.

Another application of the theory could be in charting the movement of deep ocean currents and determining the thickness of bottom sediments.

Seismologists may even use the theory to predict earthquakes, while petroleum geologists can employ it to find sediment buildup conducive to holding potential oil reserves.

● ADVANCES OF PAY ON PCS ORDERS

Although the Navy has no authority to advance dislocation allowances (DLA) and dependents' travel allowances to Navymen changing duty stations, the Chief of Naval Operations has encouraged commands to make greater use of existing authority to advance up to three months' pay to Navymen on the move. As general guidelines, advances approximately equal to unallotted pay during the leave period between duty stations, plus DLA and dependents' travel allowances, are considered "...entirely appropriate," according to NavOp Z-88 (14 Jun 71). Total pay due after a move, including DLA, travel allowances, rations, BAQ and base pay, may be used to pay off the advance when you arrive at your new duty station.

● LDOs TO BE APPOINTED AS LTJGs

Beginning in fiscal 1972, all limited duty officer selectees will be appointed to the temporary grade of lieutenant (jg) rather than ensign. The change, approved by Secretary of the Navy John H. Chafee and announced in NavOp Z-91 (29 Jun 71), is designed to make the LDO program more attractive to chief warrant officers by offering them a grade more commensurate with their ages and abilities. Date of rank and effective date of temporary appointment to LTJG for fiscal 1972 selectees will be 2 Oct 1971.

● RESPONSIBILITY PAY FOR SENIOR VIETNAM ADVISORS

The Secretary of Defense has approved special "responsibility pay" for officers serving in certain naval advisor billets in the Republic of Vietnam. Effective last 1 July, LTs and LCDRs serving in these billets are authorized to draw \$50 extra per month, and CDRs \$100 extra per month, in recognition of the unusual skills and responsibilities required of naval advisors.

● "BRONZE HAMMER AWARD" FOR OUTSTANDING SELF-HELPERS

Naval activities that make an outstanding contribution to improving the quality of Navy life through self-help projects will be recognized through a newly established "Bronze Hammer Activity Awards" program. Self-help area coordinators will conduct annual competitions. Names of area winners will then be submitted to the Chief of Civil Engineers, who will select a "Bronze Hammer Award" winner.

Captain Arthur W. Chandler has been named West Coast representative for Pers-P in the area of Self-Help. His office will probably be located at 11th Naval District headquarters in San Diego.

● HERE'S YOUR CHANCE FOR COLLEGE

The Associate Degree Completion Program (ADCOP) gives selected career petty officers, Regular and Reserve, an opportunity to attend junior college full-time and earn associate degrees. Petty

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

Naval Personnel and individual detailers will go to great lengths to assure that those serving in the same rank or rate have an equal opportunity to go to school, for rotation or to apply for particular assignments.

We receive many letters asking for special consideration. Many times, a deserving individual can be helped considerably by a small change in the particular case. In others, however, the special consideration asked, a large waiver of qualifications, a second transfer within a fiscal year, or whatever, would take away the opportunity of another equally deserving Navy man.

When it appears that the granting of the special request would be unfair to others, the detailers in fair-

EQUAL OPPORTUNITY—Fairness—Equity, these ideas are important to all of us. Fair treatment is one of the things that we are constantly seeking in our assignment policies. The objective is a detailing system and individual assignments that are fair to all of the men concerned. As you know, the Chief of

ness to all must turn down the request. Fortunately, such instances are a small minority of the assignments made each day in the Bureau of Personnel.

So, before you ask for special consideration from your assignment desk, be sure you check with your Personnel Office. In a great majority of the cases, the answers to many of your questions will be cleared up right there—such questions as "What do the directives and instructions say?" and "Am I qualified for the assignment?" You'll also find that you can get a quicker and more complete response from your retailer if you do your homework sufficiently in advance of your PRD. In short, go to your Personnel Office early and get your facts lined up before you come in to the Bureau with your formal request.

The rules have been developed as a guide to be fair to all and to provide the best assignments possible within the resources we have available. If we can grant your request within reason and be fair to other Navy men, we will do so. But we must always be guided by a basic goal of our country, "the greatest good for the greatest number."

A handwritten signature in dark ink, appearing to read "D. H. Guinn". The signature is fluid and cursive, written in a professional style.

officers 2nd class and above, who have completed at least one enlistment and a minimum of five years' continuous active service before they enter college, and who also have high school diplomas or GED equivalency certificates, are eligible for ADCOP. Application deadline for the fiscal 1973 program is 30 November. For details, see BuPers Notice 1510 (8 Jun 71).

● FOR RESERVE OFFICERS EXTENDING ACTIVE DUTY

Reserve officers who extend active duty commitments after 1 July, or who are commissioned after 1 September, will assume a more active role in determining their own futures, as a result of contract changes. Specifically, if these officers later desire release from active duty (RAD) orders, they must officially notify CHNAVPERS via their COs six months before the end of their active duty obligation.

NavOp 103 also urges Reserve officers on active duty who wish to extend on board to request "RAD Indefinite" status. This procedure is expected to streamline officer management and provide greater flexibility for individual Reserve officers. However, the message warns that "...augmentation remains the only way to achieve a career in the Regular Navy." RAD Indefinite status, it says, does not provide guaranteed tenure, will not offer relief from necessary management

actions to release individual officers, and will be granted only to those who have demonstrated career potential.

- SECNAV, CNO FELLOWSHIP PROGRAM ANNOUNCED

Under a new leadership program, two officers will be chosen annually to serve as SecNav and CNO Fellows in the immediate offices of the Secretary of the Navy and the Chief of Naval Operations in Washington. They will have the opportunity to work closely with high-level Navy leaders, to attend policy discussions and meetings, and to undertake selected projects bearing on naval policy and doctrines. Interested officers of all categories, who have six through 11 years of active commissioned service, may submit applications via COs to reach CHNAVPERS (Pers-P1) no later than 1 September. Those selected will receive orders to report about 1 December.

- CHECK YOUR OBLIGATED SERVICE--DEPENDENTS' TRAVEL COULD COST YOU MONEY

Some Navymen have suffered considerable financial hardship, because their dependents traveled to their overseas duty station before the servicemen had acquired sufficient active obligated service to meet eligibility requirements for dependents' travel at government expense. To qualify for government transportation overseas for your dependents, you must have sufficient obligated service to complete the "accompanied by dependents" tour specified in BuPers Instruction 1300.26E. This obligation must be incurred before your dependents begin travel to your overseas duty station; later reenlistments or extensions will not qualify them for government-paid travel. If you and your family arrive overseas without sufficient obligated service, the Navy has no choice but to check your pay for the cost of any dependents' travel provided by the government. See NavOp 112 (21 Jun 71).

- "CONVENIENCE STORES" FOR NAVY FAMILIES

Navy exchanges will soon be opening "convenience stores" stocked with a basic line of foodstuffs, and open during evening and weekend hours. Local commands, with assistance from the Naval Supply Systems Command, are setting up these mini-marts where Navymen can conveniently pick up an extra loaf of bread or carton of milk.

- MCPOC PROGRAM UNDERWAY

The Chief of Naval Operations has instructed 23 Fleet, force and major commands to begin selection procedures to fill recently approved Master Chief Petty Officer of the Command (MCPOC) billets. The new MCPOCs will wear a third star on their rating badges, replacing their specialty marks. MCPOCs for Fleet commands will accompany their commanders on field trips and visits to Washington to confer with Master Chief Petty Officer of the Navy John D. Whittet. In addition, area

briefs navy navy navy navy navy

conferences for MCPOCs and Senior Enlisted Advisors will be scheduled by CINCPACFLT and CINCLANTFLT at least once a year. For details, see NavOp Z-95 (19 Jul 71).

● EXEMPTION PROGRAM FOR VOLUNTARY DISCLOSURES OF DRUG USE AND POSSESSION

The Secretary of the Navy has established a drug exemption program which will enable a drug user or possessor to obtain needed medical and other rehabilitative help without the fear of punishment. The program provides that Navymen who make voluntary disclosures of such activities will, under certain conditions spelled out in SecNav Instruction 6710.2 (9 Jul 71) and NavOp Z-94 (15 Jul 71), be granted exemption from disciplinary action and from discharge under other than honorable conditions. The exemption is on a one-time basis. Look for the details in an upcoming issue.

● CRAFTMASTER INSIGNIA APPROVED

A new insignia has been approved which will recognize the skill and responsibilities of Navymen who serve as craftmasters of small, independent units. The insignia will be authorized for Navymen on active duty who are boat captains of certain small, self-propelled craft and who hold one of the following NECs: BM-0161, BM-0162, BM-0163, BM-0165, QM-0215 or QM-0216. The insignia is not yet available and will be purchased at individual expense. See NavOp 113 (22 Jun 71).

● CHECK OBLIGATED SERVICE REQUIRED FOR VRB

Many career Navymen have been affected by new regulations which require that, if they reenlist to qualify for VRB, this reenlistment must be for a period that exceeds their current obligation by at least two years. Here's an example:

ET3 Jones enlists on 1 Jul 1969 for four years and then extends for two more years for advanced electronics training. Later he executes another extension for one year to qualify for proficiency pay. He also submits a request to reenlist under the STAR program on 1 Jul 1971, after two years of active service. He is shocked to discover that he cannot reenlist for VRB until 1 Jul 1972. Why not? Because on 1 Jul 1971 he still has five years' remaining obligated service and to collect VRB, would have to reenlist for seven years (that is, two years beyond his current five-year obligation). However, this adds up to one year more than the maximum six-year reenlistment allowed by regulations. As a result, Petty Officer Jones finds he's going to have to wait one year before he can reenlist to qualify for VRB.

It should be noted this new requirement pertains to reenlistment only; it does not affect payment of VRB for extensions of two years or more. VRB is still paid on the operative date of these extensions, if you are eligible in all other respects.

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

"SHIPMATE"



AFM JOHN D. WHITTET

THE word "shipmate" is a time-honored expression that is peculiar to the Naval Forces. It is a term that we don't hear very often today, yet at one time it was as common to a Navyman's vocabulary as the words "ship" or "sea." I am of the opinion that the greatest compliment one Navyman can pay to another is to say of that individual that

"he is a good shipmate."

Being a good shipmate obligates you to a wide range of responsibilities that involve thoughtfulness and consideration toward your fellow sailors and even, if necessary, to lay down your life for them. In large measure, to be a good shipmate means being yourself what you would like others to be. It must be a reciprocal relationship. True shipmates understand that they are dependent on one another, that they are "in the same boat," whether afloat or ashore. They realize that individual actions reflect not only upon themselves but on their command and the Navy in general.

Many of the new privileges we now enjoy; wearing the dungaree working uniform to and from work to our homes; beer in the barracks; civilian clothes on board ship; to mention just a few, are things that many Navy men never dreamed of. We

now enjoy these conveniences as a result of CNO's conscientious efforts to humanize the Navy, to make it a more pleasant place in which to serve and live. As a result, I think, our Navy is more attractive to talented and devoted young men and women.

Admiral Zumwalt's philosophy displays trust in and respect for our enlisted men and women. As good shipmates we must see the need to reciprocate this new trust and respect with mature and disciplined behavior on our behalf. We should seek to honor our new freedoms by demonstrating that we are capable of disciplining ourselves. Unfortunately, a few thoughtless individuals consider these new freedoms something to "cash in on" rather than "participate in." Such an attitude is hardly that of a good shipmate. It is the attitude of immaturity and selfishness and as such does not rate the trust and respect of the Chief of Naval Operations' efforts. These individuals who are abusing the trust and respect given them are endangering the rights of the many.

A case in point: The Chief of Naval Personnel and my office receive a large number of letters and phone calls from "concerned people" about the continued violation of the regulations regarding the wearing of the dungaree uniform. A few thoughtless sailors still persist in using the dungaree working uniform as a liberty uniform. We all know, or should know, that this was not the intent of Z-57.

CNO has stated that "those who take unfair advantage of trust and respect should not be the cause of constraint of the whole group, they should be dealt with individually." As shipmates we must make every effort to reach the offenders either through better communication or, if necessary, by constraint.

In the climate of today's "people-oriented" Navy, we cannot expect our leaders to be the only ones concerned with people. The Navy will only become completely people-oriented when individuals like you and me become concerned with the welfare and rights of our shipmates.

As shipmates, we are responsible for the behavior of others as well as our own. We cannot expect to keep and enjoy our privileges if we fail to discipline our own actions and those of our shipmates. Each of us must take a long, hard look at our own conduct and ask ourselves whether our buddies are also good shipmates. Discipline must be maintained through the vehicle of individual action. *Take the Initiative!* As a good shipmate, this is our obligation—yours and mine.

FOR MOST PEOPLE, the definition of a beneficial suggestion is: *Something I thought of but didn't put on paper.*

Anyone who works in the system can spot its rough spots and, chances are, he will have a remedy in the back of his mind. He won't receive recognition for his idea, however, unless he puts it in writing and drops it in the suggestion box or its equivalent.

In addition to suggestions, the government would be very happy to reward any Navyman for an invention, or scientific achievement which would improve its operation or otherwise save money. Inventions and scientific achievement, of course, usually require technical ability but such know-how is found in considerable quantity among Navyman.

Here are a few examples of the way Navyman have been rewarded under the Beneficial Suggestion Program.

Petty Officer 2nd Class Fred I. Masters received a check for \$1000 for devising a calibration console while he was attached to an amphibious support unit at Little Creek, Va.

The console is expected to save time, material and money for the amphibs and Masters may get an additional award if his console can be used throughout the Navy.

ANOTHER NAVYMAN in the Norfolk area, 1st Class Petty Officer Lesley L. Bledsoe, was awarded \$250 for his design of a cold-water meter testing device for use by the amphibious forces.

Bledsoe is an old hand at such awards. He has also shared \$115 with Chief Petty Officer Billy Moore, with whom he collaborated in the design of a hydraulic testing device. The \$115 may be parlayed into an even larger check if his design is used throughout the Fleet.

Chief Machinery Repairman Ralph Searle nearly missed an award of \$820. It took a buddy to tell the chief about the Benny Suggs Program. It seems that Chief Searle had discovered that a taper pin would hold a crane's wear strip in place better than epoxy cement. The crane was used for loading antisubmarine rockets aboard ship and the simple substitution not only saved manhours but shipboard equipment as well.

Charles W. Mott, WO-1, USN, noticed an excessively high failure rate in four engine prop spinners during preflight checks. After he located the cause of failure, he designed a protective electrical control circuit and submitted the idea through the Beneficial Suggestion Program.

The Navy adopted Mr. Mott's brainchild and he is now \$1000 the richer for his efforts.

This year, Personnelman Richard J. Laucella was handed a check for \$605. He only told the Navy it would save money if instructors were trained at Memphis, Tenn., their ultimate duty station, rather than at schools in San Diego and Norfolk.

ALTHOUGH THE NAVY has had an Incentive Awards Program since 1919, it was, until recently, aimed only at civilian employees. In 1965, legislation was

BENEFICIAL SUGGESTIONS



Above: Chief Machinery Repairman Ralph Searle receives his \$820 check from CAPT W. J. Aicklen, Jr., CO of USS Puget Sound while at right WO1 Charles W. Mott receives \$1200 for his idea in aviation.



enacted to cover Navyman as well. Based upon this legislation, a SecNav Instruction (1650.24 series), entitled "Cash Awards for Military Personnel for Suggestions, Inventions, or Scientific Achievements," was issued, establishing the Department of the Navy's Cash Awards Program for military personnel.

Since that time, the number of suggestions, inventions, and scientific achievements has steadily increased. The program extends throughout all echelons of command, afloat and ashore. Every Navyman on active duty is eligible to participate. A suggestion, invention or scientific achievement can be a winner if it contributes to the economy or efficiency of the Navy or other government departments or agencies.

The successful participants in the Benny Suggs Program first choose a subject then collect facts, analyze the problems and record their solution. Then they give it to their superior or to the awards office.

The idea is then evaluated and passed on with or without a recommendation to their commanding officer or a committee set up for the purpose of reviewing the suggestion and its preliminary evaluation.

If the suggestion, invention or scientific achievement is of a nature which requires a higher level of consideration, it is forwarded for adoption and/or approval of an award in excess of that which the local activity may approve.

THE PRESIDENT IS AUTHORIZED by Congress to approve cash awards not to exceed \$25,000 to military personnel for any single contribution which benefits the government. This authority has been delegated to the Secretary of Defense who, in turn, has delegated to the Secretary of the Navy, and the heads of other Department of Defense components, the authority to approve cash awards for military personnel not to exceed \$5000 for any one contribution.



AN ENTERPRISING CREW

The mess decks aboard *uss Enterprise* (CVAN 65) just aren't the same any more.

Remember the old overhead piping and the all-too-visible air-conditioning ducts and control panels? They're still there, of course, but now they're hidden behind bright colors, murals and false overhead and bulkheads. The mess decks have become a "total art environment"—where the crew gathers to eat and relax amidst pleasant surroundings.

The ideas and artistry came from a shipboard committee that met for months before the first brush strokes went on the bulkheads. The staff of artists drawn from the crew met in an unused stateroom and began roughing out sketches, based

Left: An officer puts the finishing touches on one of the murals hanging in the San Francisco Room. **Right top:** Scenes from the old west dominate the Western Room. **Right:** Visitors and crew alike are enthusiastic over the mess deck redecoration.

Submariners' Names to be Inscribed In Cobia Memorial at Manitowac Site

SUBMARINERS from throughout the world can now visit the Submariner Memorial at Manitowac, Wisc., and see their names permanently inscribed aboard *Cobia* (SS 245). The World War II submarine, donated by the Navy to the Manitowac Submarine Memorial Association, is being maintained in her original condition at the memorial site to honor and perpetuate the memory of Navymen everywhere who have served aboard submarines.

The memorial association is attempting to acquire the names of all submariners, past and present, of all the world's navies. So far, participating nations are Germany, Great Britain, Greece, Italy, Spain, Turkey, Sweden, and the United States.

National flags of the honored men fly from *Cobia's* deck and memorial services are held each year.

For many years before the memorial was finally dedicated in August 1970, residents of Manitowac had discussed the idea of a submarine memorial. During World War II, 28 submarines were constructed at Manitowac and some 3000 submariners lived there. The people in the area came to know and respect the men, and believed that something should be done to perpetuate their memory.

If you're a submariner, the Manitowac association will have your name permanently honored at the

memorial site. Simply send your name and address to:

Manitowac Submarine Memorial Association, Inc.
402 No. 8th St.
Manitowac, Wisc. 54220

Group to Build CB Memorial, Set Up An Educational Fund

THE SEABEE MEMORIAL ASSOCIATION has announced plans to construct a memorial in Washington, D. C. and the establishment of a continuous scholarship program. The scholarships offered by the association will benefit the children of all Seabees both living and dead.

The Seabee monument is being designed by Felix de Weldon who also designed the Iwo Jima Memorial in Arlington, Va.

The Seabee memorial probably will be located on the Avenue of Heroes leading to the Arlington National Cemetery entrance. The memorial's theme will be that of a strong, skilled Navy construction worker who is greeting children of foreign lands. The figures will stand on a pedestal at the center of a large semi-circular bas-relief which portrays Seabees engaged in various construction tasks. The bas-relief will be mounted on a wall of polished granite.

The memorial is expected to be completed in time for the Seabees' 30th anniversary in March 1972. Vol-

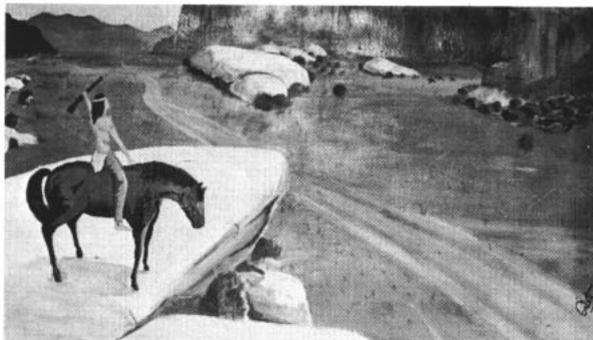
on the recommendations of a professional interior decorator. After weeks of experimenting, brainstorming and matching colors, they started putting their ideas down, this time on the ship's bulkheads and overheads. They used some unorthodox methods, like painting footprints in the Music Room and "laying bricks" with paint-soaked sponges.

They decorated each of the ship's seven enlisted messing compartments with a different motif. There's the Klondike Room, the Western Room, the San Francisco Room, the Music Room, the New Orleans Room, the Sports Room and the American Scene. In the Klondike Room there's a totem pole and railroad and steamboat ticket booths; the Music Room is decorated with fresco-like images of current rock stars and, next door, Superman shares space with a blowup of Golden Gate Bridge in the fog. A three-dimensional Little Annie Fannie peers out from the surfaces of a wire cage at the entrance to a security area beside the mess decks.

The new artwork has caught the sometimes astonished attention of crewmembers and guests alike.

—JO3 E. Michael Talley

(Note: When this report came in from the Fleet, a cognizant official in the Naval Ship Systems Command had this to add, "You might want to mention the crew did one helluva job. It is amazing what a little direction and a lot of enthusiasm can do—and the cost was minimal.")



untary, tax deductible contributions for the monument and scholarship fund can be sent by check or money order payable to the Seabee Memorial Association, Inc., P. O. Box 19383, Washington, D.C. 20036.

New Billet Selection Program Will Aid Officer Assignments

A PROGRAM which encourages officers to look up and select the billet they would like most to occupy is being tried by the Chief of Naval Personnel. To accomplish the program's objective, officers eligible to participate in the trial are encouraged to locate the billet they would like to occupy in BuPers Notice 1301 of 23 Apr 1971. By matching the date of the incumbent's rotation date with his own, an officer can find whether or not the billet will be vacant when he is ready for transfer.

During the program's trial period, billets included will fall into the following categories: Staffs Ashore, Staffs Overseas, Overseas Fleet Support, CONUS Aviation Units, CONUS Fleet Support, CONUS Field Activities, Reserve Activities, Top Management, Training/Education Staffs.

Incumbents in all the 411 billets listed in the notice are scheduled for rotation between October 1971 and March 1972. Participants in this program must be lieutenants having an 110X designator who haven't been selected for lieutenant commander (at least not

by the FY 71 promotion board). They must have a projected rotation date between September 1971 and February 1972 and cannot be in receipt of orders as of 23 Apr 71. All must have a surface warfare qualification.

The Chief of Naval Personnel will match qualified men to the billets which are available. If the officer's first choice is out of the question, consideration will be given to other available billets in descending order of preference.

As usual, the Navy's high priorities will be met. Vietnam is still number one on the priority list and 180 Vietnam billets for 110X lieutenants must be filled during the trial period. Eligible officers who haven't yet served in the Republic of Vietnam will be considered for that duty first.

Officers who desire or need counseling will find their detailers are ready to offer advice concerning billet selection.

UDT SEAL Training

There's a Navywide shortage of Underwater Demolition Team and SEAL Team men, so most qualified applicants are accepted and trained as soon as they are available for transfer. To qualify, a candidate should be between 18 and 31 years old and in excellent physical condition. For particulars, see BuPers Manual Art. 1420160.

ΑΦΙΞΕΙΣ		ARRIVALS		
ΕΣΤΙΑ	ΑΡΙΘ. ΠΤΗΣΕΩΣ	ΠΡΟΕΛΕΥΣΗ	ΜΕΤΟ-ΠΑΡΑΠΗΡΕΙΕ	ΑΡΙΘ. ΑΦΙΞΗΣ
AIRLINE	FLIGHT N°	ORIGIN	VIA-REMARKS	ARRIVAL
LZ	142	CASABLANCA	DELAYED	
KL	863	AMSTERDAM	DELAYED	0.20
BE		DO		0.25
LH	870	FRANKFURT		0.55
CHARTER		NORFOLK	SPECIAL	1.00
AZ	856	ROME		2.45

CHARTER



Above: Wives relax as delays hold their Athens-bound flight on the ground. Above right: The special arrives. Right: Passports checked. Below right: Welcome to Athens. Bottom center: Roosevelt's CO, CAPT John E. Hansen, greets his wife.



THE DAYS OF WAITING WERE OVER, and there were only a few hours and minutes to go as 388 anxious husbands gathered at Athens International Airport's East Terminal one spring evening recently to greet their wives who were arriving on charter flights from Jacksonville and Oceana.

Hours before the flights were due, men from the aircraft carrier Roosevelt and 14 other Sixth Fleet ships began filling the airport lounges and snack bars. The air was filled with talk of plans for the coming 12 days. Anticipation of greeting loved ones was heightened as announcements told of delays in arrival time due to problems on the ground before leaving the States.

It was close to midnight before the first flight from Jacksonville was due to land and husbands were packed against the customs fence straining to catch a first glimpse of their wives entering the terminal.

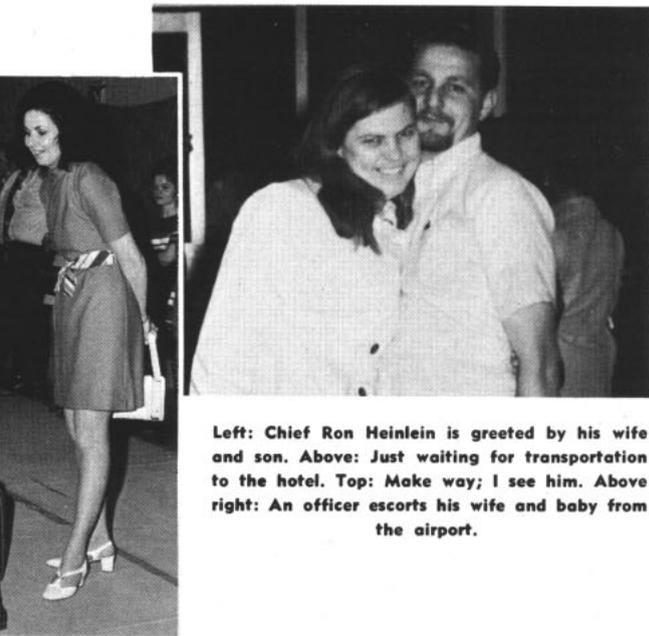
Then the "landed" notice was posted next to the Jacksonville flight and shortly thereafter, a steady stream of tired but happy female travelers began arriving at passport control.

USO, airport and travel agency guides tried in vain to keep couples separated until the wives had passed through Greek customs. But the wives soon collected both husbands and baggage, and the arrival area shortly was empty.

It was a different story on the other side of the



FLIGHTS



Left: Chief Ron Heinlein is greeted by his wife and son. Above: Just waiting for transportation to the hotel. Top: Make way; I see him. Above right: An officer escorts his wife and baby from the airport.



terminal, however, as 435 sailors began their in-processing for their homeward flights, with passengers bound for both Jacksonville and Oceana. The departure area was crowded as men, clutching tickets, immunization records, and suitcases, vied for a place to sit and wait until boarding call.

With wives arriving and men departing, it was a long and busy evening for the charter flight coordinator, Lieutenant Commander John Del Vecchio, *Roosevelt's* V-2 division officer. Working months before with his assistant, Ensign John Powers, LCDR Del Vecchio was responsible for arranging not only the four round-trip flights, but also for Athens hotel reservations for wives and stateside-connecting flights for those homeward bound.

The last sailor boarded the final flight to the States at 0551 and LCDR Del Vecchio was able to finish his work by 0630. As he finally left the terminal, the trip coordinator remarked that he was ". . . somewhat relieved that half of it was over."

But he was the only one.

Needless to say, a happy time was had by all, and as the wives boarded the plane for the home-bound trip, they were already making plans for the next reunion.

—Story by JO2 Ralph P. Goldman;
Photos by PH3 James Jones and
PH3 William Griffin.

New BEQ at Panama City, Fla.

WALK INTO THE DINING ROOM of the new Bachelor Enlisted Quarters with Mess at the Naval Ship Research and Development Laboratory, Panama City, Fla.—the appearance and atmosphere resemble a fine restaurant more than a Navy enlisted mess.

The walls are handsomely decorated in a medieval European motif featuring antiqued sailing charts, busts of Spanish conquistadors, crossed swords, and a crest of England's King Richard I. Spotlights splash the decor softly with color and speakers mounted in the ceiling add the sound of music to pleasant surroundings.

The new BEQ provides vastly improved living quarters for the enlisted men who support the Laboratory's research and development mission. It replaces a semipermanent building which was obtained as war surplus material by the laboratory in 1948. The old building had been used for office space and was converted to a barracks in 1956.

The new structure, built at a cost of \$400,000, is evidence of the continuing concern of the Congress and the Navy to improve the living conditions of men in uniform.

In addition to the pleasant dining room, the facility includes a TV room, lounge, and laundromat. The galley is equipped with all new cooking equipment. Furniture in the rooms includes innerspring mattresses and foundation beds—a welcome improvement over the steel spring bunks in the old barracks. Private rooms occupied by E-7 personnel and above are furnished with a small refrigerator for storing cold drinks and snacks.

AN EFFORT IS BEING MADE to provide privacy and conveniences to occupants of the new facility equal to those available in base housing or privately rented quarters, according to Lieutenant Commander J. F. Sutton, commanding officer of enlisted personnel.

Each man has a key to his room and is responsible for it, as though he were living in an apartment. Alcoholic beverages are now permitted in the barracks rooms for those of drinking age. Plans are being made to permit occupants to order private telephones in the rooms, at their own expense.

Residents of the BEQ regularly enjoy special events such as candlelight dinners in the dining room or

Half of Navy's Enlisted Force Is Now Under Centralized Control

NAVYMEN IN 38 RATINGS and numerous NECs—about half the Navy's enlisted force—are now under the central assignment control of the Chief of Naval Personnel.

Starting 1 June, the following ratings and NECs were added to the list: AK, AME, AS, IC, LI, MR, PC, PR, QM, RD, SM, HM-8402, 8403, 8417, 8432, 8452, 8482, 8484 and 8498.

Keep checking with your personnel office for the latest complete list of centralized rates and NECs in BuPersNote 1306 series. Even if your rate or NEC isn't on the current list, you don't have long to wait—total centralization of all petty officers and designated strikers is scheduled for 1 Jul 1972.

What can centralization mean to you? You have a detailer in BuPers—when you come up for reassignment, he's the one who makes the final decision as to where you go. He knows about your job—there's a good chance that he's a petty officer in your rating, and he may even know you personally.

You serve on toured duty, both at sea and ashore. Tour lengths for your rate or NEC are published in BuPersNote 1306 of 12 Mar 71 or the TransMan. Whenever you're assigned "for duty," you're given a projected rotation date (PRD) which estimates the date you'll receive your next assignment.

The most important things you can do are to keep track of your PRD and make sure your preference

card is up to date. Centralization means personalized service, but your detailer can't give you your duty preferences, the school you want, or any special requests without your cooperation.

Practice Will Lead to Perfection For Archers Aiming at '72 Olympics

IF ARCHERY is your favorite special services pastime and you'd like to take a shot at tryouts for the United States Olympic team, you have about one year to practice, practice, practice. Perfection is about what it will take to be one of the three men and three women who will be selected to represent the United States in the Olympic games to be held at Munich next year.

Tryouts for the U. S. archery team will be held 2-5 Aug 1972 at Miami University, Oxford, Ohio. To compete in the tryouts, male archers must shoot four scores of 1100 or better and women 1050 or higher in major competition sanctioned by the National Archery Association. The qualifying rounds may be attempted during NAA-sanctioned tournaments anytime up to 5 Aug 1972.

An archer with three qualifying scores may enter the tryouts at Miami University with a view toward shooting the fourth.

The three highest scoring men and women during the tryouts will be invited to join the Olympic team.

For information on archery tournaments, Navy men and women may write the National Archery Associa-



cookouts in lieu of the regular evening meal. The men are welcome to bring guests to the mess, which is more fondly referred to as a restaurant by Lieutenant (jg) John M. Rivers, food services officer.

"This is one of the finest messes in the Navy as far as habitability is concerned," said Rivers, who looked for original decorations rather than the type of paintings and photographs which commonly adorn Navy dining areas.

"We tried to get away from anything having to do with the Navy," he noted. "People can come in and feel that they are at home here. I think this has contributed to the enthusiastic response to the new galley."

THE ENTHUSIASTIC RESPONSE has been manifested not only in increased patronage of the mess at mealtime, but also in self-help efforts to build upon the modern facilities provided. Chief Radioman Carl D. Spratin volunteered his services to install a music system—purchased with recreation funds—in the dining area. Storekeeper 1st Class Lewis B. Munn contributed his time to paint the furniture in the food services office.

Another self-help venture produced a grill used for galley-sponsored cookouts. Volunteers are now being sought to plant and care for flowers and shrubbery in the vicinity of the BEQ.

The building construction was monitored by Lieutenant Kenneth E. Fusch, public works officer. The BEQ has 33 berthing rooms with an over-all capacity to house 130 men.

tion, 2633 Lincoln Highway East, Ronks, Pa. 17572. For Olympic archery information write the Secretary, Olympic Archery Games Committee, Box 968, Hastings, Nebr. 68901—the earlier the better.

Decommissioning Requirements Preclude Accelerated Outs

EARLY OUTS FOR NAVYMEN aboard units being inactivated or decommissioned have been reduced to a maximum of six months, effective for activities beginning stand down, inactivation or decommissioning after 30 Jun 1971. NavOp 82 (30 Apr 71) clarifies the intent of the program: "The primary consideration when establishing loss months . . . must be inactivation requirements."

Navymen with critical skills who can be effectively used in meeting urgent requirements may be retained by Fleet commanders in chief. In addition, enlisted personnel distribution offices may identify specific rates and NECs exempted from early separation because of Fleet requirements; Navymen in these rates and NECs will be given at least 30 days' notice on reassignments, whenever possible, and will be subject to transfer up until their loss months. Noncareer personnel with less than 13 months' remaining active service will normally be reassigned within the same home port or geographic area. Navymen attached to units being inactivated or decommissioned are ineligible for other release programs. Check with your personnel office.

Meritorious Advancements Program Will be Continued During FY 72

THE CHIEF OF NAVAL PERSONNEL has announced that, because of the results of the FY 71 Meritorious Advancement Board, the program will be continued into FY 72.

The extended program contains two major changes.

- The format of the recommendation letter is being standardized to permit uniform processing procedures and to ensure that the board has available all information needed to prepare a comprehensive brief on each candidate.

- The eligibility criteria will be changed from "must have participated in at least five examinations" to "must have participated in at least five examinations, three of which were in the past two and a half years."

These changes were recommended by the president of the FY 71 selection board to enhance the efficiency of the board and to ensure that all those candidates being recommended for meritorious advancement have been continually striving for advancement through the Navywide Competitive Advancement System.

It is expected that the advancement quotas for the FY 72 program will be approximately the same as in FY 71—100 E-7s and 100 E-6s. At the completion of this program, a decision will be made as to whether or not this pilot program should be formally adopted. Instructions for nomination procedures for advancement will be contained in a forthcoming notice.



THE MOMENT you shake his hand you know he is either a boatswain's mate or a handball player.

The bulky hand belongs to Boatswain's Mate 1st Class Vincent J. Liebler, who is bearded; six feet, two inches tall; weighs 275 pounds; and is an advisor to the Vietnamese Navy's Mine Interdiction Division (MID) 91.

A veteran of more than 550 minesweeping missions in the Republic of Vietnam, Liebler has spent the past two and a half years in that country. Most of the time was spent working with the U. S. Navy crews, but now his role — along with that of many U. S. Navymen in Vietnam — has shifted to an advisory capacity.

Liebler has been advising MID 91 since 1 January, assisting Vietnamese sailors in operating minesweepers and evaluating their performance in anticipation of the day they will sweep the rivers fully on their own.

Navy Eases Some Requirements For Warrant Officer Applicants

AGE AND ACTIVE TIME in service requirements for warrant officers have been changed, effective with the fiscal year 1972 program, to give outstanding senior petty officers every chance for further promotion and greater fulfillment within a naval career. The new requirements, outlined in NavOp Z-81 (14 Apr 71), specify that enlisted Navymen and women in pay grades E-6 through E-9 must have completed at least six years of active time in service, computed to 1 July of the calendar year they apply, to be eligible for appointment to warrant officer (W-1). Age limitations have been expanded upwards: first class petty officers must be at least 23, but must not have reached their 33rd birthdays; chief petty officers must not have reached their 35th birthdays; senior chief petty

BM 1 AIDS VIETNAMESE

According to Liebler, the majority of MID 91 sailors can already handle their boats without the aid of an advisor.

"The turnover of MID 91 craft began back in 1966," he explained. "Most of the Vietnamese sailors in this unit have now been on the job a couple of years. They know the shallow spots in the Long Tau river and all the other aspects of sweeping. Also, they can call in air support if they are attacked. Usually one man in every crew can speak English."

THE SWEEPERS always work in pairs so that both sides of the river will be covered, and one can help the other if an emergency arises. Radios on the boats provide a means of instant communication.

The sailors of MID 91 sweep the Long Tau shipping channel, the nearly 30-mile-long waterway which leads from the South China Sea to Saigon.

On a typical mission, the crew begin testing out their sweep gear soon after departing from their pier at the Vietnamese Navy Shipyard in Saigon. The gear consists of a heavy chain with sharp barbs attached to its links.

According to Liebler, the minesweepers patrol primarily for command detonated mines.

"This type of mine," he explained, "is laid underwater, sometimes in the mud of the river bottom, with an electric wire leading to a battery-powered switch on the shore."

As the sweepers patrol down the channel they stay close to the shore where it is easier for the barbs to cut the mine wires in the shallow water. Once the wire is cut the mine is inoperative.

officers must not have reached their 37th birthdays; and master chief petty officers must not have reached their 39th birthdays. The new requirements also apply to Naval Reservists on active duty and in the TAR program.

Navy's SCORE Program Offers Chance to Convert Your Rating

IF YOU'RE INTERESTED in converting to another rating but are not sure how to go about it, you might want to take a look at the Selective Conversion and Reenlistment (SCORE) Program. SCORE now offers a method of conversion to any rating that is on the Open Rates List (BuPersInst 1130.4 series).

Designated strikers (pay grade E-3) and petty officers 3rd and 2nd who have served on continuous

MINESWEEPER TURNOVER

"If the Viet Cong could damage or sink one of the freighters coming up the Long Tau to Saigon, the channel would be blocked until the ship could be removed," Liebler explained.

KEEPING THE CHANNEL OPEN has long been one of the main tasks of the U. S. and Vietnamese navies. The first U. S. Navy command in Vietnam to be awarded a Presidential Unit Citation was Mine Division 112 which swept these same waters and prevented any of the thousands of ships transiting the Long Tau from being sunk by a mine.

The division turned its duties over to the Vietnamese Navy last November.

At noon, when the sun is high over the Rung Sat Zone through which the Long Tau winds, the crew prepares a typical Vietnamese meal. Liebler skillfully dips a pair of chopsticks into a small bowl of rice as he joins them for lunch.

The sweeper continues up the river past sampans with fishermen busily tending their nets in the muddy water.

Dwarfing the sampans is the real proof of success of minesweeping operations—huge freighters moving upriver with cargo that will aid the South Vietnamese in their struggle against communist aggression.

Liebler works with 16 different minesweepers in the division, and launches. "They're open and you can get a lot of air, but you sure get wet during the monsoon season," he said.

The sweep comes to an end. It has been a peaceful ride—even a bit dull at times. Liebler and the five-man Vietnamese crew like it that way. A little

active duty for at least 21 months are given the opportunity for challenging and intensive training leading to conversion to another rating. In return you are required to enlist, reenlist or extend your current enlistment for a total obligation of six years.

Basically, the incentives offered for SCORE reenlistments are:

- Guaranteed assignment to "A" school and immediate change of rating or rating designator upon completion of school.
- Guaranteed "B", equivalent "B", or "C" school.
- Accelerated advancement to PO3 or PO2 if otherwise eligible.
- Reenlistment bonus, VRB and pro pay if otherwise eligible.

Check with your career counselor or the personnel office for the latest changes in the SCORE Program



With the black and red minesweeping flag waving as she chugs along, the minesweeping launch drags the Long Tau for enemy mines. Above: Contemplating a chart of the area, BM1 Liebler and his Vietnamese counterpart discuss their course on the Long Tau shipping channel.

excitement goes a long way in the minesweeping business.

ASKED HOW MUCH LONGER he plans to stay in Vietnam, Liebler replies, "Well, I'm on my second tour now and I'd like to stay a year after that if they'll let me."

He adds, "I want to stay long enough to make sure the job is done right, so I won't have to come back again."

—Story by JO3 Mike Goodrich
—Photos by PH1 Dick Clinton

outlined in BuPersNote 1440 (7 Jun 71). Look for a fuller report on SCORE in a future issue.

League's Veterans Affairs Program Gives Aid to Outgoing Navymen

DURING A RECENT five-month period 149 Navymen have taken advantage of the Urban League's Veterans Affairs Program in seeking education and training assistance or job opportunity information as they return to civilian life. The minority group officers and men are part of a much larger group of 20,000 former servicemen who have availed themselves of the League's help since the program began in 1967.

Navymen were informed of the service through SecNav Instruction 5350.11A of 18 Jun 1968 which outlined the League's Veterans Affairs Program.

The service is designed to advise black and other minority group servicemen of the benefits available to them under the G.I. Bill and other Federal benefits available to veterans.

Minority Navymen who intend to return to civilian life are encouraged to complete NavPers Form 1740/4 (Revised 5-68) and return it to a designated point within their command 120 days prior to their discharge. On the first working day of each month commands will forward the completed information cards by official mail to the League's headquarters in New York. The outgoing Navyman will then be contacted by the Veterans Affairs Program and offered assistance and information.

Junior Naval Officer Course Added, Midshipmen to Gain New Experience

FOR THE FIRST TIME, first classmen (seniors) at Annapolis are taking a course entitled "The Junior Naval Officer" as part of their required curriculum. The course is designed to give the midshipmen experience in some of the day-to-day problems they will encounter as new ensigns in their capacities as watch, duty, maintenance and personnel officers and division or junior division officers.

A library set up along the lines of a ship's office, containing publications and directives currently used in the fleet, has been established at the Academy for the junior officer course. The library is on the distribution for TYCOM directives to keep it up to date. In addition, recent grads, who are still serving their first tour at sea, are invited back to the Naval Academy to give fresh views of what new officers should expect when they get to the fleet.

Projects similar to shipboard tasks or problems are assigned, requiring the midshipmen to use an appropriate reference for the coast and type command of their future ships. "The Junior Naval Officer" covers everything from shipboard 3-M to the supply system and the duties of the officer of the deck. Midshipmen also get hands-on experience with the actual materials they will use in the fleet.

Says one instructor, "The Junior Naval Officer" course ties together a midshipman's Naval Academy experience from the viewpoint of the junior officer."

Academy Adds Pre-med Course

Starting next fall the Naval Academy will add premedical courses to its curriculum. Graduates of the premed program, which is aimed at providing more career medical officers for the Navy, will attend medical school at civilian universities for their medical degrees.

The Academy already offers numerous courses required by the premed program and will add those lacking this fall. A maximum of two per cent of the graduating class of 1974 will be permitted to enter the program.

Project Transition Explained

One of the most common misunderstandings about Project Transition is that it is a training program. It isn't—it offers three major services besides training; and the training is aimed at those who haven't developed employable skills—which, in most cases, means nonrated men—and those few men whose Navy skills have no counterpart in the civilian job market.

Project Transition is designed to help people who are to be separated from the Navy to prepare for and find suitable civilian jobs.

The other three services—counseling, educational guidance, and job placement assistance—play an equally important part in smoothing the Navyman's transition into civilian life.

Whether or not a transition volunteer can be released for any period of training while still on active duty depends entirely on whether the command can do without his services, since the enlisted distribution system does not provide reliefs to cover training periods in transition.

Whenever possible, a nonrated man with no real skills—the primary target of the program—should be released for as much training as the Transition Site can arrange for him. On the other hand, commands will be hard pressed to release any number of senior petty officers for much more than the counseling and placement services which volunteers for the program are assured.

NavOP 69 (8 Apr 71) contains some guidelines about Project Transition which will help eliminate some of the confusion which has developed.

'Great White Hope,' 'Catch-22,' Among New Films Sent to Fleet

HERE'S A LIST of recently released 16mm 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).

Hello - Goodbye (C): Drama; Michael Crawford, Curt Jurgens.

That Lady From Peking (C): Drama, Sid Melton, Carl Betz.

Borsalina (C): Drama; Jean-Paul Belmondo, Alain Delon.

The Last Days of Sodom and Gomorrah (C): Drama; Stewart Granger, Pier Angeli.

Goodbye, Mr. Chips (WS) (C): Musical Drama; Peter O'Toole, Petula Clark.

Sardinia Kidnapped (C): Drama; Franco Nero, Charlotte Rampling.

Every Man is My Enemy (C): Drama; Robert Webber, Elsa Martinelli.

If a Man Answers (C): Comedy; Sandra Dee, Bobby Darin.

River Run (C): Drama; John McLiam, Louise Ober.

Adam at 6 A.M. (C): Drama; Michael Douglas.
Homer (C): Drama; Don Scardino, Tisa Farrow.
The Brass Bottle (C): Comedy; Tony Randall, Burl Ives.

Wuthering Heights (C): Drama; Anna Calder Marshall, Timothy Dalton.

The Night Visitor (C): Drama; Max von Sydow, Trevor Howard.

I Never Sang for My Father (C): Drama; Melvyn Douglas, Gene Hackman.

Forty Pounds of Trouble (WS) (C): Comedy; Tony Curtis, Suzanne Pleshette.

The Great White Hope (WS) (C): Drama; James Earl Jones, Jane Alexander.

Scrooge (WS) (C): Musical; Albert Finney, Alec Guinness.

The Owl and the Pussycat (WS) (C): Comedy; Barbra Streisand, George Segal.

A Matter of Who: Drama; Terry Thomas.

Rio Lobo (C): Western; John Wayne.

C. C. And Company (C): Drama; Joe Namath, Ann-Margret.

Catch-22 (WS) (C): Drama; Alan Arkin, Martin Balsam.

A Distant Trumpet (WS) (C): Drama; Troy Donahue, Suzanne Pleshette.

There's a Girl in My Soup (C): Comedy; Peter Sellers, Goldie Hawn.

The Wild Country (C): Western; Steve Forrest.

Cold Turkey (C): Comedy; Dick Van Dyke, Bob Newhart.

The Magnificent Yankee: Drama; Louis Calhern, Ann Harding.

The Priest's Wife (C): Drama; Marcello Mastroianni, Sophia Loren.

Zachariah (C): Rock Western; John Rubinstein, Don Johnson.

Crossplot (C): Drama; Roger Moore, Martha Hyer.

The Honeymoon Machine (WS) (C): Comedy; Steve McQueen, Paula Prentiss.

Mini-Bikes Aboard Carrier

Now that Special Services aboard *uss Coral Sea* (CVA 43) has purchased eight 75-cubic-centimeter motorcycles, crewmembers can rent minibikes on one of the Navy's maxiships.

The minibikes can be rented for the weekend at low rates. Crewmembers stick one in the trunk of their car and head for the hills around Hunter's Point Naval Shipyard where *Coral Sea* is berthed. There's also a motorcycle track on the base. The small cycles are more than just entertainment, they should also help make safer and better bike riders out of those who rent them. Before crewmembers can rent cycles, they must complete a basic training course, which includes a lecture on motorcycle safety and a supervised session on one of the bikes. The training should pay off when *Coral Sea* returns overseas—where motorcycles can be purchased at great savings.

UNDER CONSTRUCTION—

Four New Navy Hospitals, And More Are Planned

A campaign to improve or replace inadequate medical facilities is underway by the Navy's Medical Department.

Ten-, nine-, six-, and three-story hospitals are under construction at Charleston, S. C., Memphis, Tenn., Camp Pendleton, Calif., and Roosevelt Roads, P. R. The new hospitals will have a total of 1450 beds.

Upcoming, also, are a 195-bed hospital at Corpus Christi, Tex., and a 125-bed hospital at the Submarine Medical Center, New London, Conn. Plans are being drawn, too, for a 310-bed hospital at Pensacola, Fla., and a new outpatient clinic and 220-bed addition at Naval Hospital Long Beach, Calif.

Elsewhere, the Naval Hospital at Bethesda, Md., is being upgraded with a new intensive care unit, air-conditioning of patient spaces and construction of a motel for patients' dependents. Naval Hospital San Diego, Calif., is expanding its infant nursery and intensive care unit. The Submarine Medical Center at New London is expanding its obstetric facilities; Naval Hospitals Guam, M. I., and Yokosuka, Japan, are being air-conditioned; and Naval Hospital Newport, R. I., is undergoing modernization.

Lab Uses Ultrasonic Method In Salvaging Electronic Gear

WHEN A SALTWATER FIRE MAIN broke in an electronics compartment aboard *uss Enterprise* (CVAN 65), the Naval Research Laboratory was called upon to oversee the salvaging of damaged electronic equipment.

Electronic and electrical parts which were contaminated by salt water or oil were cleaned in an oil-displacing detergent solution with the aid of ultrasonic agitation. The decontaminated material was then rinsed ultrasonically in fresh water and dried.

Water-displacing fluids, special cleaning agents and corrosion-inhibiting compounds were used when necessary. The water-displacing fluids, special cleaning agents and corrosion-inhibiting compounds used by the laboratory as well as ultrasonic cleaning have been extensively tested by NRL men since their development in 1959.

The NRL cleaning procedures have been used successfully in numerous naval vessels. The most notable examples were in *uss Constellation* (CVA 64), which suffered severe damage in a fire in 1960. The cleaning techniques have also been used aboard *uss Forrestal* (CVA 59) and the former *uss Guitarro* (SS 363). The latter has been on loan to Turkey since 1954 and renamed *Prevenze* (S 340). The method has also been used to clean electronic equipment of military aircraft after saltwater flooding.



LIBERTY CALL!



WHEN "LIBERTY CALL" SOUNDS aboard the carrier USS *John F. Kennedy* (CVA 67), it means a chance for more than 3500 officers and men to visit a foreign port. Usually the liberty line, well formed by the time the word is passed, snakes its way through the passageways leading to the quarterdeck. Each man waits impatiently, thinking about a day of sight-seeing, shopping, photography, eating unusual foods, or that first cold drink.

But liberty call also signals the start of another workday for one division. With no pier to tie up to or harbor to shelter the 83,000-ton carrier, there is only one way to get the men ashore—boats.

Fifth Division provides the ferry service for the liberty party, as well as making runs for supplies, mail, and general visiting. The division, composed of 44 men, works in 24-hour shifts during a port visit.

Lieutenant (jg) Bob McMahan, the division officer, said, "one of the roughest jobs is keeping *JFK's* boats in good shape." The ship has seven utility boats, all 40 or 50 feet in length, two officers' boats, and the captain's gig. "It's hard to repair the boats when you only have four or five days before they're in the water again," he said. The boat crews, made up mostly of volunteers, make an average of 125 runs each day.

"It's fun as well as work," said a coxswain. "There is also a lot of responsibility."

Another said, "We transported almost 20,000 men during our visit to Athens. And then there are nights

Home on Leave or Liberty?

IF YOU'RE HEADED HOME on leave or liberty, you've probably already looked into reduced military fares for travel. Scheduling your round trip to take full advantage of fare reductions can be tricky; to make things easier, Military Traffic Management and Terminal Service (MTMTS) has released a full summary of travel by rail, bus and air.

First of all, to be eligible for reduced military fares, you must be:

- On active duty.
- On official leave, liberty, or within seven days of discharge.
- Traveling at your own expense.
- In uniform. (This is a basic requirement.)

- In possession of a properly executed Authorization for Commercial Air Travel (DD Form 1580).

Reduced fares available for holiday travel, and applicable restrictions, are as follows:

RAIL TRAVEL—Railroads offer approximately 25 per cent reductions on both one-way and round-trip fares. There are no special restrictions for holiday travel.

BUS TRAVEL—Reduced fares during holidays will be limited to certain selected points in the eastern states, and to travel between some eastern and mid-western states. These reductions are available year-round and generally apply to round-trip tickets only.

AIR TRAVEL—Fare reductions of two types are offered: military standby and military reserved. There are no holiday restrictions on the standby fare (about ½ of full price). Standby passengers on non-connecting



when it's hard enough to handle the boat on the open sea, let alone making the ladder."

Their job is not only making runs to and from the ship. While underway the division is busy cleaning, repairing, and repainting the boats. The engines also get a check by personnel from A Division. McMahon pointed out that the division also mans one of the replenishment stations during an unrep.

Facing page, top: Officers' personnel boat approaches a foreign harbor lined with sailboats. Below: Kennedy boat crews provide the ferry service for the liberty party, as well as supplies, mail and general visiting. Above: CVA 67's 10 boats average more than 125 runs per day. Right: Two crewmen aboard USS John F. Kennedy (CVA 67) replace the wood stripping.



flights are not subject to bumping at enroute stops, once they have been accommodated and have received a validated ticket from origin to destination.

Some airlines have restrictions (or blackout days) on military reservation fares. The normal restriction on weekend travel at the reduced military reservation fare (about two-thirds of full fare) is between noon and midnight on Friday and Saturday.

Your transportation officer has the information to help you schedule holiday travel.

All information regarding military fares was taken from tariffs with the Civil Aeronautics Board or Interstate Commerce Commission. These fares are subject to change without notice; therefore, military personnel anticipating travel should contact their local carrier representative regarding such fare.



THIS LIBERTY HOUND IS A RARE BREED

"MY NAME IS LIBERTY HOUND. I am AWOL from the *uss Pluck*. If I am found, please return me to my ship."

So reads the "dog tag" of a 40-pound basset hound belonging to the crew of the Seventh Fleet minesweeper *uss Pluck* (MSO 464) homeported in Long Beach, Calif. *Pluck* and her crew acquired the four-and-a-half-year-old pedigreed dog from the skipper's brother.

Lieutenant Commander Jerry Murphy explains, "My brother's children outgrew the dog. Since basset hounds crave lots of attention, he thought that *Pluck's* crew and the dog could both benefit from each other."

"Lib," as he is affectionately called, gets all the attention he can handle.

The commanding officer says, "He will go to one man to be petted. After that man gets tired and stops, Liberty will walk over to another sailor and entice him to pet awhile. When Lib looks up at you with those big, red eyes it is hard to keep from giving him a few minutes of petting time. He goes from man to man until he has 'inspected' the entire crew."

Originally the dog was named "Commissioner" after the commissioner on the *Batman* TV series because

he always looked so worried, but, explains the CO, "15 minutes after he was aboard he was ready to hit the beach on liberty. We just naturally named him Liberty Hound."

Lib is a regular crewmember. He stands morning quarters—he seldom misses quarters as that means more affection from lots of people—stands combat information center watches, engineering watches and "supervises" preparation of various meals.

HIS SERVICE JACKET lists his profile as "low slung." The record also states that Seaman Hound is a holder of the Golden Dragon award.

According to LCDR Murphy, "When we left port with Lib the first time, he was very seasick, but now he has his sealegs and he's turned out to be a good sailor."

He adds, "When the ship is heading for port, as soon as we are within sniffing distance of land, Lib will run to the bow and start to bark. By the time we are in sight of land he will really start to carry on."

The CO said, "Quite often we will take Lib to Olongapo City with us. Jeepneys and taxis loaded with passengers will stop to stare and children will stop and pet him. Most Filipinos have never seen a basset hound before. When Lib walks into a bar with us, the hostesses will bring him water and really take care of him."

SAILING

AS A SPORT and as a valuable training method, sailing's popularity among Navymen has been spreading rapidly. The U. S. Naval Sailing Association (USNSA), which was first officially recognized in February of this year, now includes over 25 branches at Navy bases throughout the world.

Commanding officers and unit commanders are encouraged to establish liaison with these local branches for the use of special services sailing facilities, especially by junior line officers and deck enlisted men. In most cases a group of men will be trained as instructors capable of passing on their knowledge and skill.

The local branches and their respective commodores are listed below. For more information, contact the nearest branch or write to USNSA's national commodore, Captain Robert D. McWethy, 3 Weems Creek Drive, Annapolis, Md. 21401.

● Naval Sailing Association, London
Staff CINCUSNAVEUER
FPO New York 09501.

● Great Lakes Yacht Club (GLYC)
(LCDR Donald E. Haack, USN)
Building 51, Naval Base
Great Lakes, Ill. 60088.

● Navy Patuxent Sailing Club (NPSC)
(CDR John A. O'Shea, USN)
Naval Air Station
Patuxent River, Md. 20670.

● Bay Area Navy Sailing Association
(BANSAs)
(CAPT James L. Holbrook, USN)
CO Naval Air Station
Alameda, Calif. 94501.

● NAS Alameda Yacht Club
(LCDR Gerald R. Treber, USN)
c/o Recreation Officer
Naval Air Station
Alameda, Calif. 94501.

● Treasure Island Sailing Club
(Paul Snyder)
Special Services Marina
USNS Treasure Island
San Francisco, Calif. 94130.

● Naval Sailing Association Annapolis
(CWO E. L. Steger, USN)
U. S. Naval Station
Annapolis, Md. 21402.

● Naval Post Graduate School Sailing
Association
(LT George A. Burman, USN)
Naval Post Graduate School
Monterey, Calif. 93940.

● Navy Yacht Club of Newport
(CAPT Mitchell K. Disney, JAGC, USN)
Newport Naval Base
Newport, R. I. 02840.

● Roosevelt Roads Yacht Club
(Tom Doyle)
U. S. Naval Station
FPO New York 09551.

● Guantanamo Bay Yacht Club
(LT Richard T. Dauphine, MC, USNR)
c/o Special Services Director
P. O. Box 36, Naval Station
FPO New York 09593.

● Navy Yacht Club, Long Beach
(CAPT Robert J. Trauger, USN retired)
Long Beach Naval Station
Long Beach, Calif. 90801.

● Rota Naval Yacht Club/Club Nautico
de Rota
(LCDR David Evans, USN)

ALTHOUGH MANY SAILORS like the local beer, Lib will only drink it if it is very cold. He is also quite choosy about what he eats. When he was living ashore a waitress fed him some very choice cuts of steak.

Murphy says, "It's getting to the point now, though, that he will turn down some of the steaks and other types of food that we have aboard the ship because it is not cooked to his taste!"

To look at Hound you would never know that he's so touchy about what he eats. "That guy . . . er, dog, weighs at least 30 pounds," said one crewmember, "and we have to carry him down the ladders when he wants to visit another part of the ship."

There is one ladder that Liberty Hound will walk down at a moment's notice. It's called the after brow and it leads to "liberty" and the beach.

Just in case you missed it, that's a profile view of Liberty Hound on this month's inside front cover.

—Story and Photo by PH1 John R. Sheppard

Changes to Armed Forces Recipes Include Test Kitchen Discoveries

THICKER BROWN GRAVY, meatier baked lasagna with a tastier mix of spices, and better-looking beef stew are just a few of the improvements called for in the two-year-old Armed Forces Recipe Service.

Soon to be mailed to users, Change I affects some 200 of the 1050 recipes. Meat, fish and poultry recipe

revisions, deletions and additions account for nearly half the changes.

Revisions and changes were suggested by Navy commissarymen, Navy Food Management Teams, and Navy Subsistence Office recipe specialists, as well as users in other services and other groups. Suggestions were screened by the Armed Forces Recipe Service Committee and significant ones were referred to the Army Natick (Mass.) Laboratories for test kitchen evaluations and development.

NOT SURPRISINGLY, since the Recipe Service is directly descended from a family of recipes used by each service over the past 20 years, few dishes were eliminated completely.

Added meat and seafood items include pork chops with apple slices, creole pork chops, shrimp chop suey and beef and corn pie. Two new variations for fried chicken are also provided.

The beef and corn pie is adapted from a recipe submitted by Commissaryman 3rd Class L. O. Gagne in 1969 while serving aboard *uss Camp* (DER 251).

Two new dishes being introduced are summer squash and a shimmery fruit and vegetable salad.

The squash recipe was suggested by Navy commissarymen at NAS New Orleans, La. Food industry test kitchens, through their members of the National Security Industrial Association Menu/Recipe Task Group contributed the salad recipe.



Naval Station, Box 1806
FPO New York 09540

- Naval Sailing Association
(CDR Thomas A. Stansbury, USNR)
Naval Militia-Naval Reserve Foundation
Naval Armory-Randolph Street
Lake Michigan
Chicago, Ill. 60602

- Quonset-Davisville Yacht Club
(John Bradley)
Naval Air Station
Quonset Point, R. I. 02819.

- Navy Yacht Club of Pensacola
(CAPT Charles M. Howe, USN)
Building 3244
Naval Air Station
Pensacola, Fla. 32508.

- Norfolk Naval Sailing Association
(NNSA)
(COL John Lucas)
Box Section, Hampton Roads Branch
Norfolk, Va. 23511.

- Charleston Naval Sailing Association
(CDR Thomas P. Cagney, USN)
c/o General Delivery
Naval Base Post Office
Charleston, S. C. 29408.

- San Diego Naval Sailing Club
(CAPT Lawrence W. Bunce, USN)

U. S. Naval Amphibious Base
San Diego, Calif. 92155.

- Yokosuka Yacht Club (YYC)
(CDR Robert J. Richards, USN)
Code 600
Commander Fleet Activities
FPO Seattle, Wash. 98762.

- Navy Jacksonville Sailing Club
(LT Alan S. Rhoades, USN)
Naval Air Station, Box 29
Jacksonville, Fla. 32212.

- Key West Naval Sailing Association
(CAPT Seymour Dombroff, USN)
U. S. Naval Station
Key West, Fla. 33040.

- Naval Sailing Association
(LT Larry Sutton, USN)
USS Providence (CLG 6)
FPO San Francisco, Calif. 96601.

- Pearl Harbor Yacht Club
(William Hickok)
Special Services, Box 20
U. S. Naval Station
FPO San Francisco, Calif. 96610.

- CBC Naval Sailing Association
(LT Jeff Cullison, USN)
Special Services Division (Code 32)
NAVCONBATCEN
Port Hueneme, Calif. 93041.

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.

Questions Questionnaire

SIR: Recently I received a questionnaire which solicited an evaluation of the Navy by enlisted personnel. The questions seemed pertinent, but the way they were phrased and the format of the questionnaire left no room for qualified answers.

I completed the questionnaire, but felt that I had not been permitted to express myself fully. I believe such questionnaires can be useful if presented in a less formal manner. I do not think a man can truly express himself to a computer punch card.—P. P. M., RMSM, USN.

• *The recent Navy Personnel Survey 71-1 (NPS) sought answers to questions of interest to management planners; the goal was to obtain information which would help balance Navy needs with the wishes of Navy individuals.*

Such information must be collected in a systematic and economical manner. The NPS employed a multiple-choice questionnaire and an optical scan or "quick response" answer sheet which is the most feasible way to obtain answers from a large number of individuals.

Among other considerations, this method pinpoints answers to questions of greatest importance to program managers, reduces the time and cost of processing data, permits expression of views on a variety of subjects, and allows for a larger number of questions to be answered in a given amount of the respondent's time.

But you do point to a need which is sometimes forgotten in the race toward complete mechanization: in addition to responding on the optical scan answer sheet, survey instructions should encourage the use of a separate sheet of paper for qualified answers or other comments. NPS 71-1 did contain such instructions on page 1 of the questionnaire.—Ed.

Assignment by Rating

SIR: Is there any regulation which states a man must be assigned only duties of his rating? In a discussion of this at my command, some petty officers said yes, others no, but no one

could cite something in writing one way or the other. However, the consensus seemed to be that if circumstances require men to work outside their ratings, such assignment should be only temporary to meet unexpected local job requirements.—E. D. A., CE3, USN.

• *It is hard for us to imagine that anyone would disagree with your consensus, particularly commanding officers who should be anxious to see personnel assigned on the basis of rate and rating and working at their highest skill levels within the command.*

Assignment officials at BuPers and the EPDOs make every effort to place individuals in billets which call for their respective rate and specialty skills.

However, there is no written guarantee that every Navyman will work solely in rating, nor is there a limit on the time a man may be assigned to duty outside his rate. Recruiters and recruit company commanders, for example, work out of rate for up to three years at a time.

Generally, it's the old and continuing story of "Navy needs," which always take precedence over personal ambitions. In times of tight budgets and personnel cutbacks, it is not unusual to find an increasing number of men working out of rating, with greater responsibility within rating, or both.—Ed.

Navyman's Role in Program

SIR: Enclosed is a "letter" which I'd like to pass along to Navyman on how personnel can respond to the People Programs initiated by the Secretary of the Navy and the Chief of Naval Operations, particularly in respect to the Z-grams:

Dear Shipmates,

SecNav, CNO and our commanders and commanding officers have launched programs to rid the Navy of antiquated regulations and procedures. We have all welcomed the opportunity to be heard and help, but we owe ourselves and our leaders an assessment of our real role in People Programs—our individual role.

We have been told how highly educated and motivated the young generation is; how we unselfishly endure the hardships of Navy life; how underpaid we are; how antimilitary sentiment has eroded the respect due us; how some regulations have been demeaning and adversely affected our self-respect; how services in the Navy have to be improved; and how deserv-ing we and our families are of everything that is good in our United States.

One could conclude that because of People Programs the Navy is becoming soft and permissive. But in fact, we—the officers and men of the United States Navy—are being given a most intelligent, tough and subtle challenge. We are also being given purpose, direction, information and a voice with which to pursue this challenge. Our personal motivation, individual sense of responsibility, and potential for enlightened leadership of a new Navy are on the line.

It's the old saying—with privileges come responsibilities. Leaders of all ranks and rates are going to have to seek out these new responsibilities and keep our ship taut, but without "chicken" regulations.

Each Navyman is being challenged to continue a career in contributing to the preservation of the United States as a powerful influence on world affairs—an influence that, by the record, has been a beneficial, fair and stabilizing one.

We must find ways to communicate to our leaders that we have accepted this challenge.

As our privileges increase, we must clearly demonstrate a corresponding increase in the efficiency and morale of our commands. We must bring about an upswing in our retention rates, showing that young men and women have accepted the exciting career the Navy is offering.

SecNav, CNO and the Z-grams, and People Programs are ahead of us. We owe something for this. Let's respond.—LCDR Robert C. Powers, USN.

'Six Saratogas'

SIR: I read your "Six Saratogas" article in the May 1971 ALL HANDS

with considerable interest since I served in the last *Saratoga* from July 1958 to February 1961.

You related an errand of mercy conducted during a short Rhodes inport period while deployed to the Eastern Mediterranean in the 1958 Lebanon crisis, and I remember the occasion quite vividly.

On checking my flight log book for the details I found that the flight occurred on 18 Aug 1958. Sara had received a request to aid a family in an outlying district whose baby was stricken with polio. Sara's helo brought the baby, its mother and father and, as I recall, the family's doctor, to the Rhodes airport.

In the meantime Sara Air Ops assigned me and LT Jack Cave, the assistant navigator, to fly the family to Athens. As soon as the helo arrived just before sunset, we took off from Rhodes airport and an hour and 40 minutes later arrived at the Athens airport in a light rain and were met by U. S. Air Force medical personnel who transferred the baby, with its family, to a hospital. Jack Cave and I flew back to Rhodes that same night.

The bad fire of January 1961 you referred to was in No. 3 Main Machinery Room, which had been the site of a previous material accident and a major material failure. We lost some mighty fine shipmates in that accident including the senior Protestant chaplain.—CDR Waldo L. Born, USN.

Early Outs Restrictions

SIR: I would like to know why it is necessary for a man in the Navy to be stationed in the United States in order to be eligible for an early out.

I don't understand why the system is set up this way, since it is highly unfair to a man stationed overseas or on a WestPac deployment, such as I am.—R. W., Jr.

●Every Navy early release program has a purpose or goal. The Navywide program which has been in effect since August 1969 was begun to lower the over-all enlisted manning levels in conjunction with recently eliminated billets and reduced fiscal allocations in the military personnel budget.

While the Navy must lower the manning level, it must at the same time insure that this is accomplished in an orderly manner without inhibiting the operational capability of any command.

For this reason, every NavOp which has authorized successive increments of the Navywide program has also made provisions for the exemption of critical personnel from early release. Exemption may be approved by fleet commanders either on an individual basis, or by rate/rating/NEC.

Also, in recognition of the importance of deployments, exemption of all Navy men attached to units of the U. S. Sixth (Mediterranean) and Seventh (Western Pacific) Fleets and the Mideast Forces has been an integral provision in each phase of the Navywide program and does not require the approval of the fleet commander.

Every attempt is made to achieve 100 per cent manning for ships about to deploy and to keep the manning as high as manpower resources permit throughout its operations. Inclusion of deployed personnel in the Navywide program would defeat this goal and would result in an unacceptable degree of readiness for many ships in critical areas.—ED.

Two-by-Six Drills

SIR: In ALL HANDS' February issue there was a Navy News Brief entitled "Drill Required for most 2X6 Reserves." It was mentioned that Reserve Navy men who had served on active duty in a combat zone and received hostile fire pay would be exempt from post-active duty drill requirements. Is there a minimum amount of time that one must serve in this capacity in order to qualify for drill exemption?—YN3 C. G. S.

●The minimum time served in a combat zone to qualify for a drilling exemption is based upon the requirement necessary to be eligible for and receive hostile fire pay. Therefore, if you received hostile fire pay and have not incurred a post-active duty drilling obligation as a result of attending a Navy Class "A" School, you are not required to drill after release from active duty.—ED.

BAQ for Waves—

SIR: I am a WAVE married to a civilian, and I was advanced to PN3 on 1 April. I was married in October 1970—while a PNSN—and requested BAQ. I was told that I couldn't receive it unless my husband was dependent on my income or the housing for seamen was inadequate. Neither condition applied to our case.

Now that I am a PN3, I am eligible for single BAQ but not married BAQ. Why aren't married WAVES entitled to the same allowances as male married sailors?—PN3 J. G. M., USN.

• The existing laws concerning basic allowances for quarters provide that normally a member of a uniformed service who is entitled to basic pay is entitled to basic allowance for quarters. The law further states in pertinent part, that "a person is not a dependent of a female member unless he is in fact dependent on her for over one-half of his support. . . ."

The Comptroller General of the United States has ruled that the term "in fact dependent" in connection with a claim for quarters allowance in behalf of the husband of a woman member of the uniformed services requires something more than a mere showing that a husband derives his livelihood from his wife—and interpreted this to mean that the husband must, as a result of physical or mental incapacity, be incapable of self-support.

This ruling was reiterated in a 1966 case, 45 CompGen 163. The husband who voluntarily abandons self-support in order to attend college is not considered dependent within the intent and meaning of the applicable laws.

Three similar bills—H.R. 2335, H.R. 4954 and H.R. 2580—have been introduced into the 92nd Congress. If any of these is enacted into law, a married woman member would become entitled to quarters allowance on the same basis as a male member, and woman members of the uniformed services would become eligible for basic quarters allowance during such time as their husbands are full-time college students.

Transportation at government expense and medical treatment of the civilian spouse of a woman member

would also be favorably affected upon passage of such legislation.

Your husband may be designated as your commissary agent whether or not dependent upon you. Recently the House Armed Services Committee approved a change in terminology in the exchange regulations deleting the dependency criteria. Your husband therefore is entitled commissary and exchange privileges merely by relationship. This information will be reflected in the next change to BuPers Instruction 1750.5D.—ED.

Ship Reunions

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

• NARTU—A reunion dinner-dance for former members of the Air Reserve Training Unit, Anacostia, D. C./Andrews AFB, Md., will be held in Washington, D. C., on 11 September. For information and reservations, contact ADC Bill Powers, USN (Ret), 8133 Murray Hill Dr., Oxon Hill, Md. 20022, telephone (301) 248-4164.

Background on Pigeon Trainer

SIR: I would like to have all the information you can give me on the Pigeon Trainer Rating. There are quite a few chiefs around here who don't believe there ever was such a rate.

If possible, I would also like to know when the last pigeon trainer got off active duty and when the rate was phased out.—MMC A. M. B.

• The doubting chiefs had better get with it, for message-carrying pigeons were very important to all military operations (the Navy's included) before the advent of radio and continuing even as late as World War II.

Late in the 19th century, the Navy sent Professor Francis Marion of the U. S. Naval Academy to Belgium to

gather information on the care and training of carrier pigeons.

Professor Marion's research led to the publication in 1899 of the U. S. Navy's Manual on the Care and Training of Homing Pigeons, which required that records be kept concerning lengths and numbers of pigeon flights and the rate of miles flown per hour.

In 1919, pigeon trainers (or pigeoneers, as they were called) were a part of the quartermaster rating and were identified in the enlisted code book as Quartermaster (Pigeon), QM(P).

Of course, the advent of radio dampened interest in pigeons as a means of communicating. Nevertheless, as late as 1926, the pigeon service in the Navy consisted of 12 lofts and about 800 birds.

Pigeons at that time were used only in the aviation branch of the Navy inasmuch as the birds were dependent upon a fixed base or house. As late as 1942, orders were issued to expand the flock for use between dirigibles and their naval air stations.

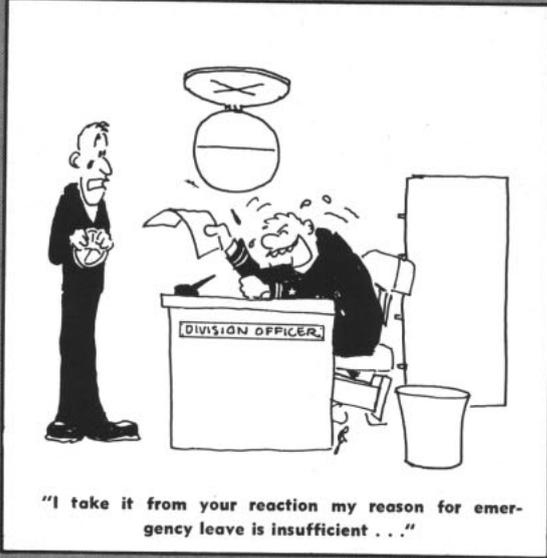
During World War II, the pigeoneers were identified as Specialist X and had the abbreviation of SPX(PI). On 1 Jan 1948, when the Navy converted to a peacetime rating structure, the SPX(PI) was changed to the Exclusive Emergency Service rating of ESX and identified by Navy Job Classification Code 87200 and later as ESX-9792.

When the new peacetime structure was promulgated, the separate identity of the pigeoneer was lost as far as full-time active duty was concerned and personnel were transferred to one of the peacetime general service ratings (now called general ratings).

Because of this, the last date possible for a person in this specialty to be identified, employed as a pigeoneer, and on active duty would have been 1 Jan 1948.

All exclusive emergency service ratings (except one) were disestablished by the Secretary of the Navy on 10 Jan 1961. That is the official date for the deletion of the ESX-9792 (pigeon trainer). The reason given by the Rating Review Board for recommending disestablishment was the lack of written requirements for anyone with that skill.—ED.

IC1 Jeremiah H. Paoli



SN Ronald C. Stanford



YN3 David E. Cockrum

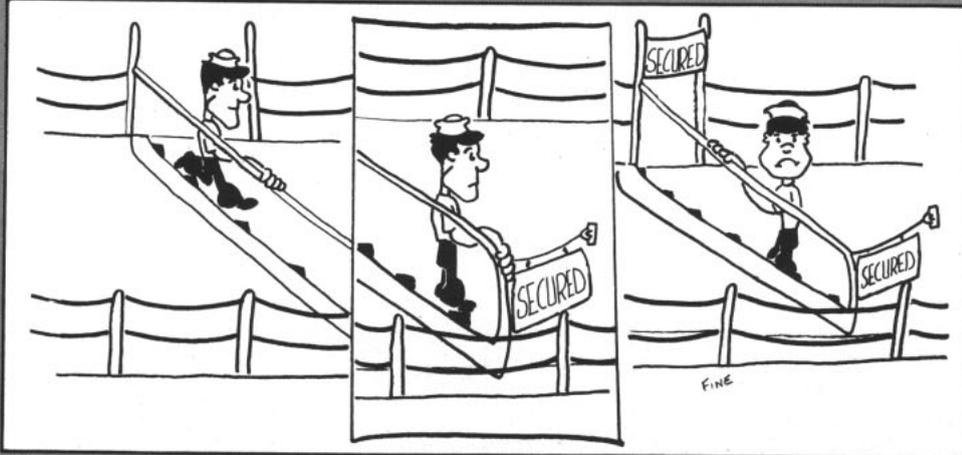


LT Robert A. Beaty



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RDSN Paul A. Fine



TAFFRAIL TALK

BEING A LINEHANDLER or rigger during underway replenishment operations at sea may not be the most glamorous job in the world, but—if you've got the enthusiasm of the unrep teams aboard *uss Floyd B. Parks* (DD 884)—it may be a very competitive one.

When *Parks* pulled alongside *uss Sacramento* (AOE 1) to refuel the destroyer in May, both forward and after rigging stations on *Parks* were vying for a new record—as always, observing strict safety precautions.

The seconds ticked away and, after one minute and 58 seconds, the after station claimed a new record for the ship.

The new record didn't hold for long, though. When the stopwatches were compared, it was the forward rigging station by a nose. Their rigging time—one minute and 57 seconds.

* * *

USS HUNTERDON COUNTY (AGP 838), the last of the U.S. Navy's patrol craft tenders, is currently on her seventh tour of duty in the Republic of Vietnam.

Hunterdon County (see facing page), a unit of the Seventh Fleet, is assigned to duties with the Vietnamese Navy's Tran Hung Dao Campaign. Commanded by LCDR E. G. Wells, she has served throughout Vietnam's delta region during the past four and one-half years in support of allied military operations.

The tender is a World War II-vintage, 542-class tank landing ship (LST) which was modified in 1966 to meet the special requirements of river war in Vietnam. Her duties include acting as a tender for various small craft (especially river patrol boats), as a roving heliport for UH-1 *Seawolf* helicopter gunships, and as a mobile logistics support base for the various advanced tactical support bases in the Vietnam delta.

Hunterdon County has also served as a floating command communications center and gunfire support ship. On 12 May 1970, she became the first major U. S. Navy unit to cross into Cambodia in support of Operation Tran Hung Dao XI.

The ship has conducted almost 6000 accident-free helicopter landings on her flight deck while stationed in Vietnam, and has received two Presidential Unit Citations and the Navy Unit Commendation for her heroic actions.

* * *

ALAN MARLETTE, a Reserve JO3, recently concluded a two-year tour of active duty with *ALL HANDS*. He was in the art and layout section, where he provided ideas and some inspiration. He did much of the actual artwork in a continuing effort to have the magazine reflect the tone of the Navy itself: factual, colorful, pizzazz. Off-duty, Alan was a tennis player, private pilot, beach-goer and bachelor man-about-town. He was sought after by any number of pretty government girls in Washington, D. C., who particularly liked the April 1971 *ALL HANDS* cover, for which he posed. Alan majored in journalism at the University of Tennessee; has returned to his home in that state.

The All Hands Staff

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

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AT RIGHT: *USS HUNTERDON COUNTY* (AGP 838), the last of the Navy's patrol craft tenders, is serving her seventh tour of duty in Vietnam. *Hunterdon County* is the holder of two Presidential Unit Citations and the Navy Unit Commendation for heroic service in Vietnam. 



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**AIM FOR TOMORROW...
BUY U.S. SAVINGS BONDS**