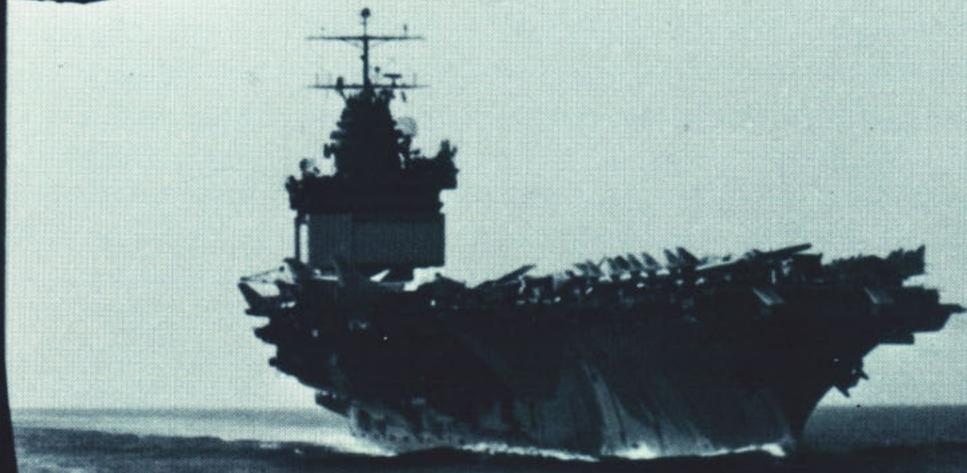


ALL HANDS



JUNE 1969





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1969

Nav-Pers-O

NUMBER 629

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

A Thousand Plans of the Day—Sailing With the Fleet.....	2
Corpsman!—They Prove Themselves Over and Over	6
A Letter from the Skipper: Task Force Clearwater	10
YLLC: It's No Beauty, But It Gives a Big Lift	13
A Salute to the Navy Wives Clubs of America	14
TV on the High Seas	19
AFDM Five: Keeps Them High and Dry	20
Opening the Doors of Opportunity	22

Special Report: The Seabees and Where They Live

The Sun Never Sets on the Seabees	24
Davisville: First Home of Navy's Green Giants	26
Port Hueneme: Where the Builders Travel West	30
Gulfport: Seabees' Golden Gateway to the South	34
Busy Bees Build Under the Seas	37

Departments

Today's Navy	38
Decorations: The Bronze Star	56
Letters to the Editor	58

Bulletin Board

Quals for Firefighter Assistants	44
Latest Changes in Pro Pay Effective on 1 July	46
College Degree Program for Officers	46
Correspondence Courses	48
Policy and Practices of Uniform Board	49
Expanded Cold War GI Bill on Educational Benefits	50
Precedence of Decorations and Awards	52
Polaris Breast Pin Is Awarded	53
SecNav Reading List: How to Be Well Informed	54

Taffrail Talk

John A. Oudine, Editor

Associate Editors

G. Vern Blasdell, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve



ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

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

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

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• FRONT COVER: BEAUTIFUL—The photogenic USS Enterprise (CVAN 65) takes a break from her flight operations and poses for her picture.—Photo by M. B. Schmitt, JO3, USN.

• AT LEFT: SUGAR LOAFING—Three crewmembers of USS Josephus Daniels (DLG 27) pause at the midpoint of the cable car ride to the top of Sugar Loaf Mountain overlooking Rio De Janeiro, Brazil. The ship visited the port during Operation Unitas IX.

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

A Thousand Plans of the Day —

SAILING WITH THE

It's not easy to keep up with all of the ships at sea, especially these days when the Navy is carrying out missions in many areas. However, the selected reports printed on these pages represent a typical sampling of the less publicized ships and their crews, starting off with the LSTs and then ranging from tugboats to LSDs.

Page County Takes Honors

There's no doubt about it. *uss Page County* (LST 1076) is a good ship to have on your side and she celebrated her excellence recently in a shower of awards.

With none less than Commander Amphibious Force, U. S. Pacific Fleet, doing the honors, *Page County* received her second consecutive Battle Efficiency Award for the best ship in her squadron during the preceding 18 months. At the same time, the admiral also pinned eight medals on members of her crew.

Page County took the honors in stride; she was used to them. During 1968, she demonstrated her ability in Vietnam by breaking, she believes, all cargohandling records for an LST while attached to the

Naval Support Activity, Da Nang. Her total cargo north of the Demilitarized Zone and south to Chu Lai was 10,000 tons.

Page County also holds the engineering Red "E," four Gunnery White "E's," the Communications "C" and she was the first Pacific Fleet Amphibious Force ship to win the Supply Blue "E."

— Journalist 3rd Class Bill Bartkus

Milk Run for Polk County

Points of view can sometimes be diverse. To a travel agency, for example, a cruise on the South China Sea and up the Cua Viet River might once have seemed romantic.

To a newcomer aboard *uss Polk County* (LST 1084), the trip might smack of danger, but to the old hands on board the journey is simply routine. Here's a sample:

For 16 hours or more at Da Nang, *Polk County* has been taking on cargo ranging from bandaids to tanks. She carries everything for the troops—and sometimes even troops — she could accommodate 265. She also has more than 69,000 cubic feet of storage space on the tank deck.

More often than not, the 10-hour trip from Da Nang to the Cua Viet is uneventful and, although the en-

trance to the river requires delicate maneuvering, *Polk County* passes through with aplomb. She then travels about 400 yards upriver where, with the help of a pusher boat, she swings her bow around and into the LST ramp.

Six forklift loaders begin moving the cargo off until the main deck is empty, then move in on the tank deck which might contain as many as 500 pallets, plus rolling stock.

While the cargo is being offloaded, the Marines and Navymen from camps in the area make good use of the small, but well stocked, ship's store to purchase things that are necessities in the U. S., but luxuries around the Cua Viet.

Six hours after offloading began, it's all over. *Polk County* pulls off by the stern anchor and a pusher boat heads the bow into the entrance channel and out again into the romantic, dangerous or dull South China Sea, depending on how you look at it.

—Story and Photos by Bill Galligan.

USS Arlington

Steam catapults are not prone to zigzag around flight deck obstructions, which is probably one reason the flattop *uss Arlington* (AGMR 2) doesn't launch aircraft any more. The obstructions, of

ON THE SUPPLY LINE—LT John D. White, II, CO of *USS Polk County* (LST 1084) transmits orders to bow crew during offloading (rt.) at Cua Viet.



FLEET

course, are radio antennas, which give the former *uss Saipan* (CVL 48), now a communications relay ship, the capability to send and receive up to 5000 messages a day from ships on Yankee Station.

Arlington's prowess at her present-day job is impressive.

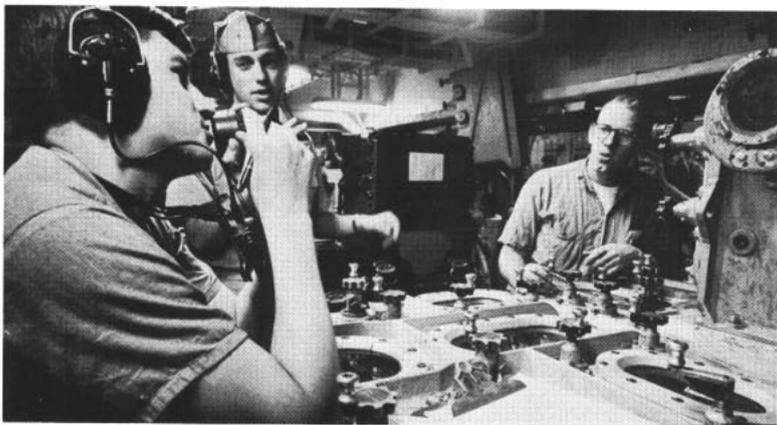
"We can simultaneously send and receive more than 100,000 words per hour," says Warrant Officer Daniel D. Worley, USN, a supervisor in *Arlington's* transmitter room. "Ordinarily we're connected with carriers, cruisers, or helicopter landing ships up in the Gulf. We relay their messages to and from the beach." The "beach" is a naval communications station in the Philippines or in Guam.

Arlington has 10 high-frequency, 10,000-watt transmitters; 14 other 500-watt transmitters; 65 multi-channel receivers capable of picking up signals from thousands of miles away; and 1200 pieces of teletype equipment.

Until recently aircraft carriers and other ships operating in the Tonkin Gulf were just about out of reach. The Gulf is surrounded by mountainous land masses on three sides, and for ships with ordinary communications gear, it was difficult to transmit or receive from other naval communications stations. *Arlington's* special antennas



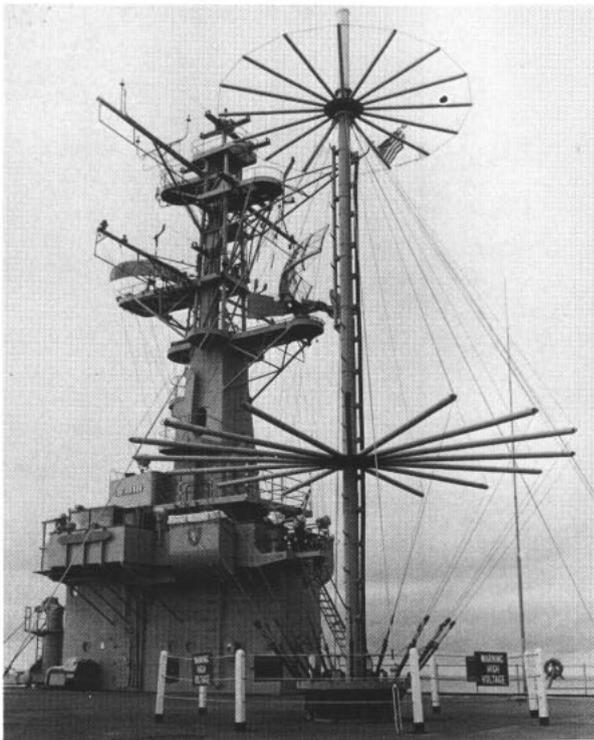
VIET VET—USS *Turner Joy* (DD 951) cruises Viet waters.



NERVE CENTER—*Turner Joy* receives gunfire information. Below: Combat Information Center plots target data.

ON THE LINE—*Turner Joy* prepares to move in to refuel from Seventh Fleet oiler USS *Navasota* (AO 106).





BIG TALKER — Antennas now sprout from deck of former carrier *Saipan*.

and her mobility make her an important asset to naval operations at Yankee Station, and supplement the capabilities of newly established stations in Cam Ranh Bay and in Da Nang in South Vietnam.

On 1 Nov 1968, for example, when the President ordered a halt to the bombardment of North Viet-

nam, it was *Arlington* that relayed the message on to carriers and Sea Dragon cruisers and destroyers engaged in such operations. High-priority traffic like that is aboard *Arlington* only minutes before being passed on to its proper recipient.

Arlington also provides other,

AWARD WINNERS—USS *Page County* has won her 2nd battle E award.



less dramatic services. "We copy news reports and send them out to the Fleet—we call it the *Arling Times*," explained Chief Radioman Louis J. Toth. "We usually send it out between 0500 and 0600. The ships like it so much they sometimes come up and ask us when we are going to broadcast it."

Her past as an aircraft carrier gives *Arlington* a spacious quality that even the giant supercarriers lack. Her air-conditioned transmitter room, for example, is as large—and nearly as open—as a bowling center. Recreational spaces are plentiful throughout the ship.

The crew serves a one-year tour, spending most of it at sea (267 days last year), and most of them like it. "I'll extend for another year," said one electronics technician. "I could never hope to get such good training or work with such sophisticated equipment anywhere else."

Comings and Goings

OVERSEAS TOURS have ended for many ships in recent months. Here are some of their accomplishments during deployment:

- The San Diego-based destroyer tender USS *Prairie* (AD 15), during a six-month tour of duty in WESTPAC, provided services and repairs to approximately 100 ships of the U. S. Seventh Fleet. These included submarines, service force ships and amphibious ships, as well as units of the Pacific Cruiser-Destroyer Force.

In addition to their many hours of ship repair work, the men of *Prairie* found time to participate in several people-to-people programs. Among the projects undertaken was the painting of a building for a new village orphanage in southern Taiwan. On several occasions *Prairie's* dentists traveled to remote mountain villages of Taiwan to provide much-needed dental care.

- USS *Current* (ARS 22), based at Pearl Harbor, had a busy six months in WESTPAC. She provided assistance and towed two stricken merchant ships, directly supported allied forces ashore in Vietnam, provided diver training for the Navy of the Republic of China,

and pulled USNS *LST 600* off the reef near Naha, Okinawa.

Current's operations off the coast of Vietnam near the DMZ included the repair of ship-to-shore petroleum delivery lines which enabled the swift transfer of precious fuel to engaged forces ashore.

The *LST 600* job lasted 30 days, beginning with an emergency underway and ending in Sasebo, Japan, as *Current* was relieved of her tow by civilian tugs. Three weeks of preparation had consisted of patching, unloading, and rigging around the clock in spite of unfavorable weather conditions which at

and for 10 days in Operation Sea Dragon, making a total of 72 firing days.

Of her 52 underway replenishments, the most notable was an emergency night rearming.

- During her six-month Far East deployment, *uss Bausell* (DD 845) stood plane guard duty with the attack carrier strike force, and conducted gunfire support and search and rescue missions.

The San Diego-based destroyer also rescued 14 crewmembers of a Japanese fishing boat which burn-

experiencing serious flooding. After a 20-hour transit through heavy seas, wind, and snow, *Munsee* located the *Fuku Yoshi* grounded on the uninhabited Rat Island.

Heavy seas for the succeeding 48 hours precluded small boat operations and required the eventual removal of the 30 survivors by a helicopter from Adak. *Munsee's* contribution as on-scene coordinator of rescue operations proved essential in the eventual rescue of all survivors.

- The San Diego-based dock landing ship *uss Monticello* (LSD 35), during an eight-month deployment with the Amphibious Force, U. S. Seventh Fleet, provid-

LOOKING GOOD—Heavy cruiser *USS Saint Paul* (GA 73) makes a pretty picture as she cuts through Pacific waters heading for her home port.



times made getting near the wreck by boat impossible.

On the final effort which pulled *LST 600* off the reef, *Current* was assisted by *uss Abnaki* (ATF 96), and *Chowanoc* (ATF 100). All that remained after that was retrieving beach gear, rigging the tow for sea, and the run to Sasebo.

- The guided missile destroyer *uss Towers* (DDG 9), in six months with the Seventh Fleet, operated primarily on the gunline, but also participated in Operation Sea Dragon before its cessation, and attack carrier escort duty on Yankee Station.

The San Diego-based ship operated for 62 days on the gunline,

AT WORK IN THE MED—As *USS Arcturus* (AF 52) comes alongside *USS Forrester* (CVA 59) for highline transfer of stores, a helicopter from *USS Sylvania* (AFS 2) carries out vertical replenishment during Sixth Fleet op.

ed and sank in the ocean 800 miles southeast of Tokyo, Japan.

- The Fleet Tug *uss Munsee* (ATF 107), homeported in San Diego, spent four months in the Northern Pacific. *Munsee* was based at Adak, Alaska, and served as the primary surface ship for the Adak Search and Rescue Sector.

Except for training and special operations, *Munsee's* deployment was uneventful until one hour before she was to return home to San Diego. At that time, she was called on to proceed some 200 miles west of Adak to assist the Japanese ship *Fuku Yoshi Maru 15*, which was

ed support in six major operations.

In all, *Monticello* spent 60 per cent of her WESTPAC deployment in Vietnamese waters. *Monticello's* three tours in the combat zone averaged 45 days each.

Operations in which she participated were Swift Play II, Swift Play III, Daring Endeavor, Swift Move, Bold Mariner, and Defiant Measure.

During the deployment, *Monticello* refueled an average of once a week and replenished once every two weeks. During the six-month period of amphibious operations, she landed nearly 600 helos.



CORPSMAN!

THE QUALITY OF MERCY, says Shakespeare, drops as the gentle rain from heaven; but the rain in Vietnam is rarely gentle.

The quality of mercy, on the other hand, is distinctly of high quality and the Navy's hospital corpsmen dispense it abundantly although they probably would laugh if you told them so.

It is true, nevertheless, that the altruism shown by corpsmen in this conflict far exceeds the call of duty.

Few physicians are closer to their patients than hospital corpsmen are to the Marines with whom they work. They are assigned to each Marine battalion and consequently learn to know their prospective patients well—and small wonder.

They can usually count on six solid months in the battle zone without liberty. The only relief they can expect is an occasional football scrimmage, a swim, or whatever other recreation their ingenuity provides.

After they leave the battle zone, they are transferred to a Navy medical facility in Vietnam or to a hospital ship offshore where, perhaps, the fatigue factor and the danger are a little less.

In the hospitals, at least, there are doctors and nurses to share the burden of preserving life. But in the battle zone, the corpsmen are the whole show. Uncounted Marines now alive and well will testify that their performance was a good one.

IN THEIR ROLE as medical factotums, the corpsmen diagnose and treat the illnesses which the climate and general conditions in Vietnam provide so abundantly. However, it is during a shoot-out with the Viet Cong or the North Vietnamese when the corpsmen get a real workout.

A Marine can fire a rifle or hurl a grenade from a relatively concealed position. If he is wounded, chances are he is exposed to enemy fire and that's where the corpsman goes to give him aid.

It is by no means unusual for a corpsman, seemingly oblivious to the bullets whistling around him, to kneel over an injured Marine; cut the clothing away from his wound and bandage it; examine him for broken bones and immobilize with inflatable casts those he finds; begin administering intravenous solutions and even massage the wounded man's heart, if this is necessary to keep him alive. The sight of a corpsman risking his own skin to save the life of his patient is familiar in Vietnam.

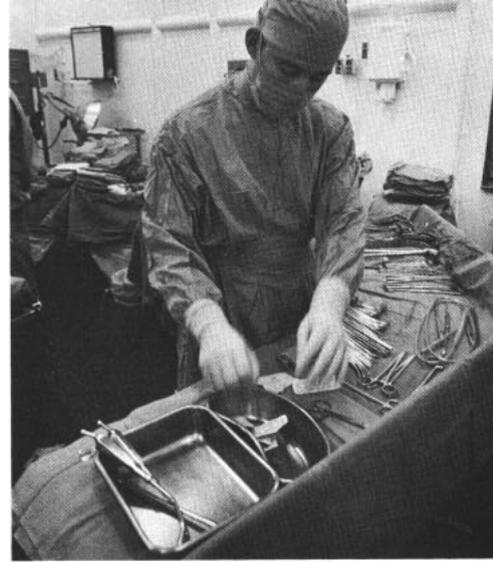
Firefights in a search and destroy mission are often intense but of relatively short duration. The company commander calls in the medevac helicopters for the wounded and things usually are reasonably quiet when they arrive.

TO INSURE a minimum of unfriendly interference, the Marines on the ground spray with fire the area surrounding the landing zone. If the fight is likely to continue when the medevac choppers arrive, gunships are sent.

A smoke signal is usually needed to pinpoint the company's location and guide the helicopters to their destination. To the wounded and the Navy corpsmen, there is probably no music sweeter than the unharmonious roar of a medevac helicopter and, by the time it lets down, the wounded are on stretchers and on their way to the landing site.

Medevac doesn't remain long on the ground. The wounded are put quickly on board; the choppers shirr





Photos clockwise from far left: (1) Edward Darewski assists a wounded Marine during action. (2) HM3 Ron Jones assists during surgery. (3) HM1 Selmer Griffith reconstitutes unit of blood. (4) HM3 Fredrick Mossel assists surgeon during skin graft. (5) Corpsmen meet helo and rush injured to medical care.



up and away. The injured Marines are in the care of a new hospital corpsman.

This Navyman, too, is on his own and must judge for himself what measures should be taken for the welfare of the patients. During the relatively short flight, he keeps a wary eye on his charges to guard them against shock and other perils to their life and well-being.

Sometimes a wounded man makes several stops before he either is returned to duty in Vietnam or sent to the United States for further treatment.

If he isn't taken directly to one of the larger medical facilities, the first medical team which may see him probably works in a comparatively unsophisticated environment.

The hospital is frequently a quonset hut, but it is sufficient. Here, for the first time, there is a physician in charge and the corpsman assumes the role of assistant. Wounds are thoroughly cleansed and rebandaged. If transfusions are needed, they are given.

Those who can be treated with the means at hand, remain. The others are sent by helicopter to the Division Hospital at Da Nang or to one of the two hospital ships anchored off the coast of Vietnam.

ALL OF THESE larger facilities equal any in the United States. However, those requiring continuing attention are eventually sent to a hospital in Japan, Guam, or to the United States in order to keep local beds available for new arrivals. Regardless of where the patient goes, a corpsman is nearby.

When helicopters are heard approaching the hospital at Da Nang, the corpsmen scramble to unload the incoming casualties, taking those with severe

wounds to the receiving area where stretchers are placed on sawhorses and bottles of intravenous solution hang from overhead lines, ready to replace lost body fluids.

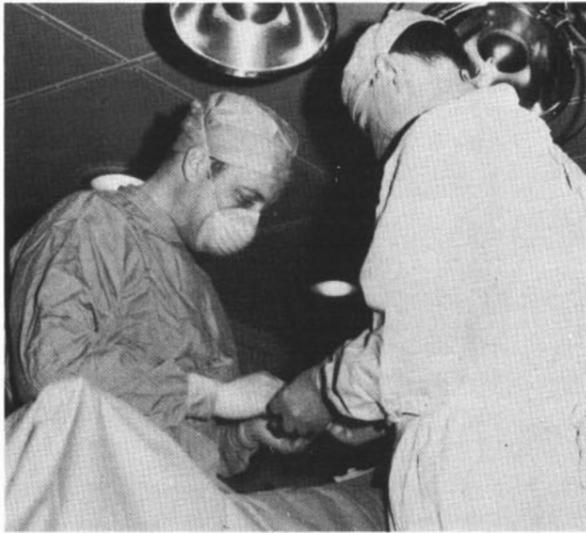
Any remaining clothing around the wound is cut away and old bandages are removed. Broken bones are immobilized in splints; bleeding is stopped and blood samples are taken for the corpsmen in the laboratories.

Although the corpsman's primary concern is providing medical attention to the wounded, he never forgets the man is in pain and needs reassurance, so he takes time to light a cigarette, put a pillow under a man's head and assure him that everything is going to be all right.

For about half an hour, the receiving area is filled with people and activity, then it empties as the patients are moved out for X-rays or to the preoperative area, treatment rooms, clinics and wards.

WITH ONE GROUP of patients gone, the corpsmen in the receiving area sweep away the litter; hose down the floor; realign the sawhorses and hang new bottles of intravenous solutions on the overhead lines.

Finally, they have a few minutes to rest, which means they slump down against the nearest wall.



Some smoke, others are apparently lost in thought while still others catch a fast nap.

If it's mealtime, they gulp their food from the trays that have been sent from the mess hall.

Inactivity at Da Nang hospital, however, is of short duration. Soon the motor of another medevac helicopter can be heard and the corpsmen shake off their fatigue and make ready to receive another group of patients.

A hospital patient sees some corpsmen more than others. At Da Nang, 250 of the 500 corpsmen assigned there work in the ward where there are around 700 beds. The others work in laboratories and special treatment units.

The ward corpsmen, naturally, are the most often seen. At times, they are in constant attendance upon a patient as when a man is in shock and is followed through the hospital from the moment he enters until he is discharged.

The lab corpsmen analyze samples drawn from the patient for clues relating to his stability. A corpsman's duties are, in fact, a part of any medical step taken while a man is in the hospital, but the corpsman is probably most valuable when a patient is in the intensive care ward after surgery.

The patient is then under constant care and supervision and a corpsman is always on hand to monitor his body functions and see that he receives oxygen, saline solution and blood when and if they are needed.

CORPSMEN IN VIETNAM have never been accused of goldbricking. Work well beyond duty hours is not an exception, it is the rule—not necessarily because it is ordered, but rather because the corpsmen know human suffering doesn't keep regular hours.

Probably nobody on duty at Da Nang during the 1968 Tet offensive will forget when 169 patients were admitted in one day. Neither will anyone forget the effectiveness of the medical team in Vietnam.

During a one-year period, for example, less than two per cent of the Marines wounded in Vietnam succumbed to their injuries and all but 734 of the 5530 allied battle casualties treated at Da Nang that year were returned to duty in Vietnam. This is even more impressive when one considers that 75 per cent of the patients arriving require surgery.

After considering such statistics, anyone who concludes Navy corpsmen in Vietnam are hero material is right. As of the middle of March, they had garnered 18 Navy Crosses, 3 Navy and Marine Corps Medals, 22 Navy Achievement Medals, 100 Navy Commendation Medals, 158 Bronze Stars, 80 Silver Stars, 102 Air Medals and 3271 Purple Hearts.

Citations for these awards selected at random have one thing in common—the corpsman left a relatively safe or sheltered position and advanced across exposed terrain through enemy fire to aid the wounded.

From that point, the citations vary. Frequently, the corpsman, who is himself wounded, renders medical assistance while exposed to enemy fire and is the last to board the medevac helicopter.

Other corpsmen, apparently impervious to enemy fire, refuse to seek cover, placing the welfare of their wounded comrades above their own.

ONE NAVYMAN literally kicked away grenades until one, slightly out of reach, exploded but not before the already wounded corpsman threw himself over his patient, absorbing the shrapnel himself and saving the Marine from further injury and possible death.

While two of the enemy were advancing upon his patient, a corpsman continued to aid the wounded Marine. Even after the corpsman was too seriously injured to move, he asked that the wounded be brought to him. They were, and he continued giving them aid.

Still other corpsmen placed themselves between their patient and the enemy's fire and continued working though wounded themselves, finally being in such jeopardy and so badly wounded that they had to be evacuated under protest.

One factor in each of the citations seems to come through although it isn't expressed in words:

Each risked, and sometimes gave, his life simply out of compassion for his fellowman.

That is the quality of mercy in Vietnam and the quality from which heroes are made.

—Robert Neil

letter from the Skipper

Navymen of Task Force Clearwater visit area villages to set up medical clinics, such as shown below. Right: Crewman comforts patient as PBR becomes ambulance in rush to hospital.



TASK FORCE *Clearwater* has not made a list of household words, but it has made its presence felt in South Vietnam. A relative newcomer to the conflict, the task force was organized in February 1968 for operations in two hotly contested northern provinces.

Clearwater has had considerable—and unreported—success against the enemy. In the process, the men of the task force have quietly made friends among the South Vietnamese.

Some details of this came to light in the form of another story—a letter to the folks back home. As many Navymen know, parents and wives may occasionally receive a letter from the commanding officer which discusses, generally, the command mission and history and “how things are going.” Such newsletters also usually reassure the families that the Navymen work hard, and receive the finest care possible.

COs in combat find that newsletter writing is a particular challenge, because, it seems, there never is enough time. Those who take the time face an additional challenge in finding the right words.

Here's where Task Force *Clearwater* enters the picture; its commander, CDR S. A. Swartrauber, took the time to find the words.

Addressing himself to families and friends of the men in his task force, CDR Swartrauber discussed *Clearwater's* history, mission and organization, and, in the process, revealed that he has a feel for the emotions of service in South Vietnam. It makes interesting reading for Navymen as well as families.

Let's read the commander's mail.

I TAKE THIS opportunity to write you about the exploits and activities of Task Force *Clearwater*, because I know many of our men are too modest, or too busy, to do so themselves.

Our task force is the only one of its kind. We have soldiers of the 63rd Signal Battalion; Marines of the First Searchlight Battery, 3rd Marine Division; and Navymen from River Patrol Flotilla Five, River Flotilla One, and the Naval Support Activity Da Nang.

We all work and fight side by side under the Navy's Task Force *Clearwater* emblem, but we do not work directly for the Navy. Our orders come from the Commanding General, U. S. Army XXIV Corps.

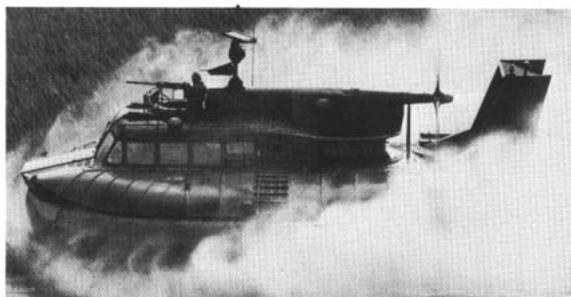
Our men wear a distinctive French-type black beret with a blue shield and gold sword emblem as their adopted symbol. They wear the berets with a rakish flair and with pride and dignity. You should see them.

How and why did Task Force *Clearwater* come about? If you have a map of Vietnam, perhaps I can help you become oriented.

In the extreme north of South



Clockwise from above: (1) Minesweeper clears river; (2) PBR crew searches for munitions caches; (3) Crewman prepares for minesweeping; (4) Patrol Air Cushion Vehicle (PACV) skims along river; (5) PBR checks sampan.



Vietnam, two provinces, Quang Tri and Thua Thien, have been hotly contested between our forces and the enemy. Perhaps you have heard of some of the famous battles that have been fought here—Khe Sanh, Hue, A Shau Valley and others.

In essence, a U. S. Marine Division defends Quang Tri Province, and a U. S. Army Division defends Thua Thien Province, both, of course, in conjunction with the South Vietnamese Army.

Nearly all the supplies for these two divisions—the beans, bullets and bandages, we call them—must be shipped north from the major port of Da Nang. The Army's supplies must move up the Perfume River to Hue, and the Marine supplies transit the Cua Viet River to Dong Ha.

IT IS OUR JOB with Clearwater to make sure the cargo craft move safely on these rivers to their inland destinations. Half of our task force, the Hue River Security Group, performs this mission on the Perfume River, and the other half, the Dong Ha River Security Group, works the Cua Viet River.

A little about our enemy, Charlie, as we colloquially call the Viet Cong, and perhaps incorrectly, the North Vietnamese. We are determined that the supplies get through. The VC are just as determined that they not get through. Further, the VC want to use the same rivers freely for their own purposes—troop movements, infiltration, resupply, sabotage, and the like.

To make it interesting, Charlie plants mines in the water and uses rockets and machine guns from the riverbanks.

To appreciate the contest, you must understand the significance of waterways in Vietnam. Watercraft are as common here as autos are back home. The average Vietnamese hamlet is connected to other hamlets and villages by waterways, and a Vietnamese home typically fronts a canal. The homeowner in effect parks his sampan in his water driveway.

EVERYTHING imaginable moves by water—machinery, glass, lumber, fuel, hardware, textiles, fish, rice, medicine, pigs, water buffalo, chickens and, to be sure, military

items. Passenger ferries and water taxis provide transportation for the people. Even the doctor makes his calls by sampan. (On this subject, many are the times our Clearwater craft have carried sick and injured Vietnamese to hospitals.)

So it is; all Vietnamese, loyal and enemy, rely on the waterways for transportation. So do we. In a way, we perform a double mission: We must see to it the waterways are available and safe for friendly use—but as difficult as possible for the enemy to use.

How do we stack up in our contest with Charlie? Very well, thank you. For starters, we have better training, and we also have better equipment. The latter includes minesweepers, patrol air cushion vehicles, patrol boats and special surveillance craft.

Each of our river units has World War II types of landing craft, mechanized (LCMs), which have been outfitted with machine guns and minesweeping gear. The three-man crews spend countless hours sweeping the rivers for enemy mines. This is tedious work, and it takes a man with great courage and stick-to-itiveness to be a suc-



cess at it. When mines are found, life for the crews becomes, well, very exciting. It is impossible for me to estimate how many tons of allied cargo our minesweeping teams have saved.

OUR PBRs (river patrol boats) are new to the Navy—an outgrowth of the Vietnamese conflict. They are fast and can skim along the surface in only nine inches of water. The hull is made of fiber glass and measures 31 feet long. The boat is propelled by water jet pumps and can reverse course in its own length. Each is armed with four machine guns, grenade launcher and small arms, and has a four-man crew. The boats spend most of the time on river patrol, searching junks and sampans for Viet Cong, draft dodgers, and contraband cargo intended for the enemy.

Our patrol air cushion vehicles (PACVs) have done a fine job here in Vietnam. They are something you've never seen—except, perhaps, in a James Bond Agent 007 movie.

The PACV is neither aircraft nor watercraft. It moves over water or land at speeds to 70 mph, on a bubble of air about five feet thick. The bubble is developed by a huge lift fan underneath the PACV, and is held captive by rubber skirts. The craft mount .50-caliber machine guns and 40-mm grenade launchers, and are ideal for our type of work. The Vietnamese name for the PACV translates as “monster.” Our men in Coastal Division

17 have painted glaring eyes and snarling teeth across the front of each PACV.

The PACVs and PBRs work 12-hour patrol shifts. Most of the men agree that after searching several hundred junks and sampans—we search several hundred each week—the work becomes routine and somewhat dull. The faces of “regular customers” soon become recognizable. In most cases, no suspicious characters or cargo are found, and it becomes a matter of waiting, drifting, searching, checking ID cards, checking cargo manifests, checking operator permits, putting on rain gear, taking off rain gear, and so on.

BUT, TEDIOUS as it may be, the routine pays off because it forces the VC into hiding and forces Charlie to take dangerous chances. Naturally, he doesn't want to get caught red-handed moving supplies on the river or along riverbanks. Therefore, he has learned to make his moves quietly in the dark when no patrol craft are in sight. Catching him requires stealth and professional skill on the part of our men.

Our landing craft, personnel, large (LCPLs) are painted dark blue-gray and are specially equipped to detect the VC along the length of the Cua Viet River and banks. The boats have powerful xenon gas searchlights and night observation devices, some of which are called starlight scopes. Each has a six-man crew—Marines operate the special night observation

devices and our Navymen pilot the craft and man the guns. At least one of our LCPL crews will spot the VC on almost any given night, so these craft are in on a lion's share of action.

Although holding tight rein on the VC is our continuing concern, our black berets have seen other aspects in this conflict. We have developed great rapport with the people who live along the riverbanks.

FOR EXAMPLE, when one of our units cruises down the river in an inhabited area during daylight, children rush to the banks with big smiles and wave at us. They shout “Ok GI,” and “You number one, GI.” Some days, the children are so enthusiastic our men feel as though they are astronauts who have returned from the moon and are making it through a ticker tape parade. Again, you should see them!

We often take time out to go ashore and serve the villagers with hospitalmen and medicine. We set up a clinic, and our *bac-si* (Vietnamese for doctor) treats the local people who are sick or injured. We've used plenty of penicillin, aspirin, salve and bandages.

Sometimes, things happen which seem strange to us. One day during a clinic visit I saw a woman rush in, lie down, and deliver a baby. A 15-year-old midwife attended her. Within two hours, the new mother got up, walked out, and returned home with her baby in her arms.

The officers and petty officers who arrange for medical visits also often arrange for local musical and variety show entertainers to come along and make it a festive and happy get-together. When we started showing movies, we weren't surprised to see that Vietnamese children enjoy cartoons and candy just as much as our kids back home. I cannot help being touched by the goodwill and friendship our men of Clearwater have generated.

This has resulted in some interesting side effects. The local children, having learned to trust our men, often volunteer information with regard to the location of the enemy. The children have turned in enemy weapons, ammunition and supplies they have found; they often carry such goods to the river-

bank and hail a passing Clearwater craft.

ANOTHER interesting aspect of our work involves radio broadcasts to the local people, enemy and friendly. Using powerful loudspeakers and a Vietnamese with a microphone or prerecorded tapes, we appeal to the people for help in routing out the VC.

At the same time, we coax the VC to turn himself in—we offer complete amnesty. These broadcasts have been effective. One of our boat captains told me "There's one sure way to make Charlie mad enough to fire at us and give away his position . . . that's to play one of our surrender tapes."

But mad or not, Charlie is a formidable opponent. When he's trapped on the river or on a bank, or if he thinks he's trapped, he fights back fiercely. But, when he tangles with Clearwater, he knows he has a fight on his hands.

The Dong Ha River Security Group already has received the PUC for an earlier action. The group faced rocket and machine gun attacks—but they saw to it that 134,000 tons of cargo got through to Dong Ha.

ALTHOUGH we have been in operation for only about one year, our men have received countless decorations for individual heroism. For example, four of our men earned Silver Star medals during a one-week period.

In closing, I must tell you how greatly I appreciate the ability and loyalty of these men who are your husbands, sons and friends. I thank you for the support you give them and for your sacrifice and understanding in being separated from them.

I assure you the men are proud of the work they accomplish here. By their actions each day, they are writing important passages into naval history. Many already have become heroes of this conflict.

It must be obvious from the length of this letter that I like to write about the exploits and activities of these magnificent men. Indeed I do. However, I also have work to do, so will close and join you in praying for their safe return.

—S. A. Swartrauber,
Commander, USN

It's No Beauty, But It Gives a Big Lift

It's slow and not very awe-inspiring. Fully loaded it weighs over 400 tons—no lightweight. From the stern it looks like a floating building.

But put 16 experienced salvaging personnel on it and this craft becomes one of the most useful tools for marine salvage available today. It's a light lift craft, one of four manned by personnel of Harbor Clearance Unit One, at the U. S. Naval Base, Subic Bay, R. P.

The term light lift craft may be a misnomer. This olive drab craft can lift up to 25 tons with the "A" frame, mounted near the bow. It provides a stable platform and necessary support services for HCU 1 divers who survey a salvage job and determine whether to raise or destroy a wreck. No two jobs are alike and ingenuity is the order of the day.

Homeported at Subic Bay, the light lift craft of HCU 1 regularly deploy to Vietnam for periods of four to six months. While deployed they participate in salvage operations such as the recovery of barges, raising of downed helicopters, removal of damaged bridges, and the search for lost weapons.

A light lift craft, designated YLLC, is manned by an officer in charge and 15 enlisted men of various rates. When engaged in a salvage operation, you'll find the cook handling a line or the radioman adjusting a fender. All personnel are utilized to the fullest extent to enable the YLLC to accomplish its mission.

Maneuverability is a problem. The YLLC is powered by three 225-horsepower engines. With so much weight to push around, the conning officer must really stay on his toes to put the craft where he wants it. Usually, he gets a good deal of practice because of the many positions the YLLC must assume in order to salvage a wreck.

There isn't room for a crew's lounge or a barber shop. Every available inch is crammed with wire, pumps, hose, line, and the other machinery of salvage work. The YLLC is equipped to furnish emergency power, pumping, and fire main water to ships in distress.

Armament consists of four .50-caliber machine guns, two grenade launchers, and assorted small arms. But sometimes that is not enough. A light lift craft was lost to the Viet Cong in November 1968 when it struck a mine. Normal salvage work involves a certain amount of risk. Often conditions under which the crew of a YLLC work multiply that risk several times.

When you first look at one you are reminded of the ugly duckling. It is "unswift," making seven knots with a following sea. The terms cumbersome and ungainly come to mind. But if you saw one in action, you'd agree that the light lift craft, when manned by the salvors of HCU 1, provide all the support necessary for the hard, dirty and, in some cases, hazardous job of marine salvage.

—R. R. Casteel, LTJG, USN

TOPSIDE AGAIN—Light lift craft salvages MSB from river after it had been rammed.





The Navy Wives' Club of the Naval Air Station, Miramar, greets Navymen arriving from Vietnam.

A Salute to NAVY

IN WASHINGTON, D. C., last February, a petite brunette named Ilah Glass briefed the Secretary of the Navy, Chief of Naval Operations, Chief of Naval Personnel, several members of Congress, and other officials, on the aims and purposes of the Navy Wives Clubs of America.

In the process, the NWCA National President drew some comments which should make interesting reading for Navy husbands.

For example:

"I discussed with Vice Admiral Duncan (Chief of Naval Personnel) the range of matters with which we're concerned, particularly the housing shortage. He is fully aware of our problems and is doing what he can to resolve them.

"The Under Secretary of the Navy also expressed concern over the housing situation, and was interested to see letters on the subject from our members.

"Congressman L. Mendel Rivers of the Armed Services Committee said one of his vital concerns is to pass legislation which will provide dental care for service dependents. He feels this is most important to the welfare of our families.

"SecNav, CNO and the Commandant of the Marine Corps addressed our group and each one said he wanted to raise the image of the serviceman.

"We also were briefed on the image problem of minority races, specifically with regard to Negroes in the service. One interesting point is that the Navy was

the first service to integrate (late 1940s), but is rated last in choice of service by the majority of Negro men questioned on their preferences.

"One problem is that Negro communities do not seem to be aware of Navy progress in this regard during recent years.

"What can we do as Navy wives?

"We can request representatives of officer selection boards to come to our meetings and discuss current Navy and Marine policies relating to officer candidate training; we can ensure that the Negro community is apprised of our Navy activities; we can encourage Negroes in our communities to join with us and participate in some of our NWCA projects; we can help all our neighbors become more familiar with the real Navy-Marine community.

"I was happy to meet with Delbert D. Black, Master Chief Petty Officer of the Navy, and learn that he is working to resolve the same problems in which we're interested: Family separations, pay, housing . . . MCPON said the Navy is looking at ways to alleviate the family separations we face. It was pointed out that some 10,000 families are involuntarily separated—not counting the families of men who are deployed—solely because there is not enough adequate housing available to us.

"I stressed that we as Navy wives expect separations during sea duty, but when it is because there is not enough housing, Navy or civilian, where our hus-

bands are stationed for shore duty, then that's another matter. . . ."

THE ABOVE MESSAGE might suggest to an unmarried Navyman that the Navy wives have a lot to say—and more than enough to keep occupied.

It's true. As any veteran brownbagger can tell you, Navy wives know how to speak out.

In Ilah Glass, President of the Navy Wives Clubs of America, the wives of Navy enlisted men have a representative and a spokesman. And, let's face it. Any time thousands of women espouse a common cause, name one man who will not listen.

What is this force to be reckoned with?

A periodic talking session in Washington, is, in fact, only a small part of the impact made by the Navy Wives Clubs of America. As can be seen elsewhere on these pages, most NWCA members find that the crux of their growing organization means getting involved with worthwhile community activities at a local club level.

Founded in 1935 by Navy wife Mary Palozzi (who

WIVES

Clubs of America

still is active in NWCA club affairs at Twenty-Nine Palms, Calif.), NWCA has grown to become the country's only national organization chartered specifically for the wives of enlisted Navy, Marine Corps and Coast Guard personnel.

THE NWCA NATIONAL BOARD, elected annually, consists of a President, Vice President, Secretary, Treasurer and Parliamentarian.

In addition, nine national chairmen are appointed each year to coordinate specific project areas, and because NWCA has more than 100 member clubs throughout CONUS and overseas, the organization is divided into five regions, each represented by a Vice President.

Among other functions, the National President is a letter writer who may petition the commandant of a naval district or some local chamber of commerce for support whenever a new member club is formed. She represents NWCA at official functions, votes on recommendations submitted to the national board, helps plan conventions and, as pointed out earlier, makes official calls on those who may be in a position to promote the NWCA programs.

With regard to the latter, NWCA has had considerable success; the Chief of Naval Personnel endorses the organization in BuPers Inst. 5760.1 series, and urges commanding officers to assist local NWCA branches when possible. *(Continued next page)*



Top Photo: Navy wives' club members make homecoming more pleasant for Navyman wounded in Vietnam. Below: Mrs. Imelda Marcos, wife of the President of the Republic of the Philippines, is presented a tray by the Navy Wives' Club of Sangley Point.



Mrs. Ilah Glass, NWCA National President.





REGIONAL CONVENTIONS are held each spring, and delegates from overseas areas may travel to CONUS by government space-available air. (Conversely, Ilah Glass recently obtained permission from CNO for NWCA's national officers to travel at government expense, space permitting, to visit overseas clubs.

A national convention held during the fall each year is attended by delegates from throughout the field of membership. New officers are elected, workshops are held, and amendments to the bylaws are voted on.

The official NWCA publication—*Navy Wives Clubs News*—keeps all the member clubs cut in on what the other clubs are doing. Of course, the wives are encouraged to submit material to the monthly mimeo magazine, which, in addition to the word on club activity, may include such sundry woman-interest items as how to make a bazaar a rousing success; tips on budgeting the family's finances; recipes (combine Roquefort and Neufchatel cheese with a bit of minced onion or a dash of onion juice and some chopped

canned mushrooms. Try it on dark bread . . . yummy).

The national committee also provides clubs with booklets on how to raise funds and how to increase membership. Each club member receives an NWCA operations manual, a copy of the bylaws, and the NWCA pin (see cut).

INDIVIDUAL CLUBS establish their own meeting schedules, with most of them having one business and one social meeting each month.

Because dues are small (barely enough to cover local operating expenses), most club activities are supported by fund-raising projects and donations.

Bake sales and bazaars are relatively large-return projects used by most clubs; some run a variety of projects, such as selling an item that brings in small returns over a long period—and adds up to a meaningful amount.

One project in which all the members take an active interest is the NWCA Scholarship Foundation. A substantial part of the clubs' fund-raising efforts are aimed at this worthwhile program which, since established in 1952, has helped to pay the college and vocational training bills for hundreds of children of Navy,

THE NAVY WIVES CLUBS OF AMERICA keep themselves well occupied. If the typical Navyman thinks of their meetings as an excuse for the Navy wife to get away from the youngsters and the man of the house for a few hours, he is only partly right. The NWCA is an organization with a sense of responsibility, an appreciation of civic duties, and a real enjoyment of fun, mixed with a pursuit of knowledge.

Here is a partial (repeat partial) list of NWCA activities during the past year. It will give you an

Sorting some of the 16,000 books sent by NWCA to Vietnam



idea of what it has accomplished in a short time and what it is capable of in the years to come:

- Worked to bring local groups and Navy Wives Clubs of America together for better understanding of military families.
- Worked with civic organizations to form pre-school student eye checks.
- Overseas organizations sent pictures, articles on individual families to home town papers, giving their ideas of what it was like to live in a foreign country.
- Participated in civic activities.
- Modeled in Navy Week fashion shows.
- Took part in Loyalty Day, Flag Day, Memorial Day, Veterans Day activities and services.
- Held Fourth of July picnics.
- Operated thrift shop with other clubs.
- Made personal call to newcomers in Navy communities.
- Sponsored art museum trips for Navy wives.
- Held open houses.
- Earned funds for club activities and charities through bazaars and rummage sales.
- Held various raffles including telephone raffle, Savings Bond raffle, "headache" raffle and old jewelry auction.
- Pot luck dinners.
- Ran a "country store" to raise club funds.
- Earned funds through car wash program and selling auto tags.
- Made and sold dresses, plaques and candy.
- Held ward parties at hospitals for children and servicemen.
- Provided curtains, flowers and vases for wards in hospitals.
- Sewing, knitting and working at thrift shops.
- Donated flags to various Scout Troops.

Marine Corps and Coast Guard enlisted men (see box for eligibility requirements).

THE SCHOLARSHIPS amount to 11 annual awards of \$400 each, with most of the money obtained through NWCA bake sales, suppers and bazaars. The Foundation is administered within the Bureau of Naval Personnel by Mrs. Elise Skylstead, herself a long-time NWCA supporter and honorary member. Recipients of the scholarship grants are selected by a committee made up of experts in education and youth programming.

Now, for some specific examples of NWCA in action, read on. But keep in mind that this outfit has more than 100 clubs throughout the U. S. and overseas. Its current membership, sponsors and participants over past years number in the thousands.

Therefore, the following represents only a small sampling of some recent NWCA projects at the local club level. If your wife's NWCA chapter isn't mentioned, do yourself (and ALL HANDS) a favor and pass this along to a shipmate. *Don't take it home.*

THE WIVES WHO BELONG to NWCA do volunteer work for the Red Cross, Navy Relief, Mental Health



Mrs. E. L. Skylstead, director, and Mrs. Alice Meyer, secretary-treasurer, of the NWCA Scholarship Foundation.

- Donated sports equipment to an Indian reservation.

- Sent boxes to servicemen in Vietnam, including books, candy, cookies, shower sandals, combs, etc.

- Provided cakes and cookies for naval enlisted quarters.

- Donated television sets for use of bedridden patients.

- Decorated "E. M. Club" for Christmas season.

- Collected clothes for Saipan typhoon victims.

- Donated clothes and toys for a Republic of Korea orphanage.

- Provided Thanksgiving and Christmas baskets for the needy.

- Wrapped Christmas gifts at Exchange.

- Provided clothing and toys for the underprivileged.

- Collected donations for Navy Family Chapel.

- Sent 50 dolls to a Vietnam orphanage.

- Purchased flags for sailors' graves.

- "Adopted" a Marine troop in Vietnam.

- Participated in casualty assistance calls for Navy Relief.

- Furnished transportation for service wives to hospital, commissary, housing office, at various bases.

- Operated several "Not New" shops.

- Made donations to several State hospitals.

- Provided child care when needed.

- Provided camp funds for retarded children.

- Served refreshments at blood bank.

- Sent fresh milk by air to servicemen in Vietnam.

- "Adopted" children in Greece and India.

- Provided Braille typewriter for a blind girl.

- Helped to send recording tapes at Christmas time and other holidays to servicemen in Vietnam.

- Donated to Family Sharing Project.

- Sent birthday gifts to servicemen in hospitals.

- Worked at senior citizens' convalescent home.

- Maintained maternity lounge at base facilities.

- Made calls to servicemen on Mother's Day and Father's Day.

- Held cookout at children's home.

- Participated in Operation Welcome, meeting wounded men coming into CONUS for treatment at a stateside hospital.

- Provided flowers for base chapel.

- Provided help in obtaining housing for families.

- Donated a hospital bed for a crippled child.

- Made and stuffed toys for Vietnam orphans.

- Donated funds to Indian relief.

- Donated blood.

- Worked for vacation bible school.

- Assisted needy service families.

- Sponsored several scout troops.

- Contributed base playground equipment.

- Held picnics for children's homes.

- Set up bowling leagues.

- Gave donations in time or money to the following organizations (this is not a complete list): Salvation Army, United Fund, Tuberculosis Association, Mental Health Association, American Red Cross, March of Dimes, Father Flanagan's Boys Town, Cerebral Palsy, Navy League, Goodwill Industries, Cystic Fibrosis Association, United Services Organization, Muscular Dystrophy, Toys for Tots, Epilepsy Fund, Leukemia Fund, Rescue Mission, ss Hope, Project Handclasp, Veterans Hospital and Navy Relief Society.

- Navy Wives Club educational activities included reports, lectures and films on the following topics: insurance, sea power, Vietnam, fire hazards, career counseling, home economics, cake decorating, family services, cancer, narcotics, flower arranging, defensive driving, make-up and cosmetics, arts and crafts.



Association, March of Dimes, Salvation Army, scout troops, PTA and others.

The wives have sent books, cakes and other items to Vietnam. They welcome servicemen home from Vietnam.

They collect items for missionaries and Project Handclasp. They "adopt" hospital wards.

Some clubs support orphans here and overseas.

Many work with base chaplains to assist the handicapped.

They visit old folks' homes and hospitals.

They promote Navy Day and Armed Forces Day.

They participate in annual Toys for Tots campaigns and collect broken or unwanted toys which are repaired and distributed to needy families at Christmas.

IN OTHER WORDS, the wives generally make themselves useful to their communities.

At NAS Miramar, members of NWCA No. 122 meet each medical evacuation plane that arrives at the base with Vietnam casualties. The wives board the aircraft and distribute coffee, milk, punch, cookies and cake, and cheery welcome homes.

In Jacksonville, wives of NWCA No. 86 raised funds for the Scorpion Memorial Scholarship Fund, the St. Jude Hospital for Leukemia and the Aviation Memorial Fund. This club also takes an active role in the Combined Federal Campaign plus other charities and civic projects. The wives address envelopes for the Tuberculosis Association and assist in exercise programs for young cerebral palsy victims. Each month, the women bake cookies for a Red Cross ward party at the Naval Hospital.

In San Diego, the members of NWCA No. 3 have donated shoes, clothing, sports equipment, school supplies and canned and dry food items to Project Handclasp, and late last year made wall plaques for the children's ward at Balboa Naval Hospital. Last Christmas, the wives set up a booth at the Naval Station and wrapped gifts for servicemen.

Across town, the wives of San Diego's NWCA No. 96 have, among other projects, made puppets for the children in a local hospital.

THE WIVES OF NWCA No. 42, Toledo, Ohio, have donated many new items to Toys for Tots, including 110 dolls for which the wives tailored the clothing.

In Philadelphia, the women of NWCA No. 139 "adopted" the pediatrics ward at the Naval Hospital and then equipped it with window curtains and two portable television sets. They also donated three TV sets for the use of Vietnam patients.

Navy wives in Norfolk, as elsewhere, are busy, busy, busy. Last year, the members of NWCA No. 190 prepared Christmas and Thanksgiving baskets for a family of 10. They encouraged the observance of Navy Week last October by distributing Navy tags during a monthly bake sale. Wives appeared with the tags at the commissary, exchange and a local shopping center, where they also displayed posters of historical Navy uniforms.

Norfolk wives work charity projects which include cutting layettes for Navy Relief and sewing cosmetic kits for the State Mental Health Clinic. They work at the base dispensary, and somehow find time for a bowling league.

Norfolk husbands get into the act and repair broken cribs and washing machines and help other NWCA member families move into new homes. (The NWCA version of 4-H is Helping Husbands with Helping Hands.)

OVERSEAS CHAPTERS work much the same way.

Members of the NWCA club at San Miguel sent 168 dozen cookies to servicemen in Vietnam every six months; the shipments were spaced to arrive in Vietnam during the "off season" when the men might be forgotten.

The chapter at Sangley Point was instrumental in having had hundreds of cases of diapers, baby powder, talcum powder and soap shipped to needy families through Project Handclasp, and in the process recruited Mrs. Imelda Marcos, wife of the Republic of the Philippines President, as an honorary NWCA member.

Wives in Yokosuka each month hold bingo parties (and supply the prizes) for patients at the Naval Hospital.

In Yokohama, members of NWCA No. 248 spent a portion of last Christmas at Kishine, singing carols and talking with patients. They served homemade pies and punch and donated two electric corn poppers and two ice cream freezers to the hospital. The wives then moved on to Yokosuka where each patient in two wards received a practical gift with the inevitable cookies and punch.

The NWCA Scholarship Foundation each year awards 11 scholarships of \$400 each to selected sons and daughters of Navy, Marine and Coast Guard enlisted men.

To be eligible for one of these grants, the parent must be on active duty, retired with pay, or have died while on active duty or in retirement.

The applicant must be a graduate of an accredited high school (or equivalent) or qualify for graduation before the beginning of the academic year for which a scholarship is sought.

Applicants must have "reasonably sound" scholastic standings, be physically capable of completing their studies, and be of good moral character.

Students already in college may apply, and the scholarship grants may be renewed if the student's work is satisfactory.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D.C. 20370, or from the Secretary of any local NWCA branch.

Consideration of applications for scholarships next fall has been completed. Applications must be received by 15 April preceding the school term for which the scholarship is sought.



ON CAMERA—Journalists aboard USS John F. Kennedy (CVA 67) ready cameras for live broadcast.

TV on the High Seas

TELEVISION rapidly has become a useful shipboard training and education medium. On board USS *John F. Kennedy* (CVA 67), newest member of the flattop fleet, are 121 closed-circuit TV monitors used to transmit training, education and entertainment films and to transmit live informational programs.

One education program is being developed in cooperation with Old Dominion College in Norfolk, Va. Others include foreign language courses similar to those shown on commercial educational TV stations.

On the informational side of pro-

gramming, each evening TV newscasts bring the crew up to date on world happenings. The news items are monitored from radio and teletype receivers. In addition, the commanding officer goes before WJFK cameras to give a preview of the upcoming week's events, including information regarding ports-of-call visits. At the same time he invites questions and comments from the crew.

One of the largest in the Fleet, the JFK studio consists of two large TV cameras, plus a portable TV and a video tape recorder that can be carried anywhere on the ship to record such events as entering and

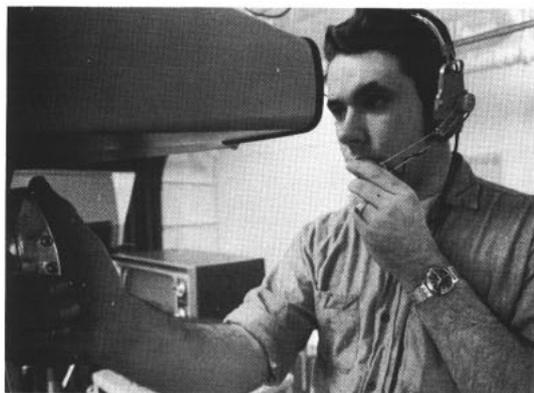
leaving ports, interviews, or flight and hangar deck operations.

The TV console has six TV monitors used to control the audio and video system. There's a previewing facility for editing film before it is shown to the crew, and a multiplexer that allows movies to run continuously without stops for reel changes.

Hopes for future development include more educational and entertaining programs, perhaps even a talent show or play originating live from the WJFK studios.

— JO3 Robert R. Little

—Photos by PH3 R. M. Omelchuk



TV EYE—Seaman J. A. Seuker prepares camera.

HERE'S WHAT—Skipper, CAPT Earl P. Yates, passes on ship's weekly schedule to crew.



No. 5

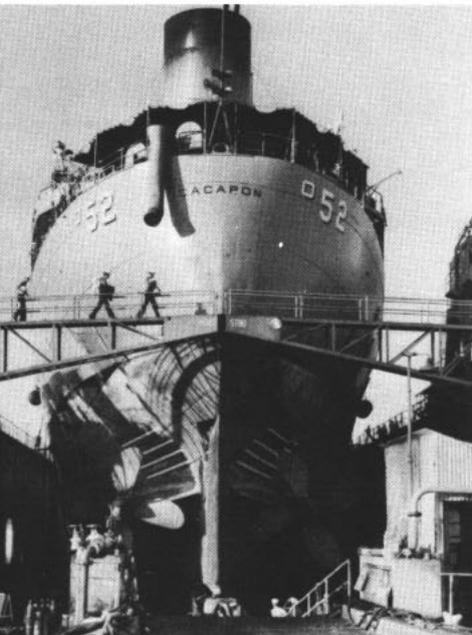
Keeps Them High and Dry

FOR A VISITOR who has never seen it—or, for that matter, a resident who has—the performance put on by Subic Bay's Floating Drydock No. 5 is fascinating.

She slowly rises up out of the sea around an entrapped ship, bearing her higher and higher until her visitor is completely lifted out of the water, her screws useless in the unfamiliar element of air, and her hull exposed.

No. 5 performs this awesome but routine task regularly for the Ship Repair Facility at Subic. Although she weighs a hefty 9000 tons with her ballast tanks empty—enough

HIGH AND DRY—Ship Repair Facility workmen start in on the job.



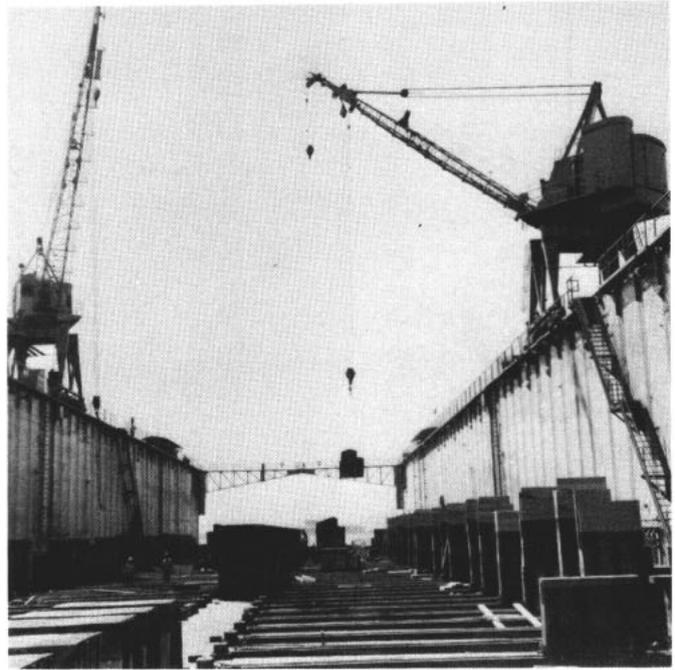
displacement for two respectable-size ships—she has never had the distinction of a name, and carries out her duties as a nearly anonymous workhorse.

Her officer in charge, Lieutenant Commander Stephen Dunn, USN, says that drydocking a ship may be an impressive sight to watch, but actually nine-tenths of the job is preparation. Each drydocking presents specific engineering problems that must be worked out ahead of time, and a mistake could be costly.

The biggest part of the preparation is arranging the blocks on which the ship will rest. Child's play, it isn't. The blocks have to be placed differently and exactly for each ship, to insure that the ship's weight will be distributed properly, and so that nothing will be punctured.

Obviously, a ship has to be lined up "on the money" as the drydock rises up out of the water to engage her customer's keel in the slot between the blocks.

Otherwise the ship could be thrown off balance and capsize both herself and the drydock—another potential hazard of the drydocking business. LCDR Dunn is presently having a gunsight installed which will be used to line up ships within a hair.



BOTTOM WORK—Blocks are placed in the pontoons.

PRESENTLY this is done by the trained eyes and good judgment of No. 5's boatswain's mates, who relay orders through megaphones at linehandlers on the two main decks of the drydocks. They haven't missed yet, but the gunsight should remove all doubt from the operation.

Actually, the "moment of truth" in the whole operation is during the undocking, when the ship is set afloat again as the dock sinks beneath her.

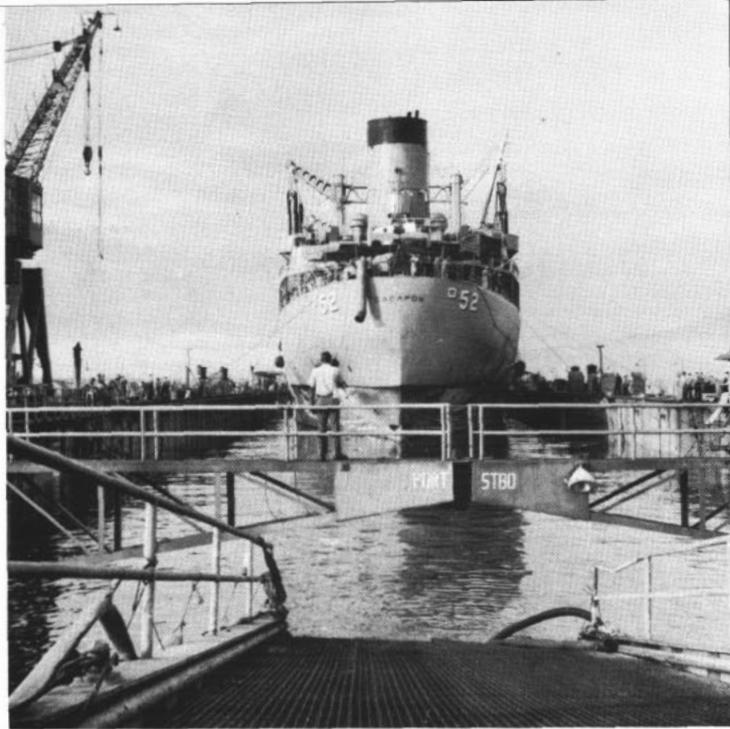
This is critical, because if the ship lists at that critical moment, she could at least puncture her hull, or at worst capsize the whole works.

To avoid such an embarrassment, skippers, cargo officers and supply officers of drydocked ships are cautioned not to shift fuel, cargo, or stores while the ship is in the dock.

No. 5 can drydock a ship weighing as much as 18,000 tons, and have 18 inches' freeboard (the distance between the "bed" of the dock and the sea). Actually, she once drydocked a 19,000-ton merchantman that was so big she stuck out of both ends and the dock's bed could only be raised two inches out of the sea. Waves washed right over the bed, but Ship Repair Facility workers were able to



AFDM 5 begins her flooding operation.



BACKING IN—USS Cacapon (AO 52) is pulled into drydock.

make the necessary repairs to the hull.

The drydock can sink nearly 50 feet into the water to dock or undock a ship with eight pumps flooding 16 ballast tanks, each of which holds 2500 tons of water, at a rate of 136,000 gallons a minute. The dock can be sunk or raised in as little as an hour and a half, but since it's a delicate operation in which everything must be kept on an even keel, things usually proceed a little slower.

THE HYDRAULICS of the operation are centrally controlled from an elaborate control room. Here the operator manipulates a network of

valves with pushbutton controls to flood the tanks in the proper sequence while keeping a sharp eye on banks of gauges. (In case of a breakdown, each valve can be hand-operated.)

Perhaps the most unusual thing about No. 5 is that she can drydock herself. In this operation, sections of the big side bulkheads can be disconnected and floated into the well for maintenance and repairs.

Medium Auxiliary Floating Drydock No. 5, by which she is known officially, is one of three floating drydocks of her type in service in the Navy today. They were all built during World War II.

No. 5 is officially listed as "in service," not in commission. According to LCDR Dunn, this means primarily that the dock isn't fully manned. At present there are only 57 enlisted men and three officers assigned. This means 72- to 80-hour work weeks when a ship is drydocked.

"Otherwise," says LCDR Dunn, "we're just like any other ship in the Navy, and fly the National Ensign from 0800 to sunset."

There might be those who would dispute that No. 5 is like any other ship in the Navy. There just aren't many ships around that can grasp another by her keel and lift her out of the sea.

AFDM 5 begins her pumping operation.



Opening the Doors Of Opportunity

"The year 1969 is a Blue and Gold year for the 'Okie Six,'" writes a reader of All Hands. The Okies are six former sailors of USS Oklahoma.

"When we joined our classmates at Annapolis in May for the 45th reunion of the class of '24," he continues, "we were also celebrating the 50th anniversary of joining the Navy as apprentice seamen."

Today, in addition to serving in the armed forces, one of the six is vice-president of a well known advertising agency; one is a city councilman; one a retired telephone company executive; one a retired head of radio, TV and pictorials for the Secretary of Defense; another the head of the Education Department at the Maine Maritime Academy; and the sixth a leading Washington patent attorney.

"We think our careers are typical of what any youngster can do," he says, "if he has the determination and dedication to go to Annapolis."

Here's his report on Okie Six—and how the Navy opened the door of opportunity.

IN 1919, eight teen-agers who had just graduated from high school met with Lieutenant Commander John H. Falge at New York's 23rd St. recruiting station to find out how to get to Annapolis from the ranks.

He explained that the Secretary of the Navy had been authorized to appoint up to 100 enlisted men to the Academy each year—if they could qualify. To be selected for the first Naval Academy Preparatory School, we would have to enlist for three years—and then serve out our enlistments if we didn't make it.

All of us, including the commander's brother Francis M. Falge, signed up.

USS Oklahoma, at Norfolk after returning from duty with the British Grand Fleet at Bantry Bay, was short on crew because many DOW (Duration of War) vets had been discharged; so we were sent on board in civilian clothes with no basic training. We survived the transition, and felt as salty as the oldtimers within three months—especially since we were in charge of "boots" arriving from the training stations and ran the night watches on the signal bridges.

We all stood night watches regularly, so we could be free from 1300 to 1600 every day to attend a special class in the JO wardroom for Annapolis aspirants. Five Academy graduates, headed by ENS (now VADM, retired) Wesley McL. Hague, coached us for the entrance exam.

There were 12 in the original class. Eight of us were recommended for the first Naval Academy Prep School in Newport, R. I., after being personally interviewed by the skipper, CAPT Noble E. Irwin, and the Exec, CDR M. Milne.

All eight made the Academy. Seven graduated. (I went out in my third year after a losing bout with Me-

chanics, but went on to successful careers both in the armed services and in civilian life.) Two died: Ensign A. E. Palmer in 1925, by drowning, and Charles M. Schenck, a radio-TV producer, in 1957. Here's a record of the six surviving "Okies."

RADM John M. Kennaday, USN (Ret), is the "Okie" who made a career in the sea service from enlistment to retirement—and even beyond. He had a fine record in the Pacific in World War II. The "Okies" have always called him "Salt Water Jack"—and he proved he couldn't stay away from the sea when, after retirement, he joined the faculty of the Maine Maritime Academy. He is still active, turning out Merchant Marine officers.

CAPT George N. Robillard, USN (Ret), shortly after graduating from the Academy, won the Navy and Marine Corps Medal for saving a seaman, who had been lost overboard while both were serving on the Yangtze River patrol. He then left the Navy to study law, and became a patent attorney before World War II—but then returned to the Navy and accepted a regular commission. He served as Patent Counsel of the Navy until he retired in 1959, and is now again a leading patent attorney in Washington.

CDR John R. Caples, USNR, completed his Academy training, and then decided to make a career in advertising, although he saw wartime service in the Navy. As an advertising executive he wrote the famous ad: "They Laughed When I Sat Down at the Piano—But When I Started to Play—" which is now a classic among ad men and cartoonists. During World War II, he returned to the Navy and was active in organizing the V-12 student program.

CAPT Francis M. Falge, USNR (Ret), went on active duty with the Navy before Pearl Harbor, after holding an executive position in a major electric company. He was attached to *Arizona*, which was sunk at Pearl Harbor, and to other battleships for most of the Pacific landings—the Gilberts, Marshalls, Saipan, Tinian, Guam, Leyte Gulf and Iwo Jima. Today, after retiring from the electric company, he is a member of the Carmel, Calif., City Council.

CDR Leonard W. Day, USNR (Ret), also had both a civilian and Navy career. As a civilian, he joined the telephone company, where he rose to an executive position before retiring. In World War II, he returned to the Navy to teach at his alma mater, the Naval Academy.

I switched from lieutenant, USNR, to Captain, Signal Corps, before Pearl Harbor to help the Army set up the first training and combat film lab at Wright Field. During the war, I served as General Bradley's pictorial officer from England to the Elbe, then was flown to Manila to become General MacArthur's photo officer. I was in charge of all photography aboard *USS Missouri* for the surrender in 1945. After serving seven Secretaries of Defense as radio-TV-pictorial chief, I retired in 1964. Since then I have worked as a TV documentary consultant.

Two of us have sons who graduated from Annapolis. From our experience, we think the Naval Academy can help any young man achieve his goals—whether in the military services or later in civilian life.

—Colonel Bertram Kalisch, USAR (Ret)



SEABEES



ALL OVER—MCBs are in many locations throughout the world wherever their skills are needed.



KING OF THE ROAD—Seabees move the earth as they build roads.

CB BUILT—Deep Freeze highway was a frosty job.



the SUN never sets

"Throughout Vietnam are 12 battalions of Seabees, hard at work and living up to their name. They have completed a billion-dollar construction program, the largest single construction program undertaken and completed in the history of the world."
—Admiral Thomas H. Moorer, USN, Chief of Naval Operations.

SEABEES DON'T HAVE to go to Vietnam to find excitement or a challenging assignment. It generally can be found at any of the locations around the world where specific Seabee talents are required for specific tasks, some of which are continuous, some temporary.

One temporary location where there exist both elements of excitement and challenge is a site off the shore of Saint John's Island in the Virgin Islands. There a group of constructionmen and divers, working in conjunction with the Naval Research Lab, the National Aeronautics and Space Administration, and the Department of Interior, have placed a four-man inner-space capsule, **TEKTITE I**, 45 feet below the surface of the Greater Lameshur Bay.

On 15 February, four aquanaut-scientists entered the habitat for a 60-day stay to observe certain marine life and to evaluate human behavior within a restricted, hazardous environment. Their air, water and power all were furnished by umbilicals from a support barge designed and built by the Seabees. The constructionmen, members of Amphibious Construction Battalion Two, based at the Naval Amphibious Base, Little Creek, Va., also built a base camp near the site for use by the support personnel. The Seabees were assigned to the experiment from mobile construction battalions located in both the Atlantic and Pacific.

ON THE WEST COAST, Seabees were also participating as members of the aquanaut crew in the underwater Sealab III experiment off San Clemente Island at the time it was postponed in late February. These men were from battalions at Port Hueneme, Calif., home of the Pacific Fleet Construction battalions, and from Amphibious Construction Battalion One based at the Amphibious Base, Coronado, Calif.

Back in the Caribbean, a challenge is being met at Roosevelt Roads, Puerto Rico, by Seabees of Mobile Construction Battalion Six who are building,

on the Seabees

from the ground up, a campsite that is designed to house a 584-man construction battalion and to provide an ammunition storage area. The advantage of this particular construction project is that the Seabees need not swing a shovel with one hand while grasping a rifle in the other.

Much the same atmosphere exists on Okinawa for Mobile Construction Battalion Nine Seabees who are performing general construction on Marine Corps barracks and repairs on other buildings and facilities.

Eight hundred miles to the north of Okinawa, half the strength of Amphibious Construction Battalion One is based in Yokosuka, Japan. This detachment regularly sends small units of Seabees to outlying Pacific sites to build or repair facilities and, when the need arises, to dispatch special groups to the combat zones in Vietnam.

Can Do Elsewhere

THE Seabee is among the most traveled of Navy-men. He may be found in Europe and Africa as well as in Asia. He may be found behind the Iron Curtain.

To get there, however, he must first become a member of a small but highly trained specialist corps that is part of the Navy Support Unit within the State Department. These Seabees are stationed at U.S. embassies around the world to perform construction surveillance.

Another specialized team of experts facing a challenge of responsibility is the group of Seabees as-

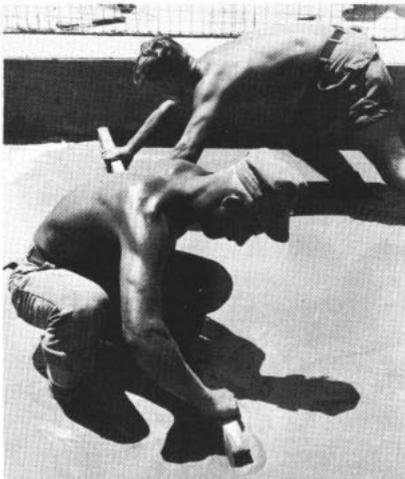
signed to the Naval Nuclear Unit at the Army's Fort Belvoir in Virginia near Washington, D.C. Comprised of instructors, the team trains technicians who operate the nuclear reactor station which the Seabees constructed at McMurdo Sound, Antarctica.

The qualified Seabee looking for job satisfaction out of the field might find instructor duty to his liking. At the Naval Construction School, Port Hueneme, Seabee teachers train more than 5000 students annually. Such opportunities are also open to instructors at the construction battalion centers located at Davisville, R.I., and at Gulfport, Miss., where mobile construction battalions are trained before rotating to Vietnam.

OTHER DUTY IN WHICH constructionmen have an opportunity to serve outside that associated with the MCBs includes assignment to public works centers and naval stations requiring special emphasis on security, such as that called for at Camp David, Md., the President's retreat.

Additionally, Seabees comprise the teams which serve with disaster recovery training units, the mobile organizations that travel around the nation to train citizens in civil defense procedures. Billets are also open to Seabees at recruiting stations throughout the United States, at naval training centers and in the Navy's schools commands.

Today's Seabee has the opportunity to expand his knowledge and experiences to the four corners of the world. Whether in war or in times of peace, his challenges are unlimited.



ON THE SLAB—Strike board is put to work.

MOBILE MEN—Seabees smooth down weld on door frame.





Davisville: First Home of Navy's



DAZZLING—Students study electric arc welding at Steelworker "B" school located at Naval Schools Construction Battalion Center, Davisville.

World War II saw the emergence of many new terms in the American language. One of the most colorful was the word "Seabee." The story of Davisville, R. I., and its growth as a naval center vividly illustrates the true significance of that term.

AT THE BEGINNING of World War II, the Navy was housed ashore in well established bases. The need for emergency construction in the recent past had been almost nil. Before the war's end, however, the situation had changed radically. The Navy was spread out in locations around the globe, and construction jobs under seemingly impossible conditions were considered commonplace.

It was this course of events which produced the Navy's Mobile Construction Battalions that "specialized in the impossible."

Before peace came, the construction battalions had their nickname and their symbol—the determined-looking bee carrying a hammer, wrench and a machine gun.

There are three Seabee hives in the United States: Davisville, R. I.; Gulfport, Miss.; and Port Hueneme, Calif. The Seabees, however, prefer to call them Construction Battalion Centers. Davisville, R. I. was selected for the first and was commissioned on Independence Day, 1942.

While history was being made on the World War II battlefronts, Davisville was making its own imprint on the war by producing several innovations which bolstered the Seabee reputation for accomplishing that which couldn't be done.

West Davisville, for example, was the birthplace of the ubiquitous World War II quonset hut, as well as being the place from which it was produced and shipped. The quonset shape not only sheltered countless members of the armed forces during and after the war, but it has also been widely used in civilian structures during the quarter-century since the war ended.

IT WAS AT A.B.D. proving grounds, too, that the steel pontoons were developed which floated ship-to-shore metal roadways over which supplies were off-loaded in places where there were no port facilities—and sometimes no ports.

Davisville is also the repository for a multimillion dollar national stockpile of strategic materials—all maintained and processed by Seabees.

In addition to Davisville's other titles, it is also home port for the Atlantic Fleet Seabees and the place which provides logistic support to the Seabee Battalions which deploy throughout much of the world.

The character of the material which passes through Davisville is of infinite variety. It might be construction material for highly sophisticated scientific projects or it might be a covey of dump trucks returning

Green Giants

home for spare parts and a thorough reconditioning job.

If a Seabee veteran of World War II were to return to Davisville, he would notice a big difference in the type of man inhabiting his old stamping grounds.

THE SEABEE of World War II was, more often than not, a seasoned constructionman called into the service to apply his knowledge to military building projects.

The Seabees at Davisville nowadays are, on the other hand, a breed of younger men, many of whom have had no previous construction experience. Many are fresh from boot camp. Nevertheless, they become skilled constructionmen by the end of their first enlistment.

Others are taken directly from the construction industry and sent to one of the mobile construction battalions, inflated in number to meet requirements.

The Seabees today, in the tradition of their famed World War II predecessors, are building—and defending what they build. The MCBs have placed over \$100 millions in material under conditions that would make the most seasoned construction hand wince. Others, in 13-man Seabee teams, have made a brilliant contribution to the “other war”—the war for the minds and hearts of the South Vietnamese people.

SEABEES COMING TO DAVISVILLE for the first time and those returning after a deployment are well cared for. Even before they pass through the gate, they will see a Family Services Center—it’s located in a quonset hut outside Gate One just south of Club Seabee.

The Center is especially useful in helping deployed servicemen’s dependents find housing and assisting with any personal problems which might arise during separation from the family breadwinner.

Incoming service families can also turn to the Center for advance information on living conditions in the area. The Center can also be depended upon for the little things which make service moves just a little bit easier.

The Seabee Boosters are another group of people organized to help incoming Seabees and their families become part of the Davisville community.

The Boosters specialize in housing problems and supply information on community activities. They are also ready with good advice and guidance in case difficulties present themselves.

THREE NAVAL ACTIVITIES make Davisville their home—the Construction Battalion Center, the Naval Schools Construction and Commander Naval Construction Battalions, U. S. Atlantic Fleet (COMCBLANT).

Mobilization stocks are stored (and preserved) at the Construction Battalion Center which also ships them abroad to support the Naval Construction

Forces (NCF), Fleet units and other elements deployed from the Center.

The Center is also home port for men being trained at Davisville when they aren’t deployed elsewhere for building and fighting missions. This means the Center, depending upon schedules, has a population of several hundred to as many as four or five thousand Seabees for whom it provides housing, food, training and recreational facilities between deployments.

The Naval Schools Construction prepares Group VIII enlisted men to become useful in their specialty as early as possible. The job is helped along by supplementing instruction with on-the-job training, and Navy students also receive advanced or specialized training when it can be given advantageously in a formal course of instruction.

Commander Naval Construction Battalions, U. S. Atlantic Fleet (COMCBLANT) keeps Seabees ready for combat and coordinates peacetime NCF organization and operations.

ARE YOU TAKING YOUR FAMILY to Davisville?

Housing conditions change from time to time and it is advisable to check specifics with the Davisville Family Services Center or with the Seabee Boosters. Housing is, in fact, a seasonal thing because of the area’s reputation as a summer resort.

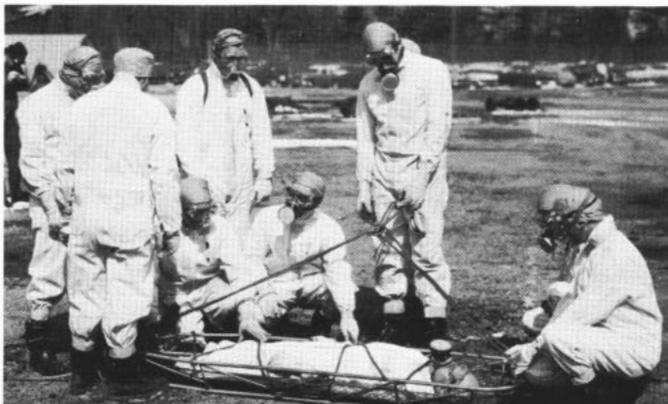
This means that motels which can be used for temporary housing are scarce during the summer season and rates are frequently based on what the traffic will bear.

This also carries over into the field of home rental, with a three-bedroom unit renting for \$150 a month and up, exclusive of utilities. Gas and electricity are also on the expensive side. Navy families usually find



Seabee Team Trains at Davisville

Rescue Team Learns by Doing at Davisville





they can do better financially if they live beyond the 15-mile radius in older-type houses.

There is on-base housing at CBC, Davisville, but it is limited and reserved for essential key billets, so don't expect it unless you know you will occupy one of the key billets for which it is reserved.

If you fall within this category, you will find yourself living at Hoskins Park, Kiefer Park, the Wickford Navy Housing Project or the Quonset Point Navy Trailer Park. Applications for any of these areas can be filed with the Housing Manager, U. S. Naval Air Station, Quonset Point, R. I. (Bldg. 1038, Hoskins Park). Application forms are available through the Housing Liaison Officer, Family Services Center, Building 108, U. S. Naval Construction Battalion Center, Davisville, R. I.

The housing is restricted to married Navymen and their families. Occupants must be attached to a local command based at Quonset Point or Davisville and they must have at least six months of remaining obligated service in the area.

There are two exceptions—Davisville Navymen aren't eligible for the Quonset Point Trailer Park. Conversely, the Davisville Park can't be homesteaded by Quonset Point families.

You don't have to wait until you arrive before filing your application at any of these areas. You can, in fact, file before your transfer or your marriage. You won't actually be assigned until you become eligible, but you will be placed on the waiting list. Generally speaking, it is not a good idea to bring your dependents to Davisville until you have obtained housing—whether or not you are eligible for public quarters.

DAVISVILLE HAS PLENTY OF RECREATION FACILITIES for fun and games during off-duty hours. Here is a brief rundown of activities offered through Special Services, as well as miscellaneous other recreation facilities.

- Bowling alleys are located in the CBC Recreation Building (C-114). The lanes are equipped with automatic pinsetting machines and you can roll on weekdays from 1100 to 2300. Saturdays and holidays, the lanes open an hour earlier and on Sundays, two hours later.

- Enlisted Men's Club—The Seabees at Davisville designed and built their own club in 1957 and it's modern in every respect. The Club Seabee is designated Building 108 and is just outside Gate One. It has a restful atmosphere but it's a lively place, too. Dances are held there on Wednesday and Saturday nights, with music furnished by leading local orchestras. You can enjoy a light refreshment at the snack bar and a cocktail at the cocktail bar.

The club is open on Tuesday through Thursday from 1630 to 2300. On Friday hours are from 1630 to 0100; Saturday from 1300 to 0100; and Sundays and holidays from 1300 to 2300.

- Fishing and Hunting—Sportsmen can have a ball in Rhode Island but they will need a license, which costs \$3.25 for residents. Minors under 16 come in free and senior citizens over 65 can buy a permanent license for \$3.25.

Permits are available at any city or town clerk's office or from authorized agents who can usually be found in hardware stores and bait shops.

Combination hunting and fishing licenses can be purchased for \$5.25.

- Golf—The Quonset Naval Air Station has an 18-hole course which is open to Davisville duffers from 0800 to sunset from April to November.

- Hobby Shops—The Special Services Division has a woodworking shop located in Building 415, NAS Quonset Point, and there is a hobby shop garage with tools for overhauls, minor repairs, tuneups or greasing located in building 43.

- Library—The CBC Library is located on the second deck of Barracks C-106 and contains about 6000 books, both fiction and nonfiction. The library is open from 0800 to 2200 daily and on Saturday from 0900 to 2000. Sunday hours are from 1300 to 1900.

- Movies—On Monday through Friday, there are two shows each night at the Quonset Theatre. On Saturdays, there is a show for small fry at 1400 and the evening show is at 1900.

Buses leave Barracks C-106 a half-hour before each show time and leave Quonset for the return trip after each picture. Admission is 25 cents.

- Recreation Gear Issue Room—At Building 114, you can check out fishing rods and reels for fresh- or saltwater fishing. Camping equipment is available such as sleeping bags, lanterns, and stoves. Golf clubs and bags, tennis racquets, table tennis equipment, badminton equipment, sweat suits and water skis, footballs, volley balls and nets, soft balls and boxing equipment are also supplied. The issue room is open

on Monday through Friday from 0800 to 1600.

•Two pools are available at Quonset Point for Davisville-based Navy enlisted men. One is an indoor pool which is open every day. The outdoor pool is open on summer weekdays from 1000 to 1900.

•Game Room—If you feel like shooting a game of pool, playing shuffleboard or table tennis, try the game room in the Recreation Building (C-114). There is also a snack bar there in case you get hungry.

NAVYMEN WITH SCHOOL-AGE CHILDREN will be interested to know there are elementary schools nearby at Quonset Point, Hoskins Park, Forest Park and Davisville Village. There are also a junior and senior high school located in the southerly part of town.

St. Bernard's Roman Catholic Church has a school for children in grades one through eight.

SHOPPING for the Navy wife is made enjoyable by a modern commissary store located at Quonset Point in Building 14. All military personnel on the western side of Narragansett Bay are eligible to shop there from 1000 to 1700 Mondays through Fridays or on Saturday from 0800 to 1400. The store is closed on legal holidays and 30 June.

The Country Store in Building 436 near the Quonset Navy Exchange Building stocks hardware items, toys, beverages, holiday decorations and picnic supplies. It is open Monday through Friday from 0845 to 1700. Saturday hours are from 0845 to 1400.

The Navy Exchange Retail Store across the street from the CBC Administration Building has a good assortment of men's clothing items, toiletries, stationery, periodicals, cameras, film, tools, appliances and watches. The store is open Monday through Friday from 0830 to 1700. There is a larger retail store located at NAS Quonset Point which carries items for dependents.

Navymen looking for uniform items and accessories will find them in the Small Stores located in Barracks C-106 on the lower deck. Hours and days open are posted.

THERE ARE MANY OTHER SERVICES AVAILABLE. The Davisville Credit Union located in the Navy Exchange Building offers complete banking services—check cashing, savings, loans, money orders, Christmas clubs and vacation clubs, savings bond sales and redemption and travelers' checks. The credit union is open from 0830 to 1430 on weekdays. It opens an hour earlier on Navy paydays. There are also commercial banks nearby.

If you get hungry carrying your money to the bank, you can stop at the Navy Exchange Cafeteria in Building 102—opposite the CBC Administration Building.

Complete dinners are served and sandwiches and soda bar services are also available.

The cafeteria is open Monday through Friday from 1100 to 1500. If you want a snack between 0830 and 1300 or from 1400 to 1500, try the snack shop located in Building 101 on the third deck.

For parties and other occasions, catering services

are available through the Food Services, Welfare and Recreation Association of Davisville. This service is dispensed from the Pier Administration Building and Building 224. In addition, canteen trucks make scheduled stops throughout the Center.

Laundry and dry-cleaning services are available in the Issue Room of the Main Exchange (Building 11, Quonset Point). The hours are from 0845 to 1700 Monday through Friday. Saturday's hours are from 0845 to 1400. There is a pickup and delivery service to quarters. Local dry-cleaning establishments pick up and return clothing to the barracks during the noon hour, often within 24 hours.

If you need legal advice, try the Legal Office in Building 101. Legal service is available to your dependents, too.

If you feel under the weather, sick call is held from 0800 to 0900 and 1300 to 1400 Monday through Friday at the USN CBC Dispensary in Building 101. Outpatient treatment can be obtained and all military personnel must report there before being referred to other treatment facilities. The dispensary also has an emergency watch and an ambulance service on duty at all times. Dental facilities are also available.

Dependents at Davisville can obtain medical care at the U. S. Naval Air Station Hospital at Quonset Point on Monday through Friday from 0800 to 1200 and 1300 to 1600. Appointments are necessary for routine examinations but emergencies will be seen at any time.

BARRACKS LIFE—Constructionmen of MCB-58 enjoy the new comfort and relaxing atmosphere of one of the newly redecorated barracks at Davisville.



Mock Warfare Prepares CBs at Davisville





Port Hueneme: Where the Builders

THE "EVER-LASTING SUMMERS" still remain, but there is little else that would remind the original Spanish settlers of their reign in the vicinity of Port Hueneme and Oxnard, Calif. The Chumash Indians are gone, as are the Spanish ranchos and many citrus groves.

Today, Port Hueneme is home port for the thousands of Seabees who fan out from there to all points West.

Sugar beets were, in large part, responsible.

During the 19th century, the Yankees learned that the soil which had proved ideal for Spanish citrus

groves was equally congenial to sugar beets and, as a result, Oxnard became the site of a flourishing sugar refining business.

In time, vegetables replaced sugar beets as a major crop and this development attracted food processing plants. The population increased. To accommodate the changing conditions, the Oxnard Harbor District was created and, in 1938, a deepwater harbor was built at Port Hueneme.

All this looked good to the Navy, and early in 1942, it bought and leased about 1700 acres around

Port Hueneme From the Air



Travel West

the port. On 18 May 1942 it officially established the base as the Advanced Base Depot. In 1945, the Secretary of the Navy designated the Port Hueneme base as a Construction Battalion Center.

DURING THE MORE THAN 27 YEARS that have passed since the Navy began its activities in Port Hueneme, the actual area it occupies has not changed, but physical size is about the only thing around the port which has remained static.

Like almost every other military base, the fortunes of Port Hueneme have fluctuated with the international situation.

It was, of course, during the early years of World War II that the port grew fastest. Buildings sprang from nothing almost overnight until, by war's end, there were living facilities for more than 21,000 Navy-men, more than 30 miles of railroad tracks and about 40 miles of paved roads. The inner harbor was capable of handling nine cargo vessels, two LSTs and a number of small craft.

As most of the Seabees' activities were centered in the Pacific, nearly all the construction material used in the Pacific was processed by Hueneme's Advanced Base Depot.

When the war ended, soldiers, Navy-men and Marines from the Pacific began returning in such numbers that most of the Pacific ports were swamped. To help cope with the flood, Port Hueneme was temporarily designated as a debarkation port and more than 20,000 men returned to be discharged there.

Military equipment also rolled into the United States at an unprecedented rate, and Port Hueneme did its part by processing more than 600,000 tons.

Activities dwindled after the war and Hueneme operated with a skeleton crew. With the outbreak of hostilities in Korea, the base again sprang to life. New battalions were formed and Hueneme became the port for six mobile construction battalions.

IN 1952, THE U.S. NAVAL CONSTRUCTION BATTALION BASE UNIT was established at Hueneme as a pool for Seabees awaiting assignment to an established battalion and to provide training during this period. The training was furnished by the Advanced Base Tactical Training Center and the Operational Training Unit until 1953. At that time the Base Unit assumed the tactical training functions. (In May 1966 the Base Unit became the Thirty-first Naval Construction Regiment.)

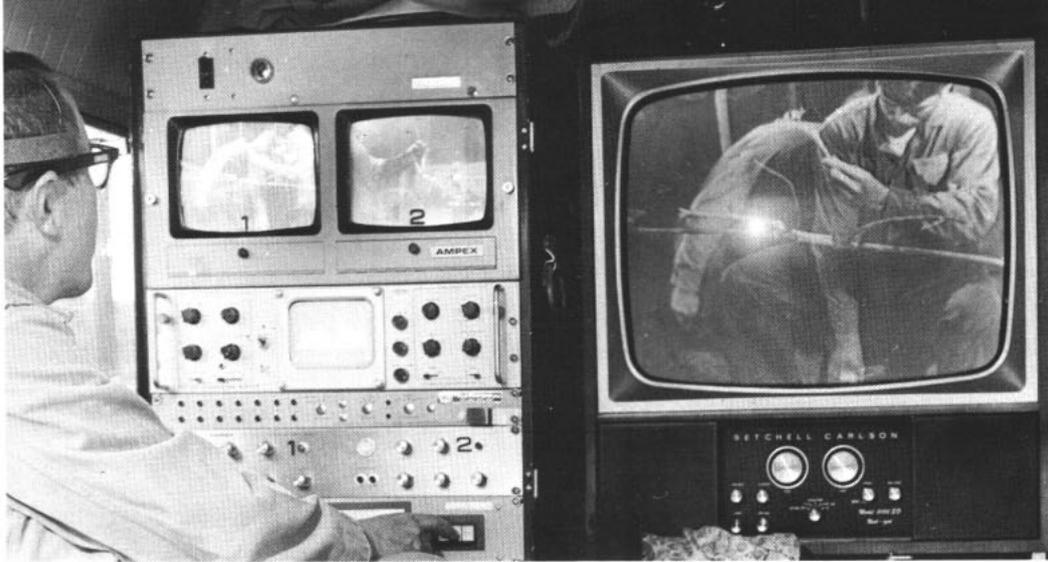
During those early days, the housing at Port Hueneme would have won few prizes. Finally, the prefabricated buildings which had housed troops during the World War II days were demolished and, in August 1952, construction was begun on 10 three-story concrete barracks, each of which would house



Harbor Facilities at CB Center

Radioactive Tests at Disaster Recovery Training Area





TV Teaches at Seabee School

172 men. A large galley, subsistence building, bakery and a central heating plant were also built.

In 1954, 326 units for married Navymen and their dependents were begun and were completed late in 1957.

During the Korean hostilities, activities were again on a wartime basis, only to drop back into a lull similar to that which followed the second World War.

The intermission, however, was not wasted. Improvements were made in the base's management, and activities were consolidated to improve efficiency and save money.

The Seabees who were homeported at Hueneme continued to rotate from there to duty in the Pacific; waterfront facilities were modernized.

In 1964, these improvements were put to good use. The United States was engaged in a conflict in Asia and there was a pressing need for Seabees in Vietnam. In 1966, two Atlantic battalions were transferred from Davisville to Hueneme, and, during succeeding years, new battalions were formed. Port Hueneme became the center of support for Seabees in southeast Asia as well as for private contractors for the Navy.

Port Hueneme activities are still devoted primarily to the support of construction battalions in Vietnam.

NAVY FAMILIES CONTEMPLATING A MOVE to Port Hueneme would do well to contact the Family Services Center located in Building 90 for the latest in housing information. This organization will also assist Navymen and their families with most problems which might arise incidental to their PCS move and adjustments in the community. They will also provide a hospitality kit for a 10-day period for a deposit and a small fee.

Enlisted families arriving at Hueneme will find 383 housing units on the base. There are an additional 117 units for officers.

To qualify for on-base housing, enlisted men must be in pay grade E-4 or higher and have had at least four years of service. There is a waiting period of from three to nine months for this type housing.

In view of this waiting period, most Navy families will have to find quarters off the base. About two per

cent of the housing in the Port Hueneme area is vacant and unfurnished units with one bedroom can be rented at rates ranging from \$95 to \$140 per month. Furnished one-bedroom units rent from \$95 to \$150.

Two-bedroom unfurnished rentals vary from \$110 to \$160, while those with furnishings can be occupied for \$115 to \$170.

There aren't many three- or four-bedroom apartments or houses in the area, but those apartments which do exist can be rented at rates between \$145 to \$200 unfurnished. Furnished units range from \$165 to \$200 and up, and three- and four-bedroom houses, when available, range from \$145 to \$250 unfurnished and from \$165 to \$300 furnished.

You will probably be required to pay a cleaning

Equipment Operator Uses 'Sheep's Foot' on Fill



deposit, which may run from \$25 to \$50 or sometimes even more. If you have a pet, you may run into trouble, because most landlords take a dim view of them.

To give you some idea of the number of Navy families living off-base, there were, in 1968, 185 married officers and 50 single officers living in town. Also living off-base were 2617 married enlisted men and 1200 single enlisted men.

Incoming families interested in temporary stays at motels will find about 20 of them in the neighborhood. Some units are equipped with light housekeeping facilities.

Trailer dwellers will find about 20 mobile home parks.

FOR SERVICES, THE NAVY EXCHANGE offers a lot at Port Hueneme. These include a country store and patio shop, a main retail store, a clothing store and toyland. There are also a service station, laundry and dry-cleaning shop and tailor shop. Three barber shops and one beauty shop serve the base and there are, in addition, a cobbler shop, optical shop, portrait studio, cafeteria, and child care center.

For hobbyists, there is a general hobby shop, operated by Military Affairs, Special Services, where Navymen can work in wood, leather and ceramics, in addition to making models and dabbling in electronics.

Cars can be tuned and otherwise worked upon in the auto hobby shop. The Warfield Gymnasium offers a complete program of physical fitness and athletic gear can be checked out at the gymnasium's locker for both gym and outside use. There are also a camping and fishing gear issue room, a bowling center and a roller skating rink.

Outdoorsmen will find two 50-meter swimming pools which are usually open from May through September. Tennis courts, softball diamonds (one is lighted), horseshoe pits, a golf course and driving range are also located on the base. There is a small picnic area in the patio of the enlisted men's club and a larger, well equipped one near the station chapel.



Seabee Guides Grader Over Sands

NAVYMEN WHO LIVE IN OXNARD during their duty at Port Hueneme will find the city has four high schools, four junior high schools, and 26 elementary schools with a total daytime enrollment in the vicinity of 24,000. An additional 3000 go to evening high school.

There is also an extensive parochial school system having an enrollment of about 3000 students in one high school and five elementary schools.

Navymen with college-age children may be interested in Ventura College which is located approximately 10 miles from Oxnard.

Most Seabees stationed at Port Hueneme consider themselves lucky in their assignment. Both the sea and the mountains are within easy reach and offer a wide variety of outdoor activity. By and large, the climate is cooperative.

All things considered, you'll find the duty easy to take.

Strongback Tents are Erected During Exercise





Gulfport: Seabees' Golden Gateway

WHEN HOME PORTS were passed out, the Seabees received their share of good ones. For example, they nabbed a site in Rhode Island with its early American tradition and a site in California which, according to Californians, has everything. And now Gulfport, Miss., combines both with its location in the historic deep South and on the "Golden Gulf Coast."

The stretch of coastline on which Gulfport is located frequently is called America's Riviera—and why not? The beach which, according to the Chamber of Commerce, is the longest man-made sandy beach in the world, lacks only the elbow-to-elbow crowds found at many other beaches.

This gigantic 28-mile-long sandbox is 300 feet wide and slopes so gently into the warm Gulf of Mexico that a man can wade about 1500 feet from shore in most places. And speaking of warmth, the average annual air temperature at Gulfport is a pleasant 77.7 degrees.

The warm climate and the presence of water not only benefit swimming enthusiasts, but fishermen have it good, too. The census of saltwater fish lists a population of 25 varieties and those who prefer freshwater angling will find more than 20 likely spots in the vicinity of Gulfport.

MCB Twelve Hangs 'Shingle' at Gulfport



An evening on the town is comparatively inexpensive. The food available in the local restaurants is considered to be above average, with local chefs making the most of the local seafood and Gulfport's creole culinary traditions.

In addition to contemporary attractions, Gulfport is haunted by history. For example, the British assembled their troops near the city for their ill-starred assault on New Orleans during the War of 1812.

There are also a number of old homes in the vicinity including Beauvoir which was once occupied by Jefferson Davis, the first and only President of the Confederate States of America.

THE SEABEES CAME TO GULFPORT IN 1942 for reasons apparent to almost anyone—the city offered an uncrowded, deepwater port which could serve the Caribbean, and the semitropical climate offered maximum operation time. The Navy acquired more than 900 acres around the port in 1942 and, by the end of the following year, the original reservation had been increased by about 250 additional acres.

Those who know the history of the Seabees need not be told that Gulfport was a busy place during World War II. When the war ended, activity subsided and the Advanced Base Depot was redesignated a U. S. Naval Storehouse.

While the base was being used for storage, natural deterioration and the 1947 hurricane took their toll among buildings used for housing and training troops, but the future began to look brighter for the base in 1952. The Naval Storehouse was disestablished and replaced by the U. S. Naval Construction Battalion Center. The U. S. Naval Advanced Base Supply Depot and the U. S. Naval Construction Equipment Depot were also placed under the commanding officer of the Seabee Center.

A GENERAL REHABILITATION of housing and training facilities began and, in mid-1954, the Seabee Center was streamlined to make it similar to the bases at Davisville and Port Hueneme. The Center's new mission became a composite of its previous activities—a Construction Battalion Center, Construction Equipment Dock and an Advanced Supply Depot.

The Seabee Center saw greatly increased activity during the Korean conflict and another cutback at its end. The current phase of the Base's life began in 1966 when the Center began teaching Seabees new skills and undertook the job of welding them into a tight-knit unit ready for deployment where they were needed anywhere in the world.

HOUSING CONDITIONS on any base change with the times so, when you receive your orders to Gulfport, check with the Housing Office in Building 54. It's open Monday through Friday from 0700 to 1530

to the South

and its telephone extensions are 586, 587 and 588. If you have an emergency after hours, call 864-7555.

All bachelor and family housing, both on- and off-base at CBC Gulfport is administered by the Housing Officer and everyone, regardless of his family status, must clear through the Housing Office when he checks in and before making any arrangements to lease or rent quarters off-base.

This procedure is easily understandable because family housing at CBC Gulfport consists only of seven units for officers. Everyone else lives off the base.

The Navy has a delightfully painless method of supplying housing at Gulfport. It leases 200 units for officers O3 and below and enlisted men in pay grades E-9 through E-4 (with four years of service). All the units are located within a 10-mile radius of the base.

On its leased units, the Navy pays all the rent and the utilities (except telephone). It also pays for a local move to Navy quarters and the Housing Office handles any problems which come up which require contact with the unit's owner. Seabees and their families are, therefore, relieved of any headaches which might arise because of landlord intransigence or what-have-you. This is a big relief for men who are deployed whose families remain in Gulfport.

There is also a monetary advantage. Rent plus utilities on leased quarters averages \$155 per month. Seabees at Gulfport are, therefore, provided with better housing than they could afford for their BAQ, which they surrender in exchange for their leased quarters.

Needless to say, Navy families occupying leased quarters can't be forced to move at the owner's request. The quarters are assigned for the duration of the Seabee's tour at Gulfport without regard to deployment schedules.

The quarters are rented by the Navy and managed substantially the same way as public quarters are administered on base. They are unfurnished except for refrigerator and stove.

Seabees with orders to CBC Gulfport should write to the Housing Office as soon as possible for an application and information concerning availability of housing.

An off-base housing referral service is also a part of the Housing Office's job which provides incoming Navymen with help in moving to Gulfport and locating suitable off-base housing.

GULFPORT'S SCHOOL SYSTEM is considered to be a good one. It includes three senior high schools (two public and one parochial), four junior highs and 14 elementary schools.

The city's three senior high schools offer an excellent college preparatory curriculum and, in addition, a wide range of commercial studies for junior and senior students.

These include courses which prepare boys and girls for jobs in retailing and a number of shop courses for boys. One high school also offers courses which prepare students for such construction skills as carpentry, bricklaying and plastering.

A parochial grade school and a private military academy are also available.

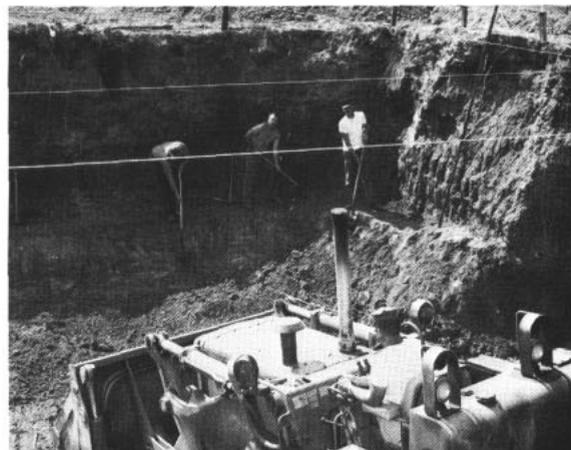
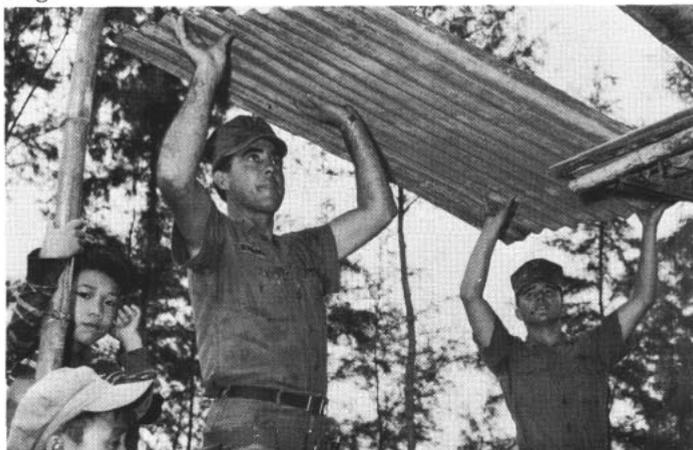
Parents of children in college may be interested in a school for girls which offers courses in the liberal arts, humanities, sciences, social studies, the arts, home economics and secretarial studies. The classes are small and the enrollment is selective.

There is also a junior college with a handsome new campus located a few miles from Gulfport. It offers both day and evening classes and emphasizes a two-



SEABEE BUSINESS

Top: Gulfport Seabees overrun simulated VC village during combat training. Below: Constructionmen move the earth to build swimming pool near Gulfport. Left: Seabees in Vietnam improve living conditions in village.



year course for students who plan to continue their higher education in another institution.

There are, however, courses for students who do not anticipate further education. These cover associate nursing, hotel and restaurant management and several industrial courses.

The junior college also offers pre-engineering studies which will dovetail with the engineering courses offered by the Gulf Coast Technical Institute.

"Ole Miss" (otherwise known as the University of Mississippi) also has a residence center at the junior

college which offers courses at the junior college and the graduate levels.

NEWCOMERS TO THE SEABEE CENTER AT GULFPORT may want to make the Family Services Center one of their first stops. The Center will help them get settled in Gulfport and provide them with information concerning what to see and do during their stay on the Mississippi Gulf coast.

When they transfer from Gulfport, Navy families can also depend upon the Center's library for brochures on other naval installations.

One of the more popular places on the base the year round is the steam-heated, competition-sized swimming pool which is open seven days a week for the use of military personnel and their dependents.

Young sprouts and their parents, too, can take the swimming lessons offered. Lifeguards are on duty at all times.

If you enjoy movies, you can patronize the Seabee Theater. It has a double feature on Saturday beginning at 1830. Other showings begin each night at 1930.

There are several small boats available for pleasure and fishing as well as larger craft equipped with trailers and a boat rigged for deep-sea fishing.

Campers can check out camping trailers at the boat shop.

The Seabee Center also has a centrally located recreation area equipped for basketball, and volleyball games. There are also tennis courts, a softball field and a newly constructed eight-lane bowling alley.

Various hobby shops, from woodworking to photo, offer a chance for everybody in the family to indulge in a little creative work.

Would-be cowboys will enjoy the saddle horses which are available for riding along the Center's bridle path and, if they can still sit on a chair after dismounting, they might enjoy a stop at the station library.

THE NAVY EXCHANGE FACILITIES at CBC Gulfport include a retail store, cafeteria, gas station, barber shop and coin-operated laundry. An enlisted man's club is also operated by the Exchange.

The Commissary Store is conveniently located near Gate One.

Undoubtedly Seabees who enjoy mountain climbing will be very unhappy in Gulfport, for mountains there aren't. Practically everyone else, however, should enjoy the city's smogless atmosphere, the sweet water supplied from artesian wells, and an abundance of warm weather which permits many months of outdoor activity.

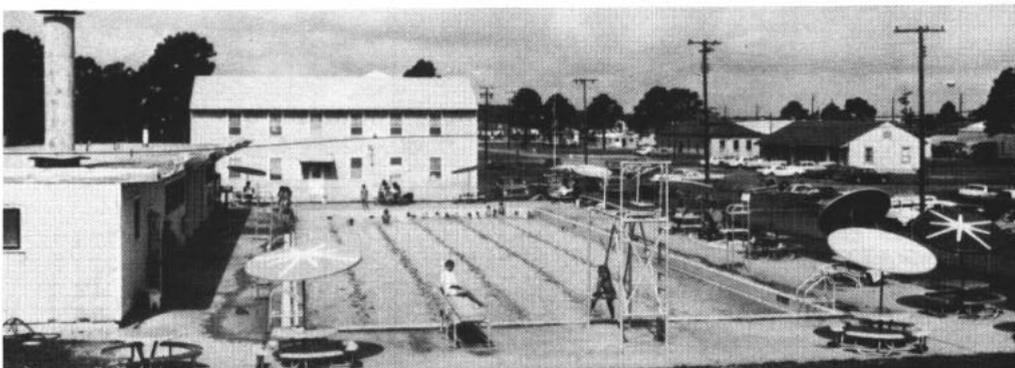


Insignia Tell the Story at Gulfport Gate



Gulfport Auto Hobby Shop

Swimming Pool, Seabee Center, Gulfport, Miss.



Seabee Family

When members of the Johnston family of Charleston look back at their family tree in years to come, they will find a bunch of Seabees in its branches.

Three of the family recently completed two weeks of active duty for training at the Gulfport, Miss., Seabee Center, where they worked with Naval Reserve Construction Regiment Three.

Master Chief Utilitiesman Edmond L. Johnston heads the group of Johnston Seabees. His son, Equipment Operator 3rd Class John P. Johnston, has followed his dad into the Seabees. The younger Johnston's cousin, Equipment Operator Constructionman Charles L. Carlson, rounds out the trio. Chief Johnston's daughter, Judy, is a 1st class yeoman in the Naval Reserve. She'd be in a Seabee unit too, but Waves are no longer in the Construction Battalion Reserve.

Chief Johnston works in the Charleston Naval Shipyard Production Department when he's not a Seabee. Daughter Judy is a medical technologist at the Charleston Naval Hospital.

The two younger men have both seen active service in Vietnam. John served with Mobile Construction Battalion 71, and Charles worked with the U. S. Naval Support Activity, Da Nang.

The Johnstons have served a combined total of over 31 years in the Navy. When asked if any other Johnstons would be joining the Seabees, Judy replied, "We're still trying to talk my mother into signing up."

In Charleston, the men are members of Reserve Mobile Construction Battalion 14. The Seabee family lives in Hanahan, S. C.

Busy Bees Build Under The Seas

It was a detachment of 50 Seabees from Little Creek's Amphibious Construction Battalion Two (ACB 2) which placed the **TEKTITE I** undersea habitat on the ocean floor near St. John, V. I.

During the first eight days, the Seabees laid templates on the ocean floor to use in placing the launch guide piles when they were driven into the floor of the bay. Then came moors and bolts which were secured to rock formations on the ocean bottom to stabilize the support barge pilings. The support barge provided air, water and electrical power to the habitat after it was put in place.

Next, the ocean floor on which the habitat was to rest had to be leveled and deadman anchors put in place. Up above, in the beach area which served as a staging area, a causeway was built and a dock for support small craft was built.

Last of all, equipment for lowering the habitat to its resting place beneath the water was installed and the habitat was anchored in the place the Seabees had prepared for it.

TEKTITE I was ready to begin.



TEKTITE I undergoes systems tests at drydock in Philadelphia Naval Shipyard before being anchored to sea floor by Navy's Seabees.



today's navy

Subic Divers Go For ASDIV

Divers going to and from their work have different methods of transportation but, at Subic Bay, R. P., they use an Advanced Diving System IV (ASDIV).

At Subic Bay, ASDIV is used for underwater salvage work and consists of a personnel transfer capsule, entrance lock, two decompression chambers, a control van, power unit and gas storage tanks.

Although it does the job required of it at Subic, it is not the latest thing in underwater transfer equipment. The Mark II System, for example, is more sophisticated.

The ASDIV personnel transfer capsule holds two men who can see where they're going through ports which provide up, down and side vision. While in the capsule, the divers can communicate with the surface ship by telephone and a television camera mounted on the capsule's side monitors their movements while in the water.

When the capsule descends to the desired depth, the pressure inside is gradually increased to correspond to the pressure outside and the divers leave, breathing air supplied through umbilicals attached to the transfer capsule and the divers' face masks.

The ASDIV System is staffed by a crew of six and a medical officer is always on hand when the transfer capsule is in use. For the divers working on a salvage job at considerable depths, the capsule provides a safe haven, a source of breathing gas and portal-to-portal transportation to their job.

—JO3 Tony Kausal, USN.

Subic Construction

The noise of construction and the sight of new buildings taking shape are familiar to Navymen at Subic Bay, R.P. The demands of the Vietnam conflict have necessitated larger buildings and more repair berthing, much of which has been completed.

There was also a need for more active berthing space and 38 per cent of this need will be satisfied by a 600-foot extension to Alava Wharf. The wharf plus the 600-foot extension will permit simultaneous berthing of one CVA/ CVS/LPH.

Another pier will berth one medium floating drydock and two small floating drydocks.

Mooring facilities have also been completed for the new medium auxiliary floating drydock which arrived at Subic Bay last February. This drydock can accommodate deep-draft ships with sonar domes below.

The Naval Magazine at Subic Bay has been enlarged, too. A large number of ammunition magazines have been built, complete with roads, lighting and landscaping.

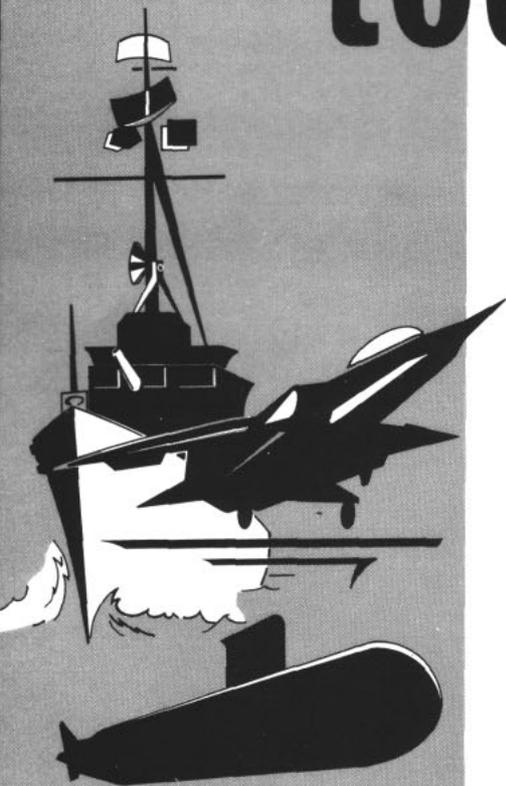
For the past three years, black oil and lubricants have been in sufficient supply to keep abreast of the Fleet's demands but with very little, if any, to spare. Now, six new fuel storage tanks are being built to provide a supply of fuel to meet increased needs.

An 80,000-square-foot warehouse with automatic levelers which can adjust loading platforms to truck heights is being built at the Naval Supply Depot. It will be used to store fast-moving items for the Fleet.

A new data system facility has been constructed.

For enlisted married men and their families, 100 new two-story concrete block and frame duplex apartment buildings are scheduled for completion in January 1970. Each unit will include three or four bedrooms, a utility room, three baths, carport, service yard and landscaping. All units will be air-conditioned.

At Cubi Point, construction is already completed on a 256-man senior enlisted barracks with two- and four-man rooms. The barracks are air-conditioned, have color televisions and concession areas.



A 75-bed hospital addition and a 42-man barracks addition have also been started at the Naval Hospital at Subic Bay. The hospital unit includes four new intensive care wards, treatment rooms and a quiet room.

At Subic Bay, a 360-man, air-conditioned barracks which will include lounges, television rooms, concession areas and a laundry is under construction. Provisions are being made for future installation of central air-conditioning.

Other projects include an extension to the Spanish Gate Cafeteria, an addition to the bowling alley, a chief petty officers' club and the power plant.

— JO3 Tony Kausal

Ogden Explorer Is Classroom

The hydrographic survey ship *usc&css Explorer* (renamed *Ogden Explorer*) has a new career designed to resolve a shortage of trained oceanographic aides.

At the same time, the ship provides unemployed high school dropouts with valuable training.

This new approach to education is now taking place at the Navy Yard in Washington, D. C. *Explorer*, tied up at the yard, is the oceanographic aide school.

Washington youths who for one reason or another never finished high school, but who have the potential and interest for technical skill training in the field of oceanography, are the students.

The 20-week school equips the young men to assist oceanographers in geology, photography, marine biology and sound technology. Although *Explorer* has been permanently docked, the students also receive training in navigation and seamanship on board the ship's two launches.

The training is sponsored jointly by the Navy, Coast and Geodetic Survey, Department of Health, Education and Welfare, and a civilian corporation interested in oceanographic research.

The government provides the ship and docking facilities.

The ship-school is staffed and equipped to train up to 50 students during each 20-week "school year." The first class was scheduled to be graduated this summer.



OFF WITH THE OLD—Boatswain's mates and diver from destroyer tender *USS Bryce Canyon* (AD 36) change propellers of *Theodore E. Chandler*.

Explorer entered this program after some 30 years of hydrographic survey work.

During World War II, while operating in the vicinity of Attu Island in the Aleutians, *Explorer* got her first and only taste of combat when she repelled an attack by enemy planes. *Explorer* since has been known as the only Coast and Geodetic Survey ship to engage in World War II combat.

—J. R. Kimmins.

Firebee II Flight Tested

Navy missilemen really have something new to shoot at. It's called the *Firebee II*, a supersonic jet target drone capable of streak-

ing across the sky at 1000 miles an hour.

Test flights of the *Firebee II* began last March at the Naval Missile Center, Point Mugu, Calif. The drone was remotely controlled and radar tracked at ranges exceeding 150 miles from the remote control site. Performance data derived from radars and instrumentation indicated that major flight test objectives were attained.

In addition to guidance control, Navy operators learned recovery, retrieval and refurbishment procedures associated with the new target, designated the BQM-34E.

Fourteen of the *Firebee II* drones were built for testing by Naval Air Systems Command.

TOUGH TARGET—New *Firebee II* supersonic jet target drone is capable of doing 1000 miles per hour.



TODAY'S NAVY

Gus, the Snaky Firefighter

WHIssh went the FF *Gus* looking for all the world like a waterspouting Civil War monitor as she bounced toward a Norfolk pier in search of a fire.

Gus, the invention of George A. Des Jardin, an officer of the Norfolk Naval Station Fire Department, may possibly become a part of the Naval Station's firefighting arsenal.

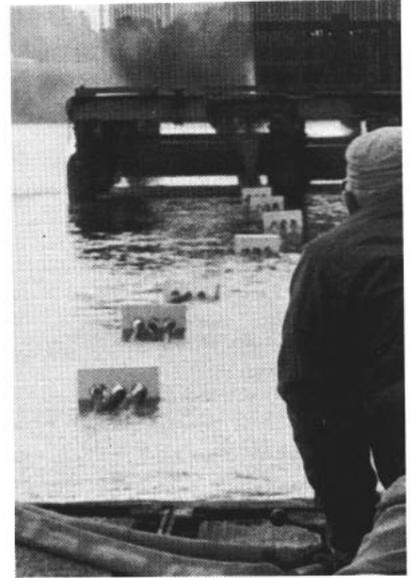
Des Jardin (also known as Gus) built his 96- by 14-inch craft for squirting water into hard-to-reach places such as the underside of piers. The boat is powered by the pressure of water which is carried to the boat's nozzles through float-supported hoses.

The boat's operators can remain as far from the fire as the hoses permit, yet manipulate the course of the craft by controlling the water pressure. Des Jardin's first model has a draft of five inches and travels at about five knots. She can pump water through her nozzles at the rate of 150 gallons a minute.

After *Gus*' first design proved to be successful, Des Jardin, who is about to retire, set about building a larger version which will operate with twice as much water pressure and carry foam and chemicals for oil slicks as well.



WATER SNAKE—Firefighting invention sends out big water spray and goes under pier to fight 'fire' during demonstration at Norfolk Naval Station.



Yeoman Makes the Grade as Gun Mount Captain

Yeoman 2nd Class Ronald H. Waterman, after six months of intensive training, recently qualified as a gun mount captain aboard the attack aircraft carrier *USS Independence* (CVA 62).

Petty Officer Waterman is probably one of the few yeomen in today's Navy holding the title "Gun Mount Captain."

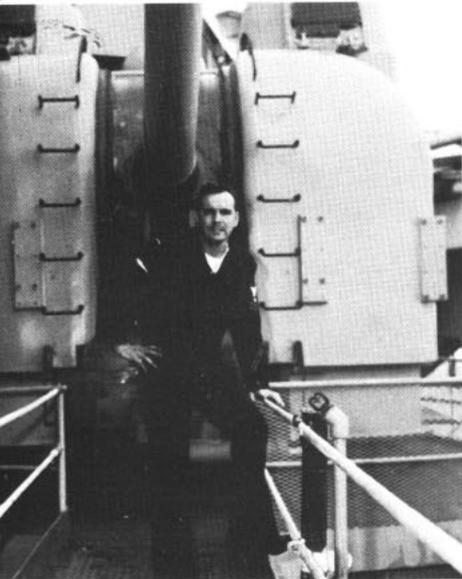
The idea of becoming a gun mount captain appealed to him shortly after reporting aboard *Independence* in August 1967, following his tour of duty in South Vietnam. "I became interested in the gun mount job while the crew was undergoing refresher training in the Caribbean in early '68," Waterman explained.

"There was a lot more to the job than I anticipated, but it seemed like a worthwhile challenge—so I began training for qualification. It turned out to be a lot of work. I had to study each time I had a free minute. During General Quarters drills at sea I was assigned one of four mounts for indoctrination."

After six months of study and on-the-job instruction by experienced petty officers, Waterman passed a written examination, completing the qualifications for his new assignment.

"Being a gun mount captain gives me more satisfaction than sitting in an office during battle efficiency drills," he remarked. "Besides, it makes me feel as though I have accomplished something different and that I can do something that not everyone can do."

"I guess I wanted to prove to everyone, especially myself, that I could do more than one job in the Navy—and do it well."



ONE OF FEW—Yeoman 2nd Class Ronald H. Waterman, USN, after 6 months of training, is now a gun mount captain aboard *USS Independence* (CVA 62).

Ribbon Ceremony Deep Down

What better way to open a new diver training tank than to cut the traditional ribbon underwater?

That's how it happened at the opening at the Explosive Ordnance Disposal School, Naval Ordnance Station, Indian Head, Md. While officials and guests viewed the event on closed circuit television monitors, Navy EOD Instructor Lieutenant (jg) William Willett, dressed in wet suit and aqualung, dove into the 40- by 80-foot, 24-foot deep tank and snipped the ceremonial ribbon.

To show guests how the underwater training would be conducted in the new facility, school staff divers put on a demonstration using various types of diving equipment.

Claimed by the school to be one of the largest diver tanks of its kind, the 560,000-gallon training aid has a catwalk that spans its 80-foot length, allowing access to a steel observation tower stemming from the pool's floor.

Portholes and lights installed in the tower allow dry instructors to watch students working on ordnance problems. Evaluation of the students' performance is monitored



SNIP SNIP—Underwater ribbon-cutting ceremony marked the opening of new 560,000-gallon diving tank at the EOD School, Naval Ordnance Station, Indian Head, Md.

electronically through devices in the ordnance itself and through use of the closed circuit TV network complete with underwater camera and video tape replay system.

Using blacked-out face masks, students work on assembly problems to improve their manual dexterity and use of handtools in an underwater environment. These ex-

ercises and those conducted in the nearby Potomac River adjacent to the EOD school help to increase the experience level of the student.

The Navy-operated school, whose staff is comprised of ordnance disposal technicians from all the armed services, has been training its students in EOD techniques since 1945.

A Royal U. S. Launching

A new type of U. S. Navy ship was launched not long ago. The location of its launching was also new—at Lowestoft, England, about 75 miles northeast of London.

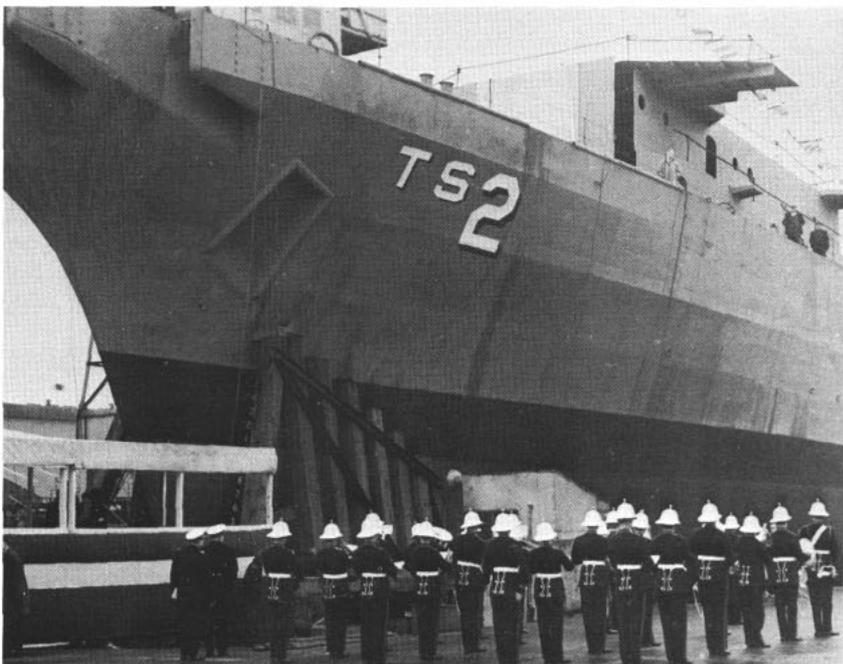
The new ship, displacing 2500 tons, is the second of three ships of the same type contracted for by the U. S. Navy, to be built in Britain. It is *Beaufort* (ATS 2), which combines the functions of a salvage rescue ship and the standard Fleet ocean tug.

Sponsor of the ship was Mrs. W. F. A. Wendt, wife of the Commander in Chief, U. S. Naval Forces, Europe.

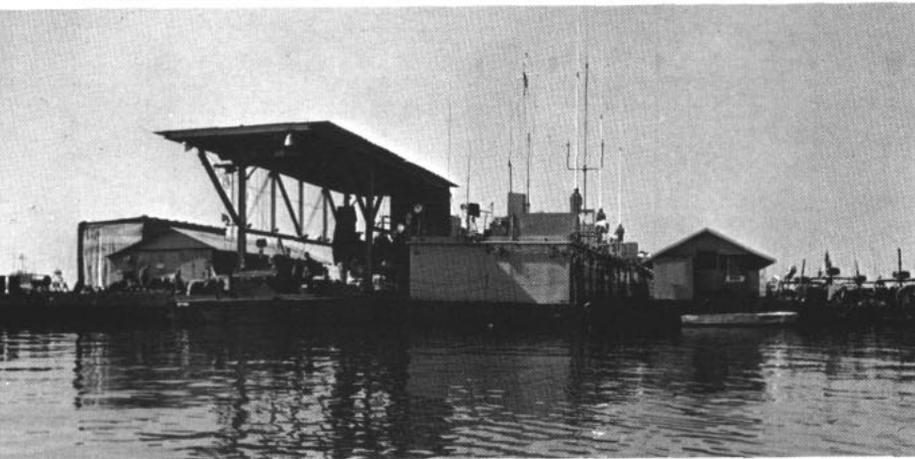
The ship is named for the two coastal cities of Beaufort, N. C., and Beaufort, S. C.

The first salvage rescue ship, *Edenton* (ATS 1), was launched last May, also at Lowestoft.

Beaufort is expected to be accepted and commissioned during the latter part of this year.



SERENADE—Royal Navy's Commander in Chief, Western Fleet, Royal Marine Band, plays at launching of U. S. Navy's *Beaufort* (ATS 2) in England.



FLOATING BASE—Complete maintenance facilities are located at Tan My for servicing river patrol craft. PBR lifted aboard base for repair, right.

Over There at Tan My

MOBILE BASE ONE of Da Nang's U. S. Naval Support Activity, after completing a successful first year on the line, looks forward to providing even better service to river patrol boats (PBRs) of the northern I Corps.

Mobile Base One was established at Tan My in January 1968 as a floating maintenance center, headquarters and barracks. Since then, it has served the boats which provide security on the I Corps' inland waterways—a job which affects more than 190,000 allied troops.

The floating base was conceived when its designers saw a need for an installation which could navigate Vietnam's shallow waterways and move in close to the action when needed.

Number One was a prototype and, today, is not by any means the most modern floating base in Vietnam. Being second best in design, however, merely means that Number One tries harder. It is now able to repair all boats and engines without help from facilities at Mekong Delta or Subic Bay.

NUMBER ONE's increased capability has been made possible by increasing her size. The base originally was composed of four floating pontoon causeway sections to which five additional sections have been joined, thereby making departmentalized work a possibility.

Three of the four original barges have an enclosed one-deck superstructure which contains air-conditioned berthing spaces, offices, communication center, ship's store, galley and dispensary.

Several of the barges without a superstructure are used for auxiliary repair spaces and stowage of water and fuel. One barge contains a club which doubles as a chapel.

About 80 repair and support Navymen live aboard the floating base and share its facilities with the men of the Hue River Security Group who make PBR patrols on the Perfume River and its connecting inland waterways.

Measuring Ocean Waves

The state of the sea is always an important consideration to a naval commander about to embark on an operation. If he could tell how big the waves were going to be in a certain area at a particular time, he could determine the best route to take to avoid rough seas, and what kind of seas he could expect wherever he was to operate.

Amphibious forces, in particular, would find such advance sea-state information invaluable in planning a landing through the surf.

Such a "sea-state forecast" is currently being developed for the U. S. ships operating in the South China Sea, in a project jointly sponsored by the Navy Weather Research Facility at Norfolk, Va., and the Navy Oceanographic Office in Washington, D. C.



Operational units involved in the project are the cruiser *uss Newport News* (CA 148), the communications relay ship *Arlington* (AGMR 2), and a C-121 aircraft belonging to Airborne Early Warning Squadron One.

The idea is to collect a large amount of data on wave sizes under various conditions, and to store this information in a computer. The conditions monitored include such variables as atmospheric pressure patterns, and wind velocity. Then, when the same conditions exist at some future time, the computer will be able to ascertain what the sea-state will be.

The difficult part, of course, is to collect enough accurate data to make the computer's predictions meaningful.

It's not that easy to tell how big a wave is, simply by eyeballing it. Observers in large ships, such as carriers, usually think waves are smaller than they really are. Conversely, an observer in a small ship, when he sees a wave crash over his bow, will probably estimate it to be much larger than it actually is.

Accuracy is being obtained, however, by using infrared measuring devices installed on the ships and laser beam instruments installed on the aircraft.

Here briefly is how the infrared device, which is mounted on the bow of the ship, works:

A beam of light is transmitted to the ocean surface, and the bounce-back signal is received. The time

interval between the transmitted and received signal is translated into a measurement of distance. The difference between the bounce-back from the crest of a wave and that from its base is the height of the wave.

A vertical accelerometer is also mounted on the ship to measure its pitch and roll. Thus, the ship's movement can be taken into account when measuring the wave height.

The aircraft, a *Super Constellation* equipped for hurricane hunting, uses a low power laser beam to measure the waves, following principles similar to those described above.

The South China Sea was chosen for the experiment because, being relatively enclosed, it gives researchers controlled conditions. In addition, there are plenty of U. S. ships operating there which could use the data to lessen the storm- and wave-caused damage and operational difficulties.

Once the data has been collected and the wave forecast system is in full swing, it will be applicable to any comparable sea in the world.

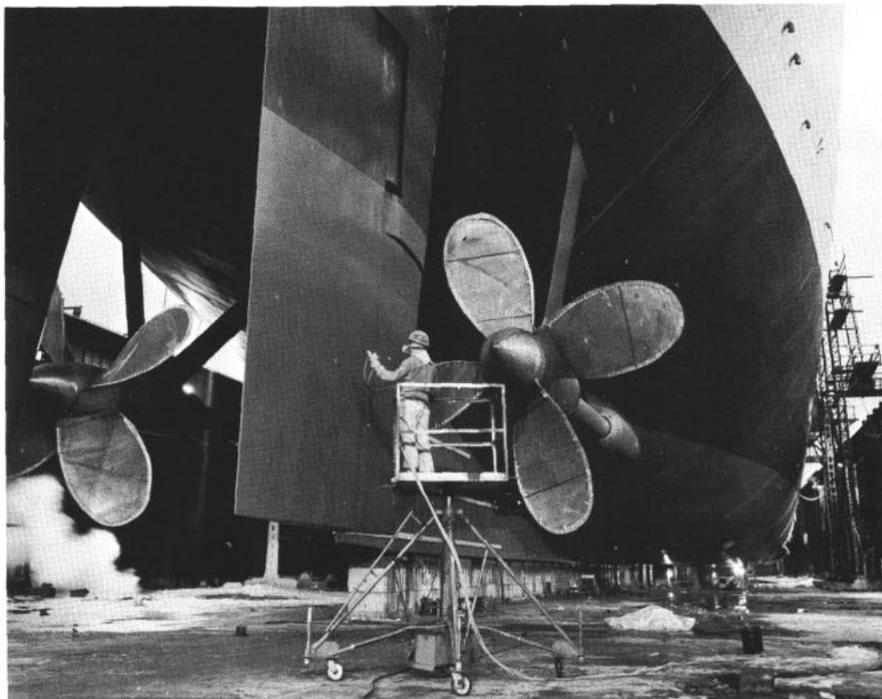
MARS Passes the Word

In the code of the Navy-Marine Military Affiliate Radio System (MARS), the message "ARL ONE" means "All safe; do not be concerned about disaster reports."

During some 40 hours following the fire and explosions aboard *USS Enterprise* (CVAN 65) south of Pearl Harbor last January, more than 4000 such messages were sent via MARS to anxious dependents of the *Enterprise* crew, on the ship's return to Pearl Harbor.

After the damaged carrier docked at Pearl Harbor, a MARS representative boarded the ship and gathered the names and home addresses of uninjured crewmen who were understandably eager to let the folks back home know they were all right.

Couriers from the ship's communications department took the information to the Navy-Marine Corps MARS master control radio station at the Naval Reserve Training Center near Pearl Harbor. The ARL ONE MARSgrams next were sent by teletypewriter to gateway stations at Seattle, Wash., San



END OF THE JOB—Shipyard worker completes the painting of one of two 23-foot rudders of new Navy oiler *Milwaukee* (AOR 2) prior to launching.

Francisco and Camp Pendleton, Calif., and then relayed to *Enterprise* families throughout the United States.

Meanwhile, MARS operators at Camp H. M. Smith, NAS Barbers Point, and the Pearl Harbor Submarine Base, hooked up more than 600 phone calls with personal messages for wives and parents of *Enterprise* crewmen.

Three other MARS operators worked with ham radio equipment in their homes.

Petty Officer 1st class Nathaniel Jones worked through the night

patching more than 100 calls through a station in El Toro, Calif.

Charles Stem, a civilian, relayed 55 messages from his Honolulu home to a MARS station at North Island, Calif., and Lieutenant James R. Poffitt placed 48 calls with information from Tripler Army Hospital where injured Navy-men were taken for treatment.

In all, the men from MARS processed 4196 MARSgrams and 868 radio-telephone calls during what amounted to a 40-hours-plus workday.

—Sonya Cummings, 14th ND.

TOGETHER AGAIN—Master Chief Hospital Corpsman Joseph J. Atzert shows his sons Walter (left) and Alan, both 2nd class yeomen, around the Naval Support Activity Da Nang. The three are now on duty at Da Nang.



bulletin board

Quals for Firefighting Assistant Are Outlined in Latest Changes to Manual

IF YOU ARE a shipboard Navyman who knows virtually everything there is about firefighting, and can pass an exam to prove it, you should be—and chances are you will be—singled out and designated as one of your ship's firefighting assistants.

This was one message contained in BuPers Notice 1236 (12 Mar 1969) on changes to the shipboard firefighting qualifications listed in the *BuPers Manual*.

Here's what it's all about.

Each shipboard repair party must have at least two designated firefighting assistants. In some cases, each watch of the engineering repair party also should have two firefighting assistants.

The latter is the case when the ship's organization provides for firefighting assistants to alternate between engineering watch stations and repair party stations during extended periods of general quarters.

Any enlisted man on board ship conceivably could qualify. Article C-7412 of the *BuPers Manual* insists that, at a minimum, each candidate for the job pass a written examination and perform certain practical factors.

Firefighting Exam

By now, your ship has received two or more copies of the exam your CO will use to screen candidates for firefighting assistant. The exam was prepared at the Naval Examining Center, and covers the following subjects:

- Principles of extinguishing all types of fire; the chemistry of fire; flash points and fire points of ma-



terials; causes of fire; and methods by which fire spreads.

- Major naval firefighting equipment; portable pumps; eductors; types of nozzles and applicators; various types and uses of inhalators, respirators, protective masks and the oxygen breathing apparatus.

- Methods of laying hose lines from water supply to fire, including up ladders and through passageways; methods of rigging jumpers around breaks in fire mains; points to be observed in sizing up a fire and planning its extinguishment; theory and practice of finishing up after a fire; use of water in the form of solid stream or fog spray; operation of equipment in generating mechanical and chemical foam and light water and purple K powder; and the use of steam, including precautions to be taken.

- Safety precautions in firefighting; hazards which may be encountered aboard ship; hazards peculiar to stores and equipment; precautions to be observed in entering closed compartments or in compartments where CO₂ systems have been actuated; and the theory of operation and limitations of protective masks and the oxygen breathing apparatus.

- Characteristics and methods of extinguishing incendiaries and flares.

- Methods and procedures for holding firefighting instruction and realistic fire and rescue drills on board ship.

Practical Factors

To the extent permitted with the equipment on board your ship, you must further demonstrate your qualifications for firefighting assistant by performing the following practical factors:

- Operate all types of fire extinguishers and foam producing equipment; use forcible entry tools; handle all kinds of hose and observe proper methods of care, use and stowage; use and care of various types of nozzles and applicators; operate all portable or movable pumping equipment; use oxygen breathing apparatus, inhalators and respirators; and use portable oxyacetylene cutting equipment.

- Read diagrams in damage control books. Isolate damaged sections of a fire main and restore pressure to the remainder of the system; know your own ship's fire main pressure. Demonstrate thorough knowledge of built-in CO₂, foam, and sprinkling systems of your ship. Understand the use of drainage and ventilation systems for removing firefighting water and smoke.

- Use fireman's lift and remove an unconscious man (simulated) from a void or other inaccessible space; resuscitate an unconscious man (under simulated conditions); give treatment for burns, shock, fractures, and other injuries; show how to control hemorrhage.

- Recognize common and special fire hazards. Conduct a fire prevention inspection of your ship.

- Instruct your shipmates in firefighting procedures and principles; explain the operating characteristics of firefighting equipment.

Designation—If you qualify as a firefighting assistant, an entry to this effect is made in your service record and you are authorized to wear the Firefighting Assistant's Insignia (which should be available in supply channels this summer).

You automatically lose your qualifications if you are not assigned specifically to the duties for 12 consecutive months. If this happens, and you want to requalify, you must again take the exam and do the practical factors.

Here's an Explanation of Symbols Used In Officer Promotion and Assignment

The code symbols used in the Officer Distribution Control Report (ODCR) are the topic for explanation in BuPers Notice 1080 (3 Apr 1969).

This should be good news for yeomen, personnelmen and others who rely on the ODCR for reference to the assignment and promotion status of each officer on board.

The symbol that has generated the most confusion is the "grade on board" code.

The grade codes themselves are easy to decipher; "H" means CDR, "I" is LCDR, "J" is LT and "K" means LTJG.

Also confusing to some are the plus (+) and number (#) signs which often are used in conjunction with these codes.

As explained in the BuPers Notice 1080, here's what it's all about:

Under normal circumstances, officers are promoted under sections 5769 and 5773 of Title 10, U. S. Code, based on the Officer Personnel Act of 1947. These usually are called OPA promotions.

There also are "spot" and "accelerated" promotions made under section 5787, Title 10, U. S. Code. The Naval Manpower Information System defines these as "spot grades."

The difference between OPA promotions, and spot grades, is substantial.

In general, an officer who is promoted to a spot grade is, for purposes of OPA status and his standing on the lineal list, considered to be in the grade he held before he was promoted.

For example, if a lieutenant receives a spot grade promotion to lieutenant commander, he's still in grade LT on the lineal list and his OPA promotion date (to LT) does not change on the ODCR.

Only after he receives an OPA promotion under sections 5769 or 5773 will he be considered to have been promoted "under normal conditions."

Here's where the (+) and (#) come in to the ODCR, and here, in essence, is what the BuPers notice says these symbols mean:

- An officer who serves in a spot grade should have the plus symbol printed immediately before his OPA grade. For example, a spot grade LCDR will be "+J"

(J means LT, remember?), and his OPA date of rank is the date of his promotion to LT.

- When selected for LCDR under the OPA, the officer would appear on the ODCR as "#J".

- When the officer then makes an OPA number without his spot grade appointment being terminated, he will appear on the ODCR as "I" and his date of rank is that of his spot grade promotion to LCDR.

- When his spot grade appointment is terminated or superseded, the ODCR should reflect his OPA date of rank as that of promotion to LCDR.

Now's the Time To Dust Off Those Boffos It's All-Navy Cartoon Contest Time

You say you've got a million of 'em? Fine. Let's see them. Some of them, anyway. The 14th All-Navy Comic Cartoon Contest is underway. And even if you haven't got a million of them, we want to see the rib-ticklers that you do have.

As in past years, your entries must be in black ink on 8- by 10 1/2-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use, and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: the name of the originator; his rate or grade; file/service number; his duty station; the name



of his hometown newspaper(s); his command recreation fund administrator; and a brief statement that the cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am a dependent of, rate, grade, etc."

All entries should reach the Bureau of Naval Personnel (ATTN: Pers-G11) by 1 July.

Winning entries will be published in ALL HANDS. BuPers Notice 1700 of 20 Mar 1969 has the details.

New Housing at Newport

A recent groundbreaking ceremony signaled the start of construction of 300 units of new housing for Navy families based at Newport, R. I.

The first 50 of the 300 units are slated to be completed by the end of March 1970, while the rest will be finished at the rate of 50 per month.

The housing, half for officers and half for enlisted men, will be of wood with concrete foundations.

College Degree Program Is Open to Officers—From Warrant to Captain

Many a naval officer, with rows of ribbons on his chest for past campaigns, would think twice about returning to college today as an undergraduate student. Nevertheless, there are those who do exactly that—under the College Degree Program. They — and the Navy — get a great deal out of it.

For example, take the case of a Navy captain who recently attended the University of Hawaii. Now a senior officer, he was commissioned under a World War II program which didn't require a college degree.

When the war ended, he and others like him were in an awkward position. Many were unable to complete their undergraduate degrees while others achieved a rank too senior to be eligible for the Monterey Post Graduate School.

For this officer, the path to a college degree began when the Bureau of Naval Personnel approved his application for the program and ordered him to duty under instruction while administratively assigning him to a nearby naval command.

He is working toward a Bachelor of Arts degree in political science so his curriculum leans heavily toward history and economics. It dovetails with his belief that today's international situation obliges a man to know the causes of revolution and upheaval within developing nations.

If the foregoing case study fits your situation, you'll probably be interested in hearing more about the program.

The College Degree Program for Officers is open to ranks from warrant officer through captain, provided the applicant can complete his baccalaureate within 12 months after enrollment. All expenses are borne by the applicant who receives only his pay and allowances.

The program was designed for officers who have been unable to take the approximately 30 semester hours of residence work required by most colleges and universities for a baccalaureate. It is not open to Medical Service Corps or Nurse Corps officers.

About 25 officers are selected for full-time study under the program by a board which usually meets in March and September of each year. Applications, therefore, should be submitted at least six months before the beginning of the school year.

Completed applications should be sent to the Chief of Naval Personnel and should follow the format outlined in BuPers Inst 1520.98.

Check the Latest Changes on Pro Pay—They Will Go Into Effect on 1 July

IN OUR APRIL issue, we printed an extensive roundup on pro pay, which included a list of eligible ratings and NECs. Since then, the list of ratings, NEC codes, and their respective award levels, has been revised.

The new list, which is included in change one to the basic instruction (BuPers Inst 1430.12I), is effective as of 1 Jul 1969.

As in previous lists, in certain instances NECs are represented as three digits followed by an "X," such as RD-031X, or are listed as two digits, followed by "XX," such as 33XX.

If you're assigned a rating series NEC beginning with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

As before, rating conversion codes ending with "99" are not authorized for Specialty Pay.

In this listing, award levels of ratings and NECs which are to be upgraded as of 1 Jul 1969 are indicated by a double asterisk (**). Those to be reduced as of that date are indicated by an asterisk (*).

Note that the last list shows those ratings and NECs designated for termination of pro pay as of 1 July. However, as noted in the pro pay roundup printed in the April issue of ALL HANDS, these ratings and NECs will not lose the full amount of pro pay all at once. For the gradual termination schedule, as well as for more detailed information on the pro pay system, see our April issue.

P-3 \$150	
Rating Award	Skill
**AQ	Aviation Fire Control Technician
**DS	Data Systems Technician

NEC Code	Eligible ratings
**ET-1541	ET, RM, AT
**ET-1542	ET, RM, CT

P-3 \$100	
NEC Code	Eligible Ratings
ST-042X	ST
ST-043X (less 0436, 0438, 0439)	ST
ST-0452	ST
ST-0453	ST
ST-0454	ST
ST-048X (less 0489)	ST
ST-0491	ST
ST-0492	ST
ST-0493	ST
TM-074X (less 0744, 0745)	TM
FT-115X	FT
FT-117X	FT



FT-119X
 ET-1539
 33XX (less 334X,
 3359, 3389, 3391)
 AQ-796X (less 7965)
 AQ-7973

FT
 ET, RM, CT
 BT, EM, EN, ET, FT, IC, MM, MT
 AQ, AT
 AQ, AT

P-2 \$75

Rating Award

Skill

**AT Aviation Antisubmarine Warfare Operator
 AW Aviation Antisubmarine Warfare Technician
 ET Electronics Technician
 **FT Fire Control Technician
 **ST Sonar Technician

NEC Code Eligible Ratings

RD-033X (less 0334) RD, AT
 ST-0413 (new award) ST, AX, AW
 *TM-0719 TM, MT
 GM-098X GM
 GM-099X GM
 *MT-1317 MT, ET, FT, IC
 ET-154X (less 1544) ET, RM, CT, AT
 RM-231X (less 2312) RM, CT
 RM-2333 RM
 RM-239X RM
 CT-240X (less 2402) CT
 DP-272X DP
 DP-277X DP
 DP-334X TM
 DP-8394 ET, AD, AT, EN

P-1 \$50

Rating Award

Skill

AV Avionics Technician
 GMT Gunner's Mate Technician

NEC Code

Eligible Ratings

RD-031X (less 0312) RD
 3391 CE, EO, CM, SW, UT, HM
 TM-0718 TM
 GM-0873 GM
 IC-4722 IC, EM
 IC-4724 IC

The following ratings and NECs are designated for termination of pro pay effective 1 Jul 1969:

Termination of P-2 \$75 at Special Rate \$50

Rating Award

Skill

AX Aviation Antisubmarine Warfare Technician

NEC Code

Skill

TM-0721 SUBROC Missile Assemblyman
 TM-0745 Advanced Undersea (Mk 45/Mk 102 Warhead)
 Weaponsman
 GM-0891 ASROC Launching Group (Mk 16) Maintenance
 ET-1544 Communication Security Devices (KW-37R)
 Technician
 EN-4356 SSN/SSBN Auxiliary Equipment Technician
 IC-4737 Submarine Steering and Diving Control Technician

Termination of P-1 \$50 at Special Rate \$25

Rating Award

Skill

MT Missile Technician

NEC Code

Skill

RM-234X Teletype Repairman

bulletin board

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

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

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

Mission Stardust (WS) (C): Science-Fiction; Lang Jeffries, Essy Persson.

The Swimmer (C): Drama; Burt Lancaster, Marge Champion.

A Twist of Sand (C): Action Drama; Richard Johnson, Honor Blackman.

For Singles Only (C): Comedy Drama; Mark Richman, Lana Wood.

Barbarella (WS) (C): Fantasy; Jane Fonda, John Phillip Law.

Shock Troops (WS) (C): Drama; Bruno Cremer, Jacques Perrin.

Coogan's Bluff (C): Suspense Drama; Clint Eastwood, Susan Clark.

Pretty Poison (C): Suspense Drama; Anthony Perkins, Tuesday Weld.

Lady in Cement (WS) (C): Drama; Frank Sinatra, Raquel Welch.

Custer of the West (WS) (C): Western; Robert Shaw, Mary Ure.

Wild Season (C): Melodrama; Gort Van Den Bergh, Marie Du Toit.

Vengeance of She (C): Melodrama; John Richardson, Olinka Berova.

Live a Little, Love a Little (WS) (C): Comedy Drama; Elvis Presley, Michele Carey.

A Few Bullets More (WS) (C): Western; Peter Lee Lawrence, Fausto Tozzi.

Great Catherine (C): Comedy; Peter O'Toole, Zero Mostel.

It Takes All Kinds (C): Action Drama; Robert Lansing, Vera Miles.

Correspondence Courses

Several enlisted correspondence courses have been revised and are available to the Fleet. In addition, two officer courses, one of which is confidential, have been rewritten. One of the enlisted courses is also classified.

The revised courses are:

- *Air Controlman 1 & 2* (NavPers 91677-C).
- *Tradesman 3 & 2* (NavPers 91698-1B).
- *Enlisted Transfer Manual* (NavPers 91423-1A).
- *Quartermaster 1 & C* (NavPers 91253-D).
- *Illustrator Draftsman 1 & C* (NavPers 91489-1A).
- *Damage Controlman 3 & 2* (NavPers 91544-2D).
- *Steelworker 1 & C* (NavPers 91591-1D).
- *Radarman 1 & C* (NavPers 91268-D); Confidential Data.
- *Disbursing Clerk 3 & 2* (NavPers 91436-3C).
- *Military Requirements for Petty Officer 1 & C*; (NavPers 91207-F).
- *Aviation Electronics Technician 1 & C* (NavPers 91615-E); Confidential Data.
- *Ship's Serviceman 3 & 2* (NavPers 91447-1D).
- *Electrician's Mate 1 & C* (NavPers 91526-1C).

- *Practical Damage Control* (NavPers 10936-6); officer course.

- *Fundamentals of Naval Intelligence* (NavPers 10-728-B); Confidential Data; officer course.



An Extension Course Institute Correspondence Course titled *Introduction to System or Project Management* (ECI 2900) is available to officers in grades O-3 or higher who are assigned to or may be assigned to a position in System/Project Management (the course is also available to civilian GS-11 grades or higher under similar situations).

Application for the course should be prepared on ECI Form 23 or Navy Correspondence Course Application Form NavPers 1550/4 and mailed to: Extension Course Institute, Gunter AFB, Ala. 36114.

Dentistry Course for Officers

Operative Dentistry, a new dental officer correspondence course (NavPers 10759-A) is now available. Written for the dental officer in general practice, the six-assignment course covers the treatment and prevention of tooth decay; selection of restorative materials, bases, and liners; and principles of cavity preparation and insertion of various restorative materials such as amalgam, porcelain inlays, and gold.

Text for the course is *Textbook of Operative Dentistry*, 1967, by H. William Gilmore.

Officers who received credit for the NavPers 10759 course may enroll in the new course for additional credit evaluated at 12 points for Reserve officers.

Apply through the Personnel Office, using NavPers Form 1550/4 Rev. Nov. 66.

New Medical Correspondence Course

A new correspondence course, *Medical Entomology* (NavPers 13111) is now available to eligible officers and enlisted men within the Navy's Medical Department.

Sanitation officials and technicians will also be interested in this course which contains seven assignments and provides information on the classification, identification and control of certain medically important insects and other invertebrate animals known as arthropods.

Introductory material is included to help students who have a limited background in the subject.

The text to be used is the Naval Medical School's *Medical Entomology* 1967.

Policy and Practices of Uniform Board Are Outlined in Revised Regulations

ALONG WITH a few minor changes in devices and insignia, the latest change to *Uniform Regulations* spells out in detail the Navy's policy and practices pertaining to naval uniforms and insignia.

The Navy Uniform Board decided that, because of the great interest of a large number of Navymen in the Navy uniform and its insignia, the Navy's general policy regarding the uniform should be outlined in greater detail than previously.

The new policy section added to *Uniform Regs* begins with a broad statement of policy:

"Decisions concerning uniform policy over the years have tended to retain the neat, conservative style and appearance of naval uniforms and insignia. As a result, a fair consistency in detail can be identified, but with certain obvious exceptions. Details of naval Service and Dress Uniform conventions are set forth below."

The directive then goes on to list basic practices intended to assist in identifying what is consistent with naval uniform policy.

"It should be noted that, while the regulations for wearing and marking work and combat clothing are designed to parallel the conventions of Service and Dress uniforms, the suitability of this clothing to the work intended is its primary characteristic."

Quick recognition of naval uniform and wearer is given as prime objective of basic uniform policy:

"The uniform with its various insignia and devices is designed primarily to indicate on sight those be-

longing to the naval service and to show at a glance their grade, corps, or rating and hence the authority and responsibility imposed by law upon those wearing it."

The basic, everyday Service and Dress uniforms and insignia are described. The new change then outlines the way in which grade, corps, rating, and hence authority are displayed on Service and Dress uniforms:

"Grade or rate is designated by sleeve stripes and shoulder marks for officers, chevrons on the sleeve of petty officers and diagonal rate stripes for nonrated men. Collar marks are used by officers and chief petty officers on service and tropical khaki shirts, and on white tropical shirts by chief petty officers.

"Specialty or rating is indicated by corps devices for officers and specialty marks for enlisted personnel.

"Enlisted men below chief petty officer assigned to the operating forces display their ship or unit name on their uniform, presently by a sleeve mark.

"Important special skills and responsibilities not readily recognizable by rate and rating are shown on enlisted uniforms by an enlisted distinguishing mark. Standards are established by the Chief of Naval Personnel.

"Certain skills, not recognizable by rating or corps, requiring long training, whose standards are established by the Bureau of Naval Personnel and proficiency measured to these standards, and in which it is intended thereafter to employ the personnel so trained as their primary duty for a significant portion of their naval career are recognized by breast insignia. These

You Can Sail Over These Mountains

Oceanographers doing research for the Navy recently discovered six small mountains which nobody previously knew existed beneath the Sea of Japan.

The discovery was made by using a seismic profiler, a device which can penetrate the ocean floor's sediment with sound waves which return to hydrophones towed by the research ship.

The newly discovered seamounts varied in height from 3600 to 9000 feet above the sea floor, with the top of the mountains lying about 2600 to 8000 feet below the water's surface.

The seamounts were about the same size and shape as volcanoes on land and, in fact, probably are volcanoes. After all, the oceanographers reason, the Japanese islands were volcanic in origin and the Japanese are still plagued with approximately 50 active volcanoes.

The highest of the newfound seamounts rises 9000 feet above the ocean floor and is located in the northwestern part of the Sea of Japan. It has an elliptical shape, the base of which stretches for more than 20 miles, and rests on a foundation of dark, volcanic basalt.

The mountains were discovered by researchers aboard USNS Silas Bent (AGS 26), one of several new ships being deployed for Navy oceanographic investigations, and the research vessel F. V. Hunt, under contract to the Navy.

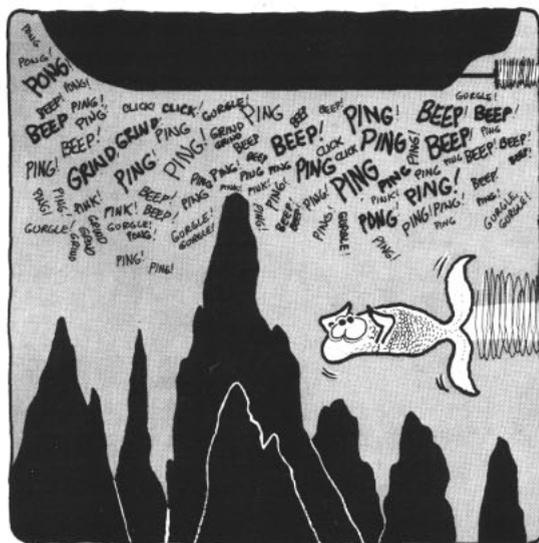
The survey has given the Navy extensive information concerning the geological history of the area and the currents which flow there.

For example, the oceanographers learned the sea floor has been relatively inactive, from a geological standpoint, for about 20 million years.

River sediment and mud from undersea slopes surrounding the

Sea of Japan are being carried to the middle of the sea in submarine channels which are more than 250 miles long. Currents loaded with this sediment flow through channels in a manner similar to rivers on land.

Oceanographers also collected 17,000 miles of sounding information which can be used to update nautical charts and publications, all of which will help the world's navigators as they sail on and under the waters of the Japanese Sea.



bulletin board

are primarily aviation and submarine personnel and officers of the unrestricted line qualified by successful experience in command at sea. Parachutist and explosive ordnance disposal personnel also wear breast insignia.

"Achievements of naval personnel are recognized by awards which include decorations, medals, badges, ribbons, and attachments thereto as defined in Chapter 10, *U. S. Navy Uniform Regulations*. Breast insignia are not used for recognition of achievement."

Other items detailed in BuPers Notice 1020 of 14 Jan 1969 were:

- In order to provide ready recognition of the three grades of chief petty officers while wearing rain clothes, foul weather clothing, and other outer gear, a distinctive cap device has been authorized for each grade, using three-eighth-inch stars affixed in a position similar to that on the collar insignia. The Master Chief Petty Officer of the Navy will wear a device with three stars.

- A silver metal insignia for petty officers has been adopted for required use with the new working cap. This badge is optional with the blue working cap now in service. It is to replace the various types of unofficial pins and devices now in use.

- A line device for warrant officers in the newly established Explosive Ordnance Disposal Technician specialty has been established. It consists of a crossed torpedo and bomb with naval mine superimposed.

- Academic excellence in the various officer candidate programs is to be recognized by stars on coat lapels in the same manner as is done at the U. S. Naval Academy. The number of such awards in each unit is to be limited and will be the subject of separate correspondence to commands concerned.

- Fleet Reserve and retired personnel who are recalled to active duty will now retain their eligibility to wear gold service stripes, if they were qualified to wear them at completion of previous active duty.

Reemployment Rights Broadened

The Universal Military Training and Service Act has been amended to give Regular Navymen five, rather than four, years during which they may remain on active duty, yet retain the right to reclaim the civilian job they vacated to join the service.

Reservists may normally serve on active duty for periods up to four years and still retain their reemployment rights. If, however, a Reservist is extended on active duty because the President calls up units of the Ready Reserve, he has until the end of his additional service to exercise his reemployment rights.

Both Regular Navymen and Reservists on active duty, or active duty for training for three or more months, must apply for reemployment within 31 days after their release from the service.

Hospitalized men whose confinement extends beyond the date of their discharge, however, may have as much as an additional year in the hospital before returning to their vacated civilian jobs.

Mail Order Uniforms

Officers and chiefs who aren't within commuting distance of a uniform shop can order CPO and officer type uniforms from retail clothing stores at the following Naval Stations: Charleston, Mayport, Newport, Norfolk, Treasure Island and Washington.

Bainbridge, Great Lakes and San Diego Naval Training Centers also are authorized to fill mail orders for uniforms as are the Naval Air Stations at Corpus Christi, Memphis, Point Mugu, Seattle and Whidbey Island.

Price lists are frequently available at local administrative offices. If need be, however, purchasers can request prices in advance of ordering from the installations listed above.

A sample format mail order form is shown as Enclosure One of NavSupNotice 10120 of 24 Jan 1969.

Expanded Cold War GI Bill Offers Vets Increased Educational Benefits

Increased educational benefits available to you and your dependents under the GI Bill are summarized in a new Veterans Administration pamphlet which by now should be stocked in your Educational Services Office.

If you haven't seen a copy, here's what it's all about.

In general, VA provides educational and training assistance to active duty service men and women and, of course, service veterans, under the Veterans Readjustment Benefits Act of 1966.

This Act, otherwise known as the Cold War GI Bill, was expanded last year to permit veterans with as little as 18 months of service to receive up to 36 months of college.

Also, wives of deceased or disabled veterans now may receive VA educational assistance on the same basis enjoyed by sons and daughters of veterans who die or are totally disabled as a result of military service.

Specifically, effective as of 1 Dec 1968:

- After separation from active duty, you are entitled to one and one-half months of VA education and training assistance for each month of military service you performed after 31 Jan 1955. The maximum entitlement is 36 months.

- When you have served at least 18 months' active duty after 31 Jan 1955, and have satisfied your military obligation, you are entitled to the maximum 36 months of VA assistance.

- While still on active duty, you are entitled to one and one-half months of educational assistance for each month of service. However, you may not cash in on these benefits until after you have completed 24 months of active duty. (At that time you will have accrued your maximum entitlement of 36 months of educational benefits.)

- The total period for which you may receive VA

educational assistance under two or more federal veterans' benefits programs is 48 months. (Before 1 Dec 1968, the maximum was 36 months.)

- If you are enrolled in a correspondence course, you use up one month of benefits for each \$130 the VA pays you. (Before 1 Dec 1968, you used up as many months of benefits as it took you to complete the course.)

- If you need additional secondary school training to qualify for admission to college or some other training program, VA will pay you an educational assistance allowance that is not charged against your basic entitlement.

- Widows and wives of veterans whose deaths or permanent total disabilities occurred through service-connected causes may receive educational benefits up to a maximum of 36 months.

- Veterans in flight training may be paid on a monthly basis (it used to be quarterly), and those who participate in farm cooperative training may reduce their training to three-quarters or half-time schedules and receive proportionate reductions.

How much in allowances does VA provide?

The payments for education were raised early last year and were not affected by the changes last December.

If you are on active duty, your payments are computed at the rate of the established charges for tuition and fees, or at the rate of \$130 per month for a full-time course, whichever is less. You do not receive an allowance for your dependents.

On the other hand, a veteran without dependents who takes full-time training also may receive \$130 monthly, but if he has one dependent, the allowance goes up to \$155. Veterans with two dependents receive \$175 monthly, and those with more than two dependents can get \$10 monthly additional for each.

Payments to wives (and children) range from \$60 monthly for half-time training to \$130 for full-time school (up to 36 months).

The Chief of Naval Personnel (in BuPers Notice 1560, 6 Mar 1969), encourages you to take advantage of these educational benefits after you have completed two years of active duty.

If your Educational Services Officer does not have the new VA Pamphlet 20-67-1 (Revised December 1968), which describes all the VA benefits available to you, he can submit DD Form 1348 to USAFI, Madison, Wisc., to obtain copies as needed.

In-Service GI Bill

One means of furthering your education while in the Navy is to take advantage of the in-service veterans education benefits, known as the Cold War G. I. Bill.

Available to Navymen who have served at least 24 months since 31 Jan 1955, the benefits may now be earned at the rate of one and one-half months of educational assistance, up to 36 months, for each month served in the military. Details are spelled out in Public Law 89-358, the Veterans Readjustment Benefits Act of 1966, as amended.

Another Public Law dealing with educational assistance—Section 521 of the Annual Appropriations Act—makes no distinction between temporary officers with permanent enlisted status and other military personnel. However, it does direct that tuition assistance will be provided to only those commissioned personnel who agree to remain on active duty for two years after completion of their educational course taken.

VRB Year Obligation

If you are planning to reenlist one year early in order to draw a variable reenlistment bonus, or for any other reason, you now must obligate yourself for at least one year beyond your current obligation. So says



ALL TOGETHER NOW . . . remember nine others are waiting to sight-read ALL HANDS during this gig. So pass it along.

bulletin board

BuPers Notice 1133 of 13 Mar 1969.

In effect, this means that if you agree to extend your initial enlistment and then reenlist up to a year early, the terms of your reenlistment must be for a period great enough to cover the remaining time left on the initial enlistment, plus the length of any extensions, plus at least one additional year.

Under normal conditions an individual reenlisting

for the first time may do so for two, three, four or six years to receive a VRB.

Statistics show that the average Navyman reenlisting for a VRB does so for a period of 5.1 years, and collects a bonus of \$4100.

Since Navy men have only one opportunity to collect a VRB, each individual should carefully consider all reenlistment options prior to making a decision.

Confused About Precedence of Decorations & Awards?

IF YOU'RE HAVING troubles determining which decoration, medal, ribbon or badge goes where, the following excerpts from the newly issued revision of the *Awards Manual* (SecNav Inst 1650.1D), should be helpful. It lists the decorations issued by the Navy and Marine Corps in their proper precedence.

Awards indicated by an asterisk (*) have no precedence as such among themselves but are chronologically shown in the following list according to the date of their establishment. They are worn by the individual in the order in which they were earned.

Comparable awards issued to Navy and Marine Corps personnel by other armed services and the U. S. Coast Guard must be worn in the order specified by the respective service. In all cases of relative priority, Navy and Marine Corps awards will take precedence.

If you earned nonmilitary service awards before

entering naval service, the *U. S. Navy Uniform Regulations* or the *U. S. Marine Corps Uniform Regulations* will provide information on where they should be worn on the uniform.

Navy men who have questions concerning their eligibility for personal military awards can write for information on the subject to the Chief of Naval Personnel (Attn: Pers-G25), Washington, D. C. 20370.

Inquiries concerning eligibility for campaign and service medals should be directed to the attention of Pers-E, and Pers-Ea will answer questions concerning procurement and supply.

All questions concerning Marine Corps decorations, medals, ribbons and badges should be sent to the Commandant of the Marine Corps (Attn: Code DL), Washington, D. C. 20380.

The following precedence should be observed for military decorations, medals, ribbons and badges:

Decorations

Medal of Honor
Navy Cross
Distinguished Service Medal
Silver Star Medal
Legion of Merit
Distinguished Flying Cross
Navy and Marine Corps Medal
Bronze Star Medal
Meritorious Service Medal
Air Medal
Joint Service Commendation Medal
Navy Commendation Medal
Navy Achievement Medal
Purple Heart
Combat Action Ribbon

Unit Awards

Presidential Unit Citation (no medal authorized)
Navy Unit Commendation (no medal authorized)
Meritorious Unit Commendation (no medal authorized)

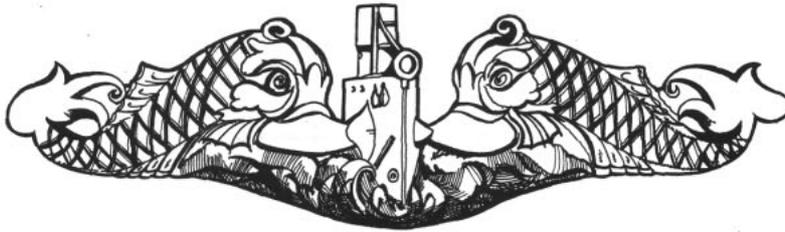
Campaign and Service Awards

Good Conduct Medals (Navy and Marine Corps)
Naval Reserve Medal
Naval Reserve Meritorious Service Medal
Organized Marine Corps Reserve Medal
Byrd Antarctic Expedition Medal (1928-30)
Second Byrd Antarctic Expedition Medal (1933-35)
U. S. Antarctic Expedition Medal (1939-41)
Expeditionary Medals* (Navy and Marine Corps)
Victory Medal* (World War I)
Haitian Campaign Medal* (1919-20)

Second Nicaraguan Campaign Medal*
Yangtze Service Medal*
China Service Medal*
American Defense Service Medal*
American Campaign Medal*
European-African-Middle Eastern Campaign Medal*
Asiatic-Pacific Campaign Medal*
Victory Medal (World War II)
Medal for Humane Action
Navy Occupation Service Medal*
National Defense Service Medal*
Korean Service Medal*
Antarctic Service Medal
Armed Forces Expeditionary Medal*
Vietnam Service Medal*
Armed Forces Reserve Medal
Marine Corps Reserve Ribbon

(All foreign decorations are to be worn following the above U. S. awards and preceding the awards listed below)

United Nations Service Medal
United Nations Medal
Philippine Defense Ribbon (no medal authorized)
Philippine Liberation Ribbon (no medal authorized)
Philippine Independence Ribbon (no medal authorized)
Philippine Presidential Unit Citation (no medal authorized)
Korean Presidential Unit Citation (no medal authorized)
Vietnam Presidential Unit Citation (for service performed August-September 1954—no medal authorized)
Republic of Vietnam Campaign Medal
Marksmanship Awards



Sub Insignia Has Distinguished Background

The origin of the U. S. Navy's Submarine Service insignia dates back to 1923. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II, and at that time Commander Submarine Division Three, suggested to the Secretary of the Navy, via the Bureau of Navigation (now BuPers), that a distinguishing device for qualified submariners be adopted.

He submitted a pen-and-ink sketch of his own, showing a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Divisions, Atlantic.

During the next several months the Bureau of Navigation solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and submarines and dolphins.

A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake to design a suitable badge. Two designs were submitted by the firm and these were combined into a single design. It was the design in use today, a bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by dolphins in horizontal position with their heads resting on the upper edge of the bow planes.

On 20 Mar 1924, the Chief of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., Acting Secretary of the Navy.

The submarine insignia was to be worn at all times by officers and men qualified in submarine duty attached to submarine units or organizations, ashore or afloat, and not to be worn when not attached.

In 1941 the Uniform Regulations were modified to permit officers and men who were eligible to wear the submarine insignia to wear that insignia after they had been assigned to other duties in the naval service, unless such right had been revoked.

The officers' insignia was a bronze, gold-plated metal pin, worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore the insignia, embroidered in silk, in white on blue for blue clothing, and in blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. The device was two and three-quarter inches long.

In 1943 the Uniform Regulations were modified to provide that "enlisted men, who are qualified for submarine duty and are subsequently promoted to commissioned or warrant ranks, may wear enlisted submarine insignia on the left breast until they qualify as submarine officers, at which time this insignia would be replaced by the officers' submarine pin."

In mid-1947 the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket.

A change to Uniform Regulations dated 21 Sep 1950 authorized the embroidered insignia for officers (in addition to pin-on insignia) and a bronze, silver-plated, pin-on insignia for enlisted men (in addition to the embroidered device).

Polaris Breast Pin Awarded

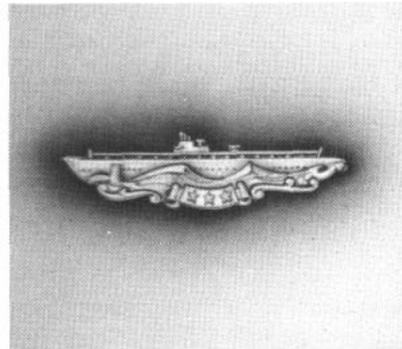
A new *Polaris* submarine breastpin is now being awarded to personnel in the ships' companies of the silent service missile fleet.

Successor to the Submarine Combat Patrol Insignia awarded for submarine patrols during World War II, the device will undoubtedly become known as the *Polaris* Patrol Pin, although its official designation is SSBN Deterrent Patrol Insignia.

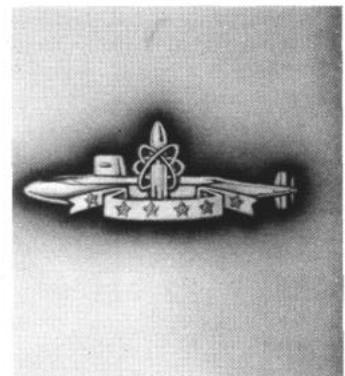
The new insignia is considered to be in the same category and will be worn in the same manner as the SCPI. However, only one of the two may be worn by those individuals who qualify for both. The choice is the individual's.

Design of the SSBN pin shows a silver *Lafayette* class submarine with superimposed *Polaris* missile and electron rings which signify the main armament and nuclear powered characteristics of the *Polaris* Deterrent Force. A scroll beneath the submarine will hold stars, one bronze star for each "successful" patrol after the first or a silver star for five "successful" patrols. Successful patrols will be so designated by fleet commanders.

Awards are being made retroactive to the first *Polaris* patrol of *uss George Washington* (SSBN 598) which was completed on 21 Jan 1961. At that time *George Washington* had set a new record for submarine submergence: 66 days, 10 hours. Since then SSBNs have completed more than 600 patrols.



Submarine Combat Patrol Insignia



Polaris Patrol Pin

How to Be Well Informed— Follow SecNav Reading List

YOU MAY BE STARTLED to note the changes that have occurred in the past few years, as recorded in the subject matter and general themes of the latest SecNav Reading List, even when compared to the preceding list presented as recently as the October 1968 issue of ALL HANDS.

In other words, the world is moving with its usual rapidity and we all must run to keep up with the times — and read to stay well informed. The SecNav List is designed to help you do just that.

Thus, SecNav (through the SecNav Reading Program Committee) takes considerable trouble to compile periodically a list of books and articles which every Navyman, officer and enlisted, is urged to read. They are all timely and significant, and some of them are quite readable. Each will help you keep abreast of the rapid changes in the national and world situation.

Here's the most recent list, as contained in SecNav Inst 1520.5A; Change 6, with a brief description of each title offered.

Foreign Affairs

Thirteen Days; A Memoir of the Cuban Missile Crisis — Robert F. Kennedy. Mr. Kennedy's memoir understates while delivering the full weight of the tension which characterized the Cuban missile crisis. He has presented a most able account of one of many views, by one who was perhaps closest to the President.

No More Vietnams? The War and the Future of American Foreign Policy — Richard Pfeffer, ed. The troubled relationship between the concepts of non-intervention and of neo-isolationism is made explicit through the conferences, the proceedings of which are recorded here. However, the location of the line at which the U. S. is, in the author's opinion, either overly committed or overly withdrawn is not made entirely clear.

Fires in the In-Basket; The ABCs of the State Department — John P. Leacacos. State Department routine is described with economy and intelligence, but, since the handling of the "fires" really determines competency in diplomatic matters, considerable attention is paid to the precise movements of people and offices during specific moments of trouble. As Dean Rusk has observed: "Every time you go to sleep, two-thirds of the world is awake and up to some mischief." And he should know.

The Great Terror; Stalin's Purge of the Thirties — Robert Conquest. The purges may still affect Russian life and thought, not just because of the terror and deaths involved, but because they had a purpose and the purpose was accomplished — the absolute subjection of the Soviet peoples. How this was done, and might be done again, is made all too clear.

Soviet Politics Since Khrushchev — Alexander Dallin and Thomas B. Larson, eds. Khrushchev is described as rough, tough, dangerous, but somehow forward

looking. His impact on Russian policy and politics subsequent to his removal from office is traced in the seven essays brought together in this book.

The Soviet Economy; Myth and Reality — Marshall I. Goldman. Professor Goldman examines such hallowed myths as "The Soviet economic system is inefficient and irrational," and, through analysis, tries to determine the degree of reality behind them. No knowledge of economic theory is required by the reader.

Soviet Naval Strategy; Fifty Years of Theory and Practice — Robert W. Herrick. A recognized authority on the Russian Navy, Commander Herrick, USN (Ret), provides a closely researched and reasoned history and survey of the policies and operations of that Navy, and he suggests the directions he believes will be taken in the future.

Expansion and Coexistence; The History of Soviet Foreign Policy, 1917-67 — Adam B. Ulam. Specialists will consider this a basic book for its breadth of coverage and depth of interpretation, while amateurs will find it readable and clear. The large conclusion, that Russia's foreign policy has remained essentially mono-



lithic and unchanging through various changes in leadership, is amply substantiated.

Can We Win in Vietnam? — Frank E. Armbruster, et al. Five analysts from the Hudson Institute examine their subject in separate papers and a round table discussion. Their remarks have applicability to guerrilla warfare involvements generally, even though the details are drawn from the experience in Vietnam.

Ho Chi Minh: A Political Biography — Jean Lacouture. Uncle Ho's opponents fight an almost mythical figure rather than simply a man, politician, strategist, and leader. The author is definitely affected by the aura surrounding Ho Chi Minh as well as by his own political sympathies so that this biography is biased. Even so, he has written the most factual, complete, and authoritative account of Ho's life and struggles available.

A Chaplain Looks at Vietnam — John J. O'Connor. Commander O'Connor, who has served in Vietnam with the Marine Corps, appraises our Vietnam effort in terms of the moral imperatives and principles which apply. He demonstrates convincingly that the struggle does avail, that it is morally and ethically sound.

Anatomy of China; An Introduction to One Quarter of Mankind. — Dick Wilson. An English journalist widely acquainted with Communist China and the Far East, Mr. Wilson has written a useful, unbiased survey of the inner workings of mainland Chinese society and of that society's meaning to the rest of the world.

Military Affairs

Room 39; A Study of Naval Intelligence — Donald McLachlan. In Room 39, British Admiralty, 12 to 15 people busily wrote, argued, dictated and otherwise carried out apparently normal office routines. However, the subject matter during World War II was British and allied movements and plans and information about the enemy. While sources of information, spies and the like, receive their due, the emphasis is on intelligence work as a combination of factors: attention to detail, precision, synthesis, and insight.

The Blast of War, 1939-1945 — Harold Macmillan. Macmillan was extremely active during World War II. Much of his activity related to political matters among allies and concerning countries overrun by the



enemy in the Mediterranean arena. In the main, a staunch defender of British strategy, he is nevertheless fair and courteous to, though forthrightly critical of, other personalities and strategies.

U. S. Government

The Strength of Government — McGeorge Bundy. The author, now head of the Ford Foundation, believes that government must be greatly strengthened, particularly the Presidency; that processes must be improved, and the people given a greater role in the formation of local governmental policy and in the actual conflict of affairs.

Science and Technology

Lawrence and Oppenheimer — Nuel Pharr Davis. The interaction between theoreticians and experimenters may produce friction as well as progress. A case in point was the relationship between Ernest Lawrence and Robert Oppenheimer, the one the foremost experimental physicist of his time, the other a pre-eminent theoretical physicist. Both were vital to the production of the nuclear bomb.

The Implications of Military Technology in the 1970's, *Institute for Strategic Studies, 9th Annual Conference,*

29 Sep-1 Oct 1967. In the first five papers, Wohlstetter surveys the possible impacts of technology and technical change on the military-political strengths and interests of the world's nations. Equally knowledgeable contributors then deal with particulars in papers entitled Technology and Strategic Mobility, The Future of Manned Aircraft, Ocean Technology and Submarine Warfare, Technology and the Battlefield, and New Communication Technologies and National Security.

The Story of Jodrell Bank—Bernard Lovell. In this account, Sir Bernard Lovell tells of the immense problems—technical, financial, political—which boiled about the design, construction, and operations of the great radio telescope at Jodrell Bank. The driving force behind Jodrell Bank, Sir Bernard uses diaries, journals, other contemporary accounts, and his own vivid memories to tell its story.

Money and Management

Management and Machiavelli; An Inquiry into the Politics of Corporate Life—Anthony Jay. The author, a British management consultant, suggests that one way to view large organizations is to regard them as being Renaissance principalities surviving into the modern world. While somewhat tongue-in-cheek, the inquiry is stimulative of personal thought and productive of unexpected insights into the goings-on about one.

The American Challenge—J. J. Servan-Schreiber. The author states that if Europe is to resist becoming a colony of American industry, she must move rapidly and in concert to change traditional attitudes, to restructure outmoded educational and political systems and institutions, to assemble industrial and financial combinations capable of competition, and to identify those sectors in which Europeans can excel. Although a manifesto to Europeans, the book identifies for American readers a number of generally unrecognized sources of strength in the American society.

Borrowing Books by Mail

The books recommended here are available through shipboard libraries and the general libraries at shore bases insofar as funds are available. Individuals may borrow books on the list, by mail, directly from the following Navy Auxiliary Library Service Collections:

- Chief of Naval Personnel (Pers C46), Department of the Navy, Washington, D. C. 20370, for personnel in Northeast, European, Mediterranean, and Middle East areas.

- Commanding Officer, Naval Station (Library — ALSC), San Diego, California 92136, for personnel in Midwest, Southwest, and Pacific Coast areas.

- Commanding Officer, Naval Station (Library — ALSC), Bldg C-9, Norfolk, Va. 23511, for personnel in Southeast and Caribbean areas.

- Commanding Officer, U. S. Naval Station (Library — ALSC), Box 20, FPO, San Francisco, Calif. 96610, for personnel in Central Pacific area.

- Commanding Officer, U. S. Naval Station (Library — ALSC), Box 174, FPO, San Francisco, Calif. 96630, in the Far East and the Marianas.

THE BRONZE STAR

★ **KEIGLEY, Tommy I.**, Hospital Corpsman 1st Class, USN, for heroic achievement on 5 Mar 1966 while serving with a Marine unit in the Republic of Vietnam. During Operation Utah, his company engaged the Viet Cong and sustained numerous casualties during an attack on a stubbornly defended hamlet.

He repeatedly exposed himself to the fire to administer first aid to the casualties. Petty Officer Keigley, with the help of a Marine officer, moved through the enemy fire toward a stricken man lying in the open. With enemy fire striking the ground all around him, he bandaged the man's wounds and, in a crawling position, began to drag the casualty toward a protected position.

Realizing that their progress was slow and was causing agonizing pain to the wounded man, Petty Officer Keigley and the Marine officer fearlessly stood in the midst of the enemy fire and carried their wounded comrade to a safe area. The combat distinguishing device is authorized.

★ **KELLY, Vester C.**, Boatswain's Mate 2nd Class, USNR, for heroic service from 17 to 21 Feb 1945 while serving aboard LCI(G) 441, which was participating in preinvasion gunfire support of an underwater demolition unit at Iwo Jima.

Following several direct hits on his ship by enemy shore batteries which caused extensive fires and damage to the ship, Petty Officer (then Coxswain) Kelly, as a member of the Number Two 40-mm gun crew, personally helped to extinguish fires on the bottom deck, thereby contributing materially toward saving his ship. The combat distinguishing device is authorized.

★ **KIRTLAND, John C.**, Lieutenant, USN, for heroic service from 20 Jun 1966 to 28 Mar 1967 while serving as a shipboard advisor to the Vietnamese Navy's Landing Ship Support, Light (LSSL 229). He spent 157 days on patrol, helping to conduct 21 naval gunfire support missions, during which he was often subjected to hostile fire. On four occasions, LSSL 229 came to the assistance of friendly outposts and river patrol boats which were under attack by the enemy, dispersing the enemy forma-

tions and relieving the friendly forces in each case. The combat distinguishing device is authorized.

★ **LAIPPLY, Charles T.**, Lieutenant, USN, for heroic service from 26 September to 28 Oct 1966 while serving with friendly foreign forces in the Republic of Vietnam.

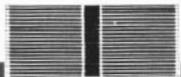
Lieutenant Laipply, as Commander Task Element 116.1.2.1, directed the boats of his river patrol section in 10 separate phases of combat operations designed to exploit the flooded conditions in Kien Phong Province. In conjunction with U. S. Navy and U. S. Army helicopters, and Vietnamese Army and Navy units, he was instrumental in conducting successful reconnaissance and search and destroy missions which turned the natural disaster into an impressive tactical victory.

On two occasions, LT Laipply, despite enemy fire, personally led small forays in small craft beyond the direct employment of his river patrol boats. On another occasion, in the Cai Beo Canal, he and another U. S. Navy officer utilized a captured sampan to search a suspected treeline, and captured an enemy sampan and two weapons. By his initiative and courage under fire, LT Laipply significantly contributed to the success of an operation which inflicted heavy casualties on the enemy. The combat distinguishing device is authorized.

■ Gold star in lieu of second award

★ **LAIPPLY, Charles T.**, Lieutenant, USN, for meritorious service from August 1966 to April 1967 while serving as Officer in Charge of River Section 521, in the Republic of Vietnam. During the period 19 to 21 Aug 1966, LT Laipply coordinated and supervised the complete outfitting of 10 river patrol boats in record time.

On the night of 16 Dec 1966, Viet Cong soldiers infiltrated the Ninth Army of the Republic of Vietnam Infantry Division of



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

Sa Dec. During sporadic gunfire throughout the town that was followed by a mortar attack against the U. S. Army Advisor Group Compound, LT Laipply drove a jeep to carry his men the one-half mile distance from their billet area through the enemy-infested town to the PBR pier so that his boats could be maneuvered to repel any possible attack from the Mekong River, and to deprive the enemy of a prime vulnerable target.

During the period of his service in the Republic of Vietnam, LT Laipply personally completed 78 patrols, 11 of which came under direct enemy fire. His unit inflicted heavy casualties on the enemy. The combat distinguishing device is authorized.

★ **LONG, Gregory R.**, Hospital Corpsman 2nd Class, USN, for heroic achievement on 26 Mar 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam. During Operation Beacon Hill, his platoon was ambushed by an estimated company of North Vietnamese Army soldiers. The initial burst of automatic weapons fire killed one of the two platoon corpsmen and five Marines, and wounded numerous others.

Petty Officer Long rushed from his position of relative safety to the aid of the wounded lying exposed to the enemy fire. He fearlessly moved among the wounded, administering first aid and carrying them to an area of security. Petty Officer Long exhibited tireless dedication and exceptional professional ability as he provided medical attention to the wounded throughout the night. As a result of his courageous actions and determined efforts, numerous lives were saved. The combat distinguishing device is authorized.

■ Gold star in lieu of second award

★ **LONG, Gregory R.**, Hospital Corpsman 2nd Class, USN, for heroic achievement on 21 Feb 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam. While engaged in a search and clear mission in Quang Ngai Province, the rear security guard of his platoon came under heavy sniper fire and was pinned down.

Observing a Marine seriously wounded and unable to move, Petty Officer Long left the safety of his covered position, carried the casualty to a relatively safe area, and proceeded to administer first aid. While treating other casualties as they were brought to him, he also was wounded.

Ignoring his own painful injury, Petty Officer Long dauntlessly continued to administer medical treatment to all the wounded, and then supervised their medical evacuation. His outstanding professional skill and calm and fearless actions under enemy fire were an inspiration to all who observed him. The combat distinguishing device is authorized.

★ MANNING, Russell L., Lieutenant, USNR, for meritorious service while serving as Officer in Charge, River Section 511, in the Republic of Vietnam from 1 Apr 1966 to 8 Jan 1967. LT Manning organized, outfitted, trained, and introduced the section into combat operations. It became the first U. S. Navy combat unit to engage the enemy in the Mekong Delta.

Under his supervision, the patrols of his section maintained a constant and unremitting pressure on the enemy. As a direct result of his efforts, heavy casualties were inflicted on the enemy.

★ MC GEE, William A., Lieutenant Commander, USN, for meritorious service while serving with friendly foreign forces in the Republic of Vietnam. As Supply Projects Officer for Operation Game Warden (River Patrol Force), LCDR (then Lieutenant) McGee developed and established initial U. S. Navy material-support channels with the U. S. Army in the Second, Third, and Fourth Corps Tactical Zones. His exceptional performance of duty contributed greatly to the successful implementation of the introduction of the river patrol boats into the counterinsurgency effort in Vietnam.

★ MC GLOCHLIN, David E., Hospital Corpsman 3rd Class, USNR, posthumously, for heroic service on 10 Jan 1968, while serving as a corpsman with a Marine unit in the Republic of Vietnam.

While deployed in a defensive perimeter at Nui Tac Huong, his platoon came under heavy attack from a large enemy force utilizing rockets, grenades, mortar and small-arms fire. Petty Officer McGlochlin fearlessly exposed himself to the heavy enemy fire to assist his companions in their defense of the perimeter, refusing medical aid although he had been twice wounded by grenade fragments.

During the ensuing firefight, he was mortally wounded by an enemy grenade. By his courage and devotion to duty, Petty Officer McGlochlin served to inspire all who observed him. The combat distinguishing device is authorized.

★ MISCLEVITZ, Dale L., Lieutenant, USN, for meritorious service from 14 Jun 1965 to 8 May 1966 while serving as advisor to Vietnamese Navy Coastal Group 36, in the Republic of Vietnam. LT Mislcevitiz accompanied his Vietnamese counterpart on patrols to counter enemy infiltration by sea along the coasts and rivers of the Mekong Delta.

In addition to his personal courage, initiative, and professional competence, LT Mislcevitiz displayed the necessary qualities of tact and diplomacy to establish and maintain an exemplary advisory relation-

ship with his Vietnamese counterpart, resulting in significant improvements in the efficiency of Coastal Group 36. The combat distinguishing device is authorized.

★ MOORE, Maxie L., Jr., Hospital Corpsman 3rd Class, USN, for heroic achievement on 21 Mar 1966 while serving with a Marine helicopter squadron in the Republic of Vietnam.

During Operation Texas, Petty Officer



Moore participated in four evacuation flights which transported seven loads of casualties. Undaunted by enemy sniper fire, he disregarded his own safety to leave the aircraft and direct and assist in embarking the wounded. In addition to treating competently the casualties en route to the hospital, he exhibited uncommon presence of mind in ensuring that adequate medical supplies would be available when the aircraft landed.

On the last pickup of the day, as the helicopter was departing the landing zone amid a hail of automatic weapons fire, an enemy round hit Petty Officer Moore in the foot, while another round seriously wounded the gunner. Ignoring his own suffering, Petty Officer Moore quickly administered first aid to his stricken comrade. The combat distinguishing device is authorized.

★ PETERSEN, Edwin B., Hospital Corpsman 2nd Class, USN, for heroic achievement on 17 Dec 1966 while serving with a Marine unit in the Republic of Vietnam.

When his platoon came under intense enemy small-arms and automatic-weapons fire from a well entrenched enemy force, and sustained several casualties, Petty Of-

ficer Petersen, with complete disregard for his own safety, unhesitatingly moved through a heavy volume of enemy fire to administer medical aid to the wounded.

On three separate occasions, he displayed exceptional professional skill and composure in providing first aid to casualties, although exposed to enemy fire. Continuing to disregard the rounds impacting near him, Petty Officer Petersen then assisted the wounded to protected areas for medical evacuation. The combat distinguishing device is authorized.

★ REINKE, Ronald R., Hospitalman, USN, posthumously, for meritorious achievement on 6 Sep 1967, while serving as corpsman with a Marine unit in the Republic of Vietnam.

While participating in Operation Swift, Hospitalman Reinke's company came under intense small-arms and automatic-weapons fire south of Da Nang. When he heard a call for a corpsman, he left his position of relative safety and ran 30 meters across an open area to aid a Marine. Placing himself between the wounded man and the enemy fire, he skillfully administered first aid to the casualty, and then commenced treating all of the casualties he could locate in the immediate vicinity.

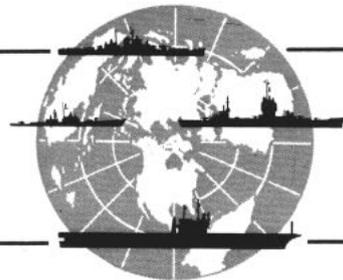
Maneuvering across the fire-swept terrain to his platoon's position, he organized several Marines into an evacuation team and led them through the enemy fire to the injured men. While moving from one casualty to another, checking their conditions and offering words of encouragement, Hospitalman Reinke was mortally wounded by a burst of enemy automatic-weapons fire. The combat distinguishing device is authorized.

★ SEARFUS, William H., Commander, USN, posthumously, for meritorious service from 19 Jul 1966 to 25 Nov 1967 as Executive Officer and later Commanding Officer of Attack Squadron 155, embarked on USS Constellation (CVA 64) and Coral Sea (CVA 43). Through his leadership and concern for his officers and men, he developed outstanding rapport and combat efficiency.

Assuming command of the squadron on 16 Jun 1967, he inspired his pilots to achieve a maximum state of readiness. During his second Vietnam combat tour, he distinguished himself in aerial battle in the face of a determined and resolute enemy by participating in all major strikes flown by Air Wing 15 from August to November 1967.

His knowledge of the enemy's order of battle made his opinions and recommendations highly valued by the weapons planning board and other air wing strike leaders during all strike planning evolutions. The combat distinguishing device is authorized.

Letters to the Editor



TAD Watchstanding

SIR: I was always told that when a man is logged out from his command on TAD orders, he immediately comes under the jurisdiction of the command to which he reports for TAD. I can't see how a ship can write up a watch list and state that personnel going on TAD in the immediate area will return to their ship or station on their regular duty days and stand watches. As far as I can see the man isn't even attached to the ship and legally can't even stand a watch on it.

When a man's ship is 20 miles distant from the school at which he is TAD, it creates quite a problem. Also, if the man has to stay up all night on watch, how can he learn anything at the school the next day? What's the story?—C. J. S., POC, USN.

• *The story, according to "BuPers Manual," is that personnel on TAD*

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

remain attached to the station from which they proceed, as well as being subject to the commanding officer of the station to which they report for TAD.

This simply means it's up to your permanent commanding officer whether or not you must return to stand duty. If this requirement would create an undue hardship, of course you should request, through the chain of command, to be exempt from the watchstanding requirement.—ED.

Test Score Value

SIR: I say: The man with the highest test score will make rate regardless of what his multiple is.

Friends say: An individual's multiple is figured with his test score in determining advancement.

What does ALL HANDS say?—C. W. K., SK1.

• *We say, using paragraph 106 of the "Manual of Advancement" (Nav-Pers 15989) as our source, that all individuals who pass their Navy-wide examinations are arranged in order of their final multiple, from the highest to the lowest, to determine who is advanced.*

Final multiple, as you know, is determined by the sum of the following factors:

Factor	Maximum Credit
Examination Score	80
Performance Factor	50
Total Active Service	20
Service in Pay Grade	20
Awards	15
Total	185

As you can see, the score made on an exam is important, and it could make the difference as to where an individual might be placed on the advancement list. But it is not the sole determining factor.

The basic thing to remember is that the individual who passes the Navy-wide examination and whose final multiple is the highest will be the individual advanced first.—ED.

Sold on the Navy

SIR: Mr. and Mrs. John A. Proctor of Phillips, Neb., make no claim to any record, but say they are proud of the 60-plus years of service their five sons have spent in Navy blue.

First of the Proctor Brothers, Chief Personnelman David Proctor, transferred to the Fleet Reserve in 1966 after completing 20 years. He, by the way, is married to a former Wave yeoman 3rd class.

Second in line for seniority (as far



DADDY'S HOME—LCDR Dave Hafford is greeted by his son Bruce as Navy Patrol Squadron 22 returns to NAS Barbers Point following deployment.

as time in service is concerned) is Equipment Operator 1st Class Robert Proctor. An 18-year veteran, he was stationed at Naha, Okinawa, in January, but has spent two tours with Seabee battalions in Vietnam.

Brothers Dean and Carlos — YNSN and BMSN, respectively — are likely the only Proctors not to retire from the Navy. Each spent four years in uniform.

As for myself, I've spent almost 14 years, one tour of which was on board USS *Annapolis* (AGMR 1) in Vietnam. I am now stationed at the Naval Reserve Training Facility in Enid, Okla.

Nothing significant. We're just proud to be a Navy family—Bruce F. Proctor, RM1, USN.

• *Our congratulations to your parents, brothers and yourself. Sixty years' naval service is indeed significant, considering the U. S. Navy is not yet 200 years old. We appreciate your taking time to write. It's always a pleasure to hear from members of the Navy Family.*—Ed.

Allowances on Separation

SIR: A chief petty officer is transferring to the Fleet Reserve. His request for separation at NAS Atlanta, Ga. (he had selected Atlanta as his home) is approved.

The commercial ship which moves the chief and his dependents from his last duty station in the Canal Zone disembarks its passengers at New Orleans, La.

Is the chief entitled to a family travel allowance for the mileage from New Orleans to Atlanta?

Would he be entitled to a per diem allowance while awaiting separation at NAS Atlanta?—W. R. K., YN2, USN.

• *Yes, in answer to your first question, and no, in answer to your second.*

"Joint Travel Regulations" and "Navy Travel Instructions" say, in effect, that allowances for travel within the continental United States may be paid in such a circumstance, because a move from the last duty station to the home of selection is considered a permanent change of station.

However, the chief and his dependents must first complete the travel, and the chief's orders must be appropriately endorsed, before the travel allowance is paid.



TOUR ENDED—USS *Eldorado* (LCC 11) steams through Pacific following her tour as flagship for Commander Amphibious Force, U. S. 7th Fleet.

He may not receive a per diem allowance while in the separation process, because his travel status ends when he arrives in Atlanta.

Paragraphs M 4158-1, M 7010-1 and M 3003 of "Joint Travel Regulations" and paragraph 4000-2b of "Navy Travel Instructions," are the ones to read for guidance.—Ed.

There Are 77, Not 76, Courses

SIR: I feel more secure now that I know the Navy has such a wide range of courses in damage control and fire-fighting (ALL HANDS, December 1968). I counted 76, including the two Damage Controlman training manuals. However, I should have counted 77.

You did not list the Submarine Damage Control School, Ford Island, Hawaii, where each month we train 64 officers and enlisted men in the use of DC equipment aboard Pacific Fleet submarines, including SSNs (nuclear attack) and SSBNs (fleet ballistic missile). Training for one man takes eight days.

Among other aids, we have what we call a "get wet" trainer, which we built ourselves and with which we can simulate the stressing conditions that might be found in a flooding submarine.

We tape the drills on closed circuit television, and then use instant replay so the students can watch themselves — and their mistakes.

We also hold class in the oxygen

breathing apparatus and, we feel, offer the most thorough OBA training in the Navy.

I cannot comprehend how you missed listing our school in the roundup of DC training. There's no doubt here that our school offers the finest such training available — anywhere. Perhaps the accompanying photos will help open your eyes.—W. S. B., MMC(SS), USN.

• *The DC course roundup to which you refer was based on information available at that time. Complete coverage was the aim, but as we noted at the time, some courses may have been changed, omitted or added by publication time.*

We also considered the possibility that some course, somewhere, might have been overlooked. Thanks for passing the word. Keep up the good work.—Ed.

Eligibility for Air Medal

SIR: I am neither aviator nor air crewman, but my duties involve considerable air travel as a passenger in the Vietnam combat zone.

Could I, in this capacity, become eligible for the Air Medal?—A. R. C., LCDR, USN.

• *Not unless you distinguish yourself by heroic or meritorious achievement while participating in a flight, which generally is what the Air Medal is all about.*

Members of a flight crew may be

Letters to the Editor

awarded the Air Medal after 10 combat strikes or 20 combat flights (the distinction between strike and flight is a matter of engagement with the enemy), but this provision does not apply to air passengers.

For details and definitions, check the "Awards Manual" Annex III and article 221.9. For your information, the "Awards Manual" has been revised and distribution is expected to be completed by this time.—Ed.

Requirement for Advancement

SIR: I'm not a career man. Right now, I'm a petty officer 2nd class, and, since I do not intend to reenlist or extend, I cannot be advanced to petty officer 1st class. The requirement for one year of obligated service lets me out.

Thus, I have had no reason to show initiative in my rate for the past two years, since I could not look forward to being advanced. It seems to me the Navy loses by having this one-year requirement.—D. B., AG2, USN.

●It would lose more if there were no such requirement.

First of all, there are only so many advancements available in a given rate. In the past, before the obligated

service requirements were established, many Navymen were advanced, then shortly thereafter accepted discharge. Obviously, the newly advanced petty officer had no opportunity to perform in the higher rate. It was, in effect, a wasted advancement.

The Navy has no way of knowing a man's intentions regarding reenlistment. The obligated service requirement ensures that the Navy will have use of the new petty officer's services for at least a year (two years, in the case of a chief petty officer).

Let's take two petty officers who are just about equal with respect to job performance, leadership ability, and age. The first likes the Navy, intends to make it his career. The second is looking forward to using his talents in a civilian job.

They both go up for first class. The short-timer scores a few points more on the test, and is slated for advancement. The career man just misses the cutoff score, and is quotaed.

Now, if there were no obligated service requirement, the short-timer would be advanced, then two months later kiss the Navy goodbye.

As you can see, the Navy loses all around. It only has the new first class for two months. It loses the benefit of the performance of the career

man in his higher grade. Maybe the career man gets discouraged, and decides to call it quits.

The requirement for obligated service was designed to counter this. Further, for each short-timer who will not extend to accept the higher grade, a career man may be advanced.

The obligated service requirement doesn't entirely preclude advancement. You can accept advancement in a Reserve unit, based on the test you took while on active duty.—Ed.

Pro Pay After a Trip to Outside

SIR: I made ETR3 during a minority enlistment which included 23 weeks of ET "A" school and two years' service in the Fleet. When my enlistment expired, I decided to try it on the outside, but changed my mind in less than 90 days.

I was permitted to reenlist in my old grade. I asked for and received orders back to ET school for the A-2 and A-3 courses.

The recruiter who shipped me over told me that by reenlisting for a career designation, I would begin to draw proficiency pay as soon as I arrived at school.

However, now that I'm here, I'm told I am not eligible for pro pay.

Why? Because I got out?



SIDE BY SIDE—USS Ponchatoula (AO 148) passes fueling lines to USS Hancock during operations on their last deployment with the 7th Fleet.

I thought that reenlisting within 90 days of discharge would assure me of continued benefits. I wasn't eligible for pro pay before, but now that I have career designation, I think I should receive the extra money.

What do you think?—J. G. H., ETR3, USN.

On the basis of the facts as presented by you, we're inclined to agree with you, provided you really are eligible for pro pay, which you can determine by checking BuPers Inst. 1430.12 series.

Career designation is just one prerequisite. This means you have served or are obligated to serve seven or more years' active duty.

Also, you must be a petty officer who is qualified for and assigned to a designated pro pay/NEC code specialty. You do not have an NEC code which qualifies you for pro pay, but your rating — ET — is good for P-2 \$75.

You need not be in a billet for your pay grade, but you must be serving in a billet identified by the rating or NEC for which the pro pay is authorized. Further, the specialty billet must be reflected on the command's manpower authorization.

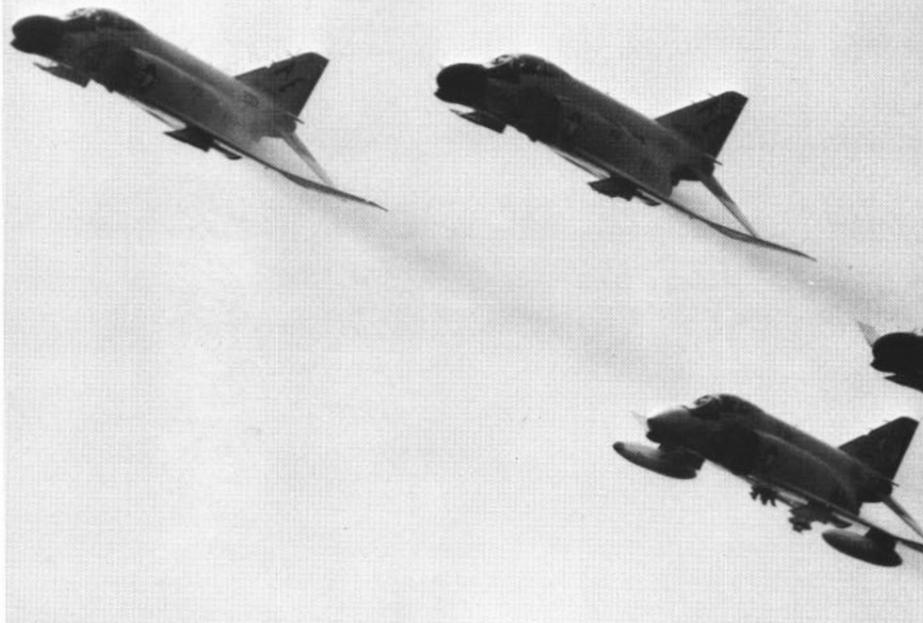
However, there are exceptions to this requirement, one of which, perhaps, your command has overlooked.

If you are attending a school course of more than 90 days which is directly related to your specialty, or is necessary to qualify you for assignment in that specialty, you should be awarded pro pay if you are otherwise eligible.

And, you should not be penalized for your visit to the outside. Service requirements say you must have completed at least 21 months' active service, other than active duty for training.

Also, you must have at least six months of continuous active service immediately before the pro pay is awarded. However, you do not lose your eligibility if you reenlist within 90 days of discharge.

Based on these general requirements, it sounds as though you might indeed be eligible for pro pay. However, to make sure, take a hard look at BuPers Inst. 1430.12I, which has full details on eligibility and lists all the pro pay categories, ratings and NEC skills. (A roundup of this directive appeared in ALL HANDS, April 1969.)



A formation of F-4 Phantom II aircraft from USS America (CVA 66) flies over antisubmarine warfare operations in the Atlantic.

If you are eligible, it is suggested you submit a request for pro pay to your commanding officer. In your case, this means the payments will start when and if your CO gives his approval. However, should you feel that you are eligible for back pro pay, it is suggested you submit a request for pro pay to the Chief of Naval Personnel, via your commanding officer, for a determination.

It could be that your predicament is a result of administrative oversight. Specialty pay is awarded as reenlistment incentive for men in undermanned ratings and NEC skills. Obviously, you have an undermanned rating and you did reenlist. Congratulations.

If good wishes are worth anything, you have ours.—Ed.

Warrant Officers and LDOs

SIR: A recent change to BuPers Inst 1120.18N authorizes USNR and TAR personnel to apply for the Warrant Officer Program if they are qualified to do so.

I would like to know whether or not promotion chances for Regular Navymen and Reservists will be equal or if preference will be given to either group.

I would also like to know if the Navy contemplates reopening the Limited Duty Officer Program to qualified Naval Reservists.—J. L. S., PNC, USNR (TAR).

Regular Navymen, Reservists and TARs will compete on an even footing for appointments under the Warrant Officer Program.

The program is administered under the provisions of BuPers Inst 1120.18 series, and all successful Warrant Officer candidates will be ordered to general assignments in ships and at activities where their warrant specialty will be employed.

With regard to your LDO question, at present the Navy is not expanding the Limited Duty Officer Program to include Reservists.—Ed.

Advancement for WO

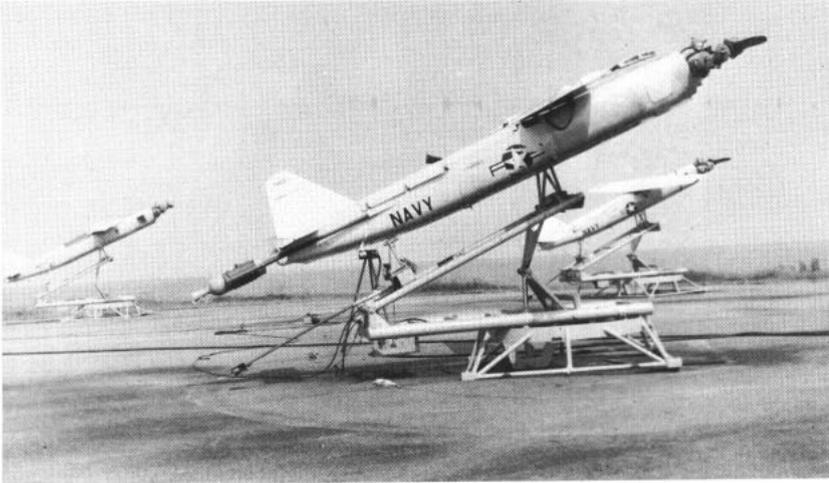
SIR: In the September issue of ALL HANDS Magazine, you stated that the E-7 test (one of the requirements for warrant officer) will qualify me for field advancement to E-7, if the examination is within a three-year period and I am qualified in all areas.

Our personnel office wrote to the Bureau of Naval Personnel and they said it did not. Who is right, you or the Bureau?—R. L. C., EO1.

You omitted a very important phrase which we will quote from the September 1968 issue of ALL HANDS, "Provided you passed the E-7 exam within three years of your recommendation for field advancement."

We discovered that you took and failed the August 1968 examination for E-7 and suspect the Bureau's correspondence simply reported you ineligible.

All is not lost, however. If you took and passed the February 1969 exam, you will find the story is different. If you again failed the exam, you are still at the starting gate.—Ed.



TARGETS—Target drones are prepared for launching at Dam Neck center.

The Career of Bowditch

SIR: During World War II, more specifically from 1942 to 1945, I served on board the survey ship *uss Bowditch* (AG 30). I'm curious as to whatever became of her. Would you trace down her history and enlighten me? Thanks.—W. R. Watkins, Greensboro, N. C.

• *Our thanks to you for your suggestion.*

Typical of the Navy survey ship,

Bowditch had a well traveled career which began in Denmark in 1929 as the passenger ship Santa Inez.

Purchased by the U. S. Navy eleven years later, she was renamed after Nathaniel Bowditch, the noted 19th century astronomer and navigator, and placed into commission on 1 Jul 1940.

In the months preceding World War II, Bowditch made geodetic surveys in Little Placentia Bay, Newfoundland; Bermuda; the Bahamas;

Jamaica; Cuba; and Haiti. In January 1942, she steamed from her home port, Norfolk, to make surveys of waters between Panama and Colombia, near the Galapagos Islands, and off Cocos Islands, Costa Rica.

A year later, after a brief repair period, Bowditch returned south to further survey areas in the Caribbean, along Panama, Colombia, and the Ecuador coast.

*She was assigned to the Pacific Fleet Service Force on 6 Jan 1944 in her initial warship capacity and served as a survey ship during the invasion of Kwajalein and Majuro Atolls from 4 February to 2 Apr 1944. Then she assisted in the occupation of Saipan from 22 July to 4 October that same year before participating in the capture of Okinawa from 18 April to 2 Sep 1945. During this siege she rescued survivors of battle-damaged *uss Montgomery* (DM 17) and patrol craft PC 1603.*

Bowditch remained in Okinawan waters until early November 1945 when she returned to the U. S. and San Francisco, decked out with three battle stars earned for her WW II service. But, within three months, she was again steaming toward the mid-Pacific to begin preliminary surveys around the Bikini Atoll in preparation for Operation Crossroads, the post-war atomic bomb tests.

After the tests, she continued surveying Bikini until October when she returned to the Golden Gate city. Bowditch left California for Norfolk the next month and was decommissioned there on 31 Jan 1947, and disposed of on 9 Jun 1948.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370, four months in advance.

• *uss Philadelphia* (CL 41)—The sixth reunion will be held at the Statler-Hilton Inn in Annapolis, Md. 24, 25, 26 July. Contact Charles Beugless, 637 Arbor Road, Cheltenham, Pa. 19012 for details.

• *55th Seabees*—The 24th reunion will be held 27, 28, 29 June at the Santa Barbara Miramar Hotel, Montecito, Calif. Write to Elwood Dotson, 577 S. Sadler St., Los Angeles, Calif. 90022.

• *16th Seabees*—Will hold their reunion 7, 8, 9, 10 August at the Sheraton-Tenney Inn, New York City. For information, contact Dave Ryan, 76 Jester Lane, Levittown, N. Y. 11756.

• *Seabee Veterans of America*—Will

meet at the Portland, Ore., Sheraton Hotel 7, 8, 9, 10 August. Contact Robert J. White, 574 NE 18th Ave., Hillsboro, Ore. 97123.

• *American Battleship Association*—Will hold their 6th reunion at the Sherwood Hotel in Seattle, Wash., on 14 to 17 August. Write to P. O. Box 11247, San Diego, Calif. 92111.

• *uss Phelps* (DD 360) — A reunion is being planned to be held in Houston, Tex., some time in 1969. Former crewmembers are asked to contact Harold Placette, 3336 Roanoke, Port Arthur, Tex. 77640.

• *uss Willard Keith* (DD 775) — Former crewmembers are invited to join in anniversary celebration 29 August. Contact Public Affairs Officer, *uss Willard Keith* (DD 775), FPO, New York, N. Y. 09501.

• *ATA 176*—Former crewmembers who served aboard this ship during 1943 to 1946 are asked to contact Bernard Myers, 10 Elizabeth Lane, Levittown, Pa. 19057, to form plans for a reunion.

Retirement Credits for Officers

SIR: Can a line officer use constructive time, which he acquired while serving in an enlisted status, for retirement purposes?

If I am not mistaken, this privilege is accorded only to Medical and Dental Corps officers.—M. R. V., LCDR

• *Officers cannot be credited with constructive enlisted service toward retirement. This applies to all officers, including those in the Medical and Dental Corps.*

You may have been thinking of constructive service credit for basic pay and retirement multiplier, which medical and dental officers may gain from professional schooling.—ED.



LTJG P. McVay, USNR



"Poor Boats . . . he just found out that the Navy is buying a five-year guaranteed, weather-resistant, scratch-resistant, non-rusting, one-coat, haze gray paint."

IC1 J. H. Paoli, USN



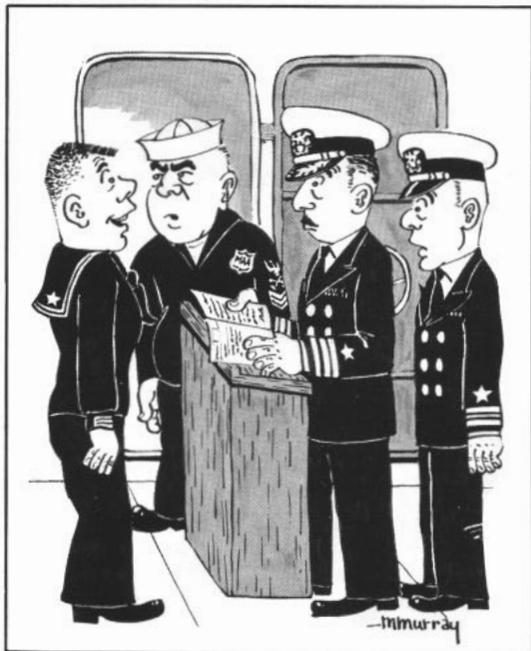
"PSSST!"

EM2 James A. Gray, USN



"Animal, Mineral or Vegetable?"

LCDR Melville C. Murray, USN



"Do you think this could be settled more amicably, sir?"

JOC Sam E. McCrum, USN



"I wouldn't call that last exercise simulated."





LATEST STYLES
FOLLOW THE
NAVYMAN
WITH HIS BELL
BOTTOM
TROUSERS
AND DOUBLE
BREASTED COAT
BE WITH WHAT'S
IN

GO NAVY