

# ALL HANDS



in this issue:

**WHITE CHRISTMAS  
IN THE ANTARCTIC**

**DECEMBER 1975**



# ALL HANDS

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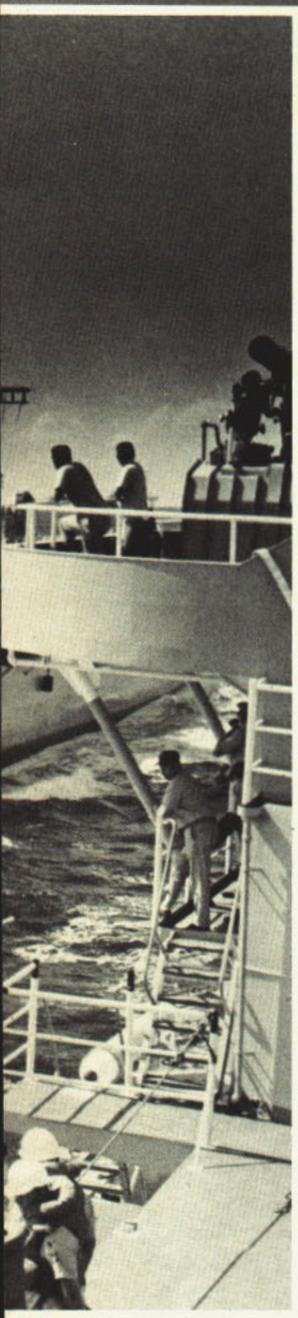
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Left: The guided missile cruiser USS Richmond K. Turner (CG 20) makes her approach on the Second Fleet flagship, USS Albany (CG 10), for a highline exercise. Photo by PH1 M. J. Browne.

FRONT AND BACK COVERS: Christmas is the cover theme and the subject is appropriately discussed in the lead article in this issue.—Front and back cover art by ALL HANDS staff artist Michael Tuffli.





# Christmas in

In the Antarctic, the Christmas "holiday season" lasts for only a day. It is the one day of the summer support season when pressing schedules and the seven-day work week are temporarily set aside. Plastic Christmas trees emerge from storage boxes to be trimmed in the traditional style, complete with lights and ornaments. Gatherings take place in various "huts" and the religious side of the annual event is marked in McMurdo's Chapel of the Snows and at various inland stations. Cooks work around the clock in an effort to surpass everyone's expectations.

At the Antarctic's Williams Field, the planes stand a silent vigil—this is the 24-hour period when the aircraft preheaters are not heard—and men and women (some 16 of the latter) all rest from their battle with the clock to resupply the inland stations. In the States and elsewhere, Christmas is a joyous occasion. In the Antarctic, it is that contemplative time when everyone's thoughts are thousands of miles away, with their families, their children and their friends.

It will be a white Christmas again this year in the Antarctic—well, almost.

Snow will, of course, blanket the vast areas of the frigid continent (from two inches in the interior to 30 at McMurdo each year). But there will also be areas, including the main camp at McMurdo, which will have the usual supply of mud. However, OAEs (Old Antarctic Explorers) wade through it as easily as if crossing Main Street, USA, while newcomers plod along, yanking booted feet up and squishing them down, making slow progress from one point to another.

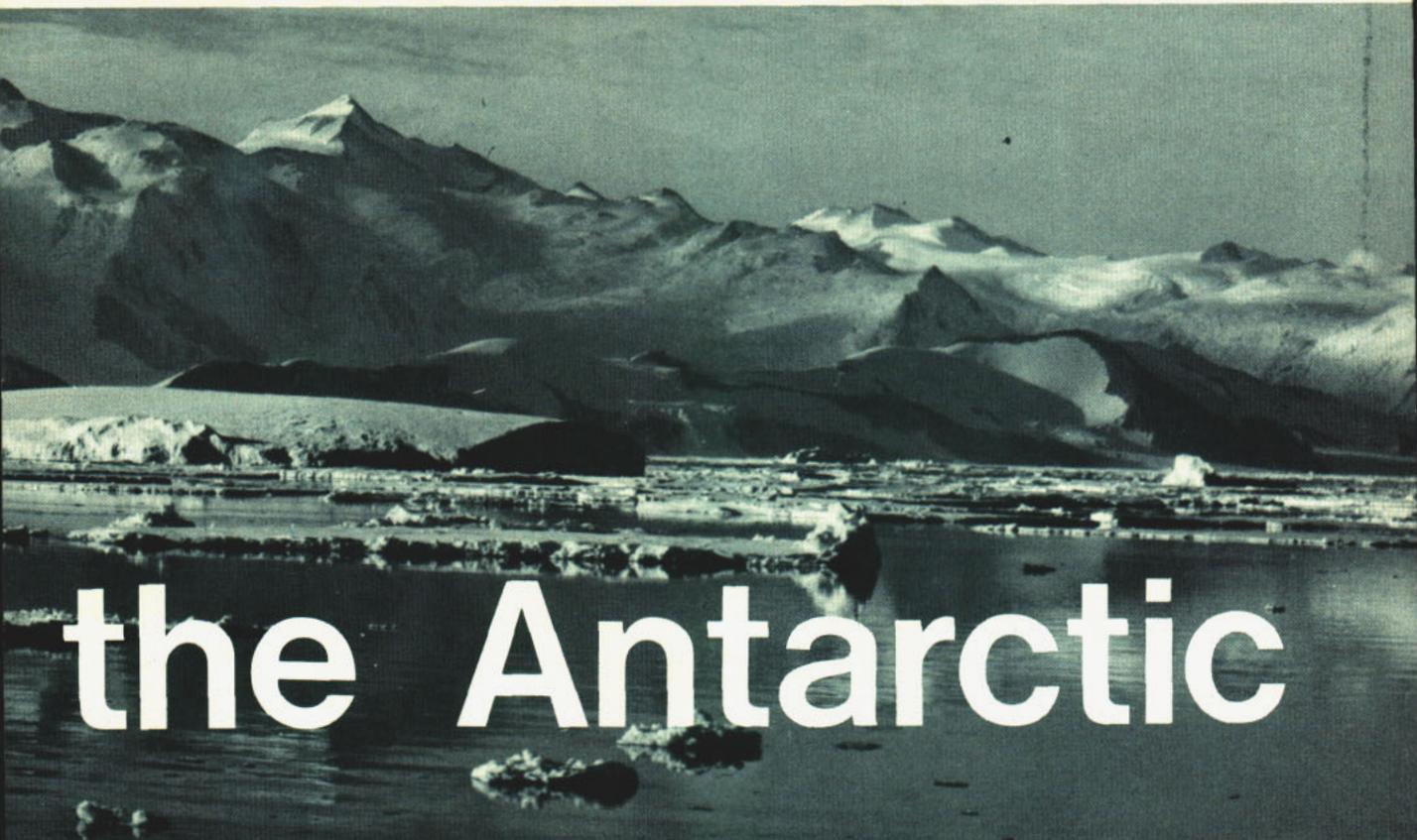
There are a total of 700 U. S. people in Antarctica this year, working in behalf of a scientific effort sponsored by the National Science Foundation which has the overall responsibility for the entire U. S. Antarctic program.

A large proportion of this year's "inhabitants" are Navy people, as usual. Making up the rest of the population of the "summer colonies" on the White Continent (our seasons are opposite in the Northern and Southern Hemispheres) are scientists and members of the Air Force, Coast Guard, Army and civilian contractors. It's a combined effort, military and civilian.

Women are getting to be a common sight in the Antarctic. This year Deep Freeze '76 has the largest contingent of the opposite sex in the history of operations on the White Continent. Four women officers, seven enlisted Navy women, two civilian Navy employees and numerous women scientists are deployed in the Antarctic.

The unit primarily responsible for "Operation Deep Freeze" is the U. S. Naval Support Force Antarctic (NSFA). NSFA is commanded by Captain Eugene W. Van Reeth, U. S. Navy. He has held this post for one year, and has had extensive prior Antarctic experience as the commanding officer of both VXE-6 and the Antarctic Support Activities.

Deep Freeze '76 actually began in late August of this year, when a group of 150 Navymen and scientists left Port Hueneme bound for Antarctica. This advance group began research projects and prepared facilities



# the Antarctic

Above: Mountains at Cape Hallett, in the Antarctic.

at McMurdo Station for the arrival of the main body.

The initial flights took place between 28 August and 5 September, when two ski-equipped *Hercules* aircraft of Antarctic Development Squadron Six brought in 26 tons of cargo and 144 passengers from Christchurch, N. Z. The two aircraft made a total of five round-trip flights over more than 2000 miles of open water from New Zealand's South Island to Williams Field, McMurdo's "air station" on the ice.

First aircraft, piloted by the squadron's exec, Commander D. A. Desko, landed on his second pass at the runway. The second plane, piloted by Lieutenant Commander E. A. Cushing, could not find the field's skiway, but landed safely amidst swirling snow in a white-out area several miles from the field. These aircraft delivered the first fresh food and 2900 pounds of mail to the 54 men who had spent the "wintering-over" months in isolation at the station.

That was the start of Task Force 199's 21st year of operations in the Antarctic, now operating out of Point Mugu and Port Hueneme. The squadron was originally based at Patuxent River, Md., in the mid-1950s and, later, was stationed at NAS Quonset Point, R. I.

The remainder of the Antarctic contingent have flown aboard Air Force C-141 *Starlifter* jet transports. These huge aircraft, like the Antarctic transports of yesterday—the old, prop-driven *Globemasters*—operate only early in the Antarctic summer before temperatures rise, and the sea ice runway on McMurdo Sound begins to melt and crack.

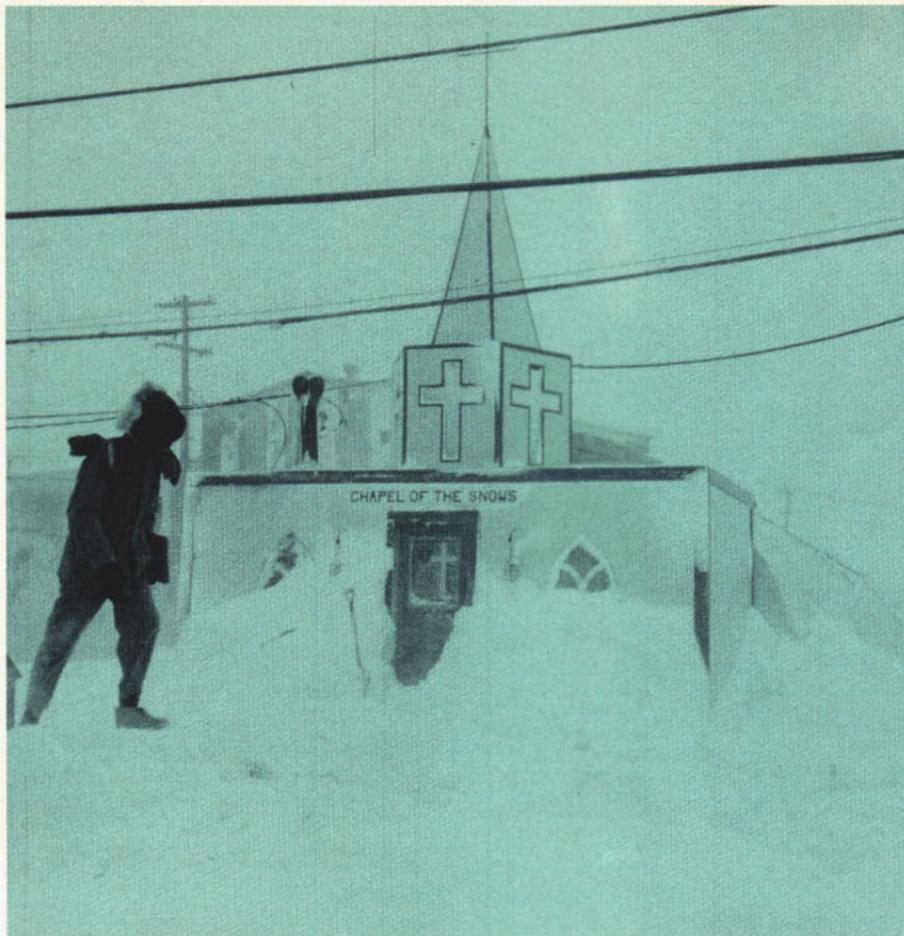
Although most of the people arrive by air, along with

supplies, at the beginning of the summer season, ships still bring in most of the heavy and bulk cargo. McMurdo Station is icebound for all but five weeks each year and U. S. Coast Guard icebreakers cut a channel for surface ships. This year, the Military Sealift Command's tanker USNS *Maumee* and the cargo ship USNS *Towle* were scheduled to bring in all the cargo needed to keep McMurdo and the other U. S. stations on the continent in operation for another year.

Even then, especially with fuel, conservation is the key word in the Antarctic. During the 1973-74 season, the Navy was able to cut fuel consumption in the Antarctic by 1.5 million gallons and another half-million gallons was cut during Deep Freeze 74-75. Without fuel, both for heating and aircraft, operations on the White Continent would grind to a halt.

Elements making up the Naval Support Force Antarctic, now flying out of California, are only 8500 miles from McMurdo Station, compared with the more than 11,000 miles they once traveled when they operated from the East Coast. The Seabees involved in the Antarctic effort now operate out of Port Hueneme, Calif. They, too, originally operated from the East Coast—Davisville, R. I.

American scientists working in the Antarctic are selected and funded by the National Science Foundation. Most come from universities or other federal agencies. Navy responsibility is in the areas of transportation, housing, maintenance of equipment, supplies and food. It also shuttles scientists between the stations and the field during the October-February Antarctic summer,



when the sun shines around the clock. Smaller groups of Navy men and civilian scientists remain at four U. S. stations on the ice through the Antarctic Night or the winter season. (In addition there are three U. S. stations now operating under contract, to which no Navy personnel are assigned.)

There was to be an added challenge for the members of Operation Deep Freeze. It called for on the scene recovery and repair of two aircraft that went down in last season's expedition. While retrieving a scientific party in East Antarctica, an LC-130 *Hercules* crashed during a takeoff attempt. The right wing caught fire and burned off.

The site of the accident, a region known as "Dome Charlie," rises to an altitude of more than 11,000 feet. The mean temperature is  $-30^{\circ}$  Fahrenheit. Light winds of 10 miles per hour can drive the actual temperature to a windchill equivalent of  $-50^{\circ}$ .

A second *Hercules*, diverted to rescue the first party, sustained damage several hours later when its nose gear collapsed on takeoff. No one in either the scientific party or the two aircrews was injured. A third "Herc" eventually brought all hands safely back to McMurdo Station.

As this year's operations started, a massive attempt got underway to repair the aircraft which had been downed at locations two and a half miles apart.

In November, a 14-man team of Navy Seabees was flown to the site to construct a campsite and runway on the snow and ice. They were scheduled to be followed by a team of 20 aircraft technicians from the

As ALL HANDS went to press, news arrived that the rugged ice-covered terrain had claimed still another aircraft, and plans for the recovery of the first two planes will have to wait until a later date. Work is now being concentrated on repair of the third aircraft, and it is hoped that it can be back in service by February.

While mechanical repairs in this part of the world represent a monumental task, the deterioration of equipment due to the weather itself is not as important a factor as elsewhere.

Antarctica, although covered with ice, is as barren and dry as the deserts of North Africa. Metals do not rust or deteriorate rapidly in this environment.

Repair in the field is nothing new for Antarctic Development Squadron Six, although this year's effort is the largest and most complicated to date. Back in the early 1960s, an air transport went down because of



Far left: Headed for divine services in the Antarctic. Left: Headed for yesterday. During an earlier Christmas season in the Antarctic, LCDR Jerry Smith along with three other members of Para Rescue Team from Antarctic Development Squadron Six (not pictured), made a jump over the South Pole. The team started the jump on 24 December but due to the geographic position of their landing site (on the other side of the International Date-line) it was 23 December when they touched ground. Above: Keeping warm in the ice. Above right: A warm greeting from Antarctica's seal population. Right: Main Street McMurdo.

contaminated fuel between McMurdo and Byrd Station at a place called Darbyville. That effort required a week of living out in the open while the tedious task of draining all the aircraft's fuel, filtering it, and transferring it back into the tanks was accomplished. On another occasion, one of the squadron's helos was the subject of an open-field engine change. The small repair crew—just like the one involved in the first incident—lived in survival tents nearby, cooked their own food and remained in the field until the job was accomplished.

While the Seabees, mechanics and technicians carry out their assignment at Dome Charlie, the scientific work continues with a full season of research in all major areas, at stations and field camps throughout the White Continent. The larger projects involve earth and biological sciences at McMurdo Station, upper atmospheric and meteorology at South Pole, very low frequency (VLF) radio transmissions and marine biology.

Deep Freeze dates back to 1955 when the United States prepared for the International Geophysical Year of 1957-58. Before then, a Navy Task Force led by Rear Admiral Richard E. Byrd undertook Operation High Jump in 1946-47, setting up its main base at Little

America (long since broken away and drifted out to sea). Assaults before that were accomplished in the late 1920s and early 1930s (and again in 1940) by Byrd, who used one of his earlier Little America base camps as a jumping-off place for his famed 1929 conquest of the South Pole by air. Byrd's flight over the South Pole followed the tradition of heroism established down through the years with the achievements of Lieutenant Charles Wilkes (who first determined the Antarctic was a continent) and of Roald Amundsen, Robert Falcon Scott or Richard Shackleton, early in the century. Today, as in the past, the Antarctic is a place for daring deeds by rugged explorers.

An outsider may be prone to ask the reason for all the scientific effort in the Antarctic. The continent, larger than the combined areas of the U. S. and Mexico, contains secrets which have been buried for millions of years. When unlocked, these secrets can yield clues to the earth's formation countless years ago. Antarctica, then, is a vast scientific laboratory which holds untold secrets of the past and the future on ice.—J. F. C.



# CHRISTMAS SHIPS ....

*Back in 1915, the battleship USS New York started it all—and now it's a growing tradition—"Christmas for kids."*



**Left: The beginning of a tradition. The battleship USS New York, the Navy's first "Christmas Ship." Above and right: Scenes from past Christmases celebrated by Navy ships and units around the world.**

About the time for Saint Nick's annual visit, one often hears the familiar phrase that "Christmas is for kids." In a sense, that is a true statement—particularly in the Navy. The most rugged sailors have a soft spot in their hearts for the small fry. Children, worldwide, have witnessed the generosity of Navymen.

It all began back in 1915 with the battleship USS *New York* (BB 34). She was considered by those who knew her to be "pride of the fleet" for some three decades. She had an impressive record during two global conflicts, but one of her most notable contributions was in an area distinctly apart from war—she was tops in a field that was to become known as "community relations."

USS *New York* initiated a proud Navy tradition in 1915 when she became the Navy's first "Christmas ship." This term is perhaps best explained by *New York's* skipper at the time, the famed naval leader and then-Captain Hugh Rodman, who wrote about it later in an article published in 1931.

"We (the crew) asked 125 children to come . . . preferably those who had been orphaned during the war—especially the poor and more dependent. We originated the custom of going into the highways and byways at Christmas time, collecting those youngsters who otherwise would have no Christmas and bringing them on board after the ship had been elaborately decorated and prepared for their reception. We entertained them with dinner, children's games and a Christmas tree where toys were distributed and where each boy received a scout outfit and each girl a set of imitation furs."

Growing from this goodwill project aboard a battleship in 1915, and maturing into a year-round effort, the Navy's community relations programs have more than

fulfilled a wish expressed by CAPT Rodman. He said, "I sincerely hope that it (the Christmas ship idea) will become custom for all Navy ships and will continue as one of the Navy's most proud traditions."

As most fleet sailors can tell you, the "Christmas ship" idea has survived the test of time and continues to be an integral part of the Navy's community relations efforts. Many of those same mighty warships which safeguard freedom of the seas throughout the year pause at Christmas to devote their time and energies toward helping underprivileged children and orphans enjoy a genuine Yule celebration.

Behind these parties lie the real meaning and spirit of the Christmas season. Let's take a look at a typical Navy ship preparing a Christmas party for some children.

Ice cream machines are doing double duty. The ship's cooks are working overtime to make sure the turkey, dressing, cranberries and pumpkin pie are just right. It will be a feast to remember for a whole year. In the CPO quarters, the chiefs are deciding among themselves who will play Santa Claus, with an unsuspecting 250-pound PO1 ahead in the balloting.

In other compartments, such as the engineroom or secluded storerooms, sailor-musicians are shaping up their program. Virtuosos of the guitar, accordion and harmonica, they practice the harmonizing which will shortly be one of the highlights of the afternoon's entertainment. Also brushing up on their acts are the ship's magicians with their bags of tricks.

Motion picture operators are in the "movie shack" setting aside all the animated cartoons. Meanwhile, Christmas records are being readied for the ship's closed-circuit entertainment system.

With the party only a few hours away, members of



the entertainment committee have a last-minute look at the kids' gifts, while the men working together on the decoration committee rig the crepe paper, streamers and balloons which will brighten up the Christmas tree in the mess deck.

Signs of the holiday are also evident outside the ship. High in the superstructure, the ship's carpenters rig wooden frames shaped like a star or a Christmas tree. On the weather decks below, electrician's mates spread out strings of colored lights that will be secured to the frames.

Finally the big moment arrives and the ship is filled with the sounds of laughter and screams as the children behold the sights about them. This is the reward for the sailors. The children's gleaming eyes and thankful expressions are all anyone could ask for or want in return for the planning, preparation and execution of such an event.

In this manner, a Navy ship carries out the custom begun by a thoughtful group of *New York* crewmen in 1915. This custom took hold during the 20s and 30s, suffered a necessary setback during World War II days, had a rapid revival soon after and has grown stronger ever since.

Part of today's strength is a result of Project Handclasp, a unique people-to-people program of the Navy which gathers and distributes needed supplies and commodities to friends overseas. Although an official program, it is unfunded. All goods are necessarily made available through donations from individuals, organizations and companies.

An average year sees nearly three million pounds of Project Handclasp supplies shipped overseas. A portion of these shipments contain the gifts, candy and other items which Navy ships use in helping orphans and underprivileged children enjoy a Christmas celebration.

The sailors who deliver these supplies are considered goodwill ambassadors by Navy officials, but to the youngsters who receive the goods, these men are their friends, very good friends at that. These children have a chance to enjoy, if only for that one time, the opportunity of feeling happiness—a special type of happiness which comes only from seeing and being a part of the glitter of Christmas.

—JOC K. Testorff



# FATHER

"I've really learned a lot about the Navy on this cruise. I've chipped paint, scrubbed decks, holystoned, learned how to paint and touch up paint, and stood watches on the fantail, bridge and signal bridge. I even steered the ship for a while."

These comments from Cameron Toms, son of Commander J. E. Toms, attest to the success of the 20-day, 4000-mile, father-son cruise aboard the guided missile cruiser USS *Oklahoma City* (CLG 5).

Cameron Toms is one of 10 young men, ages 14 and older, who sailed with their fathers to Hong Kong and the Republic of the Philippines aboard the flagship of Vice Admiral Thomas B. Hayward, Commander Seventh Fleet. Purpose of the cruise was to give the sons a chance to experience the various aspects of life at sea, and give them a better understanding of their fathers' jobs.

Assigned to various departments and divisions aboard ship, they learned firsthand much of the work that is required to keep a Navy ship running smoothly.

"What surprised me most of all was the amount of work it takes to run a ship at sea," observed Mike Wickliffe, son of Chief Warrant Officer Charles T. Wickliffe.

Left: A view of the foc'sle and 6-inch and 5-inch gun mounts of the guided missile cruiser USS *Oklahoma City* (CG 5), taken during naval gunfire support operations in the Western Pacific. Photo by PHC C. R. Pedrick. Right: Two junior sailors try their hands at the bridge watch. Far right: A youngster prepares to stand a bridge watch as starboard lookout.



# / SON CRUISE

"We usually started work about six in the morning, and knocked off about four in the afternoon," explained Richard P. Murray, son of Captain Dermot A. Murray. "I was exposed to a variety of jobs which included chipping, sanding, painting and standing watch. I also helped when the ship refueled from an oiler."

David Shemanski, son of Chief Aerographer's Mate Ronald Shemanski, spent quite a bit of time working on deck, but he did have the chance to watch his father and learn a little bit of what goes into keeping the Fleet informed on important weather phenomena.

While in Hong Kong, 27 June through 2 July, the young men spent their liberty doing a variety of things including sightseeing and shopping. Frank Toy, III, son of Captain F. E. Toy, and J. Richard Bruner, son of Captain J. R. Bruner, remarked that the main reason they wanted to go on the cruise was "to visit and see Hong Kong."

Richmond, Frank and the other youthful mariners visited many of the city's famous landmarks including Victoria Peak, Tiger Balm Gardens and Aberdeen. Aberdeen is the home of the "Tanka," the boat people who live and work most of their life aboard their boats.

The Navy youngsters also browsed through some of





the thousands of shops that Hong Kong offers as one of the largest trade centers of the world.

John and Wallace Moyer, sons of Lieutenant Milton J. Moyer, thought that their visit to Hong Kong was one of the highlights of the cruise. They both enjoyed shopping in Hong Kong, and John said, "The work on deck may have been hard, but I had a lot of fun in Hong Kong and on the cruise."

*Oklahoma City* was in Subic Bay, Republic of the Philippines, 3-7 July, where the crew celebrated the Fourth of July holiday more than 6000 miles away from home under the tropical Philippine skies.

David Craig, son of Chief Fire Control Technician Francis R. Craig, visited Manila, largest city of the Philippines.

"I'm glad that I got to go," David said. "There was a lot to see and I made many new friends."

Ireneo Apostol, III, son of Chief Mess Management Specialist Ireneo S. Apostol, Jr., used the opportunity to visit his grandmother, and enjoy the various recreational activities offered by the U. S. naval complex at Subic Bay. Ireneo and the others also had the chance to visit local shops that offered wood carvings and other assorted objects produced by Filipino craftsmen.

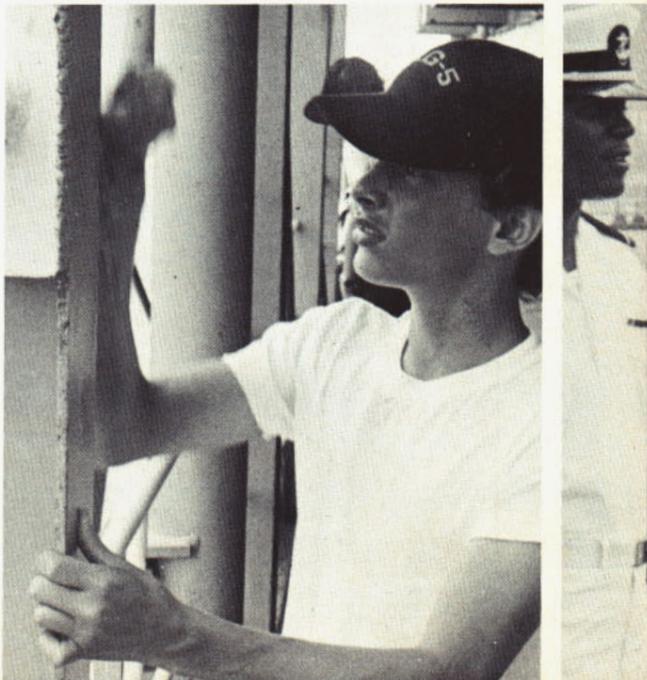
Upon leaving the Philippines, en route to Japan where *Oklahoma City* is deployed under the Overseas Family Residence Program, the ship conducted air and surface gunnery exercises and gave her young riders a look at what happens on a ship during general quarters.

Captain Paul D. Butcher, commanding officer of *Oklahoma City*, said he enjoyed having the young men aboard and added, jokingly, "But they would never pass a personnel inspection with those haircuts."

And so ended a memorable experience for 10 young men. They may not be "old salts of the sea," but now they've got some idea of the hard work and long hours that go into keeping a Seventh Fleet ship combat ready, in accordance with its motto—"Ready Power For Peace."

They also found out that sailors really do have more fun!

—Story by JOSN George Kadinger  
—Photos by PH1 Tom Geren and PH2 Al Johnson





Opposite page top: A crewmember (right) gives instruction in the use of the sound powered telephone. Middle: A young man learns how to handle the controls of one of the ship's boats. Bottom: Scrubbing down deck stanchions isn't so bad when it's all for fun. Above: Two of the youngsters look at Hong Kong from the harbor as they prepare for their first port of call. Below: The young men stand at divisional parade as the ship enters Hong Kong Harbor. Right: Father and son look over the Tiger Balm Gardens in Hong Kong.



## FATHER/SON CRUISE

# NAVY JUNIORS JOIN CREW OF USS HANCOCK

It was a memorable Navy Day for 200 youths. Relatives of Navy crewmembers boarded the aircraft carrier USS *Hancock* (CV 19) at Pearl Harbor on 13 October to ride the ship to San Diego.

Dubbed "Operation Tiger," the cruise from Hawaii to California was designed to give the visitors an opportunity to see the Navy firsthand. Aboard *Hancock* they became members of the crew and took part in normal ship activities.

The "tigers" had flown to Hawaii from the mainland over the Navy Day-Discoverers Day weekend. They



## the WALDRON FAMILY

During a visit to Newport, R.I., Secretary of the Navy J. William Middendorf II learned of the Waldrons, a Machias, N.Y., family with eight sons who have served in the U.S. Navy. Noting this remarkable record, the Secretary wrote to the Waldrons saying, "I know it is no small task to raise sons and daughters who reflect credit upon themselves and their families with honorable service to their country. Therefore, your contribution to your country is very much appreciated by all of us who are part of today's Navy."

In replying to Secretary Middendorf's letter, Mrs. Glenn E. Waldron wrote, "With our sons, I feel we own a piece of the Navy. We have that nice, warm, inner pride that we are one of four families in the entire United States who have made a large contribution to our country."

Three Waldron boys are still on active duty, including Musician 1st Class Gene E. Waldron, of the Northeastern Navy Band, Newport. The other two are Chief Aviation Fire Control Technician Laverne R. Waldron, of Naval Air Station, Oceana, Va., and Aviation Anti-

submarine Warfare Technician 2nd Class Michael W. Waldron, of Naval Air Station, Jacksonville, Fla.

A former Seabee, Gene plays baritone horn, an instrument he has been playing since high school. He switched his rating from heavy equipment operator following a stay at the School of Music in Little Creek, Va., and a stint with the Cruiser-Destroyer Force Band in Newport.

The first Waldron enlistee was Richard, a World War II veteran. Gene tagged along when Richard enlisted, but couldn't get in then because of his age; he was only 16 at the time.

"We all joined the Navy more or less to see the world," Gene said when asked why the Waldrons chose the Navy. "That's how Richard and I felt; I guess the others did too."

Michael is the youngest Waldron and when he enlisted the real significance of it all dawned on Mrs. Waldron. Though she had no objection, she "cried a bit," but quickly added, "I'm pretty proud of all of them."

Eight sons in the Navy, the Waldrons feel, is a small way of making a contribution to the nation. "We love our country very much," said Mrs. Waldron quietly. Mr. Waldron nodded his assent.

Mr. Waldron, 67, was too young to serve in World War I. And he had too many dependents (12 children) to get into uniform during World War II. During World War II, he said, his draft board told him: "When you hear that President Roosevelt has been drafted, then you're next!"

Now semiretired, Mr. Waldron is a district field supervisor for Green Thumb, in New York state. This is a program that employs senior citizens to do restoration and beautification work along the state's highways and on other state properties.



arrived in time to greet *Hancock* and her crew upon return from a seven-month Western Pacific deployment.

*Hancock* called at San Diego to drop off her young guests before proceeding to her home port, Alameda. About 20 Navy juniors of the guided missile frigate USS *Schofield* (FFG 3), steaming in company with the carrier, also participated in the operation.

The first "Operation Tiger" took place in June 1973 aboard the nuclear aircraft carrier USS *Enterprise* (CVN 65). That "tiger" trip was for the sons of POW/MIA/KIA personnel.

Operations such as this enhance the morale of Navy people as well as giving potential recruits a chance to learn about the Navy. "Tigers" are met at the airport by Hawaii-based Navy people and are taken to the host ship immediately upon arrival.

Guests who may arrive earlier than the time scheduled are housed in Navy barracks and given a tour of the naval base, the Submarine Museum and the Arizona Memorial. The youngsters are provided meals on base and the use of local recreational facilities.

Once aboard ship, they become a part of the crew—taking their places besides their relatives.

—JO1 L. Churilla

Both Mr. Waldron and son Gene, who did a six-month tour in Vietnam with a Seabee battalion, formerly drove heavy tractor trailers for several years. The head of the Waldron clan also did considerable rigging work during his lifetime.

Reminiscing about the early years, the Waldrons noted that the mortgage on their original seven-room home on 220 acres kept them poor for several years until they got it paid off. "We call the old place 'Flapjack Ranch' because we all survived on pancakes for three and one-half years," Mr. Waldron noted with a chuckle. "We were so poor that the mice never even bothered to come around." Mrs. Waldron added, "Our

youngest son, Michael, had pancakes when he was six months old."

The other four Waldron sons with naval service include Lloyd, Thomas, David and Dennis. A ninth son and second youngest, Douglas, couldn't get into the Navy because of a punctured eardrum. He tried to enlist three times.

Besides their nine sons, the Waldrons have four daughters, 44 grandchildren, with two more on the way, and five great-grandchildren. Two grandchildren are in the Navy, one is in the Marine Corps and a fourth is an ex-Navyman. The Waldrons also have two nephews still in the Navy.



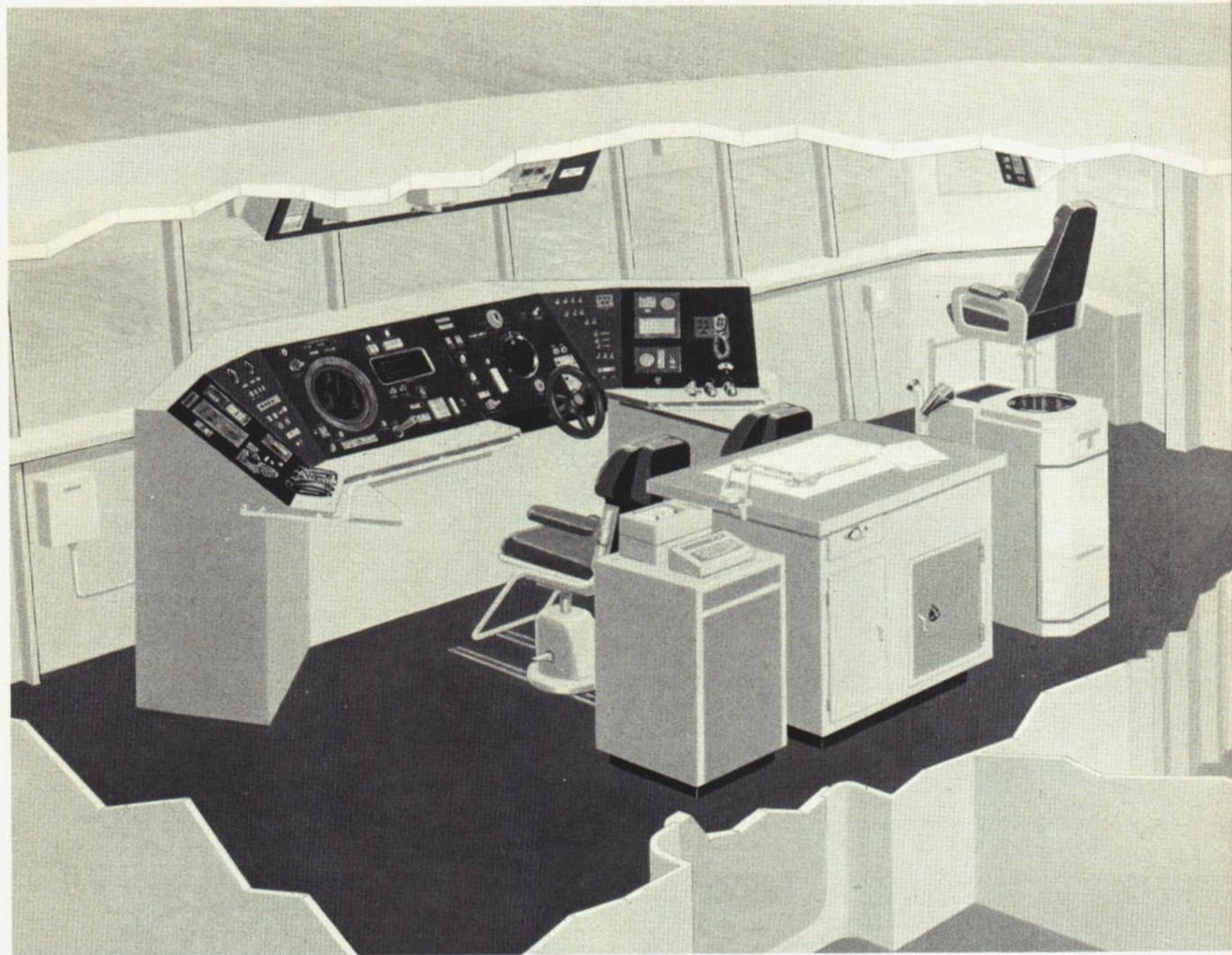
Left: Northeastern Navy Band Musician 1st Class Gene E. Waldron, right, one of eight brothers who have served or are serving in the Navy, looks over a family scrapbook with his parents Mr. and Mrs. Glen E. Waldron.



# Shipboard Manning Reduction

*“Right full rudder.”*  
*“Right full rudder, Sir.”*  
*“My rudder is right full, Sir.”*  
*“Come to course zero-niner-five.”*  
*“Come to course zero-niner-five, Sir.”*  
*“Steady as you go.”*  
*“Steady as you go, Sir.”*

USS Ponce (LPD 15) was one of some 18 ships participating during the early stages of research and development on the Integrated Bridge System program, designed to reduce watch requirements on the bridges of Navy ships. Some of the other ships participating in the R&D program are shown on the following pages.



Artist's concept of Integrated Bridge Console.

That spare dialog is as familiar to a Navy helmsman as is the sound of a gull's hungry wail to a cod fisherman.

Within a few years, however, that kind of dialog on the bridge of Navy ships may give way to a conversation with a tape recorder or even complete silence, as the Navy presses forward with its program for reducing ship manning levels. Like most other organizations, the Navy is caught in a financial squeeze between slowly rising income and rapidly rising costs.

"Pervasive throughout the Navy's developments is the demand for more reliable, more maintainable systems to reduce the pressure on our resources—fiscal, material and manpower," Navy Under Secretary David S. Potter told a Senate committee last year.

"In general," Dr. Potter said, "our designs are directed toward achieving platform capability of the future at about 30 per cent of the manning of comparable ships of today, yet possessing equivalent or greater capability."

Three years ago, faced with mounting manpower costs, an urgent need to start modernizing ships and

the prospect of tighter budgets, the Chief of Naval Operations put out the word, "Reduce shipboard manning!" His directive set in motion a chain of events that could revolutionize the number of shipboard watchstanders and the shape of bridge and engineering spaces. As one working paper on the subject put it: "Designers of naval vessels can no longer make provision for and depend on the availability of large reserves of manpower. Ships now being designed will have sharply reduced crew sizes, and ships now in the planning stage will have tens of persons where we now have hundreds."

Tomorrow's naval ships, then, are expected to pack a terrific wallop with just one-third the crew size of today's vessels. While Navy researchers are taking a hard look at all the traditional watch requirements, they have focused mainly on ways to cut back on the number of bridge watchstanders.

They have designed a new "Integrated Bridge System" (IBS) which will permit most FF-type escort ships to cut the bridge watch team to a maximum of five persons: Officer of the Deck, Helmsman (Ship Control-

# SHIPBOARD MANNING REDUCTION



USS Tattall (DDG 19)

man, who also gives orders to Main Control), Quartermaster, Signalman and Forward Lookout (who could double as an assistant SM, if needed.) In a pinch, three well-trained watchstanders could handle the bridge. Only two are actually required to operate the IBS controls, which will be installed next year on an FF ship.

It is not idle speculation to suggest that one day Navy ships of this type will have only two men on the bridge and may even be able to operate during independent steaming with one. All of this will be made possible by a combination of factors:

- Automation of several functions now performed manually, including navigational problems, collision avoidance maneuvering and early warning of possible surface hazards, piloting in dangerous coastal or harbor waters, maneuvering to station, orders to the engine room, etc.

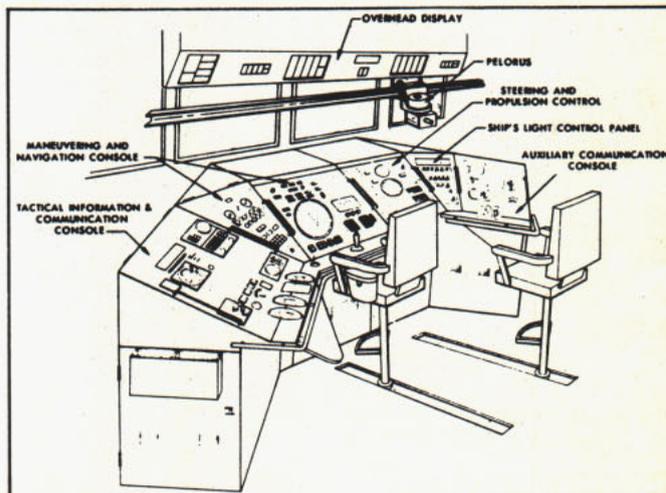
- Replacement of written logs, such as the Quartermaster's Log and Smooth Deck Log, with tape-recorded logs that do not require written entries.

- Transfer of tactical functions from the bridge to the Combat Information Center (CIC), leaving bridge personnel free to concentrate on safety factors related to control of the ship.

In this regard, the advent of reduced bridge manning will tie in neatly with the Navy's "Tactical Action Officer" concept. Combatant ships now come under the control of TAOs—who operate from CIC—during exercises and combat operations. One feature of the new IBS will enable the TAOs to exercise remote steering control of their ships. Two other features provide:

- Redesign of both internal and external communications, so that bridge personnel, with a minimum of confusion, have a constant and timely reading of what's going on aboard and around the ship.

- Monitoring of weapons firing to ensure the safety



Integrated Bridge Console.

not only of one's own ship, but also of other ships and units in the vicinity.

The urgency of Navy manpower requirements relates not solely to the rapid rise in costs. It also has to do with the scarcity of qualified men and women, critical in some ratings, and with the increasing complexity of ships' systems. All of these factors combine to require more intensive recruiting and training efforts, so that costs tend to multiply.

In one report on the subject, Commander John Dachos of the David W. Taylor Naval Ship Research and Development Center (DTNSRDC), Annapolis, Md., said:

"Man is no longer an inexpensive commodity. In 1975, the cost of manpower, including pay and benefits, represents 65 per cent of the budget. In plain terms . . . the 'tradeoff' becomes fewer ships if the Navy does not utilize its human resources more effectively

"One man assigned during (new) ship development will add approximately five tons to the ship weight (in terms of added space he will occupy and equipment he will use) and \$25 thousand to its building costs.

"Over a 20-year period this man will cost about \$1.5 million in terms of pay, benefits and subsistence."

In short, according to Dachos and others who have closely examined the manpower problem, new ships should be designed with smaller crews in mind.

### Labor-Saving Techniques

The IBS, conceptually developed in a joint effort by DTNSRDC, the Naval Air Development Center and Human Factors Research Inc., is one of those labor-saving techniques. It is significant not only because it makes possible a sharp reduction in the number of bridge watchstanders, but also because it is composed of parts that are well within the state of existing technology and do not require any major breakthroughs. The IBS is being designed and built at Great Neck, L. I.

In putting the IBS together, the designers considered the five major functions of the bridge:

- Ship safety, including safe maneuvering.
- Navigation and all the legal aspects of it.
- Communications, both internal and external, to receive and issue reports, instructions and inquiries.
- Log-keeping.
- Coordination of ship activities, not including tactical operations which are passed entirely to CIC.

With all of this in mind, the designers set about to build a system that would accommodate, at most, an OOD, SM, QM, Lookout and Helmsman (Ship Con-

trolman). While others, for training purposes, could be on the bridge during one sort of evolution or another, adequate control of the ship needed only those five—or even as few as three.

Writing last April in the Naval Engineers Journal, IBS designers Lanny Puckett, Robert Gowen and Gerald Moe explained in some detail how the new system would work.

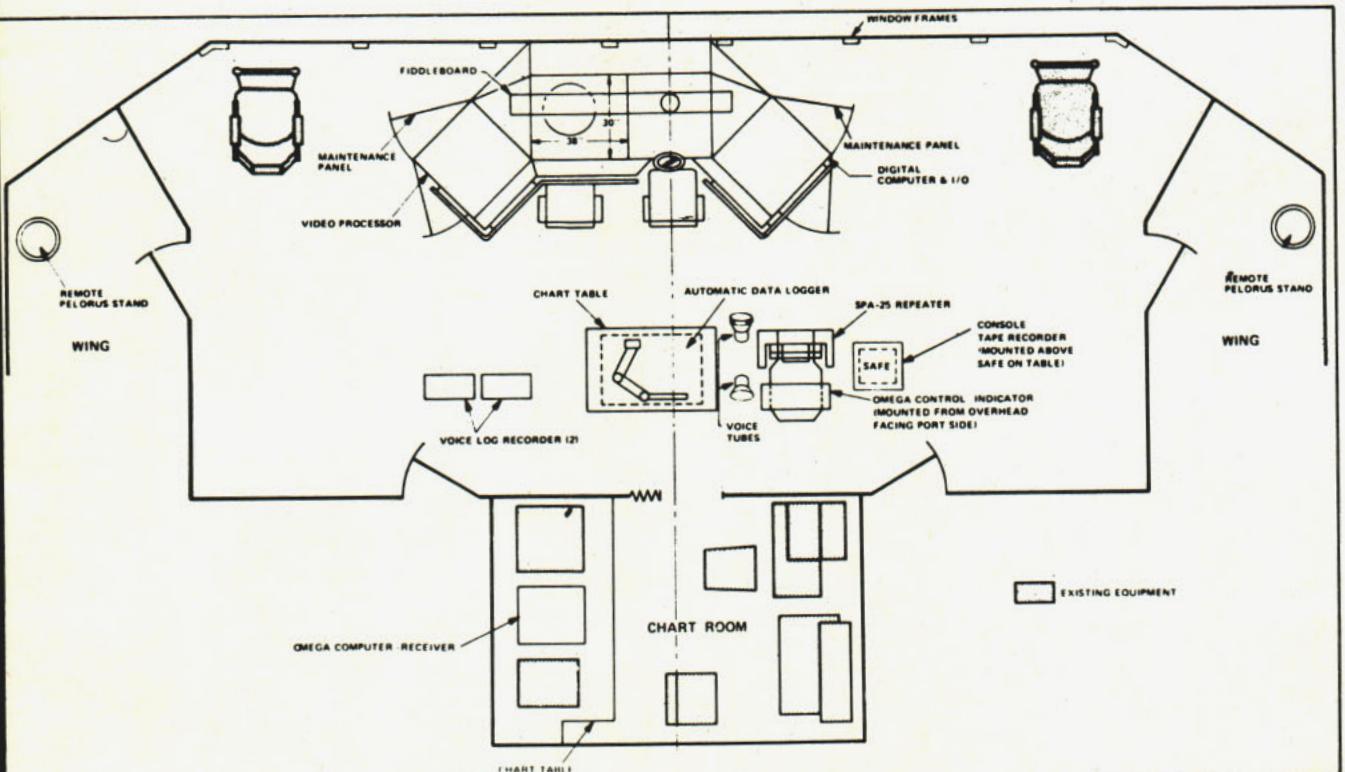
The first fully integrated IBS was designed for the bridge of an FF 1052 class of frigate, they said, because "... it is the newest combatant design presently at sea and because there are many ships in this class, (and this means) easier availability and larger applicability of the ... design." However, the concept is applicable to other ship classes.

The design itself was based on a combination of computer and electronics hardware, all on the military or commercial market in one form or another, plus some practical experience in the fleet with reduced bridge manning under all kinds of conditions. Over the last two years, for instance, some 18 warships—ranging from DEs and CVAs to LPDs and AOs—have provided the testing platforms for both the manpower cutbacks and the various components that will go into the IBS "console" aboard the FF next year.

### IBS Console

Some of the components were not integrated into the new console, but most were. Here is what the IBS console will include:

- An anticollision, piloting and maneuvering component.



# SHIPBOARD MANNING REDUCTION



**AUDITRAC Recorder.**

- Automatic open-sea navigation computer system.
- Auto-pilot for remote control steering and untended course steering.
- Integrated communications system.
- Alarm status board.
- Automatic logging system.

"The console," according to Puckett and his fellow designers, "during normal at-sea operations, will be operated by two men—the OOD and a Ship Controlman. The OOD may stand at the console or be free to move about the bridge. He will operate the left-hand half of the console—the Maneuvering and Navigation Console and the Tactical Information and Communications Console."

The right-hand half of the IBS console contains the steering and propulsion controls, ship's lights control panel, and communications equipment. It is operated by the Ship Control operator.

Located in the pilothouse, the IBS includes an overhead display board and movable pelorus. The display board gives a continuous reading of the ship's course, speed, water depth, and the time, all visible from any point on the bridge. The board also displays the ship's alarms.

## Multipurpose System

So, what are the purposes of each of these console parts?

• First of all, the "anticollision" system is designed to do three things:

(1) Make automatic what now is done by crewmen; that is, to pick up, track and display information on surface targets—"skunks"—in order to avoid possible collisions.

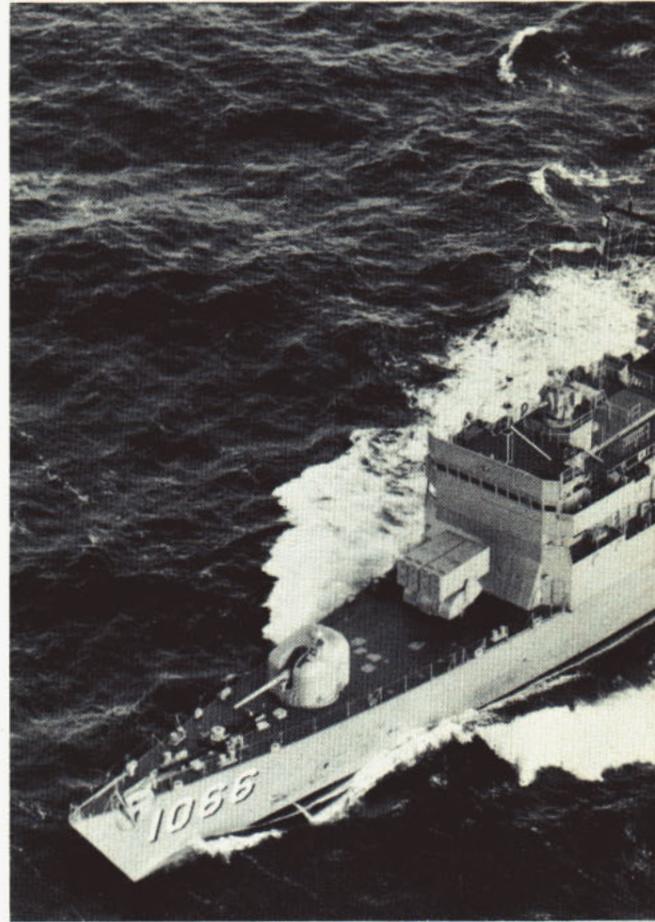
(2) Make automatic the job of determining where the ship is in relation to navigational hazards and fixed geographical features. This "piloting" aid should help reduce the navigation team's workload.

(3) Make automatic some computations now performed on the maneuvering board, such as recommended courses to take in going to stations, while steaming in formation, or in setting up ASW screens.

• Second, the "open-sea navigation" feature is designed to provide a "direct and continuously updated readout of the ship's latitude and longitude, using the OMEGA (radio) worldwide navigation system," Puckett said.

Again, this will reduce the quartermaster's workload and permit a reduction in QM ship assignments. The automatic OMEGA system, incidentally, already has been used successfully in some military ships and aircraft.

• Third, the "auto-pilot" permits both a system of "remote control" steering from CIC in tactical situations and a means of steering the ship automatically, according to preset headings. The latter feature



operates on much the same principle as the automatic pilot on airplanes.

"This is essentially the same system," Puckett said, "that'll be going on all new Navy ships."

• Fourth, the "integrated communications" feature is "primarily a relocation of all the regular communications systems so that they are in one panel and readily available to one operator, especially the OOD," Puckett explained.

Within the OOD's reach, he said, will be the IMC and sound-powered phones, along with the radio and underwater telephone circuits for external communications.

• Fifth, the "integrated alarms status board" provides for an immediate reading on all the ship's alarms, whether activated by flooding or fire or by steering or propulsion casualties.

• Finally, the "automatic logging" system will contain three elements:

1) A digital recorder to log automatically all collision avoidance and piloting information on a magnetic tape. It allows for a playback of all maneuvering and piloting decisions.

2) A printout (or hard-copy data log) which records every change of course or speed, together with hourly positions and a regular chronicle of sea depths.

3) A continuously running voice tape recorder to



USS Marvin Shields (FF 1066).

"log" all voice communications—even casual conversation—on the bridge.

"You could say the bridge is bugged," Puckett stated. "A significant feature of this is that it might reduce the noise level."

On most Navy ships now, he added, it takes one man almost full time to do the logging, and even then it is sometimes incomplete or inaccurate.

The "automatic logging" system is intended to reduce substantially manual logging and to eliminate the need for an extra hand on the bridge.

In addition to these major features, the IBS console and overhead display board will provide the bridge with

other safety-related and propulsion information. The display board, for instance, includes a "manned and ready" display panel showing the status of personnel under various conditions—general quarters, special sea detail, replenishment detail, etc.

The IBS console has a "weapons advisory panel" to help the bridge watch team in monitoring weapons firing safety. This panel will show what weapons are being used and whether they are actually being aimed at intended targets.

The console also has a "single lever engine order telegraph and rpm device" so that one man can relay both commands to the appropriate propulsion stations.

In standing back and looking at the IBS console, Puckett said, "You can see essentially what we've done. We've consolidated several bridge functions, so that now one man, for example, can both steer the ship and operate the engine order telegraph. And all communications are within one man's easy reach."

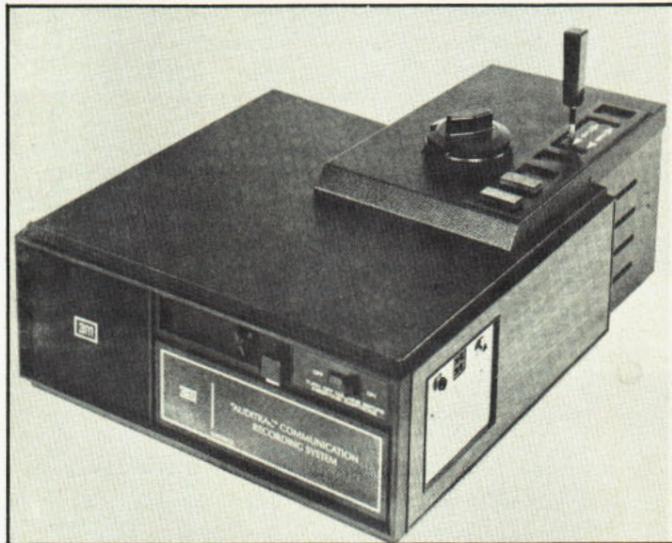
"We should be looking at about a 50 per cent reduction in the manning on the bridge of a typical DD."

Besides achieving a substantial cutback in manpower, the automated bridge-tending system will have a major impact on training and readiness. Since fewer sailors will be needed for bridge watches, there will be a greater premium placed on their proficiency and attentiveness. Bridge watchstanders also will have to be somewhat more versatile than their forerunners, and know how to handle the navigational and propulsion consoles as well as the communications and taped logging systems.

A new rating—Ship Controlman—is likely to become a Navy standard. And there probably will be some movement soon toward the concept of "bridge watch teams," consisting of three to five members who stand watches together as a cohesive unit. (Larger ships with active air operations will need larger watch teams, of course.)

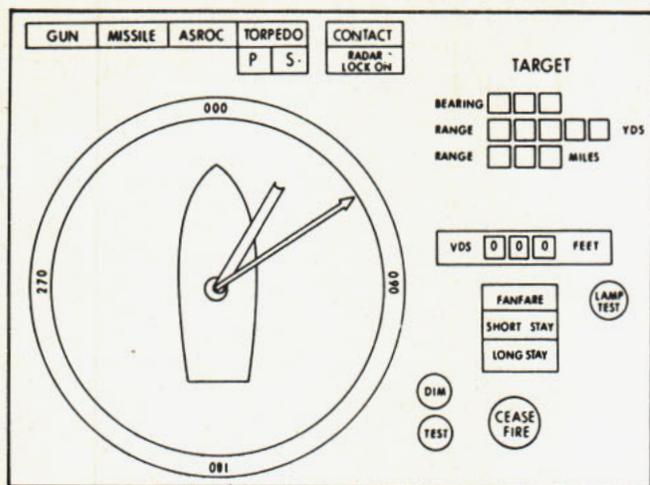
One of the chief recommendations in a DTNSRDC study on bridge manning was "to establish a stable team of personnel who are dedicated bridge watchstanders

AUDITRAC Monitor.



Integrated Bridge Plan Arrangement.

# SHIPBOARD MANNING REDUCTION



Weapons Advisory Panel.

and are especially trained and skilled in the ship control functions." Since the objective is to cut back on the number of seagoing sailors, the IBS has been designed so that there will be no need for additional Electronic Technicians (ET) or Interior Communications Electricians (IC) aboard the ships fitted with the new IBS consoles.

Instead, the Navy plans to provide some additional schooling for these ratings, largely on the theory that since the new IBS components are within current "state-of-the-art" technology, qualified repairmen should be readily available to keep the components operating without any elaborate retraining or additional personnel.

## Engineering Manning

Though it may be slower in coming, the same shipboard manning reduction program will be applied to the engineering spaces.

A 1967 study conducted by the Center for Naval Analyses showed that in existing FF 1052-1097 type ships, engineering department billets could be reduced by 11 men if certain steps were taken to automate some of the steam propulsion watch requirements. This would have been possible without any change in the ships' basic design.

In new ships, designed expressly with an eye toward manpower savings, the engineering billets might be cut considerably more. Many fleet-savvy Navy researchers believe that the engineering spaces provide more fertile ground for manning reductions than the bridge.

In one study, Navy researchers found engineering manning in one FF could safely—and profitably—be cut from 17 to 8 men per watch with an actual increase in the amount of time devoted to maintenance, all at a cost savings of \$264,000 a year. Freeing BTs, EMs, MMs and ENs for more available hours of preventive maintenance and repair of equipment can be accomplished through automation of certain propulsion controls, backup systems and safety devices. Understandably not all engineering repairs and maintenance can be accomplished underway, but savings in this area

would certainly benefit the fleet.

There are several reasons why many say the need for automation in the propulsion stations is even more compelling than in the ship control stations. For one thing, there are temporary shortages of trained and qualified persons, particularly in the middle enlisted pay grades.

In addition, working conditions play a role in these problems, Navy officials say. Long, hot, noisy and arduous hours spent in engineering spaces, both standing watches and performing maintenance, could perhaps be shortened substantially if some engineering duties could be turned over to electronically controlled machines. Fewer people on watch means more people



available to assist with maintenance and repairs.

About a year ago, an article in the Naval Engineers Journal identified some other advantages from a well-designed manning reduction plan. From a tactical standpoint, they found, naval combat effectiveness could be improved with smaller crews, providing the operational personnel were well-trained and honed to a high state of readiness.

"If personnel can be removed, payload can be increased. By reducing the 'hotel load,' berthing spaces can be converted into fuel tanks or missile magazines. The increase in both range and firepower by trading off personnel in well-designed ships can be substantial."

As an example, the article stated that by reducing the number of persons through which tactical directions are passed, ships could achieve a "faster tactical response."

Over the next few years, then, what's in store for

bridge and engineering watchstanders?

If current trends hold, watchstanders can probably count on a steady increase in the number of jobs they perform being turned over to machines.

At the same time, they will be expected to maintain their manual and computational skills as backups to the machines.

They also can count on intensified training programs to equip them for the new demands that automated watchstanding will impose on those who become members of watch teams.

Bridge watchstanders, for instance, will be expected to know how to operate the space-age navigational, maneuvering and propulsion consoles. With engineer-

During the early stages of research and development on the Integrated Bridge System program, designed to reduce watch requirements on the bridges of combatant ships, the following ships participated:

USS Constellation (CVA 64)  
USS Forrestal (CVA 59)  
USS England (CG 22)  
USS Tattnell (DDG 19)  
USS Buchanan (DDG 14)  
USS Jonas Ingram (DD 938)  
USS Meredith (DD 890)  
USS Stribling (DD 867)  
USS Hamner (DD 718)  
USS Marvin Shields (FF 1066)  
USS W. S. Sims (FF 1059)  
USS Roark (FF 1053)  
USS Lockwood (FF 1064)  
USS Ponce (LPD 15)  
USS Dubuque (LPD 8)  
USS Nashville (LPD 13)  
USS Detroit (AOE 4)  
USS Ponchatoula (AO 148)

ComPhibRon Six and ComDesRon Twenty-Six also took part in the initial research and fleet testing program.



USS Nashville (LPD 13).

ing watchstanding requirements reduced, more time is available for monitoring, maintaining and repairing the machinery systems.

In both cases, these watchstanders will become skilled adjuncts to the surface and air warfare teams that will assume tactical control of ships during exercises and combat operations.

In essence, the traditional ways of "driving" ships may undergo some sweeping changes. A quiet revolution may soon occur.

—Story by LCDR David Hess, USNR-R

*About the author—LCDR David Hess, USNR-R, is affiliated with Individual Reserve Unit (IRU)-106, Alexandria, Va. A 13-year Reservist, Hess is currently teaching "Strategy & Policy," a Naval War College course, to Naval Reserve officers. In civilian life, Hess is a reporter with the Washington bureau of Knight Newspapers.)*

USS Stribling (DD 867).



# A Date With M



Sailors aboard ships of the U. S. Sixth Fleet recently hosted Miss America 1975, Shirley Cothran, and her six runners-up. This USO-sponsored show marked the first time any reigning Miss America had entertained military men aboard ships in the Mediterranean.

Besides Miss Cothran, who is also Miss Texas, the six individual state beauty queens on board Kennedy

were: Rhonda Pope, Miss Arkansas; Susan Griffin, Miss North Carolina; Karen Smith, Miss Kansas; Cheryl Johnson, Miss Wyoming; Lucianne Buchanan, Miss California; and Kristen Krull, Miss New York.

Seven sailors aboard USS *Little Rock* (CG 4) had the honor of acting as escorts for Miss America and her court during their stay aboard the flagship. Escorting Miss America was Machinist's Mate 2nd Class William F. Taylor. Acting as escorts for the other beauty queens were: Hospital Corpsman 3rd Class Gary W. Ivey, Boatswain's Mate 3rd Class Hans M. Naggor, Lance Corporal John E. Knight, Quartermaster 2nd Class Christopher J. O'Donald, Personnelman Seaman Daniel R. Sugs and Operations Specialist 1st Class M. L. "Pepper" Seaman.

In escorting Miss America and her court of beauty queens from various states, the sailors had the opportunity to chat with the ladies about the latest news and conditions back home. The escorts also took the ladies to dinner, a festive meal aboard *Little Rock*.

During the stage performance, the ladies proved a remarkably versatile group. Miss New York, Christina Crowe, did an outstanding tap dance to Elton John's "Philadelphia Freedom." Gymnast Miss Kansas, Karen Smith, did single-hand flips, cartwheels and other graceful acrobatics that had the audience cheering. Dressed in black and gold, Miss Wyoming, Cheryl Johnson, added her soulful modern dance steps to the song "Scorpio."

Also presented during the Miss America Show was a flute solo by Miss America, Shirley Cothran, backed up with dance steps by Miss Wyoming and Miss North Carolina, Susan Griffin. The seven performers did a Broadway routine complete with hats and canes. Voicing the feelings of sailors' sweethearts about the Navy, Misses America, California and North Carolina sang a version of the popular song, "Blue Navy, Blue."

There was audience participation also—the girls did several routines with assistance from the crew. Choosing their partners they illustrated, in song and dance, "Ole Soft Shoe." Toward the end of the performance, the girls again used volunteers to take part in doing the latest dance steps from the States, the "Bump" and the "Hustle."

Following the performance aboard *Little Rock*, the Miss America troupe left for Naples, Italy, and the aircraft carrier USS *John F. Kennedy* (CV 67). This concluded a tour that took the girls to military installations in Spain, Morocco, Turkey and Italy.

**Above left: Ms. Shirley Cothran, Miss America 1975. Above right: Miss America (center) with her six runners up. Right: The seven members of the Miss America USO show and their escorts on the Little Rock gangway.**

# ISS AMERICA



# DIVING PHOTOGR



# APHERS

Members of Pacific Fleet Combat Camera Group's Diving Division don't need fish-eye lenses on their cameras to get a fish-eye view. The five-man unit is charged with providing underwater photographic coverage within the Pacific Fleet area.

"We're the only Navy underwater photographic team on the West Coast," says Photographer 2nd Class Harry Kulu, the division's diving supervisor. "There's a heck of a lot of water in the Pacific, so our area of operations is quite extensive."

Capabilities of the team include still, motion picture and videotape for television.

There is no formal school for underwater photographers in the Navy. A limited number of PH "A" School graduates are selected for training as scuba divers upon graduation.

"Most of what we learn in underwater photography comes through practical experience," said Kulu. "Several years ago I attended the underwater photo course at Brooks Institute of Photography in Santa Barbara, Calif. I almost ended up teaching the course because of my Navy experience."

Previous diving experience varies greatly among the camera group's underwater PHs. "I never dived before I volunteered for the underwater photography," remarks PH2 Pete Romano.

For PH3 Bob Outwater, the team's newest member, an avid interest and five years' experience in sport diving provided the steppingstone to his assignment to Second Class Diver's School in San Diego and placement as a Navy underwater PH.

The division is called upon to perform a variety of tasks. Recent requests for their services include the photographing of seal training at Naval Undersea Center San Diego and a Navy Birthday slide presentation for the Second Class Diver's School.

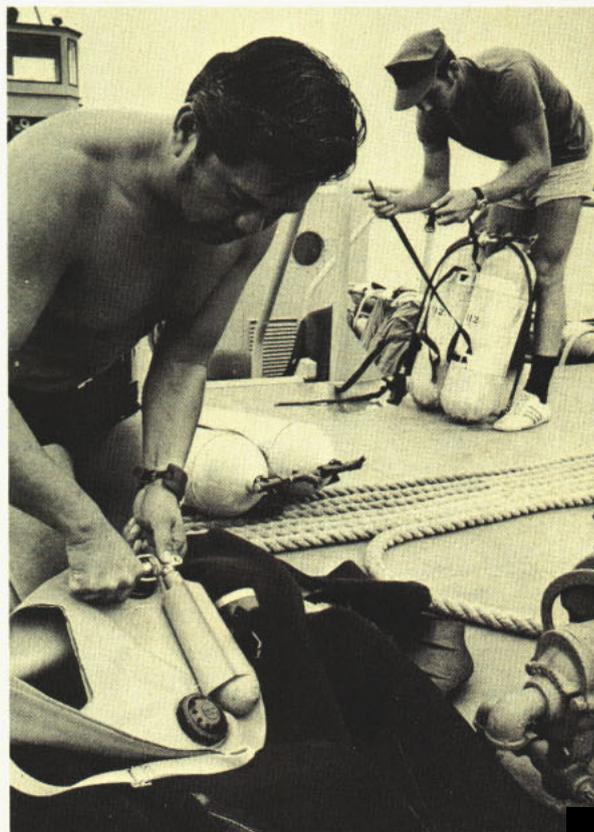
"Primarily our concern is with any unit under Commander in Chief Pacific Fleet," states Chief Warrant Officer F. K. Hudek, the command's diving officer, "but at long as it's approved, we'll accept work from any branch of service or civil unit."

"It's really an interesting job," say Romano. "We always dive as a team, but once you're in the water it becomes more or less an individual effort to get the job done."

I guess you could say it's a fun job, but it doesn't come without its problems," adds PH3 Outwater. "Sometimes there's a lot of hassle with visibility and light levels."

Whatever the conditions, the PFCCG diving division continues to provide underwater photographic coverage for the West Coast. Any organization west of the Mississippi desiring a true fish-eye view should submit its request to the Commander in Chief Pacific Fleet in accordance with CINCPACFLT instruction 3150.1G.

—Photos by PH2 Bruce Richards



# CITIZEN SAILORS 1975

In 1775, American citizen-sailors played an important role in securing our independence. Usually fishermen or farmers by trade, these citizen-sailors made up the "mosquito navy" and assumed the tasks of harassing enemy shipping, protecting against seaborne raids and keeping coastal communications open.

Two hundred years later, the fishermen and farmers have been joined by engineers, technicians, factory workers and other men and women from every walk of life. They still are active in the Naval Reserve and play an important role in the nation's defense. But, it's not the "mosquito Navy" any more. Today, these citizen-sailors are better organized, better trained, and operate with the most modern naval equipment and ships in the world.

The key word for 1975 citizen-sailors is training. Until quite recently, Naval Reservists often performed their active duty as individuals or in small groups at scattered locations. Assignments sometimes had little to do with the mission of their home units.

Thanks to new concepts in Reserve training, many Reservists now train as a unit at the location where they would be mobilized in case of national emergency. The value of unit training was pointed up recently when Naval Reserve Beach Group 106 from Washington,



D. C., with components throughout the Southeast, underwent two weeks of active duty training at Little Creek (Va.) Amphibious Base.

"These Reservists have come a long way in the last two weeks," said Captain George T. Dyer, commander of Naval Beach Group Two at Little Creek. He made the comment as Beach Group Two wrapped up two weeks of intensive training with more than 300 Beach Group Reservists.

Training ended with a two-day amphibious assault exercise at Fort Story in Virginia Beach. "This amphibious landing exercise was especially tailored to emphasize the Naval Beach Group's supporting role in amphibious operations," the captain said. "It was designed to test the success of the two-week Reserve training program just completed."

The Reservists' two-week training period leading up to the actual amphibious assault included subjects ranging from how to climb down a landing net on the side of a ship and fight on the beach, to the safest way to operate a forklift on the ramp of a landing ship.

Under the new concept, units such as Reserve Beach Group 106 train with their active-duty counterparts whenever practical, thus providing "hands-on" training with the active-duty sailors whom the Reservists would support if activated.

Other units participating with the Reserve Beach Group Staff 106 were: Amphibious Construction Battalion 106 from Roanoke, Va.; Beachmaster Unit 106 from Baltimore, Md.; and Reserve Cargo Handling Battalion (RCHB) 407. RCHB 407 brought to Norfolk detachments from Charlotte and Wilmington, N.C.; Charleston, Columbia and Greenville, S.C.; Atlanta, Ga.; and Tampa, Fla.

In the event of a national emergency, these Reserve units would report to, and augment, Naval Beach Group Two at Little Creek Amphibious Base.

According to many Reservists participating in the

Little Creek exercise, this type of training also is improving morale. "We know we're doing something worthwhile," explained one Reserve petty officer. "It's great to feel we're a working part of the Navy team."

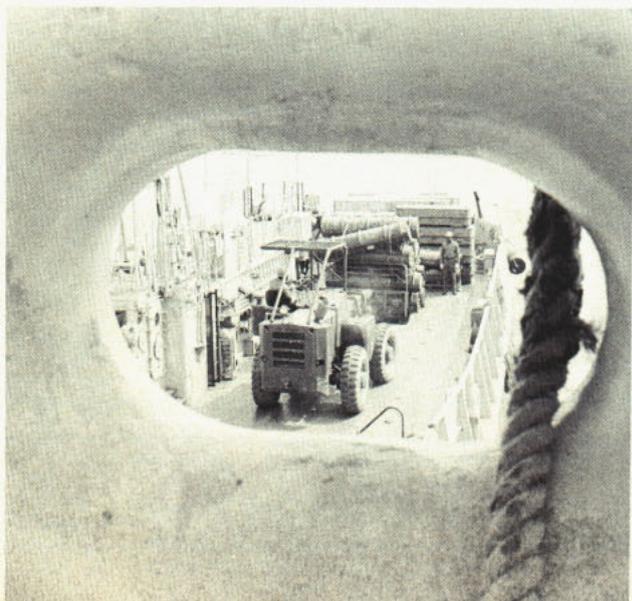
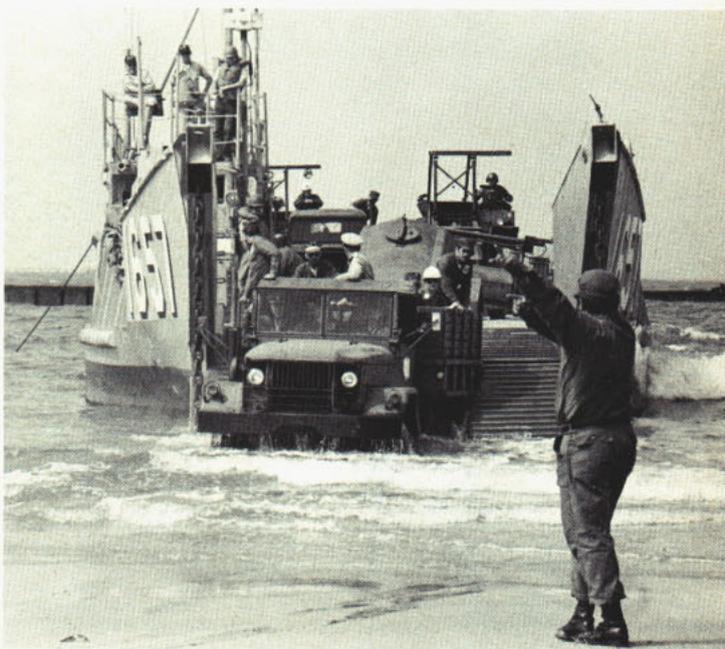
The "mosquito navy" of 200 years ago has matured and now has a "big sting." These citizen-sailors continue to build on a proud tradition as part of the United States Naval Reserve.

—Story by JOC Joe Sarver

—Photos by PH1 Milt Putnam and PH2 Mike McCabe



Left: Reserve Navy cargo handling and Port Group personnel prepare to set up a field kitchen. Below: Reservists practice loading equipment during amphibious training at Little Creek Naval Amphibious Base. Above right: Mobile Repair Van containing a complete machinery repair shop is loaded aboard. Right: Beachmaster directs trucks fording the surf between landing craft and beach.



## A Tradition For Over 600 Years

# 'FREE MEN AND



When the work becomes tedious, and the watches too numerous, 122 officers and enlisted men of the U. S. Naval Aviation Weapons Facility, R.A.F. St. Mawgan, England, can take solace in a unique status they share: "Free Men and Honorary Citizens" of the Parish Town of St. Columb, Cornwall, United Kingdom.

Their "freedom" may still be subject to Navy and command regulations. But, by Parish law dating back many centuries, personnel at this facility can enjoy privileges like "selling goods on market day without paying taxes" and freedom within the town limits plus numerous special privileges.

It's all part of a local tradition dating back to 1332—one in which these few Americans recently had the rare privilege of taking part.

St. Columb is the first and only parish in the United Kingdom to affiliate formally with U. S. military units. Acceptance of the invitation permanently sealed a bond of friendship and citizenship between the Americans and the people of St. Columb. The occasion also marked the second anniversary of the formal affiliation of the town and parish of St. Columb with the British Royal Air Force at St. Mawgan.

A market town governed by a Parish Council, St. Columb is presided over by an elected chairman. Located four miles from St. Mawgan, it is a closely knit community, intensely proud of its origins and magnanimous in its hospitality. Many of its buildings can be traced to 1100. Its church is resting place for the remains of Sir John Arundel, the first of a long line of nobles leading to the present Duke of Norfolk.

Arundel, Lord of the Manor, joined King Henry II



# HONORARY CITIZENS'

## OF ST. COLUMB, CORNWALL

in 1332 to fight for the crown in Scotland. After a successful campaign, the King granted to Sir John any privilege he desired as a reward for faithful duty. He asked that his city of St. Columb be given a charter of incorporation, which was the market town charter. This was a great privilege that, in turn, permitted declaration of market days during which serfs and peasants working the land could sell their produce in the town without paying a percentage to the Lord of the Manor. It allowed tax-free enterprise on certain days, and freedoms to persons within town limits without punishment for misdemeanors.

In the early days this meant freedom from debt, within the city limits, to designated people and resembled modern-day diplomatic immunity. It was the highest honor that could be bestowed and signified complete trust in those to whom the privileges were extended.

St. Columb remained a market town and, in 1894, it was declared a Parish with its own governing body. The Parish began granting certain freedoms as "freedom of the city" or affiliation, an honor that can only be bestowed to individuals or groups by towns and cities declared "ancient" by royal charter.

The Royal Air Force at St. Mawgan was formally affiliated with the Parish in 1973. St. Columb was, then, the only Parish to have ever extended this privilege to a unit of the Queen's forces. U. S. military personnel have resided in St. Columb since 1965.

The main address at the invitation to the U. S. Navy to affiliate was given by Mrs. Kathleen Hawkins, Parish Councilwoman, and the acceptance speech was made by Commander P. O. Rae, commanding officer of the

Naval Aviation Weapons Facility. Following the speeches, the Navy Department crest and the St. Columb badge were exchanged to signify the importance of the honor. Navy and Marine Corps members then marched through the town streets in exercise of their rights and privileges as Free Men of the Parish. They were accompanied by R.A.F. contingents from St. Mawgan, and the R.A.F. Western Band.

After the parade a reception was held in the Old Rectory on the edge of town. There, members of the Parish Council and the American representatives signed the Parish Registry as a matter of historical record. Predated to the time of Queen Elizabeth I, the registry is now a permanent part of the British National Archives and was returned to St. Columb for the ceremony.

In the evening, teams from the town, the South Ward of the Parish, the R.A.F., and the American Facility competed in sporting games. The R.A.F. Dance Orchestra then played for an open-air ball and a ram roast topped off the merging of communities.

—Story and Photos by JO1 Chris Christensen

Facing page top: Commander P. O. Rae, Commanding Officer, U. S. Naval Aviation Weapons Facility, St. Mawgan, signs the Parish Registry to record officially the formal affiliation of the naval activity with the Parish Town of St. Columb. L to R across the bottom: U. S. Navy and Marine Corps members march through the streets of St. Columb. Presentation of plaque from the Parish Council to CDR Rae symbolizes the recognition of U. S. sailors as honorary British citizens. Mrs. Kathleen Hawkins, Parish Council Chairman. Below: Mrs. Hawkins inspects Navy ranks accompanied by Group Captain H. M. Archer, Station Commander, Royal Air Force, St. Mawgan.

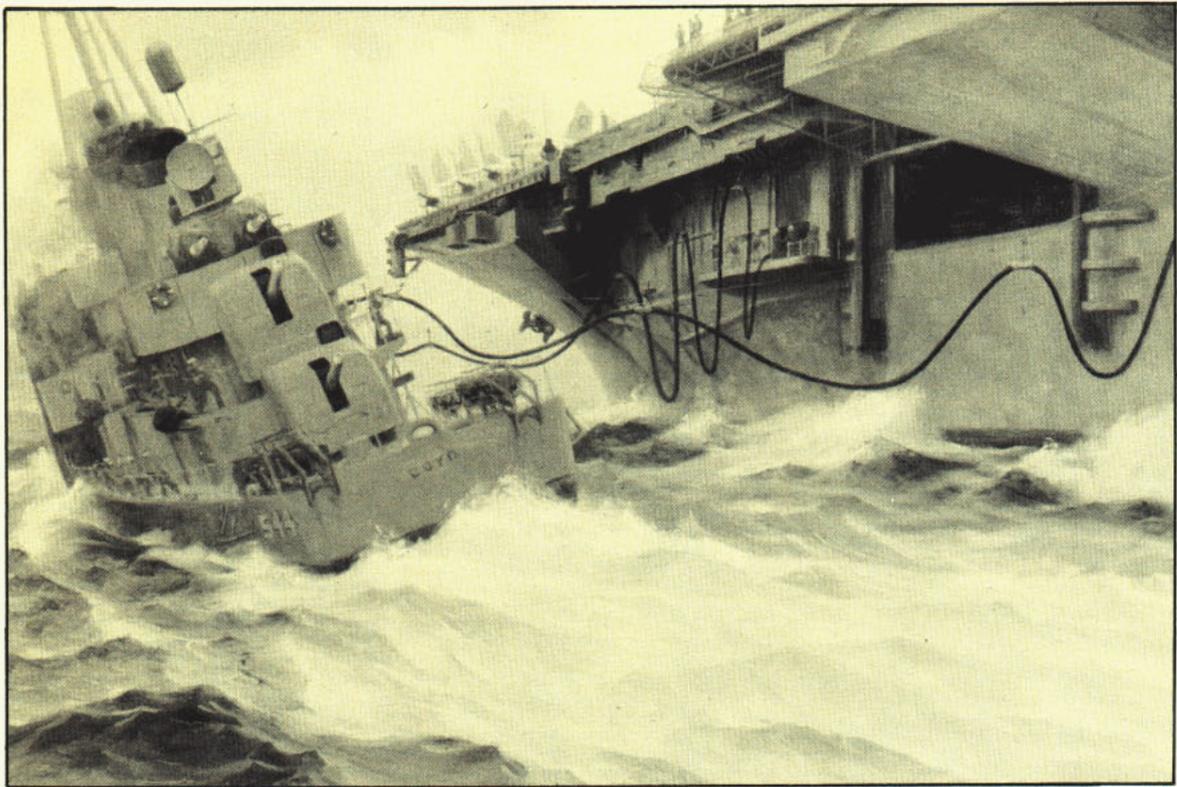


# NAVY COMBAT ART

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Pacific Convoy From 12 Thousand Feet—Griffith B. Coale.





The Navy Combat Art collection, an officially designated "American national treasure," consists of some 4500 artworks, including paintings, sketches and other graphic forms, and grows by about 100 pieces a year. Its worth in intrinsic or historical terms is impossible to evaluate.

More than 180 artists have contributed to this collection, which was started before World War II by the late Griffith Bailey Coale. A widely acclaimed muralist and expert on small boats and ship models, Coale was commissioned a lieutenant commander and assigned to chronicle on canvas the Navy's role on the seas of a world in turmoil.

Coale's first assignment was on board a Navy warship escorting convoys through the North Atlantic in the months before the United States officially entered the war. While en route to Iceland, on 29 Oct 1941, he witnessed and, later, painted the sinking of an American destroyer, *Reuben James*, by a German submarine. Less than two months later, he was rushed to Pearl Harbor to paint his impressions of the aftermath of the "Day of Infamy."

Coale foresaw the value of a combat art program and recommended that it be expanded to include other trained artists already serving in the Navy in other assignments. Accordingly, three lieutenants—William F. Draper, Dwight C. Shepler and Albert K. Murray—and a lieutenant (jg)—Mitchell Jamieson—were added.

Vint E. Eden, Boatswain's Mate Second—Albert K. Murray.



NAVY  
COMBAT  
ART

The Eve of Departure—William F. Draper.



U. S. Flagship of the



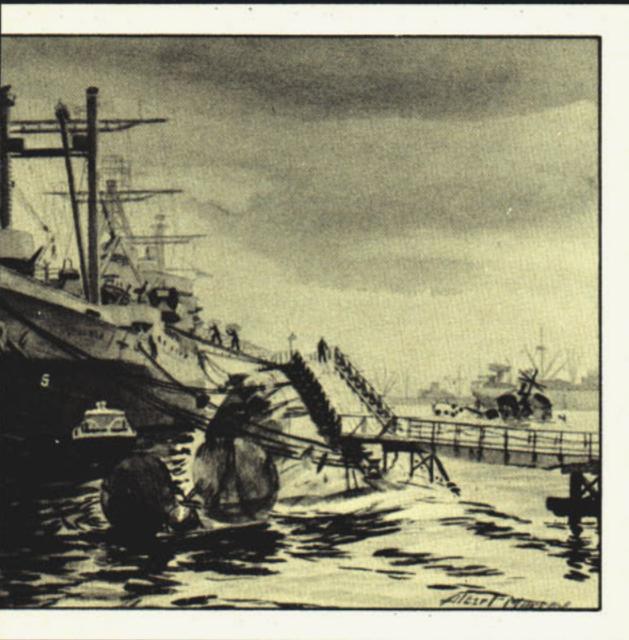
Up the Hatch—Thomas Hart Benton.



Firefight—Swift on Soi-Rap—



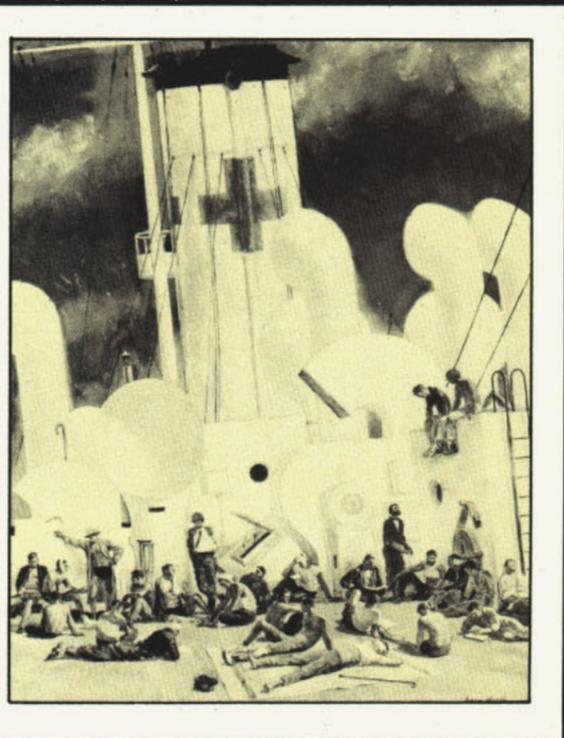
Mediterranean Command—Albert K. Murray.



in Steel.



Mercy Ship—Joseph Hirsch.



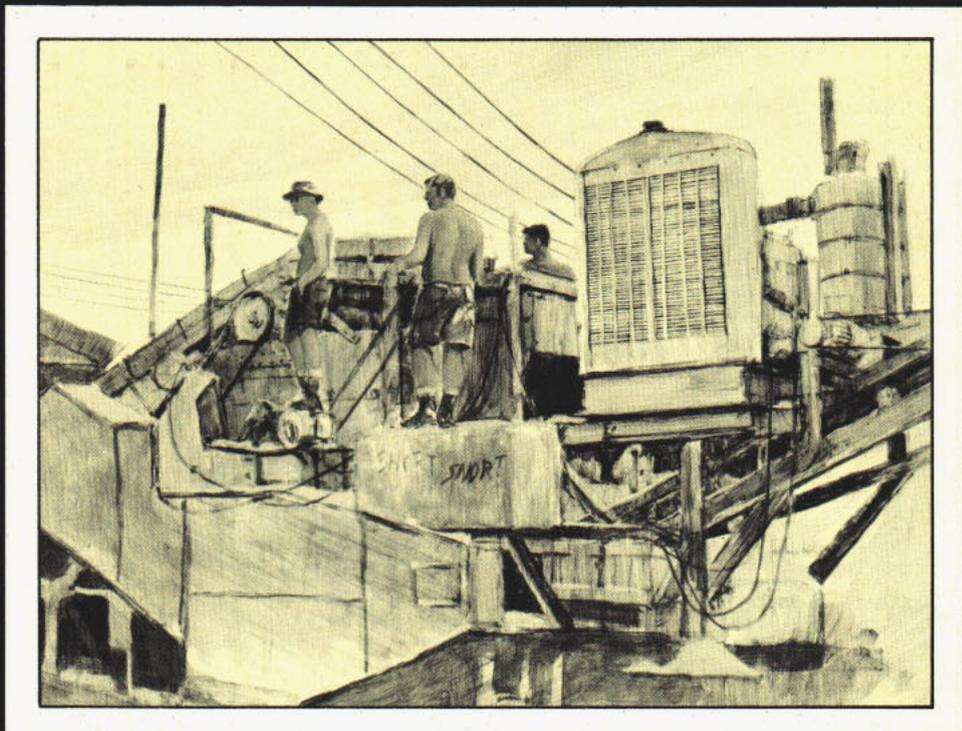
Throughout the war, they, and others, scattered to all parts of both theaters and recorded in oils, water-colors, charcoal and chalk the emotions of a world at war. Their renderings, unrestricted by literal limitations of photography, added new dimension to photographic reports of the war; truths that even the camera couldn't see.

Combat artists' works differ from those created in earlier times in one important manner; the artists were not aiming to recreate a specific battle or glorify a specific event. Instead, they had freedom to select scenes that struck them as significant or worthy of artistic notice. Their works do not concentrate on actions of the mighty, but rather on day-to-day activities of the common man, as well as ships, planes and machinery performing prosaic tasks. The combat artists were part of these scenes, living aboard the heaving destroyers and landing on the strife-torn beaches.

Uniformed artists have contributed many of the major works in the collection, but most acquisitions since 1960 have come from civilian artists through the Navy Art Cooperation and Liaison Committee Program (NACAL). This program is coordinated on the East Coast by the Salmagundi Club of New York City, an organization of professional artists and patrons, and on the West Coast by the Municipal Art Department of the city of Los Angeles.

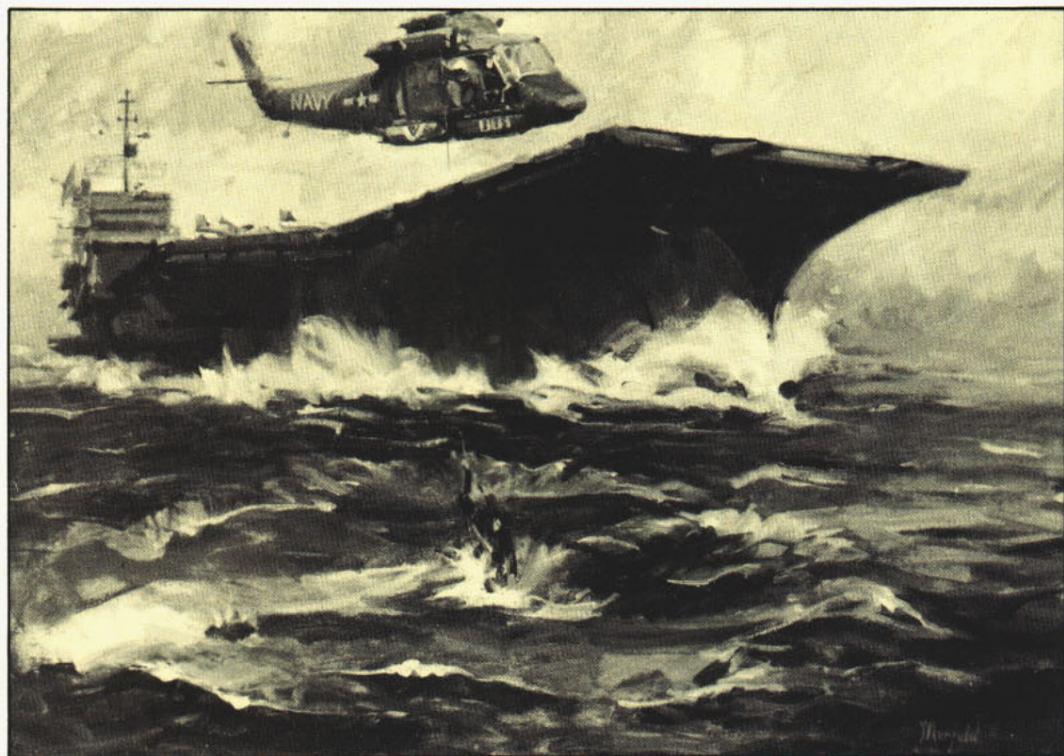
Under this program, artists may contribute to the collection, with or without special assignment. Civilian artists under NACAL auspices have visited the far corners of the world to portray the Navy on land, on sea, under the sea, in the skies and in outer space.

The blaze of battle, the glory of ships of the line, the frenzy of color and motion of the deck of a carri-



Short Snort, the Rock Crusher—John C. Roach.

Sea Sprite Pilot Rescue—Gerald Merfeld.



er— these are natural subjects for the artist's eye. But the artist finds beauty, too, in the flamingo-like patterns of cranes and booms in a shipyard or in the crisp equipment tracks across lonely Antarctic snow. He portrays the joys of liberty in the Mediterranean and the loneliness of a submarine watch in the Pacific. And always there is the touch that reminds the viewer that this is not just a rendition based on hearsay, but that the artist experienced the picture.

Each artist depicts a scene in his own way. The styles represented in the collection range from graphic realism to semiabstract impressionism. Climate or the circumstances of combat have dictated the medium in some instances: Water colors would freeze during Navy operations in some parts of the world, and oils may not be practicable with bullets flying overhead; pencil, crayon or ink might have to do. Quick sketches, notes, and memory may be all the artist had with which to work in some cases while, in others, he may have had the luxury of leisure and willing subjects.

Since the end of World War II, parts of the collection have been on almost constant display, either in Washington, D. C., or in exhibits that have toured the country and been shown in overseas cities. Last year, Secretary of the Navy J. William Middendorf II sponsored an exhibit with some 190 of his own selections. In 1967, the collection moved to its present permanent headquarters at the U. S. Navy Combat Art Gallery, Building 67, Navy Yard, Washington, D. C. The works on display are changed periodically. The gallery is open to the public Monday through Saturday year 'round.

Those desiring full color prints of selected paintings may purchase them through the Navy Publications and Printing Service Office, Building 4, Section D, 700 Robbins Ave., Philadelphia, Pa. 19111.

—Story by LCDR M. D. Wozniak, USNR-R

For the Want of a Nail—Robert G. Smith.



Sunset Launch—John Steel.

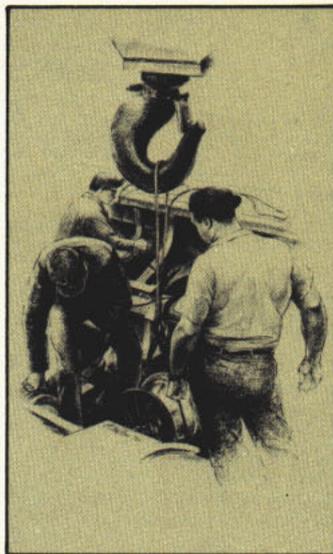


# NAVY COMBAT ART



Left: Flight Deck Launch—John C. Roach. Below: Checking Out USS George Washington Carver at Charleston, S. C.—Elton C. Fax.

LSO Directs Students Aboard USS Lexington—Maxine McCaffrey.



RADM Samuel L. Gravely—Hughie Lee-Smith.



The Destroyer Man—Walter Brightwell.

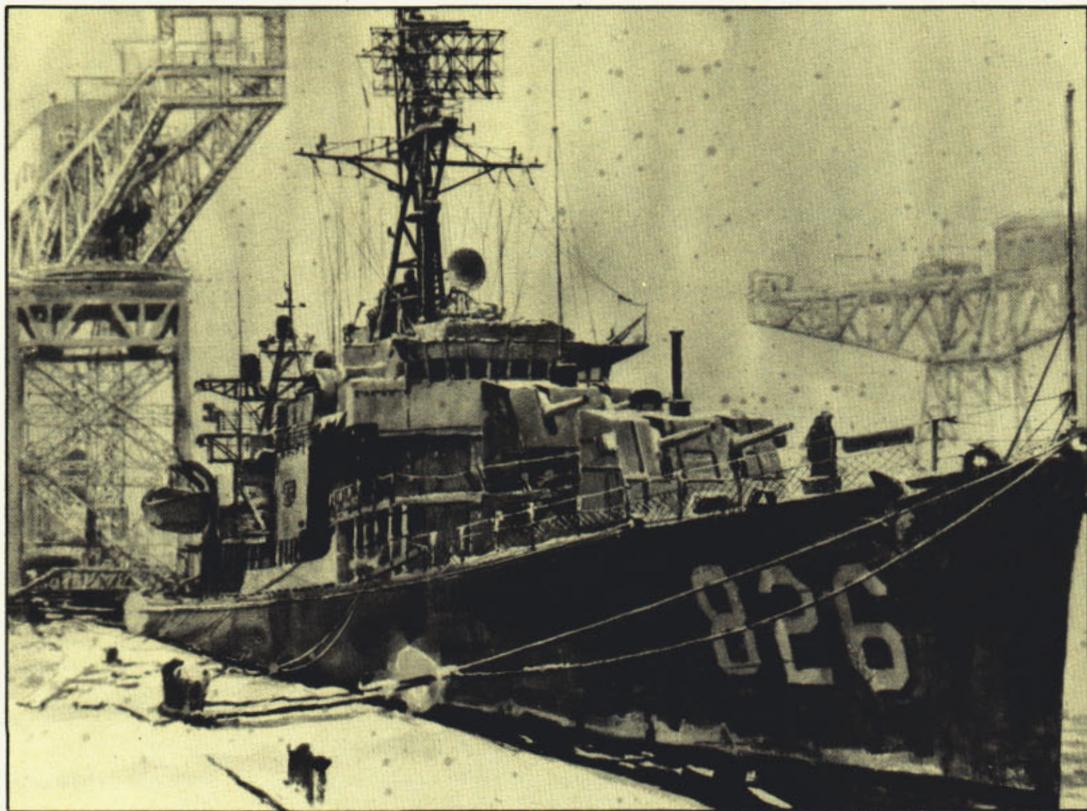




Left: Prop Shop—Maurice Silber. Below: Over the Side—John C. Roach.



USS Agerholm at Berth in Japan—John C. Roach.



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



MCPON Robert J. Walker

### **Our Number One Goal**

Since 1972 our Navy has strived to acquire, retain, and utilize an "all-volunteer force."

To accomplish this goal, Navy authorities implemented many policies and programs aimed at attracting recruits and retaining experienced petty officers. Noteworthy changes included a reduction in the tempo of "at sea" operations, guaranteed sea-to-shore tours and, most important, shortened sea tours, as well as increased shore tours for some not-so-critical ratings.

In addition, personnel programs were implemented to enhance service living, not only for recruits, but also for those already in the fleet. These included equal opportunity, human resource management, BEQ management, changes in grooming regulations, drug and alcohol rehabilitation, etc.

While each of these programs has contributed to the progress and updating of life in the Navy, our top-level planners recognize that an additional

emphasis is required to enable the Navy to accomplish its mission and meet its commitments.

Accordingly, the Chief of Naval Operations, Admiral James L. Holloway III, has established Fleet Readiness as our number one goal. This does not mean that the Navy will be eliminating or downplaying any personnel programs that are aimed at making life in the Navy better for all hands. But every program will be reviewed in the light of its ultimate impact on fleet readiness. We must keep things in perspective. If a program or a policy does not contribute to overall preparedness of the fleet, we must seriously question its value to the Navy.

In a nutshell, Fleet Readiness calls for maintenance of a strong naval force in support of national policy. More specifically, improved Fleet Readiness can be gained by 100 per cent manning of the fleet sea components.

To ensure that the fleet is manned at 100 per cent and at the direction of the Chief of Naval Operations, the Chief of Naval Personnel implemented the Fleet Readiness Improvement Program (FRIP) in August of this year.

Starting this month, a number of petty officers will receive sea duty orders or will be extended at sea in an effort to elevate fleet quantitative manning to 100 per cent by mid-1976. As of June 1975 there were about 20,000 overtoured personnel ashore. While these personnel were ashore for valid management reasons, not having them at sea impaired fleet readiness.

By selectively extending some sea tour lengths currently shorter than five years and decreasing certain shore tours now exceeding two years, additional petty officers are being returned to or will remain at sea. Some of these personnel may be tasked to perform general duties to allow personnel in undermanned ratings to work exclusively in their specialties.

The Assistant Chief of Naval Personnel for Enlisted Development and Distribution (Pers-5) told a recent Master Chief Petty Officer of the Fleet/Force Conference that the across-the-board effect of FRIP on PRDs will be minimal. Detailers have been instructed to ensure that "at sea" requirements are filled first consistent with certain critical recruiting and recruit training requirements ashore. Thus, we will soon have significantly more Navy personnel doing what Navy personnel do best—serving at sea.

More men at sea will also afford many petty officers the opportunity to sharpen and demonstrate their expertise as noncommissioned officers. This will not only benefit the man (especially at advancement time), but it will also benefit the entire Navy.

Better trained enlisted personnel and more leadership at sea will mean a better run engine room a more alert combat information center, an overall improvement in shipboard operations, and an increasingly more efficient Navy. Thus, the end product of FRIP will be the realization that we are moving toward attainment of our number one goal—fleet readiness.

# Gift of Logbooks Recalls Days of Great White Fleet

Two naval documents of historical significance were recently donated to the Navy by the man who has safeguarded them 56 years, since the era of the Great White Fleet. "I am now 74 years old," said Alfred C. Crooks, former USS *Missouri* (BB 11) seaman, "and I feel strongly that these log books should go to the Navy Department in Washington, D. C., for all interested parties to see."

With those words, Crooks presented Commander D. G. Schuster, executive officer of Naval Support Activity Seattle, Wash., two of *Missouri's* log books.

Crooks had been stationed aboard the 3rd *Missouri* when she was decommissioned in 1919 and had seen the log books stored in a box for disposal.

He asked the chief quartermaster in charge if he could have two of the records as souvenirs. The ones he received were December 1903—the first month the battleship was in service—and December 1908—the log covering the period five months after she had weighed anchor with the "Great White Fleet."

Below: CDR D. G. Schuster (right), XO of NSA, Seattle, accepts two *Missouri* (BB 11) logbooks from Mr. Alfred C. Crooks. Below right: A historical photo of the "Great White Fleet," of which BB 11 was a part, shows the fleet leaving San Francisco on its 1907-1909 world cruise.



Following the ceremony which took place aboard the mothballed World War II *Missouri* (BB 63) located in Bremerton, Wash., the party adjourned to the Bremerton Naval Shipyard Officers' Club where Crooks recited and read some excerpts from the logs. Some of the more interesting entries accurately depicted life aboard a battleship in the early 1900s.

One entry listed some supplies taken aboard: "19 one-half sheets of 'usuderian' packing, 5 lbs. of ground glass, 600 lbs. of ice, 313 cakes, 5 bales of bathing trunks, 27 slop jars, 2200 rolls of toilet paper, 7800 lbs. of saltwater soap, 25 barrels of beans, 500 lbs. of spuds, 12 gallons of oysters, 5 kegs of mackerel, 20 boxes of coffee, 9500 lbs. of steel and manila hawsers, 4" and 9"."

Twenty-one days after the ship's commissioning, the log book reflected this cryptic observation: "1st sign of litterbugs." On the same day a board of inspectors condemned 400 lbs. of sausage, five gallons of peas and one can of lard. Both logs reflected the difficulties involved in storing foods before the days of refrigeration.

Another entry stated: "Coal passer showing signs of insanity; placed in brig for safekeeping." On 28 Dec 1908 the ship held an auction of deserters' effects and realized \$82.45 for the treasury.

Some of the more humorous entries listed penalties for violations of regulations: "Throwing rubbish from bridge—8 hours extra duty" . . . "Bringing pet goat aboard—8 hours extra duty" . . . "Falsehood—24 hours extra duty" . . . "Having shoes belonging to another—summary court-martial" . . . "Smoking in washroom—7 days extra duty."

The logs, which are in remarkably excellent condition, will be forwarded to the Curator of the Navy who is expected to place them in the Naval Historical Library for use by serious researchers and naval writers in years to come.

— Ely U. Orias

- NAVY REVIEWS EQUAL OPPORTUNITY PROGRAM

The Chief of Naval Operations, Admiral James L. Holloway III, has announced the establishment of a Navy Affirmative Action Planning Task Force "to conduct an in-depth review of the present status of equal opportunity in the Navy and to determine those changes necessary to achieve full equal opportunity for all personnel." The task force will make a comprehensive review of established programs and policies, identify areas for improvement and develop a Navy Affirmative Action Program which establishes the goals and outlines the actions required to increase the effectiveness of equal opportunity programs Navy-wide. In establishing the task force, Admiral Holloway stressed that he wants to get the Navy as an institution involved in equal opportunity to the point where it will become self-sustaining within the chain of command. "To make this work," he said, "each individual in the chain of command is accountable for insuring that the Navy progresses toward the goal of equal opportunity. Success depends upon vigorous support at all levels of command and by each person in the Navy."

Rear Admiral Paul C. Gibbons, Jr., Commander Training Command, Atlantic, in Norfolk, Va., will serve as Director of the task force. Admiral Gibbons has served as commanding officer of the Human Resource Management Center in San Diego and has extensive background in Navy equal opportunity and race relations programs. The task force will include representatives of the Commanders in Chief of the Pacific and Atlantic Fleets, the Chief of Naval Personnel, the Chief of Naval Education and Training, the Office of the Chief of Naval Operations, the Chief of Naval Material, the Bureau of Medicine and Surgery and the Chief of Information.

- FIVE-YEAR OBLIGATION SET FOR SEVERAL RATINGS

The period of obligated service for conversion or entry into several ratings was recently extended. Personnel who want to enter the DP, JO, BU, CE, CM, EA, EO, SW, UT, PH and DT ratings through class "A" school must now agree to a total of five years' obligated service. Beginning with the August 1976 advancement exam, those wanting to advance to E-4 or be designated a striker in one of these ratings must acquire sufficient obligated service which will aggregate a total of five years' duty. This obligation is for advancement only, not for eligibility to take the exam. Details may be found in BuPers Notice 1133 of 8 Nov 1975.

- CALL FOR RECRUITING DUTY VOLUNTEERS IN 16 DISTRICTS

Volunteers are urgently needed for recruiting duty in 16 of the Navy's 43 recruiting districts. Top-performing career petty officers who are eligible for shore duty may fill the billets and earn up to \$150 per month special duty assignment pay, and have the satisfaction of achieving tough goals and an opportunity to be their own boss.

Immediate assignments are available for the following districts: Detroit, Chicago, St. Louis, the District of Columbia, Newark, Philadelphia, Boston, Harrisburg, New York, Louisville, Los Angeles, San Antonio, Dallas, Houston, Oklahoma City, and Columbus. In most cases, further assignment will be made to a recruiting station within the assigned district.

# briefs navy navy navy navy

In addition, minority recruiters are needed in the following groups and districts: Black-- Buffalo, Albany, Boston, Miami, Raleigh, Indianapolis, Dallas, San Francisco, Harrisburg, Oklahoma City and San Diego. American Indian-- Kansas City, Oklahoma City, Albuquerque, San Diego and San Francisco. Mexican American-- Kansas City and Los Angeles. Puerto Rican-- Newark, Albany and Philadelphia.

Requests for recruiting assignments should be submitted to ChNavPers (Pers-5021) via the chain of command. Individuals interested in volunteering for this duty should check with the Enlisted Transfer Manual to ensure that they meet qualifications.

## ● NEW QUALS SET FOR COMMAND OF SURFACE SHIPS

Surface Warfare officers hoping to achieve "Qualified for Command of Surface Ships" designation must meet new qualifications recently set forth in OpNav Instruction 1412.3. In order to qualify, 111X officers must now be designated as a Surface Warfare Officer; have 48 months in a ship or staff afloat command; have 12 months in the ship from which the application is made as a lieutenant (department head or XO), lieutenant commander or commander; satisfactorily complete a written professional examination; demonstrate ship-handling ability; qualify as EOOW, in addition to OOD and CICWO; and possess "command qualities," including professional competence, leadership, endurance, personal and ethical character.

Beginning in FY 78, surface warfare officers formally screened by the Commander Command Selection Board will be ordered to command only if the designation "qualified for command" has been achieved. An exception will be made for those officers (O-3 and above) who have not served at least 18 months aboard a surface ship subsequent to October 1975.

## ● REVISIONS MADE TO COLLEGE DEGREE PROGRAM FOR OFFICERS

The College Degree Program provides an opportunity for selected officers to earn baccalaureate degrees through full-time study of up to 24 months at civilian colleges and universities. The purpose of the program is to meet Navy requirements for augmentation, postgraduate selection, Naval War College admission, and utilization in certain subspecialties. Chief of Naval Education and Training Instruction 1520.4A was recently distributed to all ships and stations, providing information on this program. This new edition of the instruction contains several important changes, particularly the requirement to study in certain service-related fields and to contact a Navy Campus for Achievement (NCFA) Educational Advisor for counseling. The next deadline for College Degree Program applications to reach Pensacola, Fla., (Code N-133) is 1 Feb 1976, for consideration by the 23 May 1976 selection board.

## ● PILOT PROGRAM ON "SEA POINTS" FOR ADVANCEMENT IS TERMINATED.

The "sea points" pilot program has been completed with a decision not to implement the program because it would not have the effect of increasing advancement opportunities for personnel based on service at sea. The concept upon which the program was based was that additional final multiple advancement points (sea points) would be given for time at sea.

According to NavOp 146/75, comprehensive analysis of a study made during the February 1975 E-4/5/6 exams indicated sea points would provide little benefit for a number of reasons:

- Members who were eligible for sea points from the February exam did better on exam scores, and had higher than average performance and experience factors, than their peers who were not eligible for sea points. Since these members were already at the top of their ratings and enjoying a better than four per cent selection advantage over their non-seagoing peers, sea points did not increase their advancement opportunity.
- The advancement opportunity for women was not significantly changed.
- Increasing the contribution of sea points beyond the proposed seven per cent of the final multiple unduly distorted the balance of the final multiple factors of exam, performance and experience.

The message also said that a continuing effort will be made to formulate effective programs for rewarding members on sea duty, including current efforts to increase sea pay.

- REVISIONS MADE TO WOMEN'S RATING CONTROL LIST

A revised list showing which ratings are open to women, and which are "controlled" was recently published by BuPers. The mess management specialist and electrician's mate ratings are now open to women through on-the-job training. Four previously open ratings have been reclassified as controlled. They are dental technician, engineman, hull maintenance technician and yeoman.

According to the new list, 35 ratings are now open to women without restriction through on-the-job training while access to 44 ratings is controlled. Fifteen seagoing ratings remain completely closed. Factors considered in the periodic review and update of the rating control list are billet structure, manning levels and sea/shore rotation cycles. Full details are contained in BuPers Instruction 1410.4A.

- ANNUAL ALIEN ADDRESS REPORTS DUE IN JANUARY

All aliens who have been issued an alien registration card and are in the United States or one of its possessions must report their address during January, even though the address may be the same as last year. Address reports must be filed on official forms which are obtainable at any U. S. post office and should be returned to any U. S. post office when completed.

If an alien is absent from the U. S. during January and a report has not been filed, one must be submitted at the time of reentry. There are severe penalties for failure to comply with this law, including fine, imprisonment or deportation.

- F-14 SQUADRON NAMED NAVY'S TOP FIGHTER UNIT

The honor of being named the Navy's outstanding fighter squadron

# briefs navy navy navy navy

recently went to Fighter Squadron 32, which won the Admiral Joseph Clifton Award. The award recognizes meritorious achievement by a fighter squadron. During FY 75, VF-32 had the highest admin material inspection grades ever awarded by Fighter Wing One. Their 69-month accident-free period at the end of the fiscal year was the longest ever recorded for a carrier-based fleet fighter squadron. VF 32's retention rates were 82 per cent for first-termers and 100 per cent for career personnel.

- VT-26 WINS TOWERS SAFETY AWARD

Training Squadron 26, NAS Chase Field, Tex., was presented the Admiral John H. Towers Safety Award. The award, named for the third naval officer to be designated a naval aviator, is given each year to the training squadron achieving an outstanding record in its mission-oriented flight safety program. It is sponsored by the Daedalian Foundation, a nonprofit organization created to promote interest in air and space, encourage flight safety and provide scholarship assistance in aviation career fields.

- CONSTRUCTION BATTALION 4 WINS PELTIER AWARD

Naval Mobile Construction Battalion Four was named the Navy's most outstanding Seabee unit for FY 75 when it received the Peltier Award from the Society of American Military Engineers. The unit was recognized for its "sustained, superior, professional and military proficiency" during deployment to Guam. A major factor in the Society's decision was NMCB-4's participation in Operation New Life, the evacuation of South Vietnamese refugees. This is the battalion's second major recognition this year.

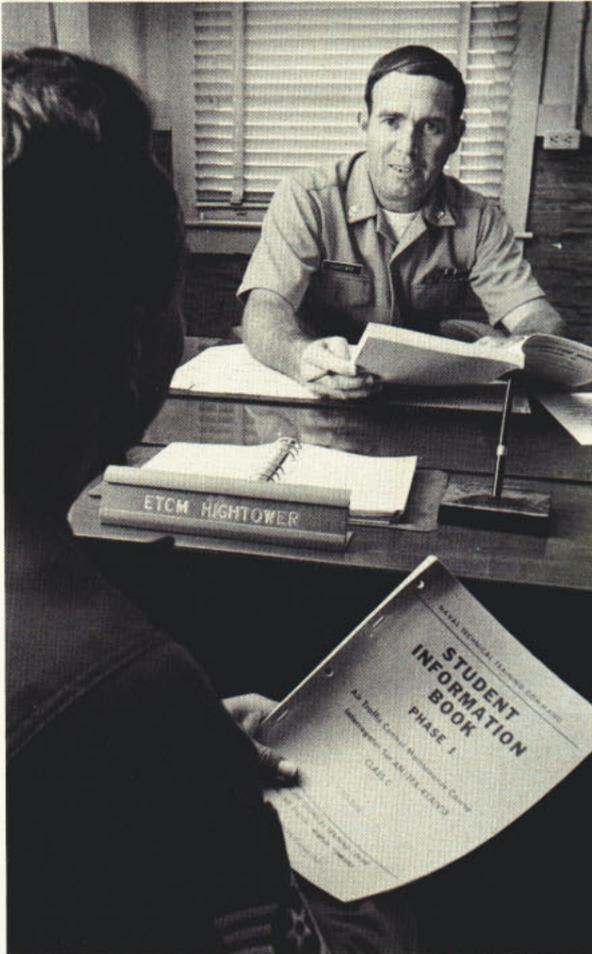
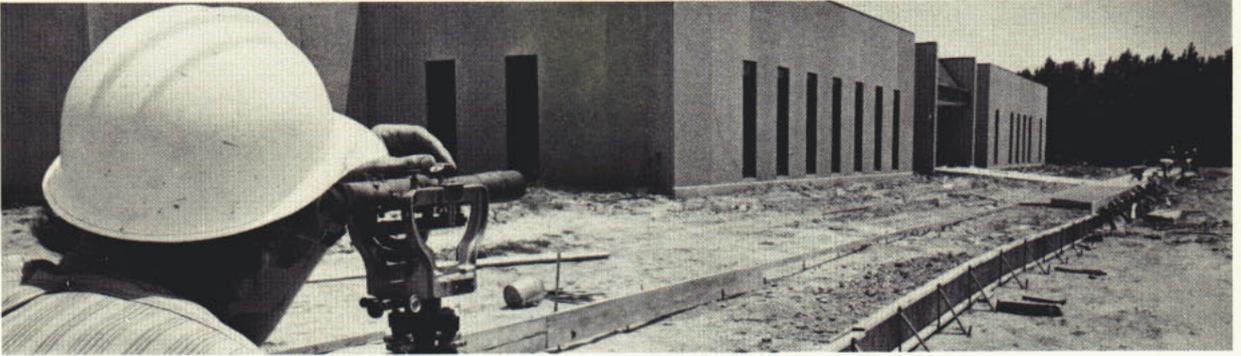
- NAVY CAMPUS FOR ACHIEVEMENT CONTINUES TO GROW

Four more colleges were added to the list of educational institutions participating in the Navy Campus for Achievement (NCFA) College Degree and Certificate Component Programs. They are: Florida Junior College, Jacksonville; Trident Technical College, Charleston, S. C., Meridian Junior College, Meridian, Miss., and Gavilan College, Gilroy, Calif. This brings the number of participating schools to 16. NCFA member schools waive residency requirements and accept up to 75 per cent of nontraditional credits (credits earned through service schools, CLEP examinations, correspondence courses and other self-study programs). They may also credit military on-the-job experience.

- BOOST APPLICATION DEADLINE ANNOUNCED BY RECRUITING COMMAND

Navy enlisted personnel interested in the Broadened Opportunity for Officer Selection and Training Program (BOOST) still have time to submit applications to the Navy Recruiting Command before the 15 Feb. 1976 deadline. BOOST selectees will begin college preparatory training in April 1976 at the Service Schools Command, San Diego. BOOST gives enlisted men and women an opportunity to correct deficiencies in communications skills, mathematics and science. Upon successful completion of the school, selected personnel may compete for entry into the U. S. Naval Academy, NROTC, NESEP or NEDEP. For quals see BuPers Manual 1020360.

# ATC Maintenance School



Top: A surveyor checks his sights on the \$4.5 million ATC building at NATTC Memphis, Tenn. Above: Master Chief Electronics Technician Hightower briefs an incoming Air Force student on what to expect from the curriculum.

The Radar Air Traffic Control Center (RATCC) branch of Air Traffic Control Maintenance School, Millington, Tenn., is turning out not only topnotch Navy electronics technicians, but Air Force, Marine and civilian repairmen as well. A total of four courses, ranging in length from five days to 11 weeks, enable students to receive a well-rounded approach to radar operation, circuitry and related maintenance.

Despite fluctuating student input and a highly technical curriculum, the attrition rate is extremely low. Master Chief Electronics Technician Olen Hightower, the school's leading chief, explained why: "We have a very low student-to-instructor ratio and that, coupled with the E-5 and above entrance prerequisite, makes for an excellent classroom environment. Troubleshooting, alignment and repair lab exercises are taught on equipment identical to that used in the field."

The majority of Air Force personnel report from Tinker AFB, Oklahoma City, Okla. Navy and Marine Corps students check in from duty stations around the globe, while civilian classmates join them from civil service work centers. The common bond is electronics and there is practically no room for mistakes after the trainee starts practicing what he has learned.

In just about all cases, the student has requested RATCC training. Upon successful completion, graduates transfer to naval air stations, Air Force bases and civil service positions throughout the country.

Meanwhile, construction of the school's new multi-million-dollar training facility nears completion. This building will provide the most modern facilities available for conducting RATCC training, as well as space for air control operator and carrier air traffic control training. Regardless of future prospects, the ATC Maintenance School will certainly continue to grow as new ATC systems are developed.

—Story by JO1 John Masters

—Photos by Richard Ramsey

# Educational Advisor

Services available through the Navy Campus for Achievement Program (NCFA) were recently expanded when professional educational advisors were assigned to Regional NCFA Centers in San Diego, Norfolk and Pensacola. Through their academic backgrounds and experience in counseling military personnel, NCFA Educational Advisors, who are civil service employees and educators, bring to the job the expertise necessary to understand the problems encountered by Navy personnel who want to further their education while on active duty.

In the past, Navy men and women seeking an education did so mostly through their own efforts, often with little or no guidance. Now with help from these counselors, they can select realistic goals, plan a program compatible with their own capabilities, aptitudes and interests, and select the appropriate educational institution for achieving their goals in the shortest possible time.

The NCFA Educational Advisors are familiar with all aspects of on-duty and off-duty education and training offered by the Navy, and can assist in applying for Navy Tuition Aid and in making application to use the GI Bill educational benefits. They can evaluate Navy training and service schools for possible college credit, and can provide guidance in meeting academic requirements for Navy on-duty education programs such as NESEP. The NCFA Educational Advisors put it all together for you, making sure that you get maximum Navy assistance in attaining your goal, whatever it may be.

In addition to providing a personal counseling service to individuals, the NCFA Educational Counselor renders

valuable technical assistance to Navy commands. He can assist commands in: conducting surveys to determine educational levels and needs of command personnel; selecting educational institutions that are most appropriate in meeting command needs; monitoring on-base educational programs to ensure that the institution is providing quality instruction and complying with Navy, state and VA policies, regulations and laws; and coordinating the educational activities of command Educational Services Officers, thereby keeping them advised of current educational opportunities, available resources and changes in educational policies and regulations.

A unique feature of the "new look" in Navy education is the NCFA Contract for Degree. This option provides a means by which Navy personnel can work toward a degree or certificate with a designated NCFA institution regardless of where he/she may be stationed.

All of the colleges participating in the program have agreed to make important exceptions to their regular policies. First, they have agreed to eliminate residency requirements and to permit maximum transfer of credits from other accredited schools. Each NCFA school will also give credit for certain military experiences and tests, such as the College Level Examination Program battery, correspondence courses and Navy service schools.

NCFA Educational Advisors have found that many Navy men and women have already earned or can be awarded many of the credits needed for a college certificate or degree. Navy personnel may acquire up to 75 per cent nontraditional credits toward their degrees and have 10 years to complete the requirements for their certificate or degree with no obligation, during this period, to continue in the program.

The NCFA school and the NCFA Educational Advisors will guide and monitor your progress and keep records of all the credits earned, regardless of where or how you earned them, and when all requirements are met, the NCFA school will award you your certificate or degree. To take advantage of the NCFA contract for degree option, you need to consult with an NCFA Educational Advisor. He will help you to select the most appropriate NCFA school and program according to your own personal situation and goal. The Advisor will also help you to collect and fill out all the required documents for enrollment and will continue to assist you whenever needed after you are enrolled. With guidance and counseling from both the NCFA Educational Advisor and the NCFA school, you can be assured of being on the proper course to your goal. The NCFA Contract for Degree Program literally makes the Navy a worldwide campus.

The NCFA Educational Advisor realizes that not all Navy men and women want an education. However, if you are one who does, the opportunity is here. If an NCFA Educational Advisor has not been assigned to your naval installation, contact your ESO for the address of the nearest NCFA Advisor office.

—Ralph J. Tomlin, Senior NCFA  
Educational Advisor, Western Region

# PASSING THE WORD

## From 'Word Processing' to 'Microfiche'



Consider the following: a Bureau of Naval Personnel Manual not much bigger than a standard deck of playing cards; a process of passing printed information over standard telephone lines at the rate of one page every six seconds; a typewriter that—at 300 words per minute—types not only in the normal left-to-right fashion, but also from right to left.

These phenomena, and others, are part of the growing field of "word processing"—a technology that is coming of age for the U. S. Navy.

"Word processing" is a term coined by a major manufacturer of office machinery in the mid-1960s for its own line of equipment. Today, word processing has grown to include many companies and hundreds of types of equipment all designed with one purpose: to communicate the written word as quickly and as efficiently as technology permits.

Until recently, the Navy's part in all of this has been

that of an interested observer. Now, a number of factors have combined to launch the Navy on its own program of word processing.

These factors include:

- Technological advances in word processing equipment such as high-speed typewriters, computer links, microfiche and others that make the system practical for specialized Navy work.
- A reduction in personnel Navywide and particularly of clerical personnel at headquarters commands, without a reduction in paperwork.
- The soaring costs of producing and passing the word within the Navy because of higher wages, increased paper, ink and duplicating expenses and increased postal rates.

In an effort to determine just how word processing could be put to work for the Navy the OpNav staff began a study of observing how other government agencies and businesses had put word processing equipment to work and what jobs they could do. Studies by the Library of Congress and the Agriculture Department, among others, evaluated each of the systems available in terms of ease of operation, tasks performed, cost and versatility.

The staff members of the Navy's Word Processing Program concluded that word processing equipment could work—and work well—for the Navy. But putting the infant technology of word processing to work for the Navy meant educating the future Navy users and managers of the equipment. This also meant explaining some of the misconceptions that individuals had developed about "super-typewriters" and the like.

First, was the notion that the introduction of a typewriter capable of typing at 300 words per minute would throw half an existing secretarial pool out of work or mean a cutback in yeoman billets.

"This is the wrong idea about word processing equipment," one staff member said. "First of all, not all typing functions can or should be done using word processing equipment. Repetitive letters, letters that are very long or require coordination with many people, and charts and graphs lend themselves to high-speed word processing equipment. The bulk of Navy typing duties are not like this. They are short letters and the completion of forms.

"Word processing equipment would enable the staff clerical personnel to increase their productivity and therefore better manage the workload. There would not be a cutback in jobs. There would be an increase in the efficiency and productivity of the jobs now being done," he said.

When the Word Processing Program was announced, some believed that all ships and shore activities eventually would have all the equipment installed. But few commands produce over a thousand pages of correspondence a month and therefore would not need the full range of word processing equipment.

There is, however, one piece of word processing equipment on its way to fleet commands, large and small. Soon, all ships will have at least one microfiche reader/printer.

Microfiche is a four-by-six-inch card no thicker than a piece of paper. In spite of its small size, it can contain up to 98 pages of information. Using the reader/printer, someone can look up the information he wants and view it on a screen. Or he can press a button and make a copy for use away from the machine.

This system has a number of advantages particularly suited to shipboard use:

- Publications that once took up entire desk tops can now be placed on microfiche and stored in a fraction of the space.

- The long hours formerly needed to update and change the information in publications, a page-by-page process, would be eliminated. Updating publications on microfiche would simply mean destroying the old microfiche card, which contains the entire publication, and substituting the new microfiche card with a completely updated edition.

One type of word processing equipment that will be installed only at major headquarters and systems commands (those that produce more than 1000 pages of correspondence a month) is the Cathode Ray Tube system (CRT).

Using the CRT—a type of television screen on which the correspondence is displayed—typists not only can see the work as it is typed, but they can make corrections, rearrange words, sentences, paragraphs or entire pages and store the finished product on magnetic tape for later use.

When corrections are made to the correspondence, the typist corrects only the mistake, and does not have to retype the entire piece. When the correspondence is smooth and error-free, the typist punches a button and the copy is transferred to paper at the rate of 300 words per minute.

One yeoman gave an example of how well the CRT works:

“One Friday afternoon, just as I was about to secure for the weekend, an eight-page report came back from the admiral’s office with a word or two changed on each page or a comma added or deleted,” he said. “Since the report was on tape, I only had to put the right tape in the CRT, find and correct the errors and print out the corrected report. A two-hour typing and proofreading job took five minutes.”

The CRT is clearly intended to aid the overburdened typist. Studies have shown that although a good typist may type 60 or 70 words per minute, that rate slows to 10 words per minute by the time rough copy is typed and edited, a smooth is typed and proofread, telephones are answered and the correspondence is prepared for mailing. The CRT, printing at 300 words per minute, averaged with all other factors that take a typist away

from the typewriter, equals a real average of about 160 words per minute.

The CRT is fast and takes only minutes to learn to operate. But it is also very expensive. The Word Processing Program staff was able to figure how much work must be done on the machine before it begins to “pay for itself.” How much? They found that the CRT, used along with other word processing equipment at a central point, could not only take care of the typing jobs of the major command, but also help meet the requirements of a number of tenant activities.

Another word processing system sends information over telephone lines to a receiver that records at the rate of one page every six seconds. The information, recorded on magnetic tape, is fed into a machine that automatically types out the finished product. Headquarters Navy Recruiting Command in Washington, D. C., currently is able to communicate with its activities in this way. The system can transmit 10 pages in one minute of telephone time, resulting in significantly reduced cost.

Instant communication, high-speed typewriters, CRTs and microfiche make up only a portion of the technology of word processing that the Navy is currently studying. Other special equipment with specialized tasks is under development.

**Opposite page:** With the touch of a button, up to 15 pages of stored information are typed out in final form at the rate of 300 words per minute. Below: RADM James B. Linder, former Assistant Vice Chief of Naval Operations, examines a piece of equipment currently used by the Word Processing Center at the Pentagon. RADM Linder is currently Commander Carrier Group Four, Norfolk, Va.



## EN3 Cathy Russell

# 'I LIKE WHAT I DO' —and SHE DOES IT WELL



Contrary to general consensus, many women in the Navy don't just sit behind typewriters and pound out Plans for the Day, or pass out aspirin. There are increasing numbers of Navy women who hold down a variety of jobs in fields that are new to them. They are happy about it.

Engineman 3rd Class Cathy Russell is such a woman. She is currently assigned to the boathouse at Naval Air Station, North Island, in San Diego, Calif. There she works alongside the more seasoned "snipes" that comprise most of her rating.

What is it that attracts a 20-year-old woman like Cathy Russell to a job that includes crawling around in the bilge of an LCPL landing craft with grease from head to foot? A prerequisite, of course, is to have an interest in opening up new horizons, to which EN3 Russell readily admits.

"Growing up with four brothers is also a factor," she says. "You have to be able to do many of the same kind of things to survive."

When you couple that attitude with her aptitude for tools and mechanical things, it's only natural that Petty Officer Russell would accept and relish the responsibility of a job repairing and maintaining engines.

Engineman is a relatively new rating for women. Cathy Russell was only the second female to graduate from EN "A" School in Great Lakes, Ill. Her advancement to E-4 was delayed almost four months because the machines, in Washington, could not compute a card punched "F" for female and "EN" for Engineman. Being among the first to do anything different is not always easy.

Being among the first means being watched.

Petty Officer Russell, and other young women like her, understood they must perform as well as their male counterparts. It was felt by some that the engineman rating demanded too much of a woman. Therefore, she is ever conscious that she has something to prove.

She emphasizes that "a great deal of the brute strength is just a matter of leverage. It's also knowing the proper tools and how to use them."

In addition to her gains in knowledge, EN3 Russell has also "gained" 15 pounds. She feels that the additional pounds are necessary to enable her to do the more strenuous work which the engineman rating demands.

Besides being a full-time sailor, Cathy Russell is also a full-time housewife, mother and college student. After a full and physically exhausting day at the boathouse, she returns to her home in Chula Vista, a suburb of San Diego. After dinner and a few minutes with her

husband, Bruce, and her seven-month-old son, Joseph, she dashes off to night school at Southwestern College.

Cathy Russell had planned to attend the University of Indiana, which is near her hometown of Monticello, Ind., but funds were unavailable. It was this lack of money and the attraction of the educational opportunities that prompted her to enlist. After four years of Air Force Reserves in high school, she chose the Navy because what it had to offer appealed to her. Taking full advantage of this opportunity, she's currently enrolled in 10 hours of classes this semester.

Petty Officer Russell plans to study medicine full time when she is discharged in 1977. Anyone who can develop the capability of replacing a broken saltwater filtration system, she feels, can move ahead in other fields if the interest is there.

How does Cathy Russell feel about women working on engines in the pursuit of a career?

"I have the knowledge and the physical stamina to do the job. Granted, it's a job that a lot of women wouldn't care for, but I like what I do, and I do it well," she emphasized.

"As for the grime, well, that's what soap and water's for, isn't it!"

—Story and photos by PHAN Jo Cooper

Facing page: Engineman 3rd Class Cathy Russell makes a daily maintenance check. Above: Slicing off a section of pipe for a "homemade" engine part, Cathy uses materials on hand. Below: EN3 Russell applies the tools of her trade with care and precision.





PROFILES  
OF THE FLEET

# ETCS Hugh Scriven

.....ALL



A crewman aboard the destroyer tender USS *Samuel Gompers*, Instrumentman 3rd Class Robert Lyons, has a lot of time on his hands—and it keeps him busy. He performs a major portion of all timepiece repairs.

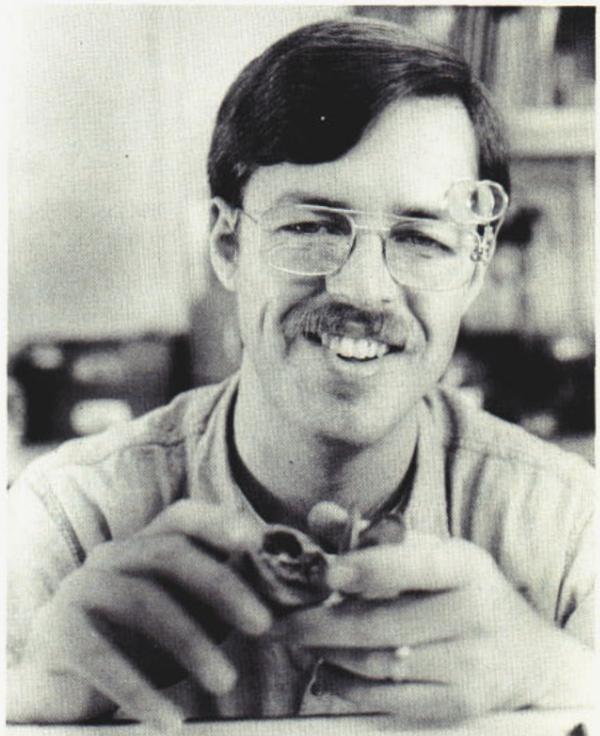
Lyons helps repair about 25 clocks a week, ranging from delicate “comparing” watches—used by quartermasters for setting the ship’s clocks—to rugged deck clocks especially designed to resist rust and corrosion. He doesn’t, however, repair chronometers or divers’ watches.

“Sometimes we have problems repairing old clocks,” said Lyons. “If a clock is very old, we may have to manufacture parts for it,” he added. That could mean using a mini-lathe to make a three-sixteenths-inch pin to hold a clock’s timing wheel in place.

A year ago, Lyons worked as a guided missile technician. That, he admits, was a lot different from his present job where he uses tweezers and screwdrivers no bigger than toothpicks. “It’s a different world,” said Lyons, “but both ratings require a steady hand.”

*Gompers* serves Seventh Fleet destroyers and cruisers in the Pacific. When in port, the ship operates 46 shops with services ranging from boiler to watch repair. Most requests for watch repair come from destroyers, but it isn’t unusual for Lyons to get as many as 30 broken clocks from an aircraft carrier.

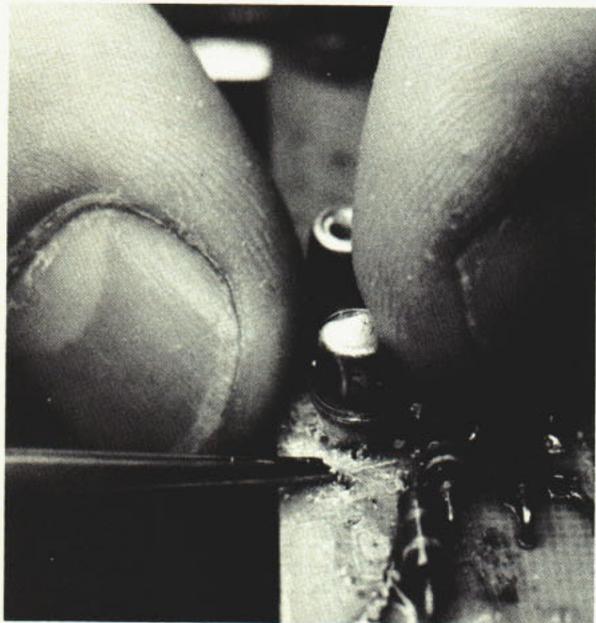
That keeps Lyons busy in his world of tiny wheels, springs and screws. With its green bulkheads, the small watch repair shop sports a large assortment of repaired clocks, all ticking a barely audible cadence.



Top and above: IM3 Robert Lyons at his workbench aboard USS *Samuel Gompers*. Facing page top: Senior Chief Scriven carefully scrapes a varnish coating from an electronic component. Far right: ETCS Hugh Scriven demonstrates a soldering technique.

# IM3 Robert Lyons

## Hands At Work



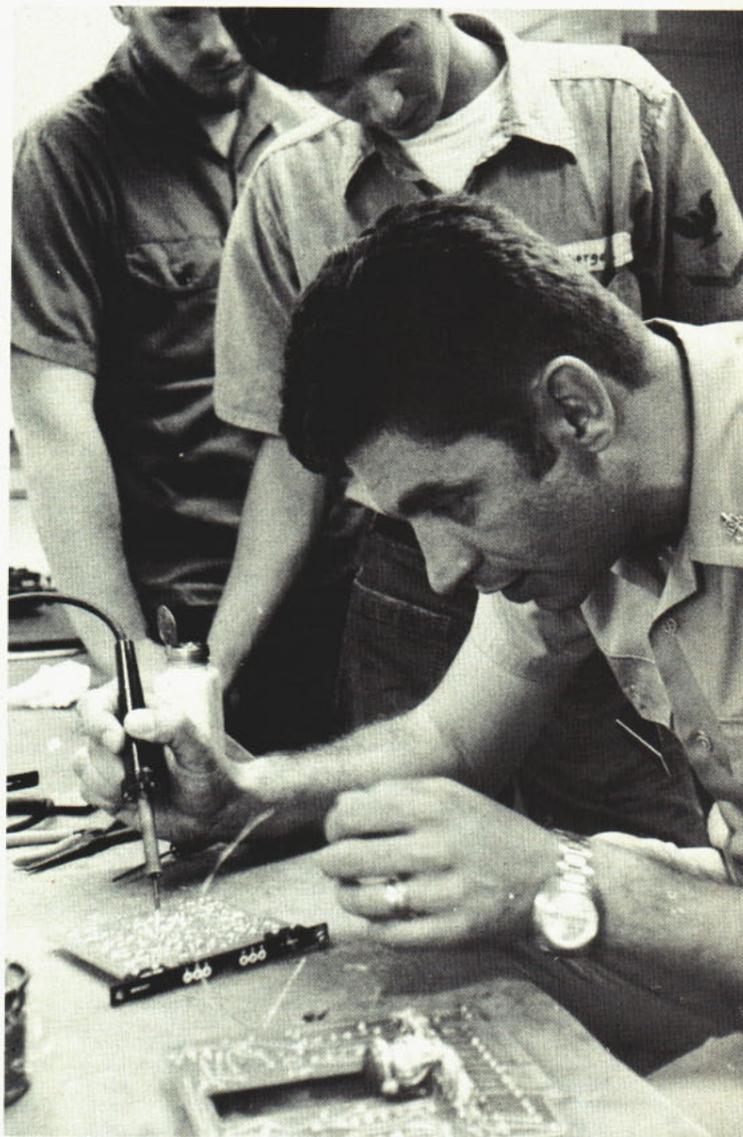
Soldering miniature electronic components under a magnifying glass requires not only a steady hand but also considerable technical skill. Senior Chief Electronics Technician Hugh Scriven of Mobile Technical Unit Seven (MOTU-7) has the job of training others to develop this skill.

A graduate of a specialized school for repairing miniature components, Senior Chief Scriven instructs students of MOTU 7's "practical miniature component repair" held at Yokosuka, Japan. This course teaches students how to solder circuit board connections so they will meet government specifications.

Since last January, 60 people have had instruction under Senior Chief Scriven. During the short, four-day course, students from Seventh Fleet ships and other units deployed in the Western Pacific learn how to solder and disconnect circuit board wiring, how to analyze solder connections for discrepancies and how to replace circuit boards in equipment.

His course also prepares students for the formal school in "miniature component repair" which is taught at many stateside naval air stations. "This is not a substitute for formal training," Senior Chief Scriven said, "but a class in techniques and details many men did not learn during their 'A' school training period."

Senior Chief Scriven instructs just one of 30 courses taught by professionals at MOTU-7. The 20 military and seven civilian instructors have accumulated a total of 539 years of experience.



MOTU-7 staff members not only teach in classrooms, but often go to sea to train students in their working spaces with equipment the students must maintain routinely.

—Story & photos by JO2 Dennis Fields, USN



# Chaplain Lowell Van Tassel Circuit Riding

Ask any Navy chaplain what "circuit riding" is all about and he'll gladly tell you what it takes to bring the Word to Navymen at sea—a lot of highlining and helo riding from one ship to another is involved. On shore—at places like the Naval Air Station, Pensacola, Fla.—there are a lot of outlying fields and a chaplain again finds himself riding the circuit in order to see the "troops" and help them with their problems. One such Pensacola circuit rider is Chaplain (Commander) Lowell W. Van Tassel.

Chaplain Van Tassel has a temporary office in the hangar of Training Squadron 10 (VT 10) at Sherman Field. Chances are, you won't find him in his office outside of designated periods. He's usually on the go, walking around on the flight line, or talking to Navy people in the shops or in the control tower.

"As a chaplain," he says, "you must be approachable and available at all times. This means going where the people are."

Would you believe that the chaplain has a pair of naval aviator's wings pinned to his blouse? At first glance he looks like a senior pilot, and that's understandable—Chaplain Van Tassel spent 15 years as an aviator before leaving the Navy—temporarily. He enrolled in a theological school, and when that was completed, again chose to serve in the Navy.

When asked what type of aircraft he flew as a Navy pilot, he smiles and says, "Just go down to the Naval Aviation Museum; they're all there." (He owns and flies a *Piper Arrow*.)

Now back on duty as a chaplain he spends his time taking care of people's spiritual needs and listening to their problems, both large and small. Either as a "listening post" or just a friend, he counsels and helps guide Navy men and women through periods of stress, and he's on hand to share their joys as well.

Chaplain Van Tassel understands only too well the importance of personal well-being. He knows also that helping people is first and foremost the job of a chaplain.

Although Chaplain Van Tassel spends a lot of time out of his office, he is not out of contact with those who need him there. Moving around the flight line and shops at Sherman Field he is always in contact with the NAS Pensacola chaplain's office by means of a "bleeper" signaling device he carries on his belt.

On call 24 hours a day, Chaplain Van Tassel also ministers to the "Night Navy," those who work when the rest of the station personnel go home. Night or day, the chaplain of the line maintains the same routine—a



visit to the flight line, a chat with the men and women in the control tower or a cup of coffee in one of the many shops. He's always around "showing the flag."

—Story by PH2 J. M. Dale  
—Photos by PHAN T. Lee Kidwell



## AC2 Linda Stewart

# Jumping With Parachute Team West

When she's not flying a plane, going scuba diving, or practicing her tennis and karate, Linda Stewart is jumping from airplanes. A member of Navy Parachute Team West, Linda recently completed her 1051st jump in Spokane, Wash., where the team put on an exhibition.

A San Diego native, she is currently the only woman on a U. S. military parachute team (see ALL HANDS, Nov. '74, about an earlier woman member of the same team).

A 10-year veteran of the sport, Linda began parachute jumping in the Army, switched to the Navy two years ago, and has been on Team West for the past four months.

"Getting on the team wasn't the easiest thing in the world," she said. "There still seemed to be a question in some minds as to whether a woman could handle the job."

Others, however, felt she had the credentials. "Most team members have between 500 and 1000 jumps," said Senior Chief Tom Norton, a team member. "Linda has been involved in the sport longer than any other member and has a slight edge on the number of jumps."

An air controlman 2nd class, she worked in the control tower at the North Island Naval Air Station before coming to the team. She had set her sights on 500 jumps a year but it looks as though she'll have to settle for about 200. Meantime, she has four other sports to occupy her time.

—Story and photos by PH1 J. A. Davidson



Opposite page: Chaplain Van Tassel visits people where they work, establishing solid communications link. Top left: Making her 1051st jump, Linda zeroes in on target. Left: Air Controlman 2nd Class Linda Stewart, the only woman currently on a military parachute team.



Above: HM1 Don Lowery brings Dr. Murphy some clinical data on a student. Below: Physician's Assistant Don Lowery at the Whiting Field Dispensary.



# CLINICAL CA

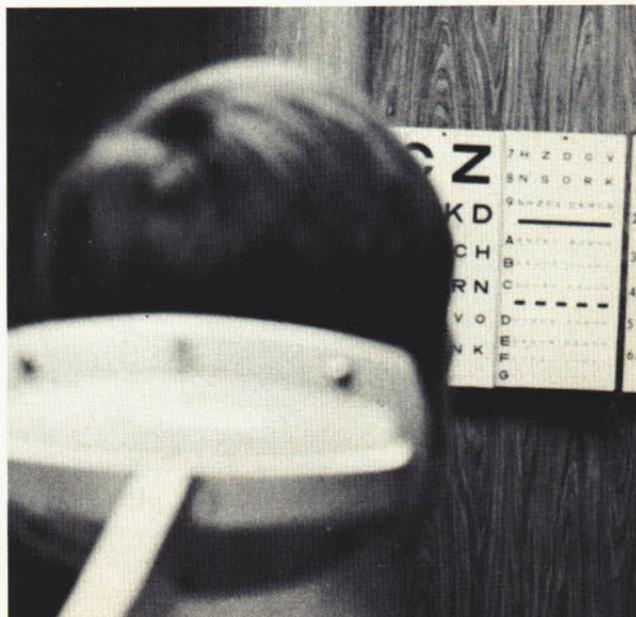
What is being done in the Navy to offset the shortage of doctors? Navywide, there are financial incentives and impressive programs designed to recruit and retain physicians. Additionally, some individual commands are doing what they can to ease physicians' workloads by providing further training for hospital corpsmen.

The Naval Aerospace and Regional Medical Center, Pensacola, Fla., is one such command. Its Clinical Care Trainee Program is an informal, command-sponsored endeavor.

One participant, Hospital Corpsman 1st Class Don Lowery, is learning to handle many of the routine and time-consuming tasks which prevent physicians from spending time with more vital medical procedures. Although he doesn't possess all the skills or knowledge of a trained physician, Lowery works with Lieutenant Commander James G. Murphy, KC, as a clinical trainee. LCDR Murphy screens Lowery's work and provides him with elementary training in diagnosing illnesses and treating patients.

The Pensacola program includes classes which are held every Thursday for the first three months and then every other Friday for a period of eight months. It is a demanding course—of the 22 students who began with Lowery, only five remained at the end.

A typical day for Lowery starts with sick call at the NAS Whiting Field dispensary. A patient comes to the office with a sore throat and a cold. Lowery prepares a case history and writes any pertinent clinical data in the patient's sick call record. After a throat culture is taken to ensure the ailment isn't strep throat, he prepares a prescription for the patient—a trainee can prepare



# RE TRAINEE

prescriptions for "across-the-counter" drugs such as aspirin, cough syrup and the like. All prescriptions are approved by a physician.

Lowery's next patient is a pilot with sinus trouble who is scheduled for an afternoon flight. He examines the pilot and issues a 48-hour "grounding notice." He may extend the grounding for another 48 hours if necessary; the pilot must be seen by a flight surgeon before being returned to flight status.

Several routine examinations round out the morning. Lowery handles these, freeing LCDR Murphy to examine and treat patients in need of his skills.

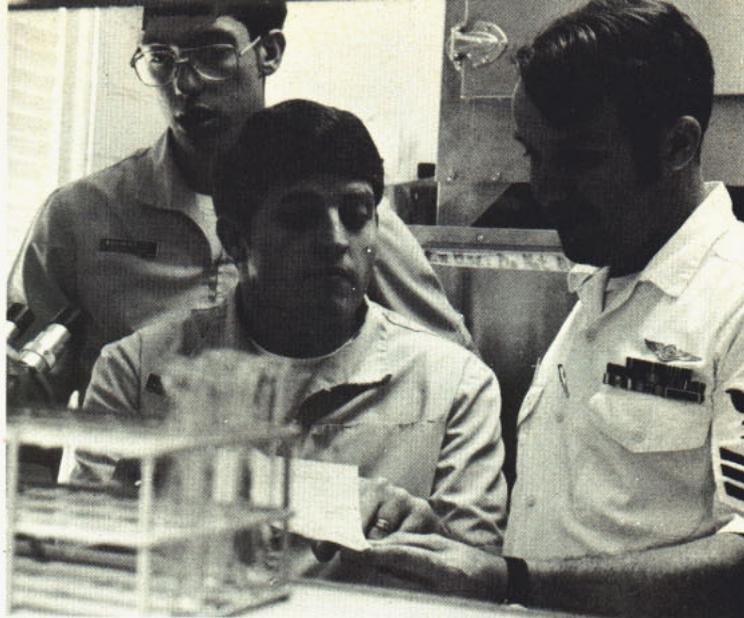
The flow of patients slows around 1000, allowing Lowery a moment to relax—it doesn't last long. In five minutes, Dr. Douglas E. Claybrook, another flight surgeon, asks Lowery to assist in the emergency room. A child has swallowed an undetermined amount of airplane glue. All works well; the little girl is out of the dispensary and on her way home in about 30 minutes.

Lowery then downs a quick lunch in order to get back to his office for some extra study.

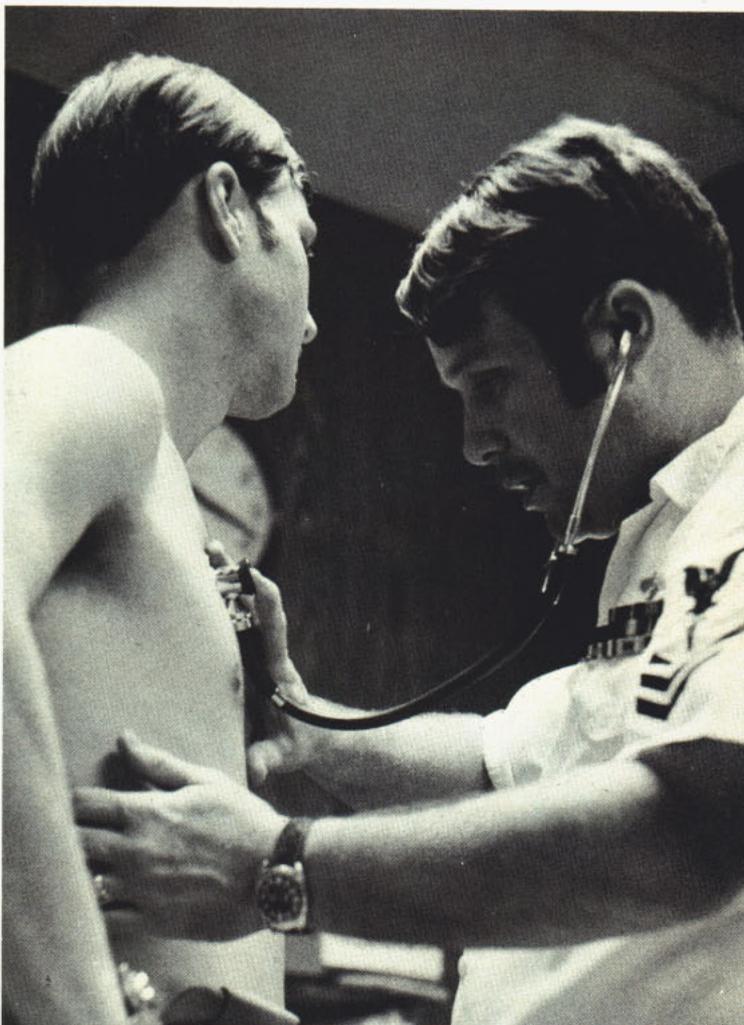
The afternoon is a continuation of the morning routine. He takes histories and assists Dr. Murphy who, in turn, keeps a watchful eye on his trainee's technique.

Being a clinical care trainee is not easy, even for a 1st class hospital corpsman. The title carries with it a great deal of responsibility and requires constant study outside of class. Lowery, however, believes it is worth every minute of his time and his wholehearted effort.

—Story and photos by PH2 Stephen Butalla



Above: HM1 Lowery checks on a blood test at the dispensary lab. Below: Don gives a routine examination to a flight student. Bottom: It's not unusual for Don to give an eye test.



# Navy Motion Picture Service Makes History Come Alive

## JOHN PAUL JONES MEETS



The Navy Motion Picture Service (NMPS), Brooklyn, N. Y., is offering its contribution to the Navy's Bicentennial program by procuring several prints each of 50 movies which have some bearing on American history. (See ALL HANDS, May 1975.)

From time to time, the movie industry has produced films reflecting a period or incident associated with our history. The most prolific of such films center on the World War II era.

The colonial, Revolutionary War, War of 1812 and subsequent periods through the 1830s have been some-

what neglected by Hollywood. This is also true of the World War I period which is represented in some silent movies and in a couple of sound and talkie movies which are difficult to procure.

In that context, the Navy Motion Picture Service zealously combed all sources for historical movies. Some of those chosen were no longer available because of the lack of pre-print material. Accordingly, these had to be eliminated because the cost to reproduce them would have been staggering.

The following list of 50 does not represent all films



# CATHERINE THE GREAT



to be made available in the Bicentennial program. During this fiscal year, NMPS will attempt to procure a further sampling of our country's heritage as portrayed on film. Some silent greats of World War I will be procured, as well as movies reflecting our country's culture, including its inventors, music, sports figures and other greats.

This listing of the first 50 includes the stars of yesterday and today who appeared in them. A short synopsis is also given and reference is made to any awards the films earned. The films were scheduled for issue in

November and are available on a direct request basis from NMPS Brooklyn.

**SUTTER'S GOLD** (1936) (B&W) 75 min., starring Edward Arnold, Lee Tracy and Binnie Barnes. The story is a historical recreation of the discovery of gold at Sutter's Mill in California and the subsequent gold rush of 1849.

**UNION PACIFIC** (1939) (B&W) 135 min., starring Barbara Stanwyck, Joel McCrea, Akim Tamiroff, Robert Preston and Anthony Quinn. Produced by Cecil B. DeMille, it portrays the epic drama of the building of the transcontinental railroad and the drive to Promontory Point linking the West with the East. This movie is packed with action and features a spectacular train wreck and some of the most exciting Indian attacks ever filmed.

**THE PLAINSMAN** (1936) (B&W) 113 min., starring Gary Cooper, Jean Arthur, James Ellison and Charles Bickford. Produced by Cecil B. DeMille. Wild Bill Hickok, Calamity Jane, Buffalo Bill, Abraham Lincoln, George Custer and others appear on the screen in this epic DeMille western. The story concerns the hunt to get a man who was responsible for selling guns to the Indians which culminates in Custer's massacre. It centers on the career of Wild Bill Hickok, his love for Calamity Jane, his friendship with Buffalo Bill Cody and his murder at the hands of the infamous Jack McCall.

**TO HELL AND BACK** (1955) (Color) 106 min., starring Audie Murphy, Marshall Thompson and Susan Kohner. This is a true story, based on the autobiography of Audie Murphy, whose incredible exploits in the European Theater made him the most decorated American soldier of World War II.

**REAP THE WILD WIND** (1942) (Color) 124 min., starring John Wayne, Ray Milland, Paulette Goddard, Raymond Massey, Robert Preston, Susan Hayward, Charles Bickford and Hedda Hopper. One of Cecil B. DeMille's most spectacular productions, dealing with piracy in the salvage business off Key West in the 1860s. The shipwreck scenes are awesome, and the giant octopus that signals the climax is one of the most

Far left: A statue of John Paul Jones. Left: A scene from the movie "John Paul Jones" with Robert Stack in the title role and Bette Davis in a special cameo appearance as Catherine the Great. The movie is offered by the Navy Motion Picture Service as one of 50 revivals during the Nation's Bicentennial celebration.

## JOHN PAUL JONES MEETS CATHERINE THE GREAT

impressive screen monsters of all time. This motion picture won the 1942 Academy Award for Best Special Effects.

**SHENANDOAH** (1965) (Color) 105 min., starring James Stewart, Doug McClure, Katherine Ross, Glen Corbett and Patrick Wayne. The tragic story of a Virginia family that tries to remain neutral during the Civil War. James Stewart, an embittered farmer, becomes involved, however, when his only daughter becomes engaged to a Confederate soldier. This film was a Blue Ribbon Award winner and was chosen as one of Film-*dom's* Famous Fives for 1965.

**UNCONQUERED** (1947) (Color) 148 min., starring Gary Cooper, Paulette Goddard, Howard DaSilva and Boris Karloff. This Cecil B. DeMille production takes place in colonial America of 1763. It is the story of underhanded attempts to prevent extension of our frontier past the Alleghenies. The climax of the film is a spectacular Indian attack on beleaguered Fort Pitt. Gary Cooper, a fearless captain from Virginia, is the hero who befriends Paulette Goddard, a transported bondswoman who was sold into slavery. Another highlight of this historical film is a spectacular plunge over a waterfall.

**THE STORY OF DR. WASELL** (1944) (Color) 136 min., starring Gary Cooper, Lorraine Day and Signe Hasso. A true story about the heroic Navy Doctor Roydon M. Wassell who evacuated wounded soldiers from Java to Australia during World War II. His incredible journey is punctuated by amazing battle scenes in the most spectacular manner of Cecil B. DeMille who directed the film. This is an outstanding World War II

drama which was nominated for an Academy Award in 1944.

**GERONIMO** (1939) (B&W) 90 min., starring Preston Foster, Ellen Drew, Andy Devine and Gene Lockhart. The story of Geronimo, who led the Apaches in their war against the government.

**WELLS FARGO** (1937) (B&W) 116 min., starring Joel McCrea, Francis Dee, Johnny Mack Brown and Robert Cummings. Lavish action, filled with drama, of the building of the Wells Fargo Express service.

**AWAY ALL BOATS** (1956) (Color) 114 min., starring Jeff Chandler, George Nader and Julie Adams. The story of a tough skipper of a Navy attack transport who molds his inexperienced crew into an efficient and courageous fighting unit during the Pacific island-hopping campaign of World War II. There are many exciting battle scenes.

**THE FAR COUNTRY** (1955) (Color) 97 min., starring James Stewart, Ruth Roman, Walter Brennan, Jay C. Flippen and John McIntire. The story of a cattleman who brings a herd of cattle to Alaska during the gold rush days. His cattle taken away by a lawless element, he fights to recover his herd, at the same time cleaning up Dawson. The background of the story is the Yukon frontier and the brutal war for control of the Alaskan gold fields.

**SANTA FE TRAIL** (1940) (B&W) 110 min., starring Errol Flynn, Olivia De Havilland, Ronald Reagan, Raymond Massey, Van Heflin and William Lundigan. This movie tells of the antebellum fight for "bloody Kansas." The capture and hanging of John Brown are depicted, along with the beginning of the military careers of Jeb Stuart and George Custer.

**THE ALAMO** (1960) (Color) 190 min., starring John Wayne, Richard Widmark, Laurence Harvey, Frankie Avalon, Patrick Wayne, Linda Cristal and Richard



Boone. Historical drama of the 1836 Texas revolt against Mexico and of the gallant men who fought to the last man to gain time by holding off the advancing Mexican Army at the Alamo. Academy Award 1960 for Best Sound Recording.

**RUN SILENT, RUN DEEP** (1958) (B&W) 92 min., starring Clark Gable, Burt Lancaster, Jack Warden and Don Rickles. Action-packed World War II submarine warfare drama showing operations off waters of Japan.

**DEVIL'S DISCIPLE** (1959) (B&W) 82 min., starring Burt Lancaster, Laurence Olivier and Kirk Douglas. Tale of adventure, patriotism and love during the American Revolution on the eve of British General John Burgoyne's defeat at the Battle of Saratoga. Based on the play by George Bernard Shaw.

**THEY DIED WITH THEIR BOOTS ON** (1942) (B&W) 140 min., starring Errol Flynn and Olivia De Havilland. A rousing tale of General Custer's famous last stand against Chief Sitting Bull and of the events leading up to the Battle of Little Big Horn.

**HORSE SOLDIERS** (1959) (Color) 119 min., starring John Wayne, William Holden and Constance Towers. Story of Col. Grierson's Union Cavalry raid into Confederate territory in 1863.

**BILLY THE KID** (1941) (Color) 95 min., starring Robert Taylor, Ian Hunter, Brian Donlevy and Mary Howard. Story of the infamous outlaw who supposedly outdrew all but one man. It shows the period of his life when he tried to stay within the law and then the events leading to his death.

**RED BADGE OF COURAGE** (1951) (B&W) 69 min., starring Audie Murphy, Bill Mauldin, Douglas Dick and Royal Dano. This is Stephen Crane's Civil War classic of a young union soldier who panics in his first meeting with enemy soldiers but then regains his courage and goes on to become a hero.

**THE TALL TARGET** (1951) (B&W) 78 min., starring Dick Powell, Paula Raymond, Adolphe Menjou, Will Geer, Marshall Thompson, Ruby Dee and Richard Robes. In 1861, there is a plot to kill President-elect Abraham Lincoln on his way to Washington, D. C. A New York detective, discovering the plot, goes all out to prevent the assassination.

**YELLOW JACK** (1938) (B&W) 83 min., starring Robert Montgomery, Lewis Stone and Virginia Bruce. Story of how the U. S. Army fought and conquered yellow fever in 1900.

**NORTHWEST PASSAGE** (1940) (Color) 126 min., starring Spencer Tracy, Robert Young, Ruth Hussey and Walter Brennan. Pre-American Revolutionary War story of the adventures of Major Richard Rogers' Rangers expedition searching for the now-mythical Northwest Passage. One of the 10 best pictures of 1940.

**HOW THE WEST WAS WON** (1963) (Color) 162 min., starring James Stewart, Debbie Reynolds, Carroll Baker, Karl Malden, Agnes Moorehead, Walter Brennan and Gregory Peck. A panorama dealing with America's westward expansion during the period 1839 to 1889 as seen through the eyes of three generations of pioneers.

**RAINTREE COUNTY** (1958) (Color) 166 min., starring Elizabeth Taylor, Montgomery Clift, Eva Marie Saint and Lee Marvin. Lives, problems, frustrations, desires and accomplishments of three young people in Raintree County, Ind., during the Civil War. Awards: Montgomery Clift (Best Actor), Elizabeth Taylor (Best Actress), Eva Marie Saint (Best Supporting Actress), Best Photographed Picture.

**GORGEOUS HUSSY** (1936) (B&W) 105 min., starring Joan Crawford, Franchot Tone, Robert Taylor and Lionel Barrymore. An innkeeper's daughter, in becoming a "friend" of Andrew Jackson, sacrifices her hus-



Left to right: Robert Stack in a scene from "John Paul Jones." Captain Jones sends his men over the side. First aid for World War II wounded on beach is depicted in this scene from "Away All Boats." Below: This is an actual historical photo of D-Day landing on the French coast. The landings were depicted in the movie "The Longest Day," which is one of the movies provided by the Navy Motion Picture Service on subjects associated with incidents in American history.



## JOHN PAUL JONES MEETS CATHERINE THE GREAT

band and other friends, finally causing her to go into exile.

**TENNESSEE JOHNSON** (1943) (B&W) 102 min., starring Van Heflin, Ruth Hussey and Lionel Barrymore. Historical drama of Andrew Johnson who succeeded Lincoln.

**BATTLEGROUND** (1949) (B&W) 118 min., starring Van Johnson, John Hodiak, James Whitmore, George Murphy, Ricardo Montalban, Denise Darnell and James Arness. World War II story of the men of the 101st Airborne Division, "E" Company, and the historic "Battle of the Bulge" in December 1944. Ranked with the best films of World War II. Academy Award 1949 Best Story and Screenplay and Best Cinematography.

**SAN FRANCISCO** (1936) (B&W) 117 min., starring Clark Gable, Spencer Tracy, Jeannette MacDonald, Jack Holt, Jessie Ralph, Ted Healy, Shirley Ross and Al Shean. San Francisco, 1905. A love story of a powerful Barbary Coast gambler and saloon owner, and a young singer, reaches an apex in the devastating 1906 San Francisco earthquake and fire. Academy Award in 1936 for Best Sound Recording and voted one of the 10 best pictures of the year.

**PLYMOUTH ADVENTURE** (1952) (Color) 105 min., starring Spencer Tracy, Gene Tierney, Van Johnson, Leo Genn and Dawn Addams. Story of the voyage of *Mayflower* and her landing in Massachusetts in 1620, in which is mingled the love story of Priscilla Mullens and John Alden.

**JOHN PAUL JONES** (1959) (Color) 126 min., starring Robert Stack, MacDonald Carey, Marisa Pavan, Charles Coburn and Erin O'Brien. Historical biographical drama of John Paul Jones and his valiant fight for a strong American Navy and the part he took in America's fight for independence. Bette Davis has a cameo role as Catherine the Great of Russia whom Jones met after the Revolution.

**LAFAYETTE ESCADRILLE** (1958) (B&W) 93 min., starring Tab Hunter, David Janssen, Brett Halsey and Jody McCrea. The exciting story of the volunteer flight squadron, made up of Americans, that served in France in World War I.

**BATTLE OF THE BULGE** (1966) (Color) 158 min.,

starring Henry Fonda, Robert Shaw, Robert Ryan, Dana Andrews and Pier Angeli. In December 1944, an American lieutenant colonel, realizing German weakness is lack of gasoline, suggests that the commanding general and his men play a game of hide-and-seek with the enemy, thus depleting their gas supply.

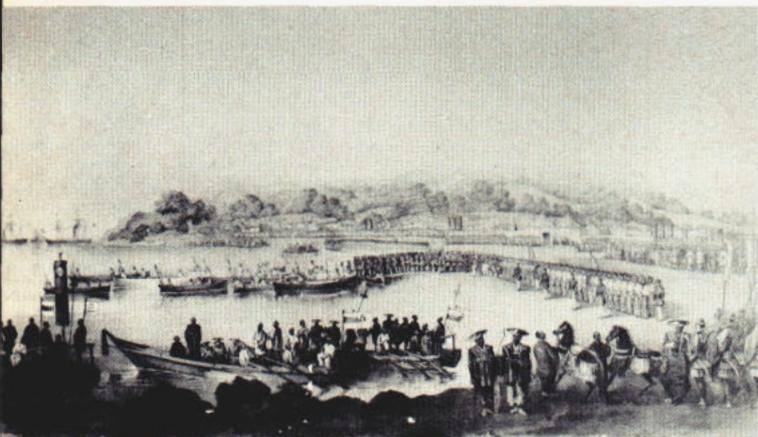
**DRUMS ALONG THE MOHAWK** (1939) (Color) 104 min., starring Henry Fonda, Claudette Colbert, John Carradine, James Craig and Guy Madison. Pre-Revolutionary American adventure story of the Mohawk Trail in New York State with colonists and British Redcoats fighting bloody battles against Indians.

**THE PRESIDENT'S LADY** (1953) (B&W) 96 min., starring Charlton Heston, Susan Hayward and Fay Bainter. A story about the scandal that clung to Rachel, the wife of Andrew Jackson and the future president's efforts to clear her name.

**THE LONGEST DAY** (1962) (B&W) 179 min., starring John Wayne, Richard Burton, Henry Fonda, Robert Mitchum, Robert Ryan, Rod Steiger, etc. Story of D-Day in World War II as seen through the eyes of the Americans, French, British and Germans. Academy Award 1962 for Best Special Effects and Best Black & White cinematography. Chosen as one of 10 best movies of 1962.

**TWELVE O'CLOCK HIGH** (1949) (B&W) 132 min., starring Gregory Peck, Dean Jagger, Hugh Marlowe, Gary Merrill and Paul Stewart. Story of a young general who in 1942 takes command of a bomber group operating from England and raises it from bleak depression to a high-morale, courageous fighting team. Academy Awards 1949 for Gregory Peck as Best Male Performer, Dean Jagger for Best Supporting Actor; Best Sound Recording. Also received Film Critics Award for 1950.

**YOUNG MR. LINCOLN** (1939) (B&W) 100 min.,



starring Henry Fonda and Alice Brady. The story of Lincoln's early years, beginning in 1832 when he starts out as a young lawyer.

**BRIGHAM YOUNG** (1940) (B&W) 112 min., starring Tyrone Power, Linda Darnell, Dean Jagger and Brian Donlevy. The story of the great Mormon leader who led his people to a new land, now Salt Lake City, Utah.

**BUFFALO BILL** (1944) (Color) 89 min., starring Joel McCrea, Linda Darnell, Maureen O'Hara and Thomas Mitchell. The story of William F. Cody (Buffalo Bill), his career as a guide and buffalo hunter, his efforts to make peace with the Indians, his marriage, his downfall and, finally, his comeback.

**MY DARLING CLEMENTINE** (1946) (B&W) 98 min., starring Henry Fonda, Linda Darnell, Victor Mature and Walter Brennan. This is a classic western about Wyatt Earp and Doc Holliday.

**CENTENNIAL SUMMER** (1946) (Color) 102 min., starring Jeanne Crain, Cornel Wilde, Linda Darnell, Walter Brennan, Constance Bennett and Dorothy Gish. This is a story of the adventures, and misadventures, of a Philadelphia family during the Centennial Exposition of 1876.

**THE STORY OF ALEXANDER GRAHAM BELL** (1939) (B&W) 98 min., starring Don Ameche, Loretta Young, Henry Fonda, Gene Lockhart and Charles Coburn. This is the story of the telephone inventor's life, his discouraging struggles, his battle against public ridicule and his ultimate triumph.

**IN OLD CHICAGO** (1938) (B&W) 95 min., starring Tyrone Power, Alice Faye, Don Ameche, Alice Brady, Brian Donlevy. This is an epic story of Chicago's history and about the O'Learys whose cow supposedly started the Chicago fire. Academy Award for Best Supporting Actress, Alice Brady. Ten Best list of 1938.

**THE FAR HORIZONS** (1955) (Color) 108 min., starring Charlton Heston, Fred MacMurray, Donna Reed and Barbara Hale. This is the story of the historic Lewis and Clark Expedition which was sent out by then-President Thomas Jefferson to map the Louisiana Territory purchased from France in 1803.

**THE BUCCANEER** (1958) (Color) 121 min., starring Yul Brynner, Charlton Heston, Claire Bloom, Inger

Stevens, Charles Boyer and E. G. Marshall. This is the story of the Battle of New Orleans in the War of 1812. General Andrew Jackson needed more troops and munitions. Pirate Jean Lafitte came to his aid and helped General Jackson win an overwhelming victory. The battle scenes are outstanding.

**PONY EXPRESS** (1953) (Color) 101 min., starring Charlton Heston, Rhonda Fleming, Jan Sterling and Forrest Tucker. In 1860, Buffalo Bill Cody and Wild Bill Hickok join forces to establish a fast, direct mail route from the Missouri plains to the Pacific.

**TRIPOLI** (1950) (Color) 95 min., starring Maureen O'Hara, John Payne, Howard DaSilva, Philip Reid and Grant Withers. War between the United States and the Tripoli pirates in 1805 sets the scene for battle as the Marines fight to raise the American flag on Tripoli.

**THE SCARLET COAT** (1955) (Color) 101 min., starring Cornel Wilde, Michael Wilding, George Sanders and Anne Francis. This is a Revolutionary War espionage story told against the background of General Benedict Arnold's betrayal of the American cause.

**BARBARIAN AND THE GEISHA** (1958) (Color) 105 min., starring John Wayne, Echo Ando and Sam Jaffe. Historical drama of one man's successful fight to open Japan to the Western World.



Far left: A historical painting depicting Commodore Perry's visit to Japan in 1852. Left: John Wayne, portrayed as the first American Ambassador to Japan in "The Barbarian and the Geisha." Above right: "Battle of Tripoli," a painting by Michael Corne, courtesy of the Naval Academy Museum. Right: Scene from the motion picture "Tripoli."



# ALNAV PUZZLE

ALL HANDS has printed one puzzle on general Navy terminology and one on Navy ships. So, a few airdales thought it was about time the puzzles took to the air. Here is a puzzle for the enjoyment, education and occasional frustration of watchstanders throughout the Navy and those people who truly enjoy a challenge. It was prepared by AW2 J. D. Fink, with information given by AW1 R. C. Sullivan. Both are members of PatRon Six Eight, Patuxent River, Md.

The puzzle includes at least 33 names of aircraft used by the U. S. Navy in one way or another during World War II. The rules are as before; circle the name in any direction, fore or aft or diagonally. Do not use abbreviations.

Got your hardhat? Ready for taxi? Pull the chocks! For those not in naval aviation, we offer some help. Printed below, upside-down, are the names of aircraft included in the puzzle. Try it first without this aid.

S E S O O G Q D U C K H A S S E L T N U A D  
 D P E Z I D N V J I Z T C W W O C A X Z I E  
 W I A P T A C L L E H U O B T D O Q L B P V  
 V F Y R F L F Z W D J A V V R F R H I W S A  
 T I G E R C A T A L I N A U Z Y S J B T B S  
 F Y W J H O E Q Q P R F H Q T E A L E L U T  
 I B L A C K W I D O W N L S A W I A R O F A  
 N K H T Z S P H D Z D T U H J O R E A K F T  
 K N B U S K X R A R L P A Z V M F P T X A O  
 S E A G U L L W Q W A W W C A Y S A O B L R  
 L Q Y X L L O H F K K L H N O F Z Y R N O H  
 X T A C L E V J U I Z N L C V Q X N H G E A  
 W I V N I H D O N A V I G A T O R E O L H A  
 E J E R V C B G D Y W K Z S M H B F L O A T  
 R O N T A T F Q T U J T M A R A U D E R R E  
 A Q G J N I V E X B Y V F E Y M I D S H P K  
 T K E A S M Y M A R I N E R V V E I W T O C  
 S I R H U T Z W Q P L Z P P E G V N D Q O O  
 E P E P W H E L O X Y V S R F U X O T A N R  
 D R R V J V V X R E T S A M Y K S L Y O D Y  
 O Z Z S K Y T R A I N I D U V H Q J P Z R K  
 L W W I L D C A T N K R E E T A V I R P N S

WILDCAT  
 TIGERCAT  
 TEXAN  
 STEARMAN  
 SPARROWHAWK  
 SKYTRAIN  
 SKYROCKET  
 SKYMASTER  
 SEAHAWK  
 SEAGULL  
 PRIVATEER  
 NAVIGATOR  
 MENTOR  
 MITCHELL  
 MARINER  
 MARAUDER  
 MALLARD  
 LODESTAR  
 LIBERATOR  
 KINGFISHER  
 HELLDIVER  
 HELLCAT  
 HAVOC  
 HARPOON  
 GOOSE  
 DUCK  
 DEVASTATOR  
 DAUNTLESS  
 CORSAIR  
 CATALINA  
 BUFFALO  
 BLACK WIDOW  
 AVENGER

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, 2221 Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

• USS *Cascade* (AD 16)—Reunion planned for those who served in her from 1951-1954. To be held 6-7 Aug 1976 at Philadelphia. Contact Bob Croghan, 2343 Hampton, St. Louis,

Mo. 63139 for further information.

• USS *Henley* (DD 391)—Reunion planned for those who served in her. To be held 16-18 Jul 1976 near Brainerd, Minn. Contact Roy E. Anglen, P.O. Box 3, Hume, Ill. 61932.

• USS *Kretchmer* (DE/DER 329)—Reunion proposed for those who served in her from 1943-1973. Contact A. M. Wilson, 225 S. Central Ave., Highwood, Ill. 60040. Please include two first class postage stamps for reply.

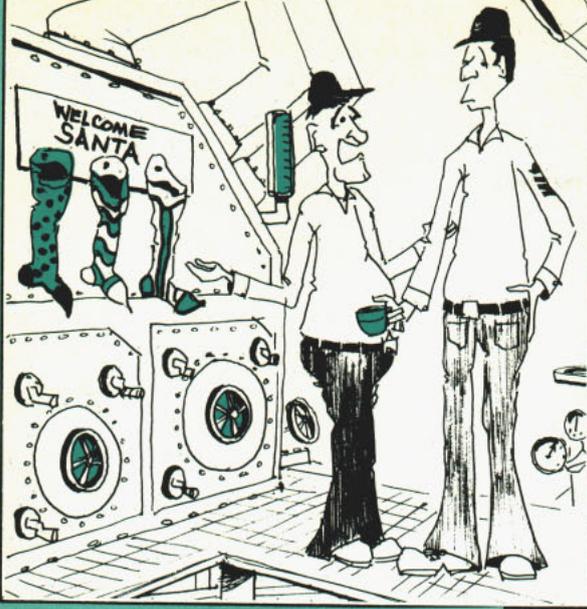
• USS *LST 716*—Reunion planned for those who served in her at Iwo Jima in 1945. Contact Winthrop E. Hamil-

ton, P.O. Box 244, Dover, N. H. 03820.

• USS *Houston* (CA 30 & CL 81)—Reunion planned for POWs who were survivors of the first USS *Houston* in conjunction with memorial to be dedicated to the two USS *Houston* cruisers. Reunion to be held 28-30 May 1976 in Houston, Tex. Contact the Cruisers USS *Houston* Memorial Committee, P.O. Box 66244, Houston, Tex. 77006.

• USS *Levy* (DE 162)—Reunion proposed for those who served in her from July 1943 to decommissioning. Contact John E. McCullough, P.O. Box 94, Sergeantsville, N. J. 08557.

LTJG Thomas John Campbell

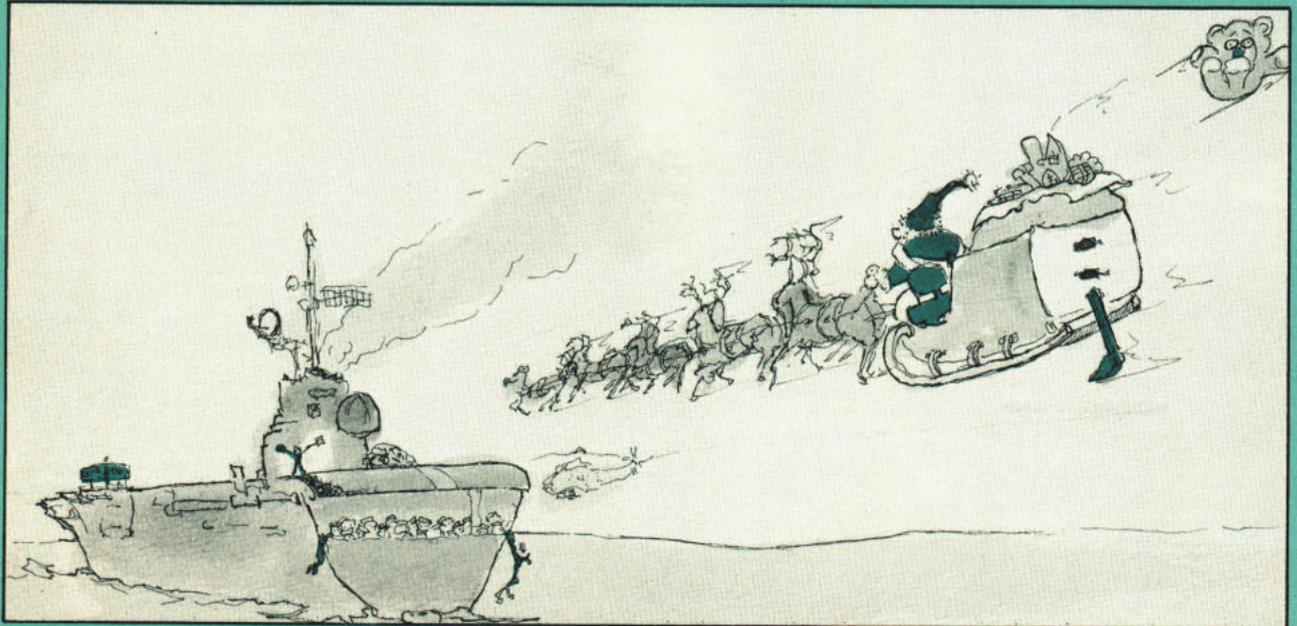


"Well, it's sort of like a fireplace. . . ."

BM2 Bruce Mitchell Lowe



LTJG John S. Miller



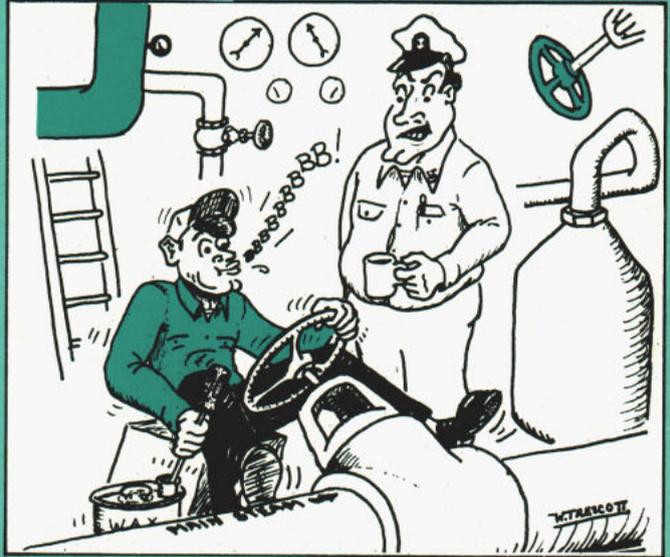
"Bail, Claus."

YNC Gerald Mack Avera



"Easy does it."

William H. Trescott, III



"Wilcox, haven't you ever heard of standing a watch in a military manner? . . . Wilcox!"

serious  
on the  
side

# TAFFRAIL TALK

When a sailor retires from the United States Navy after 20 years of honorable service, it is normal to expect a retirement ceremony, some kind words from the skipper, the good wishes of his shipmates, and a plaque or similar memento.

When Chief Warrant Officer Kenneth Jaye, USS *Lexington's* Boiler Material Maintenance Officer, retired after 20 years, he received all of the above, and more.

"Well, we all knew Jaye was retiring soon," explained Boiler Repairman 1st Class John F. Angelo, "and we wanted to get him something real nice. He's a great guy. But when the division got together to decide on a gift, we ran into difficulty. His main interest off duty was working on his ranch in nearby Alabama. So, after suggesting and rejecting a number of items, someone said, 'Let's buy him a cow.'" It was settled.

With contributions flowing in from B Division, Angelo bought the retirement gift for Mr. Jaye—a 200-pound Black Angus yearling.

So, on 12 Sep 1975, after 20 years' honorable service to the United States Navy, CWO3 Kenneth Jaye received a retirement ceremony, some kind words from the skipper, the good wishes of his shipmates, a ship's plaque . . . and a cow.

\* \* \*

Time is on their side, at least on Guam. It's said to be the place where America's day begins, and it is where the Navy's first 200th birthday celebrations were held. Guam is on the other side of the International Dateline from the rest of America, and consequently it operates on a time schedule that puts it a day ahead.

The U. S. Naval Supply Depot on Guam started official festivities at 0730 on Navy's birthday. Two hundred years of growth were symbolized by flying a replica of the original "Ole Glory" alongside the 50 stars and 13 stripes. A proclamation was also read and signed.

The participating officials planted a time capsule, as well, containing about 30 items which are all set for disclosure in the year 2075.

Some 1200 months from now, it's possible that our great greats may be reading the very names of those who took part in the ceremony by checking a "Who's Who" listing of 1975's local Navy personnel. The capsule also contains a Navy supply catalogue and photos of prominent figures.

History will be projected into the future by a movie which depicts the island as it was in 1944—in the turmoil of World War II. And when 2075 rolls around, Guam will still be one day ahead.

\* \* \*

When ALL HANDS Magazine receives an interesting photograph or series of photos to publish, we like to give credit where credit is due. Sometimes this is not possible because the photographer's name is not attached to the photo in question. Such was the case with the October 1975 cover. Now we are able to give credit for that colorful front cover to Photographer's Mate 1st Class J. A. Davidson, USN, attached to the Navy Recruiting District, Seattle, Wash. The man featured in the craft is Senior Chief Jerry Decker, attached to "A" Station in the Butte, Mont., recruiting area.

*Note to photographers:* Keep those fine black-and-white and color photos coming in—and be sure the credits are attached.

**ALL HANDS** The Magazine of the U. S. Navy, published for the information and interest of all members of the naval service, is issued monthly by the Navy Internal Relations Activity, Office of the Chief of Information, Room 2E329, Pentagon, Washington, D. C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

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USS *Cochrane* (DDG 21) approaches the starboard side of USS *Knox* (FF 1052) for a highline transfer.



**WE WISH YOU  
A MERRY  
CHRISTMAS  
AND A HAPPY  
NEW YEAR**

