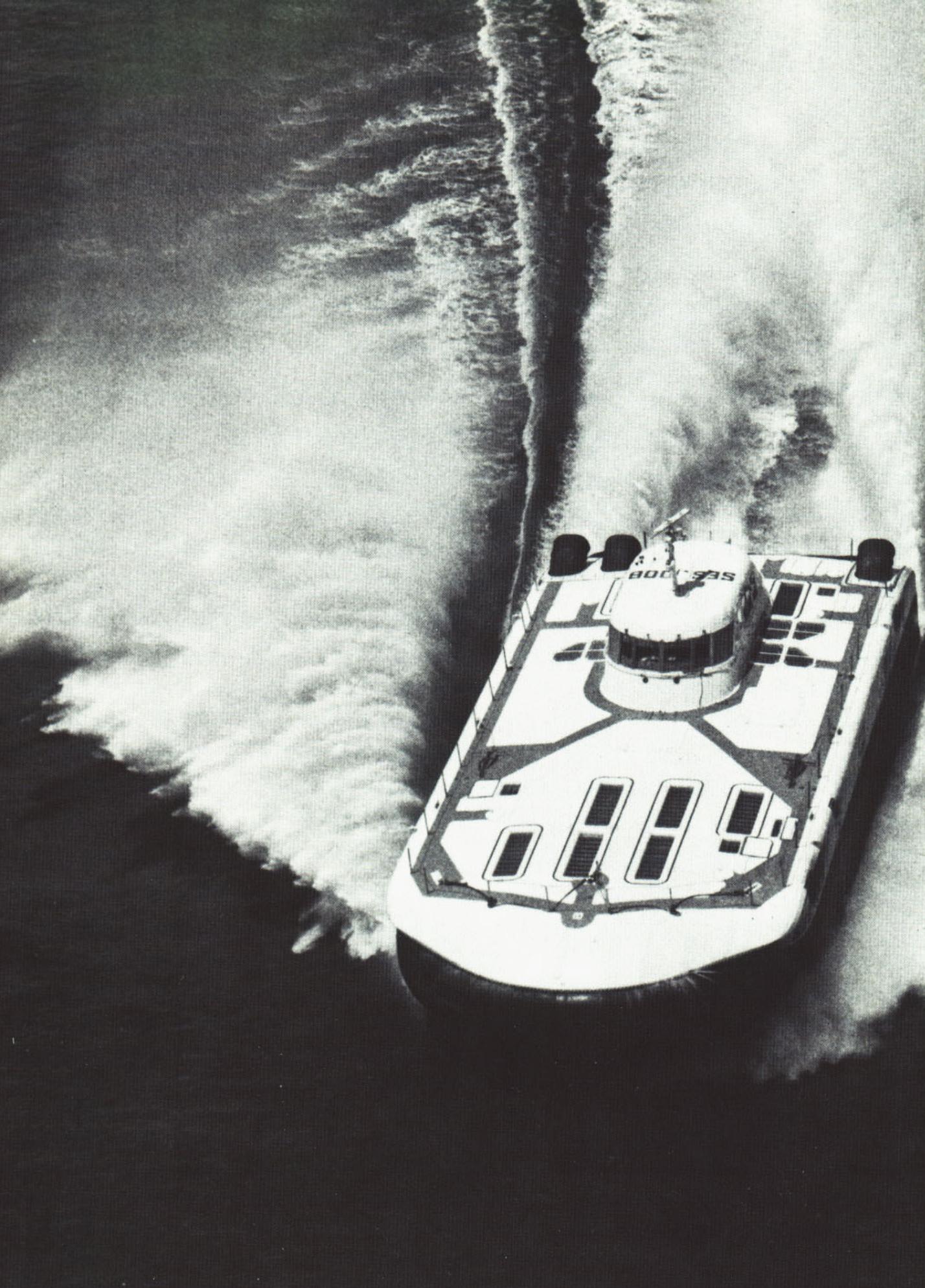


# ALL HANDS

A photograph of an American flag in the foreground, a ship on the horizon, and a blue sky with clouds. The flag is on the left side, partially obscuring the view. The ship is a small, dark vessel on the horizon line. The sky is a deep blue with some white clouds. The overall tone is patriotic and maritime.

JULY 1974



# ALL HANDS

MAGAZINE OF THE U. S. NAVY — 51st YEAR OF PUBLICATION

JULY 1974

NUMBER 690

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Chief of Naval Operations

REAR ADMIRAL WILLIAM THOMPSON, USN  
Chief of Information

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## TABLE OF CONTENTS

### Features

CNO — Since 1915 .....	2
The 20th CNO, ADM James L. Holloway III .....	6
Patrol Gunboats .....	8
Homeport Naples .....	11
PG Cruise to the Marianas .....	12
Shipboard Habitability: EXPO .....	16
A Sampling: USS Spruance .....	18
Shipboard Berthing .....	20
BEQ, Not Barracks! .....	22
A Sampling: Bigelow Hall .....	25
BEQ Management Course .....	26
SI: The Metric System .....	28
Navy Sports .....	42
Tee Ball .....	48
Chronology: 1941-1945 .....	50

### Departments

Navy News Briefs .....	36
From the Desk of MCPON .....	40
Letters to the Editor .....	60
Navy Humor .....	63
Traffrail Talk .....	64

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FRONT COVER photo by JOC Bill Wedertz, USN, shows a patrol gunboat sailing in the Pacific. For a roundup on the Patrol Gunboat Navy, see the series of articles beginning on Page 8.

BACK COVER: NAVY OF THE FUTURE — Photos by (left) ETN2 R. H. Davies, (top) PHCS William M. Powers and (right) RM3 Neil Hendrickson, Honorable mention winner in the ALL HANDS photo contest.

AT LEFT: SES-1008 — The U.S. Navy 100-ton surface effect ship makes a high-speed run during its deep water and higher sea state testing in the Gulf of Mexico.

# ***CNO - Since 1915, A Naval Career at its Zenith***

Since the office of the Chief of Naval Operations was established in 1915, 20 officers have held the position, beginning with Admiral William S. Benson. CNO is the highest ranking officer in the Navy, except when another naval officer holds the office of Chairman of the Joint Chiefs of Staff.

The Chief of Naval Operations is the principal naval advisor to the President and the chief naval executive to the Secretary of the Navy. As a member of the Joint Chiefs of Staff, he is a principal military advisor to the President and Secretary of Defense, and an immediate member of the Defense Secretary's military staff. Here are the names of the CNOs up to the present, Admiral James L. Holloway III, USN:

Admiral William S. Benson 1915-1919	Admiral Louis E. Denfeld 1947-1949
Admiral Robert E. Coontz 1919-1923	Admiral Forrest P. Sherman 1949-1951
Admiral Edward W. Eberle 1923-1927	Admiral William M. Fechteler 1951-1953
Admiral Charles F. Hughes 1927-1930	Admiral Robert B. Carney 1953-1955
Admiral William V. Pratt 1930-1933	Admiral Arleigh A. Burke 1955-1961
Admiral William H. Standley 1933-1937	Admiral George W. Anderson 1961-1963
Fleet Admiral William D. Leahy 1937-1939	Admiral David L. McDonald 1963-1967
Admiral Harold R. Stark 1939-1942	Admiral Thomas H. Moorer 1967-1970
Fleet Admiral Ernest J. King 1942-1945	Admiral Elmo R. Zumwalt Jr. 1970-1974
Fleet Admiral Chester W. Nimitz 1945-1947	Admiral James L. Holloway III 1974-

Some of the faces that appear in the 19 official portraits are very familiar; some are less so. But familiar or not in appearance, their individual credentials and careers were always distinguished, and their collective achievements have shaped the destiny of the Navy for nearly 60 years. They are the 19 former chiefs of naval operations.

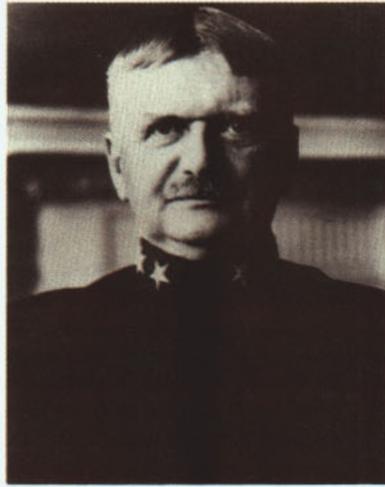
The portraits do not tell you much about the men who have held the office since it was created by Congress in 1915. There is, in their faces, only a hint of the character of these men and no indication of why they were chosen, how they were chosen, or some of the things which happened during their time in office. About the only thing the portraits tell you is that all of them were obviously very important naval officers who headed the Navy at certain periods in time.

Official biographies of the chiefs of naval operations contain the cold statistics: where they were born, when they achieved flag rank, when they came into office, when they left and — for the majority — when they passed on into the ages. The biogs don't tell you that the first Chief of Naval Operations, Admiral William S. Benson, had a son, Francis Wyse Benson, who also rose to flag rank. The father led the Navy through World War I, and the son fought in the Solomons, at Guadalcanal, and at Leyte. Still another Benson, William S. Benson, II, served as a Supply Corps officer, and Captain Frank Benson's most recent duty station was at Pearl Harbor.

A father and son happening was to occur again — in 1955 — when Captain William D. Leahy, Jr., was one of 39 captains selected that year for flag rank. His father, of course, was Fleet Admiral William D. Leahy, a former CNO then serving in Washington, D.C. in an advisory capacity in the office of the Secretary of the Navy.



ADM William S. Benson



ADM Robert E. Coontz



ADM Edward W. Eberle

The second CNO, Admiral Robert E. Coontz, was in office during the hectic years of the establishment of naval aviation (although that arm of the service traces its beginnings back to 1911 and Lieutenant T.G. Ellyson), and during the bargaining sessions of the Washington Naval Conference of 1921-22. That treaty was one thing, but building a fleet within those drastic limitations was something else.

Don't be fooled by those old portraits; these officers had vision: On 16 Jan 1919 it was Admiral Coontz, as the newly designated Chief of Naval Operations, who sent a memorandum to the General Board in which he stated that war with Japan was far more likely than any conflict in the Atlantic.

Those times between the world wars were trying years for the Navy. Naval power was at its peak, but appropriations were slim. There were the advocates of the surface fleets and the new thinkers concerned with air power. Guiding the Navy through these waters were men whose names are perhaps all but forgotten now: Edward W. Eberle, Charles F. Hughes, William V. Pratt and William H. Standley. Their time spanned the high years of the 1920s and the low, depression years of the 1930s. The seventh admiral to sit on CNO, William D. Leahy, held the office from 2 Jan 1937 until 1 Aug 1939 — exactly one month before Germany invaded Poland, raising the curtain for the opening scene of the bloodiest war ever to ravage mankind. During the next half decade, this brilliant naval officer was constantly at the side of the President of the United States — helping to shape the tactics and policies that helped the United States successfully fight a two-ocean war.

Harold R. Stark, CNO from 1 Aug 1939 to 26 Mar 1942, sat on a powder keg his whole time in office, seeing the buildup of power in the Far East and not

being able to do anything about it. With the attack on Pearl Harbor, Admiral Stark, was one of those, perhaps inevitably, at whom an accusing finger was pointed. With the coming of peace in 1945, he was finally vindicated of the events that culminated at Pearl Harbor.

In his place came a tough ramrod of a man named Ernest J. King, who along with William D. Leahy, Chester W. Nimitz and William F. Halsey, led the U.S. Navy to victory in World War II.

Nimitz, a former submariner, slightly junior to Leahy and King, first held out against the power of the Japanese and then started rolling them back, beginning with the battle of the Coral Sea, then at Midway, on to Leyte and finally, the home islands of Japan itself. He was a quiet man, a resourceful naval officer — a man of dedicated purpose who knew how to let his officers have the run of the field — Halsey, Richard Kelly Turner, Raymond A. Spruance, to name only a few.

Arriving at Pearl Harbor in civilian clothes, complete with straw hat, ADM Nimitz looked like anything but the man who was called to pull the chestnuts out of the fire. If the world didn't know him at the time, it would get to know him as the admiral who was always one step ahead of the Japanese. Nimitz came on quietly, much like the unknown miler in the main event who quietly, purposefully and steadily pulls ahead of the competition and finishes with the roar of the crowd in his ears. But Chester W. Nimitz did not seek applause. Wherever he went, whatever he did, all was done quietly — he left the splash and the dash to others like Bull Halsey.

With the mass exodus of men and women from the Navy immediately following that war, and with the laying up of almost countless warships in mothballs,



ADM Charles F. Hughes



ADM William V. Pratt



FADM William D. Leahy

ADM Nimitz quietly oversaw the day-to-day workings of the Navy, as 10th Chief of Naval Operations, from 15 Dec 1945 until 15 Dec 1947. The Navy was there, Nimitz was there; the transition was quiet and orderly — but, then, that was the Nimitz way of getting things done.

The years following World War II were anything but “normal” years for the nine admirals who would fill the post of Chief of Naval Operations. The Navy — the whole nation — was going through change upon change. The Air Force came into its own as an armed service, air power was to have its day in the form of the big bombers, and the arguments ran from air power vs. surface power to aircraft carriers vs. land-based planes. Then someone brought up a whole new ballgame: atomic power and its relationship to ships and, particularly, submarines.

Admiral Louis E. Denfeld fought one battle after another, but it wasn't from the bridge of flagships — it was in the Congress and in the press — a submariner, he opted for a strong Navy, one that included the “super carriers” still on the drawing boards. He went through the throes of the unification of the services and the wholesale cutbacks in appropriations and his “normal” tenure ended on 2 Nov 1949.

But the reins were picked up handily by another capable — and much loved (yes, the term can be used and rightly for certain military leaders) individual, Admiral Forrest P. Sherman, who kept things on an even keel. He was the second naval aviator selected as Chief of Naval Operations. His untimely death in Naples, Italy, on 22 Jul 1951 while on a diplomatic trip to Europe, cast a pall of gloom over the Navy. You had to be around at the time — but the death of Forrest P. Sherman had an air about it which could be likened, in the sea service, to the passing of another Nelson.

Any wonder that a fighting ship, USS *Forrest Sherman* (DD 931) bears his name today?

A fighter — that's what he was called — William M. Fechteler, took over following Sherman's tour and, with the start of the Korean conflict, Admiral Fechteler was anything but good news for those bent on moving south of the 38th Parallel. War, Americans found out that warm day in June 1950, hadn't ended with the dropping of two atomic bombs in August 1945.

ADM Fechteler ran up “emergency full,” manned the ships, sent the supplies overseas, and then got the shore bombardments underway that turned the tide. He wasn't described as “Fighting” for nothing.

Peace came — although the armistice talks dragged on and on, until even today, no peace treaty has been signed to completely end the Korean conflict. Admiral Robert B. Carney took over as the next CNO. He held the post during the birth of the first nuclear submarine, *Nautilus*, and he left office only two months short of the commissioning of the first of the super carriers, USS *Forrestal* (CVA 59) — named after yet another naval leader, Secretary of the Navy and, later, the first Secretary of Defense, James E. Forrestal.

Perhaps the selection of the one CNO in recent times that really had heads spinning was when President Eisenhower reached down the list of admirals in 1955 and picked Arleigh A. Burke. Admiral Burke was a comer — a man who got things done and got them done fast. He was not called “31-Knot” for nothing (he rang up 31 knots aboard the six “tincans” of Destroyer Squadron 23 in the Pacific in answer to an order which told him to make all possible speed.)

Burke was another admiral who drew a certain admiration wherever he went, starting with his trip from the Pacific to Washington to take over as CNO while he was still wearing the two stars of rear admiral.



FADM Ernest J. King



FADM Chester W. Nimitz



ADM Arleigh A. Burke

(Though initially a two-star billet, from August 1916 onward the holder of the office of CNO was to wear the stars of a full admiral while in office. King and Nimitz, during their separate tours, wore the five stars of a fleet admiral.) The Chief of Naval Operations is the highest ranking officer in the Navy, except when another naval officer holds the office of the Joint Chiefs of Staff, as Admiral Arthur Radford did in the "Eisenhower years" and, of course, most recently, Admiral Thomas H. Moorer.

The office of CNO has always inspired a certain degree of awe, as far as the people in the Fleet are concerned. The office speaks of direction from the top, the epitome of leadership, or a naval career at its zenith. Silence, respect and a certain amount of controlled fear are all present when the holder of the office visits a ship, unit or station. People put on their best uniforms, brace themselves and look out the corners of their eyes when at attention to get a glimpse of the "top man" as he passes by — it's only natural.

With all this pomp and circumstance, it's hard to believe that an admiral of such importance would be referred to in any other way than "the admiral." But you had to be there, in the ranks, to hear the whispered, "Here comes Arleigh," or "There goes Arleigh," asides. At a press conference aboard a carrier at sea one could hear a pin drop when Admiral Burke took his pipe and laid it on the table, just before speaking. Respect? Maybe. But most people in the room just wanted to make sure they heard every word "the grand old man" ("old man" is always the skipper — "grand old man" is always the admiral) had to say.

Short tours in the office of CNO have occurred from time to time (although Admiral Burke was one of the few to have his four-year tour extended). A short tour was the case for Admiral Denfeld and it also became

the case for Admiral George W. Anderson, who held the office for two years (1 Aug 1961-1 Aug 1963). But, then, Admiral Anderson went on to become the Ambassador to Portugal — the nation, not just the Navy, has ways of using the talents of some of its top officers.

The 17th CNO, Admiral David L. McDonald, oversaw the restructuring of the Navy Department in 1966, while handling — at the same time — the naval end of the massive buildup of forces in the Republic of South Vietnam. During his tenure, Admiral Thomas H. Moorer (1967-1970) used his expertise as a former commander of the Pacific and Atlantic fleets to direct our naval effort in Southeast Asia, while coordinating the far-flung movements of the United States Navy around the world. His tour as Chairman of the Joint Chiefs of Staff was just as busy, just as hectic and, of course, entailed even greater responsibility.

Each admiral to hold the CNO post has left his mark one way or another on the naval service, and the tenure of Admiral Elmo R. Zumwalt, Jr., was no exception. The story of Admiral Zumwalt during his tenure as Chief of Naval Operations was reported in last month's issue of ALL HANDS (June 1974, pages 2-9). He will be long remembered for his contributions aimed at maintaining a Navy capable of meeting its commitments to the free world and his emphasis on recruitment and retention of qualified personnel.

Now taking up the reins is the 20th Chief of Naval Operations, James L. Holloway, III, son of an admiral, who brings with him a background of many years of service as a planner, as a naval aviator and — yet another first for the office — solid training and experience as one of the Navy's first nuclear-trained surface skippers. His is the task to shape the Navy's course for the next four years.

The office and the leaders continue — an unbroken line since 1915.

## THE 20th CNO

# ADM James L. Holloway III

Admiral James Lemuel Holloway III, 52, became the 20th Chief of Naval Operations this month. He brings to the post experience ranging from steaming in World War II destroyers and piloting Navy jet fighter aircraft to commanding the nation's first nuclear-powered aircraft carrier, *USS Enterprise* (CVAN 65).

Born in Charleston, S.C., the new CNO is the son of Admiral James L. Holloway Jr., USN (Ret), and the late Jean (Hagood) Holloway. The senior Holloway was a former Chief of Naval Personnel, former Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean and board chairman of the Naval Academy.

Young Holloway entered the academy in June 1939 from Dallas, Tex. As a member of an accelerated World War II class, he was graduated in June 1942 and was commissioned ensign.

During that war, ENS Holloway served in destroyers in both the Atlantic and Pacific Theaters. As gunnery officer in *USS Bennion* (DD 662), he participated in the capture and occupation of Saipan, the Southern Palau Islands and Tinian. Later, during the Leyte campaign, he took part in the Battle of Surigao Straits, the largest naval surface action in history.

For service while in *Bennion*, he was awarded the first of many military decorations and honors, the Navy Commendation Medal and the Bronze Star Medal, each with Combat "V". With the coming of peace, he entered aviation training, was designated a naval aviator and flew Curtiss *Helldivers* from the carrier *USS Kearsarge* (CVA 33). Sea duty was followed by a tour at Pensacola, Fla., where he served as an instructor and as a member of the staff of the Chief of Naval Air Basic Training. The then Lieutenant Commander Holloway qualified in jet fighters and deployed to Korea as operations officer of Air Task Group One, flying from the carrier *USS Valley Forge* (CV 45). He also served as executive officer of Fighter Squadron 52 in *USS Boxer* (CV 21), deploying to Korea from August 1952 until May 1954. For his service in the Korean conflict, he was awarded the Distinguished Flying Cross and three Air Medals.

Following these combat tours, the new chief of Naval Operations was assigned as aircraft fire control

officer at the Naval Aviation Ordnance Test Station, Chincoteague, Va. In August 1958, with the rank of commander, he took command of Attack Squadron 83, an A-4 *Skyhawk* squadron deployed in *USS Essex* (CVS 9) with the Sixth Fleet. This squadron participated in the Lebanon landings and later after a transit of the Suez Canal, became part of the Seventh Fleet during the Quemoy-Matsu (October 1958) crisis.

In January 1959 he was appointed administrative aide to the Deputy Chief of Naval Operations for Air and, following, joined the Class of 1962 at the National War College in Washington, D. C. Upon graduation, he took command of *USS Salisbury Sound* (AV 13), then flagship of Commander Patrol Force, U. S. Seventh Fleet.

As a captain, in February 1963, he was selected for the Nuclear Reactor Program and was subsequently ordered to the Naval Reactors Division of the Atomic Energy Division for a year's instruction. CAPT Holloway then returned to the Office of the Chief of Naval Operations, this time as Assistant to the Director of Navy Program Planning.

In July 1965 he assumed command of the world's first nuclear-powered carrier *USS Enterprise* (CVAN 65). Under his command, the Big "E" went into action on 2 Dec 1965 in the South China Sea, marking the first time in history that a nuclear-powered ship was engaged in combat. CAPT Holloway received the Legion of Merit for this tour.

In May 1966 he was selected for flag rank. As a rear admiral-selectee he once more skippered *Enterprise* for a second combat tour with the Seventh Fleet. He was awarded the National Order of Vietnam Fifth Class and the Gallantry Cross with Palm by General Thieu, Chief of State, Republic of South Vietnam. During his tenure *Enterprise* was awarded the Navy Unit Commendation and also won the coveted Battle Efficiency "E" for attack carriers in the Pacific Fleet.

Rear Admiral Holloway reported to Washington for duty in 1967, being initially assigned to the office of the Deputy Chief of Naval Operations for Plans and Policy. After serving on the Panel to Review Safety in Carrier Operations, and conducting a special study on new construction ship costs for CNO, the admiral established the Nuclear Attack Carrier Program and



ADM James L. Holloway III, 20th Chief of Naval Operations.

served as program coordinator. This was in addition to assignment as Director of the Strike Warfare Division. For such service, he received the Navy's Distinguished Service Medal.

Back to sea again in August 1970, he became Commander Carrier Division Six out of Mayport, Fla. While embarked in the carrier USS *Saratoga* (CVA 60), Admiral Holloway directed operations in the eastern Mediterranean during the Jordanian crisis in the fall of 1970 under the "three-hat" job as Commander of Task Force 60; Commander Task Group 60.1; and Commander Task Group 60.3. During this period in the Middle East he was awarded a Gold Star in lieu of a second Distinguished Service Medal.

Promoted to Vice Admiral on 1 Feb 1971, he assumed duties as Deputy Commander in Chief and Chief of Staff, U. S. Atlantic Fleet in Norfolk. In May of the next year he assumed command of the Seventh Fleet. For exceptionally meritorious service during combat operations in Southeast Asia, he was awarded another Gold Star in lieu of his third Distinguished Service Medal.

In August 1973, he was designated Vice Chief of Naval Operations and subsequently promoted to four-star rank.

In addition to the awards mentioned, Admiral Holloway is entitled to the following medals and awards:

The American Defense Service Medal, Fleet Clasp; American Campaign Medal; European-African-Middle Eastern Campaign Medal; Asiatic-Pacific Campaign Medal with four stars; World War II Victory Medal; Navy Occupation Service Medal; China Service Medal (extended); National Defense Service Medal with Bronze Star; Korean Service Medal with three stars; Vietnam Service Medal; United Nations Service Medal; Philippine Liberation Ribbon with two stars; Korean Presidential Unit Citation Badge; and the Republic of Vietnam Campaign Medal with Device.

The admiral is married to the former Dabney Rawlings of Washington, D.C., daughter of RADM Norborne L. Rawlings, USN (Ret) and Mrs. Rawlings. The Holloways have two children Lucy Dabney and Jean Meridith Holloway.

# PATROL GUNBOATS

*The speedy gunboats which appeared in Vietnam during the 1960s are still around and going strong. They aroused considerable interest during the past decade and Navymen who served in the "mini-destroyers" will be glad to know that the speedsters of the Mekong Delta have now been assigned new and interesting home ports.*

*Duty in these ships is like no other the Navy has to offer and many are interested in learning how to obtain it. The following article is a rundown on where the gunboats are homeported with details concerning the officer and enlisted men who man the PGs and how to qualify for service in them.*



Above USS Douglas (PG 100) and Beacon (PG 99).

Of the Navy's 14 modern patrol gunboats, first used in Vietnam operations, only four continued to be homeported overseas as of 1 July this year. The seven PGs operating out of Guam have been reassigned to stateside ports: two in Little Creek, Va., two in San Diego, Calif., and three in Chicago (the first to be assigned to the "Windy City").

Those PGs remaining overseas will be homeported in Naples and supported by the patrol gunboat support ship USS *Graham County* (AGP 1176), a converted LST.

The patrol gunboat Navy, as it is known today, began topping waves in 1966 as "motor gunboats" with the commissioning of the first of the class, USS *Asheville* (PGM 84). A year later the ship classification was changed to PG. Now the roster includes: *Asheville* (PG 84), *Gallup* (PG 85), *Antelope* (PG 86), *Ready* (PG 87), *Crockett* (PG 88), *Marathon* (PG 89), *Canon* (PG 90), *Tacoma* (PG 92), *Welch* (PG 93), *Chehalis* (PG 94), *Grand Rapids* (PG 98), *Beacon* (PG 99), *Douglas* (PG 100), and *Green Bay* (PG 101).

There are a number of features that appeal to those Navymen who wish to serve in these sleek 165-foot "mini-destroyers." For one thing, they're relatively new in design, offering aluminum hulls and fiber glass superstructures which help cut down on maintenance. And although small in size (a mere 23-foot beam), their habitability features are surprisingly comfortable. Further, they are air-conditioned throughout with the exception of the engineering spaces.

Because of the ships' unique power plant charac-



teristics, potential engineers slated for PG duty must graduate from the Patrol Gunboat School conducted by the Naval Developmental Training Center in San Diego. There they learn the functions of the two 725-horsepower diesel engines that power twin screws for slow, long-range cruising and that of the 14,000-horsepower jet engine turbine (of the type used in *Phantom* aircraft), that pushes the 260-ton ship to speeds close to 40 knots in the span of a minute.

Enlisted applicants for the school are accepted from enginemen, electrician's mates and interior communications technicians whose combined GCT and MECH score is 105 or better. Graduates are given an NEC of 4322: Patrol Gunboat (PG) Engineer.

No specific schooling requirements exist for the other enlisted men selected for PG duty; however, each candidate is interviewed by his present commanding officer and an evaluation of his performance and adaptability is made in the Bureau of Naval Personnel before a decision is reached. If the candidate is found suitable for PG duty, his orders will contain a statement to the effect that he represents the highest standards of performance and is suited to the unique environment of patrol gunboat duty. In other words, a PG man is handpicked.

There are four officer billets in each PG. The commanding officer is usually a senior lieutenant, the executive officer and engineer officers are lieutenants (jg), while the weapons officer, who also wears a second hat as the supply officer, is an ensign. Most of those chosen for their respective jobs are volunteers, but the fact remains that only those officers whose fitness reports reflect the most outstanding abilities and aptitudes are eventually selected. Even that sometimes isn't enough, since each CO and XO must be specially screened by a board in BuPers; then each must undertake and successfully complete an



Above: USS Asheville (PG 84), Crockett (PG 88) and Gallup (PG 85).

extensive "en route schooling package."

COs spend two weeks at DATC San Diego learning gas turbine operations, another week at Treasure Island, Calif., or in Norfolk brushing up on damage control procedures, another two weeks of type command duty at either Coronado, Calif., or Little Creek, Va., for refresher training in certain aspects of amphibious warfare techniques and a one-week human goals course at either Little Creek or Coronado. Those slated for a Naples-based command must also attend a one-week human relations and intercultural relations course at either Little Creek or San Diego. A special two-week course in missile operations at Little Creek is necessary for those prospective COs of the missile-mounted *Antelope*, *Ready*, *Grand Rapids* and *Douglas* — the only PGs with missile capability.

Prospective XOs receive basically the same kind of schooling except it's about three weeks longer and includes navigation and CMS courses. Engineer and weapons officers receive the bulk of the instruction, 15 and 10 weeks, respectively. Engineers, of course, attend the DATC San Diego Engineering school while weapons familiarization is taught in San Diego and in the Norfolk area. Included in the weapons officers'

curriculum is a five-week course in supply procedures which is conducted at Fleet Training Center, Norfolk, or Naval Training Center, San Diego.

For the most part, an assignment to a patrol gunboat means independent duty. A crew usually consists of 24 enlisted men, among whom there may be as many as 18 ratings represented: one corpsman, one commissaryman, one yeoman, and one boatswain's mate are included. Consequently, Bureau detailers work closely with "A" and "B" schools to single out individuals whose performance indicates they would be well suited for such demanding duty.

There's another source of personnel to man the PGs, volunteers from the fleet. If you are among these rates — BMC, QMC, SMSN, OS2, GMG1, GMG3, FTG1, FTG2, ETN2, ETR3, RM2, YN2, SK1, CS2, SD3, SN, ENC, EN1, EN3, EM2, IC3, FN, HM2 — and PG duty sounds like your kind of challenge, Bureau detailers recommend that you prepare an Enlisted Duty Preference form (NavPers 1306/63) and indicate your specific choices in the "remarks" column. The general policy is not to move anyone until his projected rotation date is reached. In this regard preference forms should reach the Bureau six months (certainly no later than four months) before your PRD. For those of you just reporting to a new command, don't hesitate to submit your form anyway. Circumstances may arise that require you receive PCS orders earlier than your PRD.

Officers interested in such duty should contact their detailer by phone and follow up their requests with preference cards or by letter.



# Homeport Naples

From their apartment in a renovated 18th century farmhouse, Rod and Pam Rempt can look out over the bay of Naples, Italy. It's just one aspect of their tour in Naples, that has made it "one of the best times of our lives," say the Navy couple.

Lieutenant Commander Rodney P. Rempt is Commanding Officer of USS *Antelope* (PG 86), one of the Navy's sleek patrol gunboats which call Naples home port, and has since September 1972 when she moved from Long Beach, Calif., in conjunction with the Navy's Overseas Homeporting Program.

Life in Naples began for the Rempts in January 1973 when Rod assumed command of his ship. Since then, they have not failed to take full advantage of the many overseas travel opportunities offered by such an assignment.

"We've been to almost every country in the Mediterranean," says the *Antelope* skipper. "Pam has traveled to many of the ports *Antelope* visits, so we have been able to enjoy them together."

One such recent 24-hour trek to Athens, Greece, for example, saw Pam traveling by train, ferry, bus and taxi before the trip was completed. Mostly she travels by train because it's economical and convenient. The

Rempts are the only Americans living in the huge 197-year-old farmhouse they call home. It also features five other apartments, all occupied by Italian nationals.

"Our neighbors are just great," says Pam. "they have really gone out of their way to make us feel at home."

In contrast to the bustling city center, 10 minutes away, the idyllic setting of their home provides a rural European flavor, complete with vineyard on one side and a large garden in the backyard. Perhaps partly due to such pleasant surroundings, Rod and Pam didn't experience the frustration sometimes associated with adjusting to life in a foreign country when they arrived in Naples.

"There are some people who don't seem to make the adjustment," says Pam. "They find the language barrier difficult to overcome." Many have learned, like Rod and Pam, that there are many nonverbal ways to communicate with the Italians.

That seems to be the secret to a successful tour. At any rate, the Rempts highly endorse the Overseas Homeporting Program. They've grown to like Naples, its people, and its endless supply of historic scenery. So much so that when their tour ends next December, they both enthusiastically agree, "We'd like another tour . . . right here."

— Story by JOC Paul Vautier, USN.



Left: USS *Antelope* (PG 86). Above: The Rempts plan a visit to a Mediterranean port. Right: View from Fleet Landing, Naples, Italy.

# Patrol Gunboat Cru



When a recent opportunity came up to make a four-day voyage to the northern Marianas Islands of Alamagan, Pagan and Agrihan, I jumped at the once-in-a-lifetime chance to see these infrequently visited, exotic volcanic islands.

The trip aboard the Guam-based patrol gunboat USS *Welsh* (PG 93) in company with USS *Tacoma* (PG 92), was billed as a combination goodwill/training cruise. When not visiting islands, a hefty schedule of military training exercises was to be held.

Having been a "carrier man" for a number of years, I was immediately made aware of one of the most striking features of the PGs — their size, which is small.

While you can easily run a full-scale football game (several, in fact) on a carrier flight deck, with another dozen or so basketball contests under way on the hangar decks; you'd be hard-pressed to play a decent game of snooker on a gunboat. Besides that, the table, players, cues, and so forth, would probably be tossed into the briny deep.

Going to sea in a gunboat, which is 23 feet wide and 165 feet long, can be likened to going to sea on a ping-pong ball. The boat only weighs 270 tons (soaking wet!). Don't think the ocean doesn't know that. After the first day out, I was convinced that the sea has "this thing" for PGs.

First day out wasn't exactly a tourist's delight. I saw the hazy maze of piping above my bunk, the water rushing by as I leaned over the side, the piping above my bunk, the blurred images of people moving out of my way as I bounced from side to side down the passageway, and the piping above my bunk. Nice day!

Second day dawns bright and spectacular. Sea legs having returned, "The Old Salt" casually saunters (less bounce) down a somewhat familiar passageway to breakfast. Later, out on the fantail, "Salt" relates tales of old to spellbound (?) audience while clutching tightly to stanchion to keep from being tossed overboard by the sea which knows the truth.

Also on the second day, around noontime, we visited the first island, Alamagan, which is located approximately 260 miles north of Guam. Later that afternoon we visited the island of Pagan where both

# ise to the Marianas

gunboats anchored for the night before making our way still farther north to Agrihan, the last island visited.

I was in the first raft to be put in the water for the trip ashore. One thing I had not counted on, however, is that once you've become accustomed (if that's possible) to riding the waves in a PG, the feeling of being tossed about constantly remains with you for some time. During our brief visits to all three islands, I had the distinct impression that the entire land mass was about to get underway.

Because of their extreme remoteness and lack of regularly scheduled transportation, the northern islands of the Marianas have few visitors. As a result, we found ourselves a bit of a curiosity, particularly to the children who, first, maintained a respectable distance, peering shyly from behind their parents or around trees.

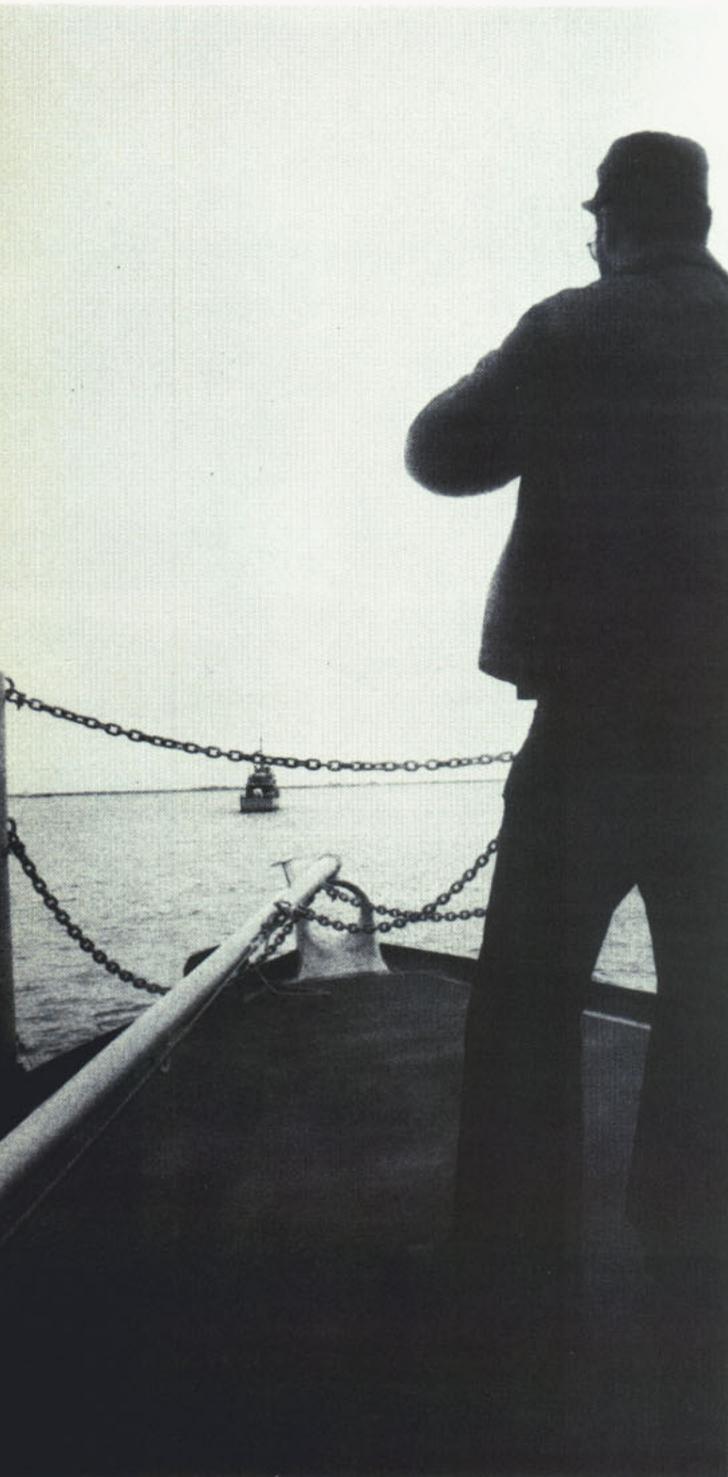
However, it didn't take them long to warm up to us, especially when you introduced two friendly, outgoing individuals like Hospital Corpsman 1st Class Bill (Doc) Belgard, *Welch's* corpsman, and Seaman Ken (Lew) Llewellyn to them. As we walked along a palm tree-lined pathway leading to a small cluster of houses on a hill overlooking the beach, the smiling, happy children rushed about in a game of tag, caught up in the spirit of our visit.

Both Doc and Lew immediately set about the task of winning the favor of the children. Lew, dressed in tropical shorts and island shirt, dug down into his mailbag filled with candy and began distributing it to the children as they inched within reaching distance.

Meanwhile, Doc chatted with the village leader to determine if there were any special medical problems which needed attention. Although there were no specific problems, he later held an impromptu "sick call" for the villagers. Doc's "gimmick" for the children was to offer them an opportunity to listen to their own heartbeats; however, he maintained a "me first" policy which gave him the chance of checking the children before they could get to hear their own hearts.

While Doc held the informal medical exams, other *Welch* and *Tacoma* crewmen delivered items of clothing and community relations materials, such as





household items, including pots, pans, etc., tools and school supplies to the village center. Other sailors set up a volleyball net and began playing, later to be joined by some of the village children.

On each island visited, one of the senior PG officers, usually the commanding officer or executive officer, would come ashore to talk to the chief about their needs and to determine if there was anything that he or his crew could do for the islanders during their brief stay. Also during this time, an informal census was conducted which revealed that there was approximately 130 residents on the three islands.

Within a very short time after departure from Alamagan, the next island, Pagan, became visible on the horizon. As we neared the island the stark contrast between Mt. Pagan, an active volcano with an elevation of 1850 feet, and the lush green mountains and black, sand beaches became apparent. Once ashore, Doc was immediately alerted to a medical emergency.

He set about examining the patient, but was unable to come up with a firm diagnosis, although he knew the man's situation was serious. After consulting with his skipper and holding a radio consultation with *Tacoma's* corpsman, Hospital Corpsman 2nd Class Dave Doyle, it was decided to notify the district medical officer on Saipan. The following day, while we were on the island of Agrihan, the man was air-evacuated from the island for a gallstone operation.

Since the ships were to remain at overnight anchorage near Pagan, the two crews teamed up to provide the island residents with some special entertainment in the form of a movie.

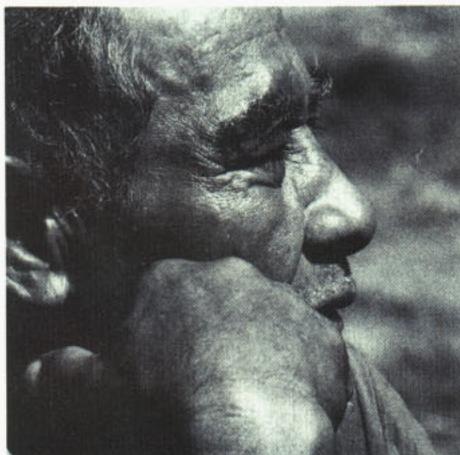
*Welch* contributed the film, while *Tacoma* added the projector. Although there were only a handful of people visible when we first reached the island, according to Lieutenant James R. Tinsley, III, *Welch's* skipper, all but three of the island's residents turned out for the special screening.

The following day, on Agrihan — another richly green island which boasts a huge, black sand beach — things began as usual. After our gear was delivered by a carabao-driven cart to the village, Doc again held his medical exams, Lew distributed candy and gifts, and other PG crewmen handed out community relations articles and clothing.

But the day had in store several treats, which brought a fitting end to a pleasurable journey northward. For the islanders, there were five gallons of ice cream, donated by *Tacoma*. And for the visitors, there was a tuba toast (fermented sap of a palm tree) by the village men and later a chance for a swim before returning to the ship and turning homeward.

One thing you can learn about PG sailors is that they're a special breed of cat. They're fiercely proud, a tightly knit group who really pull together and will go out of their way to help their fellow man. They may talk about the rough riding characteristics of PGs as a whole, or life at sea in general, but they all exhibit a special pride in that 23x165-foot ship they call home.

— Story & photos by JOC Bill Wedertz, USN.



Facing page: Navyman aboard the patrol gunboat USS Welch scans the horizon during the four-day goodwill/training cruise to the Northern Marianas. Far Left, above: Agrihan grandfather. Far left: Agrihan mother enjoys U. S. Navy ice cream. Above: Unloading a carabao-drawn cart which was used to transport materials brought in by the patrol gunboats from the beach to the village.



# Shipboard Habitability:



# EXPO

The Navy knows that the more comfortable a person is, the better he can do his job. That's what habitability is all about, and that's why the Navy went out of its way in setting up a recent Habitability Exposition in Norfolk, Va. Sponsored by the Naval Sea Systems Command (NavSea), the Naval Supply Systems Command (NavSup) and Naval Ship Engineering Center (NSEC), the expo graphically demonstrated some of the newest concepts in ship habitability.

Some of the exhibits included six-man cubicle berthing arrangements, privacy curtains, stacking chairs, wardrobe lockers and mess tables. Future improvements such as modular staterooms, modular crew berths and automated commissary equipment were displayed, along with supplementary procurement and installation guidance for implementing habitability changes through demonstrations, observations and answering questions.

The 15 displays featured mess room, lounge and office furniture that was handsome yet structurally sound and easy to clean; curtain, drapery and upholstery materials that were imbued with attractive coloring and greater strength; and new lighting fixtures that minimized glare. There was also food service equipment that prepares food more efficiently and can be cleaned more easily; sheathing for bulkheads and overheads that was better constructed and easily cleaned; and counter-top lavatory installations that are easily maintained and repaired because of unique removable paneling.

One of the greatest dangers aboard a ship is, of course, fire. The Navy goes to great lengths to reduce

the possibilities of fire. Resistance to flame is a major requirement for all this new equipment.

The current emphasis on habitability began in 1968 in an effort to improve morale, performance, retention and recruitment of shipboard personnel. Underlying the philosophy of the program is that certain physical, psychological and sociological needs of ships' crews are not satisfied within the present ship designs and working environments.

These needs include well prepared food; privacy for self-respect and individuality; sanitary conditions; recreational facilities; and social interaction. If these needs aren't met, sailors can't perform consistently at high levels. Performance then is the main goal.

Many new habitability concepts have been and are being incorporated in the active fleet through the Fleet Maintenance Program.

One of the new ships on which these new designs in shipboard furnishings and habitability will show up is in the LHAs, the first entirely new class of amphibious assault ship to join the Navy fleet in the past decade. (See ALL HANDS, May 1974.) For easier upkeep, the LHA has a massive rustproof superstructure, vinyl sheathing bonded to lightweight aluminum honeycomb interior bulkheads that can be wiped clean with a damp cloth, vinyl tile or fire resistant carpeting on most decks and protective nontoxic paints that resist rust, corrosion and wear.

New colors, patterns, materials and floor plans have been developed and harmonized to add to the pleasure of eating, sleeping, and relaxing after working hours. The most up-to-date food-handling and catering devices are provided in both cafeteria-style and dining room facilities. There are recreation rooms with television, newspapers and magazines. The ship has a hobby shop with a photo lab, plus a library, barber-shop, post office, snack and ice cream bars, small general store and vending machines.

The furniture used in these areas, like that shown at the Habitability Expos, is especially designed to be stackable — thus taking up less space — easy to clean and more secure. Like many other things about the LHA, its habitability designs will be the pacemakers of the future.

Even more important than personal comfort and convenience is safety. Along with flame-resistant fabrics and other materials, the LHA has added a dimension of safety with an extensive fire and damage control system.

Far left: Commercially designed wardroom furniture for Navy use, in approved noncombustible materials. Above left: Expo visitors view a counter-top lavatory installation. Left: A versatile new mess table with seats that swivel 360 degrees and tilt for easy cleaning. Top left: Fleet members inspect a prototype crew wardrobe locker.

## Shipboard Habitability: A SAMPLING



# A NEW CONCEPT FOR THE

special vinyl paints have been utilized on ship's exterior surfaces, thus reducing significantly the drudgery of continuous chipping and painting by side cleaners.

Personnel will quickly notice the absence of standard battleship gray and green paint usually seen in older ships of the fleet. All living, dining and recreational spaces in *Spruance* Class ships are decorated with eye-pleasing, color-coordinated paints and fabrics. Berthing areas have been placed nearly amidships, low and centerline to reduce the discomfort caused by the ship rolling and pitching in heavy seas. Each berthing area also has its own sanitary and shower facilities located in close proximity. The crew's bunks are equipped with foam mattresses, pillows, curtains, reading lights and individual ventilation. Bunks are arranged to provide maximum privacy for the individual.

A single galley will provide centralized food preparation services for the wardroom, CPO and crew's messes. There is also a separate First Class Petty Officer's mess included.

Another reason for the small crew size is the absence of machinist's mates and boiler technicians. This is because *Spruance* class ships will be gas turbine-propelled. A new gas turbine technician (GS) rating is being established to maintain and operate this type propulsion system. At present enginemen are being trained to operate and maintain this equipment; however, a BuPers Notice calling for volunteers to convert to GS from a wide variety of ratings is anticipated soon.

The gas turbine engines will also result in increased fresh water availability for the ship's crew as there will be no requirement for large amounts of feedwater for main propulsion boilers.

Duty in these gas turbine-driven ships with controllable-reversible pitch propellers present the opportunity for the individual sailor to start in on the ground floor of the Navy of the future. Likewise, all operations, weapons and auxiliary engineering systems in *Spruance* destroyers are the newest the Navy has to offer. The ships will also eventually embark Light Airborne Multi-Purpose Systems (LAMPS) detachments with one SH-3 or two SH-2 series manned

Would you like to serve on an uncrowded destroyer that is the size of (and has the seakeeping capabilities of) a World War II light cruiser with a crew size about that of a traditional destroyer?

Or how about spending your off-duty hours making something in the ship's hobby shop, or working out in the ship's exercise room? Or maybe you'd rather get some "gedunk" at the ship's soda fountain and just sit back and watch TV.

Well, if you're a sailor who enjoys the habitability and recreational features of a large ship but doesn't like crowds, then a *Spruance* Class destroyer is the ship for you. (See the report in the May 1974 issue of ALL HANDS page 8.)

*Spruance* (DD 963) is the first of 30 new Navy destroyers being built at Pascagoula, Miss. These ships are the first general purpose destroyers to be built since the mid-1950s and the advancements made in the areas of habitability and recreational facilities are far-reaching.

The small crew size of approximately 240 personnel is made possible by the many highly automated systems within the ship. Also, materials used in construction of the ship require little maintenance and upkeep by the crew. For example, interior bulkheads are fabricated from a lightweight aluminum honeycomb material with easy-to-clean vinyl surfaces. In addition,

# SHIP

# NOW NAVY

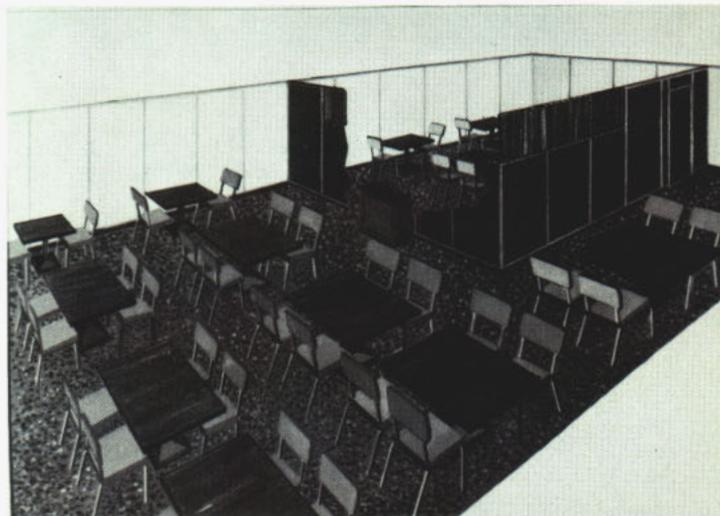
ASW helicopters.

Strikedown elevators and conveyor systems are utilized in transferring stores. Therefore, the requirements for large working parties and the attendant long hours of tedious work will be largely eliminated. Individual control consoles for various systems, remotely located, will reduce watchstanding requirements. Further, low maintenance requirements will provide individuals with more time to learn new procedures and equipment.

All personnel ordered to *Spruance* Class destroyers will undergo extensive individual and team training before reporting to their ship in Pascagoula. This training, identified and scheduled by the shipbuilder, includes several new contractor courses developed for equipment peculiar to *Spruance* Class, as well as existing Navy schools which cover the more traditional equipment.

Under the new Fleet Introduction Team concept, a permanent command of experienced officers and enlisted men based at the building yard in Pascagoula acts as the nucleus crew for all of the 30 ships being constructed. Consequently, crews ordered to *Spruance* Class ships will report as a unit only two weeks prior to ship's commissioning and will not endure long periods of family separation. The Fleet Introduction Team monitors final ship construction and prepares all shipboard administrative documents and operational doctrine/procedures, other than those prepared by the contractor and the Navy Department. In addition, they train ships' crews upon their arrival and during the post-delivery period prior to commencement of shakedown training. In short, the Fleet Introduction Team will turn over to the Prospective Commanding Officer and his crew a fully outfitted ship which is ready for sea. Thus, the crew can devote the majority of their time to learning their ship without having to concern themselves with the myriad time-consuming, precommissioning administrative details.

The Fleet Introduction Team for *Spruance* Class destroyers is under the command of Captain Morton Golde, USN. The Chief Staff Officer is Lieutenant Commander Edward W. Colbert, Jr. Fleet Introduction Team ONE is now aboard. The Officer in Charge of the Team is Commander Marvin G. Smith, Jr. Two



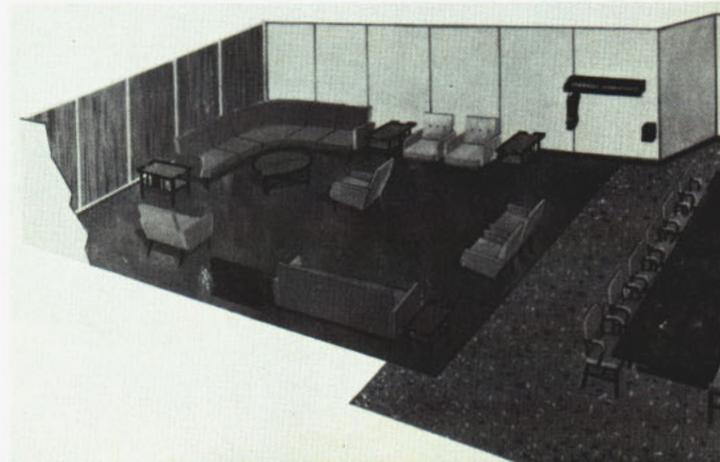
additional teams are scheduled to report in November 1974.

*Spruance* (DD 963) and *Paul F. Foster* (DD 964) have already been launched and are scheduled for commissioning in October 1974 and April 1975, respectively, *Kinkaid* (DD 965), *Hewitt* (DD 966), *Elliot* (DD 967) and *Arthur W. Radford* (DD 968) are in various stages of construction at the shipyard.

In summary, reduced crew size, automation, low facilities maintenance requirements (through improved materials), improved habitability and recreation features truly make *Spruance* Class destroyers the ship designed with the sailor in mind. These ships will provide an excellent opportunity for the Navyman who wants to stay up with the Navy of tomorrow and travel "first class" while doing it.

— Story by YN1 O. J. Savino, USN.

Artist's conceptions of the Navy's new class of destroyer and her proposed spacious and comfortable quarters. Facing page: USS *Spruance* (DD 963). Above: Crew and 1st class mess. Below: Officers' lounge and wardrobe.



# What's Your Opinion?

## A NEW LOOK AT SHIPBOARD BERTHING

The arrangement of berthing fore and aft has been used traditionally aboard most U. S. Navy ships since the milestone of changing a sailor's bunk from the bare deck to a hammock.

In the days of the hammock, it was necessary to align the berths in the fore and aft direction, partly because of limited space. As it turned out, this arrangement was considered quite comfortable. The sailor didn't experience the roll of the ship; only an up-and-down or vertical movement, since the swing of the hammock would, in effect, cancel the ship's roll.

Not so with the berths of today's Navy ship. They are rigidly attached to the deck, and thus the sailor's bunk could be subject to both the vertical motion and the roll, which means the sleeper might have to contend with an additional discomfort factor. However, this fore and aft placement has been carried along in the ship design process for so many years that, by its existence, it would appear to have permanently established itself as Navy design criteria in sleeping-space design.

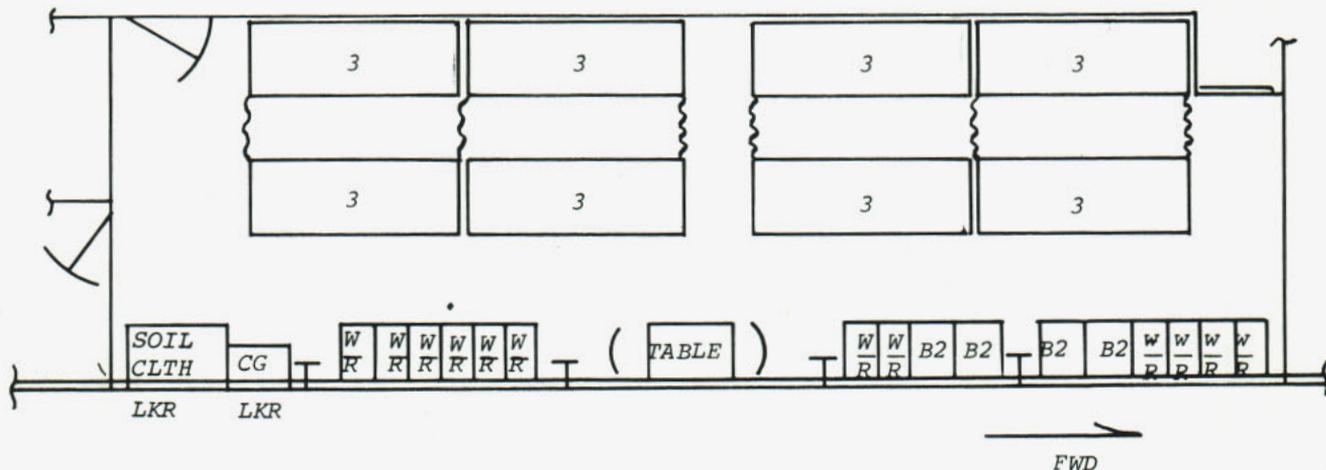
With the increasingly tighter space restrictions imposed on today's ships, changes in bunk locations have been tried out and there may be a break in this tradition. There are many cases in our existing ships

(and perhaps those in the future) where the provision of a mixture of athwartship and longitudinal berthing could result in improved habitability.

Athwartship berthing is used extensively aboard commercial passenger, cargo and fishing vessels, according to a study conducted for the Naval Ship Engineering Center. The study also uncovered some other interesting items of information:

- Athwartship berthing has no adverse effect on shipboard personnel, based on both theoretical and experimental evidence.
- Safety is increased in athwartship berthing, since men are not being rolled out of their bunks in heavy seas, a prime consideration especially aboard ships where considerable roll characteristics may be expected.
- The performance of personnel may improve, with less evidence of seasickness, the study indicates, because sleeping conditions are more relaxed with berths athwartships. Similarly, one's attitude toward work would be more favorable.

The Bureau of Medicine and Surgery has recently reported that there is little difference between athwartship and longitudinal berthing in regard to safety, performance, and motion sickness. BuMed recommended that a combination of longitudinal and





athwartship berthing be incorporated in ship design to provide more effective space utilization.

This brings us to the subject of ship habitability. From the standpoint of space utilization, Naval Ship Engineering Center (NAVSEC) researchers have discovered that by mixing the traditional longitudinal berthing and athwartship berthing, more space is made available. They suggest that such arrangements should be incorporated in ship designs, present and in the future, not only to improve space requirements, but also to satisfy real or imagined differences among the crew.

Consequently, ship designers are now taking a new look at berthing space arrangements and several new ship designs are including athwartship berths wherever possible and practical.

A good example of this is illustrated in the accompanying sketch. The same dimensions are shown in each: Figure (1) shows the traditional, longitudinal berth alignment and Figure (2) shows the berths arranged athwartships. Each has the same number of berths and both meet the habitability standards required aboard Navy ships. As can be seen, with the berths in an athwartship arrangement, space is available for a recreation-lounge area containing a four-man game table, a two-man transom, lounge chair,

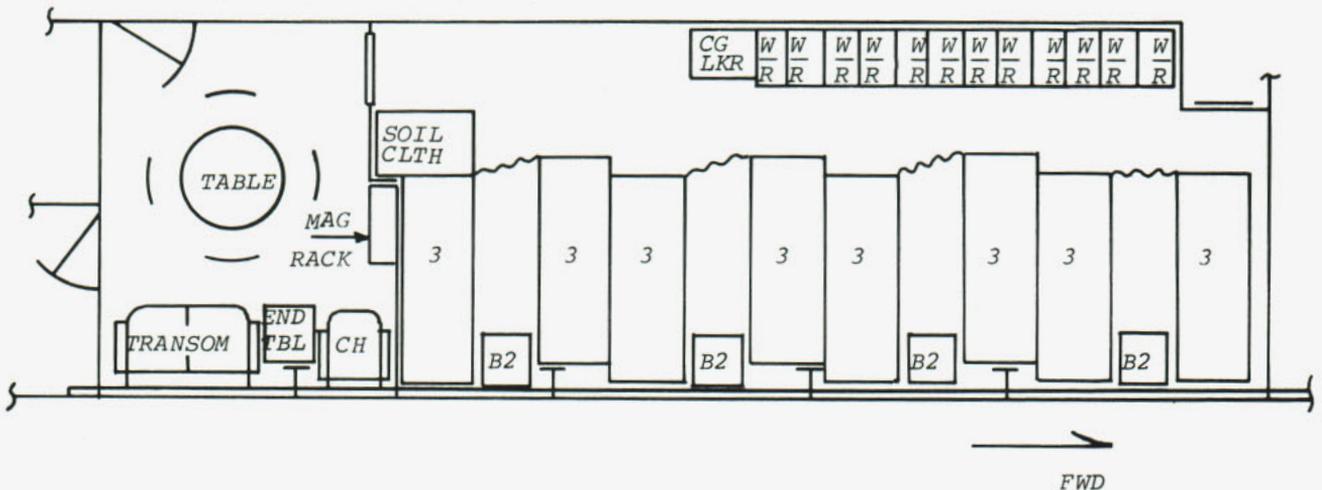
end table, and magazine rack.

Such space improvements, of course, cannot be applied uniformly throughout a ship, but it is typical of space available in many amphibious ships where the berthing compartments are long and narrow, outboard of a large centerline well.

As accommodations are continually growing aboard existing ships, new methods of arranging ships must be pursued. Traditional, longitudinal berth orientation may no longer dictate berthing space arrangements.

But until your ship has an official berthing rearrangement approved by NavShips, the word is to keep your hammocks (and your bunks) fore and aft. In the meantime, all hands are encouraged to express their opinions or relate their experience on the subject. Please forward your comments to the Naval Ship Engineering Center, SEC 6131, 3700 East West Highway, Hyattsville, Md. 20782.

Above: Berthing compartment in USS John F. Kennedy (CVA 67). Below: Two 24-berth compartment plans showing the traditional longitudinal layout (left) and the athwartship arrangement (right) revealing extra space provided for recreational purposes.



# HABITABILITY ASHORE

## It's BEQ, not Barracks!

The preceding article reports on some of the innovations in the Navy to improve habitability in ships. But habitability ashore is also an important factor in Navy life.

The Navy man or woman reporting to a new duty station, or the sailor coming ashore after a tour of sea duty, is interested in finding attractive and convenient living facilities, and if he is living on base, his first impression of his new command is derived, in large part, from the type of living quarters that has been provided for him. The Navy feels the habitability of the sailor ashore is equally important as that in the Fleet.

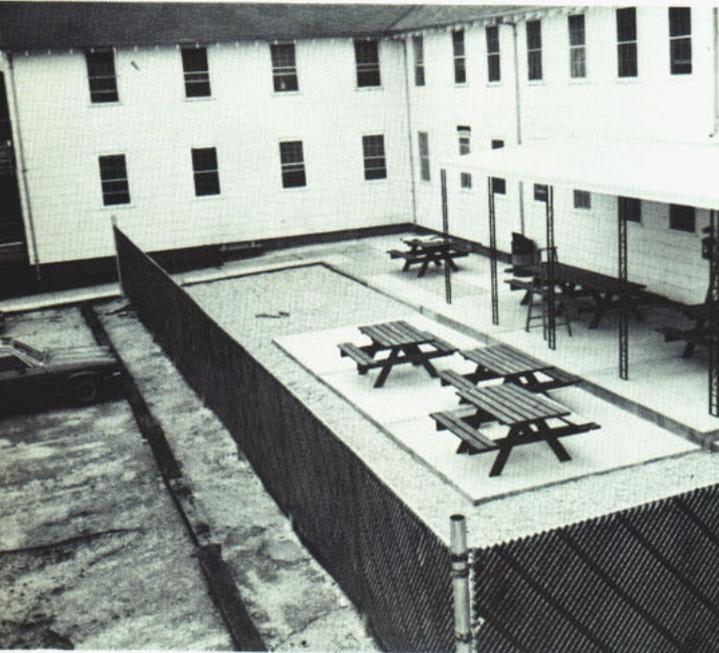
For several years now, increased emphasis has been placed on the improvement of living conditions for men and women living ashore. The result: a number of brand-new BEQs, bachelor enlisted quarters (that is a more accurate title than the old "barracks"), and recreational facilities at naval shore establishments have been built and are now being occupied.

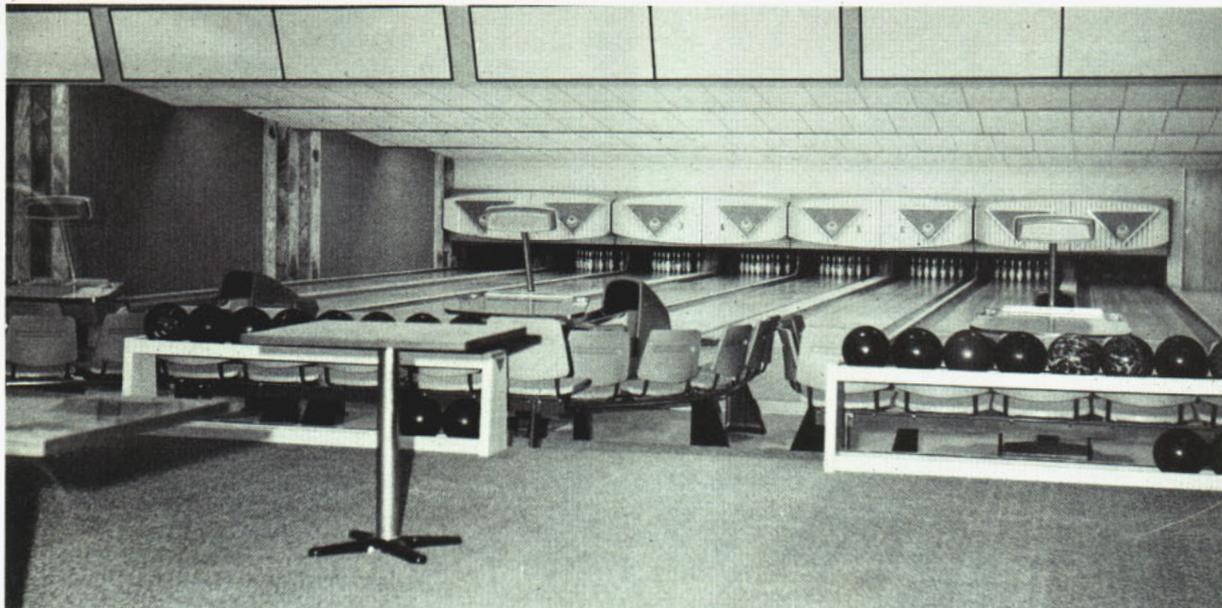
The CNO's Self-Help rehabilitation program was responsible for the improvement and innovations in barracks facilities at NATTC Lakehurst. Four BEQs were built there during World War II, and after 30 years of constant use, they needed help. With a \$259,000 grant and a lot of volunteers and time, the barracks, one by one, were whipped into shape.

The old barracks now have new plumbing, heating and electrical equipment. Interiors are covered with wood paneling. Open bays have become individual rooms, and lounges and snack bars have been installed. Safety features like extra fire doors and fire-retardant materials were added to the buildings.

Life has been made better at NAS Chase Field, Beeville, Tex., for Navymen with the addition of a new \$1.3 million, 480-man BEQ and a \$500,000 recreation center.

The new BEQ is made of reinforced concrete with brick exterior and was designed on a modular concept. Each of the 20 modules is composed of six four-man bedrooms grouped around a central living area with bath. Each living room contains a TV, lounge chairs, private phone booth, bulletin board, water cooler, and luggage storage room. More than \$200,000 was spent in furnishing the centrally air-conditioned and heated buildings with beds, sofas, draperies, carpeting,





lounge chairs, end tables and wall clocks. Parking for 164 automobiles has also been provided.

The recreational center features an eight-lane bowling alley, billiards room, lounge and snack bar, photographic lab, portrait studio, ceramics shop and electronics shop. The exterior is a striking blend of stonefaced concrete and white stucco panels.

If you walk into the dining room of a two-year-old BEQ with mess at the Naval Ship Research and Development Laboratory, Panama City, Fla., you might think you're in a fine restaurant as the walls are handsomely decorated in a medieval European motif, featuring antiquated sailing charts, busts of Spanish conquistadors, crossed swords and a crest of England's King Richard I.

It's all part of a \$400,000 structure which now houses the men of the base. In addition to the pleasant dining room, the facility includes a TV room, lounge and laundry. The rooms are equipped with innerspring mattresses and foundation beds, and private rooms occupied by E-7s and above are furnished with a small refrigerator for storing cold drinks and snacks.

The Gold Hill Complex at Guantanamo Bay, Cuba, was completed in January 1971. The immense, BEQ houses 1340 men. Every room has individual air-conditioning, separately controlled lighting fixtures and large wardrobes. A two-way intercom system connects each room with the building's main office, providing for easy transmittal of messages and telephone calls.

Facing page left: Old World War II barracks renovated to a modern BEQ of the 70s at NAS Lakehurst, N.J. Facing page right: Modern crew's mess at Naval Ship Research and Development Lab, Panama City, Fla. Top: Sleek eight-lane bowling alley at NAS Chase Field, Beeville, Tex. Right: Officer lounges in BOQ at U. S. Naval Station, Guantanamo Bay, Cuba.

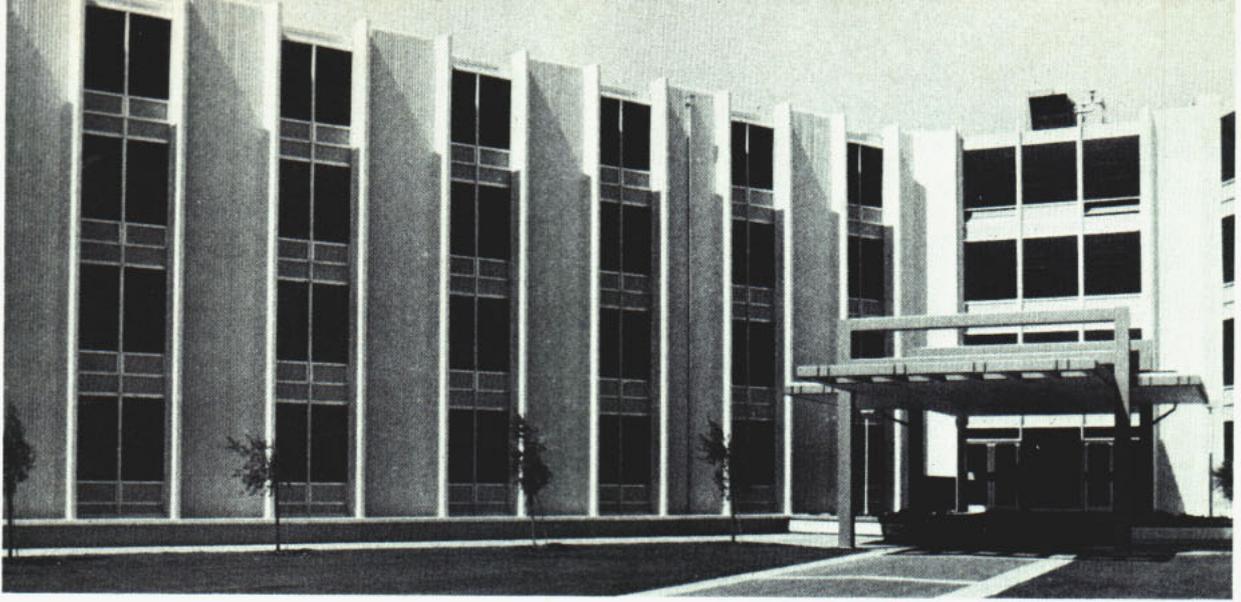
The complex also features two split-level recreation rooms. Elevated reading areas overlook pool tables, equipment for table tennis and shuffleboard and tables for chess and checkers. Another new housing unit for bachelor officers, housing some 160 men, has been completed. There is also a new enlisted men's club built by the Seabees of Naval Mobile Construction Battalion 71.

At Roosevelt Roads Naval Station in Puerto Rico, construction crews have completed a new, fully air-conditioned BEQ, authorized for 810-man occupancy. The new quarters are located on 18 acres of land overlooking the Atlantic.

The three-story buildings are divided into modules which have their own central lounges, laundry and restroom facilities. Private rooms for chiefs, two-man rooms for 1st and 2nd class petty officers and three-man rooms for Navy men of lower rates are provided in this facility.

Living along the shoreline of Lake Michigan is a





little nicer now for the men and women of the Great Lakes Naval Training Center. NTC has three new three-story barracks and two rehabilitated brick barracks for its staff members. Newly constructed Barracks 177 and 178 are built of concrete with brick and glass walls. The first floor of 177, which houses the new Transient Personnel Unit, is about 50 per cent office space, and the remaining half, together with the second and third floors, berths 388 men in 97 four-man rooms.

Barracks 178 berths 378 men in four-man rooms that have quiet study areas and extra-large wardrobe lockers. The women's barracks has the same lines of construction as the other two staff barracks. It accommodates 240 women in triple-occupant and private rooms. Some of the more attractive features of the women's quarters are three TV rooms, washers and dryers, two kitchens and coordinated color schemes.

In Treasure Island it's called a superbarracks — Cosson Hall, an ultramodern hotel-like living quarters for enlisted men which cost \$3 million to construct. The barracks, which can house 1536 men, is a four-story, cartwheel-shaped building. Sixteen rooms are located on each floor of the six wings. Each room has carpeting, drapes, individual beds, wardrobes and two

writing desks, making letter-writing easier.

A TV room and lounge are located on each floor plus laundry facilities consisting of washers, dryers and ironing boards which can be used by the building's occupants at no cost. Resting benches are conveniently located at various points around the completely landscaped structure.

The building boom of the last few years has also hit NAS Memphis, where nine new student barracks have been constructed. Each of the four-story, campus-style bachelor enlisted quarters houses 208 men in two-, three- and four-man rooms. Individual desks, beds with headboards, and plenty of closet space add comfort and convenience to the living quarters.

These are just a few examples of the Navy's efforts during the past few years to improve habitability for shore facilities. Shipboard habitability is expected to take an equally giant step forward in the next few years as more and more ideas like the ones being presented at the Habitability Expos come forth.

The Navyman of the future will not only have a new hat to wear, he'll also have a new place to hang it.

**Above:** Main entrance to the ultramodern Cosson Hall, Treasure Island.  
**Below:** Landscaped and garden-like, circular courtyard at Cosson Hall.



## HABITABILITY ASHORE

# The Latest Sampling: BIGELOW HALL

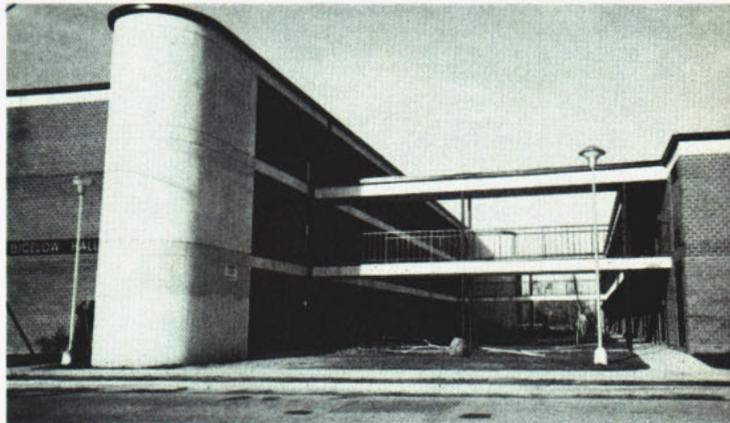
The Navy took another big step in its continuing program to improve living conditions for enlisted personnel stationed ashore. The event was the recent dedication of Bigelow Hall, a modern 504-man Bachelor Enlisted Quarters building complex, at the Little Creek Naval Amphibious Base. Ceremonies took place on the 29th anniversary of the death of Medal of Honor winner Water Tender First Class Elmer Charles Bigelow, USNR.

Bigelow was born on 12 Jul 1920 at Hebron, Ill. He enlisted as an apprentice seaman in the Naval Reserve in September 1942 at Chicago and reported aboard USS *Fletcher* (DD 445) in June 1943. He earned the Medal of Honor while in *Fletcher* during action off Corregidor Island in the Republic of the Philippines. On 14 Feb 1945, without regard for his own safety, he entered a burning powder magazine and extinguished a fire, thus preventing further damage to his stricken ship and saving the lives of many shipmates. He succumbed to his injuries the following day.

Bigelow Hall, a thru-building complex, is one of the Navy's newest modular designed quarters and features four bedrooms surrounding a common living room. Each bedroom has a private bath, and each apartment module has a private entrance off a motel-type covered exterior walkway. The rooms are designed to ensure maximum privacy. The buildings have a central intercom system with a call station in each room, and a central service area with a large lounge, free laundry, storage room and vending machines. Postal, telephone and dining facilities are also conveniently located close by.

Interior decoration features contemporary colors, materials and furnishings designed to blend with and complement the quarters. The centrally air-conditioned buildings are located in a pleasant natural setting overlooking a lake and golf course.

Bigelow's mother, Mrs. Verna B. Perry of Brandon, Fla., and his brother, Lester Bigelow of Woodstock, Ill., attended the dedication as guests of the Navy. Rear Admiral Roy G. Anderson, Commandant of the Fifth Naval District, was the principal speaker.



Above: Bigelow Hall, at Naval Amphibious Base, Little Creek, Va. Below: Elmer Bigelow's mother, Mrs. Vernal Perry, and his brother, Lester Bigelow, stand before the BEQ exhibit honoring the Medal of Honor winner. Bottom: One of the spacious new rooms of Bigelow Hall.





# BEQ MAN- AGE- MENT COURSE

Having a roof over your head and a place to call "home" are not one and the same thing. That is what the new Navy BEQ program is all about. We know it will never replace "home," but we are hearing less and less the old term "barracks."

The blueprint for building a happy home away from home is offered by the BEQ Management Course in Memphis and the tools recommended are basic principles of management. The school was established in August 1973.

Students in the three-week course are learning how to create pleasant, efficient living facilities for bachelor enlisted personnel. As of 22 March this year the school has graduated 154 BEQ managers from 70 different commands — each challenged to improve living conditions with emphasis on service rather than supervision.

"You can't just give a guy a place to stay," says Chief Hank Keune, course supervisor. "You have to give him a place in which to live." Explaining the differing approaches, the chief said, "We pack general management and operational nuts and bolts into 120 hours, but what we're really doing is selling an attitude."

The task of formulating a course of instruction that would motivate as well as educate attendees fell to three career enlisted men — Petty Officers 1st Class Richard L. Girard and Robert G. Holcombe, and Chief Keune. Both Holcombe and Girard participated in a pilot course in San Diego, then returned to NATTC Memphis to help write the lesson plans they now teach as part of the Naval Management Schools group.

The curriculum includes lectures on management principles, organization, occupancy requirements and maintenance, and demonstrations of obtaining and utilizing supplies. To punctuate the classroom instruction, the course provides field trips to a model complex

aboard the station and to a modern motel complex.

Students are also briefed on security, traffic flow, fire safety, budgeting and authority and responsibilities of petty officers. And while none of the lesson plans is specifically entitled "Sociometry," elements of "how to deal with people" are found in every phase.

The basic information provided through the course is applicable throughout the Navy although specific methods will vary with the size and location of BEQs. Chief Keune points to floors as an example of an overall improvement that varies from place to place.

"We used to think floors had to be stripped down and spit shined constantly. Now we know that by using certain products, a finish could last up to two years with just routine maintenance.

"You might not use the very same material in California as in Memphis, and the type flooring may also vary," he said. "But, it's a proven fact that we can save time and money by changing our approach to floor care.

"And, anybody who's ever swabbed a deck will appreciate that news," the chief said smilingly.

Since the program is aimed at improving living conditions, innovators turned to experts in the field of accommodations — motel managers.

Referring to several large motel chains, Lieutenant Commander G. B. Griffin, the responsible training program coordinator at Naval Technical Training Command headquarters, explained: "These people are professionals. They have to serve their patrons efficiently because they want the people to come back. And that's certainly an attitude we need in the Navy."

By employing the same front-desk concept familiar to anyone who has ever registered at a motel, graduates expect that in the near future check-in and room assignment will be a simple standardized procedure in all military barracks.

"Nothing can be more frustrating to a man who's dragging a heavy seabag than to be shuffled about in circles trying to find where he's supposed to stay," agree two master chief petty officers who speak from experience.

That consensus comes from the master chief petty officers of the commands for Chief of Naval Education and Training and Chief of Naval Technical Training, Duane Harris and Steve Sredonja, respectively. Both relate "sea stories" of their own, but anticipate the time when sailors will have nothing but pleasant memories about their days in the barracks.

Viewing standard management procedure as the solution to a problem as old as the Navy itself, Master Chief Harris suggests that the program "can't do anything but foster pride."

"Construction is not the answer. You can put people in the most modern room available, but that doesn't mean they'll have a happy home," the master chief continued. "We're not attempting to pamper anybody, but whatever we can do to make a man proud of where he lives, and happy to be there, should be done."

The MCPOCs would also like to see a change in attitude among those who view the modern, dormitory-like barracks as "better than I had."

MCPOC Sredonja contends that the Navy recognizes that things should be better. "We need to ensure that everyone gets consistent and considerate service everywhere and we can accomplish all this with the same amount of men and money currently available," he added.

Achievements have been made within present resources, but it is to the future of the Navy that proponents attribute the importance of the instruction. In an age of volunteer forces, quality retention and tight purse strings, the Navy is competing with civilian enterprises for talented, professional personnel. Improved living conditions such as provided by modern, well-run BEQ facilities are part of the solution.

— Story by Judy Phillips  
— Photos by PH2 Michael Diehl

Facing page: BEQ management students visit a commercial motel training facility during their course, where they become familiar with room status boards (below) and tour laundry and sanitation areas (bottom).



# the METRIC SYSTEM SI

## the Systeme International d'Unites

*Early this year a SecNav Instruction directed the establishment of a Navy Metrication Group and assigned the Chief of Naval Material for implementing responsibility. CNM then designated a Project officer and the group went to work. Its job: to recommend approaches, goals and policies; to develop a contingency plan for metric conversion in the Navy, and to keep abreast of the latest developments on the national scene, in industry and in the world. Congress has been considering legislation for possible adoption of the metric system in the United States. What do you know about the metric system? Here's a report that should be of interest to all who make measurements and read gages — and who doesn't?*

Everybody's doing it — at least a large percentage of the world is doing it. In fact, except for a handful of emerging countries and the United States, every nation in the world employs (or is converting to) the Systeme International d'Unites. The experts usually refer to it simply as "SI." Everyone else calls it the metric system of weights and measures.

American leaders have been considering a change to metric since Thomas Jefferson proposed it and John Quincy Adams finished a study for Congress in 1821. At that time, however, the metric system was not fully established in France where it was invented. It wasn't used at all by England, America's principal trading partner, so its adoption was rejected in the United States.

In recent years, other studies have been made and bills have been introduced in the Congress providing for conversion to the metric system but none passed. Several bills have been considered by both houses of Congress providing, in different ways, for conversion to SI. All, however, have these common features: They specify that the change will be voluntary and will take place over a period of years.

The Navy has begun to study the effects such a conversion would have on its activities.

You might think the consequences of changing to SI would boggle the imagination. In reality, however, countries like England, Canada and Australia, while converting from pounds and inches, have found the change to SI unexpectedly simple. The United States and the Navy could well be in for a similar surprise. Here are a few factors which are involved:

- Conversion would make us compatible with other countries. Since the entire industrial world, except for

the United States, uses (or is converting to) SI weights and measures, American firms find it increasingly difficult to do business in foreign countries. Such ordinary items as wire diameters, sheet metal thicknesses, or nut and bolt sizes are at odds with measurements used elsewhere. As might be expected, this inhibits the export of U. S. products to a metric world.

- In this country, the use of foreign-made products frequently requires concessions to SI measurements. Automobile mechanics, for example, must have a set of metric tools for use on imported cars.

- Many industrial sectors are converting to metric even though the United States commonly uses the inch-pound system. Recently, major American automobile manufacturers have shown indications of switching to the metric system. Many other industries went metric years ago. The pharmaceutical business, for instance, has long used the metric system and its SI measurements are taken for granted by consumers. The same might be said of some electronics areas.

These are only a few situations in which Americans find themselves hovering between two systems of measurements. They also contain indications of how readily a conversion to SI would be accepted. All the public need do is think metric. Most of the time, it wouldn't be necessary to convert meters to yards, liters to quarts, kilograms to pounds or Fahrenheit to Celsius. One need only think in terms of metric measurements.

It stands to reason that Navy wives making a commissary run might, out of habit, continue to request a pound of butter. If they did, they probably would not question receiving a half-kilogram which nearly equals a pound. They might still think in terms of a quart of milk but receive a liter without consciously noting the difference. A "yard" of cloth would actually be a meter.

Since cookbooks and patterns would use the metric measurements (as some already do) nobody should be upset. Navy families driving around town or on a vacation even now rarely think of distance in terms of miles. Instead, they mentally compute the time needed for the trip. The same would be true if metric measurements were adopted and kilometers substituted for miles.

A Navyman working in a ship might have it a little harder but not much because he is already familiar with some metric measurements. Take electrical units — he's been using SI measurements for years. Current is commonly thought of in terms of amperes. Power is measured in watts. The unit for potential difference is the volt while resistance is measured in ohms and frequency is gaged in hertz.

Although these units have long been familiar even in non-metric United States, there are other necessary terms which aren't quite as common. Boiler technicians, for example, would measure force in newtons and pressure in pascals. Energy, work, quantity of heat would be measured in joules.

Rather than looking at a pressure gage and seeing pounds-per-square-inch, a man in the boiler room would see pascals (or more likely kilopascals or megapascals). For a while, he might also have to think

in the old measurement terms but he would soon learn to think metric.

Metric gages may come off the drawing boards of the future with color codes which would help those using them adapt to the new system. Perhaps pascal measurements would be positioned on dials at approximately the same location as the old pounds-per-square-inch.

The process of conversion also will be made easier because many standard measurements now in common use are only approximate. We hear, for instance, that hose pressure at the nozzle must be 100 pounds per square inch to be effective in fighting a fire. Less is too little and more is inefficient. In reality, however, 100 pounds per square inch is not necessarily ideal. The 100 figure is taught simply because it's nearly ideal and easy to remember. It would be just as easy to remember 700 kilopascals which is also an approximate figure.

On 10 Jan 1974, the Secretary of the Navy issued an instruction which established a Navy Metrication Group and assigned implementing responsibility to the Chief of Naval Material. The group was charged with:

- Recommending approaches, goals, objectives and policies for Navy metrication.
- Developing and maintaining a contingency plan for metric conversion in the Navy.
- Enumerating appropriate actions and milestones and keeping abreast of metrication developments. (Mr. John Haas of the Naval Sea Systems Command was named the Navy Metrication Project Officer.)

The role in adapting the Navy to the Systeme International d'Unites is not new to Mr. Haas. He is Chair-

<b>MAJOR COUNTRIES</b>	
<b>METRIC</b>	<b>NON-METRIC</b>
<b>BRITAIN</b>	<b>U.S.</b>
<b>CANADA</b>	
<b>CHINA</b>	
<b>FRANCE</b>	
<b>GERMANY</b>	
<b>ITALY</b>	
<b>JAPAN</b>	
<b>SWEDEN</b>	
<b>U.S.S.R.</b>	

# the METRIC SYSTEM

man of the NavSea Specifications Control Board and has, for some time, been busy educating the Navy on the subject of metrication.

He will serve as the U. S. member of the Navy/ABCA (American-British-Canadian-Australian) Metrication Panel and also as the Navy member of the recently formed Metrication Panel of the Defense Material Specifications and Standards Board. In addition, he has just been designated as the DOD member of the Key Metric Practices Committee of the ANSI National Metric Council.

At the present time, the task of converting the Navy to the metric system is in its elementary planning stages. In March, each Systems Command and the Marine Corps designated a member and alternate to

serve on the Navy Metrication Group. The organization's first meeting was scheduled for April with succeeding meetings to follow at least every two months thereafter, unless otherwise directed. The group was requested to carry out liaison with the Quadripartite Navies (American, British, Canadian and Australian), with industry and with the Defense Materiel Specifications and Standards Board Metrication Panel.

In the future, the Navy Metrication Group can be expected, among other things, to follow the status of possible legislation in Congress and also determine:

- The extent to which the SI measurements are used by the Department of the Navy in research and development, design, procurement and production.
- How much the SI weights and measurements are used by DOD contractors producing material for the commercial market.

## BASIC UNITS

### 1 YARD



### 1 METRE

METRE is the base unit of linear measure. It is a little longer than a yard (about 1.1 yards).

### 1 LITER



### 1 QUART

LITER is the base unit of capacity measure. It is equal to the volume of one cubic decimetre. (about 1.06 quarts)

### 1 GRAM



GRAM is the base unit of weight measure. It is equal to the weight of one cubic centimetre of water. It is about the weight of a paper clip.

## Other Commonly Used Units

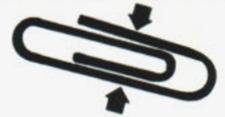
### MILLIMETRE

0.001 Meter The diameter of a paper clip wire.



### CENTIMETRE

0.01 Meter The width of a paper clip (about 0.4 inch).



### KILOMETRE

Somewhat farther than 1/2 mile (about 0.6 mile).



### 1 KILOGRAM 1 POUND

1000 Grams A little more than 2 pounds (about 2.2 pounds).

### MILLILITER

0.001 Liter Five of them make a teaspoon.



- How much personnel training will be required to institute the metric system.

- How much of the metric system of measurements is used by other government agencies.

With the information obtained from these studies, the Navy Metrication Group expects to develop a coordinated contingency plan to replace the system now in use which, incidentally, doesn't even have a name.

Since the machinery for converting the Navy to the Systeme International d'Unites has just begun to function, it is impossible, at this time, to say what action will be taken by the U. S. Navy and marine industry or what procedures will be followed. A look at the British experience, however, may be a helpful guide in foreseeing what might be expected.

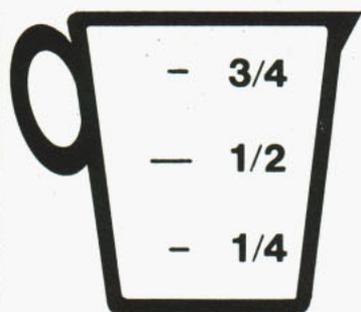
The British found that the marine industry, for the most part, was in favor of changing to the metric sys-

tem provided other sectors of the British economy which supplied the marine industry also converted. Since a general move in the direction of metrication was already being made by marine suppliers, the greatest problem consisted of timing the conversion.

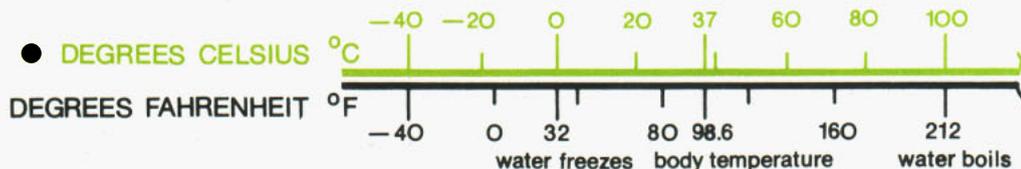
The English shipyards actually used comparatively few pound-inch standards in shipbuilding, anyway. Conversion, therefore, consisted of replacing with SI the imperial units which were widely employed. Rules and regulations concerning ship design and construction had to be brought in line with metric standards (which already were being used by major marine insurers of commercial ships).

Metric designed engines and other units and components already were installed in British inch hulls without serious complications. The most difficult problems involved the application of bolts, screws, nuts and other fastening devices.

## Cooking Measure Equivalents



Metric Cup	Volume (Liquid)	Liquid Solids (Butter)	Fine Powder (Flour)	Granular (Sugar)
1	250ml	200g	140g	190g
3/4	188ml	150g	105g	143g
2/3	167ml	133g	93g	127g
1/2	125ml	100g	70g	95g
1/3	83ml	67g	47g	63g
1/4	63ml	50g	35g	48g
1/8	31ml	25g	18g	24g



### MILES



• KILOMETRES

# the METRIC SYSTEM

It might also be said at this point that the U. S. Navy is encountering a similar problem. Current plans include the use of an Italian rapid-fire gun in the Navy's new patrol craft. United States ordnance experts already are pondering the problem of properly sized and threaded nuts and bolts to be used with the new gun. The British found that a wide variety of parts and components, metric threads and threaded fasteners were not only available through their supply channels but were economical as well. These advantages notwithstanding, conversion of the marine industries to SI standards still depended largely upon how fast other UK industries converted.

The British also were aware that there would be some confusion and difficulty during the changeover period when shipbuilders probably would be building both metric and inch hulls at the same time. They acknowledged that it probably would be necessary to

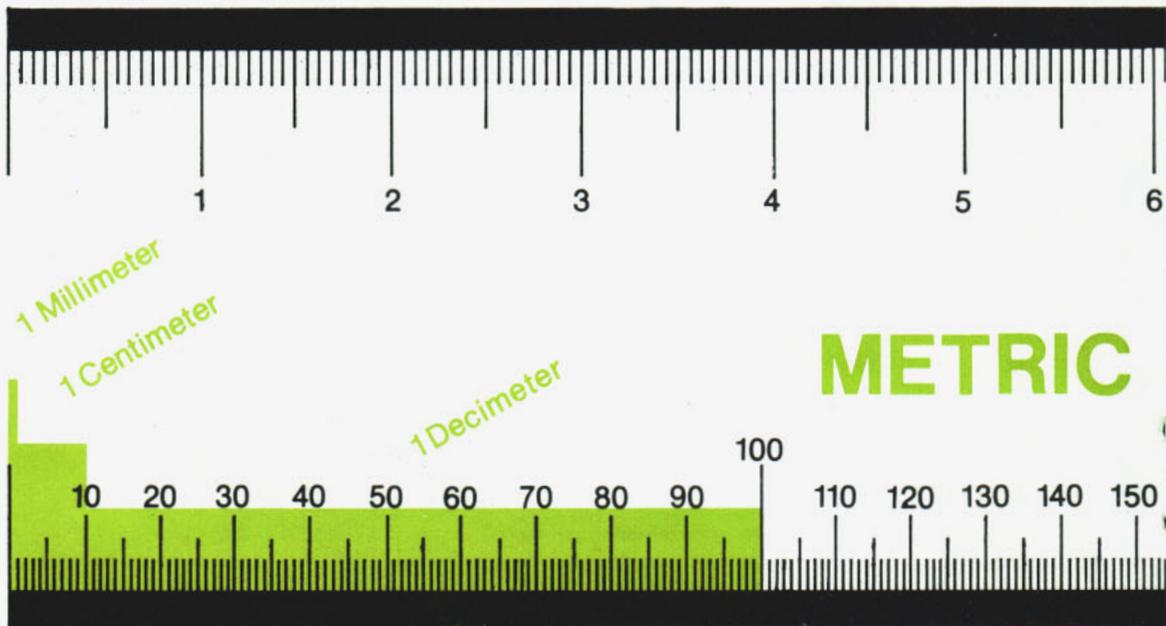
install metric components in inch hulls and vice versa. One solution they contemplated lay in permitting a degree of flexibility in writing contracts which would contain statements concerning metrication.

There was another important factor which could ease the strain. While a ship will last for a quarter of a century or longer, its components usually have a lesser life span. While the difficulty in obtaining replacements for worn-out components was very real, it was also noted that major spare parts are produced when the ship itself is built, thereby lessening future replacement difficulty somewhat.

No great problems were anticipated in retraining shop and other such personnel to think metric. Difficulties, however, were predicted for workers such as draftsmen and designers who would have to accustom themselves to working with a new medium which would, to a certain extent, require mathematical conversions from the old.

Even at this early planning stage, U. S. Navy experts anticipate its most serious difficulties with conversion will occur late in this century and into the early 21st

## INCH



● 10 Millimetres = 1 Centimetre ● 10 Centimetre = 1 Decimetre

century with designs for metric ships. Difficulties in retraining Navymen and shipyard workers to work with SI units is minimized.

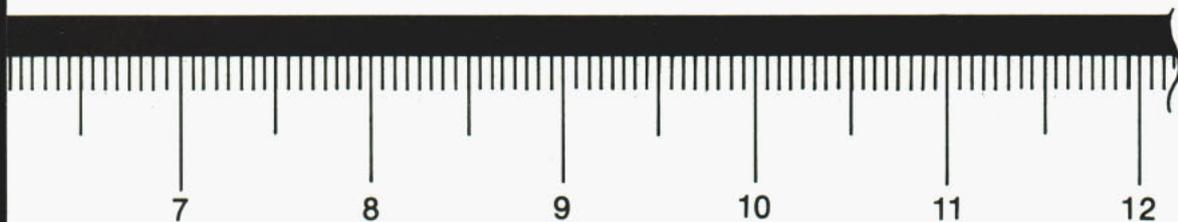
Problems also were expected to arise for manufacturers who supply the Navy. There would be a need for new jigs, patterns, tools and measuring equipment. Manufacturers also would have to duplicate stocks of materials, components and tools; go to the expense of retraining their employees and cope with the possibility of increased errors and slower work in the beginning stages of conversion. Despite these drawbacks, however, the British believed the long-term advantages of conversion to SI far outweighed the disadvantages.

Inasmuch as our system of weights and measures originated with such exotic standards as the length of a king's arm or peppercorns placed end to end, most will agree that the metric system, which uses base 10, is much more practical and easy to understand. But even if the entire world were to adopt the Systeme International d'Unites, there would still be some minor problems to iron out.

There is a difference between metric measurements and metric standards. The latter are still being established through international agreements. The meter is supposed to be 1/10,000,000th of the distance of the earth's surface measured from the equator to the pole. Since such measurement is somewhat cumbersome, the meter was more practically designated as the length of a platinum bar which is stored in Paris under constant conditions of temperature and humidity. More recently (and more accurately) the meter was defined in terms of the radiation frequency of the cesium atom.

The metric system was first employed in France during the revolution but was not made compulsory there until 1840. Although most of the world used the metric system by 1960, there were slight differences in some measurements which were largely eliminated by an international conference which adopted the Systeme International d'Unites. International agreements notwithstanding, there are still inconsistencies and nonstandard usages which will be compounded when the United States adopts SI. (→)

## MEASURE



## MEASURE



● 10 Decimetre = 1 Metre ● 1 Metre = 39.37 Inches

## the METRIC SYSTEM

The U. S. Navy already has determined that some non-SI units will be used in Navy areas. Two examples are the international nautical mile (exactly 1852 meters) and the international knot (one international nautical mile per hour); the tonne (metric ton, 1000kg) differs from the conventional marine long ton by only 1.6 per cent. Even the American use of the word "meter" is not standard. The international spelling is "metre." Abbreviations are similarly nonstandard in some areas.

The Systeme International d'Unites already has established a number of beachheads in the United States and in the Navy. Science and technical industries have long worked with metric tools. In this country, even some sports commonly employ metric terms. An example: The size of swimming pools used for training swimmers in international competition is measured in meters. It seems certain that the United States will not long remain at odds with the rest of the world with regard to weights and measures. The question seems to be "when?" and "how?" rather than "if."

Indeed, some of the "whens" and "hows" seem

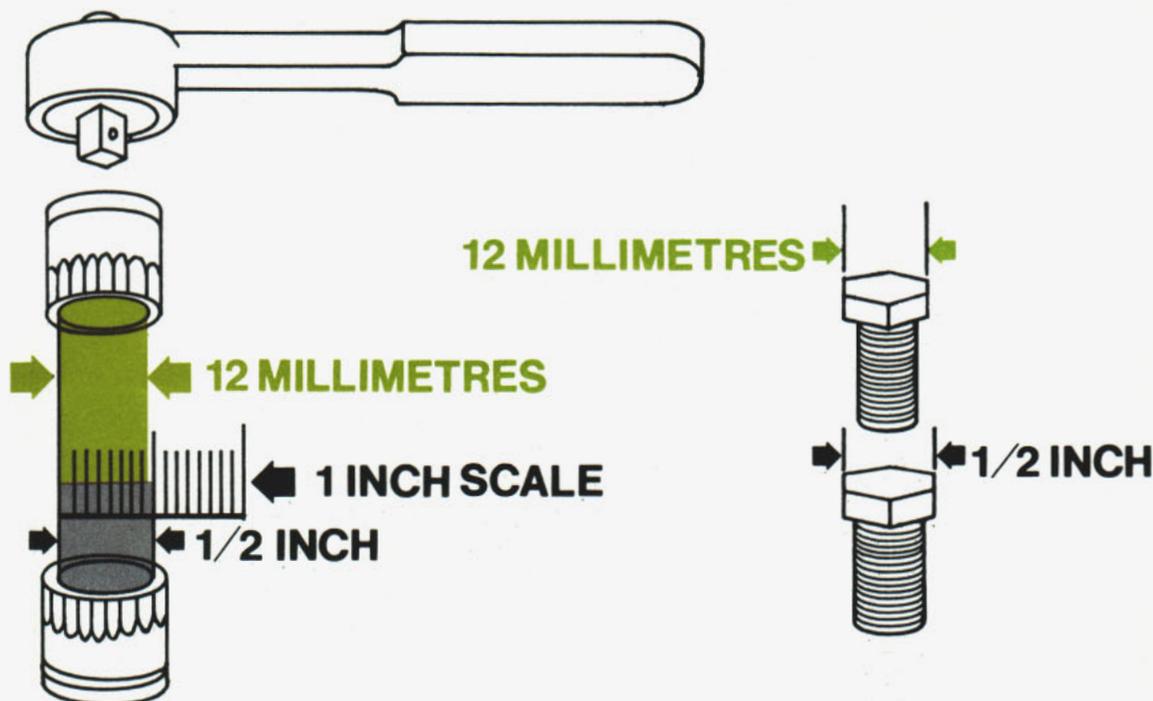
already to have been answered. It appears certain that the change will be spread over a period of years — probably a decade. This has been the method used by most countries which are converting to SI. It has also been a feature in most, if not all, bills introduced in Congress.

Another feature seems probable. The costs of conversion will lie where they fall. Manufacturers will accept the tab for retooling; local jurisdictions will bear the expense of changing highway signs; the Navy will pay the cost of, among other things, teaching its personnel to think metric and so on down the line.

Although some headaches are predictable, confusion inevitable, and expense undetermined, the creation of the metrification group seems to indicate that, for the Navy, the adoption of the Systeme International d'Unites is an idea whose time has come.

— Robert Neil

## Tool Sizes from Inch to Metric



**WARNING: Do not interchange metric tools with tools in the inch scale**

# METRICS at NAVSEA

The Naval Sea Systems Command (see page 37) has several reasons for its interest in the Systeme International d'Unites. One is the Oto Melara 76mm gun which the Navy proposes to install in its 50 new patrol frigates. The gun is an Italian design with a Dutch fire control system. Plans call for the gun to be produced in the United States with drawings showing only metric dimensions. Much, however, depends upon industrial conversion.

As NavSea sees the situation, the transition of American industries to metrics already has begun in anticipation of Congressional action. Industry has mapped out plans to replace worn-out machine tools (the machines that make machines) and to modify others with dual calibration kits. Drawing upon the experience of England, Australia and Canada, industry is train-

ing its personnel for the switch to SI.

The only area of uncertainty relates to fasteners — an area where U. S. standards do not seem to have been met by products acceptable to the International Organization for Standardization which represents about 60 countries. Safety and operational codes, as well as manufacturer reliability commitments against accepting "inferior" fasteners, make compromise on this subject difficult, if not impossible.

Realizing that documents on newly developed items which use inch measurements will be obsolete 10 years hence, the Naval Sea Systems Command made this recommendation:

- Everyone within the command should be made familiar with SI measurements and comparable values or differences between them and customary units.

## Additional Equivalents and Units

### COMMON EQUIVALENTS

1 inch	= .0254 metres (EXACT)
1 meter	= 39.37--- inches
	= 3.281---ft
	= 1.09--- yds
1 km	= 3 281.--- ft (APPROX $\frac{5}{8}$ MILE)
100 m	= 328.1---ft
1 pound(MASS)	= 0. 453 592 37 kg (EXACT)

### SI ELECTRICAL UNITS

QUANTITY	NAME	SYMBOL	UNITS
CURRENT	ampere	A	(basic)
POWER	watt	W	J/s
VOLTAGE (POTENTIAL DIFFERENCE)	volt	V	W/A
RESISTANCE	ohm	$\Omega$	V/A
FREQUENCY	hertz	Hz	s <sup>-1</sup>

### SPECIAL MARINE EQUIVALENTS

1 Long ton	= 2,240 lbs
	= 2,240 x 0.454
	= 1 016 --- kg
	= 1.016 --- metric tons (tonnes)
(DIFFERENCE	= 16kg or 36 lbs or 1.6%)
1 nautical mile (INT./U.S.)	= 6,076 --- ft
	= 1 852 metres (EXACT)
1 knot	= 1 nautical mile /hr
	= 0. 514 444 --- m/s

### SI BASE UNITS

QUANTITY	NAME	SYMBOL
LENGTH	metre	m
MASS	kilogram	kg
TIME	second	s
ELECTRIC CURRENT	ampere	A
TEMPERATURE	kelvin	k
LUMINOUS INTENSITY	candela	cd
AMOUNT OF SUBSTANCE	mole	mol

- ENLISTED ADVANCEMENT SYSTEM REVISED

The Bureau of Naval Personnel has announced a new plan which will revise the Navy's enlisted advancement system by giving more emphasis to job performance and leadership and less emphasis to written examination scores. The plan is designed to benefit good performers who have previously not been considered for advancement because their exam scores fell just below the cutoff.

The first phase was a lowering of the exam score cutoff for the February 1974 exams, and the full plan will begin for prospective E-4s, E-5s, and E-6s with the August 1974 exams. Exam scores will count as a smaller percentage of the advancement multiple and the performance category will count more. The new plan will not affect people going up for E-7, E-8, and E-9 until fiscal year 1976.

- ADVANCEMENT INFORMATION AVAILABLE BY PHONE

A new phone service to give Navy enlisted people general information about advancements or examinations has been established at the new Education and Training Program Development Center in Pensacola. A two-minute recorded message gives callers information about probable and actual dates examination results and late advancement lists will be released, effective advancement dates for those who were frocked, and "how to" information, such as how to order substitute examinations. Calls between 1700 and 0830 (EDT) on weekdays, and any time on weekends and holidays, will be answered by prerecorded message. During workday working hours, personnel at the Program Development Center will provide individual information to callers. The phone number for commercial lines is area code 904-452-1353 and for AUTOVON is 922-1353.

- GUARD II -- NEW GUARANTEED ASSIGNMENT RETENTION DETAILING PROGRAM

Changes have been made in the Navy's Guaranteed Assignment Retention Detailing program. Now known as Guard II, the revised program features a more personal approach to detailing. All first-term members within six months of their EAOS will receive a personal letter from their detailer, outlining enlistment options available. Guard II reenlistees are guaranteed to receive either the duty assignment or duty station of their choice, or both, or an alternative duty option if the requested duty is unavailable. Applicants will receive orders before their reenlistment and are under no obligation until they actually ship over. A BuPers letter will also provide applicants with the name and telephone number of their detailers, in line with the revised program's intent to ensure direct personal contact between Navy people and their enlisted detailers. Guard II replaces the first Guard program which provided command career counselors with computer sheets to be used in counseling individuals on their enlisted options. The new provisions of the program went into effect in June.

- THREE FY 1974 SAILORS OF THE YEAR NAMED

Three 1st class petty officers have been named Sailors of the Year for fiscal year 1974. Receiving one of the top honors the Navy can bestow

# briefs navy navy navy navy

are SK1 Walter W. Y. Gouveia, representing CincPacFlt, SM1 Franklyn R. Perry, CincLantFlt, and HM1 John R. Hewett, the Shore Sailor of the Year. These three petty officers were scheduled to visit Washington, D. C., in late June for a meeting with the Chief of Naval Operations and to receive meritorious promotions. They and their wives then enjoyed five days of rest and relaxation at the location of their choice within the continental United States.

- NAVAL SEA SYSTEMS COMMAND ESTABLISHED

The establishment of a new command entitled the Naval Sea Systems Command has been approved, effective 1 July. This new command encompasses all the functions of the Naval Ship Systems Command and the Naval Ordnance Systems Command, which have simultaneously been disestablished. Principal reasons for merging these commands are twofold: first, to simplify and consolidate major parts of the organizational structure within the Naval Material Command that involves itself with design, acquisition, and life-cycle support of total ships and of shipboard systems and equipment; and second, it is expected that such consolidation, along with current and future refinements in our basic acquisition and support processes and expertise will markedly improve our ability to deliver fully integrated and cost-effective ships in timely manner to the operating forces. The name of the commander of this new organization will be announced in the near future.

- TWO NEW FLEET COMMANDS TO BE ESTABLISHED

Effective 1 Jan 1975, Commander Naval Surface Force, U. S. Atlantic Fleet, (COMNAVSURFLANT) and Commander Naval Surface Force, U. S. Pacific Fleet (COMNAVSURFPAC) will be established in a developmental status to become active and fully operational by 1 Jul 1975. These new commands will encompass the present functions of the amphibious, cruiser-destroyer, and service force type commands in both the Atlantic and Pacific Fleets. COMNAVSURFLANT and COMNAVSURFPAC will be located in the Norfolk and San Diego areas, respectively, and will be commanded by vice admirals. The rationale for this action is to achieve an organization which will permit more effective management and utilization of existing resources, and eliminate duplication in administrative and support areas, thereby generating savings in common overhead. A formal CNO implementation directive should be transmitted by midsummer.

- LATEST ON MILITARY AIR TRAVEL: 25% OFF FOR RESERVED SEATS

Half-price military standby and two-thirds reserved air fares were discontinued by the air carriers on 1 May.

Active duty naval personnel on leave or liberty, upon showing their valid military ID card, will now be able to purchase a reserved seat at a discount of 25 per cent less than the regular coach fare. The change applies to most major U. S. and local service airlines serving cities in the continental U. S., Hawaii and Alaska. Generally, the green ID card is sufficient proof of eligibility for the reduced rates, but some airlines may request, at the discretion of their ticket agents, the signing of a statement of leave or liberty.

- WARFARE OFFICER TRAINEES TO BE IDENTIFIED

BuPers has announced implementation of new training designators which will identify prospective surface, submarine and special warfare officers. The designators--116X for surface warfare, 117X for submarine warfare and 118X for special warfare officers--will be given to an officer upon his initial assignment to sea duty or his assignment to a course of instruction, such as Surface Warfare Officers' School, Nuclear Power School, or Basic Underwater Demolition School. Officers initially ordered to shore duty will still be given the 110X designator.

Training designators are designed to help personnel managers identify and record the progress of officers in training in each of the warfare communities, and should provide increased prestige to the prospective warfare specialists. The new designators are part of recommendations forwarded to CNO by a recently completed SWO study group.

- DOCTORS ELIGIBLE FOR \$13,500 ANNUAL PAY RAISE

Navy physicians on active duty below the pay grade of O-7 may find a recent active duty incentive to their liking. It offers a bonus of up to \$13,500 a year for each year of active duty they agree to serve after completing their initial active duty obligation of four years or less, or after the first four years of longer initial obligations. The new bonus replaces the continuation pay for Medical Corps officers below the grade of O-7. Special pay and bonuses for dentists are not affected by the new pay bill. However, the bill allowing for the incentive payments revises some of the special pay provisions for Navy physicians. Those who have served on active duty at least one year but have not completed two years' active duty service as medical officers will continue to receive \$100 per month in addition to their other pay and allowances. Those who have served over two years will receive \$350 per month of special pay.

- RADIOMAN TRAINING CONSOLIDATED

Radioman "A" Schools at Bainbridge, Md., and San Diego, Calif., have been consolidated at San Diego. The merger became effective in May. For the past year, the Bainbridge school had a planned input of about 1900 students, compared to about 2100 at San Diego. It is now expected that the west coast school will gradually build to a level of about 4100 students in FY-75.

- DOD SPONSORS LEGISLATION TO ELIMINATE POSSIBLE RETIREMENT INEQUITIES

Navy men and women on the threshold of retirement normally can expect to receive at least as much, if not more, retired pay as one of similar pay grade and longevity who retired before them. This may not be the case for individuals retiring after the projected 1 Oct 1974 active duty pay raise. Here's why:

The rapid rise in the cost of living during the past year may cause the percentage increase in CPI adjustments to retired pay to exceed the effect of the percentage increase in active duty pay raises. Consequently, the pay of future retirees could lag behind that of previous retirees whose pay has

# briefs navy navy navy navy

been CPI adjusted. (The abbreviation CPI refers to the Consumer Price Index.)

So far, with the exception of certain flag officers who have been limited by law to the \$36,000 salary since January 1972, the present save pay provision has protected recent retirees from receiving less retired pay than similar members (same grade and years of service) who have previously retired. However, if the CPI growth continues, the existing save pay provision will not guarantee this same protection to members who retire after the projected 1 Oct 1974 active duty pay raise.

At the time this announcement was made (May 1974), it was difficult to predict the financial impact future retirees could expect, primarily because of two variables: first, the percentage of the CPI adjustment projected for July 1974 (6.4 per cent); second, the percentage increase in active duty basic pay projected for October 1974. This active duty basic pay hike could range from 8.1 per cent under present law to a low of 6.2 per cent if the pay raise system is modified to authorize equal percentage increases in the allowances--basic allowance for quarters (BAQ) and basic allowance for subsistence (BAS)--as well as basic pay.

Both of these issues must be resolved before the precise impact can be assessed. As of this writing, the Department of Defense is sponsoring legislation which eliminates the inequities and provides that future retirees will receive no less retired pay than similar members who retired previously. All services, including the Navy, have given strong support to this legislation which was receiving careful review by the Office of Management and Budget.

## ● BUREAU SEGMENTS NEW ORLEANS BOUND

A large segment of the Washington-based Bureau of Naval Personnel has been slated to move to New Orleans, La., beginning in the Spring of 1977. Included are the entire personnel assignment sections, complete with service records, and the officer and enlisted distribution offices. The move involves about 2100 military and civilian personnel. The change eventually will bring about a total consolidation of all Navy personnel management as personnel distribution offices, computer base support activities and personnel functions located in San Diego, Calif., Norfolk, Va., and Bainbridge, Md., shift to New Orleans.

## ● OPENINGS FOR VOLUNTEERS IN EOD PROGRAM

A shortage of qualified enlisted explosive ordnance disposal (EOD) technicians has prompted the Bureau of Naval Personnel to ask those formerly qualified as EOD's, and new volunteers, to apply for the program. Formerly qualified personnel who are approved for reinstatement will be ordered to refresher training at Indian Head, Md. New volunteers will be sent to a 36-week course at Indian Head where they will learn to detect, identify, disarm and dispose of explosive ordnance (surface and underwater), nuclear weapons, chemical munitions and biological agents.

Volunteers for the program should be E-4 and above and preference will be given to those in the AO, EM, MN, PH, and TM ratings, but other ratings and paygrades are eligible. Check NavOp 231900Z/69 for details.

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

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### Ecology: An All Hands Evolution

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MCPON JOHN D. WHITTET

The word ecology has come to mean different things to different people. To some it is a technical expression referring to the relationship between organisms and their environment. But to most of us, ecology is synonymous with the movement for clean air and water; in short, a clean environment.

Several years ago the Department of the Navy undertook a number of research and ecology-oriented projects that were designed to "do something" about mounting levels of pollution. As a result, our achievements in the battle against pollution are really quite significant when viewed in relation to the entire Navy and individual ships and stations.

Considerable attention has been given the subject of caring for our water. Oil spill removal systems have been developed by the Naval Civil Engineering

Laboratory, and bilge pumping evolutions, as a preventive measure, are now accomplished within restrictions that minimize the discharge of oily waste. In fact, oil of any kind may not be pumped over the sides of our ships within 50 miles or more of shore, except in operational emergencies.

Our ships now operate under stricter regulations governing trash disposal and waste treatment. Daily over-the-side disposal of garbage is prohibited within 12 miles of shore. Wherever possible, floatable items are weighted and sunk while ships are at sea. Many ships and stations now have aluminum and newspaper recycling programs. Ships' soil waste drains are being altered by the installation of collecting, holding and transfer (CHT) systems to prevent the overboard discharge of sewage within the navigable waters of the United States.

Remember all that thick, black smoke on firefighting day in recruit training? Well, it's getting to be a thing of the past now as more firefighting schools are being equipped with smoke abatement devices. From restrictions against blowing the ships' tubes in port to converting from fuel oil to natural gas at shore stations, Navy emission standards are improving. The Naval Air Station at Cecil Field, Fla., won the third SecNav Environmental Protection Award for its ecology push, and the entire station reflects an atmosphere of pride in cleanliness and intelligent resource conservation.

But in spite of our accomplishments and the millions of dollars that have been earmarked for future improvements, it is ironical that our personal habits do not always contribute to a cleaner environment.

A few years ago, Navy Seabees from a mobile construction battalion visited Alaska's north slope to recover thousands of oil drums, left over from World War II, which were scattered and frozen in the ice. Working in sub-zero temperatures, the Seabees pried and chipped some 12,422 oil drums from the frozen snow and ice. Yet, individually, we toss cigarette butts, plastic cups and metal cans on the deck without even thinking about the impact on our environment. Unfortunately, we all have habits which are hard on the environment we live in.

The Navy's war on pollution is something that all hands can be proud of. We can point to significant victories on all fronts. But the fact remains that no one can do more . . . or less . . . about pollution than we can as individuals. Active concern for the quality of our environment is an all hands evolution.

## **Cost Reduction Program Excellence Award Goes to Port Hueneme Construction Center**

The Secretary of the Navy Award for Cost Reduction Program Excellence has been awarded to the Naval Construction Battalion Center (CBC), Port Hueneme, for value engineering and cost reduction achievement in Fiscal Year 1973.

The award has special significance since it is granted to only one activity under each of the four Systems Commands within the Department of the Navy.

The Seabee Center was cited by the Commander, Naval Facilities Command, for its strong management support and effective program promotion and acceptance. These were reflected in the Center's reported savings of \$2,564,000 — 202 per cent of its assigned \$1,270,000 goal.

Cost reduction is an element of the President's Management Improvement Program for all government agencies. Value engineering is a specialized technique to accomplish cost reduction by analyzing the functions of systems, facilities, equipment, procedures and supplies to achieve their basic function at the lowest overall cost.

The largest savings, \$1,867,000 were realized by CBC's Civil Engineering Support Office. Of this, \$1,570,000 was saved by modifying old tractors instead of buying new ones. The support office avoided another \$150,000 expense by replacing the center's fire trucks from U.S. Army surplus.

CBC also economized by converting a computer punch card system to tape, replacing a computer system, reducing costs of complex equipment storage and by closing the CBC correctional facility and using those at San Diego and Long Beach in its place.

An activity must have documented and validated proof before it can claim cost reduction savings.

## **"Qualified for Command" Requirements Listed for Surface Warfare Commander Commands**

The qualifications for achieving "Qualified for Command" status in the Cruiser-Destroyer Forces are now being required for such status in the Surface Warfare Commander Commands. These changes have come in a revision of article 1420100 of the Bureau of Naval Personnel Manual recently promulgated by the Chief of Naval Personnel.

To achieve the "Qualified for Command" status, an officer must meet four basic requirements.

- Serve at least 48 months in a ship or afloat staff, at least 24 of which are in a commissioned ship.
- Serve in the ship from which application is made for at least 12 months in the rank of lieutenant as head of department or executive officer or in the rank of lieutenant commander, with consistently outstanding performance.
- Successfully complete a comprehensive formal written and practical exam as administered by a command qualification board convened in accordance with the type commander's instructions.
- Demonstrate qualities of professional compe-

tence, leadership, endurance and high personal and ethical character to the degree that the commander is willing to allow the officer to take command of a ship in his unit, with complete confidence, should circumstances so require.

In its application to the Cruiser-Destroyer force, this set of requirements has, according to the Chief of Naval Personnel, helped officers expand their knowledge and better equip themselves to meet the administrative and operational challenges in the Fleet. Nominations, however, must be limited to those officers who have met or exceeded the minimum requirements, and who have clearly demonstrated their potential for command.

## **Naval Intelligence Course Leading to MA Now being Offered at Postgraduate School**

A course of study in Naval Intelligence is being offered at the Naval Postgraduate School through which unrestricted line officers may receive a Master of Arts degree.

Open to at least 24 admissions each fall, the course emphasizes the development of intelligence research techniques, the use of computers, systems analysis and management as related to naval intelligence procedures. The curriculum is specifically divided into four study areas: defense technology, security affairs, analytical and support sequences.

Upon graduation, officers will be assigned in accordance with the needs of the Navy and added career development. Future assignments to intelligence subspecialty billets will be under the guidance of the Operational Technical Managerial System.

## **Navy Offers New Engineering Courses For Officers Ordered to Certain Ships**

Two new one-week courses called the "1200/600 PSI Engineering Senior Officer Refresher Course" are being offered by the Naval Destroyer School. They are designed to improve engineering reliability and were announced in BuPers Notice 1520 of 12 Apr 1974. All officers ordered to billets as squadron commanders, and prospective COs and XO's of all 1200 psi ships and certain 600 psi ships are required to complete one of them.

Applicable 600 psi ships by class, are: AOE 1, AOR 1, AE 26, AE 32, AFS 1, AD 37, AO 105 (Jumbo), AO 143, LPD 1, LPD 4, LCC 19, LKA 113, LPH 2, CVA 41, CVA 59, CG 10, CLG 4, CA 148 and DD.

The curriculum is general in nature and not intended to fit any individual class of ship. An end-of-course examination has been prepared by the Destroyer School in cooperation with the office of the CNO and the Propulsion Examining Boards. All officer students must successfully complete this examination; those who fail will receive additional training.

Class convening dates are:

8 Jul 1974	6 Jan 1975
19 Aug 1974	18 Feb 1975
30 Sep 1974	31 Mar 1975
11 Nov 1974	12 May 1975

# SPORTS

SPORTS  
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SPORTS



Navy people have always been sports-minded people, even women, and sometimes especially women. Take Alice Rowan, for instance. She likes to ride and jump horses and does so at every opportunity.

"It's always been in my system," she says. "I grew up wanting to ride horses, and then, after learning more about riding, I just got the competitive urge."

Being an ensign in the Navy and public affairs officer for Training Squadron Five at Pensacola, Fla., has somewhat restricted her chances for competition. But she enjoys the Navy and with her new Mini-Motor home she takes every available opportunity to travel to shows within driving distance of Pensacola.

The U. S. Olympic Jumping Team is her goal. "Burt DeNemethy (coach of the U. S. Olympic team) called me the other day," she said. "He is interested in my horse, Pyewacket, but he hasn't had a chance to see Pye perform. I hope to enter a show pretty soon where Mr. DeNemethy can watch us perform."

ENS Rowan's horse competition came to a temporary halt in January 1973 while she attended Navy Officer Candidate School. Pyewacket remained at home in Norman, Okla. Shortly after settling into her first duty station at Pensacola and getting the horse stabled, she began thinking in terms of competition.

One weekend at a horse show near Pensacola, ENS Rowan met the coach of the Irish Olympic team. He

showed an interest in Pyewacket and several weeks later she received a letter from Ireland offering her \$8000 for the horse. "I was impressed," she remarked. "But I said 'no, thanks.' He came back with another offer of \$13,000. And then another of \$20,000! I still had to say no."

So now, whenever her schedule allows it, she and Pyewacket go out for a ride — a ride which she hopes will take her to the Olympics in 1976. That kind of craving for competition, especially the international kind, is common in the Navy. The competition, like sports itself, takes all sorts of forms and varieties; for example:

• "How 'bout those bloody Americans, gov — they've all got kangaroo legs." That kind of "underhanded" compliment was one of many heard the day teams of sailors from HMAS *Melbourne* and the Naval Communications Station Honolulu Security Department "Bums" met in their first annual championship softball game.

The game, held on the home diamond of the Bums, marked the end of the Operation, RIMPAC 73, which involved naval ships and personnel from new Zealand, Australia, Canada, and the United States.

During the first few innings, it looked as if the game would be a runaway for the Bums, since softball is hardly a native Australian sport. But after a few time-

outs for some basic instruction for the Aussies, the scores became much closer. In fact, an extra inning was required to determine the winner. The Bums pushed across the winning tally in the bottom of the eighth inning to break a 25-25 deadlock.

• On the other side of the world, a visit to the Arab state Tunisia by the Sixth Fleet flagship, USS *Little Rock* (CLG 4), set the scene for a number of contests on the sports fields between Tunisian and American sailors. One was a soccer game played on the outskirts

classified as "real" football) in which play is continuous — no time-outs — with players moving down the field, kicking, dribbling or laterally passing the ball from back to back, to score a goal or get better field position.

There aren't many Navy rugby champions — in fact, just one team that we know of claims the title. That team comes from USS *Somers* (DDG 34). (For a story on USS *Midway's* rugby team see page 24 of the May 1974 ALL HANDS.) *Somers's* team recently took the field and "showed the flag" in international competi-



Above, left: ENS Alice Rowan. Above: ENS Rowan and her horse, Pyewacket, at the "Sun Coast Tournament of Champions." Above, right: Australian-American softball game. Far right: American team goalie awaits the onrush of Tunisian soccer team. Right: American team saves a near score by the Tunisians.



of the capital city of Tunis.

Soccer isn't exactly the national pastime in the U. S., but through practice and local games with Italian teams in their home port of Gaeta, Italy, the *Little Rock* team thought itself prepared for the match. Although they did put up a good fight, the Tunisians had the day, winning 9-2.

• Another sport which isn't common in America but which American sailors are willing to try is rugby. This is sort of an English form of football, (actually, it's

tion against the Australian Navy frigate *Parramatta*, a team from the New Zealand destroyer escort *Otago*, and a Malaysian naval unit in Singapore.

*Somers's* team is formed around a nucleus of rugby veterans who played in high school, college or with club teams in the Los Angeles area prior to their ship's homeport shift from Long Beach to Pearl Harbor.

Among the standout players is Seaman Mika Fa'Agogo, a 210-pound American Samoan who learned the game there before emigrating to Honolulu,

Hawaii. ENS Jim Wallace, team captain, says, "If we can control the ball in the scrum and get it out to Fa'Agogo on the wing, we're going places. He has the know-how and speed to outrun most opponents."

ENS Wallace comes from New Hampshire and played his collegiate rugby at Dartmouth. "We have a lot of technique to learn and the rules are still foreign to most of our players, but already our guys have developed a reputation as sure tacklers and aggressive runners," he says.

In the game against the more experienced New Zea-

With the conversion, the score was 10-9 but it wasn't enough. *Otago* forged back for one more try to put the game away, 14-9.

• The American kind of football turned out to be the forte of crewmen from USS *Guam* (LPH 3). For the second year in a row they have captured the Atlantic Fleet Football Championship.

The championships were held at Naval Air Station Oceana, Virginia Beach, Va. USS *Guam*, repeated last year's performance in LANTFLT competition, and clinched the championship for the second year in a



land team, *Somers* yielded a quick try (touchdown), but bounced back quickly to narrow the score 4-3 on a penalty kick. The New Zealanders stretched their lead to 10-3, scoring a second try and successfully adding a two-point conversion just as the half ended. The second half was closely contested. With less than four minutes to play, ENS Wallace broke through the line-out, fielded the ball in full stride, avoided would-be tacklers and pursuers and carried it to the defenders' five-yard line. There he accurately passed the ball to ENS Cliff Nancarrow who scored.

row in the last game, 52-12, against the undefeated nuclear ballistic missile submarine USS *Sam Houston* (SSBN 609). *Sam Houston's* team was the first submarine crew ever to compete in the finals in any sports event since the inauguration of the LANTFLT sports program.

Other teams competing in the championships were Reconnaissance Attack Squadron Three from Jacksonville, Fla., the third place winner; Fleet Composite Squadron Eight, representing the Caribbean Sea area; USS *Yosemite* (AD 19) from Mayport, Fla.; 1st Battalion, 10th Marines, 2nd Marine Division from Camp Lejeune, N.C.; and USS *Forrest Sherman* (DD 931) from Newport, R.I.

• In international track and field, the U.S. Armed Forces Cross Country Team finished with enough places to capture the bronze medal in the International Military Sports Council at Rabat, Morocco. Fifty runners from 15 nations competed in the event. The top U.S. runner was Lieutenant (jg) Phillip S. Camp, USN, who covered the five-kilometer course in 14 minutes, 27 seconds for a sixth place. Close on his heels with a time of 14.34 was A1C J. L. Birnbaum, USAF. Farther back in the pack were Navy Lieutenant James A. Dare and Marine Captain Thomas Childer.

Countries participating in this event included Algeria, Belgium, Egypt, France, Germany, Italy, Iraq, Ireland, Ivory Coast, Morocco, Nigeria, Spain,

Tunisia, Turkey and the U.S.

◆ In boxing, a new 125-pound class All-Navy champ has been crowned. He is Boatswain's Mate 3rd Class Steven R. Bailey, of the first division onboard the Atlantic Fleet aircraft carrier USS *Saratoga*. He won his crown in competition at the Naval Air Station Oceana after winning the Fifth Naval District Championship at the same location and the East Coast Championship at Naval Amphibious Base, Little Creek, Va.

He first became involved in boxing through his uncle, Ace Miller, the president of the East Tennessee

the Armed Forces Interservice Boxing Tournament at Fort Bragg, N. C.

SN Smith's appearance at the All-Navy tournament was the result of straight wins at the Fifth Naval District and East Coast boxing tournaments. His boxing career began with the Westside Boxing Club in his home town of Narrero, La. While attending junior and senior high school he participated in the club's boxing program, gaining valuable experience for future matches. Serving in his first ship, USS *Sierra* (AD 18), he met Coach Pettigrew who encouraged his talents.



Facing page, far left and below: SN Larry Smith, All-Navy lightweight champ. Facing page, left: Rugby team of USS Somers vs. opponents from the Australian frigate HMAS Parramatta. Above: Mike Renard and coach. Above, right: Mike Renard during finals of the South Carolina Amateur Boxing Association Seminar. Right: Mike working out with his father, BMC Ron Renard.



Golden Gloves Association. Bailey was the East Tennessee Special Weight champ 1968-71 and runner-up in 1972.

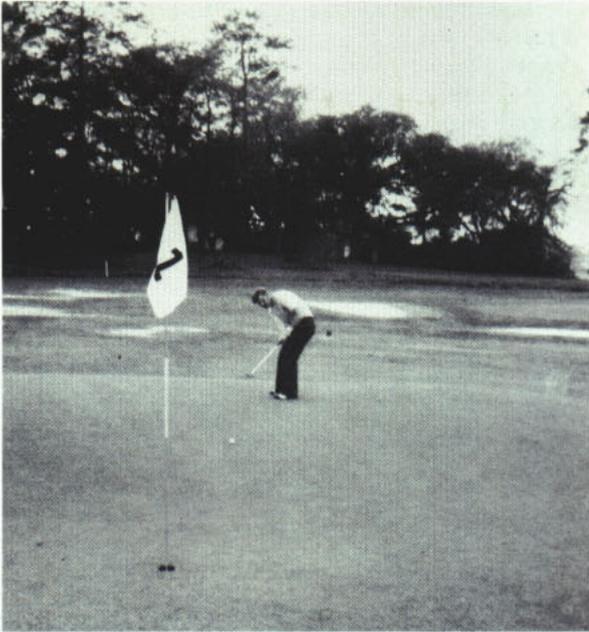
He became involved in Navy boxing while onboard *Saratoga* during the ship's 1972 cruise to the Western Pacific. He beat another *Saratoga* sailor in a ship's smoker and was referred to YNI Richard Pettigrew, coach of the All-Navy team. Petty Officer Bailey won the 125-pound class in the 1972 Fil-Am games at Subic Bay, the Republic of the Philippines.

Coach Pettigrew has another new recently crowned champion on his hands too. He is Lawrence R. Smith, a seaman with third division in USS *Newport News* (CA 148). SN Smith just won the 132-pound lightweight title at the All-Navy champs in Oceana with a unanimous decision and is scheduled to advance to

He would have been a contestant in the 1973 championships, but an accident forced hospitalization and postponement of his plans.

Once recovered, however, he continued to train; as a result he became a winner in this year's tourney. He, too, has his eye set on the 1976 Olympics.

◆ Mike Renard is a guy *who knows* he can beat his opponent because he is faster, stronger and moves around the ring with confidence. He consistently hits, jabs, punches — almost at will. That's why Mike Renard, the *eight-year-old* son of Chief Boatswain's Mate



Ron Renard, has won the 56-pound South Carolina State Championship.

Mike attends Fishburne Elementary School in Hanahan, S.C., and has boxed with the Hanahan team for two years, winning 28 of 30 fights. Three of the fights were TKOs, and the two fights he has lost were his first two — *at age six*. His chief trainer (and father) is assigned to Headquarters, Sixth Naval District, and is a former Navy boxer himself.

- In a less combative sport, Lieutenant (jg) Larry Sentman, electronics material officer in USS *Miller* (DE 1091), made good use of his spare time during the ship's yard period in Charleston, S. C. by winning the 23rd Annual Charleston City Amateur Championship Golf Tournament. LT Sentman beat out 160 other participants during the three-day match. He shot a 68 in his first round, putting him in a tie for first place. The 18 holes scheduled for the next day were canceled because of rain, and the third day's round was shor-

Left: LTJG Larry Sentman on the course. Right: LCDR Kristen A. Polak qualifies in the .45 for the permanent pistol expert medal.

# BOBSLEDDERS



U.S. Navy 1974 Bobsled Team, l-r: — LCDR Paul E. Ramey, HT1 Dennis G. Sprenkle, (standing) GM3 Fred Fritch, NC1 Robert W. Huscher, RM3 William E. Renton and TM2 William L. Coulson.

tened for the same reason. High winds ballooned the scores but LT Sentman's 76 was enough for a four-shot lead over the others at the end of the round.

• Finally, as in other areas of life, women are entering heretofore untrodden grounds in sports. Lieutenant Commander Kristen A. Polak, a Navy nurse, has qualified with the .45 for the permanent pistol expert medal at the El Toro Marine Air Base near Santa Ana, Calif. LCDR Polak serves as nurse programs officer and regional coordinator for the Los Angeles Navy Recruiting District.

She first qualified for the medal while a member of the Navy Nurse Pistol Team representing the Naval Hospital at Yokosuka, Japan, in 1969. She qualified before, in 1971, while serving at the Marine Corps Supply Center, Barstow, Calif.

(ALL HANDS is indebted to PHC J. E. Markham, RM2 Basar, PH2 Harry E. Deffenbaugh, LCDR Tony DeMarco, PH1 Milt Putnam, and JOCS G. H. Briggs for the information for the above stories; and PHC Markham, PH3 G. Keller, PH2 Deffenbaugh, PH1 Putnam, and PHAN Patti Phillips for the photos.)



This year the U.S. Navy Bobsled Team traveled to Lake Placid, N.Y., for the two- and four-man bobsled competitions with one thought in mind — win. They returned to San Diego with three gold medals, three bronze medals, the titles of North American and National AAU Bobsled champs and a bid to represent the United States at the 1975 World Championships in Italy.

In addition, Lieutenant Commander Paul E. Lamey, Commander Cruiser-Destroyer Force, U.S. Pacific Fleet public affairs officer, came home with the title of bobsledding's "Driver of the Year" based on his accumulation of the most points during the season.

Reaching speeds of almost 90 miles per hour on the 1500-meter, 16-turn bobrun, he and his brakeman, Navy Counselor 1st Class Bob Huscher, took the North American title in their two-man sled after four heats with an aggregate time of four hours, 38.92 minutes. They earned the National AAU title with a total aggregate time of 4:47.34.

The North American and National victories bring the total to eight straight years that the Navy teams have taken both titles. "We came to win and we did just that," says LCDR Lamey, the captain and organizer of the team in 1963. "This was one of our best years yet."

Their efforts at Lake Placid's Mount Van Hoevenberg also included a first place and a gold medal in the International Memorial two-man race, third place and a bronze medal in the Diamond Trophy International two-man race, third place and a bronze medal in the International CEI race and a third place and bronze medal in the four-man Adirondack AAU event.

In the Diamond Trophy race, the Navy team was up against the strongest of the international bobsled racers, being edged out of first and second place by the Olympic Gold Medalist from West Germany, Wolfgang Zimmerer and the Austrian team headed by Werner Dellekarth. Joining a field of 13 during a four-man North American race, the Navy team missed third place by four one-hundredths of a second after holding a commanding lead in two of the four heats.

With LCDR Lamey on the blue and gold Navy team were RM3 William E. Renton and HT1 Dennis G. Sprenkle, both assigned to Seal Team Two of the Naval Amphibious Base, Little Creek, Va., and Petty Officer Huscher who is now with the Naval Air Station, Dallas, Tex.

Aside from competing frequently on the only bobsled run in the western hemisphere, Lake Placid, LCDR Lamey has been in international competition since 1965 when he was at St. Moritz, Switzerland, for the World Bobsled Championships. In 1968 he was named "Rookie of the Year" when he placed sixth overall in a field of 22 participants in bobsledding at the 10th Olympic Winter Games at Grenoble, France. The Navy team was the number one U. S. entry at the games where LCDR Lamey was given the Hoisington Memorial Trophy.

The team has been invited to the 1975 International Invitational meets to be held in Innsbruck, Austria, the site of the next Winter Olympics in 1976. A good showing here and at the World Bobsledding Championships in Cervinia, Italy, just may win them tickets to the 1976 Winter Olympic Games — the team's third Olympic tour.



# TEE BALL

What sport is delayed because . . . .  
a player must go to the bathroom.  
a player waves at mom and dad in the stands.  
a player is watching the clouds . . . . or daydreaming.  
or, with a wad of gum in his mouth, is concentrating  
on making a bubble . . . .  
or is so astounded by the fact he hit the baseball he  
just stands there and watches it?

The name of the game is TEE-BALL and if you haven't had the opportunity to see the game played, as PH1 Milt Putnam and PHAN Patti Phillips have, you haven't seen baseball, so they claim.

The two Navy photographers captured these shots during a recent game between the "Athletics" and the "Braves," two TEE-BALL teams made up of Navy dependents who battled it out at Men-Riv Park in Goose Creek, S. C., to officially open the Little League season.

TEE-BALL, they explain, is beginners' baseball, played by five- and six-year-old boys and girls. And because the pitchers' arms are not strong enough to





throw the ball from the mound to home plate, the baseball is 'teed-up' for the batter by the umpire. The rules for TEE-BALL are roughly the same as those for baseball, with the exception that all players are used in the field at one time and they all bat three times during the three-inning game.

The photographers were rather surprised to learn they could walk on the field while the game was in session, but judging from the list of game-delaying factors, things are pretty informal. "If the ball hits you, just step out of the way and let the boys play it," directed the umpire.

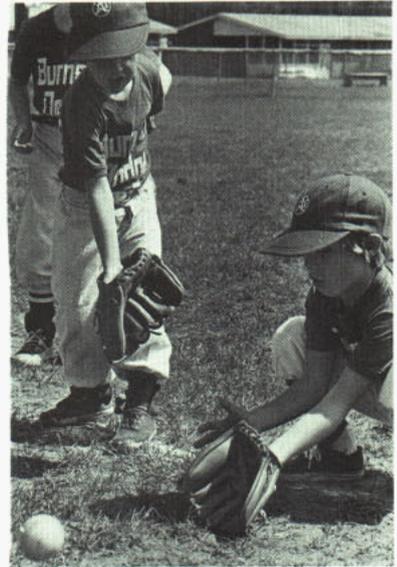
"Okay, Curtis. Stop throwing your mitt in the air . . ."

"Tommy, push your hat back, boy, so you can see."

"C'mon, Anthony! My four-year-old daughter can throw farther than that."

"A'right, team. Line up. It's our turn to go to the bathroom."

— Story and photos by PH1 Milt Putnam and PHAN Patti Phillips, USN.



**Chronology of the Sea Service 1941-1945**

# **World War II**



This fourth part of the Chronology of the Sea Service begins with the Japanese attack on Pearl Harbor which thrust the United States into the havoc of World War II. From that point, it was an uphill struggle, but U.S. began moving forward until victory was finally achieved. The first fruits were tasted five months later at the Battle of the Coral Sea and, within a few weeks of that, at the Battle of Midway.

During these difficult years the proud battleships were joined by other instruments of seapower. For the first time in history, fleets used carrier aircraft to attack each other without actually coming in sight of one

another. The largest battleship afloat, the Japanese dreadnought *Yamato*, perhaps symbolized the coming final defeat of the enemy when she was destroyed by the planes of the U. S. Navy's air arm. The Navy's submarine force, on the other hand, accounted for the destruction of over five million tons of enemy ships in the years of World War II.

The island-hopping campaigns, too, gave rise to the superiority of yet another tactic employed during World War II, the use of huge amphibious forces to land troops at an enemy's doorstep.

In this two-ocean war, the U. S. Navy had its hands full. In the Atlantic, it joined with the British Navy in first containing and then destroying the submarine menace which came close to completely cutting off Europe from America's war production capability.

Illustrating the comeback quality of the Allied Forces was the D-Day landing in Europe — some of the battleships which effectively pounded the beaches of Normandy were the same ships lifted from the mud of Pearl Harbor three years earlier.

The closing days of that global conflict ushered in the dawn of yet another age for man — the atomic age, with all its consequences and its potential for advancement for mankind.

#### 1941

7 Dec - Japanese attack Pearl Harbor; President orders mobilization.

8 Dec - U.S. declares war on Japan. Gunboat *Wake* becomes first and only U.S. warship in WWII to surrender. Potomac River Naval Command and Severn River Naval Command established. Japanese aircraft bomb Manila.

9 Dec - First plane shot down by a Marine pilot in WWII — Wake Island.

10 Dec - Guam surrenders.

12 Dec - Naval Air Transport Service established.

20 Dec - ADM E. J. King assumes duties as Commander in Chief, U.S. Fleet.

23 Dec - Wake Island surrenders to Japanese.

28 Dec - Chief of the Bureau of Yards and Docks requests construction battalions be recruited.

29 Dec - Corregidor is bombed for first time by Japanese.

31 Dec - ADM C.W. Nimitz assumes command of Pacific Fleet.

#### 1942

1 Jan - ADM R.E. Ingersoll succeeds ADM E.J. King as Commander in Chief, U. S. Fleet.

2 Jan - Manila and Cavite, Philippines, fall to the Japanese.

7 Jan - Navy's authorized aircraft strength is increased from 15,000 to 27,500.

11 Jan - Naval Station at Pago Pago, Samoa, shelled by Japanese.

12 Jan - Enlisted strength of Navy increased to 500,000.



Left: USS Arizona, wrecked at Pearl Harbor, 7 Dec 1941.

15 Jan - American-British-Dutch-Australian Supreme Command is established.

18 Jan - Germany, Italy and Japan sign new military pact.

24 Jan - Battle of Makassar Strait; U.S. submarine, S 26, rammed and sunk off Panama Canal.

25 Jan - Japanese submarine shells Midway Island.

26 Jan - First U.S. Expeditionary Force to Europe in World War II reaches Northern Ireland.

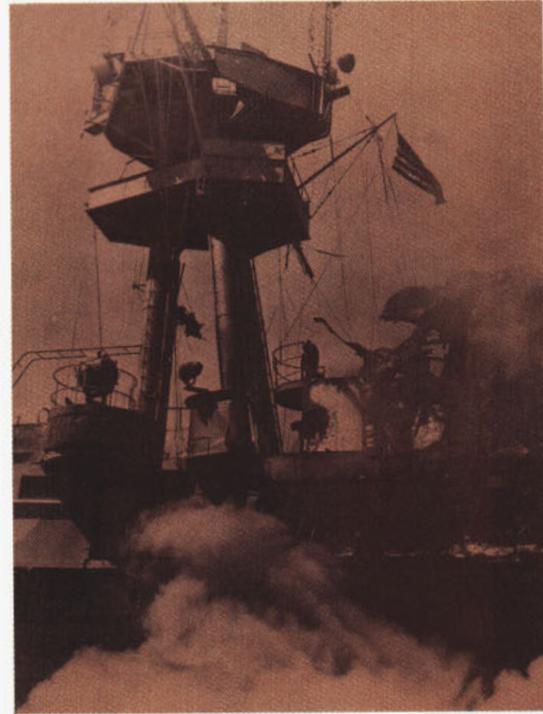
27 Jan - First contingent of Seabees leaves U.S. USS *Gudgeon* becomes first U.S. sub to sink an enemy submarine in WWII. USS *Seawolf* (SS 197) delivers ammunition to Corregidor and evacuates Navy and Army pilots.

1 Feb - USS *Enterprise* and *Yorktown* launch first air strike by U.S. forces in World War II. Seventh Naval District, with headquarters at Key West, Fla., reactivated.

3 Feb - USS *Trout* (SS 202) delivers ammunition to Corregidor, removes gold, silver, securities and mail.

5 Feb - National Naval Medical Center, Bethesda, Md., is established.

6 Feb - U.S. and Britain establish combined chiefs of staff. U.S. Naval Coastal Frontiers redesignated Sea Frontiers.



8 Feb - Japanese submarine shells Midway Island.

15 Feb - Singapore surrenders to Japanese.

17 Feb - First contingent of Seabees arrives at Bora Bora in Society Islands.

19 Feb - Battle of Badoeng Strait. Japanese bombers raid harbor, airfields and shore installations at Darwin, Australia.

20 Feb - Atlantic and Pacific Fleets are directed by Commander in Chief, U.S. Fleet, to establish amphibious forces. Darwin, Australia, is abandoned as an Allied naval base.

23 Feb - First naval chaplains' school convened at Norfolk, Va. Japanese submarine shells oil refinery at Ellwood, Calif.

24 Feb - U.S. carrier task force bombards Wake Island.

27 Feb - Battle of Java Sea. First advance base depot established at Davisville, R.I. Aircraft tender *Langley* sunk off Tjilatjap, Java.

28 Feb - Battle of Sunda Strait.

1 Mar - First German submarine sunk by U.S. Navy aircraft in WWII. British-American-Dutch-Australian Command is dissolved.

2 Mar - Antisubmarine Warfare Unit, Atlantic Fleet, established. First scheduled Naval Air Transport Service (NATS) flight. Japanese troops land at Zamboanga, Mindanao, P.I.

4 Mar - Carrier Task force bombs Marcus Island.

5 Mar - Seabees' name and insignia authorized.

9 Mar - Java surrenders to Japanese. Naval Air Transport Squadron (VR-1) is commissioned at Norfolk, Va., for operations in Atlantic area.

10 Mar - Aircraft from USS *Lexington* and *Yorktown* bomb Japanese shipping at Salamaua and Lae, New Guinea.

11 Mar - General Douglas MacArthur and RADM Francis W. Rockwell leave Luzon, P.I., by PT boat for Mindanao, P.I.



Facing page, top: Battle of the Santa Cruz Islands — USS Hornet. This page, bottom: American landing operations off French Morocco. Left: USS Hornet damaged by Japanese dive-bombers. Facing page, bottom: Navy fighter F2A-2 Brewster Buffalo.



12 Mar - President combines duties of Commander in Chief, U.S. Fleet, and CNO.

14 Mar - Amphibious Force, Atlantic Fleet, established.

17 Mar - U.S. Naval Forces Europe established. U.S. assumes responsibility for strategic defense of Pacific. GEN MacArthur is ordered by President to leave Bataan because defense is hopeless.

18 Mar - U.S. Naval force ordered to join British Home Fleet.

20 Mar - USS *South Dakota* is commissioned at New York, N.Y.

21 Mar - First Seabee training center, Camp Allen, commissioned at Norfolk, Va.

26 Mar - Admiral E. King becomes Chief of Naval Operations.

31 Mar - Superintendent of Civil Engineers established as regional representative of Chief, Bureau of Yards and Docks.

1 Apr - First Naval Air Transport Service squadron for operations in Pacific is commissioned.

3 Apr - ADM C.W. Nimitz named Commander in Chief, Pacific Ocean Areas.

8 Apr - Hydrographic Office and Naval Observatory transferred to Office of the Chief of Naval Operations.

9 Apr - Bataan falls to Japanese.

10 Apr - Pacific fleet organized into type commands.

15 Apr - Naval Air Station Barbers Point, Oahu, Hawaii, established; submarine bases at Kodiak and Dutch Harbor, Alaska, established.

18 Apr - First U.S. air raid on Japan; launched from USS *Hornet*.

20 Apr - USS *Wasp* launches British aircraft for reinforcement of Malta.

30 Apr - USS *Peto* launched — first submarine built on Great Lakes. Two Navy patrol planes evacuate military and civilian personnel from Corregidor. ADM H.R. Stark assumes command of U.S. Naval Forces Europe.

3 May - Japanese occupy Tulagi, Solomon Islands; land on northern Mindanao, P.I.

4 May - Battle of the Coral Sea, first carrier-versus-carrier engagement; first battle in modern history in which opposing ships did not exchange shots; all damage inflicted by aircraft.

6 May - Corregidor and Manila Bay forts surrender to Japanese.

9 May - USS *Wasp* again launches British *Spitfire* aircraft for Malta.

12 May - USS *Massachusetts* (BB 59) is commissioned at Boston, Mass.

13 May - Bureau of Navigation is renamed Bureau of Naval Personnel.

15 May - First Naval Air Transport Service flight across Pacific.

18 May - Office of Naval Inspector General is established.

20 May - Air Force, South Pacific Area, is established.

21 May - North Pacific Force is established for operations in Alaska area.

28 May - U.S. forces arrive at Espiritu Santo, New Hebrides.

2 Jun - Two carrier task forces rendezvous about 350 miles northeast of Midway Island.

3 Jun - Midway-based aircraft locate and attack transports of Japanese Combined Fleet about 600 miles west of Midway Island.

4 Jun - Battle of Midway (4-6 Jun) begins; is turning point of war.

9 Jun - Naval Operating Base Kodiak is established.

13 Jun - Coast Guard beach patrolmen detect landing of four German agents; agents are captured by Federal Bureau of Investigation.

14 Jun - First echelon of 1st Marine Division arrives at Wellington, New Zealand.

18 Jun - First Black officer, Bernard W. Robinson, commissioned in Naval Reserve.

26 Jun - Navy fires six retrorocket rounds from a grounded *Catalina* patrol bomber at Naval Air Station North Island, San Diego, Calif. Germany announces unrestricted submarine warfare off U.S. Atlantic coast.

1 Jul - Naval Supply Depot, Bayonne, N.J., established.

3 Jul - Navy fires first retrorockets from airborne PBY at Goldstone Lake, Calif.

7 Jul - U.S. Naval Air Facility, Reykjavik, Iceland, is established.

15 Jul - First Naval Air Transport Service Squadron for operations within U.S. established. USS *Terror*, first minelayer built as such, is commissioned. Sub Base, Midway, I., is established.

16 Jul - Advanced Group, Atlantic Fleet Amphibious Force, is established to train in England.

18 Jul - South Pacific Area Amphibious Force is established.

20 Jul - Naval Operating Base and Naval Air Facility, Dutch Harbor, are established. ADM W. D. Leahy reports as Chief of Staff to the President.

30 Jul - Women's Naval Reserve (WAVES) is established.

3 Aug - First woman naval officer, Mildred McAfee, commissioned.

7 Aug - First American land offensive of WWII commences in Solomons.

9 Aug - Battle of Savo Island commences

15 Aug - Naval Air Station Whidbey Island, Wash., established.

24 Aug - Battle of Eastern Solomons begins. First woman Naval Inspector, Mrs. Jean Hales, is appointed Junior Inspector of Engineering, 12th Naval District.

30 Aug - U.S. Naval and Army forces occupy Adak, Aleutian Islands.

1 Sep - Air Force, Pacific Fleet, established. Naval Supply Depot, Mechanicsburg, Pa., established. First Seabees to serve in an action area arrive at Guadalcanal.

7 Sep - U.S. and Cuba conclude agreement for naval and military cooperation.

12 Sep - Brazil places its Navy under the operational control of the U.S. Navy.

15 Sep - Carrier *Wasp* torpedoed.

11 Oct - Battle of Cape Esperance commences at night and continues on 12 Oct.

16 Oct - Carrier task force strikes Japanese on Guadalcanal.

26 Oct - Battle of Santa Cruz Islands.

27 Oct - Carrier *Hornet* is sunk by bombers and torpedoes.

8 Nov - Allies invade North Africa.

10 Nov - U.S. warships and carrier aircraft engage French naval forces at Casablanca, Morocco. Oran, Algeria, surrenders to U.S. forces.

11 Nov - Casablanca surrenders to U.S. forces. Allied-French armistice signed.

12 Nov - Naval battle of Guadalcanal begins.

13 Nov - Navy Patrol Squadron 73 begins air operations from French Morocco.

15 Nov - Battle of Guadalcanal ends.

16 Nov - Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, established.

30 Nov - Battle of Tassafaronga.

9 Dec - Aircraft from Guadalcanal begin virtually daily attacks on enemy installations at Munda Point.

12 Dec - PT boats attack Japanese destroyers off Guadalcanal.

31 Dec - Carrier *Essex* commissioned.

### 1943

5 Jan - Cruiser and destroyer group heavily bombards airfield and enemy installations at Munda, Solomon Islands.

11 Jan - PT boats attack Japanese destroyers off Cape Esperance, Guadalcanal.

14 Jan - Casablanca Conference convenes.

20 Jan - Destroyer escort *Brennan* (DE 13) commissioned at Mare Island, Calif.; first ship of this type to be commissioned.

23 Jan - Decisions reached on invasion of Sicily and



cross-channel amphibious assault on Europe.

26 Jan - Group of four Japanese ships north of New Guinea sunk by one submarine, USS *Wahoo* (SS 238).

29 Jan - Battle of Rennell Island.

3 Feb - Command designated U.S. Naval Forces Northwest African Waters established with headquarters at Algiers.

9 Feb - Japanese end organized resistance on Guadalcanal.

2 Mar - Battle of Bismarck Sea.

5 Mar - First ASW operations by escort carrier, USS *Bogue*, begin.

6 Mar - U.S. cruisers and destroyers bombard Vila and Munda, Solomon Islands.

9 Mar - Naval aircraft start regular bombings of Japanese installations at Munda.

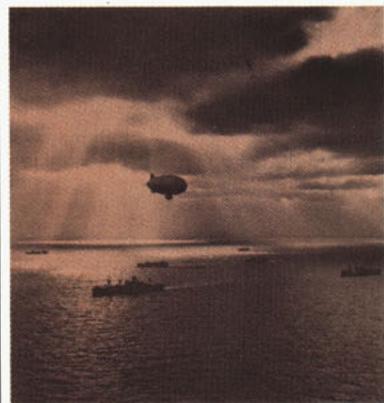
15 Mar - Numbered fleet system established.

26 Mar - Battle of the Komandorski Islands.

30 Mar - Naval Supply Depot, Scotia, N.Y., is established.

1 Apr - Naval Air Station Patuxent River is established.

4 Apr - First Navy ship with a plural name, USS *The Sullivans*, is launched.



Facing page, top: Douglas Dauntless dive-bombers. Facing page, Bottom: LST landing tank. Top, left: Allied convoy to Sicily. Top, right: Curtiss Warhawk (P-40). Above: American landings on Attu. Left: Navy lookout blimp over convoy.

7 Apr - Heavy strike by Japanese aircraft against U.S. vessels near Tulagi, Solomons.

9 Apr - Rank of commodore reestablished.

10 Apr - Naval Supply Depot, Clearfield, Utah, is established.

15 Apr - Carrier USS *Yorktown* is commissioned at Newport News, Va.

26 Apr - U.S. task group bombards Japanese installations at Attu, Aleutian Islands.

11 May - Landing of U.S. Army troops on Attu is covered by naval forces.

13 May - End of enemy resistance in North Africa. Cruisers and destroyers bombard Munda and Vila, Solomon Islands, while minelayers lay mines across northwestern approaches to Kula Gulf.

20 May - Tenth Fleet established.

23 May - Battleship *New Jersey* is christened at Philadelphia.

30 May - Organized Japanese resistance ends on Attu.

29 Jun - Navy forces begin bombarding Vila-Stanmore on Kolombangara, and Buin-Shortland Harbor, Bougainville.

30 Jun - Navy lands Marines and Army troops in New Georgia area, Solomons.

5 Jul - U.S. warships bombard New Georgia.

6 Jul - Battle of Kula Gulf

8 Jul - Naval aircraft bomb Vila, Kolombangara, Solomon Islands.

9 Jul - Destroyers bombard Munda, New Georgia, Solomon Islands.

10 Jul - Allies invade Sicily.

11 Jul - U.S. naval gunfire stops German tank attack on landing beaches near Gela, Sicily.

12 Jul - First women complete submarine escape tests.

13 Jul - Battle of Kolombangara.

14 Jul - First forward-firing rockets for U.S. Navy are fired from a TBF-1 at Goldstone Lake, Calif. Destroyers bombard Kiska, Aleutian Islands; bombardment is repeated on 15 July.

18 Jul - K-47 is shot down by enemy sub, first and only Navy airship lost to enemy action.

25 Jul - First ship named in honor of a Black Navyman, destroyer escort *Harmon*, is launched.

28 Jul - Japanese complete evacuation of Kiska, without detection by U.S. forces.

2 Aug - Naval task groups bombard Kiska.

4 Aug - First Navy Expert Pistol Shot Medal is awarded to a woman, Ensign Rosalie Thorne.

6 Aug - Battle of Vella Gulf. (6-7 Aug)

15 Aug - Naval Task force lands U.S. Army and Canadian troops at Kiska.

17 Aug - Sicilian campaign terminates; Lipari and Stromboli Islands surrender to U.S. destroyers and PT boats.

18 Aug - U.S. cruiser and destroyer force shells Gioia Taura and Palmi on Italian mainland.

3 Sep - Allies sign armistice with Italy.

9 Sep - Italian mainland is invaded in force.

11 Sep - Italian fleet surrenders to the Allies.

5 Oct - Task force bombs and bombards Wake Island; attack is repeated on 6 Oct.

6 Oct - Battle of Vella Lavella.

15 Oct - Naval Supply Depot, Guantanamo Bay, Cuba, is established.

2 Nov - Battle of Empress Augusta Bay.

11 Nov - First combat use of SB-2C *Helldiver*.

13 Nov - First Japanese plane knocked out of the air by Marine Corps night fighter. Carrier and land-based aircraft begin daily bombings of Japanese positions in the Gilbert and Marshall Islands.

18 Nov - Aircraft from 11 U.S. carriers open assault on Gilbert Islands.

20 Nov - Marines land on Tarawa in Gilberts.

23 Nov - Marines capture Tarawa.

25 Nov - Battle of Cape St. George.

1 Dec - Navy Air Ferry Command is established.

15 Dec - U.S. Naval Operating Base, Treasury Islands, Solomons, is established.

20 Dec - Naval Air Training Command is established at Pensacola, Fla.

#### 1944

1 Jan - Naval Air Facility, Honolulu, is established.

11 Jan - First aircraft rocket attack against an enemy submarine is made by TBFs from USS *Block Island*.

19 Jan - Naval land-based aircraft from Attu bomb Paramushiro-Shimushu area, Kurile Islands; similar attacks are made on three succeeding nights.

29 Jan - Aircraft from fast carrier force begin series of strikes to destroy Japanese air power and shipping in the Marshall Islands; attacks continue daily until 6 Feb.

31 Jan - Invasion of Marshall Islands - Marine and Army troops are landed on Kwajalein and Majuro. First use of forward-firing rocket by plane from USS *Manila Bay*.

2 Feb - Namur Island secured.

3 Feb - Cruisers and destroyers support Army landing on Ebeye, Kwajalein Atoll.

7 Feb - Kwajalein is secured.

12 Feb - Marines begin "mopping up" operations in Marshalls.

15 Feb - U.S. warships land New Zealand troops in the Green Islands of New Ireland.

16 Feb - Eniwetok, Marshall Islands, is bombed by aircraft from U.S. carrier group.

17 Feb - Carrier-battleship task force attacks Truk, Caroline Islands.

18 Feb - Marines land and secure Engebi Island, Eniwetok Atoll.

19 Feb - Marines and Army troops are landed on Eniwetok.

20 Feb - Carrier task group bombs enemy installations on Jaluit Atoll, Marshalls.

21 Feb - Eniwetok secured.

22 Feb - Marines land and secure Perry Island in Marshalls.

23 Feb - First U.S. strike against the Marianas by aircraft from fast carrier task force bomb Saipan, Tinian, Rota and Guam.

26 Feb - CAPT Sue Sophia Dauser becomes first U.S. Navywoman commissioned as captain.

29 Feb - U.S. destroyer force lands Army troops on Los Negros Island, Admiralty Islands. U.S. destroyers bombard Rabaul, New Britain. First *Victory* ship, SS *United Victory*, delivered.

3 Mar - President announces that Italian fleet will be distributed among the U.S., Great Britain and Russia.

18 Mar - Task group bombs enemy installations on Mili Island in the Marshalls.

30 Mar - U.S. carrier aircraft bomb Carolines. Carrier aircraft of Task Force 58 lay mines in Palau Harbor. Twenty-mm guns first used in Navy planes, SB-2C *Helldivers*.

15 Apr - Alaskan Sea Frontier and 17th Naval District established.

22 Apr - Navy ships and aircraft support Army

Right: Battleship-carrier team off Marshall Islands. Below: Navy Grumman Avenger torpedo bomber. Bottom: U. S. forces invade Philippines. Facing page, top: Moving toward Peleliu Island on D-Day, 15 Sep 1944. Facing page, bottom: Helldivers and Avengers aboard carrier after airstrike on Formosa.



troops landing at Aitape, Tanahmerah Bay, and Humboldt Bay in New Guinea.

29 Apr - Aircraft from fast carrier task force commence two-day attack on Truk.

1 May - Battleship and carrier group bombards enemy facilities on Ponape Island, in the Carolines.

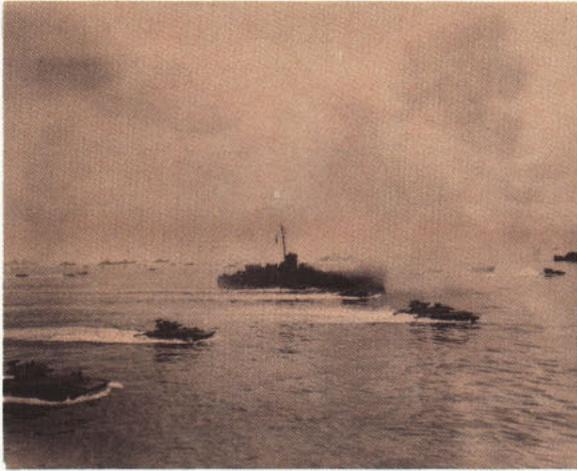
19 May - James Forrestal, Under Secretary of the Navy since 1940, becomes Secretary of the Navy.

23 May - Aircraft from carrier task group bomb buildings and other targets on Wake Island.

27 May - U.S. warships support Army troop landings on Biak off New Guinea.

29 May - USS *Block Island* is torpedoed and sunk by German submarine - only U.S. carrier lost in Atlantic in WWII.

1 Jun - First trans-Atlantic crossing by U.S. non-rigid, lighter-than-air aircraft completed by airship ZP-14 in 58 hours, covering 3145 miles.



25 Jun - U.S. battleship, cruiser and destroyer force bombards German shore batteries and coastal defenses at Cherbourg, France.

2 Jul - Allied naval force lands Army troops on Noemfoor Island off Netherlands, New Guinea.

4 Jul - Aircraft and naval gunfire hit enemy installations on Iwo Jima, Chichi Jima and Haha Jima.

8 Jul - Bombardment of Guam begins.

9 Jul - Enemy ceases organized resistance on Saipan.

17 Jul - Ammunition explosion at Port Chicago, Calif., destroys two merchant ships; kills about 250 men.

21 Jul - Naval attack force lands Marines and Army forces on Guam.

25 Jul - Fast carrier task force aircraft attack Japanese positions on Yap, Ulithi, Fais, Ngulu, Sorol and Palau, Caroline Islands.

1 Aug - Organized Japanese resistance ends on Tinian.

3 Aug - Office of the General Counsel, Navy Department, is established.

10 Aug - First American territory, Guam, recaptured in WWII.

15 Aug - Allied troops are landed in Southern France by naval task force.

23 Aug - Destroyers and smaller vessels bombard enemy positions on Aguijan Island.

31 Aug - Naval ships and aircraft attack Iwo Jima and the Bonin Islands.

3 Sep - Fast carrier force attacks installations on Yap, Ulithi, and Palau Islands.

21 Sep - Aircraft from 12 carriers attack Japanese airfields and shipping on Luzon.

1 Oct - Office of the Deputy Commander in Chief, U.S. Fleet and Deputy Chief of Naval Operations is established.

10 Oct - Aircraft from 17 U.S. carriers bomb Okinawa and other islands in the Ryukyus.

12 Oct - Carrier-based aircraft commence five-day attack against enemy shipping, airfield facilities and industrial plants on Formosa and northern Luzon, Philippine Islands.

13 Oct - Peleliu Island, Paulau Islands, is secured.

23 Oct - Battle of Leyte Gulf.

2 Nov - Navy Standard Stock Catalog is put into use.

3 Nov - Submarine *Cero* lands men and supplies on Luzon.

5 Nov - U.S. carrier aircraft bomb Manila. Aircraft from fast carrier task force commence two-day attack on Luzon.

11 Nov - Naval assault on Iwo Jima opens. Carrier aircraft attack Ormoc Bay, P.I.

27 Nov - Organized enemy resistance on Peleliu ends.

7 Dec - Naval task groups land Army troops at Ormoc Bay, P.I.

8 Dec - Cruiser and destroyer task group bombards enemy facilities on Iwo Jima.

14 Dec - Rank of fleet admiral established.

15 Dec - Naval task group lands Army forces on southwest coast of Mindoro.

4 Jun - German submarine U-505 is captured by U.S. Navy hunter-killer group.

5 Jun - Minesweeper *Osprey* (AM 56) sunk by mine off Normandy, France.

6 Jun - Allied Expeditionary Force invades Western Europe. Landings are made on the beaches of Normandy.

11 Jun - U.S. battleships off Normandy give gunfire support to Army forces at Carentan, France.

12 Jun - Carrier aircraft bomb enemy facilities on Saipan, Tinian, Guam, Rota and Pagan Islands in the Marianas.

15 Jun - Marines land on Saipan in Marianas.

16 Jun - Enemy installations on Guam are bombarded by battleship, cruiser and destroyer force.

17 Jun - Allied task force lands French troops on Elba, Italy.

19 Jun - Battle of Phillipine Sea begins.

23 Jun - Carrier task force aircraft bomb enemy facilities on Pagan Island, Marianas.

24 Jun - Aircraft from carrier groups strike Japanese airfields and facilities on Iwo Jima, Volcano Islands, and Pagan Islands, Marianas.

20 Dec - Organized enemy resistance ends on Leyte.

24 Dec - Cruiser and destroyer task group bombards airstrip and other enemy installations on Iwo Jima.

#### 1945

6 Jan - Aircraft from fast carrier task force commence two-day attack on Japanese aircraft and airfield facilities in Luzon area.

9 Jan - Naval gunfire and carrier-based aircraft cover Army landing at Lingayen Gulf, P.I.

15 Jan - Aircraft from fast carrier task force attack Japanese shipping and aircraft in the Formosa and China coast areas.

24 Jan - Battleship, cruiser and destroyer task group bombards Iwo Jima.

29 Jan - Naval attack group lands Army forces near San Antonio, P.I.

30 Jan - Army troops are landed on Grande Island, Subic Bay.

31 Jan - Naval attack group lands Army troops at Masugbu, P.I.

13 Feb - First U.S. naval units enter Manila Bay since May 1942.

16 Feb - U.S. carrier aircraft bomb Tokyo.

19 Feb - Marines land on Iwo Jima.

23 Feb - U.S. flag raised on Mt. Suribachi, Iwo Jima.

24 Feb - Enemy resistance in Manila ceases.

25 Feb - Aircraft factories and airfields near Tokyo are bombed by fast carrier task force aircraft.

8 Mar - Phyllis Mae Daley, first Black nurse, commissioned in Naval Reserve Nurse Corps.

10 Mar - Naval attack group supports landing of Army troops near Zamboanga.

11 Mar - Naval landing craft ferry Army troops across the Rhine River at the Remagen Bridgehead, Germany; this operation continues throughout March.

16 Mar - Iwo Jima is declared secured.

23 Mar - Aircraft of fast carrier task force commence daily strikes against the enemy on Okinawa.

26 Mar - Naval attack group lands Army troops on Kerama Retto, Ryukyus.

27 Mar - U.S. destroyers, PT boats and carrier aircraft support Army landing on Caballo Island, P.I.

29 Mar - Aircraft from two carrier task groups attack airfields and shipping in Kyushu, Japan.

1 Apr - Invasion of Okinawa. Navy ships and aircraft support Army troops landing near Legaspi, P.I.

2 Apr - U.S. destroyers support Army troops landing on Sanga Sanga and Bangao, P.I.

6 Apr - First heavy attack of Japanese suicide planes is staged on U.S. ships at Okinawa.

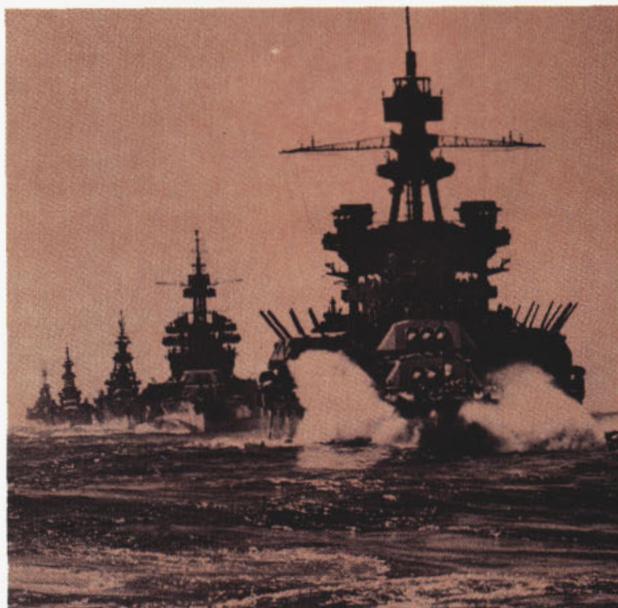
7 Apr - Carrier aircraft attack Japanese naval force moving toward Okinawa.

10 Apr - Navy ships and aircraft support Army troops landing on Tsuken Shima off Okinawa.

16 Apr - Navy ships and aircraft support Army troops landing on Le Shima in Ryukyus.

17 Apr - Naval attack group lands Army troops near Malabang, Parang and Cotabato, P.I.

23 Apr - Only U.S. use of guided missiles in WWII - two *Bat* missiles released at Balikpapan, Borneo.



Top: USS Pennsylvania leads a battle line entering the Lingayen Gulf preceding the landing on Luzon. Center: Retaking Corregidor. Bottom: Navy Task Force en route to Tokyo. Facing page, top: Japanese air raid on Yontan airfield. Facing page, center, left: USS Ticonderoga hit by kamikazes. Facing page, center, right: Mamoru Shigemitsu signs the formal Japanese surrender. Right: The Nazis surrender to the Allies.

1 May - Naval attack force lands Australian troops on Tarakan Island, Borneo.

3 May - U.S. warships support Army troops landing at Santa Cruz, P.I.

4 May - Japanese aircraft stage heavy attack on Yontan airfield, Okinawa.

7 May - Unconditional surrender of Germany to Western Allies and Russia at Reims, France.

9 May - First German submarine surrenders after VE-Day - U-249.

11 May - Japanese aircraft make heavy attack against U.S. shipping in Okinawa.

12 May - Landing of Army troops on Tori Shima, Ryukyu Islands, is supported by destroyers.

13 May - Carrier aircraft begin two-day attack on Kyushu airfields, Japan.

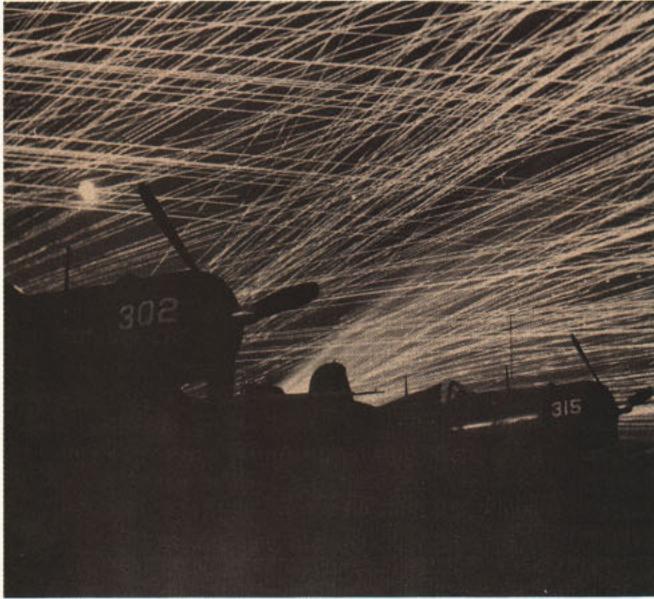
5 Jun - Typhoon off Okinawa damages many U.S. warships.

16 Jun - Naval Air Test Center, Patuxent River, Md., is established.

20 Jun - Aircraft from carrier task group bomb enemy positions on Wake Island.

21 Jun - Okinawa is declared secured 82 days after the landing.

30 Jun - Peak Navy strength during WWII reached - 67,952 ships, 3,623,205 men and women.



2 Jul - USS *Barb* (SS 220) bombards enemy installations at Kaihijo Island off the coast of Karafuto. This is the first successful use of rockets against shore positions by a U.S. submarine.

5 Jul - Liberation of Philippines is announced.

10 Jul - Aircraft from U.S. and British carriers attack airfields around Tokyo, Japan.

26 Jul - Potsdam Declaration.

28 Jul - Destroyer *Callaghan* is sunk; last ship lost to Japanese suicide planes.

30 Jul - Heavy cruiser *Indianapolis* is sunk by Japanese submarine in Philippine Sea; 880 lives lost.

6 Aug - First atomic bomb is dropped on Hiroshima, Japan.

9 Aug - Second atomic bomb is dropped on Nagasaki, Japan.

14 Aug - Japanese agree to surrender; last Japanese ships sunk by U.S. Navy in WWII.

15 Aug - Cessation of hostilities with Japan.

# 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, (NOP-0071D) Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20370.

## Exercise and Weight

SIR: In response to your article on the Navy's Weight Control Program which appeared in the December 1973 issue of ALL HANDS.

First, I want to say that I wholly support this or any other program which is aimed at improving the health and appearance of any group. It is my opinion that the most valuable point mentioned in the article was the one which attributed the secret of success in losing weight to eating and exercising wisely. This is also the secret of success in improving physical condition.

In the area of the article dealing with exercise, specifically the statement made about weightlifting, I must take strong difference to the opinion stated. If the term weightlifting was used to specifically mean olympic or power competition weightlifting, then it is true that this is a short explosive type of training which builds more strength than endurance. If, however, the term was used to encompass the overall field of weight training exercises which are practiced with barbells, dumbbells and associated equipment, then the statement made about weightlifting was grossly ill-informed.

Weight training can be used to build strength, stamina and endurance, and a person will be able to gain or lose weight depending on the type of training routine established. I think it is important to remember that athletes participating in all sports, including distance running, swimming, basketball, etc., are now using weight training in order to attain peak performance. If weight training is good enough for the best athletes in the world, then it is certainly good enough for the Navyman interested in improving his degree of physical fitness and his physical appearance.

When using weight training to lose excess fat, a person does not take the heaviest weight he can handle and lift it one time, but he does take a light weight and lift it 15 times very rapidly. These 15 repetitions of the same exercise are known as one set. After completing one set of an exercise, the person rests just long enough for his breathing to return to normal and repeats the procedure. He does this for a maximum of four sets.

If a person uses one exercise to work each of the body's main parts (legs, chest, back, shoulders, arms and abdominals), he will build endurance, stamina and strength, and he will lose weight. Incidentally, this type of work-

out should be performed three or four times a week and will take less than an hour to complete. If the person wishes to take the workout one step further, he can run one mile after each workout.

I guarantee this type of workout will get rid of excess fat and allow the person to maintain a degree of physical fitness and appearance of which both he and the Navy will be proud. Also, if a person trains for six months on this type of program, he will be able to breeze through the Navy's physical fitness test, which I am sure is the situation that the Navy would appreciate seeing.

I would like to add that I have trained on a similar program of weight training and running for a period in excess of five years. My initial problem was being underweight rather than overweight so my weight training was modified from the program given above. I have, however, advised other people who were overweight and solicited my advice on how to improve their personal fitness. They followed the same program that I outlined with good results.

One I would like to mention was a man who weighed 240 lbs., at a height of 6'2", and a year later weighed 195 lbs. He could just pass the Marine Corps physical fitness test when he started and he was the top scorer on the base the next year.

My own goals have expanded to the point that I now hope to, I believe, be the first Navyman on active duty to compete in the Mr. America contest. Only time will tell on that one, though.  
— PO2 Paul E. Gable, USN

• *Regarding the article on weight control that appeared in the December 1973 issue of ALL HANDS, it is believed that the statement regarding weightlifting was extracted from a booklet intitled, "Nutrition for Athletes," a handbook for coaches, published by the American Association for Health, Physical Education, and Recreation, Washington, D.C., wherein various sporting activities are classified as (1) Endurance Sports with Higher Energy Costs, and (2) Sports of Short Duration and/or Lower Energy Costs. Among the latter is weightlifting.*

*The booklet clarifies the short duration/lower energy classification by stating "Although they require strength and ability to react quickly, energy needs are increased relatively little if these sports are practiced less than an hour a day," and "almost any sport with relatively low energy cost can be placed in the high energy clas-*

sification if it is carried on for a long time."

It is not believed that the author's statement regarding weightlifting was intended to discourage weightlifting as a means of maintaining physical fitness and body weight, but rather to point out the fact that some activities burn less calories than other activities. And this, of course, is the key to weight control - burn up those calories stored as fat.

The Navy's Physical Fitness Program (see OpNavInst 1500.22B) based on Dr. Cooper's Aerobics, authorizes six points for each hour of active weightlifting routine. The goal of the program is for each member to earn at least 30 points a week through regular participation in a single physical activity or a combination of activities. —ED.

### Three-Star Chief?

SIR: According to a pay grade listing, there are no E-10s. However, before I retired from the Navy on 6 Jun 1972, there was a chief named Black who held an E-10 (three-star) billet. I want to know if there is an E-10 and what privilege is afforded him while in this position? —EN1 (SS) B.C. (Ret.)

• There is no E-10 pay grade. We assume you refer to the special billet of Master Chief Petty Officer of the Navy (MCPON). He is a master chief petty officer (E-9), but receives basic pay at the rate of \$1439.10 per month regardless of longevity. This rate of pay is au-

thorized only so long as he occupies the MCPON billet. The insignia for MCPON consists of three stars atop the "crow" and a star replacing the rating insignia normally in the badge.

The present MCPON is John D. Whitet. He was preceded in the billet by Master Chief Petty Officer Delbert D. Black. —ED.

### Retirement Overseas

SIR: I read in the January 1974 issue of ALL HANDS, the Questions and Answers section, on page 60, a question about retiring overseas. The question stated that restrictions are placed upon the use of commissaries, exchanges, and other base facilities by retired personnel as a result of the different status-of-forces agreements. I am seriously contemplating retiring in London and I would like to know if status-of-forces agreements also exist in England and if the Navy will move my household effects and car to London. — YNC M.B.

• The use of base facilities overseas must be in accordance with the area regulations and existing NATO status-of-forces and bilateral agreements with the host country concerned. The privilege of U.S. military authorities to establish duty-free sales and service activities (such as exchanges, commissaries and open messes) is granted by the host country for the benefit of American personnel assigned to duty there. Extension of these privileges is

limited to those to whom the host country is willing to accord free entry privileges. Most host country agreements, including the United Kingdom, do not authorize the granting of these privileges to retired military personnel other than those officially associated with the overseas command.

The Navy will move your household effects and privately owned car to London, England, at government expense provided such move is effected within one year from the date of your transfer to the U.S. Naval Fleet Reserve. —ED.

### Chess Tournament

SIR: Does the Navy sponsor an All-Navy chess tournament and, if so, how can I enter an upcoming championship tournament? — MT2 J. F. C.

• The Navy does not sponsor an All-Navy chess championship, but there is an Interservice tournament. Competitions are conducted in each naval district and at the Interservice level. Individuals who desire to represent the Navy in the Interservice Chess Championships are urged to forward an application in accordance with BuPers Notice 1700, dated 8 Feb 1973. This notice was updated and reported in Navy News Briefs in the June issue of ALL HANDS. It will be held in Washington, D. C., on 6-13 September. For details see BuPers Notice 1700. Other tournament qualifications are as previously published. — ED.

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## letters

### Concerning 'Saved Pay'

SIR: On 1 Jun 1972 I was promoted to WO-1. At that time I was an E-8 over 14. On 13 Jun 1973 I went over 16, and in October 1973 there was a pay raise. Can you please tell me where I stand as far as "saved pay" is concerned? — WO1 D.K.B.

• We have been informed that saved pay applies not only to basic pay but to special pays, incentive pays, and certain allowances, provided entitlement continues to exist. Hence, it is not possible to provide a specific answer without knowing which pays and allowances you were entitled to as an E-8 at the time you were promoted to WO1, and which ones you are entitled to now.

Generally speaking, the maximum amount of saved pay is that authorized when entitlement first exists and the member is under saved pay until such a time as his pay and allowances at his new pay grade exceed the saved pay rate. As can be seen by the figures below, if your saved pay status were determined by basic pay alone, you would have ceased to be under saved pay on 1 Jan 1973 and your current basic pay would be \$847.80.

1 Jun 1972  
E-8/14 \$737.40 (saved pay rate)  
W-1/14 721.80  
1 Jan 1973  
W-1/14 770.10  
13 Jun 1973  
W-16 798.60  
October 1973  
W-1/16 847.80 —E.D.

### Reserve Commission

SIR: I am a hospital corpsman in the Naval Reserve and wish to inquire whether I am qualified to receive a direct commission as an officer in the Naval Reserve, in any area or specialty of the Naval Reserve. — HA C.A.H.

• Applications are currently being accepted for direct appointment to commissioned grade as ensign and lieutenant (jg) in various categories of the Naval Reserve for inactive duty. The maximum age for appointment as

ensign is 29, and maximum age for appointment as lieutenant (jg) is 34. The minimum educational requirement is a bachelor's degree from an accredited college or university.

In addition, a master's degree or a suitable amount of experience in the appropriate field is required for appointment as lieutenant (jg). All applications must be processed at a Navy recruiting district before they are forwarded to the Commander, Navy Recruiting Command. —E.D.

### Leave Authorization

SIR: How long should part 3 of the NavCompt 3065, Leave Authorization (Officer and Enlisted), be filed in the service record, as required by paragraph 5108.b(4) of the JUMPS Manual? — YNCS H.M.L.

• Retention of original leave papers in the service record should be for at least six months or until separation to allow reconciliation with disbursing if necessary. A forthcoming change to PayPersMan will clarify this. —E.D.

### CWO3 Retirement

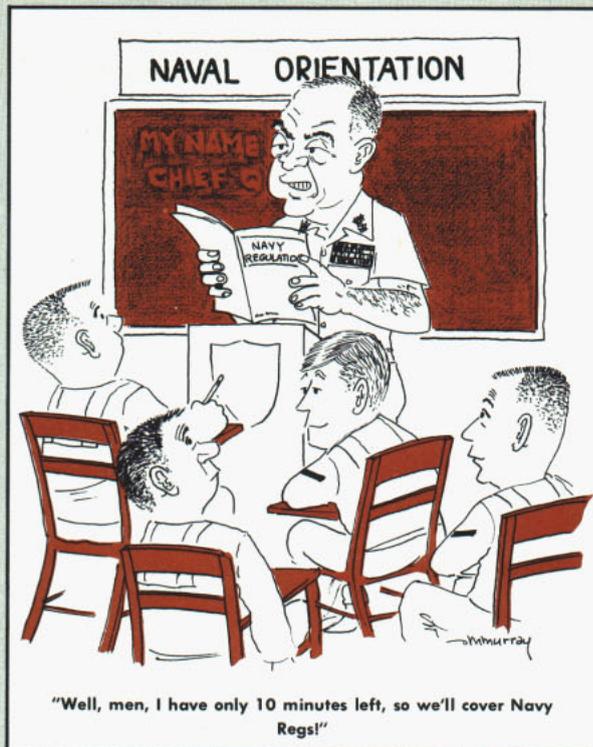
SIR: In response to a letter from CWO2 W.E.B. in the February 1974 ALL HANDS, some clarification is in order, or else you are in error. For W.E.B. to become Permanent CWO3 he would have to be Permanent CWO2 prior to his promotion. Assuming that is the situation in this case may I submit the following question:

Once selected for permanent status and it is accepted, does not previous status as an enlisted man terminate without privilege of reverting to an enlisted paygrade for retirement purposes?

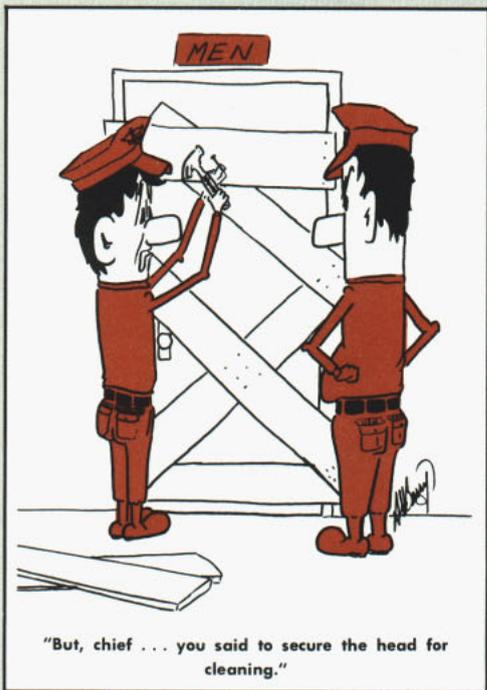
• We have been informed that the question "... Permanent CWO3 ..." (ALL HANDS, Feb '74, p. 61, "Drawing Retainer Pay") may be construed as being applicable to permanent warrant officers. This is not the case. The answer is only applicable to temporary officers. Since CWO Bassett posed the question and since he is a temporary warrant officer, his phrase "permanent CWO3" was disregarded and the correct answer provided in his particular case. —E.D.



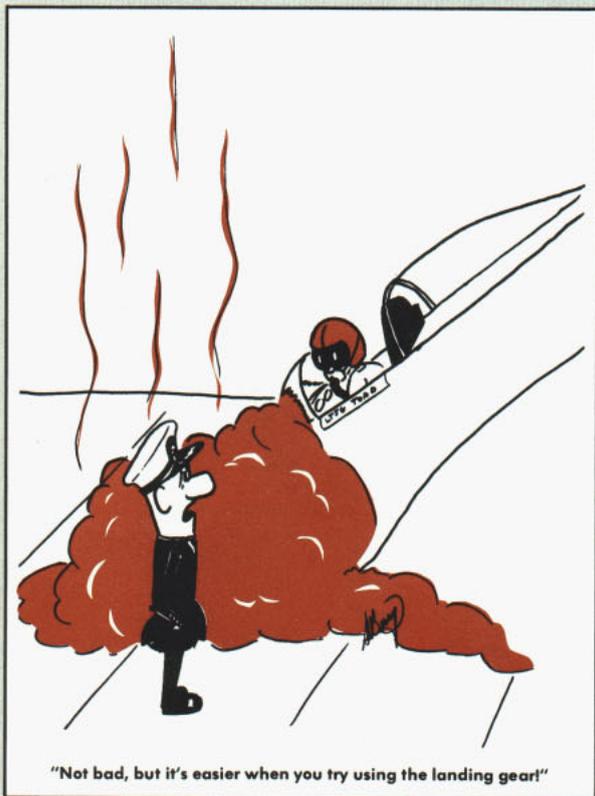
LCDR Melville C. Murray



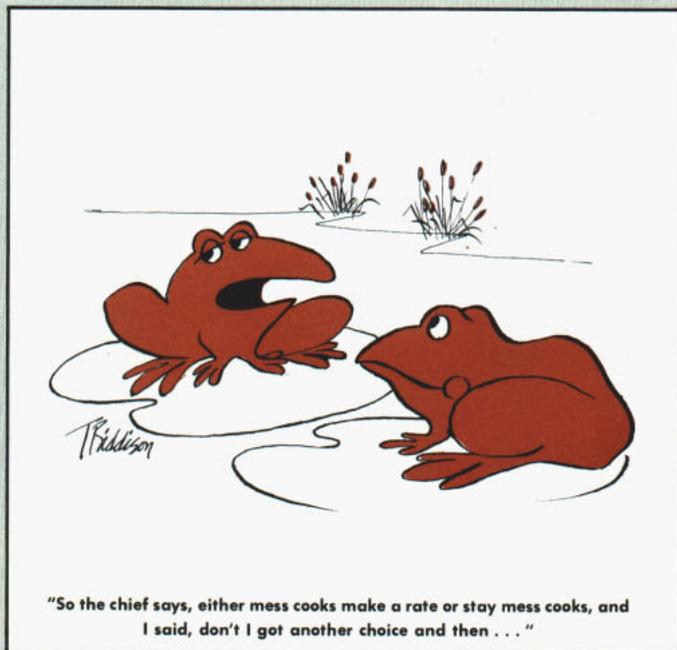
DK2 Alan L. Berry



DK2 Alan L. Berry



CDR Ted A. Biddison



on the  
**serious** side

# TAFFRAIL TALK

If ships have memories, USS *Laffey* (DD 724) probably could live on hers. In the old days, she saw battle service in both the Atlantic and Pacific, suffered bomb damage and the onslaughts of five kamikaze pilots.

Nowadays, however, *Laffey* spends most of her time at a berth in Alexandria, Va., where she serves as a training ship for Naval Reservists. Excitement for the old lady consists of an occasional nine-mile trip down the Potomac River to Mount Vernon then back to the old rocking chair in Alexandria.

Anyone sensitive to the atmosphere of ships, however, might have imagined a smile on *Laffey's* brow one lovely evening last spring. One of the guests on board for a cruise to our first President's stately home turned out to be the vice president and general manager of a well-known Washington hotel. The executive was impressed during the trip by the spirit of the crew and the obvious pride her members took in what they were doing.

In fact, he liked what he saw so much that he invited the 180 officers and men of *Laffey* to be his guests at one of his hotel's more posh eateries for dining, dancing and enjoying the floor show. All those who could get ashore accepted. Needless to say, *Laffey* stayed at home, but she was glad her boys had a good time.

If Diogenes were wandering with his lantern around Rhode Island these nights looking for an honest man, he wouldn't have been disappointed in Herbert K. Wandell, a retired boatswain's mate. Mr. Wandell drives a cab in Newport and one of his fares, Yeoman 1st Class Eugene H. Platt left behind his wallet containing personal papers and 55 hard-earned dollars.

Platt, who is the father of eight children, was delighted when the cabbie showed up with the missing wallet containing all the money and papers. Both Platt and Captain Howard N. Kay, Commander of the Naval Education and Training Center at Newport, thought the cab driver's honesty and thoughtfulness deserved more than a simple thank-you. CAPT Kay invited Wandell and his boss to a special ceremony at the training center's headquarters where the captain presented Mr. Wandell with a citation commending him for his integrity.

Some Navymen don't take advantage of what the Navy has to offer and some of them do. The men at Pearl Harbor's Fleet Training Group fall into the latter category. Since 1971, 15 of them have racked up 13 associate degrees, six bachelor's degrees and five master's degrees. In addition, 17 have completed their high school education and 11 have completed professional or technical educational programs.

At one given time, 13 of the Fleet Training Group were enrolled in off-duty courses of higher education — two were in hot pursuit of a master's degree and one had begun work on his doctorate.

All that education was obtained while off duty and was financed by tuition aid, the in-service G.I. Bill and some was out of pocket. Obviously, the men of the Fleet Training Group believe in their own training as well as that of others.

*The All Hands Staff*

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AT RIGHT: JO2 "Chick" Barger displays just one of the thousands of records that are "spun" on FM 106, AFRS Siganelia. Chick adds a sweet-sounding feminine air by doing a daily "Mystic Moods" program. Photo by BH1 Bert Wendell.



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STEREO

1967 RUDYVAI WAGNER  
Recorded in studios of the Grand Theatre, Los Angeles  
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- 2. THE BE BE BE BE BE BE
- 3. THE BE BE BE BE BE BE
- 4. THE BE BE BE BE BE BE
- 5. THE BE BE BE BE BE BE

# NAVY of the FUTURE

