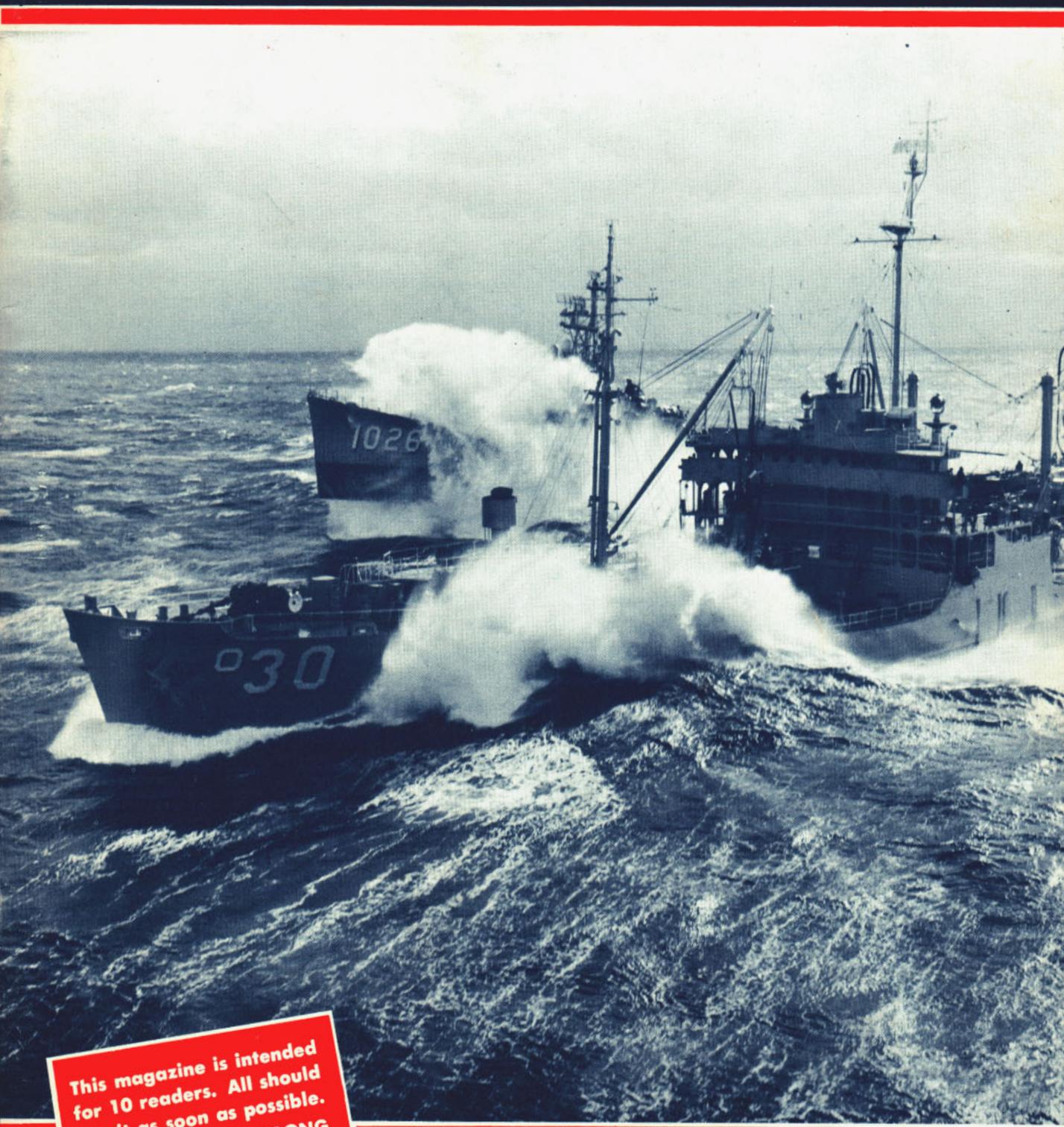


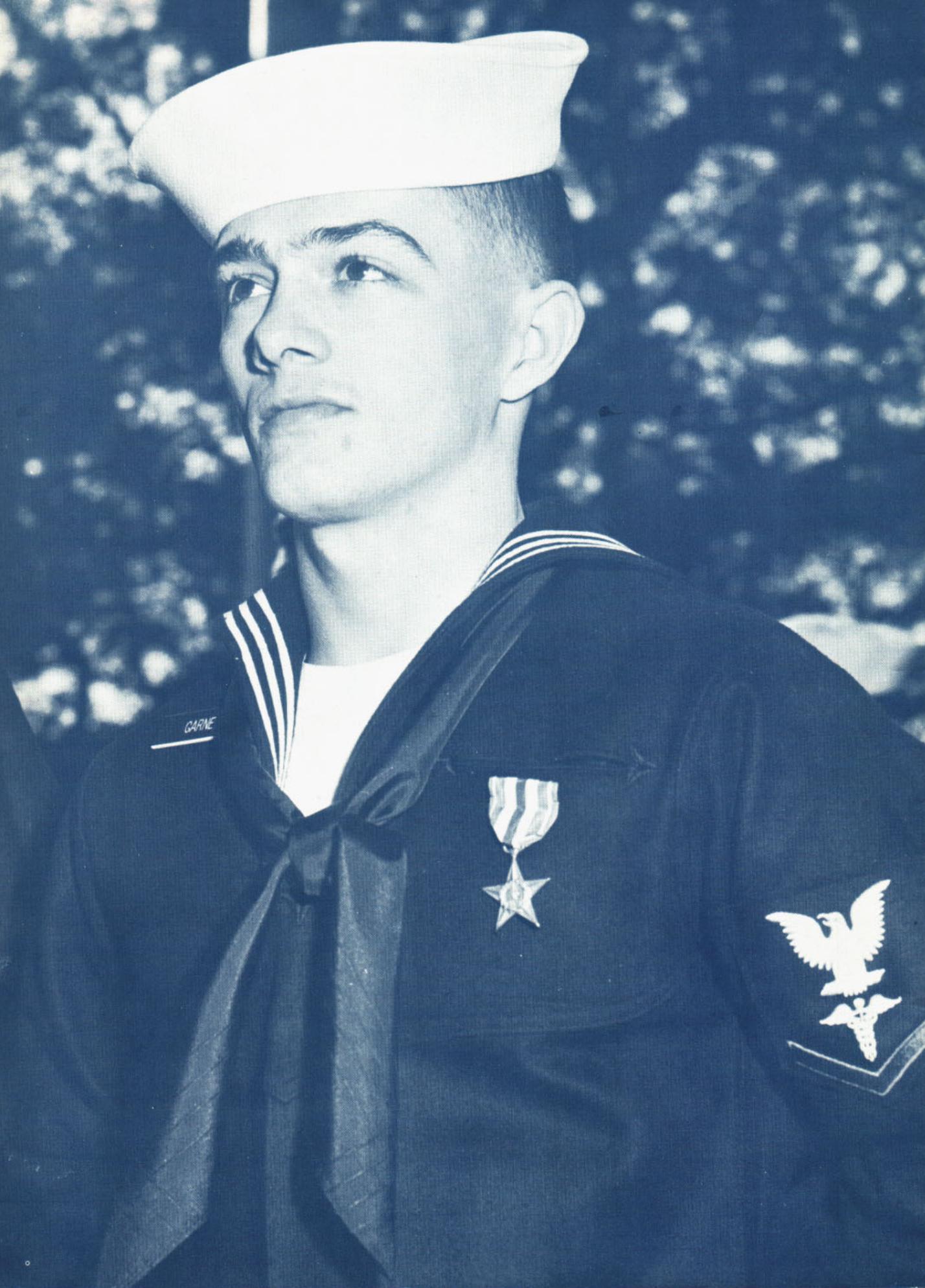
# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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

AUGUST 1966





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST, 1966

Nav-Pers-O

NUMBER 595

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● **FRONT COVER:** SPRAY DAY—Fleet oiler USS Chemung (AO 30) and escort ship USS Hooper (DE 1026) set the spray afloat as they prepare for refueling in heavy seas off the coast of Japan.—Photo by P. F. McGee, PH3, USN.

● **AT LEFT:** A STAR PERFORMANCE—Hospital Corpsman Third Class Arthur H. Garnett, USN, stands at attention after receiving the Silver Star during ceremonies at U. S. Naval Hospital, NAS Pensacola, Fla. Petty Officer Garnett received the award for heroic action during combat with the Marines in Vietnam. Although twice wounded he ignored his own plight and continued to care for and protect his stricken comrades.

● **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

# WHAT

IF YOU'VE EVER TAKEN TIME TO think about time, you probably realized you were dealing with a complicated subject. For most people, however, time is something that either drags or marches on.

Although time dictates movements, and frequently the motives, of almost every human being on earth, its passage usually is taken for granted by the very people whose lives it governs.

Probably Navymen treat time as casually as others do. Nevertheless, time is more important to them than to most people.

For the Navy, time keeps a ship from being lost in the trackless expanses of the oceans. It provides a landmark in the infinity of space. It is a peg from which infinitesimal distances can be measured. Time is all these things and more.

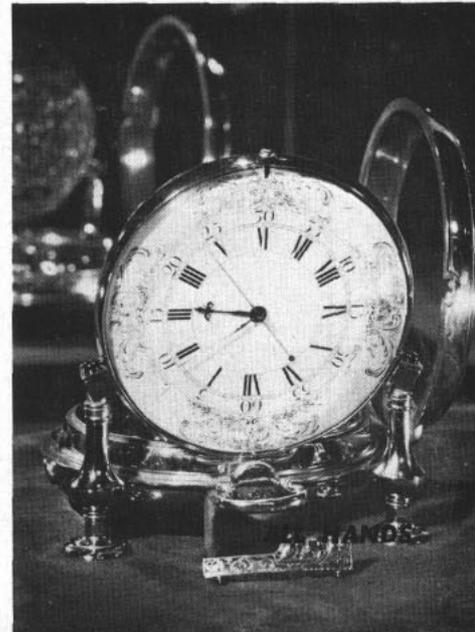
The U. S. Navy has been in the business of reckoning time since 1830, when it launched what is now the oldest scientific institution in the Navy—the Naval Observatory.

The Navy has become so proficient at its job that the Defense Department recently designated it as the sole arbiter of time for the United States Armed Forces.

The Naval Observatory evolved from a small office in the Navy Department called the Depot of Charts and Instruments, which was set up for the care of chronometers, charts and other navigational equipment. Its principal piece of equipment was a small instrument for rating chronometers.

It wasn't until 1844 that the

Harrison Chronometer



# TIME IS IT?

depot was christened the Naval Observatory and was moved to a knoll in Washington, D.C. north of where the Lincoln Memorial now stands.

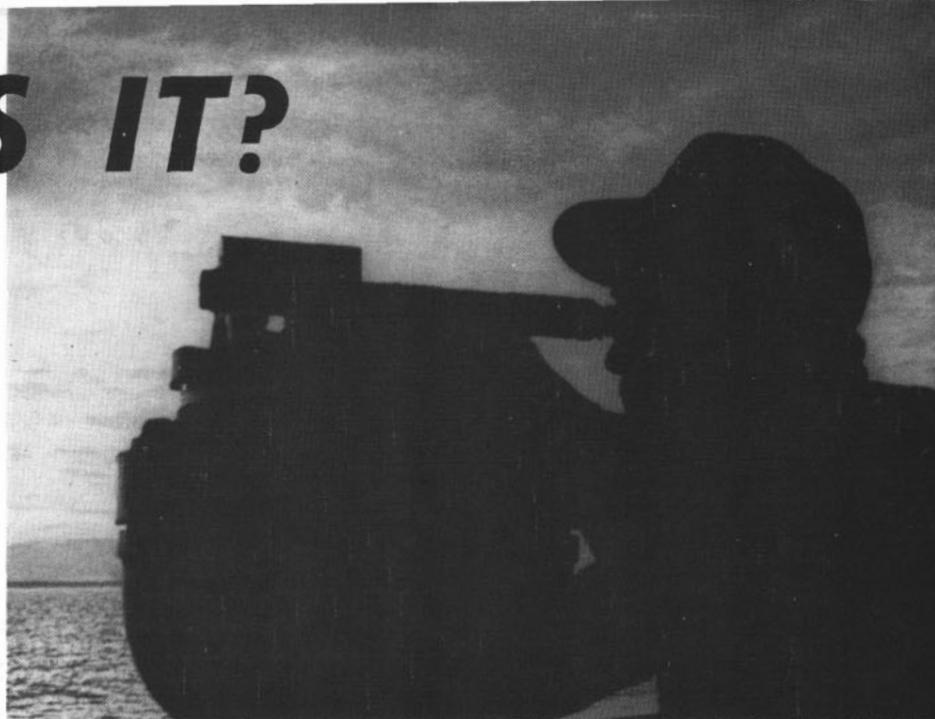
**A**FTER THE PASSAGE of about 50 years, the observatory was moved farther away from Washington's downtown lights to what was then a semi-rural location in Northwest Washington. It has remained there since to provide, among other things, precise time for navigators.

Until the last several hundred years, man has had little need for time in navigation. If a ship stayed within sight of land, landmarks were sufficient.

When a navigator sailed beyond sight of land, however, he had to estimate his ship's speed and relate the distance traveled to the time he thought had elapsed.

This method, of course, was not notably accurate and led to numerous mistakes. Columbus, for example, had a mistaken idea concerning the circumference of the earth. He believed the world to be much smaller than it is, and never dreamed that several thousand miles of land straddled the western route to the riches of the Indies. In effect, his ideas concerning longitude were inaccurate.

**L**ONGITUDE as every sailor knows, is expressed in degrees, minutes and seconds. For navigational purposes, the sun moves eastward at the rate of 15 degrees an hour. In 24 hours, the sun has moved 360 degrees around the earth. In other words, distance and time, for navi-



AT SEA—Distance and time for navigation can be considered almost the same.

gational purposes, are almost synonymous. *Unless a navigator were able to measure time accurately, he would also be unable to measure longitude.*

Bearing this handicap in mind, it is little wonder that Columbus, upon his arrival in the West Indies, thought he must surely have reached East India.

Such shortcomings in determining longitude did not always end as fortuitously as did Columbus' first voyage. There was the time, for example, when a British Fleet sailing home from Gibraltar in 1707 ran upon the Scilly Islands south of England due to a mistake in longitude. Four ships and 2000 men were lost as a result of this error.

It wasn't that men didn't know

they needed accurate time in navigation. Indeed, England's King Charles II had done something about establishing the correct time when he created the Royal Greenwich Observatory in 1675.

It was the Greenwich Observatory's job to obtain, through systematic observation, the accurate position of the sun, moon and stars and the motion of the moon.

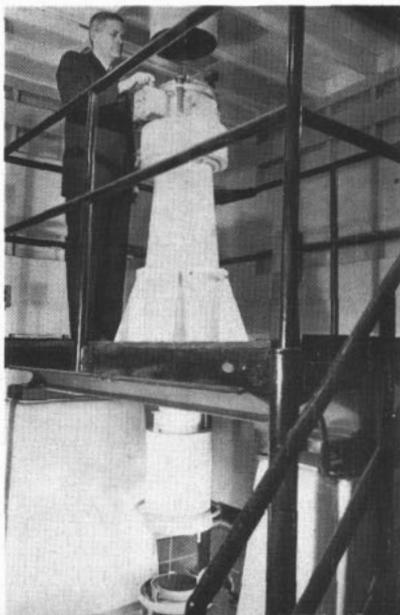
This, of course, resulted in accurate time being pinned down, and *Greenwich Mean Time*, as it is called, is still sufficiently precise for most purposes throughout the world today.

**T**AKING GREENWICH MEAN TIME to sea, however, was another matter. It wasn't until the winter of

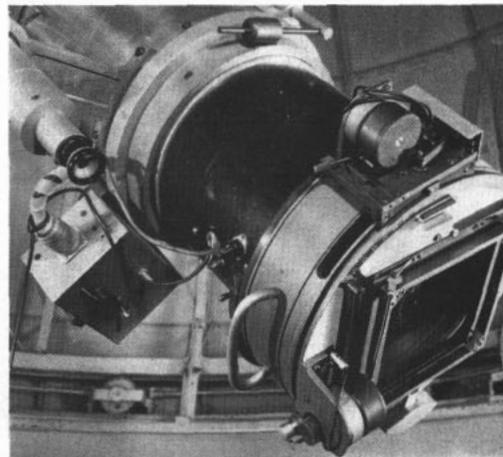
Portable Atomic Clock



Photographic Zenith Tube



Moon Camera





TIME'S HQ—Main building of Observatory in Wash., D. C. Below: Accurate time is necessary to measure longitude.

1761 that a chronometer built by John Harrison was carried from England to Jamaica with an error of only 5.1 seconds. In terms of longitudinal accuracy, this amounted to about one mile.

Although the Harrison chronometer would, for all practical purposes, still be an acceptable instrument for keeping time aboard many ships, there are other realms in which such inaccuracy would be unthinkable.

A 5.1-second error is viewed dimly nowadays, even by ships at sea, for such inaccuracy is unnecessary. Ships' chronometers can now be checked against the precise time provided by the Naval Observatory's broadcast time signals of Loran-C stations and the doppler effect of navigational satellites provide modern navigators with greater accuracy in establishing their position with relation to time and space.

Anyone who watched the launching of the Agena and Gemini VIII space shots in March can imagine



what difficulties would have resulted from a 5.1 second error in rendezvous or recovery.

As it has done since 1830, the Naval Observatory continues doing its best to keep precise time and, over the years, it has succeeded in reducing the variations in time to an almost incredible one-millionth of a second. This is a far cry from the 1920s and 1930s when radio audi-

ences were accustomed to hear the Observatory's time signal broadcast at noon each day.

If you wanted to know what time it was at any other hour in those days, you looked up the nearest Western Union clock which was also regulated by the Observatory.

The "Time from the stars" broadcast by the Naval Observatory during the first half of our century, which is still adequate for most daily purposes, was what astronomers call *Mean Solar Time*. It is based on the rotation of the earth about its axis.

**T**O ARRIVE at Mean Solar Time, astronomers observe stars as they cross the meridian. At the Naval Observatory, an especially designed telescope called the Photographic Zenith Tube is used for this purpose. The tube is mounted in a fixed vertical position so a star may be photographed as it crosses the meridian near the zenith. The time it does so is recorded on a clock.

ON LOCATION—Naval Observatory as it looked in 1844 and (right) at its present site at turn of the century.



The position of the star is known and the Mean Solar Time at which it was on the meridian can be computed. The difference between the computed time and the time indicated by the clock tells how fast or slow the clock is. The difference is usually only a few thousandths of a second.

Another type of time computed at the observatory is *Ephemeris Time*. This time is defined by the orbital motion of the earth about the sun. In practice, Ephemeris Time is determined by observing the orbited motion of the moon about the earth.

To do this, the Naval Observatory uses a telescope called the dual rate moon position camera. With this telescope, the image of the moon is held in a fixed position relative to the images of the stars on a photographic plate.

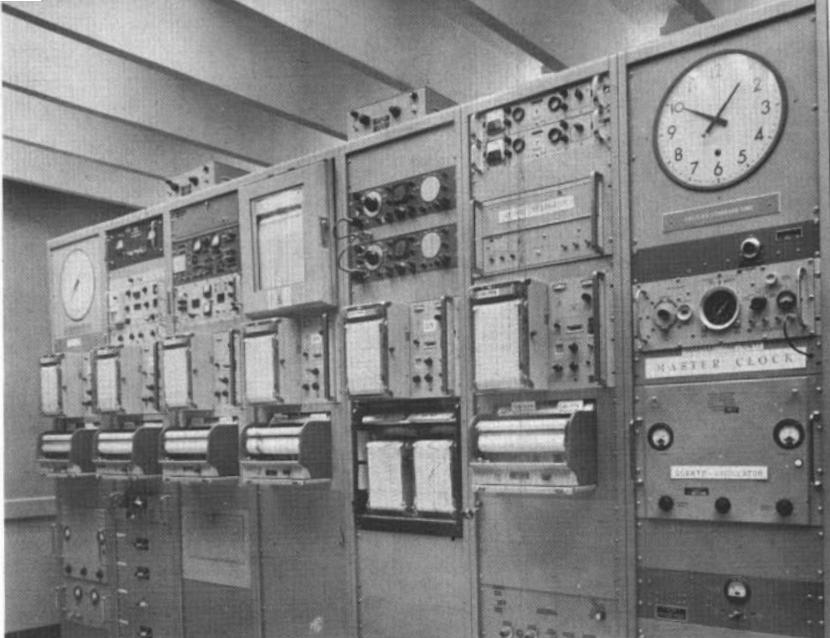
When the plate is measured, the astronomers thus determine the position of the moon with respect to the stars, whose positions are known. The moon's position has been computed in advance in terms of Ephemeris Time and this information is tabulated in a book called the *Lunar Ephemeris*. By comparing the observed position of the moon with that in the *Lunar Ephemeris*, astronomers can determine the Ephemeris Time at which the observation was made.

**W**HENEVER you set your watch or hear a time signal on the radio or on the telephone, you receive Mean Solar Time. If you work in a message center and use zulu time which, of course, is Greenwich Mean Time, you are also using Mean Solar Time.

Ephemeris Time is independent of the rotation of the earth and is, therefore, uniform. In 1956, the mean solar second was abandoned as the fundamental unit of time and the ephemeris second was adopted. Both Mean Solar Time and Ephemeris however, are required to analyze the precise motion of artificial satellites.

The astronomers at the Naval Observatory, of course, have clocks, too. The observatory's clocks, however, aren't the type that awaken you in the morning or time your three-minute egg.

The clocks used at the observatory for precise timekeeping are quartz-crystal controlled clocks and atomic clocks. The Observatory's master clock is accurate to one-



**TIME AND FREQUENCY ROOM**—The Master Clock, which is in the cabinet at the right, is governed by a cesium-beam atomic oscillator in the next cabinet.

millionth of a second a day.

The Observatory's atomic clock is not controlled by any of the methods to which we have been accustomed—springs, pendulums and the like—but by the electromagnetic waves emitted when an atomic transition occurs. This provides the atomic second.

**T**HE CRITERION for the atomic second is based upon the transition between two specific energy levels of cesium-133. The frequency of the cesium beam atomic clock was found in 1958 to be 9,192,631,770 cycles per second (Ephemeris Time) in an experiment conducted jointly by the National Physical Laboratory at Teddington, England and the U. S. Naval Observatory. In

1964, the International Committee of Weights and Measures adopted this value to define the atomic second. The system of *Atomic Time* called A.1, was established by the Naval Observatory in 1958.

Time signals are transmitted to ships at sea by means of high frequency (HF) and of very low frequency (VLF) radio transmissions from Navy radio stations at Annapolis, San Francisco, Hawaii, the Canal Zone and Guam. Each transmitting station has a precise quartz-crystal oscillator which is easily regulated and which runs for years without stopping. This time transmission system virtually covers the world.

The VLF carrier frequencies are precisely controlled by quartz crys-

### **Universal Time Keeps Navy from Missing the Bus**

Regulating the time at Loran-C stations, VLF transmitters and other places where precise time is needed may be a mystery to most laymen, but to the Naval Observatory, it is a relatively simple matter.

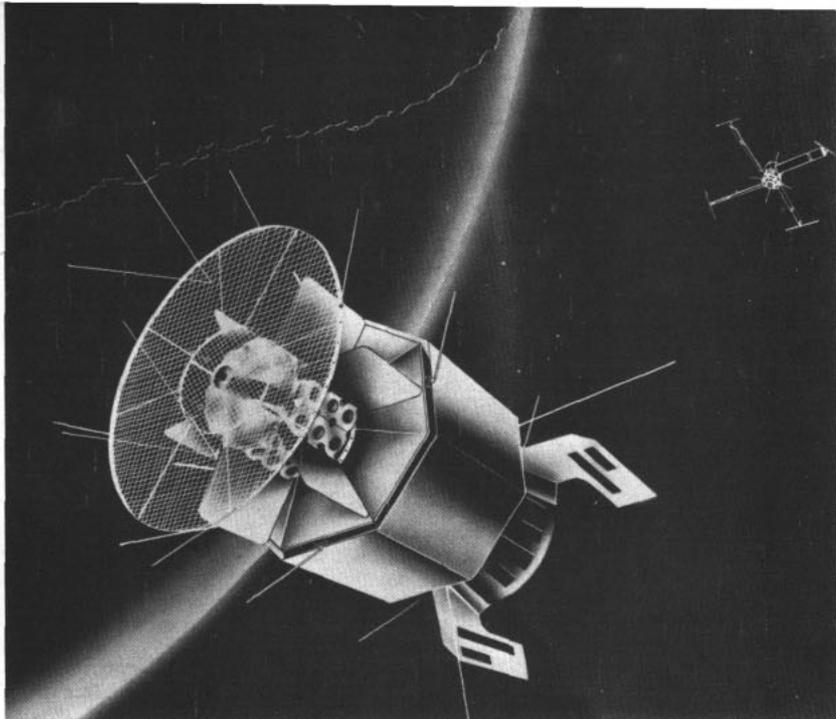
The simplicity of the operation can be attributed largely to the progress which has taken place in the electronics field within the last 20 years.

If there is a variance in the frequency—and sometimes there is a difference of as much as two-millionths of a second per day—the observatory corrects the station's time by gradually changing frequency.

The Observatory's master clock

provides a Universal Time, based on the rotation of the earth, but is controlled by an atomic oscillator. The frequency is changed, but not often—than once a year so as to be nearly the same as that of Universal Time. If the earth should change its speed of rotation, then it may become necessary to make a step adjustment in time signals. Such a change, which is carried out by international agreement, is exactly 0.1 second.

To many of us, one tenth of a second may not seem like a big deal. On the other hand, how many times have you missed the bus by just one tenth of a second?



**HIGH TONED**—Doppler effect of navigational satellites provides navigators with greater accuracy in establishing position with relation to time and space.

tal and atomic oscillators. The frequency is monitored and compared to the Naval Observatory's atomic clock. If the transmitter's frequency

varies from the Observatory's atomic clock more than one part in 10 billion, the Observatory directs a change in frequency of the station

### Want to Get Technical? Mention Ephemeris Time

You can't identify the players without a program. Neither can you identify the different kinds of time unless you know what they mean. Here are a few of the Naval Observatory's definitions to help you. Of necessity, they are technical.

**Apparent Solar Day**—The interval between successive sun crossings of the local meridian by the sun.

**Local Apparent Time**—Time on any meridian, measured by the hour angle of the observed sun.

**Mean Solar Day**—The time it takes the earth to rotate once about its axis as determined by the rising and setting of a fictitious sun. This mean sun is assigned a daily motion which averages out the irregularities caused by inclination of axis of rotation of the real sun.

**Tropical Year (or Mean Solar Year)**: The time it takes the earth to revolve about the sun, as reckoned from the vernal equinox, or first point of Aries.

**Local Mean Time**: May be computed from apparent solar day by use of the "equation of time." This takes into account the fact that the sun does not move at a uniform rate

along the ecliptic. The equation of time may be found in the *Nautical Almanac*.

**Greenwich Civil Time**: Also called Universal Time (UT). It is Local Mean Time as measured at Greenwich, England.

**Universal Time (UT)**: This is also known as Greenwich Civil Time. A corrected value of Universal Time (UT) to account for observed motion of the geographic poles and for the projected annual variation in the earth's rate of rotation is called UT-2.

**Atomic Time (A-1)**: A clock which keeps A-1 time advances one second in the interval requiring 9,192,631,770 oscillations of cesium at zero field.

**Ephemeris Time (ET)**: Is based on the revolution of the earth around the sun. The Ephemeris Second is defined as 1/31,556,925.9747 of the tropical year 1900.

**Sidereal Day**: Duration of the earth's rotation with respect to the stars. The calculated relation between sidereal time and mean time is tabulated for each day in the *Nautical Almanac*.

oscillator to be made.

The rate at which the atoms of a radioactive element decay appears to be independent of such factors as temperature and pressure. It depends instead upon the element.

Because of this, long intervals of time can be measured. Geologists, for example, know that certain rocks were formed billions of years ago and archaeologists have been able to date ruins from 100 to 50,000 years old by the use of Carbon-14 produced in the atmosphere by cosmic rays. These rays enter into matter in a fairly definite ratio to Carbon-12 which does not decay. By determining the ratio of Carbon-14 to Carbon-12, an object's age can be determined.

Universal time, determined over a period of years, say 50, may make it possible to test the theory that the continents of the world are adrift. Such a project would require extreme accuracy.

**T**O THE NAVY'S ships at sea, the Loran-C navigational system provides accuracy up to about 1000 miles from the Loran transmitter. For sailors within range of the East Coast Loran stations, the Naval Observatory provides accurate navigation through its time signals to the Loran station which are precise to the microsecond.

The Navy also provides accurate time for tracking artificial satellites, precise surveying and other technical purposes as well as for ships.

In the future, the accurate time signals of the Naval Observatory may be used in a number of ways as yet undreamed of. However, such practical and needed applications as, for instance, the avoidance of aircraft collisions may well be in the foreseeable future.

The regulation of time has gone a long way when compared to the accuracy achieved only a few decades ago. As a marker for man in space (when speaking of space in terms of oceans or a space ship traveling from earth to the moon or nearby planets) the accuracy which has already been achieved is quite adequate.

However, the incredible accuracy that will be necessary as speed and distances increase and man begins to explore further the apparently limitless expanses of space is a fresh problem to which the Naval Observatory is now turning. And the men there will solve it, too.



NUMBER ONE—USS Brooke (DEG 1) is first of a new class of escort ships that take guided missiles to sea.

## DIG THAT DEG!

**W**ITH THE recent commissioning of one new guided missile destroyer escort, and with five more on the way, the Navy's bantamweight champs have moved into the welterweight class.

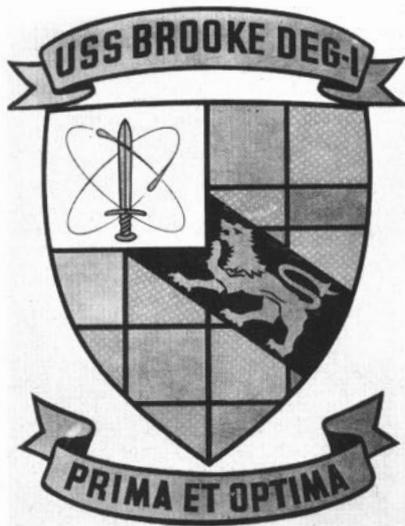
All sisters to USS Brooke (DEG 1), they are the first destroyer escorts designed to carry guided missiles. In addition to *Tartar* surface-to-air missiles, DEGs one through six will be armed with *Asroc*, *Dash*, ASW torpedo launcher tubes and 5" 38-cal. guns. Their design includes integral bow-mounted sonar, advanced communication and electronics installations, and geared steam turbines that weigh only half as much as conventional boilers of the same capacity, thus permitting greater speeds or increased cruising ranges without increasing the hull size of the ships.

The DE was one of the more important new ship types to be built during World War II. Smaller and simpler than a regular destroyer, it was mass-produced by wartime shipyards to serve as a convoy escort in place of the full-sized DDs, which were badly needed elsewhere.

In recent years, with the assistance of an advancing technology, it has become possible to cram more firepower into an escort ship's hull.

*Brooke*-class vessels represent perhaps the ultimate achievement in this direction for surface ships built to date, for their size, and are now taking their place at sea as mainstays with the antisubmarine forces. While remaining relatively compact (though their 3500-ton full-load displacement is much greater than that of World War II DEs), they

**SYMBOLIC**—Ship's insignia is *Brooke* family coat of arms plus two new symbols, the sword and orbiting electrons. Motto means First and Finest.



couple high speed (in excess of 27 knots) with high maneuverability.

*Brooke*, *Ramsey* (DEG 2) and *Schofield* (DEG 3) were authorized in the fiscal year 1962 shipbuilding program. The first one is now in commission.

*Talbot* (DEG 4), *Richard L. Page* (DEG 5) and *Furer* (DEG 6) are all scheduled to be commissioned in 1967.

Taking a lead from the conventional USS *Garcia* (DE 1040) class destroyer escorts, *Brooke* class ships are designed for optimum performance in locating and destroying submarines. They have improved seaworthiness, plus significantly increased antisubmarine warfare capabilities, over earlier DEs. Notable structural characteristics are the combined "mack" instead of a separate mast and stack, the flush deck and a radically raked stem.

*Brooke*-class DEs are 414 and one-half feet long with a 44-foot beam. They carry crews of 16 officers and 225 men (including many specialists to maintain and operate the modern armament and equipment).

*Brooke* is scheduled to join the Pacific Fleet Cruiser-Destroyer Force, and will call San Diego her home port after commissioning.



COMING UP—LT Ronald F. Ball, USN, is rescued 18 minutes after ejecting from his *Crusader*. Below: Pilot Ball talks with copter crew on trip back to ship.



**S** EARCH AND RESCUE! Search and rescue! All hands man your search and rescue stations."

When this call goes out over the IMC of a Navy ship operating in the South China Sea in support of U. S. air operations in Vietnam, it spells *action* for the crew.

It means there's one or more aviators in distress—either ashore or in the sea. It means there's a life or death situation at hand, the outcome often dependent on how professionally the ship's crew conducts its mission.

Pilots on operational missions try to head for the water if they get hit. The narrow area of Vietnam makes it easier for aircraft crippled in strikes on the communist north to do this rather than attempt the usually longer, overland flight south to

# Mayday

friendly airstrips. In such cases, they know they have many friends—and enemies—waiting to pick them up.

The North Vietnamese government reportedly pays junk fishermen the equivalent of over \$200 for the capture of a downed American pilot. The crews of these fishing junks are armed and will shoot at almost anything to beat their way to a pilot, because that much money is a small fortune to them.

Presumably, there is a similar reward for capturing a pilot on land.

After one search and rescue operation under battle conditions, a Navyman—be he on a destroyer or crewing the rescue helo—never again thinks "drill" when the call goes out.

Hopefully, a rescue at sea is executed with such speed and precision that enemy forces have no time or opportunity to reach the area, and the pilot is recovered unscathed. The time margin for a successful recovery on land is considerably less.

**O** N BOARD a Seventh Fleet ship, a call to stations, followed by an announcement that a pilot is in the water some 20 miles away, probably near hostile units, is the tense beginning of a rescue. In this instance, *uss Coontz* (DLG 9) and *Rogers* (DDR 876) are the closest friendly surface ships.

A subsequent report confirms that

**ALL HANDS**



# —Search and Rescue

there are enemy junks in the area. *Coontz* prepares to fight her way in, if necessary. All armament, from the forward five-inch mount to the after *Terrier* missiles, is manned and ready. Men specially qualified with small arms are stationed topside.

Meanwhile, radio contact is made with the nearest carrier, and it is learned that a Navy SH-3A *Sea King* helicopter is operating nearby. The *Coontz* CIC chief at the air controller console vectors the rescue helo to the scene while keeping an alert watch on aircraft and forces in the area.

The downed F-8 *Crusader* pilot was returning from a mission over North Vietnam with his plane badly damaged by ground fire. Aware that he could not make it home to *uss Ticonderoga* (CVA 14), he bailed out over the Tonkin Gulf, off the North Vietnamese coast.

In the helo, crewmen load and ready two M-60 machine guns while the aviators in the cockpit strap on body armor. For one of the pilots—a recent recipient of the Silver Star Medal for his heroic actions during a rescue near Hon Me Island—this becomes his third sea pickup. For the other it is the first.

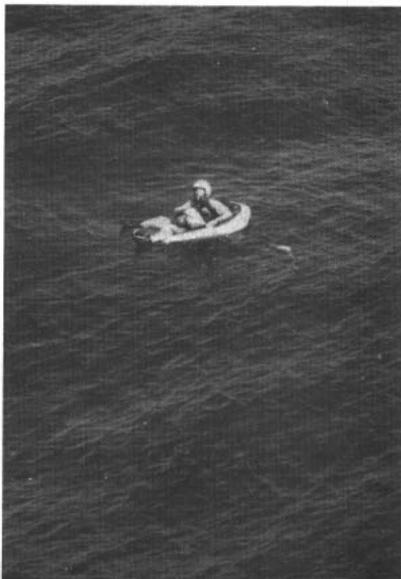
One of the aircrewmembers in the *Sea King* received the Air Medal for his actions at Hon Me, while the other had made his first pickup only a few days previously.

Now the precision of a well coordinated operation starts to show. Two Navy A-1 *Skyriders* arrive to provide fire support for the helo during its more vulnerable moments while hovering over the downed pilot.

TEN MINUTES after the Mayday signal has been received by *Coontz*, the helo is in sight of the pilot. On board *Coontz*, where the progress of junks closing toward the scene is anxiously monitored, comes the report: "Pilot looks good; the pickup sling is in the water."

Meanwhile, the presence of the

OH BOY—Rescue helicopter heads for downed pilot floating in life raft.



*Skyriders* prevents the North Vietnamese boats from approaching, making this rescue relatively easy. The flier is put on board *Coontz* for a cup of coffee, which leads to a tour of the bridge and combat information center, followed by dinner in the wardroom.

Obviously, there aren't any pleasant moments for a pilot in distress. But some experiences are worse than others.

Take, for example, the case of an A-4 *Skyhawk* pilot, this one down inland in North Vietnam.

An SH-3A from *uss Ranger* (CVA 61) is first on the scene to attempt a rescue. The pilot is located and a harness is lowered. As the helo hovers overhead, he straps himself in the harness, amidst increasing barrages of enemy small arms fire from the bushes nearby. Machine gun fire from the rescue helo serves to suppress enemy fire somewhat.

As the helo then pivots and thrusts upward, the rescue hoist jams. The escape is made while the rescued pilot trails 30 feet below the accelerating chopper as it climbs skyward, with both pilot and helo providing excellent targets for the guerrillas below.

Once over the sea, the *Sea King* rendezvous with a UH-2B helo from *uss England* (DLC 22). The pilot is lowered into the water, from where the *England* helo re-rescues



FUELING UP—Search and rescue helicopter refuels from fantail of Seventh Fleet destroyer USS Rogers (DD 876).

him. He has suffered no ill effects from his wild ride, but remains convinced that aircraft are made for flying *in*, not *from*.

**E**XCITEMENT also accompanied the Hon Me rescues mentioned above. Helos from the *USS Yorktown* (CVS 10) and *England* received heavy mortar fire from coastal positions on the island. Nevertheless, they were successful in saving six crewmembers of a downed aircraft, although themselves damaged by gunfire.

*Coontz* is a complete search and rescue station in herself. She carries a camouflaged UH-2 helicopter on her fantail. The camouflage serves to conceal the helo somewhat when it comes in low for recoveries over land.

The frigate's services are well respected by American pilots. Lieutenant Harold Theines, USN, a member of Helicopter Support Squadron One and the senior pilot on board *Coontz*, has 14 rescues to his credit.

Members of the helicopter detachment rotate between ships assigned to search and rescue roles. Typical of the capability of these ships, *Coontz* carries enough spare parts to keep her helo in the air for

search and rescue emergencies. In one instance, mechanics installed a new engine in the UH-2 in less than 24 hours.

The ship was the first of her class to be modernized for destroyer helicopter operations, and serves as a mobile refueling station for the large, armored SH-3 helos which operate from carriers. The frigate's 70-foot personnel boats are also available for rescues, operated by special boat teams.

*Coontz's* boats are heavily armed. Their special crews consist of three regular boat crewmembers, augmented by two machine gunners, a signalman to maintain communications with the ship, a corpsman to treat wounded pilots and a boat officer.

**T**HE NERVE CENTER for search and rescue operations is the ship's combat information center. A concentration of radar, communication equipment and plotting boards enables the CIC officer to track, plot and determine the position of all airborne aircraft in the area. With this knowledge at his disposal, he can quickly decide the best way to effect a rescue. Several choices of action include use of an SH-3 flying missions from a nearby carrier; use

of the ship's UH-2 or a personnel boat; or, if the aviator is nearby, a ship pickup may be advisable.

In any case, the watch in *Coontz's* CIC is instrumental in directing the rescue vehicle to the scene. The ship's air controller maintains positive control over his own UH-2 and advisory control over other aircraft participating.

Sometimes search and rescue operations keep these units at sea for over 40 consecutive days.

The dividends of this vigil maintained by Seventh Fleet units are many saved pilots. In many cases, those awaiting rescue play as heroic a role during the attempt as do those who come in to save them. Unfortunately, all attempts are not successful, although every conceivable effort is made.

"I'm hit, real bad. I'm heading for the coast," comes the message over a radio receiver as a Navy pilot, his A-4E *Skyhawk* riddled with 37 mm gunfire, fights to gain altitude for an emergency ejection over enemy territory in North Vietnam. "I have a fire—I'm ejecting."

**A** PARACHUTE billows in the sky and carries the pilot to a clearing surrounded by heavy enemy concentrations. Thirty seconds later

he is talking to his compatriots upstairs by pocket radio.

"I'm all right," he assures his wingmen, "except I think I have a broken arm. I can't move very far."

His location is in a rice paddy in the horseshoe bend of a river. From the opposite bank, North Vietnamese gunners are keeping him pinned down with small arms and machine gun fire.

Meanwhile, an airborne pilot radios a request for a rescue helicopter to the search and rescue destroyer nearest the scene. He also calls for air protection.

Then the two squadron mates commence strafing runs to protect their leader.

One wingman makes two or three passes, spraying bursts of 20 mm cannon fire. Then the second drops through the cloud ceiling. He observes a boat load of enemy crossing the river, and dives toward it. On a second pass he sees 100 or so North Vietnamese regulars swarming into the open end of the horseshoe, effectively surrounding the downed Navy pilot.

**T**HE TWO wingmen are soon out of ammunition, but continue to make low "scare" passes on the enemy to gain time for the air protection to arrive. They drop fuel tanks, bomb racks—anything that can be shaken loose from their planes in an attempt to keep the enemy from the downed pilot.

Soon two propeller-driven A-1 Skyraiders arrive. They too are low on ammo, but they commence strafing passes to fend off as many enemy troops as they can.

The downed pilot reports, "They're almost on top of me. You guys might have time for one more pass." One wingman roars in about 20 feet above the advancing troops, drawing heavy fire.

"They're almost on top of me," repeats the pilot. "They're going to get me, boys. You'd better go home. You don't have much fuel left." The Skyhawk pilots, now helpless to lend further support, yet reluctant to leave the scene, are finally forced to depart with about 15 minutes of fuel in their tanks. They refuel in flight to make it back to *USS Ticonderoga* (CVA 14).

An A-1 pilot, continuing the attack, guns in low and makes a firing pass with his last 2.75 rocket. This leaves both A-1 pilots out of ammunition. They continue to make low



**RESCUED**—Wounded pilot is removed from helicopter aboard *USS Topeka*.

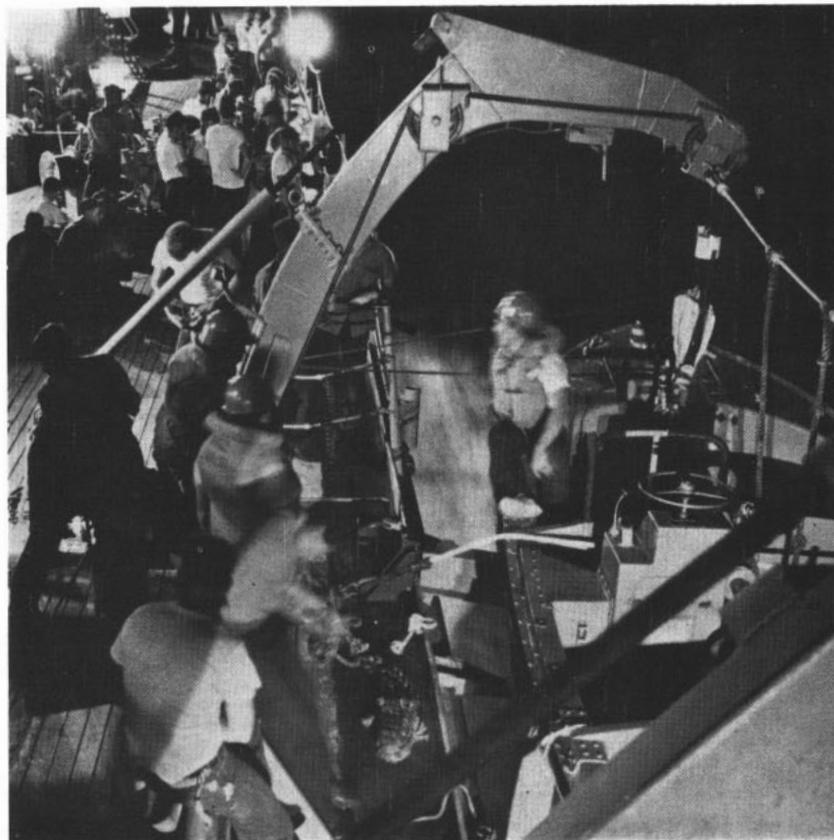
passes over the North Vietnamese, just a few feet off the ground. But to no avail. The pilots see a number of troops carry the downed pilot to a small group of buildings. Five minutes later, they watch as the American is hustled out of the hut and into a wooded area, disappearing in the heavy growth.

The A-1s continue to search the area until their fuel is nearly ex-

hausted. Later it is learned that a rescue helo attempted to reach the area, but was driven off three times by heavy AA fire. The four planes involved received considerable hits themselves.

Fortunately, such heroics seldom fail to produce a successful rescue. There are many pilots operating from Seventh Fleet carriers today who can testify to that fact.

**OFF THEY GO**—Crewmembers of *USS Canberra* (CAG 2) prepare for rescue mission in South China Sea after being directed to the site of a downed plane.





COMING HOME—A4 Skyhawk comes in under direction of landing signal officer. Below: LCDR Kiehl aboard *Bon Homme Richard* (CVA 31) talks pilot down.



# Stand

Sailors who have worked aboard an aircraft carrier know the landing signal officer is a big man on the flight deck. Non-carrier Navymen, however, have a few things to learn about the man who often holds the balance between success and disaster.

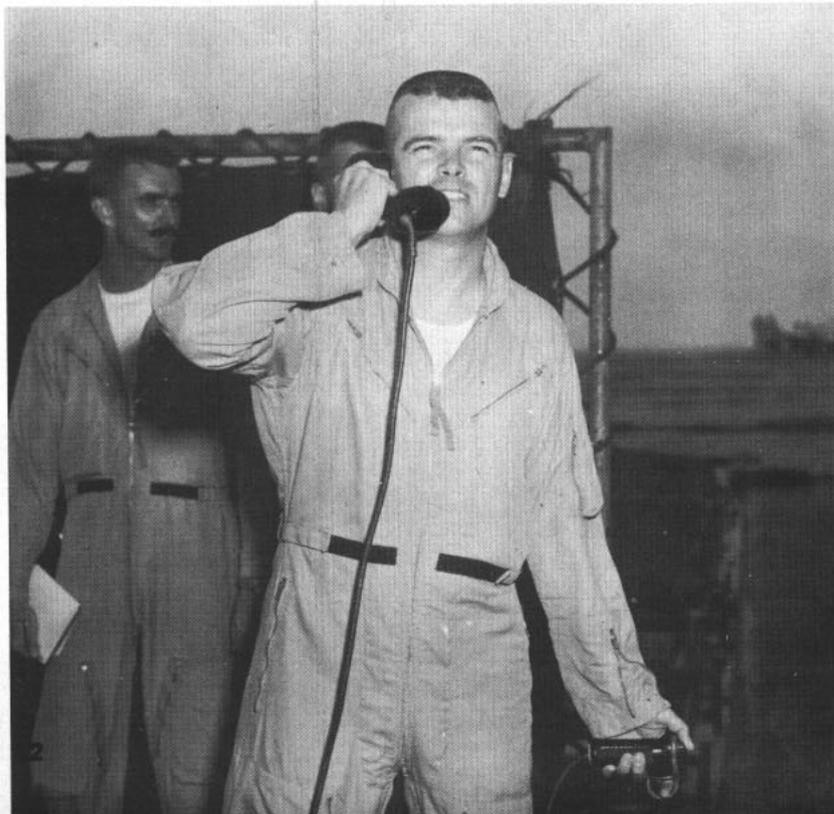
The duties of an LSO are defined simply. He must help to get the carrier's planes on board as quickly as possible with the least amount of danger.

Needless to say, this task, which is so succinctly stated, requires exacting precision, some of which the landing signal officer acquires during 16 to 18 months of training time.

Training, of course, is important but perhaps the paramount need for a landing signal officer is that he have the respect and confidence of the carrier's aviators who must be ready to obey his cut and wave-off signals without question.

Although the LSO is aided by radar and television, it is his experience, training and judgment which, in the final analysis, determine whether a plane can land or whether it should be sent around the flight pattern for another approach.

Although procedures vary, planes often are guided to the ship during daylight landings by radio. Once the pilot establishes visual contact, he flies into a circular pattern at an altitude assigned him, then sets up





# By to Recover Aircraft

his approach at a specified distance from the plane directly in front of him.

When the plane enters the final landing stages, the landing signal officer becomes a very busy man. With the aid of his instruments, the LSO knows the plane's air speed and the speed of the wind over the flight deck. His principal concern, however, is the plane's altitude in reference to a predetermined glide slope. If the approach is either too high or too low, it would be dangerous for the pilot to attempt a landing and the plane is waved off. If all goes well, the plane hits the deck and is stopped by one of the arresting cables.

In bad weather, the ship's carrier-controlled approach establishes a flight pattern astern the ship from which the planes are guided to the ship by radar.

When a pilot makes his approach using the optical landing system, the LSO monitors the approach for safety, speed, attitude and altitude. He gives the appropriate signals which tell the pilot to cut or try again and, if necessary, calls for power on radio.

Crises are also a part of a landing signal officer's life. If a plane returns without an operating radio, for example, a carrier controlled approach must be made. Another plane in the same flight is contacted and the air-

craft without the radio follows it just behind and slightly to the right. The radio plane is then talked down just as though it were going to make a landing.

The landing signal officer takes over as soon as the pilot makes visual contact with the ship. When visual contact is established, the radio plane drops off to the left and the LSO controls the other plane through the use of landing lights.

Aircraft returning to the carrier without a tail hook or with inoperative or damaged landing gear present even more serious problems. In such cases, the flight deck crews erect a barricade of interwoven, reinforced nylon webbing 24 feet high at the center of the flight deck. When the barricade is ready for use, it spans

**SHARP EYES** of LSO take over as soon as the Navy pilot makes visual contact with the aircraft carrier.



the flight deck's entire width.

A barricade landing calls into play all the landing signal officer's experience and judgment for, when all is ready, the pilot brings his plane over the edge of the flight deck at the proper altitude. He must touch the flight deck before he engages the barricade net. If he touches the deck at the wrong time, the landing stands a good chance of ending in disaster.

The pilot begins his approach from far astern the carrier bringing his heavy jet down the glide slope. The LSO constantly checks air speed and altitude. As the plane nears the carrier, the LSO keeps the pilot constantly informed as to minor corrections he should make. When the aircraft is over the edge of the flight deck and the height looks good, the LSO tells the pilot to cut his engine.

If the LSO and pilot have done a good job, there is no sound more serious than that of metal straining against nylon. With luck, there is no need for the hospital corpsman who races to aid the pilot or the men in asbestos suits who are ready to extinguish a fire.

The flight deck crews dismantle the barricade, the LSO makes a notation concerning the landing in his logbook, leaves his platform and starts across the flight deck to his squadron's ready room to await the next recovery.

—Roger Busby, JO3, USN



NESEP STUDENTS and classmates discuss studies at North Carolina State.

**TOM OWENS** enlisted in the Navy when he was 18. Today he is an Assistant Professor of Naval Science on the staff of the NROTC unit at Harvard university and a lieutenant (junior grade) in the Navy.

LTJG Owens is a NESEP graduate. He applied for NESEP (Navy Enlisted Scientific Education Program) in 1956 as a chief aviation fire control technician. He was accepted and ordered to Louisville, Ky., for four years, where he was graduated with honors from the University of Louisville in August

1961 with a BS in physics. With a college degree and completion of the Pre-Flight School at Pensacola, Tom Owens was commissioned as an ensign, USN. After a tour of sea duty aboard *USS Independence* (CVA 62) he was up for shore assignment and received orders to Harvard University as Assistant Professor of Naval Science for Marine Engineering. He says Harvard is "... all I expected—quality-wise."

Clearly Tom Owens, like other NESEP graduates, has a bright new career ahead of him. A lot of doors

# Want a

are open to him now, but it is important to remember that he opened them for himself. First by applying for NESEP, and then by giving what it took in time, toil, trouble, and thinking to complete that college degree.

**S**TATISTICS show that most NESEPs do obtain their degree. By the time a man reaches 21 (the minimum age for a NESEP student—24 is the maximum) he knows that life would be sweeter with a college degree. He also knows what it takes for a Navy career. Many a man, by age 21, has spent a lot of his spare time taking correspondence courses or after-hours schooling—even the men who weren't particularly good students in high school. Now, they have learned the value of education.

If not a high school graduate, a NESEP candidate must have completed at least three years of high school and have scored in the 75th percentile in each area of the GED test. He must also have a GCT plus ARI basic battery score of at least 118.

These mental measurements reveal the men with the minds for college work. Some may have wanted to go to college when they finished high school, but couldn't afford it. A few may have actually enrolled in college but were unable to keep it up. But this time the Navy will be picking up the bill for those who will serve in the new nuclear Navy, the space-age fleet of guided missile ships with electronic fire control systems, and carrier-based jets. Many NESEP graduates are wearing dolphins and wings today. Tomorrow, one may step into space, or set a new record in orbit. Many doors will open for the man who is able to open the first few for himself.

**N**ESep applications must reach the Chief of Naval Personnel by the first of October. The applicant will be interviewed by a board of three commissioned officers appointed by his commanding officer, who then interviews the candidate himself. If he feels the candidate is of good moral character, motivated for career officer status, and has the aca-

## Can YOU Go NESEP?

Check yourself against this list:  
You must be between the ages of 21 and 25 years old.

If you are not a high school graduate, you must have completed at least three years and have a GED score in the 75th percentile in each area.

Your GCT plus ARI basic battery must be at least 118.

You must be physically qualified. Minimum vision up to 20/100 each eye will be waived if it is correctible to 20/20 with standard lenses and if there is no organic

or progressive disease present.

You must be a petty officer at the time of application for the program.

A conviction by either court-martial or civil court during the two-year period preceding application will disqualify you, unless it was for a minor traffic violation.

You must be recommended by your commanding officer.

Check that deadline—application must reach the Chief of Naval Personnel by 1 October. For details see BuPers Inst. 1510.69J.

# Scientific Education?

ademic potential, he endorses his application. A high school or college dropout would have to convince the board and the commanding officer that he had developed the academic attitude and the four-year drive that it takes to complete the program. A good record on correspondence courses and Fleet schools is the best evidence of educational interest.

On the second Monday in November, all candidates take a Navy-wide examination in English, advanced mathematics, and science. There is no passing or failing score on the examination. Candidates' applications go before a national selection board which examines their service records, academic records, CO's recommendations, and the breakdown of their exam scores.

**T**HE SELECTION BOARD usually adjourns in late February, and those who then receive their letter of congratulations from the Chief of Naval Personnel know that they are about to embark on a tour of shore duty that can change their lives by enhancing their careers. They have found the road that leads to the gold star.

The road to a NESEP education is not easy, but those who travel it know the rewards are great. The first milestone on the road is Naval

## Choose Your Major

### Engineering:

- Aeronautical
- Chemical
- Electrical
- Mechanical
- Metallurgical
- Engineering Physics
- Nuclear

### Science:

- Chemistry
- Meteorology
- Nuclear Physics
- Oceanography
- Physics

### Mathematics:

- Mathematics
- Systems Analysis

orders read: "Due to the intensity of academic requirements at the preparatory school, dependents will remain at the student's last duty station until the end of preparatory training, then will rejoin him at the campus of his four-year duty station." So NESEP comes to mean sacrifice for the family as well as long hours of tough work for the student.

**T**HE NESEP candidate must discuss the coming four years with his wife, for the wife's attitude toward her husband's education and career can be as important as his own. The road to a NESEP education is not easy for a NESEP wife either!

The quarters provided for married students at most universities were designed for younger married couples who have fewer children than the Navy families. While her husband is hitting the books, there is little or no opportunity for conversation with him, fewer opportunities to go out for dinner and a show. Hardest of all, say the NESEP wives, is keeping young children quiet while Daddy studies. But this road has been traveled by many others.

The NESEP program is now ten years old, and its tremendous suc-

Preparatory School, at either Bainbridge, Md., or San Diego, Calif. Any NESEP who had forgotten how long it had been since he saw the inside of a classroom is soon reminded. For nine well filled weeks, he is drilled in mathematics, physics, chemistry, English, and is oriented toward college academic requirements.

While the NESEP is being groomed for campus at the Naval Preparatory School, his family is also having a preview of what the four years are going to be like. Their

COLLEGE TO COMMISSION—Darrell Whitney, AO2, shows books and program he chose to help become an officer.





NAVY ON CAMPUS—Students head for classes at University of Missouri. *Rt*: NESEP students in math class at U. of N.C.

cess is best proven by the fact that it has been allowed to grow. Its continued remarkable success keeps it alive.

**W**HILE THIS program was being reevaluated under sharpest scrutiny during the 1962-63 academic year, 749 NESEP students won a total of 514 honors at their respective schools.

Dr. Guido Daub, professor of chemistry at the University of New Mexico, believes that the principal reason for the NESEPs' academic

success is that, as a group, they are smarter and at the same time more highly motivated than the average college student.

It is a fact that it is easier to be accepted into many colleges than it is to get into NESEP. Each year the Navy selects approximately 300 prospective NESEPs from about a 1000 applicants. The Navy literally handpicks its freshman class.

**N**ESEPs emerge on graduation day covered with honors. The Navy is not satisfied that its students be

only average. A civilian could, for instance, manage to graduate with a low grade point average, but a NESEP is not permitted to continue his studies if his grades lag. Each student is permitted to fail once. Even then he must make up the subject. If he fails twice, he goes back to the Fleet.

Many NESEPs are initiated into professional honor societies, some serving as officers. Most appear on the honor rolls at report card time. There is also a liberal sprinkling of Phi Beta Kappas among NESEP graduates, and many have been graduated *cum laude*.

NESEP graduates are scattered throughout the Navy now, serving in a wide variety of assignments both at sea and ashore; some, like Tom Owens, are back on campus as professors; most are serving aboard ships at sea; others are working toward a master's or doctoral degree in the postgraduate program open to all officers.

In the foreseeable future, these men will retire on substantially more pay than they would have received before NESEP; they will command a higher place for themselves after retirement if they choose to pursue a second career.

The four years of hard work invested by these men and their families has enhanced their careers and changed their lives by opening to them many doors and showing them many avenues previously unknown.

—John B. Mayo, Jr., LT USN

### You'll Find NESEP Located on 22 Campuses

Choose your college:

Auburn University  
Auburn, Ala.

Colorado, University of  
Boulder, Colo.

Idaho, University of  
Moscow, Idaho

Kansas, University of  
Lawrence, Kans.

Louisville, University of  
Louisville, Ky.

Marquette University  
Milwaukee, Wisc.

Massachusetts Institute of Tech-  
nology

Cambridge, Mass.

Miami University  
Oxford, Ohio

Mississippi, University of  
Oxford, Miss.

Missouri, University of  
Columbia, Mo.

Nebraska, University of

Lincoln, Neb.

New Mexico, University of  
Albuquerque, N. M.

North Carolina, University of  
Chapel Hill, N.C.

North Carolina State College  
Raleigh, N.C.

Oklahoma, University of  
Norman, Okla.

Pennsylvania State University  
University Park, Pa.

Purdue University  
West Lafayette, Ind.

Stanford University  
Stanford, Calif.

Texas, University of  
Austin, Texas

Utah, University of  
Salt Lake City, Utah

Vanderbilt University  
Nashville, Tenn.

Washington, University of  
Seattle, Wash.



## Seabees Shape Up to Ship Out

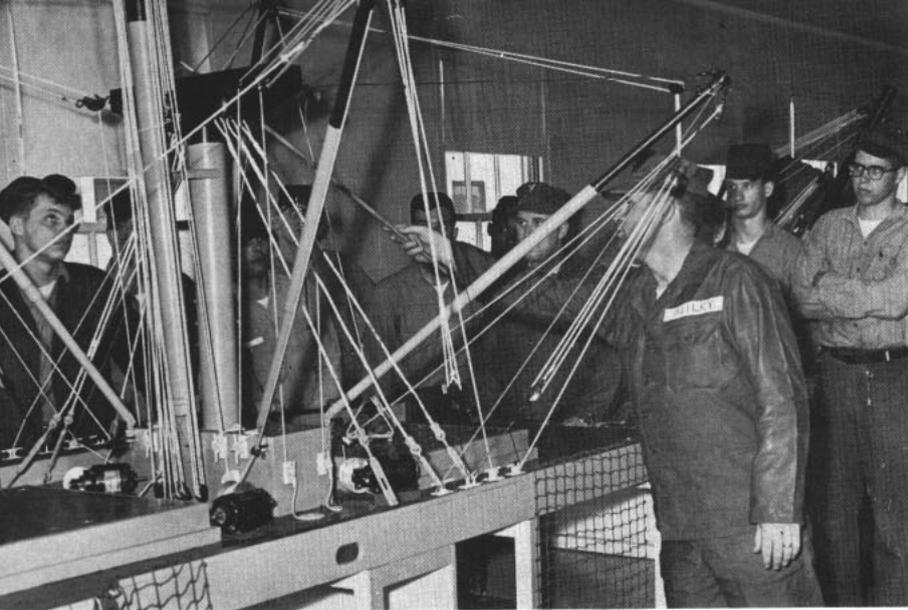
**T**HE OPERATION ORDER read: "Attack, seize, occupy and defend hill 500." Vietnam? No, this was Ventura County's Camarillo Oak Grove Park in California. The orders were directed toward U. S. Naval Mobile Construction Battalion Ten, engaged in a military training exercise to help prepare them for deployment.

For each of the mobile construction battalions at Port Hueneme this exercise marks the beginning of the battalion-wide coordination of military training received at the Seabee base. The lessons learned and the weak points uncovered in the exercise are the subject of further training with the Marines.

Following training at Camp Pendleton MCB-10 deployed to Vietnam to relieve MCB-5. MCB-5 returned to its home port at the U. S. Naval Construction Battalion Center.

*Clockwise from Upper Left:* (1) R. B. Duthie, CEW3, and C. D. Schmult CN, (rt.) move up hill 500 under cover of terrain. (2) R. D. Johnson, ETN3, of MCB-10 operates switchboard. (3) Cloud of smoke simulates antipersonnel mine during combat exercises. (4) Members of Delta Company, MCB-10, leave staging area en route to assault on hill 500. (5) R. G. Brown, CA, communicator for MCB-10 Security Company, sends message.





"SWAMP FOX" Wilbur Bailey, BM1, gives instruction on rigging. Rt: Boatswain's mates receive refresher training.

## Needed: A Battalion of Cargo

**L**AST JUNE found Da Nang Harbor jammed with cargo ships carrying material for U. S. efforts in Vietnam. To get things moving, the Navy's Cargo Handling Battalion One was called in to help get the needed cargo to the beach.

Within a 24-hour notice a detachment of four officers and 140 men from the battalion at Norfolk shouldered their war bags and were airborne for Vietnam.

CHB-1 is the Navy's only fully operational cargo handling battalion in the Atlantic Fleet. Composed of eight officers and 216 men, it is on constant standby status to meet commitments throughout the world.

As stevedores they are the Navy's experts in loading-out and offloading Navy and merchant cargo ships. In the case of the Da Nang deployment they not only helped unload, but supervised U.S. and Vietnamese men to do the job.

A sister battalion in the Pacific, CHB-2 which is normally home-based at Subic Bay in the Philippines, is now deployed to Vietnam.

CHB-1 traces its history back to World War II when such battalions were created to set up supply bases in the forward areas of the Pacific campaigns. After the war, these were disestablished; however, some Navy projects still needed stevedore work, and in October 1949, Cargo Handling Battalion One was commissioned.

Not only is the battalion operational, but it serves two other purposes: to train Fleet, Reserve, and Bureau of Naval Personnel assigned men, and to serve as a prototype for Navy planners should more battalions need establishing.

The battalion is a tenant command at the Norfolk Naval Supply Center's Cheatham Annex.

**T**HERE ARE virtually no disciplinary problems and retention is high, even though the mission often calls for many personal sacrifices.

Most battalion members like their work because of the excitement. One such sailor, Seaman Charles L. Gurney, volunteers for every deployment.

"I've been to Antarctica twice and to Vietnam," said Gurney, who is a baker while at Cheatham.

Everyone in the battalion, like Gurney, leads two lives. While deployed they are stevedores, but when at home they either instruct or work at general tasks around the battalion headquarters.

The battalion's officers are Supply Corps, except for one Civil Engineer Corps officer. The enlisted men are about 65 per cent boatswain's mates, 25 per cent Seabees, and 10 per cent administrative and clerical.

Probably nowhere else in the Navy is there a greater concentra-

tion of boatswain's mates, though they are not easily recognized because of their green working fatigue uniforms. While at "home" the senior BMs are instructors.

The Seabees maintain all the battalion's vehicles and heavy equipment and operate them in the field. Come also lend a hand in instructing trainees in shoring and lashing cargo.

**A**LTHOUGH they can be ordered anywhere, anytime, there are some standard types of deployment. These include loading-out and offloading ammunition ships at East Coast ports and handling cargo for amphibious type ships in support of the Atlantic Fleet Marine Force.

The battalion sends two detachments annually to Operation Deep Freeze in Antarctica to work with air and ship cargo and to transport supplies to inland dumps.

The battalion is also called on to support large scale amphibious operations, such as Steel Pike in 1964 off Spain. In that instance a 175-man detachment, berthed in an LST offshore, went aboard chartered merchant ships to offload material for the Marines in the exercise.

Trainees who are assigned to the battalion have to be conditioned for the rigors of stevedore work. For eight weeks the fledgling stevedores, many of whom come from recruit



INSTRUCTORS ponder training board.

# Handlers

training, are instructed in cargo handling, small arms and the elements of guerrilla warfare.

"We emphasize physical fitness," said Boatswain's Mate First Class William J. Bailey, better known to his fellow instructors as "Swamp Fox." "Often we get men who cannot even do two or three push-ups. In order to make the grade here a man has to be in good shape."

Swamp Fox is also the "head aggressor" during a two-night bivouac at the end of training period. On the two nights the trainees set up a base in the woods and establish a defense perimeter.

**F**OR TWO WEEKS before the bivouac the new stevedores have been in their military phase of training and now must demonstrate what they have learned.

The aggressors are, numerous and the harassment is plentiful. No blood flows from injuries, but white flour marks the man who becomes a battle casualty. The aggressors are, of course, instructors and old-hand stevedores led by Swamp Fox and armed with small flour bags for ammunition.

The first part of the trainees' eight-week course consists of instruction in handling various materials, operating cargo equipment, and dock work.

Since the greater part of their



FLEDGLING STEVEDORES practice running loaded forklifts on obstacle course.

work will be aboard ships, they are given extensive training in marlin-spike seamanship, shoring and lashing, cargo stowage and winch operation.

The battalion grounds have a "working cargo station" complete with kingpost, booms, steam winches and a hold that enables the trainees to get on-the-job training at Cheatham.

For realistic training, several times a year the stevedores and trainees load-out a merchant or MSTs ship at Cheatham. It is at the Annex that the bulk of the Supply Center's refrigerated food stock is kept for overseas shipment.

In addition to the men assigned to the battalion, trainees come from many sources. When operations schedules allow, deck personnel from Atlantic Service Force reefers

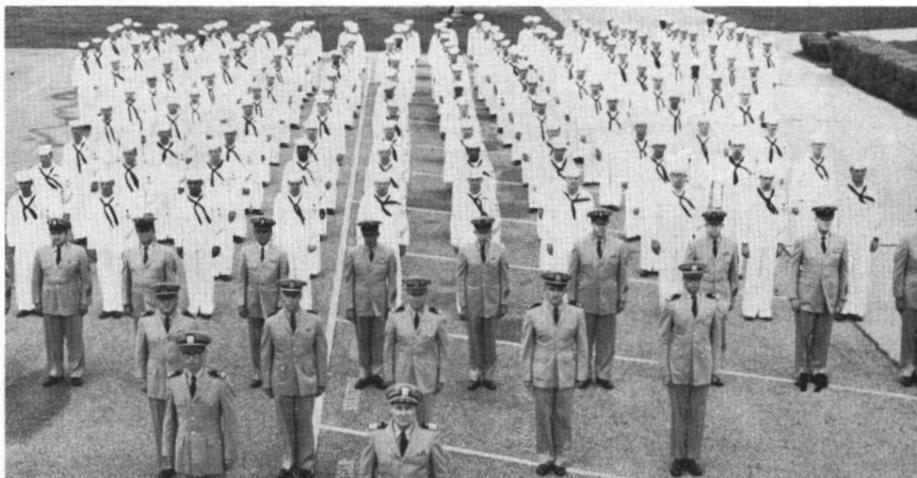
and ammunition ships attend one- to two-week courses.

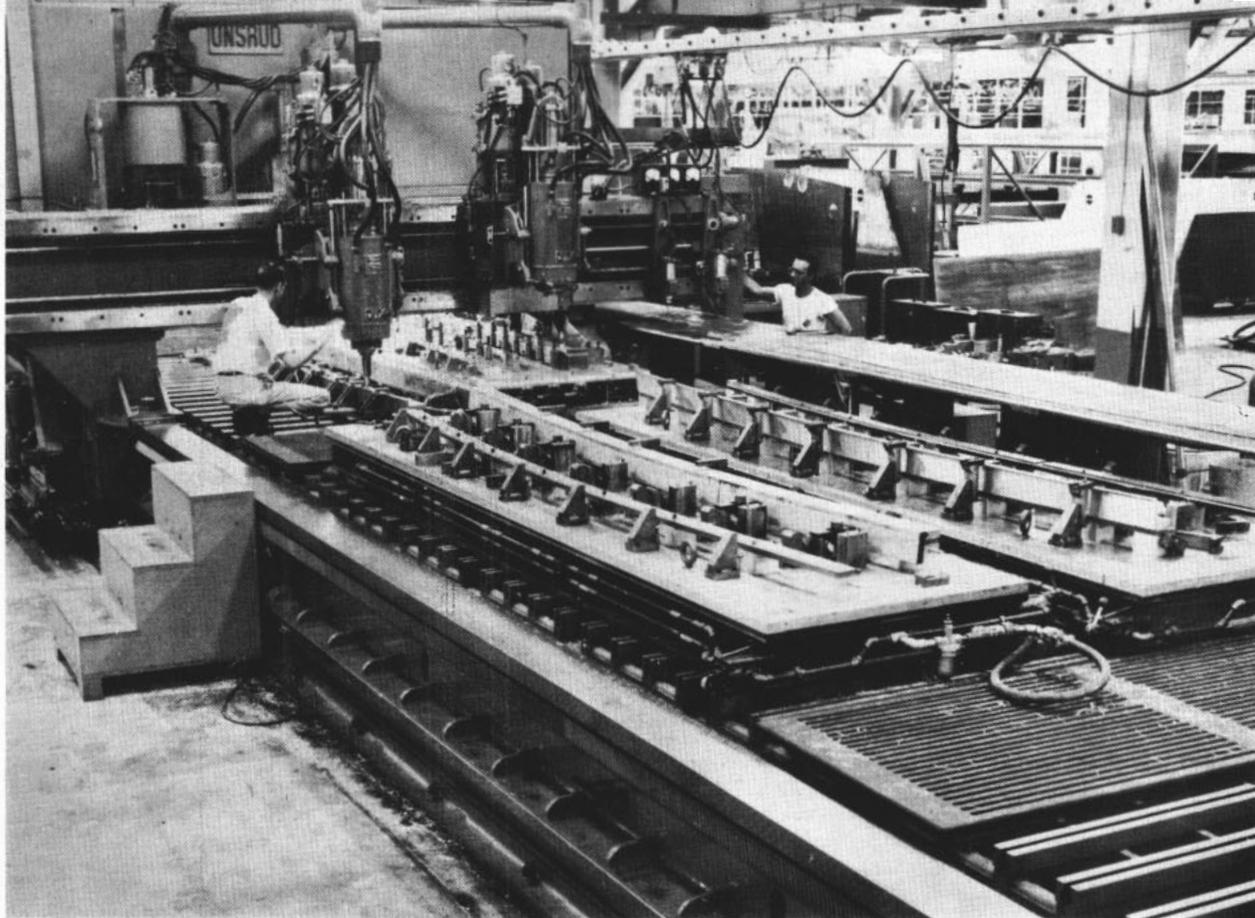
A special four-week course is conducted periodically throughout the year for senior boatswain's mates who are being transferred from sea to shore duty. Selected by the Bureau of Personnel, these sailors are given refresher training in shipboard cargo handling.

Should the need for experienced cargo supervisors arise anywhere in the Navy, these stevedores can be recalled from their shore duty to beef up a cargo handling battalion.

Another part of the battalion's training program is for Reserve Supply Corps officers. This two-week course qualifies the officers, among other things, to act as safety officers aboard cargo ships should they be mobilized. —Bill Weesner, J01, USN. —Photos by George Mohan, PH2, USN

BATTALION was together (for below picture) for first time in five years.





DIPEC DEAL—This mill used in making aircraft skins is available through Defense Industrial Plant Equipment Center.

## SAVED: A COOL \$100

**I**F YOU'RE IN the business of building, testing or maintaining weapons or virtually any other Navy equipment, it is to your advantage to become acquainted with a relatively new Defense center at Memphis, Tenn.

Called DIPEC (pronounced "dye-peck"), the Defense Industrial Plant Equipment Center is now responsible for redistributing Defense-owned idle industrial plant equipment. The center is a field activity of the Defense Supply Agency.

What kind of equipment is handled by DIPEC? It includes those high value items of metalworking, electrical-electronic and general purpose plant equipment owned by the Department of Defense.

If you happen to need a new item, Defense policy requires a "preprocurement screening" of the DIPEC idle inventory.

Much of the DOD-owned indus-

trial plant equipment is in use in defense contractor plants, or at military bases, naval stations and even aboard ship. When an assignment is completed and the equipment becomes idle, it is directed by DIPEC to another user or is moved into one of the several DIPEC-operated storage/rebuild sites to be made ready for another user.

The total active and idle inventory of equipment recorded at DIPEC amounts to \$3.5 billion. The Navy, as well as the other members of the armed services, is cutting costs by obtaining equipment through DIPEC instead of buying new items.

**F**OR EXAMPLE, the Naval Air Engineering Center at Philadelphia needed an altitude test chamber for a Naval Air Systems Command (formerly BuWeps) program. Their request was sent to DIPEC for screening. An item of this type had

been declared idle by a defense contractor, also located in Philadelphia. It was promptly sent to the Center. If the Navy had been forced to buy a new chamber, it would have cost more than \$130,000.

A roller hearth furnace was requested by an aircraft manufacturer in East Hartford, Conn., for use under a Navy contract. The Naval Air Systems Command agreed that an idle furnace at a DIPEC storage site would serve the purpose, and DIPEC ordered immediate shipment of the equipment to the aircraft plant.

A boring and turning machine was needed by another manufacturer at Minneapolis, also for use on a Navy contract. Such an item, located at Cheektowaga, N. Y., had been declared idle and was shipped directly to the contractor.

Another example of the manner in which the new Defense Center is

able to help the armed services is its success in locating a boring and turning machine requested by the Philadelphia Naval Shipyard. A government contractor had declared such an item idle in Vermont. DIPEC sent it to the shipyard in short order. This example of togetherness saved a tidy \$126,025, plus a tidy amount of paperwork and time.

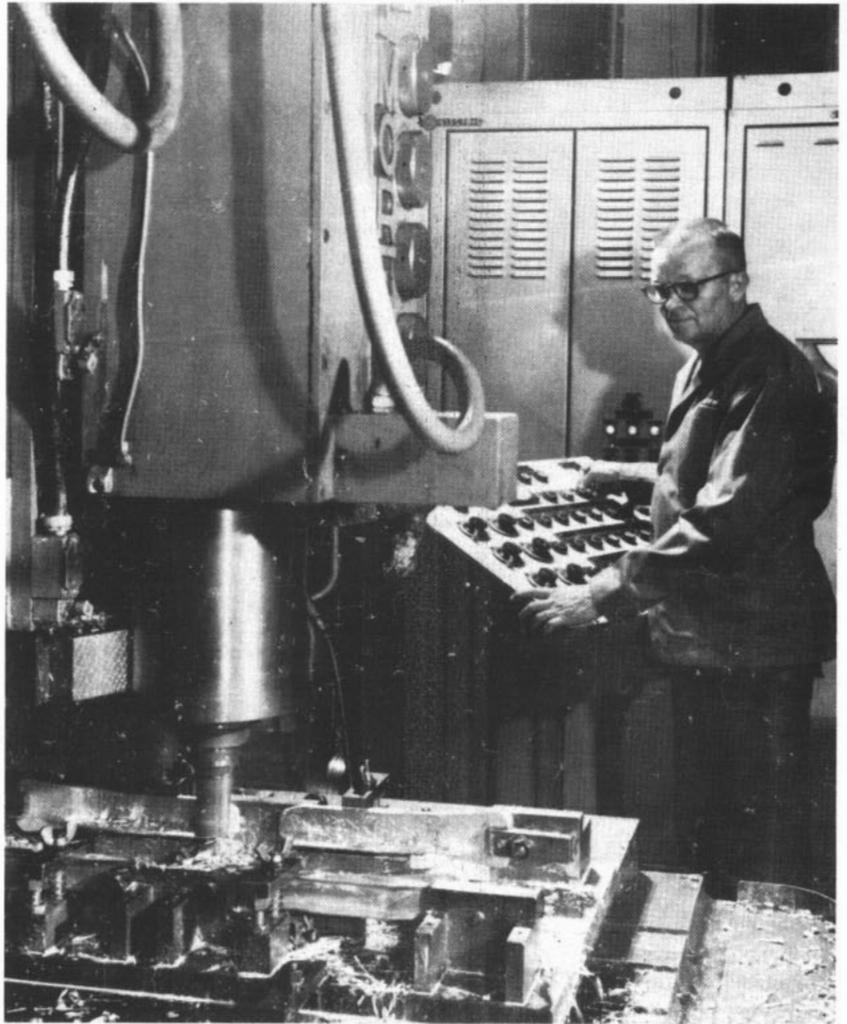
**A**LL BRANCHES of the military continually examine DIPEC inventories in search of machinery. Since the center concerns itself only with items valued at \$1000 and above, the savings effected by supplying such equipment can climb to an impressive figure.

Whether you're looking for a 250-ton mechanical press, forging hammer, boring machine, lathe, or other hard-to-find item, a visit or call to DIPEC in Memphis might save money.

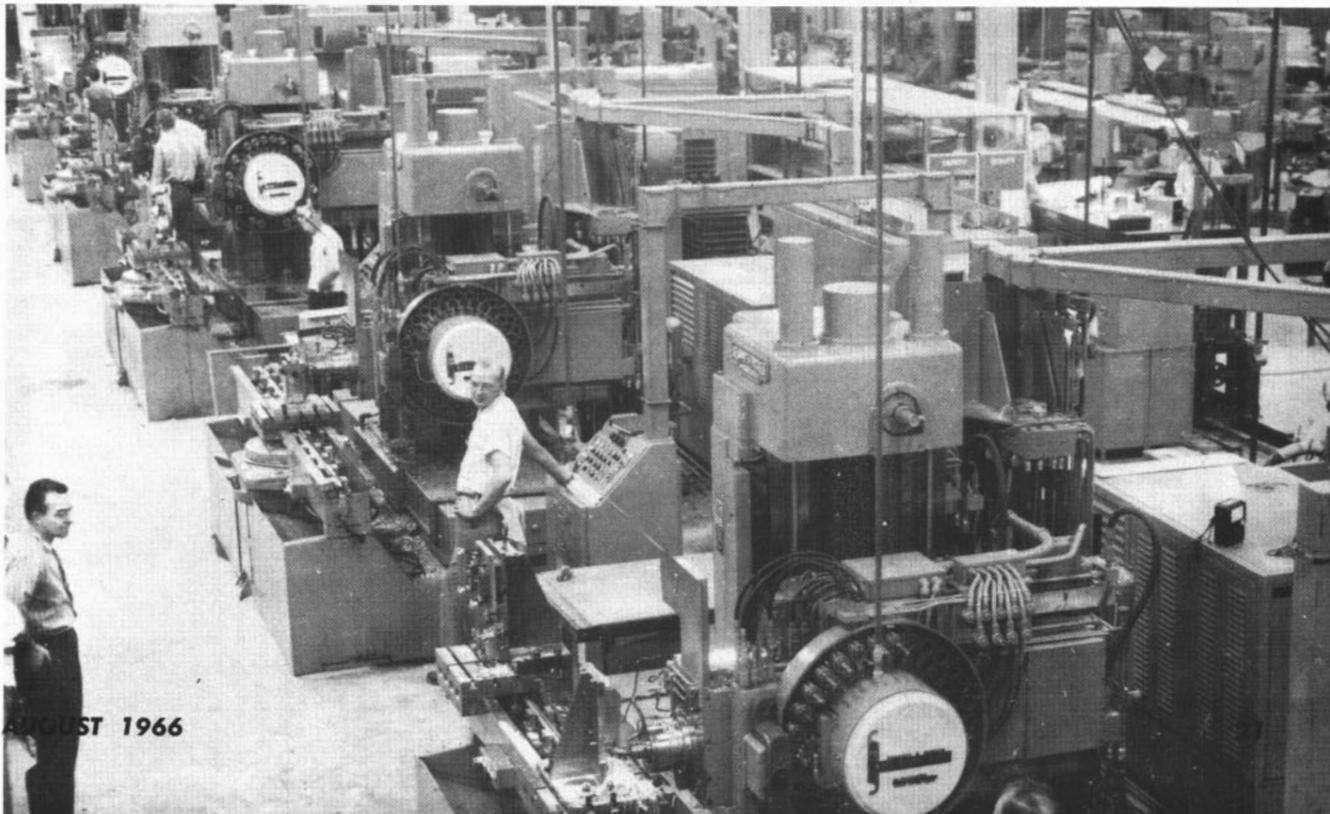
During the first nine months of fiscal year 1966, DIPEC posted savings for the military departments in excess of \$100 million under the DOD Cost Reduction Program.

DIPEC, as a major field activity of the Defense Supply Agency, reports to Agency Director Vice Admiral Joseph M. Lyle, SC, USN.

# MILLION



**BIG DEALS**—Located in Memphis, DIPEC is saving U.S. many dollars by redistributing Defense-owned industrial machinery like complex gear shown here.



ST 1966

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ACTIVE—Gasoline tanker *USS Elkhorn* had busy cruise off coast of Vietnam.

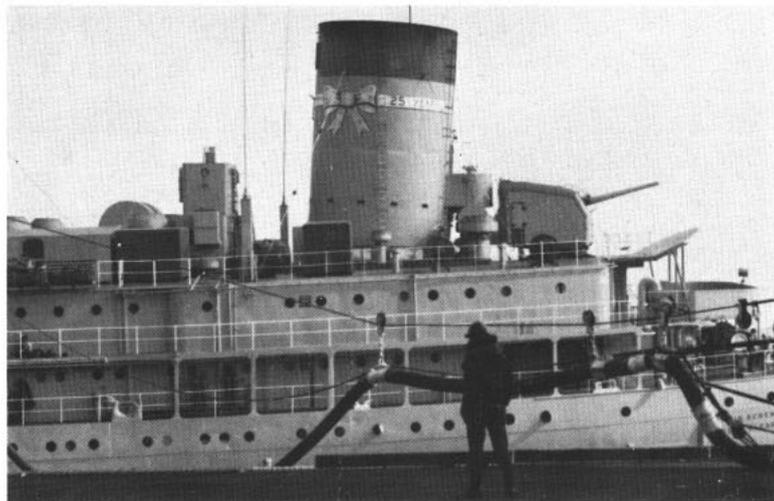
## *Salamonie* Has Two Bows

Wearing a silver bow (not to be confused with wide bow)—this one on her stack to commemorate her 25th year of continuous active service, *uss Salamonie* (AO 26) presented quite a quaint appearance as she entered Naples, Italy, harbor. The Sixth Fleet oiler then became a center of attraction for some partisan Navy officers.

Included in the group who came aboard to pay homage was Rear Admiral Philip A. Beshany,

uss, now Chief of Staff for Logistics at Allied Forces Southern Command in Naples. Admiral Beshany commanded *Sal* five years ago, when she celebrated her 20th anniversary—a ceremony that also took place in Naples.

The ship's present CO, Captain L. W. Hay, USN, chose the stack design from several submitted as the most appropriate for the fleet old lady of the Fleet (who, incidentally, seems to have a strong attraction for Naples).



## New Construction

Three ships have been launched, one commissioned, and another has had its keel laid.

The destroyer tender *Samuel Gompers* (AD 37) was launched at Bremerton, Wash., first of its type built since 1945. When commissioned next year, *Gompers* will provide support facilities for all destroyer-type ships. In addition to the normal supply and repair jobs, she will provide support to missile systems, antisubmarine warfare weaponry, advanced communication and electronic systems, and nuclear propulsion plants.

*Gompers* is 644 feet long, has an 85-foot beam, and displaces 20,500 tons fully loaded. Her armament consists of a single 5-inch/38 caliber gun, and six 50 caliber machine guns.

*Samuel Gompers*, for whom the ship is named, was the first president of the American Federation of Labor, and served as such until his death in 1924.

Also launched was the amphibious transport dock *Cleveland* (LPD 7), at Pascagoula, Miss. She is 570 feet long and has a displacement of 16,500 tons fully loaded. She is scheduled to be commissioned in December.

The 40th fleet ballistic missile submarine *Francis Scott Key* (SSBN 657) was launched at Groton, Conn. With her launching the FBM submarine program now includes 35 commissioned, five launched but not commissioned, and one under construction. *Key* is scheduled to be commissioned in December.

*uss Fox* (DLG 33) was commissioned. A *Wainwright* class guided missile frigate, she is 547 feet long, 55 feet wide, with a full-load displacement of 7900 tons. Her armament includes antisubmarine rockets (*Asroc*), *Terrier* anti-air missiles, a 5-inch/54 caliber gun, two 3-inch/50 caliber machine guns, Mark 25 and Mark 32 torpedo tubes, and *Dash*.

*Fox* is the first ship assigned to the Pacific Fleet (San Diego) that can launch both *Asroc* and *Terrier* from the same launching system. She carries the latest sonar and radar equip-

ment, and is equipped with NTDS computers.

The keel was laid for the submarine tender AS 36 at Quincy, Mass. It will be named for Lawrence York Spear, a pioneer in submarine development.

A graduate of the Naval Academy, Spear left the Navy in 1902 to join a firm involved in building some of the Navy's first submarines. His contributions to submarine engineering include the partial double hull, which makes deep-diving submarines possible, and the welded hull, which replaced the riveted version. He died in 1950.

AS 36 is the first of a new class of tenders for nuclear attack submarines. Designed to provide logistic support for 12 attack craft and alongside services to another four, the ship will be 644 feet long and displace 22,640 tons fully loaded.

### New Stern Look for *Muliphen*

Because her commanding officer worried about taking so long to get C rations to troops ashore, *uss Muliphen* (AKA 61) has added a bustle to her stern.

A portable cargo platform causes *Muliphen* to look considerably different from her sister ships in the Atlantic Fleet. It also can reduce considerably the time once needed to deliver high priority cargo.

She doesn't always reveal her stern platform, which looks like a helicopter deck, but isn't. When she chooses, she stows it in a cargo hold. It can be shed in two and one-half hours; replaced within five.

*Muliphen's* CO, Captain Leonard M. Nearman, who also happens to be a naval aviator, originated the idea. The idea seems to work, so far. As CAPT Nearman sees it, the platform can be used during all phases of an amphibious operation, as well as during rapid underway replenishments at sea. To date, helicopters have hovered with apparent ease over the cargo platform as the ship dispatched, via vertrep, cargo, light freight and people.

Helicopters that will lift the cargo can come from nine other ships within the Amphibious Force. These include amphibious assault ships such as *uss Guam* (LPH 9), the amphibious command ship *Pocono* (AGC 16) and the amphibious transport dock *Raleigh* (LPD 1).

Weighing about 5000 pounds, the platform does not noticeably change *Muliphen's* seaworthiness and stabil-



SLEEK AND NEW amphibious transport dock *USS Duluth* (LPD 6) rests beside Norfolk pier. Crew is undergoing training before transfer to the Pacific Fleet.

ity. It is located so the ship's regular cargo booms can be used to handle loads.

The platform is not a helicopter landing platform nor is it intended for that purpose. It is designed to accommodate standard helicopter cargo loads under slight to moderate sea and wind conditions. When not in use, it is stowed below decks. A portable nylon safety net, similar in design to that of permanently installed platforms, is rigged on the outboard and rear of the platform when in use.

"There's still plenty of life in *Muliphen* and the other 20-year old APAs and AKAs," says *Muliphen's* skipper. "This just helps to prove it."

### Miss America Is Beautiful

One of the most popular passengers aboard *uss America* (CVA 66) is Miss America. This Miss America didn't receive her title at Atlantic City and her vital statistics (weight 21,500 pounds) wouldn't win the diadem at any beauty pageant. She is, nevertheless, a mighty popular gal aboard the 77,600-ton warship.

Miss America is a plane—a twin-engine C-1A *Trader*. She is, in fact, the only plane the carrier can call her own. All the other aircraft on board are assigned to the ship's embarked air wing.

Miss America proves her worth daily serving the ship and her crew. Sometimes there are emergencies—some more pressing than others.

There was the time, for instance, when 1000 of the carrier's crew members were stranded ashore at Livorno, Italy, because rough weather in the bay had put the ship's utility boats out of action.

Miss America pitched in to help the choppers of Helicopter Combat Support Squadron Two. Within the next 12 hours, she had made 13 arrested landings, bringing aboard 35 passengers and two tons of cargo and mail.

Cargo and mail, in fact, are a big part of Miss America's job since she is the principal means of speeding the crew's letters on the first leg to their destination.

Miss America has also been known to make emergency runs carrying whole blood when it was needed and to take members of *uss America's* crew ashore on emergency leave.

For 30 pilots on board the carrier, Miss America is also the means for logging flying time. Needless to say, this requirement keeps the plane's five-man crew pretty much on the run.

Although Miss America's crew must be ready to fly on short notice almost any time during the day or night, there are compensations. At sea, in the Mediterranean, the plane is often used to ferry personnel to ports in advance of the carrier's arrival. What better way for Miss America's five crew members to get a head start on their shore leave?

—Mike Cleveland, J03, USN



CAREER COUNSELORS aboard *USS Hassayampa* (AO 145) brief CO on retention efforts being carried out aboard the ship. *Hassayampa* has 13 POs on collateral duty as counselors in effort to raise her reenlistment percentages.

**Seagoing Counselors**

E-f-f-o-r-t is the key to a successful career counseling program in *uss Hassayampa* (AO 145). Crewmembers in this Pearl Harbor-based Fleet oiler are engaged in an energetic drive to boost the retention rate of fellow Navymen—especially those completing their first enlistment.

Thirteen *Hassayampa* senior petty officers, after completing a course on career information and counseling, are now assigned collateral duties as counselors. They personally approach other crewmembers regarding career prospects and benefits. Their goal is to describe the opportunities available to an individual so he has better information on which to base his decision for the future.

Coordinating this effort is a senior chief personnelman, who was assigned to the ship by BuPers as a

**New Orleans Revisited After the Storm**

New Orleans was reminded briefly of Navy efforts in the 1965 Hurricane Betsy disaster as Navymen from U. S. Naval Air Station, New Orleans received recognition in a recent ceremony.

Captain (then Commander) Phillip T. Bankston, USNR, received a gold star in lieu of a subsequent Air Medal for piloting a Navy helicopter to the rescue of 324 people on 10-11 September, despite turbulent winds, low ceilings, heavy rain and poor visibility.

Captain (then Commander) Joseph T. Katz, USNR, was given an Air Medal for evacuating 49 persons from the flooded area. He piloted his helicopter perilously close to power lines, trees and other obstructions while positioning the aircraft for the hoisting of stranded survivors.

A third Air Medal went to Lieutenant Commander David E. Musselman, USNR, who was pilot of a helicopter which rescued 526 persons from the flood in a two-day period.

Coast Guard Commendation Medals were given to:

- Elmwood E. Bauer, Aviation Structural Mechanic (Structures) 1st Class, USNR, for directing the pilot of a helicopter around various hazards and aiding the pilot in making hazardous approaches to disaster victims. During the flights, Bauer hoisted 87 people aboard.

- Leonard C. Brondum, Jr., Aviation Machinist's Mate (Reciprocating) 1st Class, USNR, for aiding his pilot during their flights and hoisting 34 people into the aircraft.

- Milton W. Grimes, Aviation Machinist's Mate (Reciprocating) 1st Class, USNR, for directing his pilot during approaches over rooftops in the flooded area and for hoisting 12 people aboard the helicopter. On one occasion Grimes was lowered on the hoist to help another person aboard.

- Jack E. Stice, Aviation Anti-submarine Warfare Technician 1st Class, USNR, for aiding the pilot of a helicopter during flight and for the rescue of 230 survivors of the disaster.

- Lieutenant Commander David E. Turner, USNR, as copilot of LCDR Musselman's helicopter. During the missions, LCDR Turner alternated with the pilot in making hoist and hover pickups from dangerously confined spaces.

A Coast Guard Letter of Commendation went to Captain William F. Chaires, USN, commanding officer of the air station, for his service as copilot of one of the helicopters during an evacuation of 14 people from a school rooftop. When the aircraft crashed in 10 feet of water, due to a mechanical failure, CAPT Chaires opened the emergency hatches in the passenger compartment, permitting everyone

to get out of the aircraft safely.

Captain Katz was also given a plaque by the mayor of New Orleans.

Three others, copilots Lieutenant Commanders Robert Weygand and Walter Kuefel, and aircrewman Charles E. Butler, Aviation Machinist's Mate (Reciprocating) 2nd Class, USNR, were not present to receive Coast Guard Commendation Medals, but will be given them at a later date.

Rear Admiral Pierre N. Charbonnet, commandant of the Eighth Naval District, made the presentations. Rear Admiral James D. Craik, USCG, commander of the Eighth Coast Guard District, was also present at the ceremony.

The New Orleans-based destroyer *uss Hyman* (DD 732) was also awarded a letter of commendation at a later date from the Commandant of the Coast Guard for her work in helping to locate a sunken chlorine barge in the aftermath of Hurricane Betsy.

The barge sank in the Mississippi River near Baton Rouge during the storm and the possibility of escaping gas posed a serious threat to the city for several days. *Hyman* used her sonar to search the river bottom and directed Navy aircraft during the five-day search. The barge was found and has since been recovered from the river (see ALL HANDS, December 1965, page 2).

full-time career counselor, to assist the commanding officer in evaluating the effectiveness of the Career Information counseling concept.

Prospective reenlistees are advised on special schools, bonuses, fringe benefits, promotion opportunities and other advantages of making a career in the Navy.

*Hassayampa's* skipper likes this approach of putting many heads together to obtain the desired results. As might be expected, successful career counseling programs reflect the personal interest of commanding officers and other officers and petty officers on board.

### **Tortuga on Station**

The landing ship dock *uss Tortuga* (LSD 26) recently relieved *uss Belle Grove* (LSD 2) as support ship for river patrol boats in the Rung Sat Special Zone, an area starting eight miles south of Saigon and extending to the South China Sea.

There wasn't much time for a ceremony. The first day her river patrol boats made several night patrols, and she launched five helicopter reconnaissance flights and one helicopter strike against the Viet Cong.

These patrol boats have reportedly been highly successful in preventing the Viet Cong from crossing the rivers in the area at night. The Navy boats work with Coast Guard and Vietnamese Navy units on patrols.

The helicopter strike, launched just before 2000, apparently succeeded in eliminating several Viet Cong.

*Tortuga* is an ideal ship for river patrol operations. Her well deck, which extends forward over 390 feet from the stern tailgate, will accommodate most types of landing craft and small boats.

The addition of a superdeck over the after part of the well deck allows *Tortuga* and other LSDs to serve as floating bases for helicopters, which, of course, are the latest thing in amphibious warfare.

### **Festival at Shimoda**

One fine day in Shimoda 112 years ago, the local citizens looked out at their harbor to find four black ships anchored there. The ships, of course, were commanded by Commodore Matthew C. Perry, who was responsible for ending Japan's centuries of isolation.

The occasion is still celebrated each year in Shimoda and, this year, the U. S. Navy was represented by



KEARSARGE marchers are reviewed, Armed Forces Day Parade, Torrance, Cal.

*uss Coontz* (DLG 9) and *Rogers* (DD 876).

Salutes were fired, speeches were made and there were parades, baseball games and receptions. During the observance, five Navymen in Perry's crew who died in Shimoda were honored by wreath-laying ceremonies in which both United States and Japanese officials took part.

### **George Washington Fires A-3**

*USS George Washington* (SSBN 598) observed an anniversary of sorts recently when she fired her first A-3 *Polaris* missile from beneath the sea off Cape Kennedy.

*George Washington* was, of course, the first submarine ever to fire a ballistic missile while submerged. The missile was the A-1

**HIGH UP RE-UP**—Ronnie C. Glass, Air Controlman 2nd Class, is given reenlistment oath in NAS Whiting Field control tower, where he is a section leader.



**Memories of Nimitz**

His illustrious naval career began in September 1901, when he was 16 and one-half years old and entered the Naval Academy as a midshipman. Still on active duty when he died more than 64 years later, he had no qualified challengers for the title of "Navyman with the most years of continuous active duty," and he had served his last 21 years as a Fleet Admiral.

The reference could be to none other than the late Fleet Admiral Chester W. Nimitz, USN, whose dedication and accomplishments marked him as one of the great naval leaders of all time.

Personal memories of our national heroes fade with the passing of generations, then are superseded by the historian's portraiture. Now

is the opportune time to collect all available memorabilia of Fleet Admiral Nimitz, to preserve properly or record them for future generations.

The Director of Naval History has an excellent collection of correspondence, documents and personal effects of Fleet Admiral Nimitz and would like to round it out further, adding as much as possible.

If you have anything to offer, be it in the form of recollections, copies of correspondence, reminiscences, reflections or comments about Fleet Admiral Nimitz during any phase of his career, please address your response to: Director of Naval History, Navy Department, Washington, D. C. 20350.

version of *Polaris* which had a range of 1200 nautical miles.

Although the A-3 missile has been operational for some time, *George Washington* only recently completed the extensive overhaul which gave her the capability of firing the weapon.

As *George Washington* returns to sea on her sixteenth deterrent patrol, her missile firing capability will have increased by more than one thousand nautical miles since that day she fired her first *Polaris* missile only six short years ago.

**Tappahannock Recommissioned**

The Fleet oiler *uss Tappahannock* (AO 43), a veteran of nearly every major campaign in the Pacific during World War II, was recommissioned recently at New Orleans.

An in-again, out-again ship, *Tappahannock* is being put in commission for the fourth time in her long and distinguished career. She was first commissioned 22 Jun 1942, and shortly thereafter began her wartime replenishment activities which were to earn her nine battle stars.

*Tappahannock's* refueling jobs took her all over the Pacific, and she participated in such famous operations as the Gilberts campaign, the Marshalls campaign (including the battle of the Philippine Sea and the capture of Tinian and Guam), the Leyte invasion landings, the liberation of the Philippine Islands, and the capture of Okinawa.

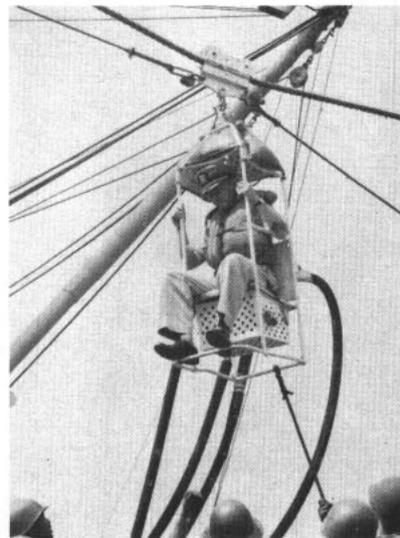
Near the end of the war, *Tappa-*

*hannock* rendezvoused off the coast of Japan with the carrier task group of the Third Fleet which was conducting air strikes on Japan.

She was decommissioned at San Diego 1 Jun 1950, recommissioned 4 Jan 1951, decommissioned 23 Dec 1954, recommissioned 12 Dec 1956, decommissioned 18 Nov 1957, and recommissioned 31 May 1966.

*Tappahannock* is manned by a crew of 14 officers and 263 enlisted men. She is 520 feet long, with a beam of 68 feet. She is designed for a speed of 18 knots, and her liquid fuel capacity is nine million gallons.

END OF THE LINE—Rear Admiral W. H. Baumberger, COMCRUDESPEC, is brought aboard cruiser *Topeka* during visit to ships in Vietnam waters.



**The 'Fighting Saint'**

The only all-gun heavy cruiser in the Pacific Fleet recently celebrated her 21st birthday, coming of age after a career which so far has involved her in World War II, the Korean conflict and the present action in the South China Sea. *uss Saint Paul* (CA 73) has played a distinguished role in both the wartime and peacetime Navy.

For two years before entering the Long Beach Naval Shipyard recently for overhaul, the "fighting saint" was flagship for Commander First Fleet. Her activities during this period carried her to such ports as Pearl Harbor, San Francisco, Portland, Seattle and Vancouver, British Columbia.

During her first visit to Seattle in 1964, she picked up a contingent of motion picture people to shoot scenes for the film "In Harm's Way." In June 1963 *Saint Paul* participated in a combined naval operation for President John F. Kennedy.

This may appear to be a cushy routine, but *Saint Paul* has not always been so domesticated. Before the First Fleet assignment, the 17,200-ton warship was deployed to WestPac intermittently since World War II. A large portion of this duty in the Far East was spent as flagship for Commander Seventh Fleet.

Routinely patrolling potential trouble spots in WestPac, *Saint Paul* called at Saigon, South Vietnam, in October 1960.

In World War II, *Saint Paul's* activities were brief but eventful. She received her baptism of fire on 29 Jul 1945, during the night bombing of the Japanese home island of Honshu. She remained variously engaged in the area until 9 August, when she fired her last shot in the battle. Shortly afterwards, *Saint Paul* steamed into Tokyo Bay in company with other Fleet units to take part in the surrender ceremonies.

At the outbreak of the Korean conflict, *Saint Paul* was flagship of Commander Cruiser Division One, assigned to patrol the Formosa Straits. She entered directly into the war two months later as part of Task Force 77.

During the first part of the conflict, *Saint Paul* took part in at least two of the major land-sea engagements—the shelling of Wonsan when the communist Chinese entered into action and the 12-day evacuation of Hungnam, culminating

on Christmas Eve 1950. *Saint Paul* was the last United Nations ship to leave the harbor.

Later, the heavy cruiser employed her guns in the two-month-long battle of Angkor Hill, when she and other UN ships shelled the mountain with high explosives 24 hours a day.

Soon an overhauled *Saint Paul* will be back on the line, wherever she is needed, and now that she has become of age, who can predict what new challenges she will accept?

### Hardly Time to Get Wet

If he were a doughnut being dunked, he'd hardly have had time to get soggy. It was that fast.

It happened in the Mediterranean Sea, as the combat stores ship *uss Sylvania* (AFS 2) was replenishing *uss Springfield* (CLG 7) alongside, while two helos shuttled back and forth vertrepping *Saratoga* (CVA 60). A *Springfield* seaman, Ronald W. St. John, was working near the side when a cargo hook snagged his life jacket and flipped him into the water.

Within 10 seconds one of the UH-46A helos was hovering over the swimming sailor. The helo's crew shifted from replenishment to rescue rigging and hauled him aboard. Three minutes had elapsed since he had gone over the side. And another sailor knows why they're called angels.



PILOTS' FRIEND—Copters are doing a great job rescuing pilots off Vietnam.

### A Leader of Leaders

If letters of commendation are a criterion of success, Chief Electrician's Mate Leslie R. Andrew has a good thing going.

Each year, Chief Andrew conducts leadership classes for about 450 men of Submarine Flotilla One aboard the San Diego-based submarine

tender *uss Sperry* (AS 12).

The chief works to achieve several objectives during his two-week course. He wants his students to know the importance of their leadership and he tries to develop dynamic leadership in them. He also aims to keep them more aware of the need for forcefulness, self-expression and an outstanding military bearing.

He generates initiative and teaches his students how to train and supervise their men; instructs them in career progression and caring for the general welfare of their subordinates. Finally, he creates the desire to plan a self-improvement and education program.

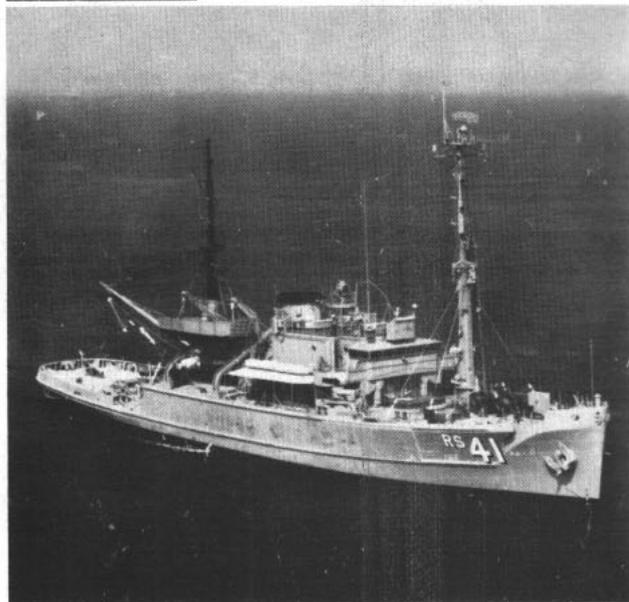
In addition to his leadership curriculum, Chief Andrew has added a course on the United States' position in Vietnam.

Chief Andrew wasn't new to the classroom when he came aboard *Sperry*. He had, in fact, just completed six years of teaching leadership and related subjects. According to the chief, his secret of success is using an adult approach.

Whatever the secret is, according to the Flotilla unit commanding officers, the chief's students are a lot more aware of current events, more active in their studies—and they advance in rate more rapidly than those who haven't had the benefit of the course.

GOING HUNTING—Flight deck crew prepares to move *Tracker* to catapult.





ALL THE WAY EAST—Salvage ship *USS Opportune* (ARS 41) and fleet tug *USS Shakori* (AFT 162) made trip around the world while towing British salvage craft to Philippines for use by U.S. Navy in WestPac salvage operations.

### *Topeka* Crow Hunters

Everybody has a system and the men aboard *uss Topeka* (CLG 8) are no exception. Judging from the results, the system is a good one, for six out of seven *Topeka* yeomen who went crow hunting last February bagged one. They are successful, they say, because of a study program conducted by Lieutenant (jg) Carroll R. Buse.

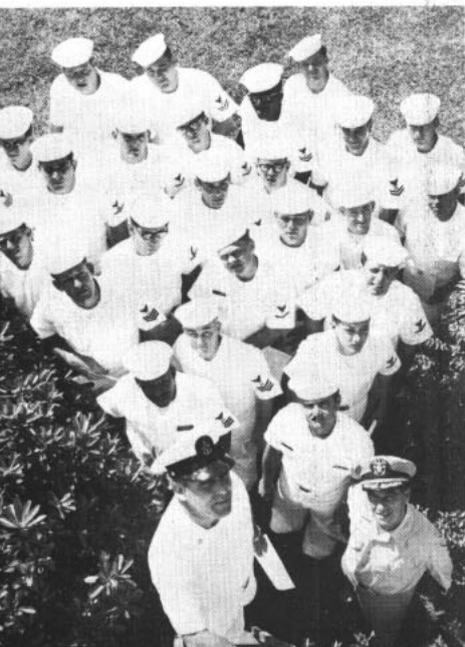
The approach is simple. The lieutenant organizes a group of four to seven men to meet once a week. One man is elected group leader and the study material is divided by the number of weeks remaining until

exam time. The last week is left free.

Each man formulates 10 questions from study material assigned to him each week. The material is combined in a test given to the group the following week and the answers to all incorrectly answered questions are thoroughly discussed. The last week of the study period is devoted to a final review.

Although it is too late to put the *Topeka* method into practice for the August exams, the system might be a good idea for the men who missed out on this go-round and for those trying for advancement next February.

THINGS ARE LOOKING UP for 26 men who recently received promotions at NavSta, San Juan, P. R.



### Hand-Cranked Radar

If it's not in the book, you sometimes have to write a new chapter to fit your particular situation.

Such was the case when *uss Cacapon* (AO 52) lost the use of her radar as she was steaming to provide refueling services for amphibious forces engaged in Operation Jackstay off the Vietnam coast. The drive motor which should have kept the antenna turning, didn't.

The shallows around the mouth of the Mekong River are treacherous. *Cacapon* had to have radar. The solution: manpower. A hand crank was rigged, consisting of a pulley with a shaft extension. For several days (and nights) the ship's radar gang took turns climbing to the platform 100 feet above the main deck to turn the radar antenna by hand. *Cacapon* had radar.

### *Severn's* Do-It-Yourselfers

The problem was to update living conditions aboard an oiler which was built in 1944 and looked it. The methods included scavenging, do-it-yourself, and lots of imagination. It began just over a year ago when *uss Severn* (AO 61) entered Boston Naval Shipyard for her regular overhaul.

The first project was to air-condition all messing and berthing spaces. The major problem of financing was overcome by sending a small task force to Bayonne, N. J., where several AGRs were being decommissioned.

While scrounging the air-conditioning equipment, the *Severn* crewmembers checked on the carrier *Franklin* (CVA 13), which was also being salvaged. When they had finished their scavenging—all official and authorized, be it noted—the task force returned to *Severn* with enough CPO-type bunks to replace all the crew's existing canvas ones, plus desks, chests of drawers, mattresses, fans, safes, and so many other goodies that the ship had to get special storage facilities to handle it all.

Next, the crew began to learn interior decoration. A tile-laying team was trained to lay the ship's six colors of tile as fast as they could find a space clear of yard workers for the night. Glistening new decks made the old bulkheads look pretty drab, so decorator colors appeared in place of the haze gray.

New insulation, false overheads, and wood paneling went up. Deck seamen learned to do a professional job of tile-laying; stewards became carpenters. Each day saw new improvements. *Severn* began to look like a home.

Over 200 salvaged fluorescent fixtures replaced light bulbs in all messing, berthing and working spaces. The old barber shop became a beautifully mirrored, tiled, and paneled space, and the laundry received enough equipment to stave off its usual weekly breakdown for another 10 years. Also installed was a steam press for the individual use of the crew.

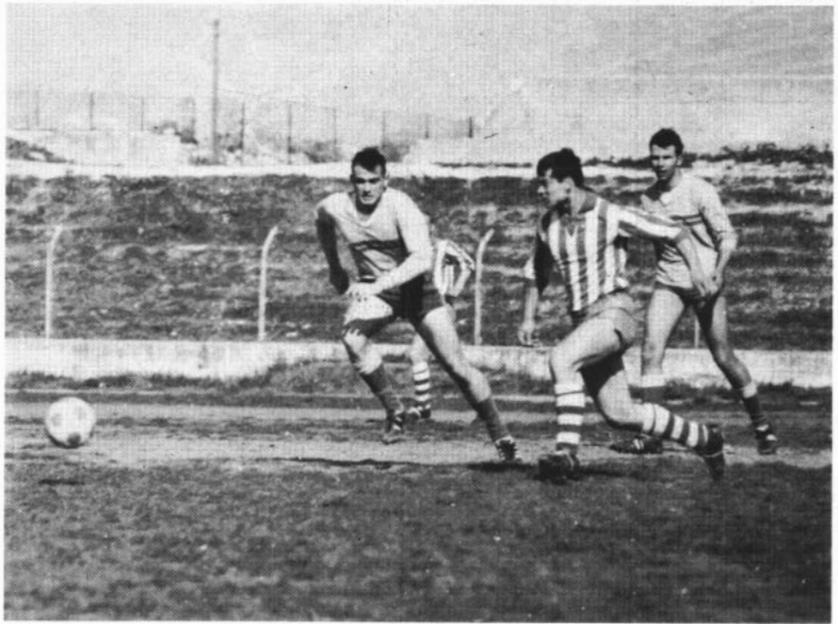
The First Class Lounge was refurbished, and a new library built which would house twice as many books as the old one, and still leave room for a paneled crew's lounge and lecture room. The mess deck was paneled and painted, and a false overhead installed.

Then came privacy screens between bunks, individual bunk lights, diffused overhead lighting, stainless steel ladder treads and kick plates, shower mats, and lots more.

The next *Severn* project was a ship-wide AM-FM stereo entertainment system using radio, stereo tapes and records.

A special feature of the system is the use of stereo control boxes at each man's bunk. These allow individual control of volume and balance of the music which is piped into stereo headphones.

The headsets can be bought at cost through *Severn's* ship's store.



**SPRINGFIELD'S METS**—Two USS *Springfield* Freebooters vie for ball with Yugoslavian player in soccer match. Freebooters now have enviable 1-8 record.

The entire system is the result of off-duty labor by *Severn's* electricians, electronics technicians, radiomen, and shipfitters. The system proved so popular that the first hundred headsets were sold before more could be reordered.

Where did all the material come from? Ingenuity and imagination took the place of money.

- Authorization was obtained from COMSERVLANT, under whose auspices the AGRs were decommissioned, to get the air-conditioning equipment.

- COMNAVAIRLANT authorized the

Service Forces to take what was needed from *Franklin*.

- Penny-pinching OpTar funds allowed *Severn* to do the major part of her rehabilitation.

- The entertainment system components were carefully purchased with an eye to the best quality for the best price out of recreation funds built up from the sale of soft drinks and ice cream.

*Severn* still is not a palace. But she's different.

—Sixten Netzler, LTJG, USN.



**TEAMWORK**—SEATO sailors get instruction on use of jai-alai cestas (baskets).

## Interservice Wrestling

Navymen could muster only one title and one runner-up spot in the 1966 Interservice Wrestling championships held at Ft. Riley, Kans., as the Army team swept top honors with 10 trophies.

Ensign G. F. Franzen, *uss Constellation* (CVA 64), defeated Sp4 Mark Lundberg, 5-10, to win the 213½-pound class.

In the 154-pound category, Ronald Kenworthy SH3, *uss Fechtelor* (DD 870), won a 4-0 decision match over defending Interservice champion Stephen McDowell, SN, to take the runner-up spot.

The only other Navyman defending a crown, Phillip McDowell (Stephen's brother), lost his 138½-pound title in the semifinal round of competition.

No team trophies were given for this year's competition.



Keeping You Up to Date—

# Navy Reorganization

**D**ETAILS of the Navywide reorganization plan, announced in the April issue of *ALL HANDS* (page 43), have been approved by Congress and placed into effect as of 1 May.

As stated at that time, the plan places the Navy's material, medical and personnel supporting organizations under command of the Chief of Naval Operations. It disestablished the Naval Material Support Establishment and, in its place, created the Naval Material Command, with newly defined authority and responsibilities.

The four "material" bureaus—BuShips, BuWeps, BuSandA and BuDocks—were ordered abolished and their functions transferred to the Secretary of the Navy.

In addition to its headquarters, the Naval Material Command will consist of six basic elements: Naval Air Systems Command; Naval Electronic Systems Command; Naval Ship Systems Command; Naval Ordnance Systems Command; Naval Supply Systems Command; and the Naval Facilities Engineering Command.

The Chief of Naval Material, as well as the chiefs of the Bureau of Naval Personnel and the Bureau of Medicine and Surgery will report to the Chief of Naval Operations.

The reorganization will not affect the internal organization of the Marine Corps or alter the traditional relationship between the Chief of Naval Material and the Commandant of the Marine Corps.

Essentially, the functions and responsibilities of each of the Systems Commands which constitute the Naval Material Command are divided into the following categories:

- The Naval Air Systems Command is responsible for all Navy and Marine Corps aircraft including components, fuels and lubricants. Its responsibilities also extend to air-launched weapon systems and their components, but do not include torpedoes and mines except for their airborne features.

The Command is also responsible for airborne elec-

tronics, air-launched underwater sound systems, airborne pyrotechnics, astronautics (including project management of SPASUR), airborne drone and target systems, airborne minesweeping equipment, catapults, arresting gear and visual landing aids, land-based targets for air weapons, photographic and meteorological equipment.

The Naval Air Systems Command is also responsible for the training and support equipment (special and general) for the areas mentioned above, as well as for active and reserve air systems maintenance and support.

- The responsibilities of the Naval Electronic Systems Command extend to shore (ground) electronics except for Marine Corps tactical electronics. They also include certain shipboard electronic equipment (but not antenna systems when not an integral part of the basic equipment and under the system control of the Ship Systems Command), including communications, identification, friend or foe (IFF), electronic countermeasures and navigation aids.

The Electronic Systems Command also furnishes material support to the Air Systems Command for the following electronic equipment: navigation aids, air traffic control and meteorology.

Space program responsibilities of the command include communications satellites and material support of SPASUR.

Among shore-based strategic data systems, the command is responsible for OPCON centers. It is also responsible for: data-link systems which are external to ships and aircraft; radiac equipment; and general-purpose electronic test equipment, common components, techniques and services. It is responsible, too, for electronic systems not otherwise assigned.

- The Naval Ship Systems Command is responsible for ships, submarines, amphibious craft and vehicles, boats, floating drydocks, target ships and craft (including submarines, bathyscaphs, underwater labs and

shelters), rescue chambers and vehicles, hydrofoil craft, ground effects machines, service craft and other surface and subsurface craft of the Navy, degaussing equipment and facilities and ship-related material not otherwise specifically assigned.

It should be noted here, however, that the Ship Systems Command is not responsible for service craft assigned to the Naval Facilities Engineering Command or commissioned (USS) or in-service (USNS) ships administratively assigned to the Military Sea Transportation Service, except for material support directed by the Chief of Naval Operations.

The Command is responsible for propulsion, auxiliary power generating and distribution systems, certain navigation equipment, sonar research, engineering acquisition and support, (subject to the Ordnance Systems Command responsibilities in the areas of programming and control of requirements for ship-mounted sonar), Navy Tactical Data System, minesweeping equipment, antenna design and integration, habitability and environmental control features, materials and appliances for defense against chemical, biological and radiological warfare in ships and other waterborne craft, mine countermeasures (except airborne mine countermeasures), respiratory protective devices, diving equipment, submarine rescue methods and equipment, submarine escape training facilities, supervision of salvage and equiptage for towing and salvaging disabled, sunken and stranded ships and craft.

The Naval Ship Systems Command is also responsible for training material, as appropriate, for the areas of responsibility mentioned above and for any shipborne components and systems not otherwise assigned.

The Naval Ordnance Systems Command is responsible for surface-launched and underwater-launched ordnance, shipboard weapons systems and components of such ordnance including (but not limited to) guns, ammunition, missiles, torpedoes, mines, fire control equipment, fire control radar, weapons direction equipment, fire control switchboards, launchers and expendables, air-launched mines and torpedoes (except airborne aspects thereof), small arms, infantry equipment, harbor defense equipment, ship pyrotechnic devices, demolition materials, seaborne targets (towed or drone), special support equipment and training equipment, as appropriate, for the foregoing.

Also within the responsibility of the Naval Ordnance Systems Command are the programming and control of requirements for ship-mounted sonar and ordnance aspects of three-dimensional radar systems in regard to performance, configuration control and technical characteristics.

Research and exploratory development (non-system oriented) for all explosives, propellants and actuating technology therefor are included in Naval Ordnance Systems Command responsibilities as is explosive ordnance demolition.

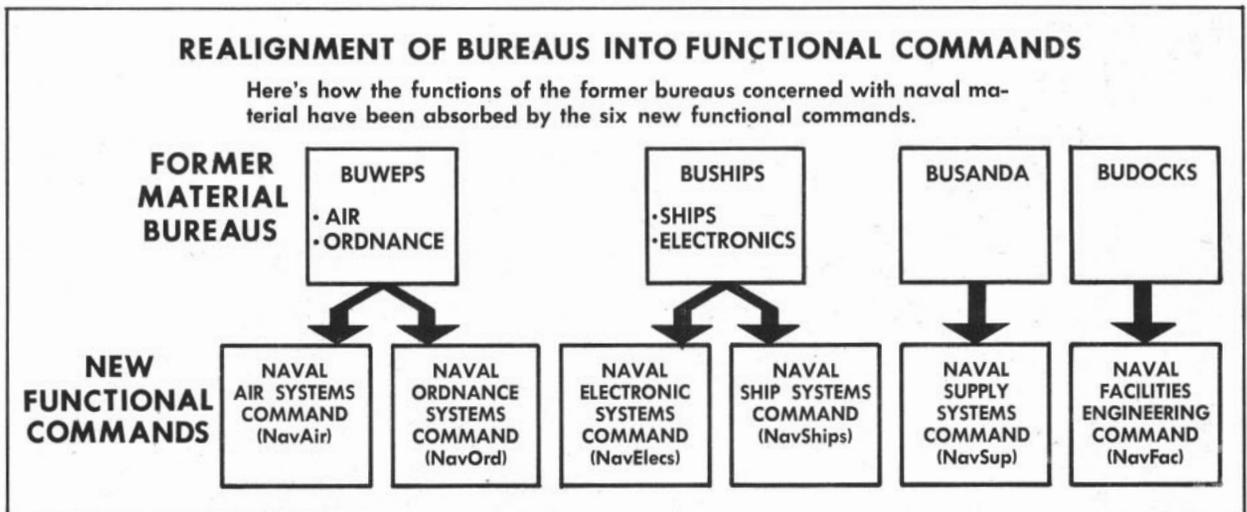
Also included are explosive safety and the development of safety procedures for explosive ordnance disposal; research, development, design, specifications, standardization, and related actions with respect to special tools and equipment for such disposal; and the contracting for such tools and equipment for service use.

The functions of the Naval Supply Systems Command and the Naval Facilities Engineering Command remain essentially unchanged from those of the former Bureau of Supplies and Accounts and the Bureau of Yards and Docks, respectively.

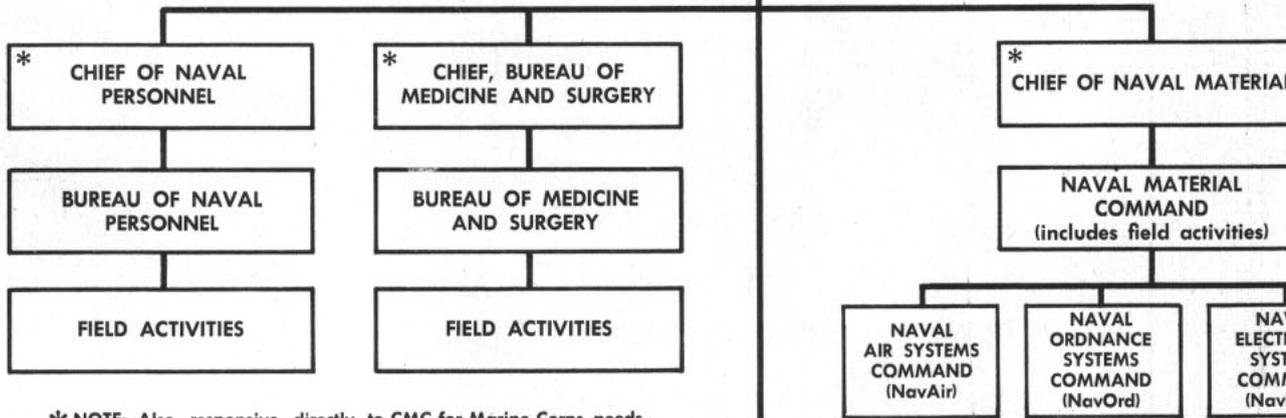
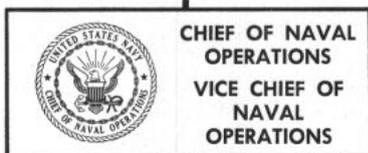
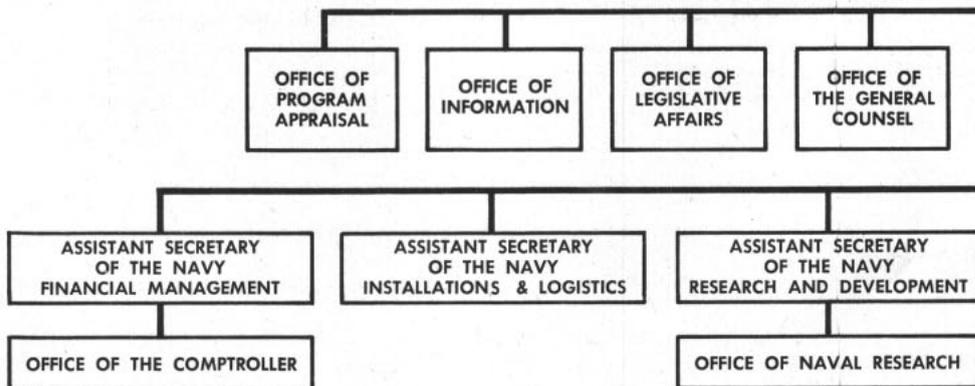
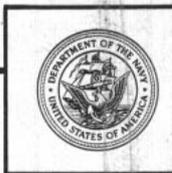
Under the new organization, the project managers and their offices will continue to function according to their established charters.

The old offices of the Chief and Vice Chief of Naval Material as they were defined in sections 5111 and 5112, Title 10 United States Code, were abolished in the reorganization and their functions were transferred to the Secretary of the Navy. The Offices of the Chief and Deputy Chief and other officials of the Bureaus of Naval Weapons, Ships, Supplies and Accounts and Yards and Docks were also abolished and their functions, too, were transferred to the Secretary of the Navy.

Most of the functions that were "transferred to the Secretary" by the SecDef reorganization plan were immediately redistributed to the Naval Material Command by means of a new General Order No. 5 and of charters for the systems commands. Under these documents, the Chief and Vice Chief of Naval Material retain their titles. Their immediate staff, however, is no longer the Office of Naval Material; the new name is Headquarters, Naval Material Command. Alnav 24 and OpNav 14 are the implementing directives.

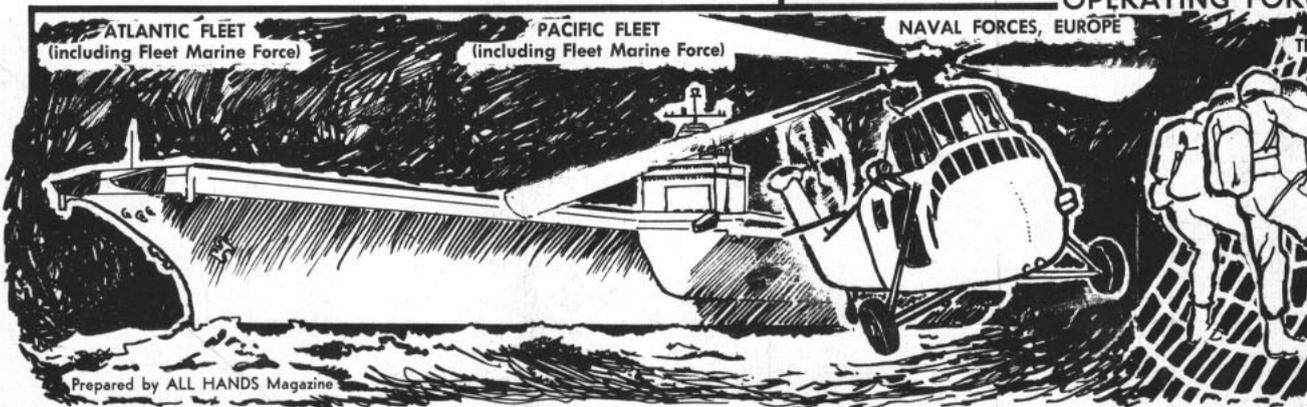


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\* NOTE: Also responsive directly to CMC for Marine Corps needs.

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NAVAL SUPPLY SYSTEMS COMMAND (NavSup)

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MILITARY SEA TRANSPORTATION SERVICE

DISTRICT COMMANDANTS

OTHER COMMANDS ASSIGNED

FIELD ACTIVITIES NOT OTHERWISE ASSIGNED



# LETTERS TO THE EDITOR

## Advancement Record Claim

SIR: The precommissioning unit of USS *Flasher* (SSN 613) claims a record for the last advancement exam. Of our men taking the exam, 80.6 per cent passed and 67.7 per cent were rated. While these percentages are high, this one is even better: 21.7 per cent of the crew was advanced on 16 April. We feel we hold the record for commands of our size for this exam.—M. J. McQuown, LTJG, USN.

• *Could be. In any event, thanks for letting us know of Flasher's outstanding record. One thing is sure. There are plenty of pencils scratching in the Fleet as a possible 96.4 per cent of the Fleet's potential mathematicians begin coming up with their own figures.*—Ed.

## Paying Fees on NATO Mail

SIR: Here's a question for all postal clerks in the audience: Why did the NATO command in Naples, Italy, use live U. S. postage instead of franking a parcel they mailed to my command recently?

The parcel was sent by U. S. mail and contained a classified document. Everything was in order—except I couldn't figure why the \$1.25 U. S. postage was used instead of the usual "postage and fees paid" stamp.—A. R. K., YNI, USN.

• *That might prove to be a tough question on the PC exam, but there's a correct answer.*

NATO organizations are authorized to use military postal services (APO and FPO). Furthermore, material originated at a NATO command that pertains only to U.S. Navy official business—such as a letter from a Navy member to the Bureau of Naval Personnel—can be forwarded as franked mail (postage and fees paid, Navy Department).

However, material originated by a NATO command that pertains only to NATO affairs requires U. S. postage when sent by U. S. mail.

Another example, in which you might be interested, is the case of the Panama Canal Zone, where postage stamps are

## You Get it All

SIR: If a man reenlists while on duty in a combat zone, and he is authorized to receive the variable reenlistment bonus in one lump sum, is any part of the bonus taxable?—R. D. S., YNI, USN.

• *Nopø. Kind of makes the old juices start running, doesn't it?*—Ed.

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, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

also used on official mail that is to be processed through Canal Zone post offices. However, in this case Canal Zone postage is used.—Ed.

## Trailers Aren't Real Estate

SIR: Under the home loan provisions of Public Law 89-358 (the GI Bill) a serviceman who qualifies may borrow up to \$17,000 by direct loan. I will soon return to the U. S. from duty in Vietnam and have decided to buy a mobile home. Can I receive a GI loan for this purpose?—K. C. P., HM3, USN.

• *No. Trailer homes, as such, are not classified as real estate and therefore do not come within the home loan provisions of the bill.*—Ed.

## Cyclops Is Still a Mystery

SIR: I was rummaging through some old magazines and came across the August 1957 issue of ALL HANDS. I was intrigued by the article concerning USS *Cyclops* and the strange circumstances under which she disappeared. It so fascinated me that I would like to know all there is to know about it. I have looked in several different sets of encyclopedias and none had any information. Can you tell me where to go for more information? Also, I would like to know the approximate course *Cyclops* would have taken from Barbados to Baltimore. —V. C. B., STG3; USN.

• *You've really picked yourself a lulu of a mystery to investigate, haven't you? If you can unravel this one, you will be doing better than the Office of Naval Intelligence, hundreds of naval historians, and countless professional and amateur sleuths, who have all thrown up their hands to leave the mystery still unsolved.*

*This is what we know about Cyclops up to now.*

*The collier Cyclops was placed in service on 7 Nov 1910, and operated with the Naval Auxiliary Service, Atlantic Fleet. Soon after American*

*entry into World War I, Cyclops was commissioned (1 May 1917). She joined a convoy bound for St. Nazaire, France, in June 1917, and returned to the east coast of the United States in July. On 9 Jan 1918 she was assigned to the Naval Overseas Transportation Service, and sailed to Brazilian waters to fuel British ships in the South Atlantic.*

*She reached Bahia, Brazil, on 22 January, discharged her load of coal, and moved on to Rio de Janeiro. There she took on 10,800 tons of manganese ore, and embarked a number of passengers, including the U.S. consul for that city.*

*She shoved off from Rio on 16 February and stopped at Barbados, B. W. I., on 3 March to pick up bunker coal. The following day she headed for Baltimore, Md., where she was due on 13 March.*

*Exit Cyclops. Who knows what happened to her after that? Without a single clue, she and her 309 crew members and passengers seemed to vanish into thin air. She was never seen or heard from again.*

*Although she had radio, no distress signal was ever picked up from Cyclops. The only hint of anything wrong was the fact that she'd been having trouble with one of her engines, but even if both had been disabled she still could have called for help.*

*Despite a long and exhaustive search of the Caribbean and South Atlantic no trace of the collier was ever found—no wreckage, no sightings by other ships—nothing.*

*At first it was thought that the ship must have been the victim of an enemy submarine or mine. However, when German sources were checked after the war, that theory had to be thrown out, because it was definitely established that there were no U-boats or enemy mines in that area.*

*Was she lost in a storm? Maybe so, but it seems there was none in the area at that time. Was she sabotaged?*

## Oldest Engineering Rate

SIR: What is the oldest engineering rate, machinist or boilermaker?—G. L. D., MM3, USN.

• *According to our usually reliable sources, the oldest engineering rate is Machinist, established in 1866. It was subdivided in 1895 to include Machinist 2c, 1c, and Chief. The rate of Boilermaker was established in 1869. Does that settle your argument?*—Ed.

A possibility, since German agents were fond of placing bombs on merchant ships, but this has never been proved.

Concerning the course Cyclops would have taken from Barbados to Baltimore—again, who knows? We wish you luck in your investigations into the mystery, and don't forget to let us know when you find out what happened. We'll be here for awhile.—Ed.

### Your Bonus Money Looks Good

SIR: I meet all the requirements for receiving my first reenlistment bonus. My entitlement to the VRB has been questioned, however, because I want to ship over five months early.

Since the disbursing clerk and I disagree, I would like to know what you think.—D. O. B., MMI, USN.

• If, as you say, you are eligible in all other respects, it looks as good as money in the bank. Your disbursing clerk may either have misunderstood the circumstances or misread BuPers Inst 1133.18A.

This instruction requires reenlistment within three months of a man's discharge or release from active duty. The three months to which the instruction refers, however, applies only to the period after an individual's release or separation from active duty—it does not refer to the period before your active duty service obligation expires.—Ed.

### News Buoy No News

SIR: Last February ALL HANDS printed a story titled "Mail Box in the China Sea." Minor details aside, Patrol Squadron 17 Navymen, flying patrol missions in the South China Sea, were dropping buoys containing newspapers and paperback books to patrol vessels. Lieutenant Jerry Burns was credited with the idea.

Perhaps credit should go to Patrol Squadron Two. As I remember it, back in March 1965 a couple of ordnancemen and myself, all attached to Patron Two, were rigging these same containers. Perhaps Lieutenant Burns got the idea from one of the squadrons which relieved us.—R. H. Normandin, AOC, USN.

• Quite possibly—or maybe it was a case of separate but identical invention. Either way, as the patrol vessels agree, the news buoy is a great idea.

As for who was first, we'll see. If anyone has a prior claim, you're certain to hear from them.—Ed.

### Not Other-Weiss

SIR: I believe our ship has set an anchoring record in Vietnam and hereby challenge any ship in the Pacific Fleet to prove other-Weiss.

In four months, uss Weiss (APD



**BENEFICIAL SUGGESTION AWARDS**—Within one week after announcement of implementation of the Benny Suggs program three enlisted men of the Regional Finance Center, San Diego collected a total of \$475 for their beneficial suggestions.

Fred L. Culp, disbursing clerk third class, received \$295; James A. McAnulty, disbursing clerk second class, \$160; and Jack O. Knedler, chief disbursing clerk, received \$20 for suggestions increasing efficiency and saving money in their field of disbursing.

135) has dropped anchor 57 times in Vietnam. Our tour of duty has found us dropping the hook from the 17th parallel (the dividing line between North and South Vietnam) to the tip of South Vietnam.

Such activity was primarily due to the assignments of UDT 11, which has been with us on our present WestPac cruise. I also think this outfit *must* have set some kind of a record, but I'll let the members speak for themselves.

I would also like to say that the First Division aboard Weiss has become right smart in letting go the anchor.—D. G. C., BMI, USN.

• Your account should make a big splash in APD circles, but we have no way of knowing whether or not it's a record.

As we customarily do in such cases, we'll toss it in the air and see who shoots at it.—Ed.

### And Now—A Flying Dragon

SIR: I have followed your marathon discussion concerning the origin of the term "golden shellback," and cannot contribute anything new on that subject. But I recall when I crossed the equator in 1947 in uss Allen M. Sumner (DD 692)—already a member of the Ancient Order of the Deep by virtue of a previous crossing—I was

gathered into the fold and initiated as a "Trusty Shellback and Flying Dragon." My card states such, under the heading "Ancient Order of the Deep and Society of the Flying Dragon." It is signed by Davy Jones and Neptunus Rex, Golden Dragon.—R. E. Ellenbrand, CDR, USN.

• We feel that we've about scraped the bottom of the barrel searching for further information on the origin of the term "golden shellback," Commander, and we, too, are unable to come up with anything new. You might have unknowingly supplied another clue, however.

You do not state the longitudinal position of Sumner during the 1947 crossing, but you say you became a "Trusty Shellback and Flying Dragon." If this crossing were made at the international dateline westward bound, then the title you have would make sense to us.

It would, furthermore, tend to lend credence to the belief of many that a golden shellback is one who crosses the line at 00/180 longitude, westward bound, so that he simultaneously becomes a shellback and a golden dragon. We suppose the "flying dragon" in your title is meant to be golden dragon—but that depends on where you crossed. Maybe the Fleet can tell us.—Ed.

## And Cap'n Mossbottom Is an Authority on Reveille, Too

In the January issue, a reader inquired why reveille is not sounded underway on a Navy ship. Portions of our reply, which was provided by a buddy in the Bureau, are repeated below as background for the subsequent remarks passed on to us by another friend, Captain Mossbottom.

Webster's defines reveille as a signal usually sounded by bugle at about sunrise summoning soldiers and sailors to the day's activities. And, according to Noel's *Navy Terms Dictionary*, reveille means arousing the ships' company in port for work and breakfast. At sea, however, idlers are called, and the expression reveille is not properly used.

An idler in this case does not refer to one who is slothful and lazy; the term refers to those members of the ship's company who did not stand a night watch.

*Watch Officer's Guide* states: "Reveille is not sounded underway," and *Bluejackets' Manual* lists the underway call as "Up all idlers," instead of reveille.

Another naval custom and tradition which may be relevant is the listing of daily evolutions both underway and in port. Plans of the day for both situations customarily list the getting-up evolution as "Reveille." However, the word which is passed while underway is "Up all idlers."

There's a big difference. One is the signal for the evolution; the other, the evolution itself. Thus the signal "Up all idlers" is made underway and reveille is held.

Reveille, as can be inferred from the *Blue Jackets' Manual* and the *Watch Officers Guide* is an all hands evolution i. e., "Reveille, Up all hands. Trice up all bunks."

In the days of sail, watches were "starboard 'n' larboard" and watchstanders were hard pressed to get enough sleep underway. It is obvious that a large number of men were involved in the underway situation.

For these reasons, it is believed that in order to permit watchstanders to get enough rest they were allowed to sleep in the morning while breakfast was being prepared and all "idlers" were roused to prepare breakfast and begin the daily routine of cleaning ship. At some time before "Beating to quarters" late hammocks were lashed up. This can be seen today when the word is passed "Up late bunks" which evolved from "Up late hammocks."

With the evolution of steam and watches in three or more sections,

custom now defines "idlers" as those standing the midwatch, and only they and other specially authorized late sleepers are allowed to sleep late.

By current custom this also applies to the in-port situation; even though "reveille" is customarily sounded, the idlers are allowed to sleep late.

SIR: Referring to the January 1966 number of ALL HANDS, page 26, about "reveille" and "up all idlers," you guessed it when you thought Captain Mossbottom was there!

I caught him as he was sailing free right up the middle of the fairway—there's always plenty of a breeze when that old windbag's around, y'know—and showed him that discussion. "Now let me see," he muttered as we pulled up to a resting place. "Of course I was there, but fill me in on the particulars."

And as I re-read the article to him he really rose to the bait and he was off'n' runnin' as always, and my ears are still ringing from the din.

"Now, let's just do some real honest-to-goodness nit-pickin' and pluck this one right," he said, as he took another sip of tonic.

"Now first of all, that young man who wrote that piece knows how to read the dictionary all right, and that's what *reveille* is. And what Captain Noel says about it and the *idlers* is absolutely correct, and that's where the argument should have stopped.

"But no, that writer feller just had to let himself get carried away and he's gone in way over his head. Captain Noel is the authority and there's no further argument, but that lad had to add that idlers were those who didn't stand a night watch. In other words he's saying an 'idler' could have stood the first watch, right? Not so, Sonny Boy." He rubbed his hands together with a chuckle:

"Now he goes on and refers to 'plans of the day' for both situations (in port and underway). Now there's a real seagoin' lad for you. Plan of the day came into usage in the Navy in the mid-thirties for use in port. Admiral Daubin started it all. Out at sea they always had routine and they still have routine, don't they? Never heard of a plan of the day at sea! How can you plan at sea when you never know ahead of time what's going to happen?"

"And anyhow, it's not reveille at sea. It's 'Up all idlers.' And it's just for the idlers and that's where they all missed the point. Y'don't blow that bugle at sea except for an all

hands call. Right? In port you blow it for everything and anybody, such as boats, liberty hounds, saluting gun crews and anything that comes along.

"But you just tell that ALL HANDS writer that at sea when the bugler goes to work, it's for everybody to listen, and even if it's for sick call, everybody's got to stop and think about it. So there y'be, Sonny Boy, they don't want to wake up everybody at sea so they spare those who had the midwatch the noise, while the rest of the crew rises 'n' shines. But in port they ALL get up.

"And another thing, tell him not to get so twisted up with the *signal* for the evolution and the *evolution* itself, or they'll be shipping him back to the back channel in Philly, sure's shootin'.

"Now that we're on our way, what ship did that lad ever serve in where they called the idlers to 'prepare breakfast and begin the daily routine of cleaning ship?' The galley detail was called a couple of hours before 'up all idlers' because it took time to get those ranges going and warmed up. And as for beginning to clean ship, why, Sonny Boy, the ship was always cleaned before breakfast.

"Furthermore, about *beating to quarters*. They haven't beat to quarters in the Navy since bugles came into use before Dewey's time, and if and when they ever held quarters for muster at sea, then they piped to quarters for muster and whatever beat was ever done years 'n' years ago was done for battle stations.

"So now for the last nit and that's the one that idlers aren't idlers any more, that they're the ones who had the midwatch. I was around when we steamed in four sections and still had port 'n' starboard watch, no matter what he says, and idlers always have been, still are and always will be the ones at sea who *did not* stand the midwatch. The more he rambles on, the deeper he gets. You write and tell him."

Yes, last I saw of old Captain Mossbottom he was dippin' just a wee bit to port with all that port he'd taken on board and he was singing "... they just sail awa-y-y-y-y" with that low growl of his.—Captain Isaiah Olch, USN.

• Once again we are indebted to Captain Mossbottom for passing on his recollections of the old Navy.

We regret to say that our young friend who incurred the Captain's wrath has been reassigned and thus is in no position to offer rebuttal.—Ed.

### These Subs Keep Coming to Surface

SIR: I would like to add a few words to your account of the development of submarine aircraft in the U.S. Navy, to complete the story published in the February 1966 ALL HANDS.

The aircraft stowage tank was removed from the submarine S-1 in 1927, after final tests in the summer of that year. It was, of course, purely an experimental installation and had served the purpose of testing the feasibility of operating submarine-borne aircraft. Moreover, it produced some sluggishness in the submerged handling characteristics of the vessel, and there was fear that, if it accidentally flooded, it would have a dangerous effect upon the trim of the relatively small submarines.

The XS-2 aircraft was also considered unsuitable for service use, since it was underpowered, had no radio and required ideal sea and wind conditions to take off and land.

But development of submarine aircraft was not entirely dropped at this point. The Navy Department was aware that foreign navies, especially the British, Italian and Japanese, were seriously interested in the same idea and were developing submarine aircraft of their own.

The General Board, furthermore, adopted the policy that every effort should be made to develop the aircraft-carrying potential of all classes of naval vessels. This adoption took place in October 1928.

In 1929, the Bureau of Aeronautics accordingly prepared a new design for a submarine-carried airplane, which materialized in 1931 as the XSL-1. This model had a small flying-boat type hull, folding monoplane wings and an engine mounted above the hull



**HORNET'S HUNTER**—One of *Hornet's Trackers* is readied on the cat.

that drove a pusher propeller.

The plane passed its flight tests satisfactorily. And it could be disassembled and stowed in an eight-foot-diameter stowage tank. A mock-up of such a tank was built at NAS Anacostia for the tests.

In 1933, however, further work on this project was abandoned. Possibly the accidental sinking of the British aircraft-carrying submarine M-2 had a bearing on the decision. Another, and probably the decisive factor was the Navy Department's determination to construct no further large submarines, such as the 2700-ton *Nerwhal* (SS 167) class, which might have been suitable for carrying aircraft.

The department planned instead to

develop future Fleet submarines of modest size, in the 1300- to 1500-ton range, thus making more effective use of the limited tonnage available under existing treaty restrictions.

It remained for the Japanese to persevere in the perfection of this concept and to make operational use of submarine-borne aircraft in WW II. Their designs culminated in the well-known I-400 class of 5200 tons, capable of carrying three seaplanes, launched by catapult.—Robert W. Krauskopf, Chief, Army and Navy Branch, National Archives and Records Service.

• Thanks for filling us in on some of the details we couldn't find before. Any other comments?—Ed.



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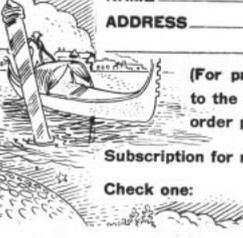
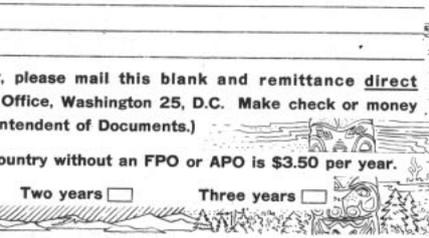
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SCIENTISTS ADDRESSED themselves to the problem of protecting a spaceship against deadly, destructive micrometeorites, and came up with a self-sealing quick-hardening rubber material designed to plug holes punched in space vehicles by these small, high-speed particles.

The rubber is in liquid form, but hardens automatically and instantly when struck by a fast moving projectile. Two liquid rubber reactants are necessary to produce a hardened "elastomeric" mass that will clog the puncture.

Packaged separately, the reactants are mixed by the outward flow of air after puncture, and solidify on contact with each other. After hardening, the material does not react with the metal around it, and has sufficient strength and adhesion to the metal to withstand the inner pressure of the space vehicle's atmosphere.

If such an instant repair system were not built into the orbiting vehicle, when a puncture occurred, the astronaut would have to leave the capsule, perform the difficult task of finding the small hole, then patch it.

In tests thus far, single and multiple punctures have sealed as expected without loss of air. Pellets as large as 3/32 of an inch in diameter and traveling at 35,000 feet per second have been used. Further shots are planned in a chamber that more closely simulates true micrometeorite velocities of 50,000 to 150,000 feet per second.

The project is under Air Force contract.

★ ★ ★

A BOAT THAT CAN carry 12 men or 2000 pounds of supplies through swamps and weed-infested waters is being developed by the Army. It will provide troops with mobility in otherwise inaccessible areas.

Powered by a 400-hp aircraft engine with a specially designed four-blade propeller, the boat is 24 feet long, weighs 1700 pounds and has a speed of 30 mph. Tests are now underway with three prototypes.

The propulsion system, which stands eight feet high and has a rudder four feet deep, weighs an additional 1400 pounds. Assembled, it can be airlifted by copter.



ON ICE—New sea survival capsule that will be integrated with parachute harness is being tested by USAF.



HIGH FLYING FUELING—Bomb-laden F-5 Air Force jet refuels from air tanker on the way to strike Viet Cong.

IT ALL BEGAN on 18 Jan 1911, when Eugene Ely, flying a biplane, landed on a specially built platform aboard the armored cruiser *uss Pennsylvania* at anchor in San Francisco Bay. All manner of cables, bailing wire and sandbags were rigged as arresting gear to stop the plane short on landing. Although carriers today have much more sophisticated arresting cable systems, the basic method of recovering aircraft on the flight deck has not changed in all these years.

The method has proven so reliable, in fact, that when the Air Force decided to develop a system which would stop an airplane on the runway during an emergency, the end product turned out to be the arresting cable.

Called the barrier arresting component (BAK), the device is linked to a computerized switch system that automatically deploys the arresting cable when an aircraft is in trouble on takeoff. As the departing aircraft proceeds down the runway, it passes through a time trap. If the signal received by the computer indicates that the aircraft's speed is not sufficient for a normal takeoff, the cable system is actuated, causing the cable to rise from a trough near the end of the paved over-run.

Using a variety of aircraft, 110 successful tests have been completed with the BAK at Edwards AFB, Calif. The Air Force has ordered 36 units, the first to be delivered this summer. Such a system will provide a desirable safety feature, especially when fast, heavy aircraft are using relatively short runways.

★ ★ ★

EQUIPMENT OPERATORS in Vietnam combat zones are being supplied with do-it-yourself armor-plated cabs to protect them from Viet Cong snipers. The cabs come with prefabricated armor plates, which are assembled by the operators on the scene.

The Army's Engineer Research and Development Laboratories at Fort Belvoir, Va., designed the protective cabs for use on crawler-tractors, graders, and loaders.

The special armor kits consist of four basic sizes of armor panels which are already in use on military trucks, and they require no modification to make them fit the earthmoving equipment. The plates are simply assembled and bolted on.

The cab-kits are being shipped with how-to-do-it

manuals, on a priority basis to operating units in Vietnam.

The armor plates range in size from one by two feet to three by four feet, and the cabs, when assembled, weigh from 1250 pounds for the grader, to 1530 pounds for the tractor.

For equipment operators in Vietnam, a welcome do-it-yourself kit.

★ ★ ★

THE C-141 STARLIFTER, the jet cargo transport that doubles as an airlifter for the sick and wounded, has been on duty with the Air Force for over a year.

A common sight at combat airfields in Vietnam, *Starlifters* spent the year topping air transport records as they carried troops, cargo and patients for the Military Airlift Command (MAC) to and from Southeast Asia.

*Starlifters* can cruise at more than 500 mph carrying 63,000 pounds over a distance of 4000 miles. The high-tailed fanjet carries men and supplies from California bases to Vietnam combat zones in less than 24 hours.

C-141s have flown almost 60,000 hours without a major accident, and compiled a reliability rate of 93 per cent, indicating the percentage of missions which departed on time.

*Starlifters* have contributed substantially in the airlift of combat casualties. In a seven-month period, they teamed with the jet C-135 *Stratolifter* to carry 6278 patients back to the U. S. from the Pacific. The C-141 can carry 80 litter and 130 ambulatory patients.

Among significant milestones in the *Starlifter's* first year were airborne and missile operations. Last fall the *Starlifter* became the first jet used by paratroopers, and modified C-141s have now begun operational tests carrying the *Minuteman* missile.

★ ★ ★

SECOND LIEUTENANTS in the Army Reserve may now be appointed in the field under authority of the commanding general, U. S. Army, Vietnam. The new policy will permit prompt recognition of enlisted men who demonstrate potential for commissioned service under combat conditions.

Under old policies, appointments with concurrent active duty could be made only when approved by the Department of the Army.

Appointments will be made against quotas allocated by the Department of the Army. Appointees must be on active duty and have served with the U. S. Army in Vietnam for at least six months.

★ ★ ★

INSTANT LANDING FIELDS are the object of Air Force research nowadays. The purpose is to develop better techniques and materials for aircraft landing sites.

A contract was awarded recently which calls for quick-setting, resinous materials that can be sprayed on the ground by relatively unskilled persons in remote, forward areas where it would be too costly and time-consuming to build conventional landing sites. The runways would be used only by vertical- and short-takeoff-and-landing aircraft.

The specifications also call for material which will support at least 100 pounds per square inch and be

invulnerable to the assaults of ground vehicles as well as the landing impact of helicopters having a gross weight of 22,000 pounds.

A fast-setting polyester resin is now being tested and it is only one of 15 resin formulas now on hand which may be adopted. This promising candidate, although only in the test phases at present, was sprayed to make a 16 by 32-foot floor. The chlorinated polyester was reinforced with fiber glass.

The goop was sprayed at a thickness of one-fourth inch over soft desert sand within 30 minutes and it hardened within one hour. The floor showed no damage after severe tests by automobiles, a fork-lift truck, a fire truck and the bouncing and skidding of helicopters.

Testing of this and other formulas will be made in full-scale sites during the remainder of the summer for use as floors for permanent shelters as well as landing pads. In addition to load-testing, each site will be checked for shrinkage, cracking and fire resistance.

★ ★ ★

A NEW AIR-CONDITIONER which will get its power from waste heat from turbine exhaust is being developed by the Army. Designed for use with the Army's missile fire control vans and other mobile shelters which require a controlled environment, the new air-conditioner will use the heat normally wasted in the exhaust of gas turbine generators used to power electronic and other equipment in the vans.

The waste heat recovery units are expected to result in fuel savings of up to 40 per cent, and a size and weight reduction of 30 per cent for combined power and environmental control equipment.

An experimental model scheduled for completion late this year will produce five tons of cooling. It incorporates a double loop design—one for power, the other for refrigeration. In operation, heat from the exhaust gases is transferred to the fluid in the power loop, thus creating energy. Exhaust gas energy thus recovered is transferred to the refrigeration loop by expanding the heated fluid through a turbine, which drives a compressor.

It is capable of maintaining a constant air temperature, from full cooling to full heating conditions.



LOOK OUT ABOVE—The Army's 20mm *Vulcan* weapons system will be defense against low attacking aircraft.

# THE BULLETIN BOARD

## If You Are Commission-Bound, Check These Officer Programs

**N**AVYMEN who want to get ahead usually consider the possibilities of obtaining a commission. Their chances for advancement in this path are relatively good for there are a number of officer programs available to qualified men and women who want a commission in the U. S. Naval Reserve.

Recently there have been some changes—some major and some minor—in these programs, which may have a bearing on your plans.

Incorporating these changes, here is an ALL HANDS' rundown on the subject of becoming a Reserve officer:

If you are qualified, you can choose between applying for duty as an unrestricted line officer, or duty in the restricted line as an engineering duty officer (1405), aviation engineering duty officer (meteorology) (1535) or special duty officer (communications) (1615).

Applications for Staff Corps officers are also being accepted for the Supply Corps (3105) and Civil Engineer (5105).

If you can meet the special qualifications, you may also be interested in duty with the Medical Service Corps (2305). Commissions in the following specialties are available: Supply and administration; pharmacy; and optometry.

In medical allied sciences, there are aviation physiology, bacteriology, biochemistry, biophysics, chemistry, entomology, hematology, industrial hygiene, medical technology, microbiology, parasitology, pharmacology, physics, physiology, psychology (clinical and experimental), radiation health, radiobiology, radiochemistry, radiophysics, serology and virology.

Officer candidates are now being given 18 weeks of indoctrination at Newport, R. I., instead of the four months of indoctrination formerly offered. Selectees for aviation physiology and experimental psychology are trained at Pensacola.

Enlisted applicants in pay grade E-4 and below who are designated officer candidates are advanced to

E-5 when they report to the Officer Candidate School at Newport.

Navymen who are already in pay grade E-5 and above remain in the same grade after they report to Newport. Staff Corps appointees receive additional specialized training after they are commissioned.

In addition to the programs available to men, there is also a program for women in the unrestricted line, the Medical Service Corps and the Supply Corps. Training lasts 16 weeks. Candidates are commissioned ensigns after eight weeks and continue their training as commissioned officers. Candidates, including those holding doctorates, who are exceptionally well qualified, are commissioned lieutenant (jg).

The Officer Candidate Airman (OCAN) program for aviation personnel has been discontinued. There are, nevertheless, several other aviation programs open. They are:

- The Aviation Officer Candidate (AOC) program offers pilot instruction to Navymen who qualify. Those who are selected for this program are temporarily advanced to pay grade E-5 while they undergo 11 weeks (reduced from four months) of aviation officer candidate school indoctrination at Pensacola.

After the student is commissioned, he is given flight training which lasts about 13 to 15 months (increased from 12 to 14 months) after which he is designated a naval aviator.

Those who enter this program must agree to serve on active duty for

three and one-half years after they become naval aviators, if required by the needs of the service, and to retain their Naval Reserve commissions for a total of six years.

- The Naval Aviation Officer Candidate (NAOC) program provides training which leads to designation as a naval flight officer (1325). Selectees are designated officer candidates and temporarily advanced to pay grade E-5 during their 11 weeks of indoctrination (formerly four months).

After indoctrination, students are commissioned ensigns in the U. S. Naval Reserve and continue their training which leads to assignment as a naval flight officer (1325) in multi-engine or jet aircraft. There is also a non-flying air intelligence officer (1355 AI) billet available.

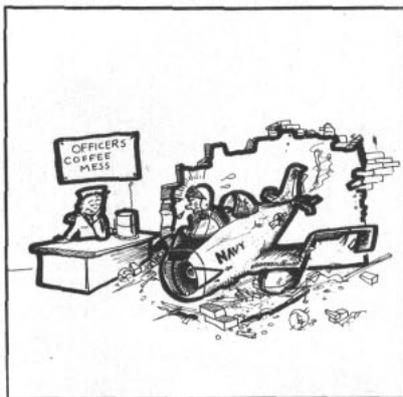
Appointees agree to remain on active duty for three and one-half years after they complete their studies in the Naval Air Training Command. They also, of course, agree to retain their Naval Reserve commissions for a total of six years.

- The Naval Aviation Cadet (Nav-Cad) program is still in existence, but it is being phased out. The pilot training classes convening in Pensacola have been filled with Aviation Officer Candidates (AOC).

Since last January, BuPers has held in abeyance and placed on a waiting list all applications which have tentatively been recommended by the Administrative Board of Application Review.

Selections will be made from this only to fill pilot quotas which can't be met by Aviation Officer Candidates (AOC-college graduates). Priority for selection from the list will be given to applicants who have had three or more years of college work.

The Navy Law Specialist program is a completely new path to a commission. It provides for 16 weeks of training at Newport, R. I., after which successful students are appointed lieutenant (JG). The usual obligations apply—to serve on active duty for three years after completion of training and to retain their



"Cream 'n sugar, sir?"

Naval Reserve commissions for six years.

If you are selected for any of these programs and fail to make the grade, you are still not necessarily out of the running. You can reapply for an officer program one year after you were disenrolled.

The new application should be sent to the Chief of Naval Personnel (Pers B-628). The application should be endorsed by your commanding officer who will evaluate your performance and abilities. He will also give pertinent details as to whether your experience, since you were disenrolled, would better enable you to complete the course in a second attempt.

A Report of Medical Examination (SF 88) in duplicate, a Report of Medical History (SF 89) and a certificate of satisfactory completion of a national agency check or background investigation should be included with your application.

It is not possible to compete in advancement in rating exams while in an officer training program. Advancement to pay grades E-4 through E-7, as a result of Navy-wide exams administered to students before they began officer training, may be effected when required service in pay grade has been fulfilled. All other requirements must also have been completed and recorded in their service records before school began.

Inasmuch as schools at Newport last less than 20 weeks, students' dependents and household effects will not be sent there at government expense.

Students selected for aviation programs, on the other hand, will be at Pensacola long enough to permit their dependents and household goods to be shipped there under the provisions of *Joint Travel Regulations*.

### Eligibility Requirements

Officer candidates must be U. S. citizens and those for naval security group duties (designator 1615) must be born to citizenship and have no questionable foreign connections. These connections include marriage, family and other considerations.

The minimum age for officer candidates is 18 for entrants in the NavCad program and it goes up to 21 for OCS (2305) candidates. The

maximum age which is allowable is 31 years at the time of commissioning. Minimum and maximum ages for other officer candidates lie between these two extremes.

Maximum ages can be adjusted one month for each month the applicant has spent in military service. This, however, may not exceed 36 months and no adjustment at all may be made in the maximum age for AOC or NavCad applicants.

For all OCS, OC(W), AOC and NAOC programs, a baccalaureate degree from a regionally accredited college or university is required.

Medical Service Corps (2305) applicants for appointment to lieutenant (JG) must hold a doctorate in their specialty.

Applicants for engineering duty officer (1405) must have a degree in either mechanical, electrical, electronics, metallurgical or industrial engineering. They may also have a degree in mathematics, naval architecture or marine engineering from a college recognized in this field.

Applicants for aeronautical engineering duty officer (aerology) (1535) must have a degree in any

## NOW HERE'S THIS

### Helicopter Capital of the World

Although you probably won't find it listed as such in any gazetteer you can find, Navy-men at Ream Field, Imperial Beach, Calif., claim they live at the helicopter capital of the world.

Most would agree that Ream Field indeed lives up to its claim for Ream's choppers can be found beating the breeze almost anywhere in the Pacific—from cruisers in mid-ocean to icebreakers at the bottom of the world to the rice paddies and jungles of Vietnam.

Ream Field, which is a U. S. Naval Auxiliary Air Station, is home base for six helicopter squadrons. Helicopter Combat Support Squadron One, for example, is represented in about every major ship in the Pacific. You can also find detachments in such places as Antarctica and New Guinea.

Squadron One takes part in such missions as ice reconnaissance, evacuation of the wounded, logistic support, vertical replenishment and guided missile recovery. Soon the squadron will be sweeping mines.

In addition to its other activities, Squadron One is well known for its rescues at sea.

Well over a thousand pilots who have been downed in the Pacific have been lifted aboard one of its angels.

Four of Ream Field's squadrons are anti-submarine types which deploy on a rotating schedule. One is always serving in the Western Pacific with the Seventh Fleet.

Ream Field has a replacement air group squadron in which pilots and enlisted men entering the ASW Program are trained for assignment to other Fleet helicopter squadrons. There is also a Fleet Airborne Electronics Training Detachment for teaching student pilots and aircrewmembers how to operate the aircraft and associated equipment. The Naval Air Maintenance Training detachments instruct personnel in maintenance and repair of the choppers and equipment.

Everything at Ream Field, in fact, is concerned with helicopters. Choppers are their only business.

The field's first runways were built in 1943, and, during its Navy service, the field has been growing.

Last fiscal year, for example, construction was begun on a 1000-man capacity mess hall which is scheduled to be completed next April.

Design has also been completed for a new permanent enlisted barracks. The barracks will be one of the new types with two to four men in each compartment. The color schemes will be pleasant and the lighting will be indirect.

There are also projects in the mill which include new hangars, a BOQ, a new operations building, a control tower, a chapel and several aviation maintenance facilities.

As the use of helicopters grows in modern warfare, it is a safe bet that Ream Field's facilities will continue to grow to meet the increased demand for choppers throughout the world.



field of engineering, chemistry, physics or mathematics with one year (30 semester hours) of work in meteorology or a degree in meteorology or oceanography. The choice of oceanography represents an addition.

Former employment in meteorological work is also considered desirable although it is not required. Experience, in fact, may be substituted for education on the basis of one year of experience for five semester hours of work in meteorology.

Candidates for officer designator 1615—special duty officer (cryptology) Naval Security Group pro-

gram—should have educational and/or professional experience in mathematics, history, economic geography, electronics, physics, foreign languages or political science. This requirement, however, is not iron-clad.

Previous experience with a Naval Security group is considered a desirable qualification.

Supply Corps (3105) applicants must hold at least a baccalaureate degree from an accredited college or university. Broad, liberal educational backgrounds are well suited to the needs of the Supply Corps.

Requirements for the various

specialties within the Medical Service Corps for both men and women are, generally speaking, the same. They all require baccalaureate degree and licenses to practice or registration with professional societies regulating the field.

Candidates for commissions in the Civil Engineer Corps (5105) need a baccalaureate degree in civil, mechanical, electrical, mining, petroleum, nuclear, electronics, chemical, construction or architectural engineering or in architecture. The school granting the degree must be listed by the Engineers Council for Professional Development.

NavCad applicants must have two years of work from an accredited college. This means at least 60 semester hours or 90 quarter hours. In the past, substitutes for these requirements were allowed. Now, however, no waivers or substitutions will be allowed.

At the time of appointment, a Navyman in the new Law Specialist (1625) program must have graduated from a law school which is accredited by the American Bar Association. He must also be a member of the bar or have passed the bar examination. Selections can be made for this program, however, pending receipt of this evidence.

Candidates for commissions are also given the Officer Qualification Test, or the Women's Officer Qualification Test and Flight Aptitude Rating Test. An applicant who fails to meet the minimum score can still be processed if his commanding officer believes him to be outstanding.

Applicants for officer programs must be physically qualified according to the standards set forth in the *Manual of the Medical Department*. Minor nonorganic or nonrecurrent physical defects may be waived.

Marriage is no bar to eligibility in most of the officer programs. The exception is the NavCad program in which applicants must not only be single but must agree to remain unmarried until they are commissioned.

Those who violate this agreement are disenrolled and assigned to further active duty by the Chief of Naval Personnel.

Women applicants are ineligible if they are pregnant or have dependent children under 18 years of age.

Most enlisted applicants for commissions can come from any rate or

## WHAT'S IN A NAME

### Barnacles

Many mariners would be considerably startled to discover how carefully those exasperating critters of the sea—barnacles—are nursed along by the Navy.

To most observers, barnacles are too tough and mean to deserve any special care. No need to gentle them. The rougher the treatment, the better, is the general philosophy.

Precisely. The Navy is nursing the youngsters carefully so that it may be better prepared to give them rough treatment later in life. It raises them under carefully controlled laboratory conditions so it later may study their weaknesses—if any.

In early days, sailors managed to free their ships of barnacles only by raising the hull out of the water and scraping the little beasties off the bottom. In more recent years, considerable progress has been made in barnacle control but the ultimate goal of developing a means to prevent fouling completely has not yet been reached. It would be better to control or inhibit their exuberant growth—hence the mass-rearing of barnacles in the laboratory.

Marine biologists want to study their entire life cycle from embryo to adult, thereby learning the mechanisms which lead to their attachment to a ship's hull. As a start, the biologists kidnap barnacles from the sea by lowering sheets of aluminum to which the unsuspecting barnacles attach themselves.

After the sheets are brought out of the water, embryos are removed from the adults and the rearing process through the successive stages of the barnacle's life begins.

While the young barnacles are growing up, they lead a pleasant life. Only the most vigorous larvae are accepted after hatching. The healthy ones are separated from their sluggish brothers by placing a small spotlight on one side of the tank. The healthy ones move into the light.

The larvae are then transferred to a rearing vessel where they live in filtered seawater and feed upon the choicest algae. Best of all, from

a barnacle's viewpoint, there is a film of bacterial slime on which they settle and metamorphose into young adult barnacles.

When the barnacle reaches the adult stage, it is then given the opportunity to take up residence on a test panel coated with experimental antifouling compounds. The biologists then observe the readiness with which the barnacles attach themselves as well as observing the shell building capabilities of the young barnacles already attached.

Raising barnacles in the lab has not always been easy. During early attempts, none lived even to the cyprid stage. As knowledge increased, however, such problems decreased so now there is an abundance of cyprids who have spent their entire lives in a laboratory environment who are ready to give their all to Navy science.

The ability to raise barnacles in the laboratory represents a step forward in eliminating fouling of ships for without laboratory bred barnacles their actual attachment to test surfaces could not be studied.

Now, with increased technical control, study of the effectiveness of antifouling toxics and coatings which contain toxics can be pursued to greater advantage.



rating. Applicants for the Medical Service Corps (Supply and Administration), however, must at least have been hospital corpsmen first class or dental technicians first class for one year before they submit their applications.

Those applying for OCS, AOC, NAOC and OC(W) programs must have at least six months of obligated service remaining on their current enlistment when they receive orders to school.

NavCad selectees must have at least two years left to serve when they begin their training. Those who have less than the minimum can voluntarily extend their enlistment for a year.

Applications for all programs can be submitted any time. However, classes for the officer candidate (women) programs convene only in July and October each year. For these programs, the cutoff dates are 10 May and 10 September. Applications received after these dates are automatically considered for the next class.

Complete details concerning officer programs leading to appointment to commissioned grades in the U. S. Naval Reserve can be found in BuPers Inst 1120.35B.

### Correspondence Courses

Three enlisted correspondence courses have been revised and two officer correspondence courses have been discontinued. The revised courses are now available through the Naval Correspondence Course

Center, Scotia, N.Y. 12302

The revised enlisted courses:

- *Construction Mechanic, 1 & C*, NavPers 91581-2B, supersedes NavPers 91581-2A.

- *Aviation Boatswain's Mate E 3 & 2*, NavPers 91678-A supersedes NavPers 91678.

- *Dental Technician, Prosthetic 1 & C*, NavPers 91687-1D, supersedes NavPers 91687-1C.

The discontinued officer courses:

- *Hot Weather Engineering*, NavPers 10915-3.

- *Navy Organization for National Security*, NavPers 10721-A1.

### Allotment Rules Changed For Overseas and Afloat

If you have ever authorized allotments from your pay, you probably realized that the items from which allotments could be made were those which are credited on a continuous basis.

Beginning this June, however, a change was made. The Secretary of Defense expanded the items of pay from which allotments can be made by Navymen overseas and aboard ships.

Here is a listing of these pay items. Opposite the pay item, there is a notation concerning the conditions under which Navymen receiving the special pay may authorize allotments.

#### New Items of Pay from which Allotments May Be Made

(by personnel at sea or overseas)

- Incentive pay—hazardous duty—submarine: Applies to everyone.
- Incentive pay—hazardous duty—aviation: Applicable to Navymen who receive permanent

flight duty orders assigning them to squadrons deployed overseas, to ships or to overseas duty stations.

- Sea duty and foreign duty pay: Everyone is eligible.

- Hostile fire pay: Applicable to all Navymen who are permanently assigned ashore where hostile fire pay is paid on a continuous basis.

- Proficiency pay: Applies to everyone assigned aboard ship or overseas.

- Family separation allowance—restricted area: Applies to everyone assigned to overseas duty stations.

- Family separation allowance—ship: Applies to everyone when the anticipated overseas deployment away from the home port is greater than five months.

- Diving duty pay: For all Navymen assigned to ships or overseas duty stations.

In this connection, a Navymen is not considered to be overseas if he is stationed in Alaska or Hawaii.

You can register an allotment up to the maximum amount as soon as you receive orders sending you to a qualified duty station. The allotment will become effective the first full month of qualifying duty.

When the allotment is authorized on any of the items of pay listed above, the allotment may be paid as long as your entitlement exists, regardless of whether or not your duty station is changed.

The items of pay listed above, of course, are not necessarily payable on a continuing basis. If you are eligible to make an allotment on any of these items, you should maintain a certain degree of vigilance to avoid overpayment when your status changes.

To make life easier for you—partic-

## What Credit Buying Really Costs You

Summer brings an abundance of vacations, home improvements, new cars and, sometimes, other major expenses. If you don't have the cash on hand (or in a savings account), obviously you won't be able to pay for them by cash.

Under such circumstances, you may use a credit card or loan to pay for your purchases. Here is a list of several types of major purchases and what the financing of them will cost you, courtesy of Navy Relief Society. It tends to make you think.

(Other information on budgets, savings and borrowing is available in a roundup in ALL HANDS, November 1965.)

Type of Purchase		Monthly Payment	Months	Total Finance Cost	Plan Offered By	True Interest
Auto Loan	\$1500.00	\$55.00	30	\$150.00	Bank	7.7%
Automobile Purchase	3126.15	86.89	30	339.99	Finance Agency	11.6%
Modernizing Materials	350.00	11.74	36	72.50	Dept. Store	13.4%
Furniture or Major Appliance	360.00	16.92	24	56.00	Dept. Store	15.4%
Revolving Charge Account					Dept. Store	18.0%
Unsecured Personal Loan	100.00	6.72	20	34.40	Finance Agency	39.3%
Holiday Tour	290.66	15.66	20	52.20	Airline	22.9%

ularly if you are overseas—you can now authorize your disbursing officer to mail your check directly to whatever financial organization you specify.

Full details may be found in Nav-Compt Notice 7220 of 19 May 1966.

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

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

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

*The Naked Prey* (WS): Drama; Cornel Wilde, Gert Van Der Berg.

*Secret Agent Fireball* (WS): Melodrama; Richard Harrison, Dominique Boschero.

*You Must Be Joking*: Comedy; Michael Callen, Lionel Jeffries.

*Poison Ivy*: Melodrama; Eddie Constantine, Dominique Wilms.

*Hallelujah Trail* (C): Comedy; Burt Lancaster, Lee Remick.

*Gunpoint*: Western; Audie Murphy, Joan Staley.

*The Return of Mr. Moto*: Melodrama; Henry Silva, Terance Longdon.

*The Boy Cried Murder*: Drama; Fraser Macintosh, Veronica Hurst.

*Inside Daisy Clover* (WS) (C): Drama; Natalie Wood, Christopher Plummer.

*Lord Love a Duck*: Comedy; Roddy McDowell, Tuesday Weld.

*Frankie & Johnnie*: Musical Drama; Elvis Presley, Donna Douglas.

*Life at the Top*: Drama; Laurence Harvey, Jean Simmons.

*Von Ryan's Express* (WS) (C): Melodrama; Frank Sinatra, Trevor Howard.

*Paradise Hawaiian Style*: Musical Comedy; Elvis Presley, Suzanna Leigh.

*How Not To Rob A Department Store*: Comedy; Jean Claude Brialy, Marie Laforet.

*The Ghost*: Drama; Barbara Steele, Peter Baldwin.

*King Rat*: Drama; George Segal, Tom Courtenay.

*Make Like a Thief*: Drama; Richard Long, Ake Lindman.

*Enough Rope*: Mystery Drama; Gert Frobe, Yvonne Furneaux.

*To The Shores of Hell* (C):

Drama; Marschall Thompson, Robert Dornan.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instruction and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

## Alnavs

No. 29—Reminded commands of the President's memorandum directing that steps be taken to avoid wasteful procurement practices and to hold inventories to normal levels.

No. 30—Directed that certain drugs be suspended from issue and use.

No. 31—Directed commands and activities to intensify efforts to inform all hands of the benefits of savings bonds.

No. 32—Announced approval by the President of the names of those line officers nominated for promotion to the grade of rear admiral.

No. 33—Discussed the Internal Revenue Service ruling that applies to combat zone tax exclusion of commissioned officers drawing saved pay.

No. 34—Discussed the possible consolidation of news service contracts and requested naval activities being serviced to provide certain information to the Chief of Information.

No. 35—Announced extension of the savings bond campaign through 30 June.

No. 36—Announced approval by the President of the names of those staff corps officers nominated for promotion to the grade of rear admiral.

## Instructions

No. 1120.35B—Provides in one source the eligibility requirements for officer programs leading to appointment to commissioned grade in the Naval Reserve.

No. 1133.18A—Updates instructions for administration of the Variable Reenlistment Bonus Program.

No. 1640.5E—Establishes criteria for designation of the place of confinement for persons sentenced to confinement by courts-martial.

## Notices

No. 1020 (24 May)—Announced advance changes to U. S. Navy Uniform Regulations, 1959.

No. 3760 (25 May)—Discussed interim reporting procedures for the flight activity of Naval Flight Officers.

No. 1421 (3 June)—Provided authority for effecting promotions to the grades of commander, lieutenant commander and lieutenant.

No. 1560 (6 June)—Provided information to commanding officers and individuals on matters related to the Veterans' Administration program of educational benefits.

No. 1742 (6 June)—Provided information concerning the Navy's voting program and directed attention to the citizenship and voting responsibilities of naval personnel in the 1966 elections.

No. 1221 (13 June)—Announced changes to the Navy Enlisted Classification Coding System which are to be incorporated in NavPers 15150K, scheduled for distribution in September.

## Skydiving Seal

A PhibLant SEAL won the right to compete in the National Skydiving Championships by placing in the Eastern Conference Skydiving Meet held at Applegarth, N. J.

Stan Janecka, torpedoman's mate first class, took first place in the style event and placed third in overall competition to win his berth in the nationals.

Navyman Tom Sutherland, of UDT 21, placed 10th in the meet.





## An Ode to the Fleet

**S**HIPS' PERSONNEL, particularly those who have been concerned with the preparation of ships' deck logs, may wonder what happens to these logs after they have been submitted to BuPers.

It will be interesting to know that, since the early 1800s, the deck logs of all U. S. naval ships that were required to submit logs have been maintained in permanent file.

Ships' deck logs have a definite legal, factual and historical value and, therefore, are used frequently in supplying technical or historical data for various research projects. They also provide information for determining the legality of personnel and admiralty claims.

*We've read New Year's logs, which are written in verse,  
And we know it's not easy when you don't rehearse.  
All in all, we've had many a laugh—  
Now here's one for the Fleet from the Deck Log Staff.*

*Each day of the year, your logs pour in  
With dates, times and places, showing where you have been.  
When received in BuPers, logs don't just gather dust.  
It's our job to use them—and review them we must.*

*They're helpful in writing ships' histories,  
And also revealing crew injuries.  
Is a ship entitled to an award?  
To determine this—over logs we've pored.*

*These are only a few of the things, you see,  
For which the log's kept, purposely.  
So—in writing your log, think of the above,  
And keep a good one for the ship you love.*

*There are now some reminders we'd like to mention,  
If we may please bring them to your attention:*

*Handwritten logs save time—that is true—  
But their purpose is ruined when they arrive overdue.  
So—legible logs and timely submission  
Are what's desired from all ships in commission.*

*On duty, a watch officer will never earn fame*

For these reasons, it is important that each ship's deck log be properly prepared and maintained as a permanent record.

At present, more than 1000 logs are received each month in the Ships' Deck Log Section of BuPers. Upon receipt in the Bureau, each log is reviewed for legibility, omissions, irregularities, unnecessary security classification and conformance with regulations.

The majority of logs received are found to be in shipshape condition; however, some do contain errors from time to time, and must be returned to the ships concerned for necessary corrective action.

Among the most common errors

*If, after his watch, he signs not his name.  
Sometimes, other signatures are also omitted;  
But to name those responsible, we won't be committed.*

*A ship's position while underway  
Should be recorded three times a day.  
For this data, there's a definite need;  
We request that ALL ships kindly heed.*

*The reviewing process you will bog,  
If you send us only half a log.  
Whether in port or underway,  
Don't send log sheets day by day.*

*Submit all logs only when complete;  
Extra paper this will delete.  
Weather data—which some deplore—  
Must still be gathered as before;*

*But instead of submitting it with the log,  
Please send to the Center that has "Cog:"  
National Weather Center, Asheville, N. C.,  
That's where the weather sheets should be.*

*While some of your logs have slight variations  
From procedures set forth in Regulations,  
We must commend the many ships  
That send us their logs without any slips.  
(Some of these logs, we'd like to frame;  
They're far too many to mention by name.)*

*Now we know how OODs scorn  
When they're stuck with the verse on New Year's morn;  
And while this is but OUR first edition,  
It's also our last—for it's not tradition.*

*To all Navy ships—both in port and at sea—  
You are our pride where'er you may be.  
And as a closing thought, we'd just like to say,  
Thanks for a job well done each day!  
—The Ship's Deck Log Staff of BuPers*



# ... AND YOU WERE

IF YOU SERVED in the below listed ships and units during the periods shown, you may be entitled to one of the following medals:

- **Armed Forces Expeditionary Medal** — For the operations in Vietnam, Taiwan, Cuba, the Dominican Republic, Lebanon, Congo, and Quemoy-Matsu.

- **Navy Expeditionary Medal** — For Cuban operations between 3 Jan 1961 and 23 Oct 1962.

- **Vietnam Service Medal** — For service in Vietnam between 4 Jul 1965 and a terminal date which will be announced.

To qualify for the awards, you must have actually participated in the action or service for which the respective medal was awarded. Members of rear echelons, transients, observers, and personnel assigned for short periods of TAD are normally not eligible for the awards unless they participated in actual combat operations.

Navy men who meet the above criteria for Vietnam operations between 1 Jul 1958 and 3 Jul 1965 are eligible for the Armed Forces Expeditionary Medal. However, they may be awarded the Vietnam Service Medal in lieu of the AFEM, if they so desire. No individual may be issued both medals for Vietnam service. (It is possible, of course, for you

to receive both the Vietnam Service Medal and the AFEM, provided the latter award was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, or Dominican Republic, and you elect to be awarded the Vietnam Service Medal rather than a star on the AFEM.)

The Vietnam Service Medal is being awarded to all members of the Armed Forces serving at any time in Vietnam, its waters, or its air space, between 4 Jul 1965 and a terminal date which will be announced. For other eligibility requirements, see page 59.

Specifically, you may qualify for the Vietnam Service Medal by:

- Being attached to and serving with a ship or unit participating in or directly supporting military operations in Vietnam.

This includes one or more days' shore or sea duty with such a unit, or participation as a crew member in one or more flights into the air space above Vietnam or adjacent waters in support of operations.

- Serving on temporary duty for 30 consecutive or 60 non-consecutive days in Vietnam or contiguous areas. This time limit may be waived if you participated in actual combat operations.

You may not be awarded the Vietnam Service Medal more than once.

The medal is not yet available. Requests should not be submitted until an announcement is made that the medal is ready for distribution.

If you require evidence that you were a member of an eligible ship or unit during the periods of eligibility you may request the evidence from the Chief of Naval Personnel. Certifications are being received daily from commanding officers of eligible ships and units. Additional listings will be published in SecNav Notices as soon as practicable.

Partial lists of ships and units eligible for the Armed Forces Expeditionary Medal for operations in Vietnam, Congo, Taiwan, Quemoy, Lebanon and Cuba were published in the July 1964 and October 1965 issues of ALL HANDS Magazine.

The ships, units and eligibility requirements listed below were announced in a series of SecNav Notices 1650 of 2 March, 3 March, 23 March, 8 April and 10 May 1966. Because of the interest in this subject and the number of inquiries received, the recent listings have been combined and are published here.

*Note:* This report includes only the latest listings. If your ship or unit is not included here, check the above-mentioned issues of ALL HANDS or the earlier listings in SecNav Instructions or Notices of the 1650 series.

## Armed Forces Expeditionary Medal Vietnam

**Advance (MSO 510)**  
10-22 Feb 1965; 7-18 Mar 1965

**Alamo (LSD 33)**  
5 August-28 Sep 1964

**Albatross (MSC 289)**  
19-31 Jul 1964

**Ashtabula (AO 51)**  
5-14 Aug 1964; 25 Aug-1 Sep 1964

**Bashaw (AGSS 241)**  
17-23 Jun 1964

**Bauer (DE 1025)**  
11 August-22 Sep 1964

**Berkeley (DDG 15)**  
2-5 Aug 1964

**Bexar (APA 237)**  
23 Nov-4 Dec 1964; 7-10 May 1965; 18-19 May 1965

**Black (DD 666)**  
15-27 Feb 1965; 5-18 Mar 1965; 10 Apr-7 May 1965; 26 May-15 Jun 1965

**Blue (DD 744)**  
14-18 May 1962; 10-28 Jun 1964

**Bon Homme Richard (CVA 31)**  
2 Sep-6 Nov 1964

**Boyd (DD 544)**  
2 Feb-4 Mar 1965; 15 Mar-21 Apr 1965; 10 May-2 Jun 1965

**Brush (DD 745)**  
11-23 Jul 1964; 8-26 Aug 1964

**Buchanan (DDG 14)**  
17 Feb-19 Mar 1965; 1-24 Apr 1965; 12 May-8 Jun 1965

**Buck (DD 761)**  
2-12 Feb 1965; 18 Feb-4 Mar 1965; 17 Mar-19 Apr 1965; 1-11 May 1965; 22 May-8 Jun 1965

**Bugara (SS 331)**  
9 Aug-5 Sep 1964

**Cacapon (AO 52)**  
17 Mar-17 May 1965

**Canberra (CAG 2)**  
2-6 Feb 1965; 10-13 Feb 1965; 15-22 Feb 1965; 14-15 Mar 1965; 26-31 Mar 1965; 1-30 Apr 1965; 1-10 May 1965; 19-31 May 1965; 1-9 Jun 1965

**Carter Hall (LSD 3)**  
20-23 Feb 1964; 29 Feb-1 Mar 1964

**Castor (AKS 1)**  
11-16 Sep 1964; 19-26 Sep 1964

Patrol Squadron One



USS Fortify (MSO 446)



USS Constellation (CVA 64)



# THERE



Coastal Bombardment of Viet Cong

Navy Expeditionary Medal

Hopewell (DD 681)  
13 Nov-15 Dec 1964

Inflict (MSO 456)  
17-25 Sep 1964

Jenkins (DD 447)  
8-26 Feb 1965; 20 Mar-28 Apr 1965

John A. Bole (DD 755)  
8-26 Feb 1965; 20-28 Apr 1965  
John W. Thomason (DD 760)  
8-26 Feb 1965; 20 Mar-28 Apr 1965

Joseph Strauss (DDG 16)  
17 Aug-30 Sep 1964; 26-31 Jan 1965; 1-27 Feb 1965; 15-17 Mar 1965; 27-29 Mar 1965; 23-30 Apr 1965; 1-13 May 1965; 8-24 Jun 1965

Kearsarge (CVS 33)  
11 Aug-22 Sep 1964  
Kennebec (AO 36)  
3 Aug-1 Sep 1964; 9-16 Sep 1964

King (DLG 10)  
7 May-6 Jun 1965  
Kitty Hawk (CVA 63)  
20 May-10 Jun 1964

Vietnam Service Medal

Armed Forces Expeditionary



Catamount (LSD 17)  
30 Oct-7 Nov 1962  
Cavalier (APA 37)  
5 Aug-28 Sep 1964  
Chandler (DD 717)  
11 Aug-4 Sep 1964; 15-22 Sep 1964

Chemung (AO 30)  
1-7 Sep 1964; 14-26 Sep 1964  
Chevalier (DD 805)  
17 Feb-21 Mar 1965; 2-24 Apr 1965; 17 May-7 Jun 1965

Chipola (AO 63)  
14 Sep-12 Oct 1964  
Cocopa (ATF 101)  
24-26 Dec 1963  
Collett (DD 730)  
22-28 Jun 1964; 10-28 Jun 1965

Colonial (LSD 18)  
12 Aug-8 Oct 1964  
Columbus (CG 12)  
5 Sep-1 Oct 1964  
Constellation (CVA 64)  
6 Jun-13 Jul 1964; 4 Aug-21 Sep 1964

Coontz (DLG 9)  
6 Oct-2 Dec 1964  
Cowell (DD 547)  
20 Sep-2 Oct 1964  
Current (ARS 22)  
19-31 Jul 1964; 5-25 Aug 1964

Currituck (AV 7)  
8-13 Jun 1964  
Cusk (SS 348)  
12 Aug-21 Sep 1964

Dale (DLG 19)  
1 Feb-9 Mar 1965; 17-25 Mar 1965; 19 Apr-13 May 1965  
DeHaven (DD 727)  
26 Aug-2 Sep 1963; 4-12 Sep 1963; 1-6 Nov 1963; 1-12 Jun 1964

Dixie (AD 14)  
23 Nov 1964-16 Feb 1965; 28 Feb-4 Apr 1965

Edson (DD 946)  
2-5 Aug 1964  
Eldorado (AGC 11)  
8 Aug-22 Sep 1964  
Elkhorn (AOG 7)  
2 Aug-28 Sep 1964

Energy (MSO 436)  
18 Mar-1 Apr 1965  
Engage (MSO 433)  
6-29 Sep 1964  
Epperson (DD 719)  
14-18 May 1962

Epping Forest (MCS 7)  
19-31 Jul 1964; 10-15 Oct 1964  
Ernest G. Small (DDR 838)  
7-12 Jun 1964; 24-28 Jan 1965; 1-28 Feb 1965; 1 Mar 1965; 15-17 Mar 1965; 28-29 Mar 1965; 23-30 Apr 1965; 1-13 May 1965; 8-24 Jun 1965

Evans (DE 1023)  
11 Aug-22 Sep 1964

Fechteler (DD 870)  
12-22 Jun 1964; 28 Jun-13 Jul 1964; 2-5 Aug 1964  
Fortify (MSO 446)  
17-25 Sep 1964  
Frank Knox (DDR 742)  
24-27 Jan 1962; 7-28 Jun 1964

Gainard (DD 706)  
2 Nov-5 Dec 1962  
Gannet (MSC 290)  
19-31 Jul 1964  
George K. MacKenzie (DD 836)  
24-28 Jan 1965; 1-20 Feb 1965; 4-30 Apr 1965; 1-20 May 1965; 1-3 Jun 1965

Goldsborough (DDG 20)  
8-26 Feb 1965; 20 Mar-28 Apr 1965  
Graffias (AF 29)  
1-24 Aug 1964  
Gridley (DLG 21)  
28 Jun-10 Jul 1964; 2-5 Aug 1964

Guadalupe (AO 32)  
6 Jan 1962; 20 Jan 1962; 24 Mar-5 Apr 1962  
Gunston Hall (LSD 5)  
9 Dec 1964-10 Jan 1965  
Gurke (DD 783)  
19-23 May 1960; 22-24 Dec 1964; 29 Dec 1964; 31 Dec 1964; 1-4 Jan 1965; 6-9 Jan 1965; 15 Jan 1965; 23-25 Jan 1965; 1-13 Feb 1965; 21 Feb 1965; 17 Mar 1965; 5-7 Apr 1965; 9-11 Apr 1965; 13 Apr 1965

Halsey (DLG 23)  
2-24 Feb 1965; 17-31 Mar 1965; 1-17 Apr 1965; 3-23 May 1965  
Hamner (DD 718)  
1-13 Feb 1965; 1-5 Mar 1965; 16-19 Mar 1965; 27-31 Mar 1965; 1-12 Apr 1965; 1-3 May 1965; 10-28 May 1965

Harry E. Hubbard (DD 748)  
2-5 Aug 1964; 20-23 Sep 1964; 30 Sep-10 Oct 1964  
Hassayampa (AO 145)  
2-11 Aug 1964; 17-29 Aug 1964  
Henderson (DD 785)  
11 Aug-22 Sep 1964

Henry W. Tucker (DD 875)  
3-5 Feb 1965; 10-31 Mar 1965; 1-10 Apr 1965; 6-31 May 1965; 1-3 Jun 1965  
Higbee (DD 806)  
17 Aug-30 Sep 1964; 4-28 Feb 1965; 1-25 Mar 1965; 27-31 Mar 1965; 23-30 Apr 1965; 1-9 May 1965

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964

USS Canberra (CAG 2)



## EXPEDITIONARY AND SERVICE MEDALS (cont.)

Leonard F. Mason (DD 852)  
1-30 Sep 1964; 14-21 Mar 1965;  
23-31 Mar 1965; 1-4 Apr 1965;  
7-17 May 1965  
Lofberg (DD 759)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Loyalty (MSO 457)  
17-25 Sep 1964  
Lynde McCormick (DDG 8)  
8 Oct-4 Nov 1964

Maddox (DD 731)  
2 Aug-3 Sep 1964  
Magoffin (APA 199)  
14 Aug-20 Sep 1964  
Manatee (AO 58)  
8 Jun-11 Jul 1964; 11-27 Aug  
1964; 6-13 Sep 1964  
Mars (AFS 1)  
8-10 Jan 1965; 15 Feb-23 Mar  
1965  
Mauna Kea (AE 22)  
11-28 Aug 1964  
McDermut (DD 677)  
28 Feb-6 Mar 1962  
Malala (ATF 106)  
24 Aug-24 Sep 1964  
Manticello (LSD 35)  
14 Aug-28 Sep 1964  
Moore (DD 741)  
7-10 Jun 1964  
Marton (DD 948)  
14-20 Sep 1964  
Munsee (ATF 107)  
11 Jun-3 Jul 1965

Nicholas (DD 449)  
24 Mar-16 Apr 1965

Oklahoma City (CLG 5)  
4 Aug-3 Sep 1964  
Orleck (DD 886)  
17 Aug-30 Sep 1964; 10-31 Mar  
1965; 1-16 Apr 1965  
Oxford (AGTR 1)  
1-3 Jul 1965  
Ozbourn (DD 846)  
11 Aug-22 Sep 1964

Paracutin (AE 18)  
11-21 Sep 1964  
Parsons (DD 949)  
9-24 Oct 1964; 13-15 Dec 1964  
Peacock (MSC 198)  
19-31 Jul 1964  
Phoebie (MSC 199)  
19-31 Jul 1964  
Pickaway (APA 222)  
9 Aug-28 Sep 1964  
Piedmont (AD 17)  
1-11 Jul 1964  
Pine Island (AV 12)  
4 Aug-3 Sep 1964  
Platte (AO 24)  
2 Feb-24 Mar 1965  
Pollux (AKS 4)  
11 Aug-2 Sep 1964  
Ponchatoula (AO 148)  
19 Oct 1964; 24-30 Oct 1964;  
25-29 Jan 1965; 1-12 Feb 1965;  
21 Feb-16 Mar 1965  
Preston (DD 795)  
28 Jun-10 Jul 1964; 2-5 Aug  
1964  
Prichett (DD 561)  
20 Sep-2 Oct 1964; 13-30 Jun  
1965

Princeton (LPH 5)  
27-31 Oct 1964; 1-9 Nov 1964;  
16-30 Nov 1964; 1-10 Dec 1964;  
26 Dec 1964-20 Jan 1965  
Procyon (AF 61)  
26 Aug-8 Sep 1964  
Pyro (AE 24)  
12 Feb-9 Mar 1965

Rainier (AE 5)  
5-13 Aug 1964; 22 Aug-13 Sep  
1964  
Raton (AGSS 270)  
12-20 Aug 1964  
Reeves (DLG 24)  
7 May-2 Jun 1965; 10-28 Jun  
1965  
Regulus (AF 57)  
5-9 Aug 1964  
Renville (APA 227)  
8 Aug-8 Oct 1964  
Richard S. Edwards (DD 950)  
14-20 Sep 1964  
Robison (DDG 12)  
30 Dec 1964-15 Jan 1965  
Rowan (DD 782)  
4-15 Feb 1965; 27 Feb-17 Mar  
1965; 10 Apr-7 May 1965; 26  
May-13 Jun 1965  
Rupertus (DD 851)  
24-31 Jan 1965; 1-3 Feb 1965;  
28-31 Mar 1965; 1-28 Apr 1965;  
21-24 Jun 1965

Sabalo (SS 302)  
2 Sep-2 Oct 1964  
Safeguard (ARS 25)  
25 Aug-24 Sep 1964  
Salisbury Sound (AV 13)  
12-19 Feb 1965  
Samuel N. Moore (DD 747)  
20-31 May 1964; 1-10 Jun 1964;  
12-26 Jul 1964; 2-20 Aug 1964;  
24-31 Aug 1964  
Sargo (SSN 583)  
10-28 Aug 1964; 7-22 Sep 1964  
Sea Fox (SS 402)  
25-30 May 1964  
Seadragon (SSN 584)  
29 Aug-9 Sep 1964; 23-29 Sep  
1964  
Segundo (SS 398)  
15-30 Sep 1964  
Shelton (DD 790)  
7-28 Jun 1964  
Somers (DD 947)  
19-23 May 1960; 9-28 Feb 1965;  
1-5 Mar 1965; 10 Mar-1 Apr  
1965; 26 Apr-22 May 1965  
Southerland (DD 743)  
10 Apr-11 May 1965; 21 May-  
3 Jul 1965  
Sterlet (SS 392)  
11 Aug-17 Sep 1964  
Surfbird (ADG 383)  
5-9 Aug 1963

Talladega (APA 208)  
11-18 Jun 1965  
Tang (SS 563)  
19-30 Sep 1964  
Taussig (DD 746)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Taylor (DD 468)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965

Theodore E. Chandler (DD 717)  
11 Aug-22 Sep 1964  
Ticonderoga (CVA 14)  
2-5 Aug 1964; 10 Jul-30 Aug  
1964; 6-30 Sep 1964; 22-29 Oct  
1964  
Tiru (SS 416)  
25 Apr-24 May 1965  
Talovana (AO 64)  
18-22 Aug 1964; 29 Aug-7 Sep  
1964  
Topeka (CLG 8)  
8 Jun-11 Jul 1964  
Tortuga (LSD 26)  
9 Aug-28 Sep 1964  
Towers (DDG 9)  
8-14 Feb 1965; 22 Feb-6 Mar  
Mar 1965; 9 Mar-2 Apr 1965;  
26 Apr-11 May 1965  
Tulare (AKA 112)  
8 Aug-28 Sep 1964  
Turner Joy (DD 951)  
28 Jun-10 Jul 1964; 23 Jul-2 Sep  
1964

Valley Forge (LPH 8)  
5 Aug-28 Sep 1964  
Vega (AF 59)  
27-31 Oct 1964  
Vernon County (LST 1161)  
10 Aug-28 Sep 1964  
Vireo (MSC 205)  
19-31 Jul 1964

Walker (DD 517)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Warbler (MSC 206)  
19-31 Jul 1964  
Washoe County (LST 1165)  
11 Aug-28 Sep 1964  
Wedderburn (DD 684)  
15 Oct-13 Nov 1964  
Weiss (APD 135)  
15 Feb-24 Mar 1963; 25 Aug-28  
Sep 1964

Westchester County (LST 1167)  
9 Aug-28 Sep 1964  
Whetstone (LSD 27)  
8 Aug-28 Sep 1964  
Whippoorwill (MSC 207)  
19-31 Jul 1964  
Whitfield County (LST 1169)  
17 Aug-28 Sep 1964  
Widgeon (MSC 208)  
19-31 Jul 1964  
Wiltzie (DD 716)  
1-21 Feb 1965; 3 Mar-5 Apr  
1965; 17-26 Apr 1965; 5 May-6  
Jun 1965  
Windham County (LST 1170)  
10 Aug-28 Sep 1964  
Winston (AKA 94)  
9 Aug-8 Oct 1964  
Woodpecker (MSO 209)  
19-31 Jul 1964  
Worden (DLG 18)  
5 Sep-11 Oct 1964

Yorktown (CVS 10)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965

Zelima (AF 49)  
16-30 Sep 1964

## Units

Air Antisubmarine Squadron 23\*  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Air Antisubmarine Squadron 25\*  
8-26 Feb 1965  
Airborne Early Warning Squadron  
1\*  
3 Jul 1964-2 Jul 1965  
Air Transport Squadron 7\*  
1 Aug 1960-20 Oct 1963  
Air Transport Squadron 7, Det A\*  
1 Aug 1960-12 Feb 1965  
ALUSNA Vietnam  
1 Jul 1958-1 Jun 1964

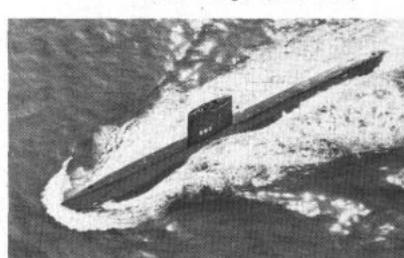
Beachmaster Unit 1  
3-7 Jun 1965

Carrier Airborne Early Warning  
Squadron 11, Det Foxtro\*  
6 Jun-13 Jul 1964  
Carrier Airborne Early Warning  
Squadron 11, Det Tango\*  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Carrier Airborne Early Warning  
Squadron 13\*  
3 Jan-15 Feb 1963  
Carrier Airborne Early Warning  
Squadron, Det 1\*  
10 Aug 1962-21 Sep 1962  
Commander Antisubmarine War-  
fare Group 3  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Carrier Antisubmarine  
Group 55  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Destroyer Division 32  
24-31 Jan 1965; 1-3 Feb 1965;  
28-31 Mar 1965; 1-28 Apr 1965;  
21-24 Jun 1965  
Commander Destroyer Division 72  
2-12 Feb 1965; 18 Feb-4 Mar  
1965; 17 Mar-19 Apr 1965; 5  
May-9 Jun 1965  
Commander Destroyer Division 152  
2 Feb-7 Mar 1965; 18-25 Mar  
1965; 10 Apr-7 May 1965; 26  
May-13 Jun 1965  
Commander Destroyer Division 213  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Destroyer Squadron 3  
24-27 Jan 1965; 4-20 Feb 1965;  
15-17 Mar 1965; 27-29 Mar  
1965; 23-30 Apr 1965; 1-13 May  
1965; 8-24 Jun 1965  
Commander Destroyer Squadron 7  
8-14 Feb 1965; 22 Feb-6 Mar  
1965; 9 Mar-2 Apr 1965; 26  
Apr-22 May 1965  
Commander Destroyer Squadron  
11  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Destroyer Squadron 15  
17 Feb-19 Mar 1965; 1-24 Apr  
1965; 12 May-8 Jun 1965  
Commander Mine Division 92\*  
10-22 Feb 1965; 7 Mar-1 Apr  
1965  
Commander Seventh Fleet Det A  
22 May 1964-\*\*

USS Whitfield County (LST 1169)



USS Sargo (SSN 583)



Epping Forest (LSD 4) and Peacock (MSC 198)





USS Salisbury Sound (AV 13)



USS Cocopa (ATF 101)



USS Maddox (DD 731)

Electronics Countermeasure Squadron 1 Det\*  
6 Jun-13 Jul 1964

Fighter Squadron 51\*  
6 Jun-13 Jul 1964

Fleet Air Reconnaissance Squadron 1\*  
1 Jul 1958-3 Jul 1965

Fleet Air Reconnaissance Unit 1  
Apr 1963--\*\*

Fleet Air Support Squadron 21, Det Japan\*  
4 Aug--\*\*

Fleet Tactical Support Squadron 3\*  
1 Jul 1958-3 Jul 1965

Fleet Tactical Support Squadron 7,

Det A\*  
5 Jul 1964-11 Feb 1965

Headquarters Support Activity\*  
1 Jul 1962-3 Jul 1965

Helicopter Antisubmarine Squadron 4\*  
8-26 Feb 1965; 20 Mar-28 Apr 1965

Heavy Photographic Squadron 61\*  
1 Dec 1958-30 Nov 1961  
August 1964--\*\*

Heavy Photographic Squadron 63 Det\*  
6 Jun-13 Jul 1964

Light Photographic Squadron 63, Det Echo\*  
6 Jun-13 Jul 1964

Light Photographic Squadron 63 Det Foxtrat\*  
6 Jun-13 Jul 1964

Mobile Inshore Undersea Warfare Surveillance Unit 11  
3 Jul 1965

Patrol Squadron 2\*  
11 Mar-1 May 1965

Patrol Squadron 4\*  
15 Apr-3 Jul 1965

Patrol Squadron 6\*  
1 Jul 1958-3 Jul 1965

Patrol Squadron 9\*  
1 Feb-8 Jun 1965

Patrol Squadron 17\*  
4 Aug-1 Oct 1964

Patrol Squadron 22\*  
1 Jun-3 Jul 1965

Patrol Squadron 28\*  
4 Aug-15 Oct 1964; 1 Jul 1958-3 Jul 1965

Patrol Squadron 40\*  
1 Sep 1959-15 Jun 1964

Patrol Squadron 42\*  
4 Aug-15 Nov 1964

Patrol Squadron 47\*  
4 Aug 1964--\*\*

Patrol Squadron 48\*  
4 Aug-18 Sep 1964

\* Only those personnel actually serving in entitlement area during period listed.

\*\* Date to be announced.

## Armed Forces Expeditionary Medal Taiwan Operations 23 Aug 1958—1 Jun 1959

Alamo (LSD 33)  
19 Nov 1958

Aludra (AF 55)  
2-4 Sep 1958

Ammen (DD 527)  
30 Aug 1958; 11 Oct-8 Nov 1958; 14 Nov 1958; 27 Nov 1958

Apache (ATF 67)  
29 Oct 1958

Avenge (MSO 423)  
9 Sep 1958

Bayfield (APA 33)  
26 Dec 1958

Benner (DDR 807)  
30 Aug-29 Sep 1958; 7-24 Oct 1958

Bennington (CVA 20)  
24 Sep 1958

Black (DD 666)  
30 Aug-20 Sep 1958

Boyd (DD 544)  
23-31 Aug 1958

Braine (DD 630)  
30 Aug-6 Nov 1958

Bridget (DE 1024)  
12-26 Sep 1958

Buck (DD 761)  
15 Oct-18 Nov 1958

Carson (DDR 830)  
16 Sep 1958

Castor (AKS 1)  
17 Oct 1958; 3-7 Nov 1958

Catamount (LSD 17)  
30 Aug 1958; 13-23 Sep 1958; 21-31 Oct 1958; 7 Nov 1958

Chara (AKA 58)  
31 Aug-1 Sep 1958; 3-27 Sep 1958

Chemung (AO 30)  
25-30 Sep 1958

Cimarron (AO 22)  
6-18 Sep 1958; 29 Sep-10 Oct 1958; 24-27 Oct 1958; 11-19 Nov 1958; 26 Nov-5 Dec 1958

Cocopa (ATF 101)  
28 Sep-17 Oct 1958; 31 Oct-20 Nov 1958

Cogswell (DD 651)  
17 Oct-2 Nov 1958

Collett (DD 730)  
6 Sep-16 Oct 1958

Columbus (CA 74)  
30 Aug-19 Sep 1958; 25 Sep 1958; 28 Sep-2 Oct 1958; 12-16 Oct 1958; 23-30 Oct 1958; 18-21 Nov 1958; 25-30 Nov 1958; 2-5 Dec 1958; 17-27 Dec 1958

Conservator (ARS 39)  
19 Sep-20 Oct 1958

Constant (MSO 427)  
7-14 Sep 1958

Cowell (DD 547)  
17-29 Sep 1958

Cushing (DD 797)  
12-20 Sep 1958; 29 Oct 1958; 3-6 Dec 1958

DeHaven (DD 727)  
22 Sep-16 Oct 1958

Dennis J. Buckley (DDR 808)  
13 Sep-29 Oct 1958; 13-14 Nov 1958; 10 Dec 1958

Diodon (SS 349)  
12 Nov 1958; 15-30 Nov 1958

Douglas A. Munro (DE 422)  
29 Sep 1958; 7 Nov-7 Dec 1958; 14-31 Dec 1958

Edmonds (DD 406)  
12 Sep-29 Oct 1958; 7 Nov-31 Dec 1958

Energy (MSO 436)  
8-14 Sep 1958

Essex (CVS 9)  
16-27 Sep 1958

Estero (AKL 5)  
10-27 Sep 1958; 4-7 Oct 1958

Everett F. Larson (DD 830)  
6-27 Sep 1958

Firedrake (AE 14)  
3-16 Oct 1958

Forrest Sherman (DD 931)  
20-27 Sep 1958

Fortify (MSO 446)  
11 Sep 1958

Graffias (AF 29)  
17-21 Sep 1958; 15-20 Oct 1958; 18-22 Nov 1958

Grapple (ARS 7)  
30 Aug-15 Sep 1958

Gregory (DD 802)  
23 Aug-24 Sep 1958; 26 Oct 1958; 30 Oct-3 Nov 1958

Guadalupe (AO 32)  
13-14 Nov 1958

Hale (DD 642)  
22 Sep 1958

Halsey Powell (DD 686)  
26 Aug-1 Oct 1958; 3 Nov 1958

Hamilton County (LST(M) 802)  
1 Sep-5 Oct 1958; 24 Oct 1958

Hamul (AD 20)  
14-31 Dec 1958

Hancock (CVA 19)  
26 Aug 1958

Hanson (DDR 832)  
13-30 Oct 1958; 2-24 Nov 1958

Hassayampa (AO 145)  
26 Nov 1958

Helena (CA 75)  
23 Aug 1958; 26-31 Aug 1958; 3-10 Sep 1958; 12 Sep 1958; 21-22 Sep 1958; 1-4 Oct 1958; 13-15 Oct 1958; 14 Nov 1958

Hitchiti (ATF 103)  
3-6 Dec 1958

Hopewell (DD 681)  
23 Aug-4 Sep 1958

Ingersoll (DD 652)  
19-Sep-14 Oct 1958; 10-14 Nov 1958; 23-24 Nov 1958

Isherwood (DD 520)  
26 Aug 1958; 3 Sep-31 Oct 1958

Jarvis (DD 799)  
6 Sep 1958; 24 Sep 1958

Jenkins (DDE 447)  
14 Oct 1958

John A. Bole (DD 755)  
13 Oct 1958; 19-21 Nov 1958

John S. McCain (DL 3)  
27 Sep-5 Nov 1958

Jupiter (AVS 8)  
19 Sep-3 Oct 1958

J. W. Thomason (DD 760)  
16-28 Oct 1958; 4 Nov 1958; 17 Nov 1958

Kidd (DD 661)  
26 Aug-11 Sep 1958

Lexington (CVA 16)  
15 Oct 1958; 15 Nov 1958

Lofberg (DD 759)  
19 Oct-10 Nov 1958

Los Angeles (CA 135)  
11-22 Sep 1958; 2 Oct 1958; 4-10 Oct 1958; 21 Oct-7 Nov 1958

Luzon (ARG 2)  
6 Sep-17 Oct 1958

Landing Craft Offload Supplies in Vietnam





USS Bennington (CVS 20)

Lyman K. Swenson (DD 729)  
30 Aug 1958; 20-27 Sep 1958

Manatee (AO 58)  
23-26 Aug 1958; 3-12 Sep 1958

Mansfield (DD 728)  
30 Aug 1958; 4-19 Sep 1958;  
16 Oct 1958

Marshall (DD 676)  
2-6 Sep 1958; 18-27 Sep 1958

Mataco (ATF 86)  
31 Aug-13 Sep 1958

Mauna Kea (AE 22)  
7 Sep 1958; 28 Sep 1958

McDermut (DD 677)  
23 Aug-10 Sep 1958

McGinty (DE 365)  
10-26 Sep 1958; 3-12 Oct 1958

Midway (CVA 41)  
6-8 Sep 1958

Mispillion (AO 105)  
27 Aug-5 Sep 1958

Montroue (APA 212)  
1 Sep 1958; 8 Nov 1958

Mt Rainier (AE 5)  
13 Nov 1958; 28 Nov-1 Dec 1958

Mullany (DD 528)  
25 Aug-1 Nov 1958

Navasota (AO 106)  
6-26 Sep 1958; 16 Oct 1958; 28  
Oct-1 Nov 1958

Onslow (AVP 48)  
23 Aug-27 Sep 1958

Passumpsic (AO 107)  
3 Nov 1958; 8 Nov 1958

Peacock (MSC 198)  
6-9 Sep 1958

Picking (DD 685)  
20 Nov 1958

Pictor (AF 54)  
7-14 Sep 1958

Piedmont (AD 17)  
29 Aug-27 Nov 1958

Pivat (MSO 463)  
8 Oct 1958



Heavy Attack Squadron

Pluck (MSO 464)  
7-14 Sep 1958; 24 Oct 1958

Pollux (AKS 4)  
7-9 Sep 1958; 14-15 Sep 1958;  
2-5 Oct 1958; 7-15 Oct 1958  
30 Nov-3 Dec 1958; 17-19 Dec  
1958

Ponchatoula (AO 148)  
3-19 Sep 1958; 14 Oct 1958

Porterfield (DD 682)  
24 Aug-15 Sep 1958

Prichett (DD 561)  
20 Sep 1958; 29 Oct 1958

Sea Devil (SS 400)  
27-29 Dec 1958

Shangri La (CVA 38)  
30 Aug 1958

Shields (DD 596)  
30 Aug-1 Sep 1958; 4-14 Sep  
1958; 26 Sep-14 Oct 1958; 25  
Nov-3 Dec 1958

Skagit (AKA 105)  
1 Sep 1958

Spinax (SS 489)  
28-29 Oct 1958

Stoddard (DD 566)  
29 Aug-14 Oct 1958

Surfbird (ADG 383)  
2 Sep-11 Oct 1958

Taluga (AO 62)  
23 Nov 1958

Taussig (DD 746)  
13 Oct 1958; 13-17 Nov 1958

Tawakoni (ATF 114)  
12 Sep-28 Oct 1958

Taylor (DDE 468)  
14-15 Oct 1958

Tioga County (LST 1158)  
26 Dec 1958

Tolovana (AO 64)  
2-7 Sep 1958; 18-28 Sep 1958;  
13-17 Oct 1958; 21-22 Oct 1958

Trathen (DD 530)  
6-19 Sep 1958; 11-16 Dec 1958

Twining (DD 540)  
30 Aug 1958; 6-9 Sep 1958; 27  
Sep 1958; 14 Dec 1958



USS Stoddard (DD 566)

Carrier Airborne Early Warning  
Squadron (VAW 11)\*  
26 Sep 1958-1 Jan 1959

Commander Fleet Air Wing One\*  
23 Aug 1958-1 Jan 1959

Fighter Squadron 23 (VF 23)\*  
23 Aug-3 Oct 1958

Fighter Squadron 112 (VF 112)\*  
23 Oct 1958-1 Jan 1959

Fleet Tactical Support Squadron 21  
(VR 21)\*  
23 Aug 1958-1 Jan 1959

Fleet Tactical Support Squadron 21  
Det Japan (VR 21, Det Japan)\*  
23 Aug-24 Nov 1958

Helicopter Antisubmarine Squad-  
ron 4\*  
23 Aug-3 Dec 1958

Heavy Attack Squadron 16 (VAH  
16)\*  
23 Aug 1958-1 Jan 1959

Marine Transport Squadron 253  
(VMR 253)\*  
30-31 Aug 1958; 1-3, 5, 6, 8-30  
Sep 1958; 1-10, 13-23, 28-31  
Oct 1958; 1, 3, 6-9, 11-15, 17,  
21-30 Nov 1958; 3, 5-10, 12, 14,  
16-19, 21-31 Dec 1958.

Marine Transport Squadron 352\*  
1, 18, 19, 30, 31 Aug 1958; 1,  
2, 5-8, 13-15, 18, 20-23, 25-28  
Sep 1958; 1, 3-5, 8-10, 22, 24,  
28 Oct 1958; 1, 2 Nov 1958

Patrol Squadron 4\*  
23 Aug 1958-1 Jan 1959

Patrol Squadron 40\*  
23 Aug 1958-31 Oct 1958

Patrol Squadron 46\*  
23 Aug 1958-1 Jan 1959

\* Only those personnel actually  
serving in the entitlement area  
during period listed.

Units

Airborne Early Warning Squadron  
1 (VW 1)\*  
23 Aug 1958-1 Jan 1959

Airborne Early Warning Squadron  
2 (VW 2)\*  
23 Aug 1958-1 Jan 1959

Airborne Early Warning Squadron  
3 (VW 3)\*  
23 Aug 1958-1 Jan 1959

All Weather Attack Squadron 35  
Det A (VAAW 35, Det A)\*  
23 Aug 1958-1 Jan 1959

All Weather Attack Squadron 35  
Det C (VAAW 35, Det C)\*  
23 Aug-25 Oct 1958

All Weather Attack Squadron 35  
Det D (VAAW 35, Det D)\*  
23 Aug-3 Oct 1958

All Weather Attack Squadron 35  
Det K (VAAW 35, Det K)\*  
26 Sep-4 Dec 1958

All Weather Attack Squadron 35  
Det I (VAAW 35, Det I)\*  
23 Aug-1 Nov 1958

Attack Squadron 151 (VA 151)\*  
23 Oct 1958-1 Jan 1959

Attack Squadron 156 (VA 156)\*  
27 Aug-25 Oct 1958

Armed Forces Expeditionary Medal  
Cuban Operations

Canisteo (AO 99)  
19 Nov-18 Dec 1962

Dodge County (LST 722)  
24 Oct-15 Dec 1962

Escape (ARS 6)  
24 Oct-5 Dec 1962

Hyades (AF 28)  
24 Oct-15 Dec 1962

Johnston (DD 821)  
10-31 Dec 1962

Kankakee (AO 39)  
24 Oct-4 Dec 1962

Kiowa (ATF 72)  
20 Nov-1 Dec 1962

Luiseno (ATF 156)  
19 Nov-9 Dec 1962

Manley (DD 940)  
24 Oct-24 Nov 1962

Marias (AO 57)  
12-20 Nov 1962

Mosopelea (ATF 158)  
8 Nov-1 Dec 1962

Paiute (ATF 159)  
5 Nov-2 Dec 1962

Papago (ATF 160)  
24 Oct-22 Nov 1962

Peregrine (AG 176) (formerly  
EFMS 373)  
26 Oct-5 Nov 1962;  
26-29 Nov 1962

Salinan (ATF 161)  
24 Oct-10 Dec 1962

Seneca (ATF 91)  
13 Nov-15 Dec 1962

Shakori (ATF 162)  
12 Nov-2 Dec 1962

Truckee (AO 147)  
24 Oct-5 Dec 1962

Tutuila (ARG 4)  
20 Nov-7 Dec 1962

Units

Commander Fleet Air Wing Three\*  
24 Oct-31 Dec 1962

Commander Fleet Air Wing 11\*  
24 Oct-31 Dec 1962

Air Antisubmarine Squadron 30,  
Det 14 (VS 30, Det 14)\*  
22 Oct-1 Dec 1962

Air Antisubmarine Squadron 861  
(VS 861)\*  
11 Dec 1961-1 Feb 1962;  
1 Mar-21 Jul 1962

Air Development Squadron 1,  
Det 14 (VX 1, Det 14)\*  
22 Oct-1 Dec 1962

All Weather Fighter Squadron  
Three (Det Echo)\*  
24 Oct-31 Dec 1962

Patrol Squadron 5 (VP 5)\*  
24 Oct-31 Dec 1962

Patrol Squadron 7 (VP 7)\*  
24 Oct-31 Dec 1962

Patrol Squadron 8 (VP 8)\*  
24 Oct-31 Dec 1962

Patrol Squadron 10 (VP 10)\*  
24 Oct-31 Dec 1962

Patrol Squadron 11 (VP 11)\*  
24 Oct-31 Dec 1962

Patrol Squadron 18 (VP 18)\*  
24 Oct-31 Dec 1962

Patrol Squadron 21 (VP 21)\*  
24 Oct-31 Dec 1962

Patrol Squadron 24 (VP 24)\*  
24 Oct-31 Dec 1962

Patrol Squadron 26 (VP 26)\*  
24 Oct-31 Dec 1962

Patrol Squadron 30 (VP 30)\*  
24 Oct-31 Dec 1962

Patrol Squadron 44 (VP 44)\*  
24 Oct-31 Dec 1962  
Patrol Squadron 45 (VP 45)\*  
24 Oct-31 Dec 1962  
Patrol Squadron 49 (VP 49)\*  
24 Oct-31 Dec 1962  
Patrol Squadron 56 (VP 56)\*  
24 Oct-31 Dec 1962  
Air Development Squadron 1, Det  
14 (VX 1, Det 14)\*  
24 Oct-31 Dec 1962  
Marine Aerial Refueler/Transport  
Squadron 252\*  
24-26, 28, 29, 31 Oct 1962; 1-4,  
6, 7, 10-30 Nov 1962; 1-3, 5-8,  
10, 12, 14, 15, 17-21, 26, 27  
Dec 1962

\* Only those members of air crews  
who actually conducted flights into  
Cuban waters during periods in-  
dicated. (See also Note 1)

Note 1.—Includes: • Personnel regu-  
larly assigned to a com-  
ponent of Naval Base during  
the period.

• Personnel of  
squadrons or units (such  
as ground crews) who  
actually landed at Guan-  
tanamo during the period  
indicated.



USS Arneb (AKA 56)

## Armed Forces Expeditionary Medal Dominican Republic

Affray (MSO 511)  
28 Apr-8 Jun 1965  
Alacrity (MSO 520)  
1-25 May 1965  
Allen M. Sumner (DD 692)  
29 Apr-11 May 1965; 26 Aug-7  
Sep 1965; 12-23 Sep 1965  
Alstede (AF 48)  
21 May-7 Jun 1965  
Amphion (AR 13)  
27 Jun-23 Jul 1965  
Arneb (AKA 56)  
11-16 May 1965  
Aucilla (AO 56)  
29 Jun-20 Jul 1965  
Aurora (WPC 103)  
7-8 May 1965; 13-15 May 1965

Bache (DD 470)  
14-15 May 1965  
Belmont (AGTR 4)  
30 Apr-8 Jun 1965; 19 Jun-13  
Jul 1965  
Bigelow (DD 942)  
10-27 May 1965  
Bordelon (DD 881)  
9-16 Jul 1965; 19 Jul-6 Aug 1965  
Boxer (LPH 4)  
28 Apr-1 Jun 1965

Caddo Parish (LST 515)  
4-8 Jun 1965; 6-11 Jul 1965; 19-  
20 Oct 1965; 12-14 Nov 1965  
Caloosahatchee (AO 98)  
5-24 Sep 1965  
Canisteo (AO 99)  
12-28 Aug 1965  
Capricornus (AKA 57)  
7 May-6 Jun 1965; 20-26 Oct  
1965  
Casa Grande (LSD 13)  
7 May-6 Jun 1965  
Charles F. Adams (DDG 2)  
27 May-4 Jun 1965  
Charles H. Roan (DD 853)  
30 Apr-11 May 1965  
Chase County (LST 532)  
22-30 May 1965; 26-29 Jul 1965  
Chesterfield County (LST 551)  
14-16 May 1965; 9-12 Jun 1965;  
18-22 Oct 1965  
Chilton (APA 38)  
7 May-5 Jun 1965  
Corry (DD 817)  
14-22 May 1965

Damato (DD 871)  
6-27 Aug 1965  
Dash (MSO 428)  
21-26 Oct 1965  
Davis (DD 937)  
14 Jun-10 Jul 1965  
Dealey (DE 1006)  
24 May-2 Jun 1965  
Direct (MSO 430)  
21-26 Oct 1965  
Donner (LSD 20)  
7-10 May 1965  
Dupont (DD 941)  
17-24 Sep 1965

Escape (ARS 6)  
25 July-24 Aug 1965; 21 Sep-20  
Oct 1965; 25 Oct 1965  
Eugene A. Greene (DD 711)  
6-14 May 1965  
Exploit (MSO 440)  
28 Apr-8 Jun 1965

Fiske (DD 842)  
14-24 May 1965  
Fort Snelling (LSD 30)  
28 Apr-1 Jun 1965

Gearing (DD 710)  
14 May-13 Jun 1965  
Grant County (LST 1174)  
4-7 Jun 1965  
Guadalcanal (LPH 7)  
5-7 May 1965; 20-26 Oct 1965

Hermitage (LSD 34)  
26 Jun-3 Jul 1965; 25-26 Jul 1965  
Hickman County (LST 825)  
15-19 May 1965; 14-16 Jun 1965;  
31 Aug 1965; 15-19 Sep 1965;  
9-13 Nov 1965; 30 Nov-2 Dec  
1965  
Holder (DD 819)  
9-14 May 1965

Kankakee (AO 39)  
18-28 May 1965  
Kaskaskia (AO 27)  
24-25 Jul 1965; 30-31 Jul 1965;  
5-7 Aug 1965  
Kiawa (ATF 72)  
28 Jun-11 Jul 1965; 15-28 Jul  
1965

La Salle (LPD 3)  
4-28 May 1965  
Leahy (DLG 16)  
29 Apr-8 May 1965  
Leary (DD 879)  
6-27 Aug 1965  
Liddle (APD 60)  
7 May-5 Jun 1965  
Lindenwald (LSD 6)  
7 May-6 Jun 1965  
Luce (DLG 7)  
29 Apr-8 May 1965  
Luzerne County (LST 902)  
17-21 May 1965; 12-15 Jun 1965;  
28 Jun-1 Jul 1965

Madera County (LST 905)  
6-9 Jun 1965; 18-21 Aug 1965;  
26-28 Aug 1965; 1-3 Sep 1965  
Mazama (AE 9)  
2-14 May 1965  
Monmouth County (LST 1032)  
2-7 Jun 1965; 19-21 Jun 1965;  
30 Jun-3 Jul 1965; 28-31 Jul  
1965; 1 Oct 1965; 3-5 Oct 1965;  
12-14 Oct 1965  
Monrovia (APA 31)  
7 May-3 Jun 1965  
Myles C. Fox (DD 829)  
14 May-13 Jun 1965

Nantahala (AO 60)  
6-15 May 1965; 17-19 May 1965  
Neosho (AO 143)  
29 May-7 Jun 1965  
New London County (LST 1066)  
23 May-1 Jun 1965; 17 Jun-19  
Jul 1965; 15-25 Sep 1965  
Newport News (CA 148)  
1-7 May 1965  
Nipmuc (ATF 157)  
7 Jun 1965; 23 Aug-6 Sep 1965;  
12-21 Sep 1965  
Nye County (LST 1067)  
6-11 Jun 1965; 28-30 Jun 1965;  
25-29 Nov 1965

Observer (MSO 461)  
1-25 May 1965  
O'Hare (DD 889)  
6-14 May 1965  
Okinawa (LPH 3)  
4-29 May 1965

Paiute (ATF 159)  
27 Jul-3 Aug 1965  
Papago (ATF 160)  
4-17 May 1965  
Pawcatuck (AO 108)  
29 Apr-11 May 1965  
Perry (DD 844)  
10-27 May 1965  
Plymouth Rock (LSD 29)  
20-26 Oct 1965  
Pacono (AGG 16)  
26 May-6 Jun 1965  
Preserver (ARS 8)  
10 May-15 Jun 1965; 21-28 Jun  
1965

Pulaski County (LST 1088)  
28 May-1 Jun 1965; 13-16 Jun  
1965; 8-11 Jul 1965; 8-10 Aug  
1965; 15-18 Aug 1965

Raleigh (LPD 1)  
28 Apr-1 Jun 1965  
Rankin (AKA 103)  
28 Apr-8 Jun 1965  
Rigel (AF 58)  
3-18 May 1965  
Robert L. Wilson (DD 847)  
14-22 May 1965  
Ruchamkin (APD 89)  
28 Apr-1 Jun 1965

Sabine (AO 25)  
2-14 May 1965; 4-25 Jun 1965  
Salamonie (AO 26)  
16 May-3 Jun 1965  
Semmes (DDG 18)  
27 May-3 Jun 1965  
Shadwell (LSD 15)  
10 May-4 Jun 1965  
Shakori (ATF 162)  
4-8 May 1965  
Spiegel Grove (LSD 32)  
19-21 Jul 1965  
Stickell (DD 888)  
14 Jun-10 Jul 1965  
Storms (DD 780)  
9-14 May 1965  
Strong (DD 758)  
8 Jul-9 Aug 1965

Taconic (AGC 17)  
7 May-26 Jun 1965

### Navy Offloads Evacuees from Dominican Republic



## EXPEDITIONARY AND SERVICE MEDALS (cont.)

Turner (DDR 834)  
10-25 May 1965  
Tutuila (ARG 4)  
28 May-20 Jun 1965

Uvalde (AKA 88)  
18-28 Jun 1965

Vermilion (AKA 107)  
7 May-3 Jun 1965  
Vogelgesang (DD 862)  
6-14 May 1965  
Vulcan (AR 5)  
6-30 May 1965

Wahkiakum County (LST 1162)  
9-17 May 1965  
Waldo County (LST 1163)  
25 Feb-2 Mar 1965; 7 May-2 Jun 1965  
William C. Lawe (DD 763)  
28 Apr-8 May 1965; 24 Aug-17 Sep 1965  
William M. Wood (DD 715)  
29 Apr-9 May 1965  
Wood County (LST 1178)  
28 Apr-1 Jun 1965

Yancey (AKA 93)  
30 Apr-11 May 1965  
York County (LST 1175)  
7 May-3 Jun 1965; 20-26 Oct 1965

### Units

Air Transport Squadron 3 (VR 3)\*  
29 Apr 1965—to be announced  
Atlantic Fleet Mobile Photo Group Det  
29 Apr-11 Jun 1965  
Armed Forces Courier Service  
NavComSta, Puerto Rico  
30 Apr-12 Jul 1965  
Casualty Evacuation Team, USNH, Beaufort, S. C. (Embarked in *Monrovia*)  
6-26 May 1965  
Casualty Evacuation Team, USNH, Key West, Fla. (Embarked in *Waldo County*)  
6-26 May 1965  
Casualty Evacuation Team, USNH, Annapolis, Md. (Embarked in *Okinawa*)  
4-26 May 1965  
CinClant Subordinate Joint Information Bureau, Santo Domingo  
28 Apr-12 Jun 1965  
Commander Joint Task Force 122 Forward Staff (Embarked in *Boxer*)  
28 Apr-1 May 1965

Commander Joint Task Force 122 Staff (Embarked in *Newport News*)  
1-7 May 1965  
Commander Mine Division 45 (Embarked in *Alacritty*)  
1-25 May 1965

ComPhibLant Staff (Embarked in *LaSalle*)  
4-28 May 1965  
ComPhibLant Staff (Embarked in *Pocano*)  
28 May-6 Jun 1965  
ComPhibGru Four Staff (Embarked in *Taconic*)  
7 May-26 Jun 1965  
ComPhibRon Eight Staff (Embarked in *Monrovia*)  
7 May-3 Jun 1965  
ComPhibRon Eight Staff (Embarked in *Guadalcanal*)  
20-26 Oct 1965  
ComPhibRon 10 Staff (Embarked in *Boxer*)  
28 Apr-1 Jun 1965  
ComPhibRon 12 Staff (Embarked in *Okinawa*)  
4-26 May 1965  
ComDesDiv 62 Staff (Embarked in *Charles F. Adams*)  
27 May-4 Jun 1965  
ComDesDiv 322 Staff (Embarked in *Vogelgesang*)  
6-14 May 1965  
ComDesDiv 362 Staff (Embarked in *Robert L. Wilson*)  
14-22 May 1965  
ComDesRon 12 Staff (Embarked in *Davis*)  
14 June-10 Jul 1965  
ComDesRon 12 Staff (Embarked in *Bardelon*)  
10-16 Jul 1965; 19 Jul-6 Aug 1965  
ComDesRon 16 Staff (Embarked in *Bigelow*)  
10-27 May 1965  
ComDesRon 20 Staff (Embarked in *Gearing*)  
14 May-13 Jul 1965  
ComDesRon 22 Staff (Embarked in *Damato*)  
6-27 Aug 1965  
ComDesRon 22 Staff (Embarked in *William C. Lawe*)  
27 Aug-17 Sep 1965  
ComMinDiv 43 Staff (Embarked in *Dash*)  
21-26 Oct 1965  
ComServRon Two Staff (Embarked in *Neosho*)  
29 May-7 Jun 1965  
ComServRon 4 Staff (Embarked in *Vulcan*)  
6-30 May 1965  
Commander Tactical Air Control Group Two  
4 May-6 Jun 1965

Amphibious Construction Battalion Two  
Fuel Team 4 May-25 Sep 1965  
Carib 2-65 Det-28 Apr-1 Jun 1965  
Carib 3-65 Det-26 Jun-3 Jul 1965

Assault Craft Unit Two  
LCM 8-1—28 Apr-1 Jun 1965  
LCM 8-4—7 May-6 Jun 1965  
LCM 8-5—7 May-6 Jun 1965

LCM 8-6—28 Apr-1 Jun 1965  
LCM 8-8—28 Apr-1 Jun 1965  
LCM 8-9—28 Apr-1 Jun 1965  
LCM 8-10—28 Apr-1 Jun 1965  
LCM 8-11—26 June-3 Jul 1965  
LCM 8-14—7 May-6 Jun 1965  
LCM 8-15—28 Apr-1 Jun 1965  
LCM 8-16—7 May-6 Jun 1965  
LCM 8-19—26 Jun-3 Jul 1965  
LCU 1467—7 May-6 Jun 1965  
LCU 1469—7 May-6 Jun 1965  
LCU 1470—26 Jun-3 Jul 1965  
LCU 1473—20-26 Oct 1965  
LCU 1489—7 May-6 Jun 1965  
LCU 1490—28 Apr-1 Jun 1965  
LCU 1491—7 May-6 Jun 1965  
LCU 1610—26 June-3 Jul 1965  
LCU 1611—20-26 Oct 1965  
LCU 1612—28 Apr-1 Jun 1965

Beach Jumper Unit Two  
Det 281—4-28 May 1965  
Det 282—4-28 May 1965

Beachmaster Unit Two  
A Hq Co—11 May-11 Jun 1965  
A 2 Det—11 May-11 Jun 1965  
A 3 Det—7 May-6 Jun 1965  
B 3 Det—28 Apr-1 Jun 1965

Naval Operations Support Group  
Atlantic, Det B  
7-10 May 1965

Seal Team Two  
Det A—4-28 May 1965  
Det B—4-28 May 1965  
Det C—4-28 May 1965

TacRon 21  
7 May-26 Jun 1965

TacRon 22  
4 May-6 Jun 1965  
Det Hotel—20-26 Oct 1965  
Det India—28 Apr-1 Jun 1965  
Underwater Demolition Team 21  
3rd Platoon—7 May-5 Jun 1965

Underwater Demolition Team 22  
Det B—28 Apr-1 Jun 1965

Mobile Navy Overseas Aircraft Terminal, San Isidro Airport (TU 123.3.4)  
3 May-11 Aug 1965

Surgical Team No. 4, USNH  
Bethesda, Md. (Embarked in *Monrovia*)  
7-23 May 1965  
Surgical Team No. 7, USNH  
Charleston, S. C. (Embarked in *Boxer*)  
30 Apr-1 Jun 1965  
Surgical Team No. 12, USNH  
Portsmouth, Va. (Embarked in *Raleigh*)  
Surgical Team No. 17, USNH Camp Lejeune, N. C. (Embarked in *Okinawa*)  
4-26 May 1965

Surgical Team No. 19, USNH  
Jacksonville, Fla. (Embarked in *Waldo County*)  
6-26 May 1965

YO 190  
23 May-29 Jul 1965  
YOG 89  
31 May-8 Sep 1965  
YOG 90  
14-26 May 1965; 4 Jun-7 Sep 1965  
YOGN 10  
1-10 Jun 1965; 19 Jun-12 Jul 1965  
YON 255  
24 May-17 Jun 1965  
YTB 753  
31 May-24 Aug 1965  
YTM 524  
20 Aug-23 Sep 1965  
YTM 751  
8 Jul-5 Aug 1965  
YTM 752  
6-8 Jun 1965; 11 Jun-8 Jul 1965; 4 Aug-7 Sep 1965; 20-27 Sep 1965  
YTM 755  
24 May-17 Jun 1965

Air Development Squadron Six\*  
30 Apr-4 May 1965  
Airborne Early Warning Squadron 4\*  
11 May 1965  
Air Transport Squadron 3\*  
28 Apr 1965-8 Feb 1966  
Air Transport Squadron 22\*  
29 Apr-7 May 1965  
Attack Squadron 76\*  
3-6 Jun 1965

Carrier Airborne Early Warning Squadron 33, Det 36\*  
14 May-20 Jul 1965  
Coast Guard Air Station, San Juan\*  
30 Apr-15 May 1965  
Commander Fleet Air Caribbean\*  
28 Apr-15 Nov 1965

Heavy Photographic Squadron 62\*  
18 Jun-26 Sep 1965

Naval Air Station, Guantanamo\*  
30 Apr-24 Sep 1965  
Naval Air Station, Norfolk\*  
30 Apr 1965  
Naval Station, Roosevelt Roads\*  
28 Apr-15 Nov 1965  
Patrol Squadron Seven\*  
28 Apr-8 May 1965; 2-29 Oct 1965  
Patrol Squadron 11\*  
10 May-18 Aug 1965  
Patrol Squadron 18\*  
28 Apr-16 Dec 1965  
Transport Squadron 1\*  
28 Apr 1965-8 Feb 1966

\* Only those personnel actually serving in entitlement area during period listed.

## Armed Forces Expeditionary Medal Lebanon

Abbot (DD 629)  
20 Aug-22 Sep 1958  
Adroit (MSO 509)  
15 Aug-4 Sep 1958  
Aggressive (MSO 422)  
15-23 Aug 1958; 2-9 Sep 1958  
Alcor (AK 259)  
11-12 Aug 1958; 21-26 Aug 1958

Aldebaran (AF 10)  
9-17 Aug 1958  
Antares (AK 258)  
6-7 Oct 1958  
Atakapa (ATF 149)  
29-30 Aug 1958

Aucilla (AO 56)  
22-23 Aug 1958; 2-4 Sep 1958

Barry (DD 933)  
17-25 Jul 1958; 29 Jul-1 Aug 1958; 11-20 Aug 1958; 27-31 Aug 1958  
Basilone (DDE 824)  
26 Jul-11 Aug 1958

Cambria (APA 36)  
29 Sep-18 Oct 1958  
Capricornus (AKA 57)  
13-24 Jul 1958; 5-23 Aug 1958; 16 Sep-1 Oct 1958

Charles H. Roan (DD 853)  
20-26 Aug 1958  
Chewaucan (AOG 50)  
22 Oct 1958  
Chilton (APA 38)  
17-23 Jul 1958; 7-22 Aug 1958; 5 Sep-1 Oct 1958; 16-25 Oct 1958  
Chukawan (AO 100)  
29 Aug-12 Sep 1958  
Cone (DD 866)  
17 Jul-2 Aug 1958; 11-21 Aug 1958; 2-7 Sep 1958  
Cromwell (DE 1014)  
26-31 Jul 1958; 11-22 Aug 1958; 31 Aug-14 Sep 1958

Damato (DDE 871)  
1-9 Aug 1958  
Dealey (DE 1006)  
26-31 Jul 1958; 11-22 Aug 1958; 31 Aug-14 Sep 1958  
Denebola (AF 56)  
19-28 Sep 1958  
Des Moines (CA 134)  
17 Jul-10 Aug 1958; 23-29 Aug 1958

Essex (CVA 9)  
16 Jul-1 Aug 1958; 11-20 Aug 1958

Fidelity (MSO 443)  
15-23 Aug 1958; 2-9 Sep 1958

Forrest B. Royal (DD 872)  
20-26 Aug 1958

Forrest Sherman (DD 931)  
20-28 Aug 1958

Fort Snelling (LSD 30)  
17-23 Jul 1958; 7-22 Aug 1958;  
5 Sep-1 Oct 1958; 16-25 Oct 1958

Fremont (APA 44)  
18 Jul-6 Aug 1958; 23 Aug-6 Sep 1958; 14-16 Sep 1958

Geiger (T-AP 197)  
5 Aug 1958

General George M. Randall (AP 115)  
2-3 Aug 1958

General LeRoy Eltinge (T-AP 154)  
3-5 Oct 1958; 23-24 Oct 1958

General R. M. Blatchford (T-AP 153)  
13-17 Oct 1958

Hailey (DD 556)  
17 Jul-21 Aug 1958; 4-6 Sep 1958

Hartley (DE 1029)  
1-11 Aug 1958; 22-31 Aug 1958; 16-17 Sep 1958

Hyades (AF 28)  
29-30 Aug 1958; 5-9 Sep 1958

John Willis (DE 1027)  
16-26 Jul 1958; 11-21 Aug 1958; 31 Aug-16 Sep 1958

Joseph K. Taussig (DE 1030)  
17 Jul-10 Aug 1958; 22-31 Aug 1958

LCU 1466  
15 Jul-3 Oct 1958; 16-25 Oct 1958

LCU 1469  
17-21 Jul 1958; 5-23 Aug 1958; 16-30 Sep 1958

LCU 1474  
29 Sep-18 Oct 1958

LCU 1486  
29 Sep-18 Oct 1958

LCU 1491  
17 Jul-16 Sep 1958

LCU 1492  
18-31 Jul 1958; 1-6 Aug 1958; 23-31 Aug 1958; 1-7 Sep 1958; 14-16 Sep 1958

LCU 1608  
15 Jul-3 Oct 1958; 16-25 Oct 1958

LCU 1609  
29 Sep-18 Oct 1958

Leary (DDR 879)  
1-10 Aug 1958; 19-31 Aug 1958

Lester (DE 1022)  
30 Jul-11 Aug 1958; 22-31 Aug 1958; 16-17 Sep 1958

Marias (AO 57)  
10 Aug-2 Sep 1958

Mattabasset (AOG 52)  
19-25 Jul 1958; 14-16 Aug 1958; 23-27 Sep 1958; 13 Oct 1958

McGowan (DD 678)  
15 Jul-1 Aug 1958; 11-20 Aug 1958; 2-7 Sep 1958

McNair (DD 679)  
15 Jul-1 Aug 1958; 11-20 Aug 1958; 31 Aug-12 Sep 1958

Mercury (AKS 20)  
22-25 Aug 1958; 4-9 Sep 1958; 23-26 Sep 1958

Meredith (DD 890)  
31 Aug-7 Sep 1958

Miller (DD 535)  
17 Jul-21 Aug 1958; 4-6 Sep 1958

Monrovia (APA 31)  
14-24 Jul 1958; 5-22 Aug 1958; 16 September-1 Oct 1958

Mount McKinley (AGC 7)  
18-31 Jul 1958

Muliphen (AKA 61)  
18 Jul-6 Aug 1958; 23 Aug-6 Sep 1958; 14-16 Sep 1958

New (DDE 818)  
17 Jul-1 Aug 1958; 11 Aug 1958

Newport News (CA 148)  
21-27 Sep 1958

Nimble (MSO 459)  
17 Jul-15 Aug 1958; 9 Sep-2 Oct 1958

Oglethorpe (AKA 100)  
29 Sep-18 Oct 1958

Olmsted (APA 188)  
18 Jul-6 Aug 1958; 23-30 Aug 1958; 15-16 Sep 1958

Pinnacle (MSO 462)  
17 Jul-2 Aug 1958; 21 Aug-2 Oct 1958

Plymouth Rock (LSD 29)  
17-21 Jul 1958; 5-23 Aug 1958; 16-30 Sep 1958

Pocono (AGC 16)  
17 Jul-25 Oct 1958

Pompon (SSR 267)  
1 Jul-30 Sep 1958

Power (DD 839)  
21-24 Sep 1958

Rich (DDE 820)  
Rigel (AF 58)  
15 Oct 1958

Robert L. Wilson (DDE 847)  
17 Jul-11 Aug 1958

Rockbridge (APA 228)  
16-23 Jul 1958; 7-22 Aug 1958; 5 Sep-1 Oct 1958; 16-25 Oct 1958

Rooks (DD 804)  
17-25 Jul 1958; 11-14 Aug 1958

Sagacity (MSO 469)  
17 Jul-2 Aug 1958; 21 Aug-2 Oct 1958

Samuel B. Roberts (DD 823)  
20-24 Aug 1958; 2-10 Sep 1958

San Marcos (LSD 25)  
29 Sep-18 Oct 1958

Saratoga (CVA 60)  
17-25 Jul 1958; 29 Jul-11 Aug 1958; 19 Aug-7 Sep 1958

Seyn (AO 61)  
25-29 Jul 1958; 10-27 Aug 1958

Shasta (AE 6)  
22 Jul-11 Aug 1958; 20 Aug-1 Sep 1958

Shenandoah (AD 26)  
22-24 Jul 1958

Skill (MSO 471)  
17 Jul-15 Aug 1958; 9 Sep-2 Oct 1958

Spiegel Grove (LSD 32)  
18 Jul-6 Aug 1958; 23 Aug-7 Sep 1958; 14-16 Sep 1958

Stalwart (MSO 493)  
15 Aug-2 Sep 1958

Steinaker (DDR 863)  
17-25 Jul 1958; 30 Jul-16 Aug 1958; 31 Aug-14 Sep 1958

Stribling (DD 867)  
17-23 Jul 1958

Suffolk County (LST 1173)  
29 Sep-18 Oct 1958

Taconic (AGC 17)  
14 Jul-8 Oct 1958

The Sullivans (DD 537)  
14 Jul-1 Aug 1958; 15-20 Aug 1958; 27 Aug-7 Sep 1958

Thornback (SS 418)  
1 Jul-30 Sep 1958

Traverse County (LST 1160)  
14-24 Jul 1958; 5-23 Aug 1958; 16 Sep-1 Oct 1958

Trutta (SS 421)  
1 Jul-30 Sep 1958

Uphsur (T-AP 198)  
1-3 Aug 1958

Van Voorhis (DE 1028)  
17 Jul-11 Aug 1958; 22-31 Aug 1958; 16-17 Sep 1958

Vermilion (AKA 107)  
16-23 Jul 1958; 9-22 Aug 1958; 5 Sep-1 Oct 1958; 6-25 Oct 1958

Vesole (DDR 878)  
17 Jul-1 Aug 1958; 11-20 Aug 1958; 16-17 Sep 1958

Waccamaw (AO 109)  
26 Jul-11 Aug 1958; 5-8 Sep 1958; 19-23 Sep 1958

Wadleigh (DD 689)  
14-24 Jul 1958; 6-11 Aug 1958; 19 Aug-7 Sep 1958

Walworth County (LST 1164)  
14-24 Jul 1958; 5-23 Aug 1958; 16 Sep-1 Oct 1958

Wasp (CVS 18)  
16 Jul-11 Aug 1958; 21-31 Aug 1958; 16-17 Sep 1958

William C. Lawe (DD 763)  
6-7 Oct 1958

William M. Wood (DDR 715)  
19-23 Jul 1958; 28 Jul-4 Aug 1958; 16 Aug-3 Sep 1958

Wrangell (AE 12)  
16-25 Jul 1958; 30-31 Jul 1958; 15-22 Aug 1958; 2-11 Sep 1958

York County (LST 1175)  
29 Sep-18 Oct 1958

ComSTSMedSub-Area Rep Beirut  
30 Jul-25 Oct 1958

Commander Transport Amphibious Squadron 2  
17-23 Jul 1958; 9-22 Aug 1958; 5 Sep-1 Oct 1958; 16-25 Oct 1958

Commander Transport Amphibious Squadron 4  
18-31 Jul 1958; 23 Aug-6 Sep 1958; 14-16 Sep 1958

Commander Transport Amphibious Squadron 6  
14-24 Jul 1958; 5-22 Aug 1958; 16 Sep-1 Oct 1958

Commander Transport Amphibious Squadron 8  
29 Sep-18 Oct 1958

Fleet Air Reconnaissance Squadron 2\*  
1 Jul-1 Nov 1958

Fleet Aircraft Service Squadron (Special) 200\*  
1 Jul-1 Nov 1958

Joint U.S. Military Mission for Aid to Turkey\*  
1 Jul-1 Nov 1958

Marine Aerial Refueler/Transport Squadron 252\*  
1 Jul-30 Sep 1958

Marine Helicopter Transport Squadron (Light) 262\*  
16 Jul-18 Sep 1958

Marine Transport Squadron 353\*  
1 Jul-30 Sep 1958

TacRon 21 Det Elm\*  
14-24 Jul 1958; 5-17 Aug 1958

TacRon 21 Det 1\*  
1 Jul-11 Sep 1958

TacRon 21 Det 2\*  
9 Jul-1 Nov 1958

TacRon 21\*  
16 Jul-1 Nov 1958

TacRon 21 Det A\*  
11 Jul-7 Oct 1958

TacRon 21 Det B\*  
17-25 Jul 1958; 9-22 Aug 1958; 29-30 Sep 1958; 16-23 Oct 1958

TacRon 21 Det C\*  
23 Jul-18 Oct 1958

TacRon 22 Det \*  
18 Jul-6 Aug 1958; 23 Aug-6 Sep 1958; 14-16 Sep 1958

U.S. Naval Det, American Consulate General, Nicosia, Cyprus  
1 Jul-1 Nov 1958

1st Bn, 8th Mar, 2nd MarDiv FMF  
18 Jul-18 Sep 1958

2nd Bn, 2nd Mar, 2nd MarDiv FMF  
15 Jul-13 Aug 1958

2nd Bn, 6th Mar, 2nd MarDiv, FMF  
1 Oct 1958

2nd Bn, 8th Mar, 2nd MarDiv, FMF  
18 Jul-18 Sep 1958

3rd Bn, 6th Mar, 2nd MarDiv, FMF  
16 Jul-1 Oct 1958

\* Only personnel actually serving in entitlement area during period listed.

## Units

Airborne Early Warning Squadron 2\*  
18 Jul-24 Sep 1958

Airborne Early Warning Squadron, Det Bravo\*  
14 Jul-25 Oct 1958

Alusna Beirut  
1 Jul-1 Nov 1958

Assault Craft Unit 2  
9 Jul-1 Nov 1958

ComCortRon 14  
17 Jul-11 Aug 1958; 22-31 Aug 1958; 16-17 Sep 1958

Commander Amphibious Group 4  
17 Jul-3 Oct 1958

Commander Carrier Division 6  
17-25 Jul 1958; 29 Jul-11 Aug 1958; 19 Aug-7 Sep 1958

Commander Carrier Division 14  
16 Jul-11 Aug 1958; 21-31 Aug 1958; 16-17 Sep 1958

ComCruDesLant  
21-27 Sep 1958

Commander Destroyer Division 61  
17 Jul-2 Aug 1958; 11-21 Aug 1958; 2-7 Sep 1958

Commander Destroyer Division 62  
17-25 Jul 1958; 30 Jul-16 Aug 1958; 31 Aug-14 Sep 1958

Commander Destroyer Division 102  
20 Aug-22 Sep 1958

Commander Destroyer Division 201  
17-25 Jul 1958; 29 Jul-1 Aug 1958; 11-20 Aug 1958; 27-31 Aug 1958

Commander Destroyer Division 202  
14-24 Jul 1958; 28 Jul-1 Aug 1958; 11-20 Aug 1958; 2-7 Sep 1958

Commander Destroyer Division 361  
17 Jul-11 Aug 1958

Commander Destroyer Division 362  
17 Jul-11 Aug 1958

Commander Escort Squadron 10  
26-31 Jul 1958; 11-22 Aug 1958; 31 Aug-14 Sep 1958

Commander in Chief, Special Command Mediterranean  
16 Jul-23 Oct 1958

Commander Mine Division 44  
15 Aug-4 Sep 1958

Commander Mine Division 84  
17 Jul-15 Aug 1958; 9 Sep-2 Oct 1958

Commander Sixth Fleet  
17 Jul-10 Aug 1958; 23-29 Aug 1958

## Armed Forces Expeditionary Medal

### Congo Operations

Air Transport Squadron Three\*  
14 Jul 1960-1 Sep 1962

\* Only those personnel actually serving in entitlement area during period listed.

## Armed Forces Expeditionary Medal Quemoy-Matsu

Aludra (AF 55) 23 Jul 1961	Forster (DER 334) 9-20 Jan 1961; 6-21 May 1961	Mansfield (DD 728) 16 Jul 1962; 29 Sep-19 Oct 1959	Taussig (DD 746) 4 Jan-8 Feb 1960
Bradford (DD 545) 5 Sep 1960	Frank Knox (DDR 742) 11 Nov-17 Dec 1961; 19 Jul 1962	Maury (AGS 16) 12 May 1962	Tiru (SS 416) 7 Feb 1961
Brown (DD 546) 6 Jan 1961	Graffias (AF 29) 31 Jan 1962	McDermut (DD 677) 2 Jul 1959; 10-15 Jul 1959; 2-29 Sep 1959; 5 Sep-2 Oct 1960; 9-13 Oct 1960; 6-26 May 1962	Washburn (AKA 108) 12 Jan 1962
Cacapon (AO 52) 24 Sep 1960	Halsey Powell (DD 686) 10 Jan 1961	Mispillion (AO 105) 23 Jul 1961	Westchester County (LST 1167) 22 Jul 1961
Carpenter (DDR 825) 21 Sep 1959	Hassayampa (AO 145) 23 Jan 1961	Mount Kanai (AE 16) 23 Jul 1961	Zelima (AF 49) 8 Feb 1961
Cimarron (AO 22) 14 Jul 1959	Haverfield (DER 393) 22-29 Oct 1961; 1-31 Dec 1961; 1-8 Jan 1962	Munro (DE 422) 1 Dec 1958-11 Jan 1959	
Cowell (DD 547) 18-22 Jul 1962; 25 Jul-4 Aug 1962	Higbee (DDR 806) 20 Jul 1961	Parsons (DD 949) 4-21 Jan 1961; 31 Jan-12 Feb 1961	
Currituck (AV 7) 5 Aug 1961	James E. Kyes (DD 787) 20 Jul-22 Aug 1961; 8 Jan-5 Feb 1962	Pictor (AF 54) 11 May 1961	
DeHaven (DDR 727) 19 Jul 1962	Kawishiwī (AO 146) 12 Jan 1962	Pollux (AKS 4) 11 Feb 1961	
Edson (DD 946) 1 Dec 1961-9 Jan 1962	Lofberg (DD 759) 7 May 1961	Prichett (DD 561) 9 May 1961	
Fechteler (DDR 870) 7 Feb-8 May 1960	Manatee (AO 58) 21 Jan 1961	Radford (DE 446) 21 Sep 1959	
Firedrake (AE 14) 11 Jul 1959		Rogers (DDR 876) 25 May-26 Jun 1962	
Fletcher (DDE 445) 21 Sep 1959		Sproston (DDE 577) 21 Sep 1959	

### Units

Airborne Early Warning Squadron 3\*  
23 Aug 1958-1 Jan 1959  
Fleet Air Reconnaissance Squadron 1\*  
1 Jun 1959-31 May 1960  
Patrol Squadron 4\*  
23 Aug 1958-1 Jun 1963

\*Only those flight crews which actually conducted flights into Quemoy-Matsu during the periods listed.

## Navy Expeditionary Medal Cuba

3 Jan 1961-23 Oct 1962

(Including any embarked staff or unit regularly assigned during period listed).

Abbot (DD 629) 1 Jul-14 Aug 1962	Bluebird (MSC 121) 27 Jan-27 Apr 1961; 30 Oct 1961-13 Jan 1962	Charles S. Sperry (DD 697) 26 Jul-31 Aug 1961	Davis (DD 937) 24-28 Aug 1961
Aggressive (MSO 521) 18 Sep-23 Oct 1962	Bold (MSO 424) 8 Aug-19 Sep 1962	Claud Jones (DE 1033) 12 Jan-15 Feb 1962; 12 Mar-30 Apr 1962; 20-23 Oct 1962	Dealey (DE 1006) 24 Aug-5 Oct 1962
Agile (MSO 421) 18 Sep-23 Oct 1962	Bordelon (DD 881) 8-20 Aug 1962	Claude V. Ricketts (DDG 5) (Changed from Biddle) 19 Aug-28 Sep 1962	Decatur (DD 936) 17 Feb-31 Mar 1962
Albert T. Harris (DE 447) 4 Jun-7 Jul 1962	Borie (DD 704) 24 Aug-5 Oct 1962	Coates (DE 685) 12 Jan-12 Mar 1962	Delong (DE 684) 3 Feb-12 Mar 1962
Allen M. Sumner (DD 692) 2-17 Feb 1962	Boston (CAG 1) 19-29 Apr 1961	Cobblers (SS 344) 13-26 Apr 1961	DeSoto County (LST 1171) 20-22 Oct 1962
Atakapa (ATF 149) 31 Mar-29 May 1962; 13 Jul-9 Aug 1962	Bristol (DD 857) 27 Oct-7 Nov 1961; 26 Jan-16 Feb 1962	Compton (DD 705) 28 Jul-8 Sep 1961	Diamond Head (AE 19) 19-29 Apr 1961
Ault (DD 698) 23 Mar-6 May 1961	Brough (DE 148) 22 Sep-23 Oct 1962	Conway (DD 507) 13-26 Apr 1961; 25 Apr-7 Jun 1962	Dickson (DD 708) 25-28 Aug 1961
Bache (DD 470) 13-26 Apr 1961; 29 Jun-11 Aug 1962	Brownson (DD 868) 13 Apr-30 May 1962	Cony (DD 508) 13-26 Apr 1961; 25 Apr-29 Jun 1962	Dupont (DD 941) 5 Mar-14 Apr 1961; 19-20 Apr 1961
Barry (DD 933) 1-16 Dec 1961	Bulwark (MSO 425) 8 Aug-19 Sep 1962	Corry (DDR 817) 28-31 Oct 1961	Duxbury Bay (AVP 38) 20-23 Oct 1962
Basilone (DD 824) 26 Sep-23 Oct 1962	Capricornus (AKA 57) 20-22 Oct 1962	Crow (DE 252) 10 Oct 1961-10 Jul 1962	Dyess (DDR 880) 19-29 Apr 1961; 12-20 Sep 1962
Beale (DD 471) 13-26 Apr 1961; 29 Jun-11 Aug 1962	Charles F. Adams (DDG 2) 20 Feb-20 Mar 1961; 12-20 Sep 1962	Dahlgren (DLG 12) 25 Sep-27 Oct 1961	Eaton (DD 510) 13-26 Apr 1961
Bearss (DD 654) 4 Dec 1961-25 Jan 1962	Charles H. Roan (DD 853) 10 Aug-12 Oct 1962	Damato (DD 871) 26 Sep-23 Oct 1962	Enterprise (CVAN 65) 19-23 Oct 1962
Beatty (DD 756) 20 Oct-12 Dec 1961	Charles P. Cecil (DDR 835) 24 Aug-2 Oct 1961; 10 Nov-1 Dec 1961	Daniel A. Joy (DE 585) 3 Feb-12 Mar 1962	Escape (ARS 6) 15 Dec 1961-7 Jan 1962
Biddle (DDG 5) (Changed to Claude V. Ricketts) 19 Aug-28 Sep 1962	Charles R. Ware (DD 865) 23 Mar-23 Apr 1962	Darby (DE 218) 20 Mar-30 Apr 1962	Essex (CV5 9) 13-26 Apr 1961; 21-23 Oct 1962

Coral Sea and Pyro off Vietnam



USS Camp (DER 251) with 7th Fleet



USS Little Rock (CLG 4) goes to Cuba



Fiske (DDR 882)  
7 Jun-21 Jul 1962

Forrest Sherman (DD 931)  
21-26 Apr 1961

Frigatebird (MSC 191)  
25 Aug-30 Oct 1961; 7 Jul-9 Aug 1962

Furse (DD 882)  
8-20 Aug 1962

Gainard (DD 706)  
28 Jul-8 Sep 1961

Gearing (DD 710)  
3-20 Jul 1961

Greenwood (DE 679)  
10 Oct 1961-10 Jul 1962

Hammerberg (DE 1015)  
11 Aug-5 Sep 1962

Harwood (DD 861)  
17 Feb-14 Apr 1962

Hawkins (DDR 873)  
7 Jun-21 Jul 1962

Haynsworth (DD 700)  
1 Apr-13 May 1961; 28 May-7 Jun 1962

Hazelwood (DD 531)  
6 Jan-10 Feb 1962

Henley (DD 762)  
5 Mar-14 Apr 1961; 19-20 Apr 1961

Hissem (DER 400)  
20-23 Oct 1962

Hugh Purvis (DD 709)  
5-12 Sep 1962

Hummingbird (MSC 192)  
3-27 Jan 1961

Huse (DE 145)  
10 Oct 1961-10 Jul 1962

Hyman (DD 732)  
20 Oct-12 Dec 1961

Independence (CVA 62)  
19-29 Apr 1961; 18-23 Oct 1962

Ingraham (DD 694)  
4-14 Jan 1962

Jacana (MSC 193)  
25 Aug-30 Oct 1961; 7 Jul-9 Aug 1962

J. Douglas Blackwood (DE 219)  
12 Mar-30 Apr 1962

John King (DDG 3)  
27 Jul-8 Aug 1962

John Paul Jones (DD 932)  
17 Feb-10 Mar 1962

John R. Perry (DE 1034)  
4 May-8 Jun 1962; 20-23 Oct 1962

John W. Weeks (DD 701)  
23 Mar-5 May 1961

Joseph P. Kennedy (DD 850)  
25 Jun-24 Aug 1962

Keppler (DD 765)  
5-12 Oct 1962

Kidd (DD 661)  
26 Oct-18 Dec 1961; 8-30 Jan 1962

Kingbird (MSC 194)  
27 Jan-27 Apr 1961; 30 Oct 1961-13 Jan 1962

Kiowa (ATF 72)  
6 Jan-5 Feb 1962

Lawrence (DDG 4)  
15 Apr-18 May 1962

Leary (DDR 879)  
18-30 Apr 1961; 1-16 Dec 1961

Liddle (APD 60)  
20-22 Oct 1962

Limpkin (MSC 195)  
3-27 Jan 1961

Lindenwald (LSD 6)  
20-22 Oct 1962

Little Rock (CLG 4)  
20-26 Jan 1962

Loeser (DE 680)  
12 Jan-12 Mar 1962

Luiseno (AFT 156)  
25 Nov 1961-1 Jan 1962; 8 Sep-6 Oct 1962

Maloy (DE 791)  
22 Apr-22 Jun 1961

Manley (DD 940)  
1-23 Oct 1962

McCaffery (DD 860)  
13-17 Feb 1962

Meadowlark (MSC 196)  
27 Apr-24 May 1961

Mills (DER 383)  
18-23 Oct 1962

Maale (DD 693)  
15 Mar-11 Apr 1962

Monrovia (APA 31)  
20-22 Oct 1962

Murray (DD 576)  
13-26 Apr 1961; 29 Jun-21 Jul 1962

Myles C. Fox (DDR 829)  
25 Apr-7 Jun 1962

Newman K. Perry (DD 883)  
21-26 Apr 1961; 12-31 Mar 1961

Nipmuc (ATF 157)  
6 Jan-9 Feb 1962; 5-18 Mar 1962; 2 Jun-12 Jul 1962

Norfolk (DL 1)  
19-22 Oct 1962

Norris (DD 859)  
16 Dec 1961-25 Jan 1962

Northampton (CC 1)  
19-29 Apr 1961

O'Hare (DDR 889)  
16-25 Oct 1961

Oxford (AG 159)  
21 Jul-23 Oct 1962

Paiute (ATF 159)  
28 Jul-28 Sep 1961; 10 Aug-7 Sep 1962

Papago (ATF 160)  
11 Jan-3 Feb 1961; 24 Oct-14 Dec 1961; 6-23 Oct 1962

Parlo (DE 708)  
16-23 Dec 1961; 12 Mar-30 Apr 1962

Parrat (MSC 197)  
27 Apr-24 May 1961

Perry (DD 844)  
4-25 Apr 1962

Peterson (DE 152)  
7 Apr-12 May 1961; 20-23 Oct 1962

Power (DD 839)  
17 Feb-7 Apr 1962

Purdy (DD 734)  
20 Oct-12 Dec 1961

Putnam (DD 757)  
5 Mar-14 Apr 1961; 19-20 Apr 1961



Missiles Go Back to Russia from Cuba

Robert F. Keller (DE 419)  
16-23 Dec 1961; 4 Jun-10 Jul 1962

Robert L. Wilson (DD 847)  
26 Sep-23 Oct 1962

Roberts (DE 749)  
21 Apr-5 Jun 1962

Rockbridge (APA 228)  
20-22 Oct 1962

Sampson (DDG 10)  
1 Sep-3 Oct 1961

Samuel B. Roberts (DD 823)  
7-25 Apr 1962

Sarsfield (DD 837)  
3-27 Jan 1961; 16 Dec 1961-10 Jan 1962; 14-16 Apr 1962

Saufley (DD 465)  
12 Mar-2 May 1962; 7-18 Jun 1962; 20-23 Oct 1962

Seneca (ATF 91)  
11 Jan-3 Feb 1961; 24 Aug-15 Oct 1961; 23 Feb-1 Apr 1962; 13 Jul-9 Aug 1962

Shakori (ATF 162)  
11 Jan-23 Mar 1961; 16 Feb-2 Mar 1962; 19-29 Mar 1962; 10-17 Aug 1962; 3-9 Sep 1962

Sierra (AD 18)  
26 Oct-12 Dec 1961; 28 Sep-12 Oct 1962

Sirago (SS 485)  
13-26 Apr 1961

Snowden (DE 246)  
10 Oct 1961-10 Jul 1962

Stickell (DDR 888)  
14-18 Oct 1961

Steinaker (DDR 863)  
1-16 Dec 1961

Stribling (DD 867)  
1 Jul-18 Aug 1961

Thaddeus Parker (DE 369)  
4 Jun-19 Jul 1962

The Sullivans (DD 537)  
17 Feb-7 Apr 1962

Tills (DE 748)  
21 Apr-5 Jun 1962

Tweedy (DE 532)  
21 Apr-31 May 1962

Upshur (T-AP 198)  
19-22 Oct 1962

Utina (ATF 163)  
27 Mar-9 Jul 1961; 2 Apr-24 May 1962

Vesole (DDR 878)  
12-30 Sep 1962

Waccamaw (AO 109)  
22-29 Apr 1961

Waldron (DD 699)  
17 Apr-19 May 1961

Wallace L. Lind (DD 703)  
5 Sep-22 Oct 1962

Waller (DD 466)  
13-26 Apr 1962; 25 Apr-7 Jun 1962

Warrington (DD 843)  
21 Mar-1 Apr 1961; 21 Jul-11 Aug 1962

Willard Keith (DD 775)  
5 Mar-14 Apr 1961; 19-20 Apr 1961

William C. Lawe (DD 763)  
11-16 Dec 1961

William M. Wood (DDR 715)  
19-29 Apr 1961; 1-16 Dec 1961

William R. Rush (DDR 714)  
7-29 Jun 1962

William V. Pratt (DLG 13)  
1 Apr-4 May 1962

Witek (EDD 848)  
28 Jul-15 Sep 1961

Woodson (DE 359)  
21 Apr-5 Jun 1962

Wren (DD 568)  
11-17 Dec 1961

Yosemite (AD 19)  
11-14 Feb 1962

### Units

ACU Two, Det PhibTraLex (3-62)  
20-22 Oct 1962

AirDevRon One (VX 1)  
29 Sep 1961-23 Oct 1962

BMU Two, Det PhibTraLex (3-62)  
20-22 Oct 1962

Attack Squadron over North Vietnam



USS Twining (DD 540) near Taiwan



USS Mount McKinley (AGC 7) off Lebanon



## EXPEDITIONARY AND SERVICE MEDALS (cont.)

Cargo Handling Battalion One, Det H 3 Aug-23 Oct 1962	PhibCB Two, Det PhibTralex (3-62) 20-22 Oct 1962	VP Seven, Det Seven* 15 Nov-17 Dec 1961; 10 Sep-10 Oct 1962	VRC 40* 8-23 Oct 1962
Cargo Handling Battalion One, Det L 2-19 Oct 1962	TacRon 22, Det Hotel 20-22 Oct 1962	VP 23, Det Seven* 15 Oct-15 Nov 1961	VS 751* 4-30 Jun 1962
Fleet Training Group, Gtmo 3 Jan 1961-23 Oct 1962	UDT 21 Det 20-22 Oct 1962	VP 26, Det Seven* 27 Jun-6 Aug 1962	VS 821* 1 Nov-13 Dec 1961
MCB Four 3-20 Jan 1961; 24 Jun-23 Oct 1962	VA 35* 18-23 Oct 1962	VP 45, Det Seven* 1 Jun-1 Jul 1961	VS 837* 25 Apr-21 Jul 1962
MCB Seven 20 Jan-2 Oct 1962	VAP 62* 3 Jan 1961-23 Oct 1962	VP 49, Det Seven* 1 Jul-15 Oct 1961	VS 861* 14 Dec 1961-31 Jan 1962
MCB Eight 2 Oct 1961-24 Jun 1962	VAW 33* 16 Oct 1961-23 Oct 1962	VP 56, Det Seven* 10-23 Oct 1962	VS 915* 12 Mar-22 May 1962
MoPhotoGruLant 1 Jul-23 Oct 1962	VF 32* 19-23 Oct 1962	VP 661* 24 Jan-27 Feb 1962; 23 May-26 Jun 1962	VS 935* 1 Feb-11 Mar 1962
Naval Base, Gtmo 3 Jan 1961-23 Oct 1962	VF 41* 8-23 Oct 1962	VP 741* 17 Dec 1961-24 Jan 1962; 25 Apr-23 May 1962	VU 8* 3 Jan 1961-23 Oct 1962
Naval Station, Gtmo 3 Jan 1961-23 Oct 1962	VF 161* 17 May-9 Jul 1961	VP 832* 28 Mar-25 Apr 1962	VU 10* 3 Jan 1961-23 Oct 1962
	VF 162* 5-16 Jun 1961	VP 832* 28 Mar-25 Apr 1962	VW 4* 3 Jan 1961-23 Oct 1962
	VFP 62* 23 Oct 1962	VP 933* 27 Feb-28 Mar 1962	
	VP Five, Det Seven* 6 Aug-10 Sep 1962	VR 1* 7 Jul 1961-23 Oct 1962	

\*Only those members of air crews who actually conducted flights into Cuba during periods indicated.

## Vietnam Service Medal 4 Jul 1965—date to be announced

Alamo (LSD 33) 4-7 Jul 1965	Benner (DD 807) 12 Oct-1 Nov 1965	Calvert (APA 32) 23-24 Oct 1965	Conquest (MSO 488) 18 Oct-1 Nov 1965; 2-15 Nov 1965; 18-31 Dec 1965
Albatross (MSC 289) 1 Oct-4 Nov 1965	Berkeley (DDG 15) 26-30 Dec 1965	Camp (DER 251) 2-21 Sep 1965; 7 Oct-9 Nov 1965; 19 Nov-24 Dec 1965	Coral Sea (CVA 43) 4-24 Jul 1965; 11 Aug-11 Sep 1965; 21 Sep-15 Oct 1965
Alfred A. Cunningham (DD 752) 12 Oct-1 Nov 1965	Black (DD 666) 4-14 Jul 1965	Carter Hall (LSD 3) 4-9 Jul 1965; 20-23 Jul 1965; 14-15 Aug 1965; 25 Aug-30 Oct 1965	Current (ARS 22) 1-8 Oct 1965
Aludra (AF 55) 3-17 Oct 1965; 24 Oct-1 Nov 1965; 15-21 Nov 1965	Blackfin (SS 322) 14-31 Jul 1965	Castor (AKS 1) 14-19 Jul 1965; 8-20 Sep 1965; 5-11 Oct 1965; 17-23 Oct 1965	Currituck (AV 7) 4 Jul-4 Aug 1965
Annapolis (AGMR 1) 15 Sep-12 Oct 1965; 29 Oct-27 Nov 1965; 16-31 Dec 1965	Blue (DD 744) 16 Jul-24 Aug 1965	Catfish (SS 339) 18 Sep-12 Oct 1965	Cusk (SS 348) 22 Oct-10 Nov 1965
Apache (ATF 67) 29 Nov-3 Dec 1965	Bon Homme Richard (CVA 31) 18 Jul-13 Aug 1965; 10 Sep-1 Oct 1965; 8-29 Oct 1965; 13 Nov-17 Dec 1965	Charles S. Sperry (DD 697) 8-12 Dec 1965	DeHaven (DD 727) 16 Jul-28 Aug 1965; 12 Sep-8 Oct 1965; 19 Oct-4 Nov 1965
Arnold J. Isbell (DD 869) 26-31 Dec 1965	Boxer (LPH 4) 9-17 Sep 1965	Chemung (AO 30) 24-31 Dec 1965	Dennis J. Buckley (DD 808) 9 Jul-11 Aug 1965; 11-30 Sep 1965
Ashtabula (AO 51) 4-17 Aug 1965; 24 Aug-1 Sep 1965; 7-15 Sep 1965; 22 Sep-4 Oct 1965; 17 Oct-2 Nov 1965; 19-29 Nov 1965; 7-21 Dec 1965	Boyd (DD 544) 4-22 Jul 1965	Chevalier (DD 805) 4-13 Jul 1965	Diachenko (APD 123) 18-23 Jul 1965; 3-6 Aug 1965; 18-29 Aug 1965; 30 Aug-9 Sep 1965; 22 Sep-2 Oct 1965; 27-31 Oct 1965
Bache (DD 470) 10 Nov-6 Dec 1965; 22-30 Dec 1965	Braine (DD 630) 4 Jul-3 Aug 1965; 25 Aug-21 Sep 1965; 15-18 Oct 1965	Chipola (AO 63) 28-31 Dec 1965	Duncan (DDR 874) 30 Sep-14 Oct 1965; 26 Oct-4 Nov 1965; 5 Nov-17 Dec 1965
Bainbridge (DLGN 25) 2-30 Dec 1965	Bream (AGSS 243) 27-31 Dec 1965	Cimarron (AO 22) 22 Jul-1 Aug 1965; 10-16 Aug 1965; 21-30 Aug 1965; 8-17 Sep 1965; 23 Sep-6 Oct 1965	Dynamic (MSO 432) 15 Nov-31 Dec 1965
Barrett (T-AP 196) 1-2 Sep 1965; 18-19 Oct 1965	Brinkley Bass (DD 887) 5-14 Nov 1965; 24 Nov-30 Dec 1965	Cochrane (DDG 21) 28 Aug-9 Sep 1965	Edson (DD 946) 25 Nov-5 Dec 1965; 14-31 Dec 1965
Barry (DD 933) 27 Nov-30 Dec 1965	Brister (DER 327) 12 Jul-7 Aug 1965	Cocopa (ATF 101) 24 Aug-4 Sep 1965; 30 Sep-28 Oct 1965	Elkhorn (AOG 7) 12 Nov-31 Dec 1965
Bashaw (AGSS 241) 2-6 Aug 1965; 9-12 Sep 1965	Brush (DD 745) 15-30 Dec 1965	Cogswell (DD 651) 4 Jul-9 Aug 1965; 7 Sep-20 Oct 1965; 15-18 Oct 1965; 28 Oct-9 Nov 1965	Embattle (MSO 434) 4-30 Jul 1965
Bayfield (APA 33) 4-9 Jul 1965; 18-26 Aug 1965; 31 Aug-10 Sep 1965; 22-26 Oct 1965	Buchanan (DDG 14) 4-13 Jul 1965	Collett (DD 730) 23 Jul-24 Aug 1965	Endurance (MSO 435) 15 Nov-25 Dec 1965
Bellatrix (AF 62) 29 Nov-7 Dec 1965; 20-31 Dec 1965	Bugara (SS 331) 11-28 Dec 1965	Colonial (LSD 18) 4-9 Jul 1965	Enhance (MSO 437) 4-5 Jul 1965; 26 Aug-10 Sep 1965
Belle Grove (LSD 2) 4 Jul-27 Aug 1965; 4-10 Sep 1965; 17-18 Sep 1965; 28-29 Sep 1965; 23-24 Oct 1965	Cabildo (LSD 16) 4-7 Jul 1965; 18 Jul 1965; 30-31 Jul 1965; 15-23 Aug 1965; 4-27 Sep 1965; 19 Oct 1965	Comstock (LSD 19) 30 Aug-1 Sep 1965; 6-7 Sep 1965	Enterprise (CVAN 65) 2-31 Dec 1965
Benjamin J. Stoddert (DDG 22) 15-31 Dec 1965	Caliente (AO 53) 4-11 Jul 1965; 17 Jul-1 Aug 1965; 8-19 Aug 1965; 25 Aug-3 Sep 1965; 12-23 Sep 1965; 1-19 Oct 1965; 1-10 Nov 1965; 23-29 Nov 1965; 11-21 Dec 1965	Conflict (MSO 426) 15 Nov-18 Dec 1965	Epperson (DD 719) 22 Oct-9 Nov 1965; 11-24 Nov 1965

USS Midway (CVA 41)



USS Princeton (LPH 5)



USS Henry W. Tucker (DD 875)



Epping Forest (MCS 7)  
4-19 Jul 1965; 25 Sep-22 Oct 1965

Ernest G. Small (DDR 838)  
4 Jul 1965; 12-23 Sep 1965; 9-10 Oct 1965; 19 Oct-3 Nov 1965; 14 Nov-3 Dec 1965

Esteem (MSO 438)  
5 Oct-1 Nov 1965; 2-15 Nov 1965; 18-31 Dec 1965

Estes (AGC 12)  
4-15 Jul 1965; 17-23 Aug 1965; 20 Sep-2 Oct 1965

Everett F. Larson (DD 830)  
7-17 Aug 1965; 27 Aug-9 Sep 1965; 23-26 Sep 1965

Eversole (DD 789)  
12 Oct-1 Nov 1965; 19-24 Nov 1965

Excel (MSO 439)  
4-13 Jul 1965; 8 Sep-5 Oct 1965

Falgout (DER 324)  
19 Jul-26 Aug 1965

Fechtelar (DD 870)  
12 Aug-10 Sep 1965; 22 Sep-14 Oct 1965; 19-31 Oct 1965; 5-9 Nov 1965; 10-11 Nov 1965; 26 Nov-1 Dec 1965; 22-31 Dec 1965

Finch (DER 328)  
12-25 Jul 1965; 3 Aug-1 Sep 1965; 3-31 Dec 1965

Firedrake (AE 14)  
24 Nov-5 Dec 1965; 15-20 Dec 1965

Firm (MSO 444)  
4-24 Jul 1965

Fletcher (DD 445)  
18-24 Nov 1965

Floyd B. Parks (DD 884)  
19-23 Jul 1965; 6-30 Aug 1965; 26 Sep-18 Oct 1965

Floyd County (LST 762)  
5-6 Jul 1965

Force (MSO 445)  
4-20 Jul 1965

Forster (DER 334)  
4-9 Jul 1965; 24 Jul-25 Aug 1965

Frank E. Evans (DD 754)  
29 Jul-6 Aug 1965; 24-26 Sep 1965

Frank Knox (DDR 742)  
4-15 Jul 1965

Fort Marion (LSD 22)  
1 Oct 1965; 8 Oct 1965; 27-31 Oct 1965

Gallant (MSO 489)  
5 Oct-1 Nov 1965; 2-15 Nov 1965; 18-31 Dec 1965

Galveston (CLG 3)  
4-17 Jul 1965; 28 Jul-27 Aug 1965; 4 Sep-11 Oct 1965; 30 Oct-9 Nov 1965; 10 Nov-1 Dec 1965; 22-31 Dec 1965

Gannet (MSC 290)  
10-31 Dec 1965

Geiger (T-AP 197)  
20-23 Sep 1965; 7-9 Oct 1965; 23-27 Nov 1965

General Alexander M. Patch (T-AP 122)  
15-21 Sep 1965; 9 Nov 1965

General Daniel I. Sultan (T-AP 120)  
28 Aug 1965; 6 Oct 1965; 27-29 Nov 1965

General Edwin D. Patrick (T-AP 124)  
7 Sep 1965; 21-29 Oct 1965

General Hugh J. Gaffey (T-AP 121)  
30 Sep-4 Oct 1965

General J. C. Breckenridge (AP 176)  
12-13 Jul 1965; 14-16 Sep 1965; 28-29 Oct 1965

General John Pope (T-AP 110)  
18-19 Dec 1965

General LeRoy Eltinge (T-AP 154)  
29 Jul-4 Aug 1965; 18-26 Sep 1965; 8-20 Oct 1965; 23-27 Dec 1965

General Maurice Rose (T-AP 126)  
16-19 Sep 1965

General R. M. Blatchford (T-AP 153)  
27 Aug-1 Sep 1965; 16-17 Oct 1965

General Simon B. Buckner (T-AP 123)  
12-17 Sep 1965; 1-3 Nov 1965

General W. A. Mann (AP 112)  
23-27 Aug 1965; 10 Oct 1965

General W. H. Gordon (T-AP 117)  
11-16 Jul 1965; 3-8 Sep 1965; 23 Oct-6 Nov 1965

General William O. Darby (T-AP 127)  
13-15 Sep 1965

General William Weigel (T-AP 119)  
29-30 Dec 1965

Genesee (AOG 8)  
4 Jul-24 Sep 1965

George Clymer (APA 27)  
4-9 Jul 1965

George K. MacKenzie (DD 836)  
5-19 Nov 1965

Graffias (AF 29)  
4-11 Nov 1965; 12-14 Nov 1965; 23-29 Nov 1965; 13-16 Dec 1965

Gridley (DLG 21)  
12 Aug-10 Sep 1965; 22 Sep-14 Oct 1965

Guide (MSO 447)  
25 Jul-2 Aug 1965; 18 Sep-5 Oct 1965

Haleakala (AE 25)  
20-30 Dec 1965

Halsey (DLG 23)  
4-22 Jul 1965

Hammer (DD 718)  
4-10 Jul 1965

Hancock (CVA 19)  
17-31 Dec 1965

Hanson (DD 832)  
19 Jul-11 Aug 1965; 11-30 Sep 1965

Harold J. Ellison (DD 864)  
11-25 Nov 1965; 10-31 Dec 1965

Harry E. Hubbard (DD 748)  
7 Nov-9 Dec 1965; 13-26 Dec 1965

Hassayampa (AO 145)  
10-20 Jul 1965; 26-29 Jul 1965; 16-25 Aug 1965; 2-11 Sep 1965; 20 Sep-3 Oct 1965; 18 Oct-1 Nov 1965; 12-24 Nov 1965

Haverfield (DER 393)  
12 Jul-15 Aug 1965; 27 Aug-26 Sep 1965; 5 Oct-6 Nov 1965; 28 Nov-31 Dec 1965

Hawkins (DD 873)  
13-31 Dec 1965

Henderson (DD 785)  
10 Aug-11 Sep 1965; 1-19 Oct 1965; 29 Oct-9 Nov 1965; 10-27 Nov 1965; 10-20 Dec 1965

Henry B. Wilson (DDG 7)  
19-23 Jul 1965; 31 Jul-30 Aug 1965; 26 Sep-31 Oct 1965

Henry County (LST 824)  
11-12 Sep 1965; 25 Sep-7 Oct 1965

Henry W. Tucker (DD 875)  
21 Aug-15 Sep 1965; 18-19 Sep 1965; 28 Sep-11 Oct 1965; 4-28 Nov 1965

Higbee (DD 806)  
5-17 Jul 1965; 6-17 Sep 1965; 25-28 Sep 1965

Hissmer (DER 400)  
2-26 Sep 1965; 6-30 Oct 1965; 15 Nov-13 Dec 1965; 22-31 Dec 1965

Hitchiti (ATS 103)  
7-20 Dec 1965

Hoel (DDG 13)  
4-31 Jul 1965

Hollister (DD 788)  
9-28 Oct 1965; 1 Nov-17 Dec 1965

Hornet (CVS 12)  
12 Oct-1 Nov 1965; 16-25 Nov 1965

Hull (DD 945)  
4 Jul-5 Aug 1965; 25 Aug-30 Sep 1965

Illusive (MSO 448)  
5-17 Oct 1965; 31 Oct-1 Nov 1965; 2-15 Nov 1965; 25-31 Dec 1965

Implicit (MSO 455)  
15 Nov-18 Dec 1965

Independence (CVA 62)  
4 Jul-10 Aug 1965; 24 Aug-23 Sep 1965; 14 Oct-12 Nov 1965

Ingersoll (DD 652)  
5-31 Jul 1965; 26 Aug-21 Sep 1965; 15 Oct-4 Nov 1965

Ingraham (DD 694)  
11-25 Nov 1965; 5-31 Dec 1965

Iwo Jima (LPH 2)  
4-21 Jul 1965; 17-23 Aug 1965; 11 Sep-10 Oct 1965

James E. Kyes (DD 787)  
29 Jul-17 Aug 1965; 27 Aug-19 Sep 1965; 23-26 Sep 1965

Jerome County (LST 848)  
11-12 Sep 1965; 25 Sep-7 Oct 1965

John R. Craig (DD 885)  
4 Jul 1965; 13 Jul-10 Aug 1965

John S. McCain (DL 3)  
12 Oct-1 Nov 1965; 20-24 Nov 1965

Joseph Strauss (DDG 16)  
4 Jul 1965; 11-30 Sep 1965; 27-29 Oct 1965; 31 Oct-9 Nov 1965; 10-20 Nov 1965

Kawishiwi (AO 146)  
21-31 Dec 1965

Kennebec (AO 36)  
25-29 Sep 1965; 7-10 Oct 1965; 20-26 Oct 1965; 30 Oct-11 Nov 1965; 23-27 Nov 1965; 8-15 Dec 1965; 31 Dec 1965

King (DLG 10)  
4-17 Jul 1965; 10 Aug-11 Sep 1965; 1 Oct-2 Nov 1965

Kitty Hawk (CVA 63)  
26 Nov-23 Dec 1965

Koaner (DER 331)  
8 Aug-7 Sep 1965; 22 Sep-17 Oct 1965; 6-9 Nov 1965; 11-31 Nov 1965

Kretschmer (DER 329)  
2-17 Sep 1965; 27 Sep-26 Oct 1965; 10-31 Nov 1965

Krishna (ARL 38)  
16 Sep-11 Nov 1965; 12 Nov-1 Dec 1965; 11-31 Dec 1965

Kula Gulf (T-AKV 8)  
14-24 Sep 1965; 13-21 Nov 1965

Leader (MSO 490)  
4 Jul-9 Aug 1965; 10 Sep-5 Oct 1965

Lenawee (APA 195)  
28-31 Aug 1965

Leonard F. Mason (DD 852)  
8 Jul-2 Aug 1965; 17 Sep-1 Oct 1965; 10 Oct-6 Nov 1965

Lowe (DER 325)  
16 Aug-1 Sep 1965; 1-21 Dec 1965

Lucid (MSO 458)  
4-15 Jul 1965; 1 Sep-5 Oct 1965

Lyman K. Swenson (DD 729)  
3 Oct-9 Nov 1965; 21 Nov-12 Dec 1965; 15-31 Dec 1965

Maddox (DD 731)  
10 Aug-1 Sep 1965; 1-19 Oct 1965; 29 Oct-20 Nov 1965

Magoffin (APA 199)  
23-24 Oct 1965

Mahan (DLG 11)  
23 Nov-23 Dec 1965

Mahopac (ATA 196)  
30 Jul-3 Aug 1965; 25 Sep-11 Oct 1965; 2 Nov-4 Dec 1965

Mansfield (DD 728)  
12 Sep-8 Oct 1965; 19 Oct-4 Nov 1965; 25 Nov-23 Dec 1965

Mark (AKL 12)  
29-31 Dec 1965

Mars (AFS 1)  
12-15 Jul 1965; 20-30 Jul 1965; 1-7 Sep 1965; 30 Sep-7 Oct 1965; 21 Oct-3 Nov 1965; 2-14 Dec 1965; 22-31 Dec 1965

Mathews (AKA 94)  
4-10 Jul 1965; 9-12 Aug 1965; 22-26 Oct 1965

Maury (AGS 16)  
8-27 Dec 1965

McKean (DD 784)  
10 Aug-11 Sep 1965; 1-19 Oct 1965; 29 Oct-27 Nov 1965; 10-20 Dec 1965

Medregal (SS 480)  
4-10 Jul 1965

Merrick (AKA 97)  
4-9 Jul 1965; 26 July-3 Aug 1965; 19-25 Aug 1965; 22-26 Oct 1965

Midway (CVA 41)  
22 Jul-26 Aug 1965; 11 Sep-9 Oct 1965; 18 Oct-5 Nov 1965

Molala (ATF 106)  
10-11 Nov 1965; 12 Nov-31 Dec 1965

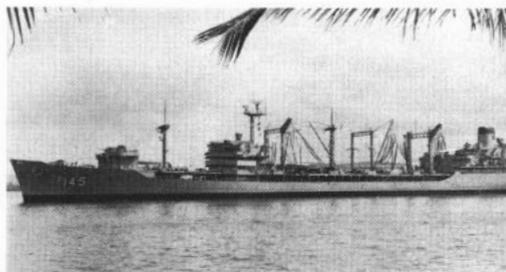
USS Belle Grove (LSD 2)



USS Bugara (SS 311)



USS Hassayampa (AO 145)



## EXPEDITIONARY AND SERVICE MEDALS (cont.)

Monticello (LSD 35)  
15-16 Sep 1965

Mount Katmai (AE 16)  
6-11 Jul 1965; 19-27 Jul 1965;  
20-29 Aug 1965; 9-19 Sep 1965;  
29 Sep-9 Oct 1965; 15-27 Oct  
1965; 3-11 Nov 1965; 12-19 Nov  
1965

Mullany (DD 528)  
4 Jul-9 Aug 1965; 3 Oct-9 Nov  
1965

Munsee (ATF 107)  
4-8 Jul 1965; 28 July-1 Aug  
1965; 15 Aug-14 Sep 1965

Navarro (APA 215)  
4 Jul-21 Aug 1965; 26 Sep-15  
Oct 1965

Navasota (AO 106)  
14-24 Sep 1965; 16-29 Oct 1965;  
9-11 Nov 1965; 12-18 Nov 1965;  
30 Nov-8 Dec 1965; 17-25 Dec  
1965

Neches (AO 47)  
6-16 Jul 1965; 25 Jul-3 Aug  
1965; 12-27 Aug 1965; 31 Aug-  
11 Sep 1965; 4-10 Oct 1965; 15-  
20 Oct 1965; 28 Oct-5 Nov 1965;  
16-21 Nov 1965; 28 Nov-4 Dec  
1965

Newell (DER 322)  
4 Jul 1965; 26 Jul-21 Aug 1965;  
30 Aug-5 Oct 1965; 16 Oct-9  
Nov 1965; 10-14 Nov 1965; 24  
Nov-31 Dec 1965

Nicholas (DD 449)  
12 Oct-1 Nov 1965; 19-24 Nov  
1965

Oak Hill (LSD 7)  
27-28 Oct 1965

O'Brien (DD 752)  
18-24 Nov 1965

Okanogan (APA 220)  
4-8 Jul 1965; 16 Aug-15 Oct  
1965

Oklahoma City (CLG 5)  
17-28 Jul 1965; 28 Aug-12 Sep  
1965; 13-21 Oct 1965; 28 Nov-  
12 Dec 1965

Oriskany (CVA 34)  
4-20 Jul 1965; 9 Aug-12 Sep  
1965; 30 Sep-19 Oct 1965; 29  
Oct-27 Nov 1965

Orleck (DD 886)  
5-17 Jul 1965; 8 Aug-8 Sep  
1965; 20 Nov-10 Dec 1965

Oxford (AGTR 1)  
4-12 Jul 1965; 26 Jul-26 Aug  
1965; 25-28 Oct 1965; 12 Nov-  
6 Dec 1965

Oxbourn (DD 846)  
12 Sep-8 Oct 1965; 19 Oct-4  
Nov 1965; 10-13 Nov 1965; 21  
Nov-23 Dec 1965

Paricutin (AE 18)  
4-12 Jul 1965; 22-27 Jul 1965;  
7-18 Aug 1965; 27 Aug-7 Sep  
1965; 17-27 Sep 1965; 8-17 Oct  
1965; 23 Oct-1 Nov 1965; 8-11  
Nov 1965; 12-16 Nov 1965; 5-14  
Dec 1965; 28-31 Dec 1965

Peacock (MSC 198)  
25 Sep-13 Oct 1965; 5 Nov-10  
Dec 1965

Perch (APSS 313)  
28 Aug-23 Sep 1965; 23 Nov-  
6 Dec 1965

Perkins (DD 887)  
4 Jul 1965; 16-31 Jul 1965

Permit (SSN 594)  
15-23 Oct 1965

Persistent (MSO 491)  
15 Nov-18 Dec 1965

Phillip (DD 498)  
29 Jul-1 Aug 1965; 24-26 Sep  
1965

Phoebe (MSC 199)  
25 Sep-13 Oct 1965; 5-17 Nov  
1965

Pickaway (APA 222)  
4-7 Jul 1965

Picking (DD 685)  
10-11 Aug 1965; 18-30 Sep 1965;  
11-19 Nov 1965; 1-5 Dec 1965

Pictor (AF 54)  
31 Aug-9 Sep 1965; 18-30 Sep  
1965; 9-17 Oct 1965

Pine Island (AV 12)  
11 Oct-3 Nov 1965; 28 Nov-12  
Dec 1965

Platte (AO 24)  
12-22 Jul 1965; 28 July-4 Aug  
1965

Pledge (MSO 492)  
18 Oct-15 Nov 1965; 18-31 Dec  
1965

Point Cruz (T-AKV 19)  
20-27 Oct 1965; 16-22 Dec 1965

Point Defiance (LSD 31)  
4-21 Jul 1965; 17-23 Aug 1965;  
11 Sep-10 Oct 1965

Pollux (AKS 4)  
31 Jul-12 Aug 1965; 23 Aug-8  
Sep 1965; 1-10 Nov 1965; 18-  
25 Nov 1965; 30 Nov-2 Dec 1965

Preble (DLG 15)  
19 Jul-11 Aug 1965; 25 Aug-30  
Sep 1965; 13-18 Oct 1965

Preston (DD 795)  
12 Aug-10 Sep 1965; 22 Sep-14  
Oct 1965; 1 Nov-1 Dec 1965; 22-  
31 Dec 1965

Prichett (DD 651)  
18-22 Jul 1965; 7 Aug-10 Sep  
1965

Prime (MSO 466)  
4-25 Jul 1965

Princeton (LPH 5)  
1-9 Sep 1965

Procyon (AF 61)  
14-19 Jul 1965; 27-31 Dec 1965

Pyro (AE 24)  
4 Jul 1965; 10-15 Jul 1965; 27  
July-7 Aug 1965; 17-27 Aug  
1965; 5-14 Sep 1965; 23-30 Sep  
1965

Radford (DD 446)  
29 Jul-17 Aug 1965; 27 Aug-9  
Sep 1965

Rainier (AE 5)  
4-7 Jul 1965; 11-20 Jul 1965; 26  
Jul-5 Aug 1965; 13-21 Aug 1965;  
1-11 Sep 1965; 25 Sep-5 Oct  
1965; 12-24 Oct 1965; 30 Oct-  
9 Nov 1965; 17-29 Nov 1965;  
12-22 Dec 1965

Razorback (SS 394)  
30 Nov-10 Dec 1965

Reaper (MSO 467)  
4-20 Jul 1965

Reeves (DLG 24)  
23 Jul-24 Aug 1965; 12 Sep-8  
Oct 1965

Rehoboth (AGS 50)  
28-29 Nov 1965; 10-31 Dec 1965

Remora (SS 487)  
12-26 Dec 1965

Renshaw (DD 499)  
29 Jul-8 Aug 1965; 27 Aug-9  
Sep 1965; 23-26 Sep 1965

Renville (APA 227)  
4-12 Jul 1965

Richmond K. Turner (DLG 20)  
7 Jul-9 Aug 1965; 25 Aug-21  
Sep 1965; 15 Oct-9 Nov 1965

Rowan (DD 782)  
4-14 Jul 1965

Rupertus (DD 851)  
5-19 Nov 1965

Sabalo (SS 302)  
16 Sep-11 Oct 1965

Sacramento (AOE 1)  
6-17 Nov 1965; 25 Nov-9 Dec  
1965; 19-29 Dec 1965

Safeguard (ARS 25)  
13 Oct-5 Nov 1965; 6-30 Dec  
1965

Salmon (SS 573)  
11 Oct-13 Nov 1965

Samuel B. Roberts (DD 823)  
27 Nov-31 Dec 1965

Samuel N. Moore (DD 747)  
5-10 Nov 1965; 25 Nov-23 Dec  
1965

Savage (DER 386)  
4-25 Jul 1965; 10 Aug-12 Sep  
1965; 27 Sep-17 Oct 1965; 27  
Oct-27 Nov 1965; 14-31 Dec  
1965

Seafox (SS 402)  
31 Jul-28 Aug 1965

Seminole (AKA 104)  
25 Oct 1965

Serrano (AGS 24)  
23-27 Dec 1965

Shelton (DD 790)  
11-28 Oct 1965; 1 Nov-17 Dec  
1965

Sioux (ATF 75)  
5-22 Jul 1965; 12-27 Sep 1965

Snohomish County (LST 1126)  
20 Jul-17 Aug 1965

Somers (DD 947)  
6-22 Jul 1965

Southerland (DD 743)  
4-5 Jul 1965; 8 Aug 1965

Spinax (SS 489)  
12-22 Oct 1965; 14-29 Nov 1965

Stoddard (DD 566)  
15 Jul-9 Aug 1965; 25 Aug-21  
Sep 1965; 18 Oct-4 Nov 1965

Stone County (LST 1141)  
11-12 Sep 1965

Sumner County (LST 1148)  
4 Jul-31 Oct 1965

Sunnadin (ATA 197)  
24 Nov-1 Dec 1965; 13-31 Dec  
1965

Talladega (APA 208)  
4-21 Jul 1965; 17-23 Aug 1965;  
30-31 Aug 1965

Taluga (AO 62)  
4-7 Jul 1965; 10-16 Jul 1965; 20-  
27 Jul 1965; 2-10 Aug 1965;  
14-25 Aug 1965; 2-14 Sep 1965

Terrell County (LST 1157)  
4-13 Jul 1965

Theodore E. Chandler (DD 717)  
9-28 Oct 1965; 1 Nov-17 Dec  
1965

Thomason (LSD 28)  
24 Aug 1965; 14-16 Sep 1965

Ticonderoga (CVA 14)  
4 Nov-2 Dec 1965; 22-31 Dec  
1965

Tillamook (ATA 192)  
18-25 Aug 1965; 7-15 Sep 1965;  
24-26 Dec 1965

Tiru (SS 416)  
4-14 Jul 1965

Tolovana (AO 64)  
4-5 Jul 1965; 11-21 Jul 1965;  
1-14 Aug 1965; 21 Aug-3 Sep  
1965; 17-23 Sep 1965; 7-18 Oct  
1965; 30 Oct-11 Nov 1965; 12-  
13 Nov 1965; 21-22 Nov 1965

Tom Green County (LST 1159)  
4-10 Jul 1965; 16-17 Aug 1965;  
4-9 Sep 1965

Topeka (CLG 8)  
19-31 Dec 1965

Tartuga (LSD 26)  
4-9 Jul 1965

Tulare (AKA 112)  
4-7 Jul 1965

Turner Joy (DD 951)  
12 Aug-10 Sep 1965; 22 Sep-14  
Oct 1965; 19-25 Oct 1965; 5-9  
Nov 1965; 10 Nov 1965; 26  
Nov-1 Dec 1965; 22-31 Dec 1965

Uhlmann (DD 687)  
19 Jul-7 Aug 1965; 17-30 Sep  
1965

Upshur (T-AP 198)  
15-17 Sep 1965; 1 Nov 1965

Vance (DER 387)  
4 July-2 Aug 1965; 12 Aug-1  
Sep 1965

Vancouver (LPD 2)  
24-25 Aug 1965

Vega (AF 59)  
25 Jul-1 Aug 1965; 12-20 Aug  
1965; 5-17 Sep 1965

Vernon County (LST 1161)  
4-12 Jul 1965; 16-23 Aug 1965

Vesole (DD 878)  
6-29 Dec 1965

Vesuvius (AE 15)  
14-21 Jul 1965; 2-13 Aug 1965;  
25 Aug-3 Sep 1965; 14-23 Sep  
1965; 4-13 Oct 1965; 24 Oct-4  
Nov 1965

Vireo (MSC 205)  
25 Sep-13 Oct 1965; 5 Nov-10  
Dec 1965

Waddell (DDG 24)  
10 Nov-30 Dec 1965

Walke (DD 723)  
11-17 Aug 1965; 27 Aug-9 Sep  
1965; 23-26 Sep 1965

Washburn (AKA 108)  
30 Aug-1 Sep 1965

Washoe County (LST 1165)  
4-13 Jul 1965; 9 Aug-1 Sep  
1965; 2-4 Sep 1965

Washtenaw County (LST 1166)  
4-10 Jul 1965; 16-17 Aug 1965;  
4-10 Sep 1965

Westchester County (LST 1167)  
4-10 Jul 1965; 4-10 Sep 1965

Waxford County (LST 1168)  
11-18 Sep 1965

Whetstone (LSD 27)  
4-9 Jul 1965

Whippoorwill (MSC 207)  
10-31 Dec 1965

Whitfield County (LST 1169)  
4-12 Jul 1965; 16-17 Aug 1965;  
4-9 Sep 1965

Widgeon (MSC 208)  
1 Oct-4 Nov 1965

Wilhoite (DER 379)  
4-11 Jul 1965; 1-29 Aug 1965;  
13 Sep-6 Oct 1965; 18 Oct-4  
Nov 1965; 5-23 Nov 1965; 25-31  
Dec 1965

Windham County (LST 1170)  
4-10 Jul 1965; 5-6 Aug 1965;  
20-21 Aug 1965

Winston (AKA 94)  
4-9 Jul 1965

Woodpecker (MSC 209)  
1 Oct-4 Nov 1965

Wrangell (AE 12)  
17-24 Nov 1965; 3-12 Dec 1965;  
29-31 Dec 1965

Zelima (AF 49)  
6-14 Jul 1965; 30 Jul-8 Aug  
1965; 14-22 Aug 1965; 26-30  
Aug 1965

## Units

Airborne Early Warning Squadron  
One\*  
4 Jul-31 Dec 1965

Aircraft Ferry Squadron 32\*  
4 Jul-date to be announced

Air Transport Squadron Three\*  
4 Jul 1965-date to be announced

Air Transport Squadron Seven (In-  
cluding Det A Ila)\*  
4 Jul 1965-date to be announced

Air Transport Squadron Eight\*  
4 Jul 1965-date to be announced

Air Transport Squadron 21\*  
4 Jul 1965-date to be announced

Air Transport Squadron 22\*  
4 Jul 1965-date to be announced

Amphibious Construction Battalion  
One, WestPac Det\*\*  
4 Jul-31 Oct 1965

Amphibious Logistic Support Group  
(CTG 76.4)\*\*  
4 Jul-15 Oct 1965

Assault Craft Division Det 11\*\*  
(Including LCMs and LCUe as-  
signed)  
4 Jul-31 Oct 1965

Assault Craft Division Det 12\*\*  
(Including LCMs and LCUs assigned)  
4 Jul-31 Oct 1965  
Assault Craft Division Det 13\*\*  
(Including LCMs and LCUs assigned)  
4 Jul-31 Oct 1965

Beach Jumper Unit 1, Team 11\*\*  
4 Jul-7 Oct 1965  
Beach Jumper Unit 1, Team 12\*\*  
7 Jul-31 Dec 1965  
Beach Master Unit 1, WestPac Det\*\*  
4 Jul-31 Oct 1965

Carrier Airborne Early Warning Squadron 13, Det 1\*  
4 Jul-31 Dec 1965  
Commander Fleet Air Wing 2\*  
(Personnel flying as crew members with VP 22, VP 28, VP 48 and VP 50)  
15 Sep-31 Dec 1965  
Commander Fleet Air Wing 10\*  
(Personnel flying as crew members with VP 22, VP 46 and VP 40)  
4 Jul-15 Sep 1965  
Commander Mine Division 72, Staff  
4-24 Jul 1965  
Commander Mine Division 73, Staff  
18 Oct-14 Nov 1965  
Commander Mine Division 91, Staff  
15 Nov-17 Dec 1965  
Commander Mine Division 93, Staff  
4 Jul-9 Aug 1965; 18 Sep-5 Oct 1965  
ComNavAirPac Maintenance Training Team 2-66  
21 Sep 1965-1 Feb 1966  
ComNavAirPac Maintenance Training Team 5-66  
21 Sep 1965-Feb 1966  
ComNavAirPac Maintenance Training Team 6-66  
21 Sep 1965-1 Feb 1966  
Commander Seventh Fleet Det Charlie  
4 Jul-31 Dec 1965



USS Sacramento (AOE 1)



USS Lowe (DER 325)

Explosive Ordnance Disposal Unit 1, WestPac Det  
4-18 Jul 1965; 21 Sep-21 Oct 1965; 4 Jul-31 Dec 1965 (Da Nang Det)  
Fleet Air Reconnaissance Squadron 1\*  
4 Jul-31 Dec 1965  
Fleet Composite Squadron 5\*  
28 Jul-20 Aug 1965 (Embarked Galveston)  
20-26 Aug 1965 (Embarked Bayfield)  
Flight Support Unit, Naval Station Sangley Point\*  
4 Jul 1965-date to be announced  
Heavy Photographic Squadron 61\*  
4 Jul-31 Dec 1965  
Helicopter Combat Support Squadron 1, Det 1\*  
4 Jul 1965-date to be announced  
Mobile Inshore Undersea Warfare Surveillance Unit 11  
4 Jul-15 Sep 1965; 21-31 Dec 1965  
Mobile Inshore Undersea Warfare Surveillance Unit 13  
25 Aug-31 Dec 1965  
Mobile Logistic Support Group (Staff CTG 73.5)\*  
12-17 Nov 1965; 25 Nov-9 Dec 1965; 19-29 Dec 1965

Mobile Support Unit 3  
4 Jul-31 Dec 1965  
MSB 51  
8 Nov-31 Dec 1965  
MSB 52  
8 Nov-31 Dec 1965  
Naval Air Station, Atsugi\*  
4 Jul 1965-date to be announced  
Naval Air Station, Cubi Point\*  
4 Jul 1965-date to be announced  
Naval Air Transport Wing, PAC, Staff\*  
4 Jul 1965-date to be announced  
Naval Beach Group 1, WestPac Det, Staff\*\*  
5 Jul-30 Sep 1965  
Patrol Squadron Four (Tan Son Nhut Det)\*  
4-24 Jul 1965  
Patrol Squadron 17 (Tan Son Nhut Det)\*  
13 Jul-3 Oct 1965  
Patrol Squadron 22\*  
4 Jul-1 Nov 1965  
Patrol Squadron 28\*  
3 Nov-31 Dec 1965  
Patrol Squadron 40\*  
4 Jul-27 Aug 1965  
Patrol Squadron 42 (Tan Son Nhut Det)\*  
3 Oct-31 Dec 1965  
Patrol Squadron 46\*  
4 Jul-31 Dec 1965

Patrol Squadron 48\*  
11 Oct-31 Dec 1965  
Patrol Squadron 50\*  
1 Sep-31 Dec 1965  
SAR Det (HU 16 only) Naval Air Facility, Naha\*  
4 Jul 1965-date to be announced  
Tactical Air Control Squadron 13\*  
4-15 Jul 1965; 17-23 Aug 1965; 20 Sep-2 Oct 1965  
Target Drone Unit\*  
28 Jul-20 Aug 1965 (Embarked Galveston)  
20-26 Aug 1965 (Embarked Bayfield)  
Underwater Demolition Team 12 Det B  
18-23 Jul 1965; 3-6 Aug 1965; 19-29 Aug 1965; 30 Aug-9 Sep 1965; 22 Sep-2 Oct 1965; 27-31 Oct 1965  
Utility Squadron 21 (Japan Det)\*  
4 Jul-31 Dec 1965

\* Only aircrew personnel involved in direct support of military operations and entering the combat zone after 3 Jul 1965.  
\*\* Only those personnel actually serving in entitlement area during period listed.

## Eligible for AFEM, NEM or VSM? Here Are the Rules

**Y**OU KNOW that you were where the action was, but how do you prove it? And if so, do you rate a medal?

It all depends. Details of eligibility for the medals listed on adjacent pages tend to become somewhat technical at times. To let you know just where you stand, here are the pertinent eligibility requirements of each.

### Armed Forces Expeditionary Medal

Authorized by Executive Order 10977, 4 Dec 1961.

**Eligibility Requirements**—Awarded to personnel of the armed forces of the United States who after 1 Jul 1958:

- Participate, or have participated, as members of United States military units in a United States military operation in which, in the opinion of the Joint Chiefs of Staff,

personnel of any military department participate in significant numbers.

- Encounter, incident to such participation, foreign armed opposition or are otherwise placed in such position that hostile action by foreign armed forces was imminent even though it did not materialize.

(Only personnel who were attached to one of the ships or units listed in Annex II, List 5 of the *Navy and Marine Corps Awards Manual* (NavPers 15790) and SecNav Notices 1650 at some time during the respective periods shown, and who actually participated in the given operation, are eligible for the award.

(Members of rear echelons, transients, observers and personnel assigned for short periods of TAD are normally not eligible for the award. However, consideration will be given in those instances where the local commander certifies to a particular

and significant contribution by an individual).

**Categories of Operations**—The AFEM may be authorized for three categories of operations:

- United States military operations.
- United States operations in direct support of the United Nations.
- United States operations of assistance for friendly foreign nations.

**Degree of Participation**—Personnel must be bona fide members of a unit engaged in the operation, or meet one or more of the following criteria:

- Serve not less than 30 consecutive days in the area of operations.
- Engage in direct support of the operation for 30 consecutive days or 60 non-consecutive days, provided such support involves entering the area of operation.
- Serve for the full period when

an operation is of less than 30 days.

- Engage in actual combat, or duty which is equally as hazardous as combat duty, during an operation against armed opposition, regardless of the time in the area.

- Participate as a regularly assigned crew member of an aircraft flying into, out of, within, or over the area in support of the military operation.

- Be recommended, or attached to a unit recommended, by the Chief of Naval Operations or the commander of a unified or specified command for award of the medal, although the criteria above may not have been fulfilled.

**Operations**—The following operations have been designated by the Joint Chiefs of Staff as qualifying for the award:

U. S. Military Operation	Date
Berlin	14 Aug 1961 to 1 Jun 1963
Lebanon	1 Jul 1958 to 1 Nov 1958
Quemoy and Matsu Islands	23 Aug 1958 to 1 Jun 1963
Taiwan Strait	23 Aug 1958 to 1 Jan 1959
Cuba	24 Oct 1962 to 1 Jun 1963

**U. S. Operations in Direct Support of the United Nations**

Congo*	14 Jul 1960 to 1 Sep 1962
Congo*	23-27 Nov 1964

**U. S. Operations Assisting Friendly Foreign Nations**

Laos	19 Apr 1961 to 7 Oct 1962
Vietnam	1 Jul 1958 to a date to be announced

\* These are separate operations and a bronze star is authorized for those who participated in both Congo operations.

Ships and units which are present in an area solely for training purposes are not eligible.

The medal will be awarded only for operations for which no other U. S. campaign medal is approved. It will not be issued for service performed in Vietnam on or after 4 Jul 1965.

A 3/16" bronze star is worn on the suspension ribbon of the medal and on the ribbon bar for participation in each area of operation. Participation in two or more engagements within the same operation does not qualify for the bronze star.

Authorization and administrative details may be found in SecNav Inst P1650.1C, Change 2.

**Navy Expeditionary Medal**

Authorized by General Order 64, of 13 May 1935.

**Eligibility Requirements**—Awarded to Navy personnel who shall have actually landed on foreign territory and engaged in operations against

armed opposition, or operated under circumstances which merit special recognition and for which no campaign medal has been awarded.

Annex II, List 4, of SecNav Inst P1650.1C contains the basic list of expeditions. In addition, the following expeditions are added:

Place	Date
Cuba (Guantanamo Bay and other points)	3 Jan 1962 to 23 Oct 1962
Thailand	16 May 1962 to 10 Aug 1962

Personnel who were attached to any of the ships or units listed in enclosure 1 of SecNav Notice 1650 (2 Mar 1966) and in enclosure 1 of SecNav Notice 1650 (23 Mar 1966) at any time during the respective periods shown, and who actually participated in the action or service for which the Navy Expeditionary Medal was awarded, are eligible.

Members of rear echelons, transients, observers, and personnel assigned for short periods of TAD are normally not eligible. However, in the event that an individual in one of these categories made a particular and significant contribution, consideration will be given to his eligibility by the Chief of Naval Personnel.

Eligibility of unit commander, staff, and embarked aircraft units for the medal is determined by the eligibility of the ships in which they were embarked.

Marine Corps personnel who may have served with any of the Navy ships or units listed during the periods shown are eligible for the Marine Corps Expeditionary Medal.



**STAR SALUTE**—Paul Hinojos, HN, salutes after receiving Bronze Star Medal for bravery in Vietnam action.

**Vietnam Service Medal**

Authorized by Executive Order 11231, 8 Jul 1965.

**Eligibility Requirements**—Awarded to members of the armed forces who have served at any time between 4 Jul 1965 and a terminal date to be announced in Vietnam or air space or contiguous waters (defined in SecNav Notice 1650 (3 Mar 1966)). Specifically, the following conditions apply:

**Permanent Duty**—Attached to and regularly serving with a ship or unit participating in or directly supporting military operations in Vietnam.

**Temporary Duty**—Service for 30 consecutive days or 60 non-consecutive days in Vietnam or contiguous areas, except that the time limit may be waived for personnel who have participated in actual combat operations.

Determination of eligible ships and units will be made by delegated commands who will authorize the issuance and wearing of the medal or ribbon. Lists of eligible ships and units with dates of participation will be issued from time to time, and will be incorporated in SecNav Inst P1650.1C in later changes. Eligibility will be based upon:

**Shore Duty**—Service for one or more days with a unit participating in or directly supporting military operations.

**Sea Duty**—Service for one or more days on board a ship directly in or directly supporting military operations. (Service with staffs or units embarked in a ship during a period for which that ship is eligible automatically qualifies for the Vietnam Service Medal).

**Air Duty**—Actual participation as a crew member in one or more aerial flights into air space above Vietnam or contiguous waters directly supporting military operations.

All members of the armed forces of the United States serving at any time in Vietnam, contiguous waters, or air space, between 1 Jul 1958 and 3 Jul 1965 inclusive, who earned the Armed Forces Expeditionary Medal for such service, may be issued the Vietnam Medal *in lieu* of the Armed Forces Expeditionary Medal. *No individual may be issued both medals for service in Vietnam.*

No person will be entitled to more than one award of the Vietnam Service Medal. There is no authorization to wear a device with the medal to indicate battle action.

## A Ton of Medals

In what turned out to be a mass production ceremony, Rear Admiral James R. Reedy presented 247 medals to members of Attack Carrier Air Wing 11 for combat missions flown over Vietnam.

Two pilots were given Distinguished Flying Crosses. Commander Henry M. Dibble, commanding officer of Attack Squadron 113, was cited for directing an air strike and coordinating a bombing attack on the Uong Bi thermal power plant.

Lieutenant Commander Gerald R. Tabrum, of Attack Squadron 115, won his medal for suppressing hostile forces during the rescue of a downed Air Force pilot in the Gulf of Tonkin.

Seven Navy Commendation Medals were presented to pilots from Attack Squadrons 113 and 115 and Fighter Squadron 213 for their participation in the same rescue mission.

In addition, 74 Air Medals, 163 Gold Stars in lieu of additional Air Medals and one Silver Star in lieu of a sixth Air Medal were presented to other members of the air wing. The citations were for missions in support of combat operations from 20 January to 2 Feb 1966.

## PacFlt Awards

During an 18-day period this spring, Navymen and Marines in PacFlt commands received more than 240 medals and awards. Three men were recipients of the Silver Star, the Nation's fourth highest decoration.

Two of those who received the Silver Star were Lieutenant (jg) Harvey M. Browne, Jr., and Lieutenant (jg) Paul G. Giberson, both aviators of Attack Squadron 52 aboard *uss Ticonderoga* (CVA 14). The third was Marine Gunnery Sergeant Donald L. Ballew, an advisor serving with the Republic of Vietnam Army.

Other awards and decorations included 13 Distinguished Flying Crosses, one gold star in lieu of a third DFC, eight Bronze Star Medals with combat "V", one Bronze Star medal, six Legions of Merit, 13 Air Medals, three silver stars in lieu of additional Air Medals, 19 gold stars in lieu of Air Medals, 63 Navy Commendation Medals with combat "V", 37 Navy Commendation Medals, 38 Secretary of the Navy Commendations for Achievement,



**AIDING INJURED** crewman of fishing vessel earned Coast Guard Commendation for John F. Crowell, HM3.

and 45 Letters of Commendation from the Commander in Chief, U. S. Pacific Fleet.

## Vietnam Combat Awards

Naval personnel have received an estimated total of 11,537 medals and awards for action in Vietnam.

The breakdown below lists the various awards and the total number of Navy recipients up through the end of April 1966:

Navy Cross	4
Distinguished Service Medal	1
Silver Star Medal	31
Legion Of Merit	43
Distinguished Flying Cross	262
Navy and Marine Corps Medal	7
Bronze Star Medal	158
Air Medal	8,500
Navy Commendation Medal	1,906
SecNav Commendation for Achievement	625
<b>Total</b>	<b>11,537</b>

## Montrose Wins Medals

The attack transport *uss Montrose* (APA 212) returned home from WestPac with medals and citations for 25 of her crew. During her eight-month deployment, *Montrose* participated in five amphibious assaults, including Blue Marlin, Dagger Thrust, Harvest Moon, and Double Eagle, against the Viet Cong.

The Navy Commendation Medal was awarded to the commanding officer, Captain Robert Juarez, for his handling of *Montrose* in combat. Commendation medals also went to Lieutenant (jg) John M. Ellis, and Boatswain's Mate First Class William G. Forrest, for decisive action dur-

ing an amphibious landing emergency.

Four *Montrose* Navymen received the Secretary of the Navy Commendation for Achievement ribbons, and 18 others received Letters of Commendation from the Commander in Chief, U. S. Pacific Fleet.

## Honored by Coast Guard

Not many Navymen wear Coast Guard medals, but when they do you can bet there's a story behind it.

Such is the case with John F. Crowell, HM3, who took part in a Coast Guard rescue operation last summer. Here's the story:

On 24 Jul 1965, a civilian fishing boat was destroyed by a torpedo dredged up by its nets 40 miles off the South Carolina coast. Three survivors were taken aboard another fishing vessel.

Crowell was on duty at Naval Air Station, Oceana, Va., when a request came for medical personnel. The mission involved a hazardous overwater night flight under heavy haze conditions.

Despite the fact that he had never flown before, Crowell volunteered. He was flown to *usccg Point Thatcher* by a Coast Guard helicopter, and lowered to the cutter by a sling. He was then transferred to the fishing vessel.

Crowell treated the injured men, and continued to care for them until the boat reached port.

For his part in the inter-service mission, Crowell received the Coast Guard Commendation Medal at the Naval Medical Center, Bethesda, Md., where he is now serving.

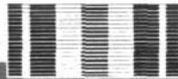
## Meyerkord Named for Hero

A new destroyer escort, scheduled for launching in mid-1967, will bear the name of a naval officer killed in action in Vietnam. It will be named *uss Meyerkord* (DE 1058).

Lieutenant Harold D. Meyerkord, USNR, Senior Naval Advisor to the Vietnamese Navy's River Force, was killed 16 Mar 1965, while leading a patrol into insurgent territory.

Caught in a heavy ambush in which he was wounded by the first fusillade from the Viet Cong, he was reported to have returned their fire at point-blank range until he was killed. He was awarded the Navy Cross and the Air Medal posthumously. He had been awarded two Purple Hearts for wounds in November 1964 and January 1965.

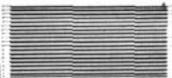
# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **ELLIS RAYMOND**, Lieutenant, USN, posthumously; as advisor to the 27th River Assault Group, Vietnamese Navy, in the hostile area of Dinh Tuong Province, Republic of Vietnam. Lt Ellis assisted in planning and executing the attack on a heavily fortified Viet Cong stronghold. During the assault, as enemy fire increased in volume and accuracy, he continually exposed himself to this fire while calling for air support and artillery bombardment. He personally maintained the integrity of the force by preventing the command craft from grounding. He was mortally wounded by hostile fire while attempting to replace the fallen gunner of an automatic weapon. LT Ellis, by his leadership, courage and devotion to duty, upheld the highest traditions of the U. S. Naval Service.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **DUNSMORE, ALAN L.**, Lieutenant, USN, from January 1964 to February 1966 while serving in the Fleet Support Unit, Office of Naval Intelligence, for his work in the development of sensors for surface ships and submarines.

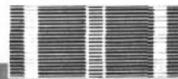
★ **JOHNSON, RALPH C.**, Rear Admiral, USN, from September 1963 to April 1966 as Deputy Chief, Navy, Headquarters, Defense Atomic Support Agency, in Washington, D. C., and as Commander Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, N. M. His aggressive promotion of a policy of maximum support to the service and national agencies resulted in a coordinated advancement in the development and distribution of nuclear weapons and material. He instituted improvements from which substantial monetary and personnel savings will accrue. Admiral Johnson's participation in civic and military relationships foster-

ed a highly favorable climate of understanding and cooperation between local officials and the military community.

★ **TYREE, JOHN A., JR.**, Rear Admiral, USN, As Deputy Commander Submarine Force, Atlantic Fleet, from 25 Aug 1964 to 22 Apr 1966, with additional duty as Commander Submarine Flotilla Two. RADM Tyree has been directly responsible for the logistic support functions of the Submarine Force, Atlantic Fleet. In this capacity, he has made possible the reliable operation of large numbers of submarines from both continental bases and overseas sites on a continuing basis. In particular, he has been outstandingly successful in managing the *Polaris* submarine refit schedules, involving nuclear-powered SSBNs.

Gold Star in lieu of Second Award

★ **MAZZONE, WALTER F.**, Captain, MSC, USNR, from 1 February to 31 Oct 1965 as the senior physiologist during Project Sealab II. Responsible for the physiological investigations and the decompression of the aquanauts after their return to the surface, CAPT Mazzone personally subjected himself to all experimental conditions and insured that all aquanauts could be safely decompressed. His exceptional knowledge of physiology and the requirements for saturation diving practices was superbly demonstrated.



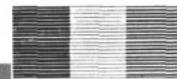
DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **DOUGHTIE, CARL L.**, Lieutenant (jg), USN, posthumously, as pilot of an aircraft in Attack Squadron 25, aboard *uss Midway* (CVA 41), during operations against enemy aggressor forces in North Vietnam on 10 Jun 1965. Participating in a mission against the Than Hoi power plant, LTJG Doughtie pressed home damaging attacks in the face of heavy and accurate anti-aircraft fire, which ultimately cost him

his life. His airmanship, courage and devotion to duty were in keeping with the highest traditions of the U.S. Naval Service.

★ **MUNRO, WILLIAM S.**, Lieutenant Commander, USNR, as pilot of a UH2A helicopter in Helicopter Support Squadron Two, Detachment 59, embarked in *uss Forrestal* (CVA 59), during a rescue flight performed on the morning of 15 Jan 1966. While on a mission to assist survivors of a VC-47 aircraft which crashed in Greece on the slopes of Mount Helmos at an elevation of 7680 feet, LCDR Munro made three landing attempts on the snow- and ice-crustured surface in the face of high winds and severe turbulence before he was finally able to maneuver his helicopter to a safe landing in a small snow-covered area bordered by an ice cliff and a sheer bluff. After evacuating a survivor of the crash to safety, he returned to the rescue scene and made another landing to pick up rescue personnel.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **BEAVER, ROBERT E. H. C. L.**, Shipfitter 3rd Class, USN, while serving aboard *uss Betelgeuse* (AK 260) at a shipyard in Mt Pleasant, S. C., on the morning of 7 Jan 1966. Upon being told that two men had been overcome by fumes while working in the tank of a jet fuel barge drydocked in the shipyard, Beaver donned an oxygen breathing apparatus (OBA) and climbed into the tank to rescue one of the victims. Through his prompt and courageous actions in the emergency situation, Beaver was directly responsible for saving a life.

★ **BOURGUIGNON, DONALD K.**, SA, USNR, for heroism on the afternoon of 20 Oct 1965 in connection with an automobile accident on U.S. highway 101 between Oceanside and Carlsbad, Calif. Upon learning that an automobile had plunged over an embankment into the murky waters of a lagoon, Bourguignon and a companion leaped from their car, ran down the bank and dived into the lagoon. After one unsuccessful attempt to locate any occupants of the vehicle, they dived beneath the surface a

second time and located an elderly woman in the front seat of the wreck-age. Surfacing with the unconscious victim, they brought her to the shore where a physician who had arrived on the scene revived her. Through his prompt and heroic actions in the face of great personal risk, Bourguignon was directly instrumental in saving a life.

★ COLLIER, EDGAR C., Mineman 2nd Class, USN, for heroism on 10 Sep 1965 in performing diving operations under extremely hazardous conditions in the Mississippi River while searching for a chlorine-laden barge which sank near Baton Rouge, La., during Hurricane Betsy. Petty Officer Collier completed numerous dives despite zero visibility in the turbulent river, which flowed with a six- to seven-knot-current and was filled with surface and subsurface debris. He made positive identification of the sunken contacts, thereby expediting the search operation. His personal courage and sense of duty contributed significantly to the removal of a serious threat to the lives of Baton Rouge residents.

★ CRETE, ADRIEN A., Machinist's Mate Fireman Apprentice, USN, for heroism on 10 Sep while serving on board *uss Robert A. Owens* (DD 827), moored with *uss Waldron* (DD 699) alongside to starboard. When a shipmate fell from a ladder, striking his head on the deck edge of a ship moored alongside *Owens*, and fell unconscious into the water between the two ships, Crete leaped into the water, dived beneath the surface and succeeded in locating the unconscious man. After bringing him to the surface, Crete wedged himself between the two ships and held the victim's head above water until assisted by others in completing the rescue. Through his prompt and courageous action in risking his life to save that of another, Crete upheld the highest traditions of the U.S. naval service.

★ FAHSL JOHN J., Ensign, USN, for rescuing a three-year-old boy from a fire in an Aurora, Colo., home on the afternoon of 16 Dec 1965. Observing heavy smoke billowing from the windows of a neighborhood dwelling, ENS Fahsl rushed to the scene and was informed that a small child was still in the burning building. Unsuccessful in his attempts to gain entrance through the rear basement door because of heavy smoke and flames, Fahsl dashed to the front of the house, jumped through a broken window, and crawled through the smoke- and flame-filled basement until he succeeded in locating the child. Fahsl brought the boy back to the broken window and handed him to a policeman on the outside. By his

prompt and courageous actions in risking his own life to save another, ENS Fahsl upheld the highest traditions of the U.S. Naval Service.

★ SWENSON, DAVID C., Seaman, USN, for heroism on the afternoon of 3 Sep 1965, while serving aboard *uss Shangi La* (CVA 38). Finding that a shipmate had fallen unconscious to the deck of a void which contained insufficient oxygen for survival, Swenson unhesitatingly descended into the void without the aid of safety equipment and attempted to rescue the victim. Although unsuccessful because he was almost overcome, Swenson, by his prompt and courageous actions in the face of great personal risk, upheld the highest traditions of the U.S. Naval Service.

★ VANDENBROCK, NICK, JR., Shipfitter 3rd Class, USN, for heroism on the afternoon of 20 Oct 1965 in connection with an automobile accident on U.S. Highway 101 between Oceanside and Carlsbad, Calif. Upon learning that an auto had plunged over an embankment into a lagoon, Vandebroek and a companion leaped from their car, ran down the bank and dived into the lagoon. After one unsuccessful attempt to locate any occupants of the submerged vehicle, they dived beneath the surface a second time and succeeded in locating an elderly woman in the wreckage. They brought the unconscious victim to shore, where a physician revived her. Through his prompt and heroic actions in the face of great personal risk, Vandebroek was directly instrumental in saving a life.



"For heroic or meritorious achievement or service during military operations . . ."

★ BENNETT, DANIEL J., Hospital Corpsman 3rd Class, USNR, posthumously while serving as a medical corpsman in Marine Medium Helicopter Squadron 365 in the Republic of Vietnam on 12 Jul 1965. Bennett participated in an emergency medical evacuation and troop withdrawal of an isolated U. S. Marine patrol that had been ambushed and surrounded at night. In the face of heavy enemy ground fire, unknown conditions in the landing zone and lack of visibility, he remained at his post, helping the wounded into the aircraft, tending their wounds and providing for their comfort. Through his skill, courage and devotion to duty, Bennett played a vital role in the successful completion of the mission. The Combat Distinguishing Device is authorized for the medal.

★ HINOJOS, PAUL ROCHA, Hospitalman, USN, in connection with operations against insurgent communist forces while serving with Company C, First Reconnaissance Battalion at Chu Lai, Republic of Vietnam. During the afternoon of 16 Oct 1965, a seriously wounded Marine returned to the Company area from a patrol Hinojos administered medical aid to the wounded man. Later in the afternoon, the Company base camp was subjected to intense enemy small arms fire. Disregarding his own safety, Hinojos shielded the wounded Marine from the fire with his own body until the firing stopped. Observing that another Marine was seriously wounded during this encounter, Hinojos immediately went to his aid, and, working with a fellow corpsman, treated the wounded Marine. Throughout the remainder of the day and night, Hinojos displayed exceptional devotion to duty and concern for his comrades as he tirelessly attended to the needs of the wounded. His courageous actions and inspiring devotion to duty throughout were instrumental in saving the lives of two Marines and were in keeping with the highest traditions of the U.S. Naval Service. The Combat Distinguishing Device is authorized.

★ STILES, CHARLES W., Hospital Corpsman 2nd Class, USN, posthumously, in connection with operations against enemy aggressor forces in South Vietnam while serving with a Marine infantry company on 29 Jun 1965. When two Marines were wounded while attempting to repair their amphibious tractor during a search and destroy operation, Stiles unhesitatingly left his position of safety inside the tractor to render aid. As he finished treating the two casualties, another Marine was wounded a short distance away. While responding to the call for a corpsman, Stiles was fatally wounded by a sniper's bullet. His outstanding courage and selfless devotion to duty were in keeping with the highest traditions of the U.S. Naval Service. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award

★ Bennett, Daniel J., Hospital Corpsman 3rd Class, posthumously, while participating in a medical evacuation of wounded U. S. Marine and Navy personnel on 17 Jul 1965. Bennett, despite the heavy fire in the landing zone, left his aircraft and helped the wounded aboard. After ensuring that all the wounded were safely aboard, he climbed into the aircraft. While tending the wounded and preparing for takeoff, Bennett was fatally wounded by hostile fire. In sacrificing his life to provide safety and comfort for his wounded comrades, Bennett upheld the finest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized for the medal.

# TAFFRAIL TALK

SOME TIME BACK Thad H. Waring, YN1, USNR, sent in the following item which we've been holding for the appropriate moment.

"For what it's worth," he says, "I'm submitting this anonymous bit of stuff and things."

According to his letter, an Edinburgh lawyer unearthed a contract from an old deed box, outlining the duties of wife to husband and those of husband to wife, as drawn up by a seafaring man who wanted his marriage to be all shipshape and Bristol-fashion. Here it is:

Having also read to her the Articles of War, I explained to her the conditions under which we were to sail in company on life's voyage, namely:

- She is to obey signals without question when received.
- She is to steer by my reckoning.
- She is to stand by as a true consort in foul weather, battle or shipwreck.
- She is to run under my guns if assailed by picaroons or privateers.
- I am to keep her in due repair and see that she hath her allowance of coats of paint, streamers and bunting, as befits a saucy craft.
- I am to take no other craft in tow, and if any be now attached to cut their hawsers.
- I am to revictual her day to day.
- Should she chance to be blown on her beam ends by wind or misfortune, I am to stand by her and see her righted.
- I am to set our course for the Great Harbor in the hope that moorings and ground to swing may be found for two well-built craft when laid up for eternity.

How's that for an even-keeled approach to the subject of matrimony?

★ ★ ★

Bicycles are the most common form of wheeled transportation found in The Netherlands, Belgium, Denmark, and Moffett Field, Calif.

Yes, you read it right. Moffett is a big base, and sailors stationed there with Naval Air Transport Wing Pacific have found the bicycle to be a great saver of shoe leather.

Air Transport Squadron Eight, the maintenance squadron for the Wing, began the trend by supplying its men with 50 of the man-powered vehicles for quick, economical shuttling between its extensive facilities.

The idea caught on, and now Navymen of all ranks and ratings have begun adding to the number of bikes on the base by bringing their own from home (wailing kids notwithstanding).

The mounts in use on the base come in many shapes and sizes. They range from the stark but sturdy models issued by the command; to lightweight, multigeared foreign models; to ancient, broken-down survivors of a forgotten corner of the garage.

VR 8, being a maintenance squadron, has assigned a man to repair and inspect the vehicles, same as any other valuable piece of equipment. He has been issued the necessary tools and equipment to rebuild damaged or worn bikes, and his parts inventory is extensive.

These bike-riding Navymen believe their return to self-propulsion is the greatest thing since the automobile.

It remains to be seen what the old-fashioned motorists on the base think of the idea when they get trapped in an Amsterdam-like sea of velocipedes.

*The All Hands Staff*

## The United States Navy Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

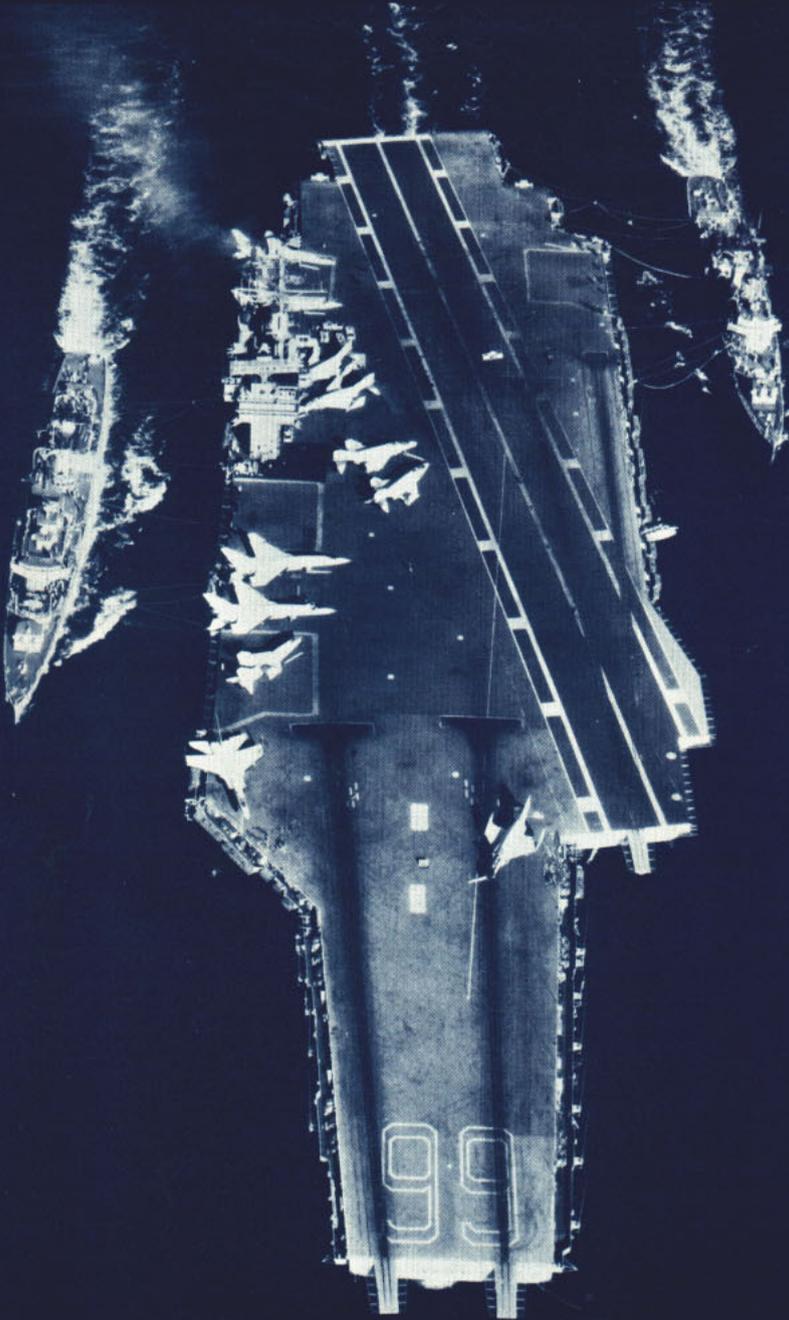
ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● AT RIGHT: COMING OUT—An S-2D Tracker spreads its wings in readiness to launch from USS Hornet (CVS 12) for antisubmarine exercises in the Sea of Japan.



**FLEET PORTRAIT...**



**... SIDEBOYS REFUEL**