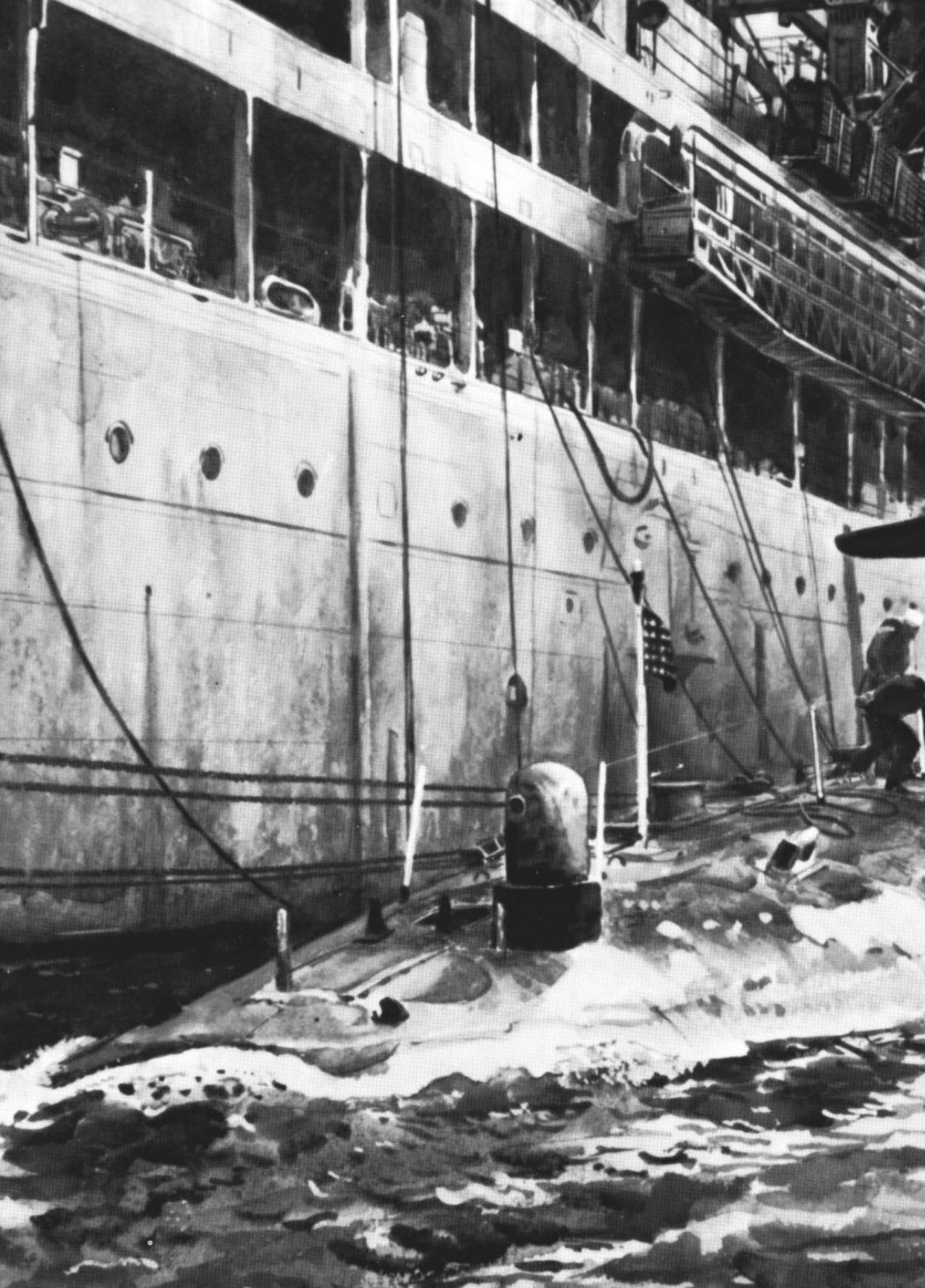


ALL HANDS



SEPTEMBER 1969





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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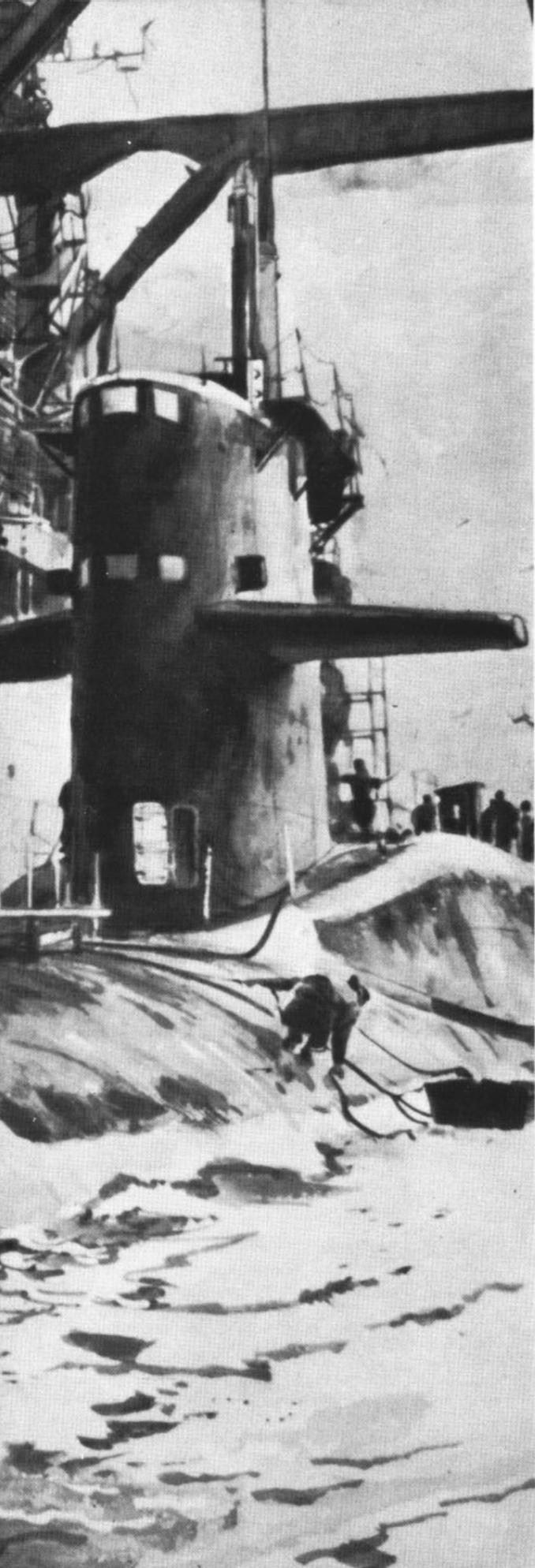
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• **FRONT COVER:** APOLLO RECOVERY HELICOPTER — "Black Knight" greets a new morning, silhouetted against a rising sun in the mid-Pacific. The copter is an SH-3D of HS 4, based out of Imperial Beach's Naval Air Station, Calif. The Black Knight Squadron was involved in the recovery of Apollo Missions 8, 10 and 11. This cover is an illustration of a striking photo taken by Photographer's Mate 2nd Class Milt Putnam, USN. The linework drawing is an adaptation by ALL HANDS illustrator DMSN Ron Graff, USN.

• **AT LEFT: COMBAT ART**—George Gray's watercolor depicts USS Proteus (AS 19) overhauling a Polaris submarine at Holy Loch, Scotland. Photo courtesy the U. S. Navy Combat Art Center.



YTB- YARD TUG, BIG

ABOUT THE ONLY THING she has going for her in comparison to her sisters is that they are all gray. She is small, and they, for the most part, are gigantic. They perform a multitude of important jobs, but then so does she. In fact, unless she does her job, they cannot do theirs.

She in this case is a U. S. Navy YTB.

YTB stands for Large Harbor Tug and that is an appropriate title for these small craft. The Navy has hundreds of them, and could not operate from many ports without them. They assist in the mooring of ships, pro-

vide towing service when needed, deliver harbor pilots to incoming ships and perform a variety of other jobs.

Their size can be deceiving. YTBs are 109 feet long, have a draft of 13 feet, 10 inches, a beam of 30 feet and weigh in excess of 350 tons. Add these factors to twin diesel engines that can develop 2000 horsepower, and you have a powerful little package capable of maneuvering the Navy's largest aircraft carrier.

IN MOST CASES a tug skipper is a seasoned 1st class or chief boatswain's mate. To these men, tugs are the best duty in the Navy. They have all the responsibilities associated with command. Commanding officers of all ships are chosen for duty based on their background, experience and knowledge and the same is true in the selection of a tugboat skipper.

A YTB normally has a crew of 10 to 12 men, including a cook, quartermaster, boatswain's mate, engineman and electrician's and machinist's mate apprentices for the engineering department.

The four tugs shown in these photos are *Wapakoneta*, *Paducah*, *Dahlongega* and *Marinette*. All are assigned to the U. S. Atlantic Fleet in the Norfolk, Va., area.

—JO1 Russell D. Egnor, USN



Left: Chief Boatswain's Mate Robert L. Burton, USN, mans helm of harbor tug *Wapakoneta*. Above: Tugs team up to maneuver USS John F. Kennedy (CVA 67) into berth at Norfolk. Above Right: YTBs *Marinette* and *Dahlongega* at work. Lower Right: Large harbor tug USS *Paducah* (YTB 785) joins in. Far Right: Twin engines that can develop 2000 horsepower give YTBs their push. Top: Tug with a nose for business steams to job.



Salvage Team at Work—On BOTH SIDES OF THE

SWELLS GENTLY rocked the Navy salvage ship *USS Bolster* (ARS 38), then glided the remaining quarter-mile to shore and broke listlessly on the low stretch of yellow sand leading to a village on the Republic of Vietnam coast.

In a workboat 50 yards aft of *Bolster*, Lieutenant Edward C. McCoy loosened the straps of his air tanks and let them slip to the deck. McCoy and his team of Navy divers had just completed an underwater salvage job.

Stripped of its adventure-yarn glamor, salvage diving is hard, exacting work. But for *Bolster* and her crew, the lack of glamor is replaced with a sense of need—and sometimes urgency.

Bolster's mission is "standby salvage." She is a sea-going rescue vessel primed and ready to aid any ship in trouble along the shallow coast of the South China Sea. Often battles are going on within earshot of the ship. Lieutenant Commander Calvin C. Reed, captain

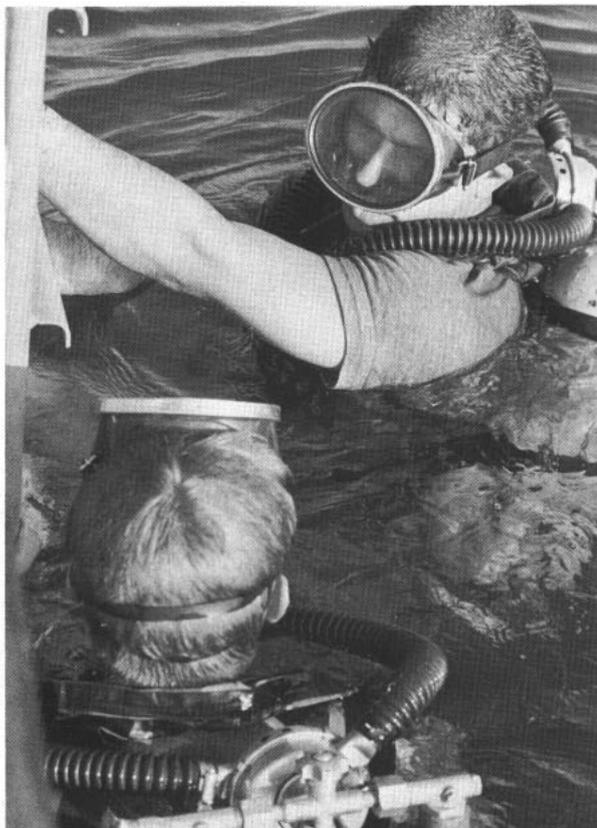
of *Bolster*, and his 80-man crew keep busy with a variety of offshore and underwater tasks. McCoy heads the seven-man salvage diving team.

McCoy and his partner in this dive, Engineman 2nd Class Kenneth Wainscott, had just surfaced in a shimmering hiss of bubbles from their third and final dive of the day. In pairs, the team had been working alternately underwater since dawn. Now, a hot mid-day sun glared off the water.

"It looks calm, doesn't it?" said McCoy, gesturing toward the flat surface of the sea. "Like a lot of things in this part of the world, looks are deceiving. On the bottom this late in the day, the currents and surges are sheer murder."

AS THE WORKBOAT headed back to *Bolster*, Hospital Corpsman 1st Class Jerry Thomas picked up a log-book and began totaling the number of minutes each man had spent underwater that morning.

DIVE JIVE: Fireman Jim Leggett (top) and Engineman 3rd Class Dale Richardson have a word before dive.



ON DECK—Engineman 2nd Class K. L. Wainscott readies air tanks aboard salvage ship *USS Bolster*.



ALL HANDS

WATER

"At this depth—40 feet—we can work 120 minutes out of every eight hours," he explained. "Any longer and a diver runs the risk of getting the bends—nitrogen bubbles in the bloodstream that can stop circulation. We've just about used up our time today."

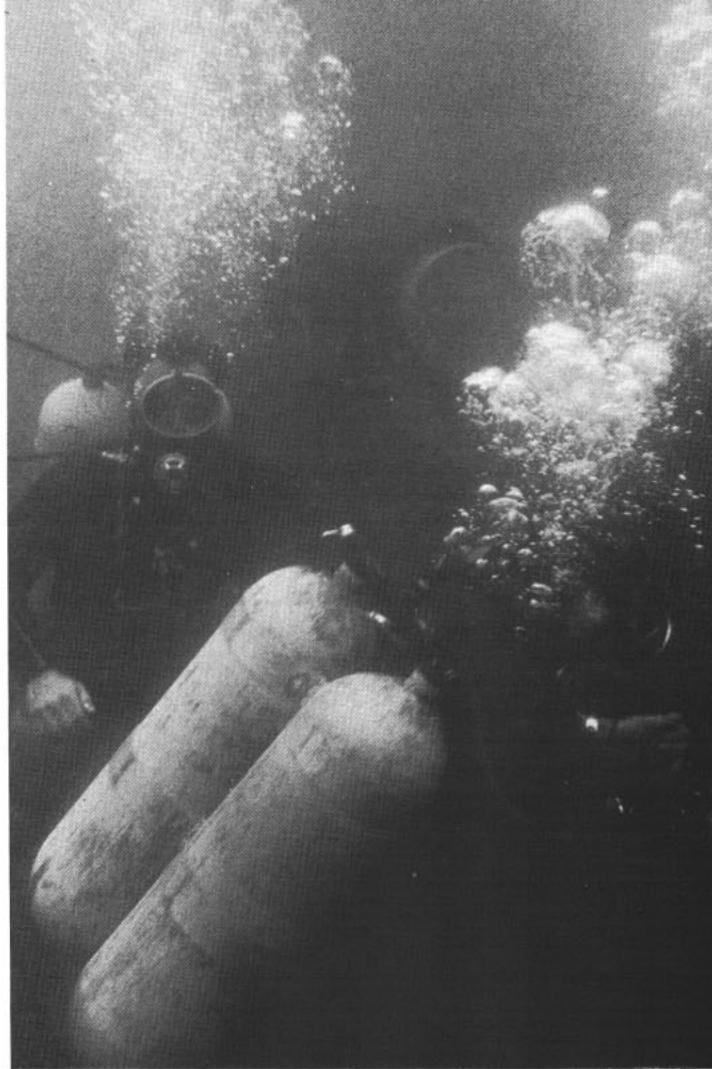
Thomas has a variety of jobs on *Bolster*. Besides being the senior enlisted diver and a specialist in diving medicine, he also cares for the crew's minor ailments and bumps and bruises.

Other men making up the team include Lieutenant (jg) Greg C. Gillette, Boatswain's Mate 3rd Class Donald R. Dunn, Engineman 3rd Class Dale E. Richardson, and Fireman James L. Leggett.

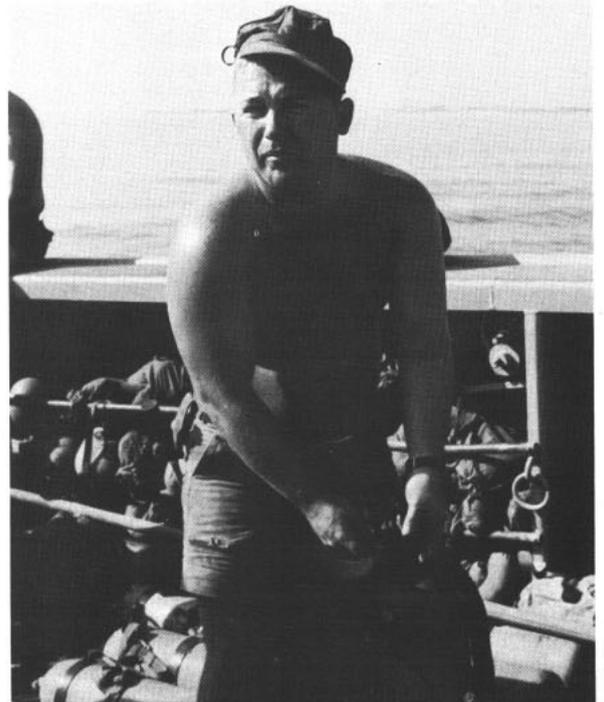
In addition, Lieutenant Richard W. Rosenbach, *Bolster's* executive officer and a Navy diver since 1959, takes his turn in the water when time and duties permit.

Later in the day, LT McCoy and his crew sat in the ship's lounge and discussed their jobs (continued).

WHAT TO DO—LT Edward McCoy explains a problem on the job before diving team descends.



WORK BELOW—*Bolster's* divers work on fuel hose connection 40 feet below the surface. Below: Boatswain's Mate 3rd Class Donald R. Dunn makes a careful check of scuba diving equipment.



What's the single most important factor in successful salvage diving? McCoy offered an answer in a single word: "planning."

"Before we start a job," he said, "we go over each facet of the operation with everyone concerned and try to plan our moves step by step. As Thomas mentioned, we have a limited amount of time on the bottom and we've got to make every minute productive."

Gillette, sporting a drooping mustache carefully nurtured since *Bolster* left for the Republic of Vietnam last January from her home port of Pearl Harbor, is assistant diving officer.

Responding to a question about the dangers involved in salvage diving, Gillette said that, "We put the odds on our side by observing a number of safety rules. Equipment is checked constantly—a malfunction can get you into trouble in a hurry."

He added that while using scuba diving gear, where divers have no communications to the surface, teams of two are always used. "If you get yourself tangled in a line or pinned under equipment, you're in serious trouble unless you have a diving mate to offer assistance or get help."

Marine life offers little danger, the divers agreed.

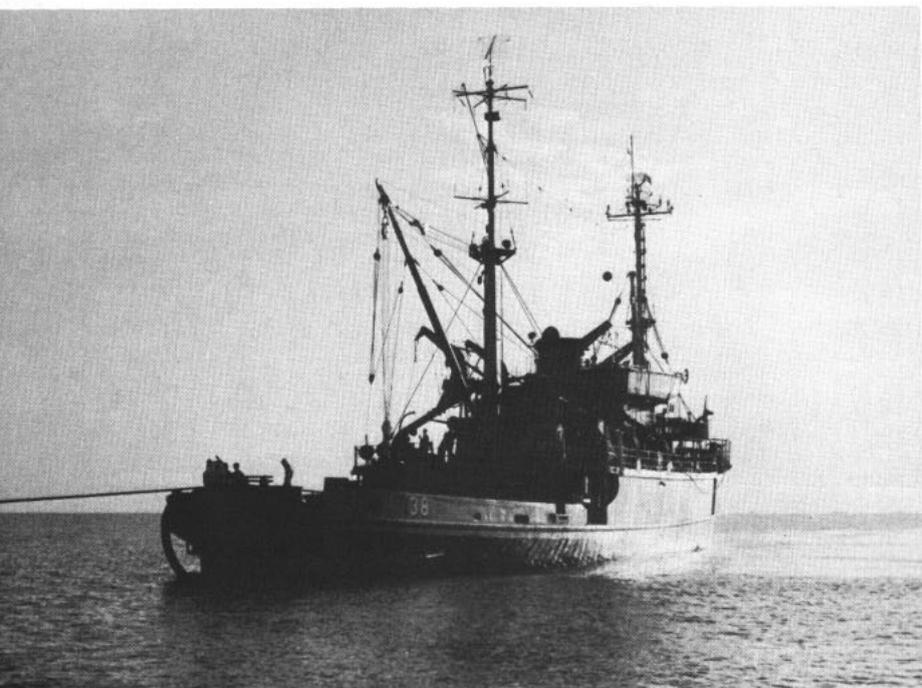
"Sharks don't present a problem," said Richardson, "and we've only seen a few sea snakes."

AVERAGE AGE of the divers aboard *Bolster* is 24. All are volunteers for the duty and attended Navy diving school, noted for its no-nonsense approach to underwater salvage work and physical fitness.

Wainscott, who has been diving since 1966, commented on the school. "It's demanding and physically challenging," he said, "and it takes a lot of desire to get through."

Why did the men select salvage diving as their specialty in the Navy? McCoy found the field a natural when he came into the Navy in 1966. He has been scuba diving since his freshman year in high school, working summers on a charter diving boat off the Florida Keys. Gillette, a native of Hawaii, has been a Navy diver for 15 months and a sports diver most of his life.

All agreed on one thing—salvage diving offers constant challenges with little time for boredom. And, they added, the bottom of the sea is like a different world. —Story and photos by JOC Lee Coleman, USN



SALVAGE HQ—USS Bolster (ARS 38)
rides at anchor.



IN VIET WATERS—Divers tow fuel
hose throughout morning mist.

LET'S TAKE A DIVE

YOU CAN RAISE A LOT of things in this world, but raising sunken ships out of the mud is the unusual specialty of the U. S. Navy Diving and Salvage School. The students perform this feat about 16 times a year as a part of their instruction in diving and salvaging.

The school, located at the Washington Navy Yard, Washington, D. C., trains all of the Navy's first class divers, master divers, diving officers, diving medical technicians, and diving medical officers. Its staff of 10 officers and 23 enlisted instructors, mostly chief petty officers, are experienced, trained men in their specialties.

Highlighting their schooling, the ship-salvaging project puts the student's training and individual initiative to a realistic test. Normally conducted downriver at Oxon Hill Run Cove, the salvaging operation was recently moved to a pier adjacent to the diving school in the Navy Yard on a trial basis.

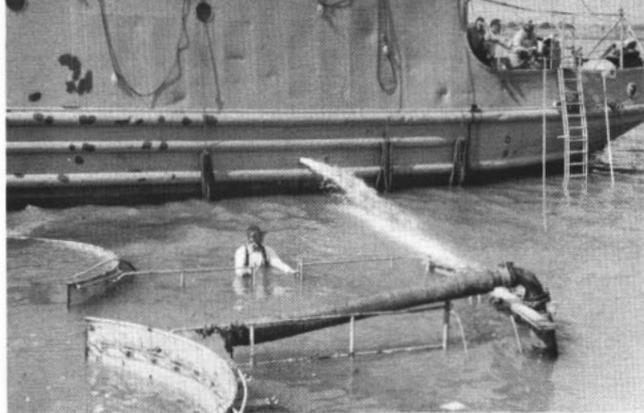
At the same time, a larger ship replaced the old LCU which had been in use for many years. The new ship is the former *uss Strength* (MSF 309), which had been mothballed at Orange, Tex. She still shows signs of her World War II camouflage paint. She was a good subject for this first salvage project at the Navy Yard.

THE PROCEDURE FOR TRAINING students on salvaging the ship follows this pattern: Staff instructors sink the ship at the pier by means of both the scuttling cocks and by making new holes in her hull. The students, under instructor guidance, must locate the holes, plug them, and isolate the ship into sections for pumping. Then pumping equipment is rigged and the water pumped out. If the students are doing it right, the ship will rise from the mud and float once again.

Commenting on the project, Lieutenant Commander J. F. Newell, Jr., USN, the school's commanding officer, observed, "you could look at it as a graduation project. If the ship floats, they graduate. If it doesn't, they don't."

The school is the only one in the Navy to teach deep diving and salvage. Instruction in salvage techniques was added in 1957. New methods of salvaging have been learned from the Vietnam conflict and are being made a part of the various diving courses taught.

The average number of students on board at any time is about 90. These include, in addition to Navy personnel, members of the Air Force, Army, Coast Guard and Marine Corps. The school also trains divers from all the allied nations.



Student prepares to dive to sunken main deck.

Students must be highly qualified physically and be volunteers. Most Navy students come from the Fleet. Presently the Navy has 67 per cent of its authorized strength of divers.

Navymen who are interested in becoming divers should check the appropriate BuPers Instruction in the 1500 series. Novice divers are trained as second class divers at one of the four schools located at Norfolk, San Diego, Pearl Harbor, and Subic Bay, R. P.

—JO1 Norman K. Johnson, USNR

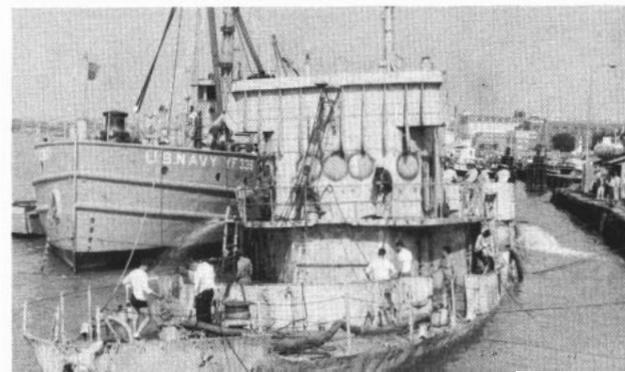


Overboard discharge hose is tied down.



Adjustments are made to large pump.

The training ship slowly comes up from the mud.





REMEMBER that session in boot camp in which you inflated your dungarees and used them for water wings?

Perhaps you felt a little silly and self-conscious about it. A quaint bit of sea lore that could have absolutely no applicability to you.

Don't try to tell that to Machinist's Mate 3rd class Jim Devin, or you'll suddenly find yourself with a mouthful of loose teeth. He's thoroughly sold on the idea. Here's how he became converted:

His ship, *uss Porterfield* (DD 682), was working through a storm 60 miles south of Japan. Winds to 45 knots and 20-foot waves rolled the WW II destroyer 45 degrees to port, then starboard. Visibility was estimated at 100 yards. A fine day

for landlubbers, Jim Devin decided.

Jim was on the 01 level, one deck above the main deck.

"Then this really big wave hit us. It was higher than the 01 level. All I could see was water."

Next thing, Jim saw a man lying on the fantail near the depth charge racks. He apparently had been swept across the deck by the wave and knocked unconscious.

"I went down the ladder to help him," Devin said. "When I got to the main deck, I met our hospital corpsman and we worked our way back to the fantail."

The corpsman took the unconscious man by the legs and Devin took his arms. Then, another wave hit and Devin was swimming.

Four minutes later, the corpsman and the other man were safely in-



Bell- Bottom Life Raft

side the ship, but Devin was missing. *Porterfield* and *USS John Paul Jones* (DD 931) began searching.

THE ODDS were not in Devin's favor. Lookouts had limited visibility, and the search was further complicated as the ships continued to take 45-degree rolls.

Devin did not have a life jacket, but he remembered a trick he had learned back in boot camp.

"I took off my dungaree trousers, tied knots in the legs, and then inflated them the way we practiced in boot camp.

"I tried swimming and using the trousers as a life jacket, but couldn't make any headway because of the waves. I decided just to hang on and hope they would spot me."

It appeared to Devin that the

ships were searching for him some two miles from where he bobbed in the water. A flock of sea birds began to hover over him.

"The birds stayed overhead the whole time. I thought they were going to sit down on me." (Perhaps it was their appearance that finally attracted the ships' attention to him.)

At one point, Devin thought a shark was circling him. "I could see a fin, but when it got closer, I realized it was one of my boots floating upside down. Phew."

Twice, *John Paul Jones* passed within 150 yards of the Navyman without spotting him.

"Then *Jones* turned a third time and headed straight for me. I figured that if *Porterfield* also turned, they had seen me, but my ship kept

going and I really began to worry.

"*Jones* kept coming toward me, and I started waving my arms. Finally they spotted me."

Jones' crewmen tied two life preservers to a line and threw them to Devin. Minutes later, he was safely on board.

"One of the lookouts told me it looked as though I was walking on the water, Believe me, I was trying."

Devin had acquired some minor scrapes and bruises as he was hauled on board from the high seas. His legs were stiff from two hours of treading water, but he was otherwise all right.

"One thing's for sure," he insisted, "I'll never wear a pair of dungarees with holes in them."

—Journalist 1st Class Jim Lea, USN

high school

NJROTC NJROTC NJROTC

SOME DAY an admiral may credit the foundation of his career to those years he spent as a midshipman in his high school's Naval Junior Reserve Officers' Training Corps.

It will be a few years, however, since the NJROTC program was instituted only three years ago.

Progressively, the program has grown to 78 units, established across the nation in private and public high schools, including military institutes.

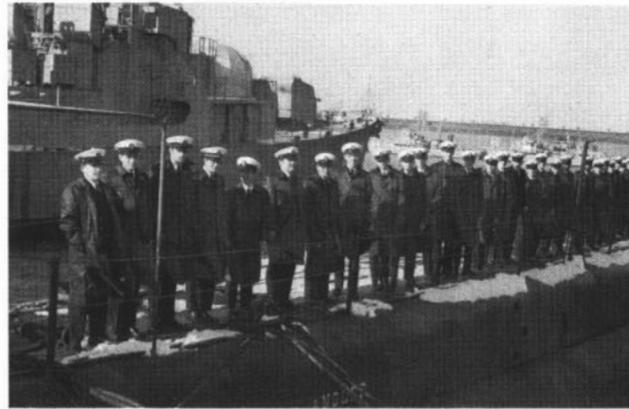
Like every education program sponsored by the Navy, NJROTC has a mission: to develop and motivate young men toward careers in the Navy. It does this through planned training, emphasizing orderly appearance, individual responsibility and character development, all with the aim of creating within the young man a high degree of personal honor, self-reliance and leadership.

The potential junior midshipman, or cadet as he is more generally referred to, must meet certain NJROTC enrollment requirements. Aside from being enrolled in a school sponsoring a unit (see list below), he must be a citizen of the U. S., and be at least 14 years old.

Good moral character is a requirement. So is physical fitness. A student is considered physically qualified to participate in the NJROTC training if he is able to participate fully in the physical education program in the school.

In addition, there are screening tests which must be completed before selection into the program is made by the unit instructor and the school principal.

THE TRAINING is currently geared to an academic track toward college entrance. Over a course of three years—sophomore, junior and senior—120 hours

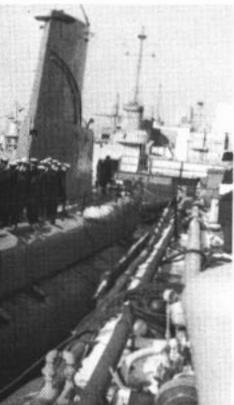


(96 minimum) of military instruction per year are offered in conjunction with academic courses leading to entrance into college. This is featured only in those schools having a full program of academic studies which, upon being completed, will qualify a student for entry into a college-sponsored senior ROTC program.

Another avenue of training, not necessarily geared for college preparation, is the technical track. Although it has not yet been established in any NJROTC unit, the technical track training differs from the academic track in that it incorporates into the military training specific technical courses of a military nature.

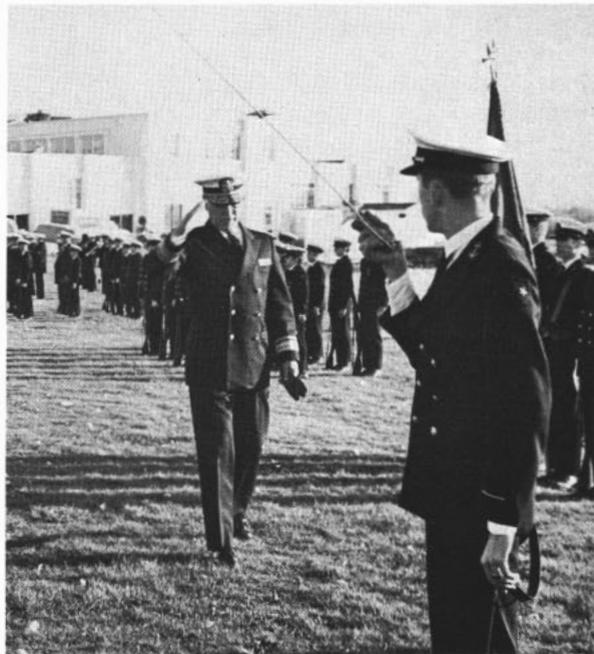
Students completing the technical track and NJROTC requirements offered at the military junior colleges and military institutes are given special consideration upon their decision to enlist in the Navy or Naval Reserve, or in an active or Reserve unit of one of the other services, instead of going on to a senior ROTC program.

These may include enlistment at an advanced pay grade, waivers of basic technical training and, in some instances, waivers of advanced technical training, provided the enlistee can pass examinations that substantiate his level of technical proficiency.



from two high schools in Long Beach, Calif., when they spent a day aboard the battleship *uss New Jersey* (BB 62) which had just returned from waters off the coast of Vietnam. The two units, sponsored by the Woodrow Wilson and Lakewood Senior High Schools, are located in a region where visits to ships and naval activities are readily available. Additional training facilities for the cadets are offered at the Recruit Training Command in San Diego.

At the Philadelphia Naval Shipyard another group of NJROTC cadets from the Woodrow Wilson Senior High School at Bristol, Pa., also paid a visit to a



Photos clockwise from above: (1) Rear Admiral Joseph Wylie, Jr., renders a salute during inspection of Naval Junior Reserve Officers Training Corps cadets from Tiverton, R. I. (2) NJROTC cadets from Saint Joseph Regional High School, Montvale, N. J., on parade. (3) NJROTC cadets from Woodrow Wilson High School, Bristol, Pa., man the rail of *USS Angler*. (4) Flag bearers from Franklin Heights High School, Columbus, Ohio. (5) Woodrow Wilson High School cadets enjoy Navy meal during tour of Philadelphia Naval Base.

Additionally, students who complete the three-year junior ROTC program—either track—may be entitled to a waiver of one year in the basic course of senior ROTC if they elect to enter college.

TRAINING for an NJROTC midshipman extends beyond the classroom. He practices marching in review during parade field drills to develop his coordination. He learns formal procedures and military etiquette by participating in military ceremonies. But of all the outside activities he looks forward to most, field trips to naval bases, air stations and ships rate high on the list.

A rare opportunity was given 200 NJROTC cadets

battleship, the mothballed *Iowa*. During the same trip, the cadets toured the submarine *uss Angler* (AGSS 240), giving them a comparison between two completely different ways of Navy life.

MANY OF THE NJROTC units participate in civil events and ceremonies. Here are some of their activities during the past year:

A contingent of 20 cadets from the Columbus, Ohio, Franklin Heights High School unit participated in military decoration ceremonies held in the State House rotunda. As part of the event, they were inspected by Captain Richard G. Zimmermann, USN, Di-

rector of Navy Recruiting, CAPT Zimmermann was on hand to present the Navy Commendation Medal with combat "V" for service in Vietnam to Chief Engineer S. W. Esely, who was then assigned as a recruiter in Columbus.

The Franklin Heights unit additionally provided a color guard and rifle escort detail of 15 cadets to



NJROTC cadet platoon from Washington High School, Pensacola, Fla., passes in review, above. Right: Third platoon from Santa Fe High School, Santa Fe, N. M.

march in the annual Chillicothe Veterans Hospital parade together with the school's 75-piece marching band.

Still another color guard detail and rifle escort and drill team from the same unit paraded at a civic shopping center during a week-long salute to the Armed Forces.



An Opportunity for Retired Navymen in NJROTC Program

RETIRED NAVYMEN, and those anticipating retirement, have an opportunity to maintain an active association with naval affairs by becoming instructors in the Naval Junior Reserve Officers' Training Corps Program offered in 77 high schools across the nation.

Duties of the instructors include classroom presentation of materials especially prepared for the NJROTC Program, and conduct of the Leadership Laboratory Program.

The retired officer instructor supervises the school program and teaches the academic portion of the curriculum. The enlisted instructor conducts leadership laboratory exercises and instructs in areas where he possesses particular competence.

Officers are generally required to have college degrees, while enlisted men should possess a high school diploma or a General Education Development certificate issued by the government.

Degrees and diplomas are not necessarily prerequisites in all cases, however, as employment by the schools is based on an individual's qualifications approved by the Secretary of the Navy. The only stipulation to hiring is that instructors so employed must be retired Navy officers and enlisted men, according to the law establishing the NJROTC units.

Regarding pay, instructors will continue to receive their retired or retainer pay, plus an additional amount equal to at least the difference between their retired pay and the pay and allowances they would receive if ordered to active duty, excluding hazardous duty pay and proficiency pay.

The NJROTC Program expects to offer considerably more employment opportunities in the future as it continues to expand from coast to coast. When fully implemented, the program will include 275 units, of which 245 of the units will be Navy and 30 will be Marine Corps.

To the senior high school man, NJROTC offers a path leading to an interesting and rewarding experience as a Naval Cadet. It seeks to develop future leaders with a strong sense of self-reliance, a personal knowledge of the responsibilities of citizenship in a democratic society, and an appreciation of the Navy's role in national defense.

Individuals interested in instructing in the program are invited to contact the school of their choice directly, by referring to the following list, or write to the Chief of Naval Personnel (Pers-C33a), Navy Department, Washington, D. C. 20370, for additional information.

NAVAL RESERVE influence is spreading through the South-Western City School district in Columbus, now that an NJROTC unit has been established at the Grove City High School.

Officiating at the activation ceremonies was Captain W. J. Wehmeyer, commanding officer of the Ohio State University NROTC unit. In his remarks to the 109



Cadet Ross Mulhare (far left) was honor graduate of Saint Joseph Regional High School, Montvale, N. J. Middle photo shows cadets at Corpus Christi enjoying NJROTC dance. Color guard (right) of Mary B. Smiley High School NJROTC unit raises flag during dedication of submarine memorial at Houston, Texas. Titusville High School NJROTC unit of Titusville, Fla., (top photo) passes in review.

cadets, CAPT Wehmeyer explained that through the collective studies offered by the program, including such subjects as oceanography, meteorology, navigation, electronics and seamanship, they would develop into well informed citizens with a strong sense of patriotism and appreciation for the Navy's role in our nation's defense.

Later, a nine-man drill team performed an intricate silent drill, demonstrating a series of rifle maneuvers with the precision timing of a crack Navy drill unit.

Located near the entrance to the NJROTC Armory at the Mary B. Smiley High School in Houston, Tex., is a bronze plaque placed by the school's cadets, members of the city's junior chamber of commerce, and veterans of World War II. It is a memorial to those submarines and their crews listed as "still on patrol." Another example of NJROTC civic participation.

Three years' hard work on the part of two cadets proved rewarding. At the graduation ceremonies last June at St. Joseph Regional High School, Montvale, N. J., NJROTC Cadet Ross Mulhare was selected as the outstanding midshipman of his unit. He received a \$50 savings bond from Fleet Reserve Association Branch No. 59, Bergen Co., N. J.

During the same ceremonies, a \$25 savings bond, together with an NJROTC college scholarship, was awarded to Cadet Christopher Culvert.

IN ANOTHER NJROTC graduation exercise at Washington Senior High School, Pensacola, Fla., the cadets



Top photo: Saint Joseph Regional High School cadets practice close order drill. Below: Franklin Heights High School, Columbus, Ohio, corps of cadets stand at attention during ceremony.





passed in review as a change of command within the unit was held.

Cadet Lieutenant Bobby Gray assumed the post as senior cadet in charge from graduating Cadet Lieutenant Commander Charles Slater. The event featured an address by the commanding officer of the Marine Air Detachment at NAS Pensacola, Colonel Donald Conray. In addition, a set of flags were donated to the school by Pensacola Navy League.

All these examples of NJROTC activity serve to demonstrate the importance of the units, but the idea behind the program can perhaps be summed up by this account on record in the Bureau of Naval Personnel NJROTC files.

Member of Tiverton High School honor guard stands at attention during inspection of cadet corps. Schools with NJROTC units listed below.

ALABAMA

Huntsville High School
2304 Billie Watkins Avenue S. E.
Huntsville, Ala. 35804

*Mountain Brook High School
3650 Bethune Drive
Birmingham, Ala. 35223

*W. P. Davidson High School
3900 Pleasant Valley Road
Mobile, Ala. 36609

ARKANSAS

Hot Springs High School
701 Emory & Patterson Streets
Hot Springs, Ark. 71901

CALIFORNIA

Lakewood High School
4400 Briarcrest
Long Beach, Calif. 90813

Wilson Senior High School
4400 East 10th Street
Long Beach, Calif. 90804

Point Loma High School
2335 Chatsworth Blvd.
San Diego, Calif. 92106

San Clemente High School
700 Avenida Pico
San Clemente, Calif. 92672

FLORIDA

Admiral Farragut Academy
on Boca Ciega Bay
St. Petersburg, Fla. 33708

Escambia High School
1310 North 65th Street
Pensacola, Fla. 32506

Titusville High School
P.O. Box 5
Titusville, Fla. 32780

*Milton High School
Stewart Street
Milton, Fla. 32570

Washington Senior High School
30 East Texar Drive
Pensacola, Fla. 32502

William J. Woodham High School
150 East Hudson Drive
Pensacola, Fla. 32503

IDAHO

*Highland High School
1800 Bench Road
Pocatello, Idaho 83201

ILLINOIS

Harlem High School
8605 North Second Street
Rockford, Ill. 61111

North Chicago Community High School
1717 17th Street
North Chicago, Ill. 60064

*Wheeling High School
900 South Elmhurst Road
Wheeling, Ill. 60090

INDIANA

New Haven Senior High School
900 Prospect Avenue
New Haven, Ind. 46774

IOWA

*Heelan High School
11th & Douglas
Sioux City, Iowa 51105

KANSAS

West High School
East High School
North High School
South High School
7235 Antioch Road
Shawnee Mission, Kan. 66204

KENTUCKY

*Lafayette Senior High School
Reed Lane
Lexington, Ky. 40503

Valley High School
10200 Dixie Highway
Valley Station, Ky. 40218

LOUISIANA

Brother Martin High School
4401 Elysian Fields
New Orleans, La. 70122

MAINE

*Old Orchard Beach High School
Old Orchard Beach, Maine 04063

MARYLAND

Northwestern High School
Prince George's County
Adelphia Road
Hyattsville, Md. 20782

MASSACHUSETTS

Quabbin Regional High School
Barre, Mass. 01005

St. Peter's Boys' High School
Blackburn Circle Route 128
Gloucester, Mass. 01930

Woburn Senior High School
124 Main Street
Woburn, Mass. 01801

MICHIGAN

*Bentley High School
15100 Hubbard Road
Livonia, Mich. 48154

MISSISSIPPI

Canton High School
330 North Liberty Street
Canton, Miss. 39046

Rogers High School
North Mace Street
Canton, Miss. 39046

MISSOURI

*Carl Junction High School
Carl Junction, Mo. 64834

MONTANA

Billings Senior High School
101 10th Street West
Billings, Mont. 59102

Billings West High School
2201 Saint Johns Avenue
Billings, Mont. 59102

NEW JERSEY

Admiral Farragut Academy
on Toms River
Pine Beach, N. J. 08741

IN A LETTER from the superintendent of Tiverton High School, Tiverton, R. I., to Captain Gerard S. Bogart, Director of the Tiverton NJROTC unit, the faculty and cadets were lauded for a performance made during a parade and review in Newport, R. I.

The text of his letter follows:

"I would like to congratulate . . . all the naval cadets on their excellent performance in Newport . . . The parents and I who witnessed the review were extremely impressed by what we saw.

"While the review itself was a public demonstration of what is happening to these fine young men, we cannot forget that the values and knowledge that are being developed in the Navy classroom under your leadership are even more important to consider. Our

Navy program is in my estimation the finest feature of Tiverton High School. All credit and honor to the officers and cadets in this program must be rendered.

"Please tell our cadets that the Town of Tiverton is really proud of them and that they by their actions are responsible for making the high school a potential great in Rhode Island. I will always in my role of superintendent support the cadet program as a top priority item . . ." Theodore E. Gladu.

As long as the Naval Junior Reserve Officers' Training Corps Program continues to receive such support, it will continue to develop the caliber of leaders among today's young men who some day might become tomorrow's admirals.

—JOC Marc Whetstone, USN.

St. Joseph Regional High School
40 Chestnut Ridge Road
Montvale, N. J. 07645

NEW MEXICO

Highland High School
4700 Coal Avenue, S.E.
Albuquerque, N. Mex. 87108
Santa Fe High School
2100 Yucca Road
Santa Fe, N. Mex. 87501

NORTH CAROLINA

John T. Hoggard High School
4305 Shipyard Boulevard
Wilmington, N. C. 28401

*Myers Park High School
2400 Colony Road
Charlotte, N. C. 28209

*Smithfield-Selma High School
Smithfield, N. C. 27601

OHIO

Franklin Heights High School
1001 Demorest Road
Columbus, Ohio 43204

Garfield High School
435 Firestone Boulevard
Akron, Ohio 44301

Grove City-Jackson High School
201 East Park
Grove City, Ohio 43123

*Jackson Memorial High School
7355 Mudbrook Street
Mason, Ohio 44646

*Washington Senior High School
Box 520
Washington Court House, Ohio 43160

PENNSYLVANIA

Woodrow Wilson High School
800 Coates Avenue
Bristol, Pa. 19007

RHODE ISLAND

Tiverton High School
100 North Brayton Road
Tiverton, R. I. 02878

SOUTH CAROLINA

*Aiken High School
Aiken, S. C. 29801

*Brookland-Cayce High School
1300 State Street
Cayce, S. C. 29033

T. L. Hanna High School
2307 Marchbanks Road
Anderson, S. C. 29621

TENNESSEE

*West High School
Sutherland Avenue
Knoxville, Tenn. 37919

TEXAS

Beaumont High School
Millard and South Streets
Beaumont, Tex. 77702

Charlton-Pollard High School
1900 Carroll Street
Beaumont, Tex. 77701

French High School
4415 Concord Street
Beaumont, Tex. 77703

Foy Moody High School
1818 McArdle Road
Corpus Christi, Tex. 78403

Mary Carroll High School
5301 Weber Road
Corpus Christi, Tex. 78411

Richard King High School
5225 Gollihar
Corpus Christi, Tex. 78411

Roy Miller High School
515 Fisher Street
Corpus Christi, Tex. 78411

W. B. Ray High School
1002 Minnesota Street
Corpus Christi, Tex. 78411

M. B. Smiley High School
10725 East Houston Road
P. O. Box 23278
Houston, Tex. 77028

H. M. King High School
P. O. Box 871
Kingsville, Tex. 78363

*Ross S. Sterling Senior High School
11625 Martindale Road
Houston, Tex. 77048

*Tascosa High School
3921 West Lawn
Amarillo, Tex. 79102

UTAH

Kearns High School
5525 South 48th West
Salt Lake City, Utah 84115

VIRGINIA

Kecoughtan High School
522 Woodland Road
Hampton, Va. 23369

*Maury High School
322 W. 15th Street
Norfolk, Va. 23517

Princess Anne High School
4400 Virginia Beach
Virginia Beach, Va. 23462

York High School
P. O. Box 452
Yorktown, Va. 23490

WEST VIRGINIA

*Wheeling High School
2115 Chapline Street
Wheeling, W. Va. 26003

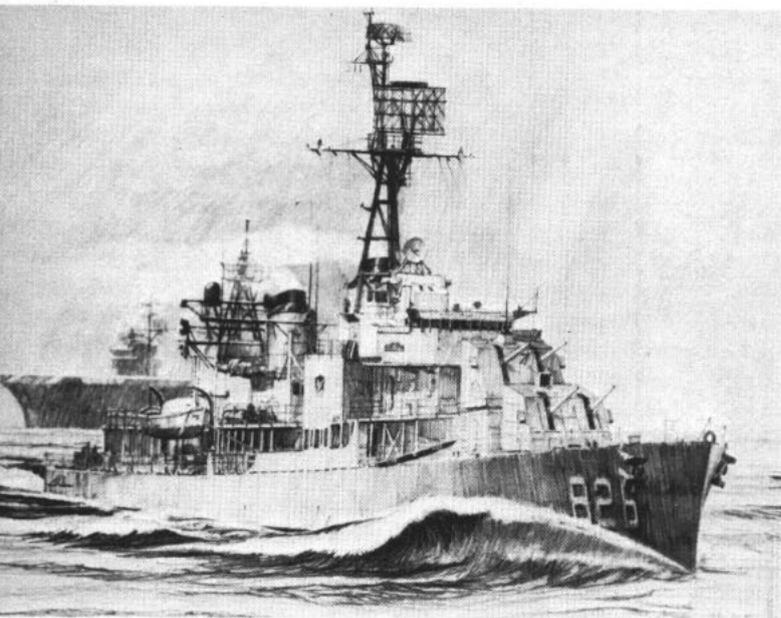
WISCONSIN

Hamilton High School
W. 220 N. 6151 Town Line Road
Sussex, Wis. 53089

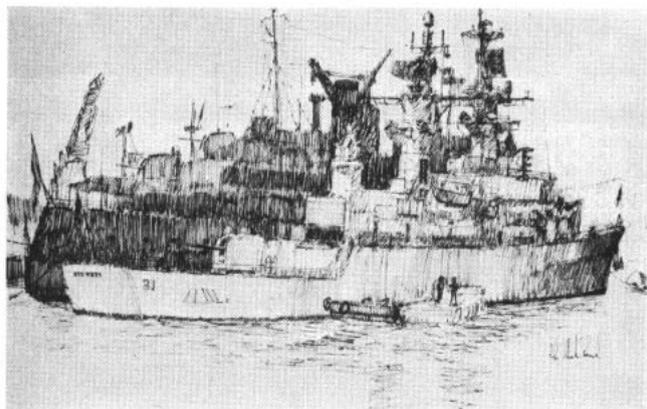
WYOMING

*Fremont County Vocational High School
1000 Main Street
Lander, Wyo. 82520
Sheridan Public School
P. O. Box 919
Sheridan, Wyo. 82801

(*Scheduled for activation in September 1969)



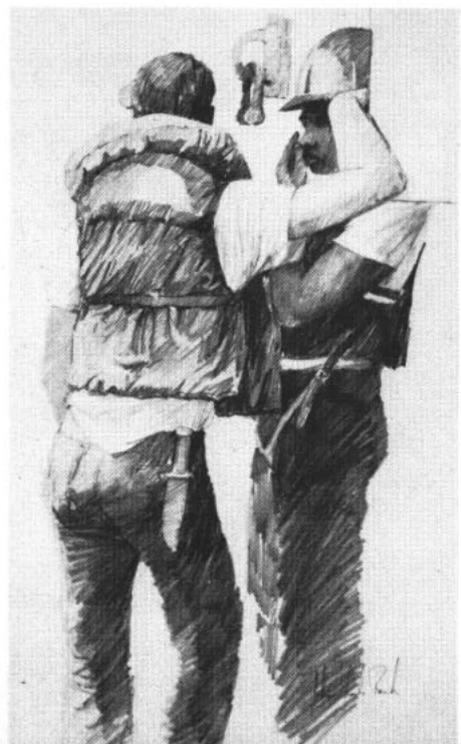
Combat

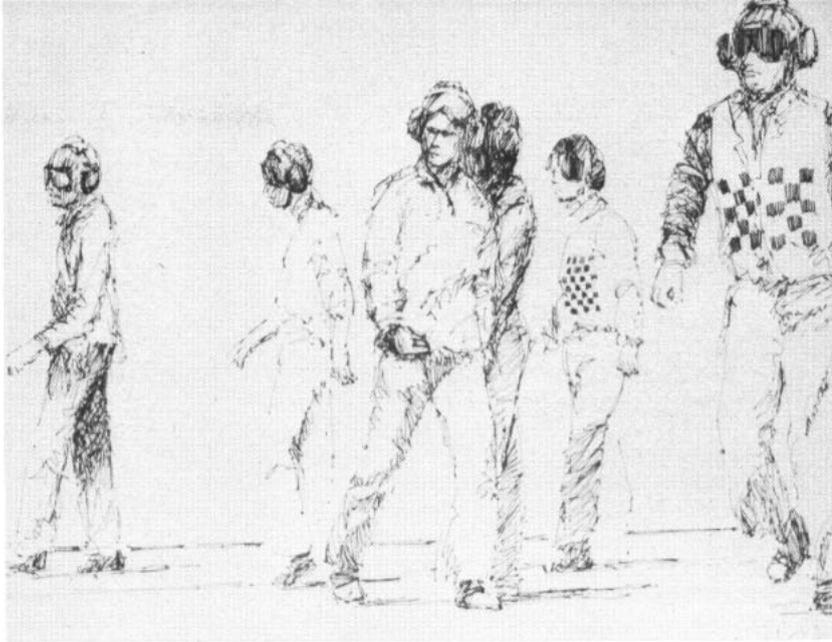
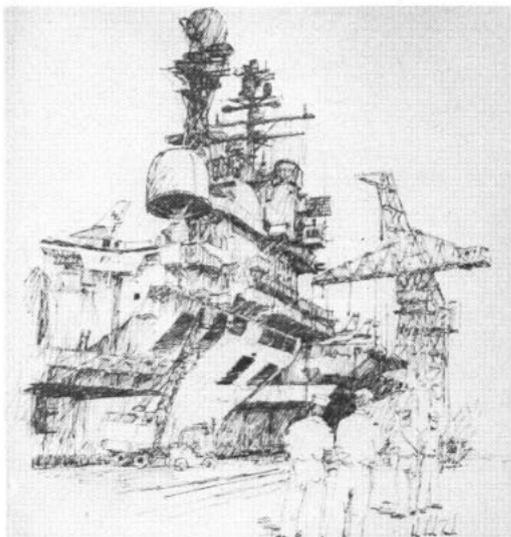


ON THESE PAGES are examples of the work of the Navy's only active-duty combat artist, Journalist 3rd Class John Charles Roach.

His work has been exhibited by the Navy Combat Art Gallery in shows overseas and throughout the United States. Journalist Roach's painting of *uss Providence* (CLG 6) (lower right, facing page) has been hung in the office of Secretary of Defense Melvin R. Laird.

The 26-year-old artist attended the Stadel Institute of Fine Arts in Frankfurt, Germany, for a year, then



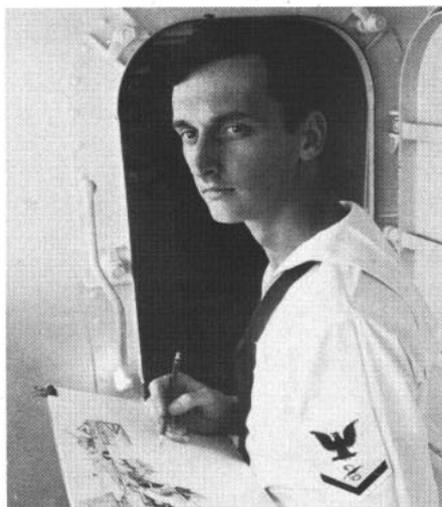
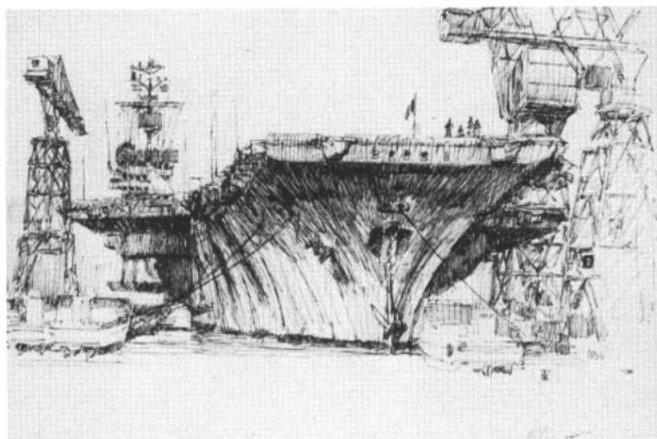


Artist

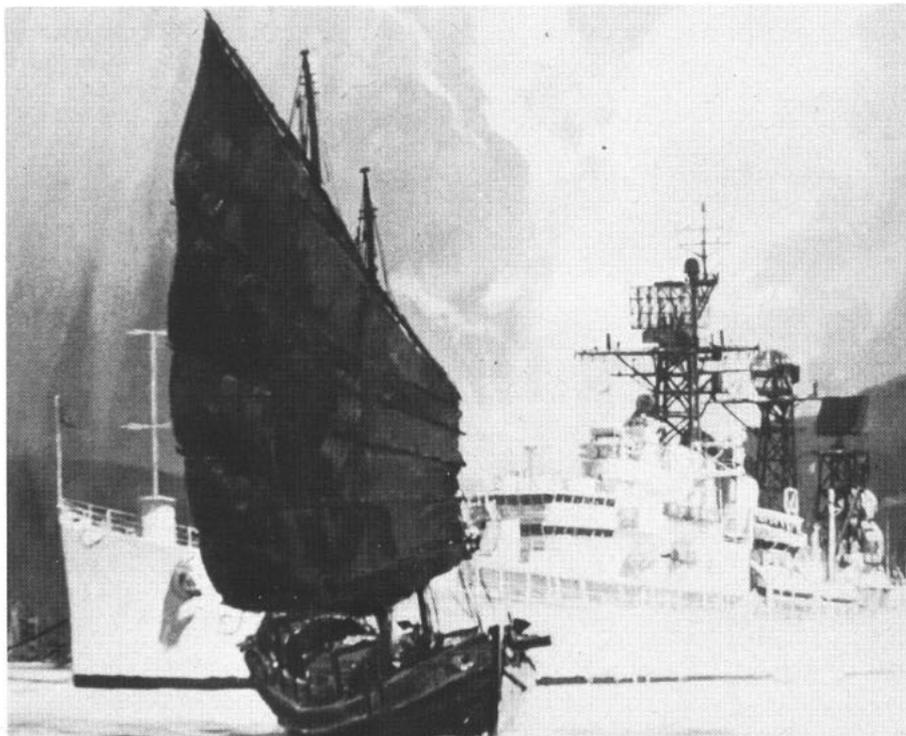
studied at the National Academy of Fine Arts in Paris for two years.

Since his designation as a Navy combat artist, Petty Officer Roach has covered the commissioning of *uss John F. Kennedy (CVA 67)* and Seabee construction and pacification efforts in the Republic of Vietnam. Since June 1968, he has sketched and painted various aspects of Seventh Fleet operations.

His art—drawings in pencil and in pen-and-ink, and paintings in tempera and oil—will be added to the permanent Navy collection in Washington.



Journalist 3rd Class John C. Roach works on pencil sketch while with the Seventh Fleet.



The history of recruiting in the U. S. Navy is a fascinating one. It dates back to the earliest days of the sea service of the youthful United States, and is full of the tradition—and challenge—that have always been part of the seafaring life. Most of all it has been an accurate barometer of the growing pains of the U. S. Navy.

The account is presented here as written by Chief Journalist Oscar C. Roloff, through the courtesy of the U. S. Naval Institute Proceedings, which published the account back in December 1956.

Chief Roloff was well qualified to report the story of Navy recruiting, following a lengthy career which saw him perform in billets in many parts of the world, culminating with duty in Washington, D. C., where he was the editor of The Naval Recruiter. Chief Roloff, who has since retired, was a good friend of ALL HANDS staffers and made his headquarters on the

deck below our editorial office in the eighth wing of the Navy Annex. There was a good deal of swapping, not only of sea stories, but also of photographs and editorial news between our offices.

The account is presented as recorded by Chief Roloff with the exception that the statistics which were current at the time of the publication of his article have been brought up to date. In each case, the revision is indicated as such in the article.

The recruiting posters presented here have been selected from the files of ALL HANDS with additional contributions provided by the Recruiting Division.

Editor's Note: The asterisks on this and the following pages indicate that the statistics provided by the author some 13 years ago have been revised to make them more current. The new statistics were supplied by the Recruiting Division of the Bureau of Naval Personnel.

THE HISTORY OF RECRUITING

OCTOBER 13, 1775, might well be considered as the birthday of recruiting in the Navy, for it was on that date that the Continental Congress set up the Marine Committee and instructed it to recruit men for the ships of the Continental Navy. Thus, two years later in early November of 1777, when Captain John Paul Jones took the sloop-of-war *Ranger* out of Portsmouth, N. H., to harry English shipping, we can speculate that perchance her crew joined up partly because of the recruiting efforts of that committee. The records show that they had prepared an attractive poster enjoining gentlemen seamen and able-bodied landmen to present themselves on board *Ranger*, in Portsmouth, or at the "Sign of Commodore Manley," in Salem. Further inducement was offered by shrewdly mentioning that an advance in pay would be made.

From the end of the Revolutionary War until 30 Apr 1798, when the Navy Department was created, the recruiting record is quite blank. On that date, however, the Secretary of the Navy was charged, in

addition to other duties, with procuring men for the Navy. The term of enlistment was limited to one year only, a system which quickly broke down under the strain of war. In 1801 President Jefferson sent a squadron to the Mediterranean to put an end to the depredations of the Barbary corsairs, but the recurring need to send each ship home at the end of a year to discharge the crew caused the operations to drag on through four summers. They were finally brought to a successful conclusion after Congress authorized two-year enlistments.

THE HISTORY OF NAVAL RECRUITING reflects the many ups and downs which the Navy as a whole has known. One manner in which this is manifested is through recruiting quotas. In an expanding Navy quotas are high and recruiters do a brisk trade. At present recruiting goes on at a fairly good rate—not that the Navy has such a huge enlisted population (about 673,610 in 1968* as compared with 3,500,000 at its World War II peak)—but the reenlistment rate indi-



GEE !!

I WISH I WERE
A MAN

I'd JOIN

The NAVY

Howard Chandler Christy, Jr.

BE A MAN AND DO IT
UNITED STATES NAVY
RECRUITING STATION

TO SEAMEN,

ORDINARY SEAMEN,



LANDSMEN AND BOYS.

All of the above classes who are desirous of entering the Navy, will now have an opportunity to do so, a Naval Reserve is open at No. 7 Whitehall Block. Seamen will remember that although the pay is nominally but twelve dollars a month, yet there are open to them in action, promotion, and various other, a large number of facilities in which they can draw pay of from fifty to three hundred dollars, and that in all cases a plentiful ration is supplied them, out of which they can make a considerable saving. Also that they can receive the same pay daily additional for gung money, being over \$1.25 per month, or draw their gung at their option. In cases of sickness, all those entered in the Navy, will receive

FULL PAY,

even while disabled, and the best medical attendance, with every convenience that can be furnished them, will be given at the cost of Government.

There are also many benefits drawing higher pay to which Landsmen and Ordinary Seamen are eligible, and the improved state of the Navy, the addition of the discipline, render the service far more desirable than it has ever been heretofore.

A liberal bounty is liberally offered, to seamen and ordinary seamen, and the clothing provided is not only cheap, but of the most excellent and durable kind.

Boys who enter as Apprentices, will receive excellent education, and the amount of promotion are almost open to them. **NO CRIMINALS ARE TAKEN UPON ANY CONSIDERATION, AND NO OFFENSE IS TO BE FORGIVEN.** Neither are they required to act as servants or waiters, or any time unless absolutely necessary, a contingency so rare, as never to be worth mentioning. Apprentices who give evidence of talent or industry, may before the expiration of their term of service, be promoted to **Midshipman, or Master's Mate,** or at the end of it to **Master.**

All who enter the service, and are prudent, will at the expiration of their term have on hand a sum that will enable each man if he chooses, to become part owner in some vessel. Remember too, that there are no wages of shame to consume the earnings of seamen, and that every a foreign country will be visited. In case of a war, all know what prize money is, and how liberal Government is to its contributors. The following offers are open to all who choose to draw them:

Boatsman's Mate, Gunner's Mate, Master's Mate, or Arms Carpenter's Mate,	\$15 00	Carpenter,	\$15 00
Yeoman,	10 00	Boatsman,	10 00
Ship of the Line,	20 00	Ordinary Seaman,	10 00
Frigate,	15 00	Landman,	10 00
Ship of War,	15 00	Boys,	5, 7 and 9 00
Schoolmaster,	15 00	Apprentice,	5, 6 and 7 00
Quartermaster, Captain of Forecastle, Coxswain, Ship's Steward, Officer's Steward, Surgeon's Steward, Master of the Arm,	15 00	Midshipman, 2d class,	15 00
Quartermaster, Captain of Tops, Coxswain, Subaltern's Mate, Captain of the Hold, Officer's Cook and Ship's Cook,		Boatsman, Gunner, Carpenter, and Sailmaker,	15 00
		Or a Ship of the Line per annum,	\$750
		Or a Frigate,	500
		Or on other Duty,	300
		Or home,	200

STEPHEN CHAMPLIN,
Commanding U. S. Naval Reserve, Station No. 7



Recruiting poster (top) was printed in 1842. Photo above shows test to distinguish seamen from landsmen.

were taken over by the Bureau of Navigation, one of the three bureaus which had been created in 1862.

It remained under BuNav for 80 years, continuing to reflect the fat and lean years of the Navy, and in 1942, when BuNav's title was changed to BuPers, it remained with that bureau. Today recruiting, or procurement, is one of the major functions of the Bureau of Personnel. One of the first changes after this transfer was the changing of enlistment periods from three to four years. Seventy-five years later this is still the standard term of enlistment, although shortly after World War I a two- to three-year enlistment period was brought into use.

RECRUITING HAD not long been under BuNav before the Chief of the Bureau, Captain J. G. Walker,

Broadside at left is the earliest American Navy recruiting poster known to exist. Below, a Civil War poster.

G R E A T
E N C O U R A G E M E N T
F O R
S E A M E N.

ALL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a Mind to distinguish themselves in the GLORIOUS CAUSE of their Country, and make their Fortune, an opportunity now offers on board the Ship **THE ARGONAUT**, of Twenty Tons, commanded by JOHN PAUL JONES, Esq. for their voyage to the Cape of Good Hope, the Pacific sea lying in Perspective, in the State of Massachusetts, at the Sign of Commodore MERRY, in Boston, where they will be landed to command, and receive the general encouragement of the Ship's Officers, in the Officers of every Port who has his fair, he is looked upon as to be one of the best Cruisers in America—the will be always able to fight her Gun under a month's sailing. Crew and sea food per bulk was over calculated for fighting fair, and making good Weather.

Any Gentlemen, Vesselsmen who have a Mind to take an agreeable Voyage in the pleasure Boats of the Year past, by entering on board the above Ship. It is easy, with every Facility they can possibly expect, and for a further encouragement depend on the full Opportunity being extended to several such men agreeable to his Honor.

All suitable Travelling Expenses will be allowed, and the Advance Money be paid on their Appearance on Board.

W H I T E H A L L B L O C K, L O N D O N W I T H
IN CONGRESS, March 16, 1775.

PUBLISHED BY JOHN HANCOCK, Printer.

THE CONSCRIPT BILL!
HOW TO AVOID IT!!
U. S. NAVY.
1,000 MEN WANTED. FOR 12 MONTHS!

Seaman's Pay \$18.00 per month
Delivery Seaman's Pay 14.00
Landman's Pay \$15.00 extra per month in full, 1000 Men

\$50,000,000 PRIZES!

E. Y. BUTLER, U. S. N. Recruiting Officer,
No. 11 FROST STREET, NALAM, MASS.

states that out of six first-cruise sailors, only one shipped over in 1968.* As a result, the ranks must be filled by recruits.

The third significant event in the history of naval recruiting occurred in the 1840s when, on 13 Aug 1842, Congress created the first five bureaus of the Navy. One of these, the Bureau of Construction, Equipment and Repair, jointly shared recruiting responsibilities with the Secretary of the Navy's office. In the decade before the Civil War a momentous step forward was taken when Congress authorized the continuous service system based on reenlistment. In thus making it possible for a seaman to extend his service through 20 or more consecutive years, the Navy for the first time created the same career opportunities for noncommissioned personnel that had previously been available only to officers.

Three more bureaus were established in 1862, one of which was the Bureau of Equipment and Recruiting. For almost 27 years recruiting came under this bureau. On 25 Jun 1889—and in accordance with General Order No. 372 — recruiting responsibilities

USN, noted on 7 Oct 1889, that there was a "strong need for an overhaul and reorganization of the enlisted recruiting, training and retirement situation." He recommended several changes. Among the more prominent were the following: (1) that an enlisted man be allowed to retire at half pay upon completion of 30 years' service; (2) that the enlistment of aliens be curtailed, with a view to its final discontinuance; (3) that something be done about the large numbers of trained men leaving the Navy at the end of the first enlistment; (4) that the total naval strength be raised to 9000 men; (5) that an apprentice be provided with a gratuitous uniform not to exceed \$45 in value; and (6) that the pay spread between the nonrated and the rated enlisted men be widened and the pay spread between rated men and commissioned officers be lessened.

His report concluded with the statement that the cost of training recruits amounted to an alarming sum. Our system contrasted strongly with that of Great Britain where a man who joined as a teenager remained in service until he was 28 or 30 years of age. This

long-term system completely revolutionized the character of British enlisted personnel. In brief, the U. S. Navy had a training system, but an untrained Navy. "The training should be for the good of the Navy; not for the good of the man," Captain Walker succinctly stated.

FOR 127 YEARS THERE EXISTED a recruiting term which passed away but 60° years ago. This was "rendezvous center." The term goes back to the early days of the Republic when naval officers made arrangements with proprietors of public houses or inns to rent or use them for a short period as headquarters for recruiting purposes.

A record of this practice is given by the 19 Mar 1798 edition of *Columbian Centinel*, a Boston newspaper. In part it read, "... a House of Rendezvous is opened at the sign of the 'Federal Eagle,' kept by Mrs. Broaders, in Fore-street, where One Hundred and

men-of-war for "training as seaman" until they reached their 21st birthday.

This effort resulted in failure. The law provided for the recruitment of only a limited number of boys for each cruising ship. The number of recruits on any given ship was too small to insure results that would be felt throughout the Navy. In 1843, after a six-year trial, the recruitment of boys under this plan was dropped.

In 1855 Congress again authorized the recruitment of boys—this time between the ages of 14 and 18—and again under a Naval Apprentice System. At the end of the year, Secretary of the Navy J. C. Dobbin passed on to President Franklin Pierce comments from the officers in the Fleet about the progress of the system.

Commodore Hiram Paulding of the Home Squadron wrote: "In reply to your verbal inquiries in respect to the apprentice and other boys serving on board the flagship *Potomac*, it affords me more than ordinary



Three posters above are from World War I and II eras.

Fifty able Seamen, and Ninety-Five ordinary Seamen, will have an opportunity of entering into the service of their country for One Year . . . These brave Lads, are now invited to repair to the Flag of the Constitution now flying at the above rendezvous."

In 1903 this term was replaced by "recruiting station," its present designation. Through the years recruiting became more settled. Personnel on what would now be a tour of shore duty had begun operating out of offices in government buildings or commercial buildings. By 1903 there were seven permanent recruiting offices in major cities. These stations were located in the following cities: Boston, Buffalo, New York, Philadelphia, Baltimore, Chicago and San Francisco. Today every large city and community has a recruiting station.

A PROPOSED NAVAL APPRENTICE SYSTEM was approved by Congress in 1837. Behind this was the attempt to provide a continuing source of young, new crewmen for Navy ships. Canvassers began signing up boys between the ages of 16 and 18 to serve on certain

satisfaction to bear testimony to their excellent conduct.

"I trust it may be but a beginning of a new order of things in the Navy and that the system will be extended until our ships-of-war are manned with a class of seamen that shall be conspicuous for their energy and cheerful subordination."

Lieutenant (commanding) W. D. Porter of the Mediterranean-based *Supply* reported, "The apprentice boys you allowed me are doing well. In one year they will make good ordinary seamen. At that time about one man in 12 of the crew of a seagoing Navy ship was an apprentice boy.

WHEN IN 1863 CONGRESS PASSED the Army draft law, the Navy found itself with a touchy situation on its hands. Men already in the Navy were not exempt from Army service. Sailors serving in ships of the home squadrons, as well as in ships overseas, often

OVER THERE

learned that they had been drafted into the Army. For that reason, men preferred not to enlist in the Navy at the risk of later being drafted for Army service. Furthermore, the draft law offered substantial bounties to men volunteering for Army service, but no bounties were offered to Navy volunteers. As a result, many men left the Navy and enlisted in the Army.

Gideon Welles, Secretary of the Navy, wrote President Lincoln in 1863: "It certainly could not have been intended by Congress that persons in actual service afloat should be withdrawn from the Navy and be compelled under penalties of law to go into the Army." The following year Congress rectified the error. When the war ended more than 50,000 men were in Navy uniform.

In 1893 the commandant of the Newport, R. I., Naval Training Station requested BuNav that recruiters not be permitted to enlist 14-year-old youths. These lads were too immature both in mind and body for training, he said. He urged that "recruiters make a concentrated effort to enlist men of good character who were between the ages of 15 and 30."

Shortly before this, Captain F. M. Ramsey, Chief of BuNav, had complained—apparently to the recruiters in the field—that "Many boys are recruited into the Navy who soon tire of the novelty of the life—many others are urged to enlist by their parents who apparently want their sons educated and disciplined before putting them at other work."

ENLISTMENT REQUIREMENTS were not easy in those days. In 1894, out of 16,000 applicants, only 5000 were accepted. Life in the Navy must not have been easy, either, since about 50 of those accepted later purchased their discharges. The practice of "buying out of the Navy" was discontinued soon after World War I.

Rigid requirements continued. In 1895 only 6000 men out of 32,000 candidates for enlistment were shipped in. Physical disqualifications took the greatest toll. Reports indicate that recruiting was especially good in the South, Midwest, and the West.

Unhappy news continued to come in from Newport. Commander John M. McGowan, USN, Commandant of the Training Station there, said in 1898 that the great number of apprentices recruited and sent there were entirely unacquainted with methods of taking care of their persons or clothing and that "sanitation is to them a problem far in advance of anything they ever thought of."

A new recruiting idea was temporarily adopted in 1899. Men of foreign birth and foreign service—men who were ignorant of man-of-war discipline and the use of shipboard arms—were forming a substantial part of the Navy's enlisted strength. To offset this a number of youthful American citizens were enlisted and put directly aboard cruiser training ships as "landsmen." This plan, in which men learned as they

earned, worked out satisfactorily and was continued until World War I.

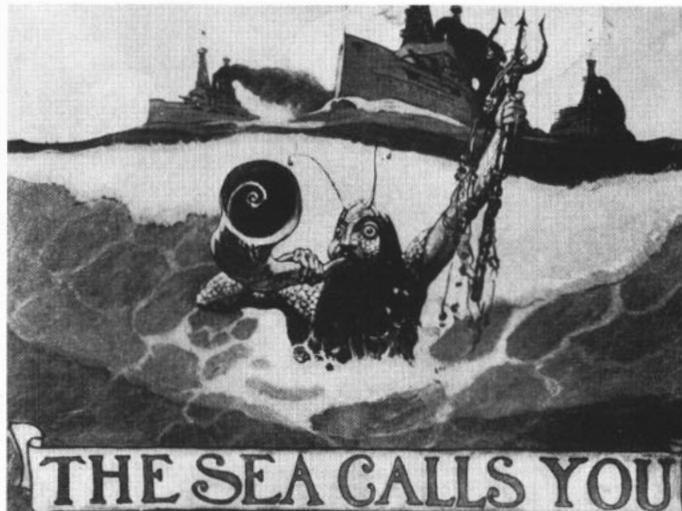
IN THE EARLY 1890s more than half of the enlisted strength was foreign-born. Some of those, of course, had grown up in America; but most were not only foreign in birth but also foreign in varying degrees in their personal manners and customs. Their records in many ways were not exemplary. According to one early report, for example, "A number of aliens had been enlisting in the Navy just to obtain passage from one part of the world to the other."

In 1872 Commodore Stephen B. Luce, "father of our naval training system," wrote Secretary of the Navy G. M. Robeson, "Our ships go to sea manned by heterogeneous crews representing nearly every country on the face of the globe; men, many of them utterly destitute of any feeling or attachment for or interest in the Navy." The commodore went on to draw a word picture of the unhappy results of permitting "sailors of many foreign tongues" to join the U. S. Navy. He accompanied it with a table showing that 35 countries were represented on five U. S. Navy ships in the Mediterranean and that only 46.6 per cent of the crewmen were Americans.

The situation was slow to improve. In the early 1890s there was a U. S. Navy gunboat in Chinese waters with but one American in a crew of 135. It was on this gunboat that the well known word was passed by a visiting officer, "If there is anyone in the gangway who can speak English, lay aft."

ONE SHIP IN THE MEDITERRANEAN had this sign posted in a conspicuous place: "Ici on parle anglais" ("English spoken here."—Ed.) About her decks might be heard French, German, Spanish, Italian, Gaelic, and occasionally Chinese.

Small wonder it was that responsible naval officers were concerned. The situation continued to be a sore point for several years. A few years after the turn of



World War I recruiting poster.

the century, however, laws went into effect curtailing the recruitment of foreigners. Prior to 1907 an alien could enlist in the Navy—all other conditions having been met—merely by declaring his intention to become a citizen of the United States. Beginning with that year only full-fledged citizens were permitted to enlist. Those already in the Navy had to take out full citizenship papers before being allowed to reenlist.

MEN SHIPPED IN THE NAVY as coal-passers were also the cause of an unproportionate amount of trouble in the old days. An analysis of desertions in the Navy showed that 35 per cent were made by coal-passers. These men were “usually from an undesirable element, predisposed to disaffection, and with no knowledge of the requirements of the service, or of discipline, the latter brought about mainly because they were permitted to enlist, bypass training stations and go directly aboard ship.” In fairness to these men, though, it must be remembered that they were shipped in under one title—*coal-passer*, and for one type of work—passing coal and feeding fires.

Recruiting in 1906 was hampered by a shortage of officers on full-time recruiting duty. In addition, the enlisted pay situation at that time was rather meager when compared to civilian scales.

This is highlighted by five commercial advertisements which appeared in a prominent newspaper of Chicago on the same page as the local naval recruiter’s advertisement.

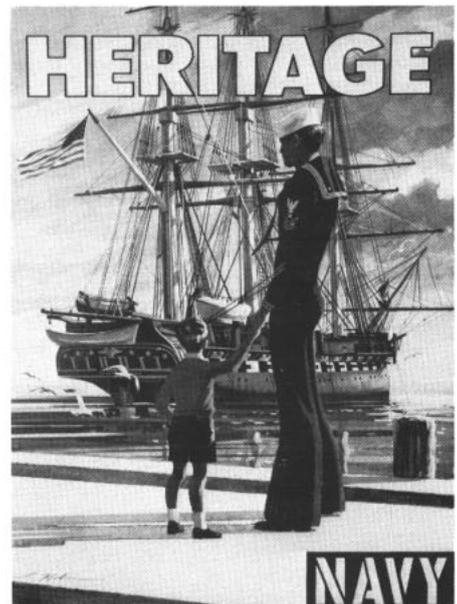
The five advertisements told of various railroad companies with lines either entering or passing near that city. They offered high inducements in positions of brakeman or conductor. Wages offered started at \$65 a month and ranged up to \$200 a month. The recruiting advertisement offered a miserable \$15 to \$17 a month to future sailormen.

IN 1910 STEPS WERE TAKEN to improve the efficiency of the recruiting service and to establish a uniform

operating system for all recruiting stations. A more careful selectivity of enlisted recruiters was started, with special attention being given to habit and bearing. Those whose behavior warranted it were given a two-year tour of such duty. Five years later reports were coming in to BuNav from various stations that parental objection to the enlistment of sons was steadily decreasing.

In fact, parents often brought their sons directly to the recruiting stations and encouraged them to join up.

“All enlistments are voluntary and all enlistments are for four years.” The Navy was able to, and did, make that boast in 1917. However, with a war to contend with the picture changed the next year. Under



Recent poster, above, uses oldest commissioned ship, USS Constitution as backdrop. Below, Recruiting broadside dated 2 Nov 1863.

REMEMBER LAWRENCE!!!



WANTED
FOR THE
U. S. NAVY,
SEAMEN,
ORDINARY SEAMEN,
AND GREEN HANDS,

For seagoing Ship Pennsylvania and all others, such as 74's, frigates and Sloops of war.

Good Wages
FOR
GOOD MEN.

APPLY TO
JOHN C. RIGHTER,
Shipping Master of the U. S. Navy, No. 162 South Front Str.



World War I poster.

Early broadside, far left, utilizes famous quotation.

MEN WANTED
FOR THE
NAVY!



All able-bodied men not in the employment of the Army, will be enlisted into the Navy upon application at the Naval Rendezvous, on Craven Street, next door to the Printing Office.

H. K. DAVENPORT,
Com'r. & Senior Naval Officer.
New Berne, N. C.,
Nov. 2d, 1863.

the provisions of the Congressional Man Power Act of 31 Aug 1918, the Navy had to accept draftees—and it did so from 1 Oct 1918, to 2 Dec 1918, operating under the title of Navy Mobilization Service. Some 240 substations closed down because of this move. After two months of this method the Navy went back to volunteer recruiting and the substations reopened. By the end of World War I more than 507,000 men had entered the Navy.

IN THE YEARS IMMEDIATELY AFTER World War I, recruiters again found it impossible to fill quotas. Trained men were leaving the Navy by the thousands. Fighting back, the Bureau brought into use a short-term enlistment period of two to three years. Posters on display at post offices and city halls across the country began showing the itinerary of ships. Potential enlistees and reenlistees then had the opportunity to study these schedules and ports and ask for assignment aboard those ships whose travels were to their liking.

On 10 Oct 1919, a practice of many years' standing went by the board. Henceforth first enlistments could only be made at recruiting stations. Up to this time a man could also apply at a naval training station or a ship carrying a medical officer.

In the summer of 1921 enlistments were averaging 1500 a week; by the end of the year, nearly 4000 a week. Over 29,000 were shipped in the Navy between 14 October and 16 December. Undesirables totaling 2660 were prevented from reentering the service, even though they used assumed names. Thanks to the Navy's new Identification Section they were stopped not long after their fingerprints had been taken.

The Navy was up to strength in 1922, and for five months no first enlistments were made. The current Naval Appropriations Bill had provided money to take care of the wages of about 100,000 men, but there were 112,000 men to be paid. Consequently, men were being discharged three months early. Physical standards were raised the same year to prevent the young men who were not up to par physically from joining the Navy. Two years before, when quotas were not being filled, physical requirements had been considerably lowered. As a result, naval hospitals were overcrowded with physically handicapped patients at a time when there was a critical shortage of trained pharmacist's mates.

THE YEAR 1926 MARKED THE ASSIGNMENT of a number of active duty Fleet Reservists to recruiting duty—a procedure carried on until 1940—and the establishment of the Office of Recruiting Inspector. The following year all new recruiters were required to take one-month courses of instruction at Recruiters Schools located at Norfolk and San Diego. These schools had been set up in 1924 and are still going strong, turning out more than 140 new enlisted recruiters every seven weeks at the present time. (The Norfolk school is now

located in Bainbridge, Md. The total output for both schools today averages about 140. The title of Recruiting Inspector has since been changed to Director, Recruiting Area.—Ed.) Later, reports began to show that the school training resulted in the improvement of the recruiters' ability to carry out a more effective program. Character references and employers' references were now required of each applicant.

By 1929 the mental caliber of recruits reached its highest level up to that time. The average recruit had nine years and four months of schooling to his credit. Quotas were beginning to tighten up, however, and the bleak period of the early and mid-30s was approaching.

Some 114,000 men applied for first enlistment in 1930, indicating that the Depression was at hand. Only 8883 were accepted. The next year 131,857 applied and 7061 were shipped in. The percentage of successful applicants during this time was, in the long view, remarkably low.



World War II recruiting poster shows Navy Cross winner after whom ship was named.

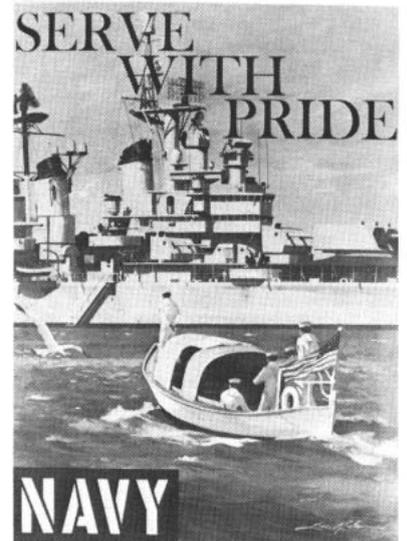
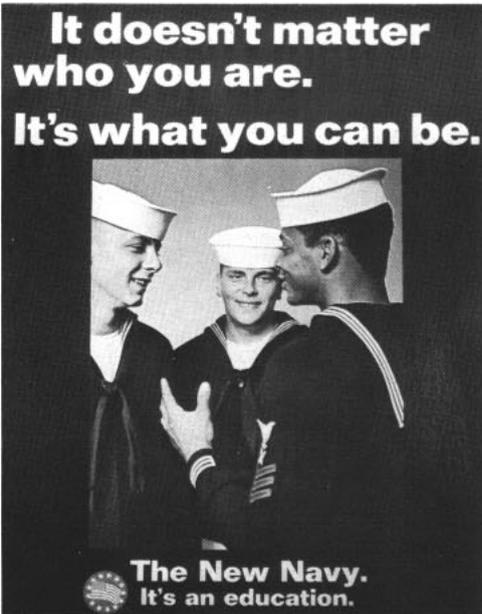
Many persons still in the Navy recall the temporary 15 per cent pay cut they received in 1933. In spite of it, the Navy attained an all-high record of 93 per cent of its reenlistments. Nearly 126,000 men applied for enlistment at the various recruiting stations throughout the United States. However, a still lower number, a mere 4572, were accepted. In May 1933, the recruitment of all first enlistments was stopped. The training stations at Great Lakes and Newport were closed down. Only the training station at Norfolk remained

open, and it was on a part-time basis. With but one candidate out of 30 being accepted, the year 1933 was the leanest in a series of memorably lean years.

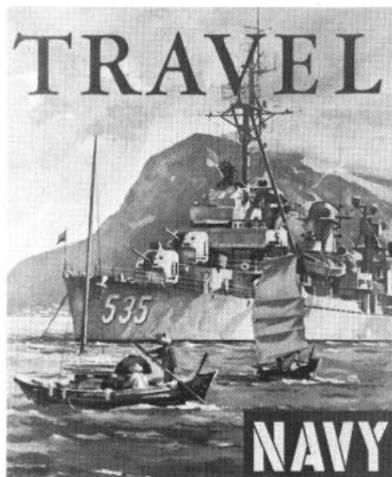
THEN, IN AUGUST 1934, the recruiting of men was resumed when recruiters west of the Mississippi began shipping in men. These men were sent to the San Diego training station. In October the training station at Norfolk was reopened and the enlistment of men east of the Mississippi was resumed on a restricted scale. The two training stations at Newport and Great Lakes remained closed. Recruiting was speeded up in the fall when the Bureau of the Budget indicated its

willingness to recommend funds for an increase in personnel strength. Substations gradually reopened and more men were assigned to recruiting duty. All recruiting stations were in rent-free quarters. By the end of the year, 11,575 men had been enlisted. The picture was slowly beginning to brighten for the average young man of two decades ago who wished to have a fling at life in the U. S. Navy.

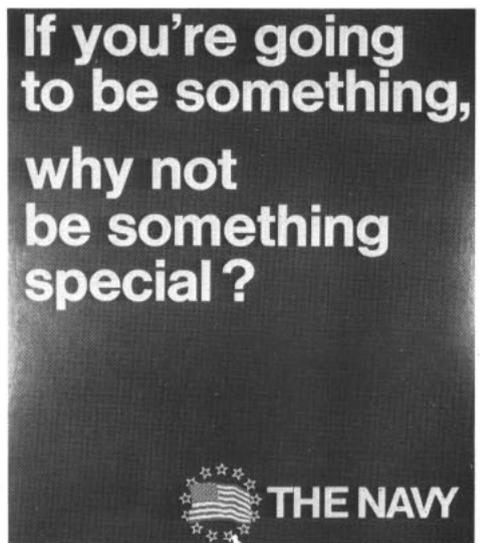
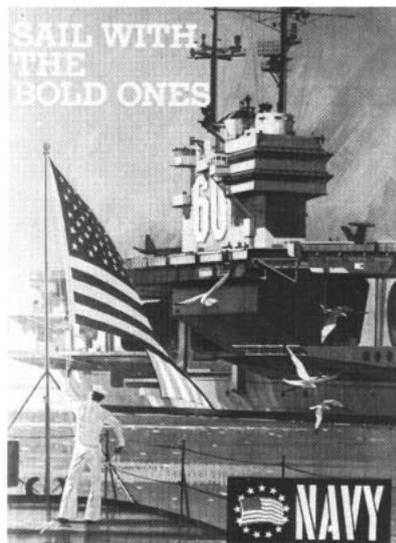
Conditions continued to improve through the next year. For the second year in a row there had not been a single under-age discharge. This pointed out the thorough investigations made by recruiters. Main stations were reopened at Philadelphia, Chicago, San



The two recruiting posters below are recent releases by the Navy's Recruiting Aids Division. Above, two posters used by the Navy several years ago.



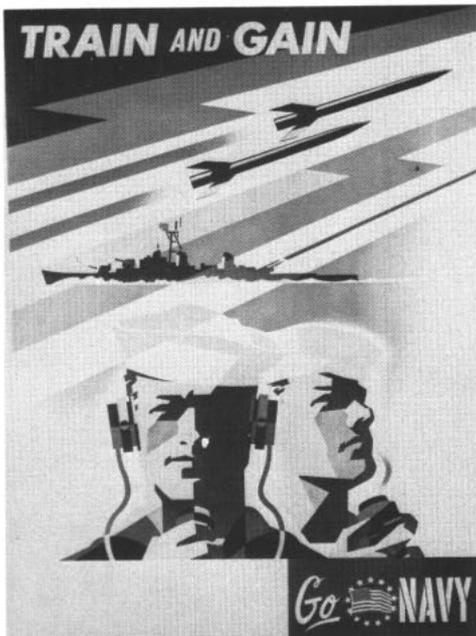
Recent recruiting poster shown at top. Above, one of slightly older vintage.



Francisco, and Seattle. In anticipation of the resuming of recruit training at Great Lakes and Newport, crews were ordered to the two stations. Over 200,000 men applied for enlistment; nearly 11,000 were accepted.

REENLISTMENTS IN 1936 continued to remain high. Recruiters, working out of 35 main stations and 220 substations, looked over 181,489 applicants and approved 18,039 for enlistment. The two training stations at Great Lakes and Newport still remained closed. However, Norfolk and San Diego training stations were operating at a normal capacity. In 1937 just enough men were admitted into the Navy to fill the ranks of those few men who did not reenlist. Approximately 131,000 for enlistment, with 15,484 being accepted. Reenlistments averaged 84 per cent. By now the other two training stations were open for business—thus four training stations were carrying on their mission of bridging the gap from civilian to naval life for youthful enlistees. The next year (1938) found another rush for enlistments when 170,000 civilians desired to see the world as members of the U. S. Navy. About 10 per cent of them were finally permitted to don the bluejacket's uniform. Recruiters were able to use a stringent, high selectivity scale, and the recognized excellence of the enlisted force in the years immediately preceding World War II was attributed to the care they had been exercising. At that time there were 81 officers and 403 enlisted men on recruiting duty.

WITH WORLD WAR II approaching in 1940, the Recruiting Service began to settle down to big business. About 39,000 men were shipped that year, the



More recent poster indicating technological advance.

largest number since the first World War. Most of the regular Navy recruiters had their tours cut short and went to ships and overseas bases. Many of the Fleet Reservists being recalled to active duty at that time were assigned to recruiting duty, to replace the younger, Regular Navy recruiters who were urgently needed on ships.

Soon after the recruiting force began to be augmented by newly enlisted Naval Reservists. Most of these men were specialists from civilian public relations agencies and advertising concerns. The recruiting service gradually built up strength, and by 30 Jun 1944, more than 5000 men were serving in recruiting billets. About 90 per cent of these were Naval Reservists. That they kept themselves on the go is testified to by the fact that from 7 Dec 1941, to V-J Day, 1 Sep 1945, 3,189,186 enlisted men* and 86,000 enlisted Waves had entered the Navy via recruiting stations.

The recruiting station today is a well-known American institution. For many people it is the only part of the Navy they ever see. Because of its role in representing the Navy to so large a section of the public, the Recruiting Service personnel are carefully chosen. "Mr. Navy" is the title often given by local businessmen to a popular recruiting petty officer serving a community. Few types of shore duty are held in higher regard than a tour of recruiting duty. Applications are many; consequently, the Recruiting Service is able to exercise a high degree of selectivity.

AT THE PRESENT WRITING about 274 officers*, 2804 enlisted men* and some 193 civilians* have full-time recruiting duties. There are 37 main stations*, and 836 branches*. In the days of the sailing ship Navy recruiters had but one job—recruitment of sailors. Future sailors today still account for the largest numbers of personnel shipped in; however, there are various other categories of personnel with whose procurement or recruitment recruiters are actively concerned. Prominent among these are: Aviation Officer Candidates, Reserve Officer Candidates, other officer programs (including dentists and doctors), Enlisted Waves, Wave Officers, Navy Nurses, Medical Service Corps Specialists, and Naval Reservists.*

Many years have passed since the time when a Revolutionary War sailor had only to report on board the ship in which he was to serve in order to join the Navy. Such early methods present an interesting contrast with our modern, efficient system in which specially trained recruiters, using the latest personnel handling procedures, process the inquisitive and eager young civilian into the U. S. Navy and start him on the road to his naval career.

* The figures marked with asterisks originally used by the author have been brought up to date. The revised data have been supplied by the Recruiting Division, BuPers.

UNDERWATER SALVAGE and rescue work has always been hampered by the difficulty of applying efficient manpower deep in the ocean. In an effort to improve this situation to facilitate conduct of future salvage and recovery operations, the U. S. Navy Supervisor of Salvage conceived and designed the Mark I Deep Dive System (DDS MKI).

This system has a number of advantages former equipment lacked. For example, DDS MKI is transportable in two C-141s and, therefore, can be deployed over a greater area than its predecessors.

Mark I system also permits divers to be brought to the surface under pressure and transferred for decompression to deck chambers where they can be observed by medical personnel.

The system makes salvage work at 850 feet possible for four men functioning as two-man diving teams who work alternately for



HE DRIVES A DDS, MARK 1

periods as long as four hours.

This diving sequence can be repeated for up to 14 days plus the time needed for decompression from a saturated dive, which brings the total mission time up to 29 days.

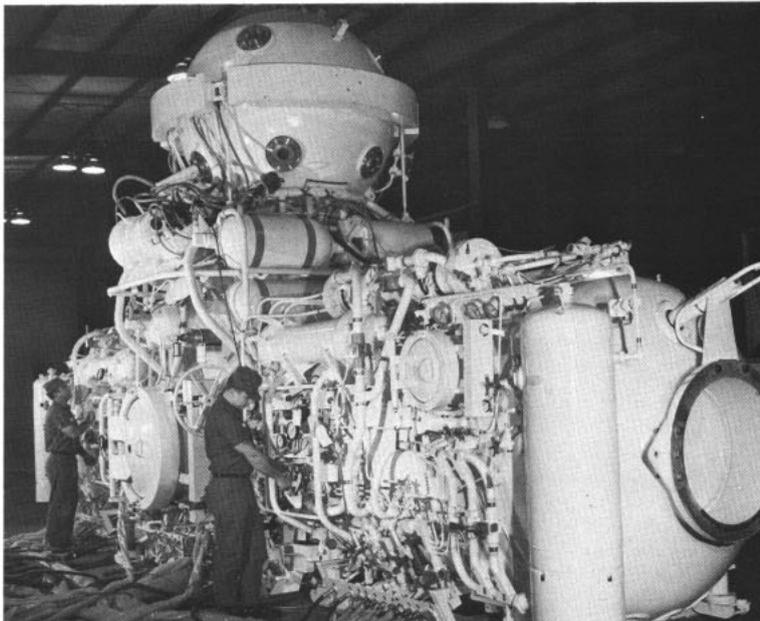
In addition to the four divers, the Mark I system has a crew of 17

men who operate a main control console (which monitors all components), a life support system (which provides breathing gas, controls temperature and humidity, provides water and disposes of waste), the deck decompression complex (two decompression chambers, an entrance lock, a per-

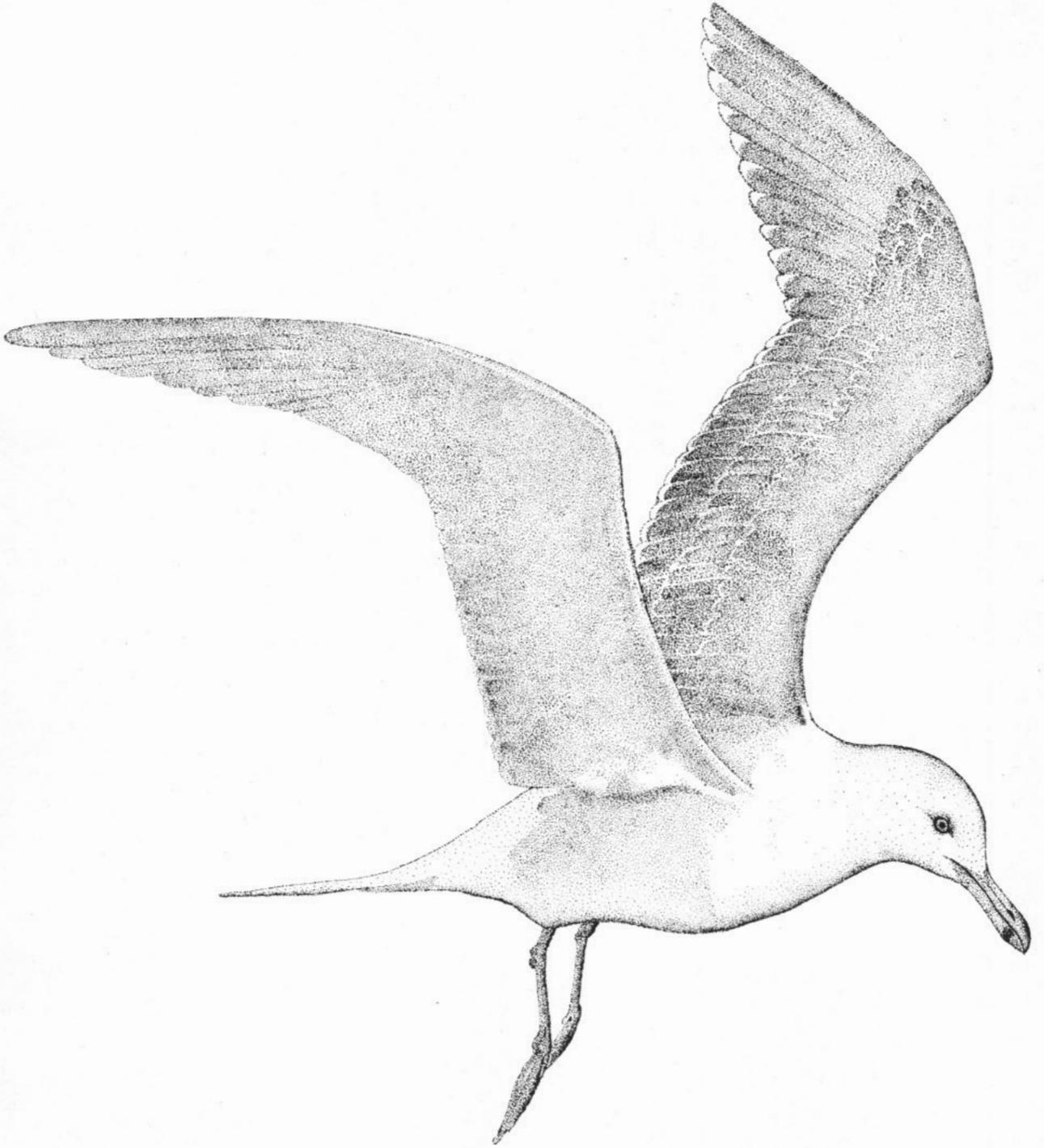
sonnel transfer capsule) and a handling system (which includes a winch and a strength-power-communication cable).

Under direction of the U. S. Navy Experimental Diving Unit, the new salvage system is scheduled for a rigorous series of evaluation tests at Port Hueneme.

ABOVE: Navy diver suits up before leaving personnel transfer capsule. **RIGHT:** Divers adjust controls of deck decompression chambers which serve as living quarters. **BELOW:** From main control console all power communications, and environmental conditions are monitored.



**FRIENDLY
SEA LIFE**



A NOVICE SEAMAN looking out over the ship's rail may very well feel lonely and insignificant. It's understandable. To his uneducated eye there's nothing out there but a lot of bumpy water.

But as every real salt knows, there's a lot more to the ocean than just water. There are nymphs and naiads riding sea horses on the crest of waves; if he listens long enough he can hear sirens singing their seductive songs while Neptune blows up a storm on his conch.

A man has to be at sea for a considerable time before he becomes aware of these—and other—fascinat-

ing creatures. The realization that they really do exist, despite scholarly research to the contrary, usually comes upon him by degrees.

The few words which follow might be considered merely as a guide to the more prevalent friendly inhabitants of the sea you might notice while standing watch, or just looking. Only many years after you have served your apprenticeship may you hope to see those tenuous creatures mentioned above.

Nevertheless, there are multitudes of creatures in the sea or on its borders. Some are more attractive than others.

If a new man is lucky, his introduction to sea life might be the sight of a school of porpoises easily keeping pace with his ship.

Despite their aquatic habits, they are not fish. They are air-breathing mammals. In fact, a porpoise isn't really a porpoise—it's a small, round-muzzled, toothed whale.

Just to confuse the record more thoroughly, the animal known as a porpoise by most North Americans is also called a bottle-nosed dolphin (For a more detailed report on the porpoise, see *ALL HANDS*, February 1968, page 8.)

Confusion notwithstanding, porpoises have attracted the interest of Navy scientists who would like to know how these aquabats can so easily keep

abreast of our fastest ships and also what, if anything, they are saying to each other.

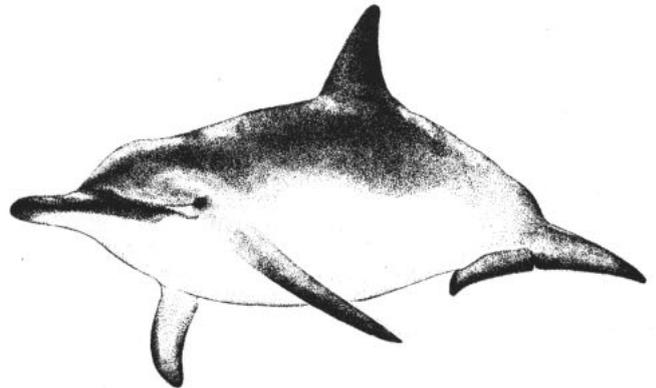
POSSIBLY most people, seagoing or otherwise, do not readily consider a porpoise (or dolphin) as a whale. The term "whale" is usually reserved for their larger relatives which sometimes reach a length of 100 feet and a weight of 150 or more tons.

Both porpoises and whales are warm-blooded, lung-breathing mammals. The whale has been the subject of numerous legends, some of which have cast them in the role of islands upon which sailors

mistakenly land, or as swallows of ships.

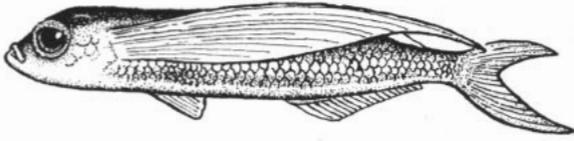
For centuries, whales have been a veritable lode of raw materials from which man has reaped a rich harvest. Whaling today isn't what it used to be, however. Because of their value, whales have been hunted from ocean to ocean until today, many species are facing possible extinction.

IF YOU ARE in the right latitudes, you're much more likely to see a flying fish than a whale, even though they are considerably smaller. If, from the



deck or bridge of a destroyer, you should happen to notice what appear to be small birds skimming the

THERE'S MORE OUT THERE THAN WATER



surface of the water and then abruptly disappearing, you are watching flying fish.

It's quite possible that they were being pursued by another, larger fish. When a flying fish reaches the surface of the water, it simply spreads its fins and takes to the air at a speed of about 10 miles per hour.

They don't really fly, of course, but they are exceedingly good at gliding; sometimes making as much as 200 yards in a single swoop. When they make compound glides, they can travel as much as a quarter of a mile in this fashion.

That's fairly difficult for a predator to match in the water, especially when it doesn't have the remotest idea where its prey is about to land. Unfortunately, the end of the glide path is sometimes on the deck of a ship which, to batter a tired metaphor even further, might be said to hop from the water to the frying pan.

OF COURSE, all sailors like to stand on the fantail and watch the gulls go by. (You have probably heard these feathered creatures referred to as "sea gulls," but we have been informed by a prominent ornithologist that the proper mode of address is just "gulls.") Gulls have for centuries been following ships waiting for a free meal, but not all gulls limit themselves to salt water.

In addition to depending upon the sea for a livelihood, at times gulls range inland to feed in freshly plowed fields and other likely spots. Some time ago, settlers in Salt Lake City, for example, had reason to be grateful to gulls which flew in and reaped a harvest of succulent grasshoppers which threatened to consume the pioneers' crops. In gratitude, the people of Salt Lake City erected a monument to their seafaring visitors.

Such exceptions notwithstanding, most of the 40 or more species of gulls do frequent the waterfront. To make a general statement regarding their appearance would be an exercise in futility, although it can be said that they don't always come in white with black trimmings.

Possibly the most attractive is the pinkish-white Ross's gull which ranges over the Arctic Circle and Siberia. Most of the gulls seen along the coasts of North America are, of course, mostly white and, as such birds go, relatively small.

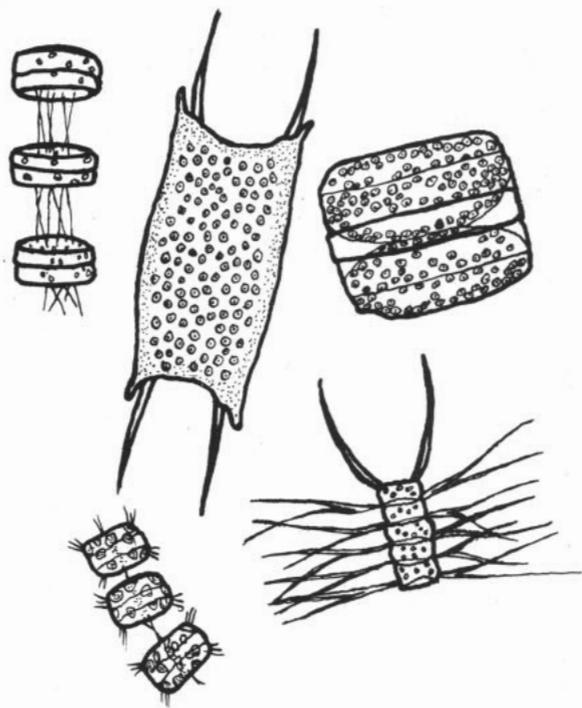
ANOTHER TYPE of sea life which Navymen are likely to see—especially those stationed or passing through Midway—is the albatross, less affectionately known on Midway as the gooney bird.

The sky is its proper environment. When airborne, it is the epitome of grace as it soars for hours and days on end without effort as it takes advantage of the slightest air currents. The stronger the winds, the better the albatross likes it.

It's sadly different however, when it does come down to earth. Its landing speed is much too great for its undercarriage. Which means that its tail assembly more often than not overtakes its nose cone. Every landing and takeoff is a disaster. When it tries to taxi, it waddles. No dignity; no grace. On land, the albatross is truly a gooney bird.

When the Navy built runways for its planes on Midway, the gooney birds appreciated the effort





very much. Normally hazardous landings became somewhat safer. Not so much grass to trip over. The runways became highly popular.

This created a certain conflict between the birds and the planes. A direct confrontation usually resulted in a tie score: one gooney bird; one plane. But there were many, many more birds than planes. The Navy was on the losing end of this battle.

The Navy tried transporting large numbers of the birds to other islands in the Pacific where their presence wouldn't be quite as disastrous to its planes.

The idea didn't work. Guided by their remarkable homing instinct, the birds promptly returned to Midway to resume housekeeping. They're still there. Somewhat resigned to the situation, so is the Navy.

ON THE OTHER HAND, penguins don't fly at all. Their wings lack quills and can't be flexed. Not much more graceful than the gooney bird on land, they are magnificent swimmers.

Although by this time almost the trademark of the Antarctic, their rookeries may be found as far north as the Gallapagos Islands. The cold Humboldt Current which flows along the west coast of South America provides ideal living conditions. Why the penguins have chosen to raise their families in the most inhospitable areas in the world at the worst possible time of the year has been the basis of much speculation.

Possibly it's because of the plankton, most of which thrives in cold water. Plankton, or krill, is the name applied to exceedingly small marine animal and plant life which drifts with the ocean currents.

Most plankton is microscopic in size, although the term does include larger life forms such as jellyfish and sargassum weed.

In one form or another it is eaten by almost everything that lives in the sea and is so plentiful that it sometimes colors the water. It may be harvested for human consumption some day. Those who have tried it swear that it really isn't too bad-tasting.

As any old salt knows, and as even a seaman apprentice should know, there are volumes of other life forms in and around the sea. There are so many that it would be futile to describe or even mention them.

This is just by way of reminder that there really is more out there than only water.



WILDLIFE UNDER the HIGH SEAS

SINCE THE EARLIEST times, seafaring men have taken a great interest in the inhabitants of the deep. On the preceding pages you have seen the family of friendly sea animals and sea life that perform a beneficial role to man. Now we turn to the wildlife of the high seas, the denizens of the deep which it is well to recognize and to avoid. Here are drawings of some of the more dangerous sea animals together with information on their habits, how to identify them, and tips on how to treat injuries which they might inflict. The information was compiled with the aid of the Maritime Safety Division of the U. S. Naval Oceanographic Office.

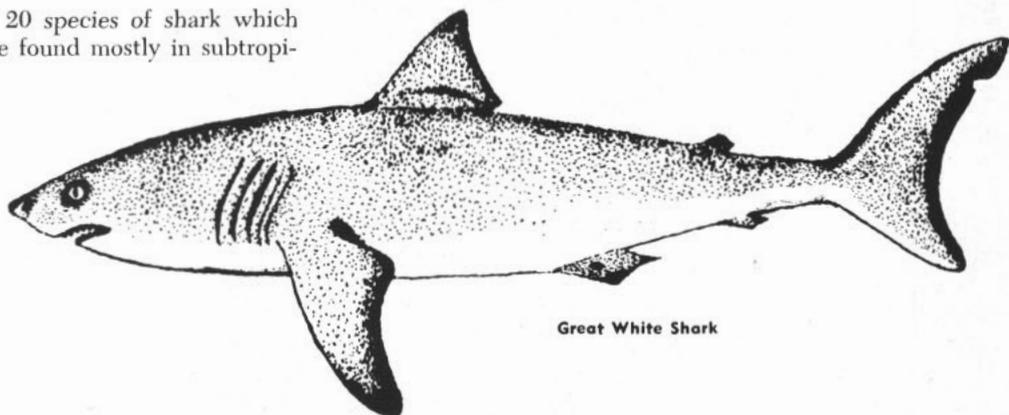
Sharks: There are about 20 species of shark which will attack a man. They are found mostly in subtropi-

cal waters, although they also travel elsewhere in search of food.

The most dangerous shark-infested waters are around Australia, South Africa and the Pacific coast of Panama. Most attacks occur in water where the temperature is greater than 70 degrees and most recorded attacks occurred between three and four in the afternoon.

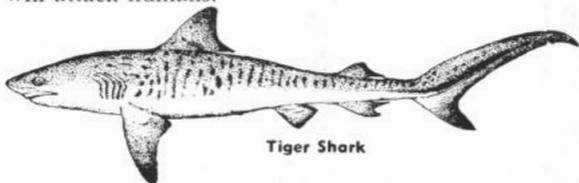
Of the 20 species which are willing to attack a swimmer, here are the most dangerous:

● *White Shark:* A savage, aggressive fish and a fast swimmer which has been known to attack boats.



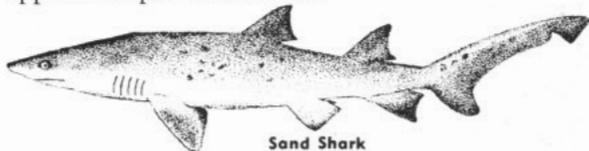
Great White Shark

• **Tiger Shark:** A sluggish creature except when it pursues food. It is normally a scavenger—however, it will attack humans.



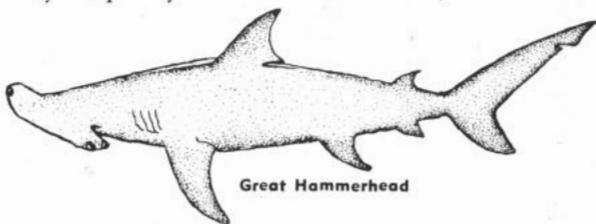
Tiger Shark

• **Sand Shark:** A shore-hugging species which lives in East Indian waters on or close to the bottom. It may reach a total length of 10 feet and has a voracious appetite despite its slowness.



Sand Shark

• **Hammerhead Shark:** A powerful swimmer which may frequently be seen at the surface, inshore or far



Great Hammerhead

out to sea. It is readily distinguished by the widely expanded head with eyes at the outer edge. It grows 15 feet in length or more and closely related species are found throughout tropical, warm temperate zones of all oceans and the Mediterranean.

SINCE SHARK BITES are almost always severe, and frequently fatal, the best precaution would be to stay clear of areas where they congregate. Fortunately, shark attacks are relatively rare—so much so that each known incident makes news. Compared to the automobile, for example, the shark is responsible for an infinitesimal number of accidents. Two points to remember: the shark is unpredictable and the swimmer who finds himself in waters where there may be sharks should remember to keep his cool.

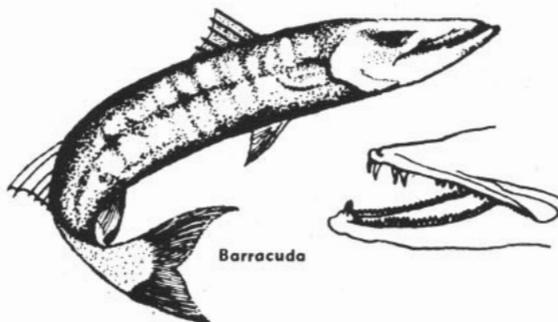
Just remember that the nation's highways account for a far greater number of accidents to man in a single day than all the sharks in the world during a period of many, many decades.

To avoid sharks, don't dangle arms or legs in the water when you're in a boat. Injured swimmers should be removed from the water as soon as possible. If it is necessary to remain in the water, dark clothing is the safest. All movement should be slow and purposeful. If sharks approach, remain quiet, for curious sharks have been known to leave. Others have been thrust away by striking them on the snout, eyes or gills with a large stick. An attempt to injure a shark, however, may only aggravate a bad situation. Also, severe skin abrasions may be suffered simply from brushing against a shark's skin.

First aid requires prompt action to control bleeding and shock. The patient must be kept warm and large gauze pressure bandages held in place with elastic should be applied to the wound to control bleeding.

Barracuda: Are pugnacious, dangerous and fast-swimming fish which may grow from six to eight feet long. They have a large mouth equipped with knife-like canine teeth and strike ferociously.

The great barracuda is found off Brazil, in the West Indies and northward up to Florida. It is also known in the Indo-Pacific area from the Red Sea to the Hawaiian Islands. Other species are distributed



Barracuda

throughout the tropical and subtropical waters of the world.

Barracudas are attracted by almost any bright or colored object in the water and may attack indiscriminately, especially in murky water.

Barracuda bites should be treated in the same way as shark bites. Attacks may be prevented by avoiding wearing shiny objects such as belt buckles in the water.

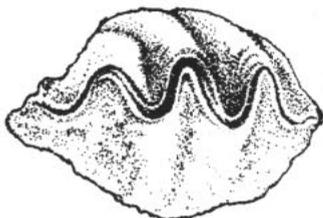
Killer Whale or Grampus: Measures from 15 to 30 feet in length and usually hunts in packs. This animal has intelligence equal to that of a domesticated dog and is found in all oceans and seas from the Barents Sea to beyond the Arctic Circle. The only defense is a hasty



Killer Whale

retreat. Divers should leave the water whenever killer whales are observed.

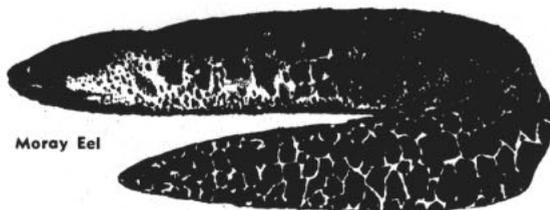
Tridacna Clams: These giant clams measure up to four feet in length and weigh several hundred pounds. If prodded while open, they will close with a vise-like grip. Divers caught in the clam's grip can release



Tridacna Clam

themselves by inserting a knife between the valves and severing the two large transverse adductor muscles which hold the two halves together.

Moray Eels: Have powerful, muscular bodies which frequently are 10 feet long. Their narrow jaws have



Moray Eel

knife-like canine teeth which will hold until the eel is dead.

Morays are slippery and difficult to handle. They

FIRST AID POINTERS

THE PLACES AND CONDITIONS under which a sea creature may inflict a wound or sting are numerous but one circumstance remains constant: The victim will suffer considerable discomfort and may even be in danger of death. He will, therefore, need prompt medical help.

Here are several first-aid measures any layman can take in the absence of a physician. They will make the victim more comfortable and reduce the hazard to his life:

- Safeguard against shock by slightly elevating the victim's feet and keeping him warm.
- Administer artificial respiration, if necessary.
- Wash out the wound with cold salt water. Seawater may be used.

• If an open wound has been inflicted, clean it thoroughly. Use adhesive tape or a rough towel, if necessary, to remove tentacles, spines or stingers which may be imbedded in the wound.

• If the wound was inflicted by a venomous fish or sea snake, loosely apply a tourniquet above the wound to retard the flow of blood from the heart. The tourniquet should be released every 15 minutes to restore the full flow of blood and

should never be so tight that circulation is completely cut off from the affected part.

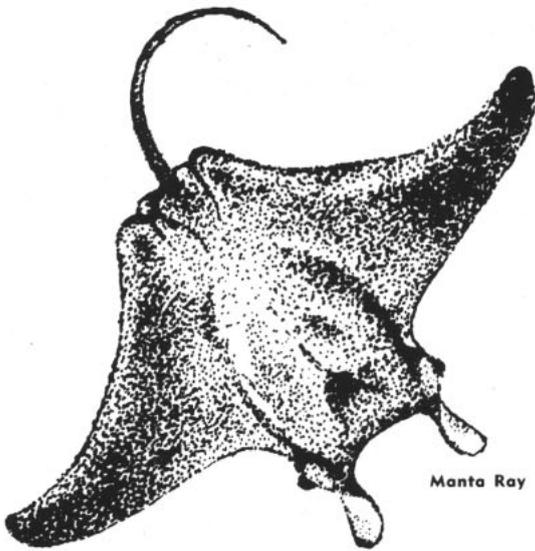
• Epsom salts in hot water, applied externally, will relieve most venomous stings but more radical treatment may be necessary if the victim is bitten by a sea snake or wounded by a particularly venomous fish.

In such cases, make a cut across the fang or sting marks and draw out the venom with a suction device. If one is not available, use your mouth and immediately spit out any liquid which is drawn out of the wound.

Mouth suction is hazardous because venom from the victim's wound can enter the blood stream through mouth abrasions of the person administering the first aid.

• Do not administer whiskey or other alcoholic drinks. Cowboy pictures notwithstanding, alcohol taken internally isn't good for snake bites although alcohol (or ammonia) applied externally is a good cleansing and antiseptic agent.

• Don't depend upon your own first-aid measures. See that the victim is treated by a physician as soon as possible.



Manta Ray

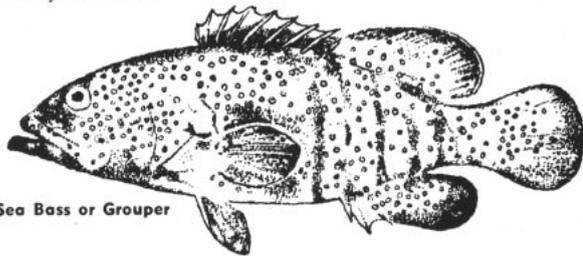
dwelling mostly on the bottom in crevices and holes under rock or in coral.

A moray bite is similar to that of a barracuda and should be treated in the same way as a barracuda or shark bite. You can avoid morays by exercising caution when exploring areas which they inhabit. They seldom attack unless provoked.

Giant Devil Ray or Manta: May reach a spread of 20 feet and weigh 3500 pounds. Their coarse skin can produce severe abrasions and they are curious enough to investigate a diver's air bubbles, sometimes entangling themselves in the air hose, and their lashing tails contain stingers which can inflict a dirty stab wound.

Mantas bask and swim on or near the surface and feed on plankton, small fish and crustaceans. They inhabit tropical seas.

Sea Lions: Not usually ferocious, but bulls become sufficiently irritable during breeding season to nip at a diver or swimmer. Ordinarily, however, they are merely curious.



Sea Bass or Grouper

Sea Bass or Grouper: May reach a length of from eight to 10 feet and weigh around 800 pounds. They are not aggressive, but their boldness makes them potential hazards to swimmers and divers. They inhabit caverns and old wrecks and lurk around rocks.

Marine Animals that Sting

There are four main groups of animals which can

inflict stings—the coelenterates, the hydroids, the molluscs and the echinoderms.

These groups include such rather well known animals as red coral, Portuguese man-of-war, jellyfish, sea wasp, sea nettle and sea blubber.

Most of these animals live in tropical seas although some, like the sea nettle, are found as far north as New England coastal waters.

Stings can be avoided by avoiding contact, including even contact with dead animals. If stung, relief can be obtained by washing the poisoned skin with a dilute ammonia or alcohol solution as soon as possible. Mineral or baby oil also helps relieve the stinging sensation.

Coral cuts aren't serious but they are annoying and sometimes become ulcerous. Wounds should be thoroughly cleaned and antiseptic agents applied. Severe cases require bed rest and elevation of the affected limb.

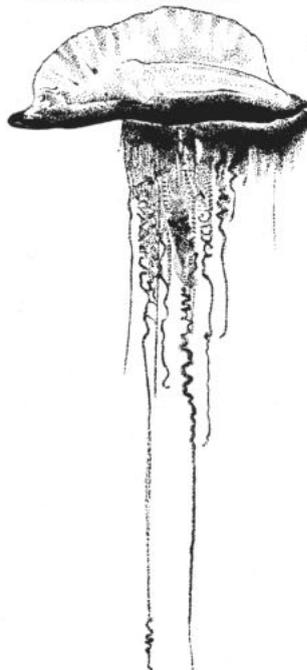
Gastropods having a spirally twisted shell account for a number of stings each year. Their shells are prized by shell hunters who frequently pick them up before the venomous animal inside vacates. The more dangerous species are found from Polynesia to East Africa and the Red Sea area.

Gastropod stings should be irrigated and washed clean with sterile saline solution, if available. Suction should be applied by making a small incision and soaking for 30 minutes in hot water or with hot compresses. Patients should be kept warm and given stimulants. Hospitalization and antibiotics may later be necessary.

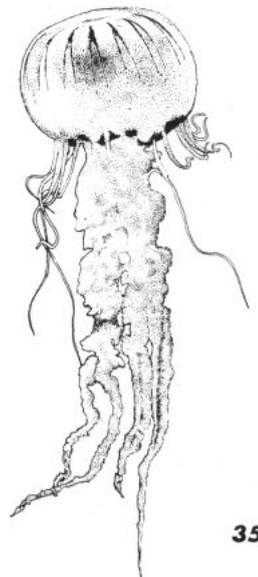
Cephalopods are molluscs which have no shell, such as the squid and octopus. Both have tentacles around a muscular central body mass and a powerful parrot-like beak concealed in the mouth.

These creatures are found in intertidal zones (that is, above the low tide mark) and live at depths of less

Portuguese Man-of-War

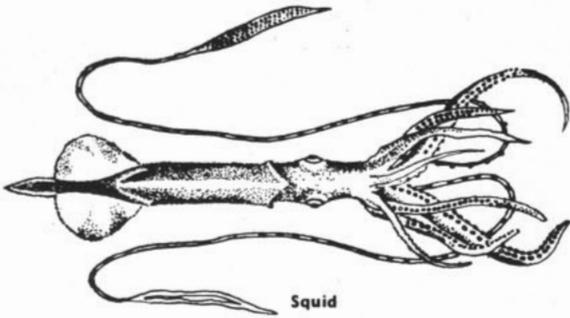


Common Jellyfish of the North Sea



than 100 fathoms. They are curious but cautious, and the danger to humans lies mostly in their sting. Their bite sometimes causes bleeding which is difficult to stop because clotting is retarded by the poison.

Cephalopod bites and stings should be treated by alleviating the pain, and irrigating the wound and washing it with cold salt water or saline solution. A small incision should be made over the wound or sting



Squid

and suction begun. The wound should be soaked in hot water for half an hour. If immersion is impossible, hot compresses are next best. Sterile dressings should be applied and steps should be taken to avoid shock.

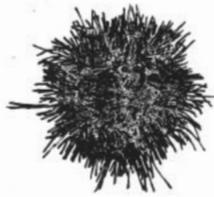
Annelid worms can sting, but not seriously. Some have bristles which prick the skin like the spines of a prickly pear. Bristles imbedded in the skin may be removed with forceps, if available, or, more simply, with adhesive tape which pulls them out when removed from the skin. The area should then be treated with alcohol or ammonia to relieve the irritation.

Starfish

Echinoderm is the family name for such common animals as starfish, sea cucumbers and sea urchins, all



Starfish



Giant Red Urchin

of which use poisonous spines to inflict painful wounds.

Usually, the sting of an echinoderm is only annoying and disappears completely within an hour. It should be treated the same as other venomous stings.

The best protection against echinoderm stings is the

use of gloves and shoes. Marine workers should use adequate light at night to avoid them.

Poisonous Fish

Dogfish Sharks: Depend upon their speed and their teeth for defense and offense. Small dogfish are found along both the Atlantic and Pacific coasts of North



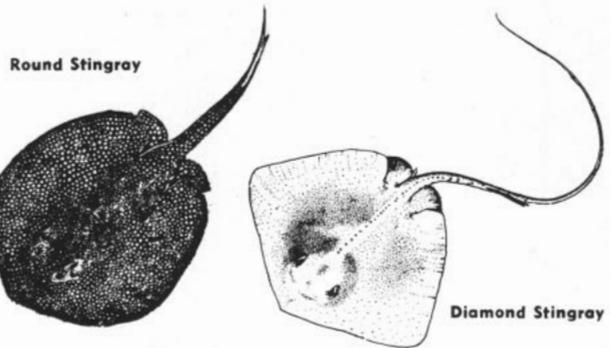
Smooth Dogfish Shark

America. They grow to three and a half feet in length.

The spiny dogfish is somewhat sluggish, which may explain why he is frequently caught by fishermen. You should be cautious when removing him from your net, hook or spear. A sudden jerk from the fish and you may have had it. His venomous fins are more damaging than his teeth.

Stingrays: These are abundant and a menace to waders because they strike from a concealed position on the bottom in shoal water. Most inflict a dirty wound with their whiplike tail but some stings can be fatal.

They inhabit shallow water in the tropics and even in temperate zones. Stingrays may lie on top of the



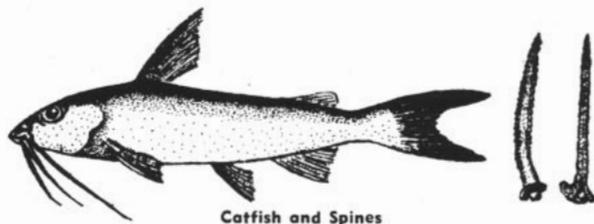
Round Stingray

Diamond Stingray

sand or partially bury themselves in it with only their eyes, spinacles and tail showing. They are particularly fond of sheltered, sandy bays, lagoons and river mouths. Since stingrays are scavengers, they often take baited hooks.

Catfish: There are about 1000 species and, although the freshwater variety is used for food, marine (or salt-water) catfish are rarely eaten.

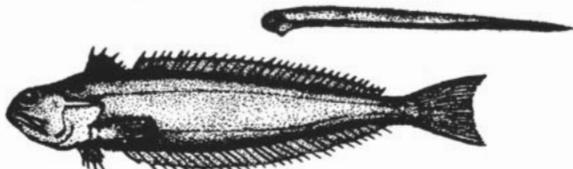
The spiny variety is abundant in estuaries, open reef areas and some large sandy bays. The fish's fin spines are full of venom for the unwary, so don't treat it like its fresh water brother.



Catfish and Spines

Weeverfish: A very aggressive and venomous fish that is less than 18 inches long and lives in the temperate zone.

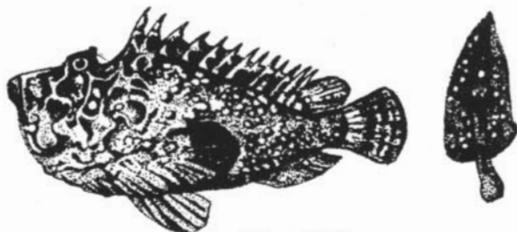
Weevers are usually encountered at wading depths. They can be avoided by wearing adequate footwear in areas where weevers are known to exist. They



Great Weever and Spine

should never be antagonized or handled in a careless manner. Like the catfish, their spines are venomous and a sting is extremely painful. It may even result in death.

Scorpion Fish: This variety is one of the most virulent of all venomous fish and is ranked with the cobra in the deadliness of the poison secreted. One type is the zebrafish which inhabits tropical waters. Another kind is the stonefish, which are very difficult to detect be-



Stonefish and Sting

cause of their perfect protective coloring. They lie motionless in tidal pools and shoal areas and will attack if provoked. A third variety is known simply as

scorpion fish. They inhabit shallow water bays, crevices and holes in rocks.

The treatment of all venomous fish stings consists of alleviating pain, and washing and irrigating the wound with salt water or sterile saline solution, if it is available.

A small incision across the sting should be made and suction begun to remove the poison, although this isn't invariably effective. Apply suction with the mouth or, preferably, by means of a suction cup to extract the poison. According to the *Encyclopaedia Britannica*, the poison, if swallowed, is not harmful. Suction by mouth should not be used if there is an open cut or ulcer present. To keep the venom of a poisonous sting from entering the bloodstream, if the wound is on the extremities, a tourniquet can be applied somewhat above the wound—that is, between the wound and the rest of the body, immediately after the wound is received. The band should be tight enough to stop the flow of blood in veins but not in arteries. Shock should be treated and the victim transported to medical care. Alcoholic drinks have no value in the treatment of fish stings.

Soaking the wound in hot water or the application of hot compresses for about 30 minutes is also effective. The wound should be covered with an antiseptic sterile dressing. Measures described in *The Ship's Medicine Chest and First Aid at Sea* should be taken to avoid shock.

Marine Snakes: Although these serpents are closely allied to the cobra and their poison is equally as deadly, sea snakes pose little threat to Navymen inasmuch

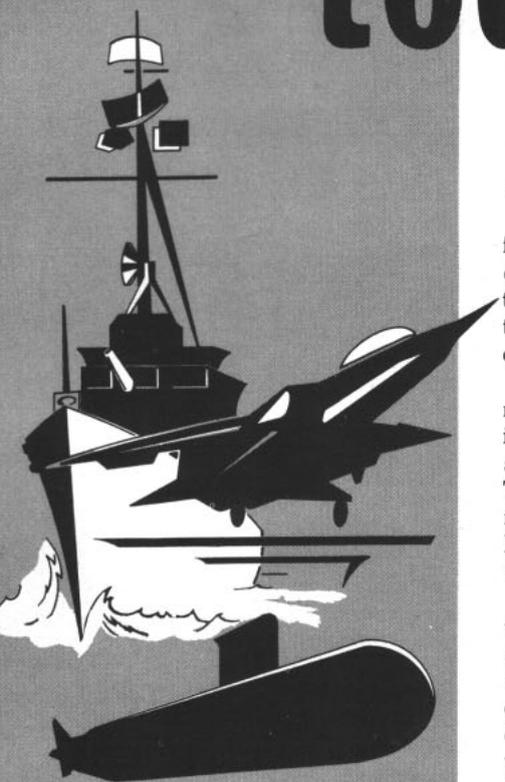


Sea Snake

as they are docile and generally won't attack without provocation. Most fatalities occur among fishermen in the Gulf of Siam and the Philippine area.

Marine snakes inhabit sheltered coastal waters, especially the areas near river mouths, and they penetrate upstream to the limits of brackish water.

today's navy



Drums, Bugles, Drills, Bands

This fall, drill and music units from the Naval Training Center complex at Great Lakes will travel throughout the Ninth Naval District to perform at civic affairs and celebrations.

The units, representing the three major commands at Great Lakes, include the Recruit Training Drum and Bugle Corps, Band and Drill Team; the Service School Command Band and Drill Team; the Naval Training Center Band and the Bluejackets Choir.

Members of the groups, except those assigned to the NTC Band, are volunteers working on their own time. Men from the schools and recruit commands, who attend daily classes, are normally scheduled for weekend performances only. Those in the RTC Drum and Bugle Corps perform regularly for recruit graduation reviews and parades.

The Service School drill team is a specialized exhibition unit that performs intricate maneuvers consisting of tossing, flipping and spinning rifles and bayonets.

ORGANIZED in 1940, the Bluejackets Choir achieved its national fame by singing hymns, but today its repertoire ranges from Bach chorales to Broadway hits. This is the one unit at Great Lakes that is composed of members from both the Service School and Recruit Training Commands.

Recruitment for volunteers is unnecessary for the NTC Band. Its membership is comprised of professionally trained Navy musicians all of whom are graduates of the Navy's School of Music at Norfolk. This is the only official Navy band in the 13 midwest states, and as such, is conditioned to transform its talent appropriately to any occasion. One day it may perform as a military marching or concert band, the next day as a large dance band or as several jazz combos.

The job of maintaining a 300-man roster for the volunteer units is a trying one for the groups' volunteer leaders. They must organize and reorganize the units throughout the year, using more than 1500 participants, largely because recruits are at Great Lakes for nine weeks only, and students for not more than 48.

MUC for Show Band

This time the Navy Show Band employed a different kind of instrument: A portable adding machine to keep track of all those statistics.

During a tour of Latin America as part of the international naval exercise *Unitas VIII*, the Show Band musicians traveled 32,000 miles, visited 98 cities in 12 countries, performed "live" before 850,000 fans, and entertained millions of others via radio and television.

It was the Show Band's seventh such tour in as many years, and by far the most successful. During a ceremony at the School of Music in Norfolk last June, the Show Band received the Meritorious Unit Commendation and its director, Chief Warrant Officer Frank G. Forgione, was awarded the Navy Achievement Medal.

MCB Seven Goes Local

Six enlisted men and two officers of U. S. Naval Mobile Construction Battalion Seven helped bring new life to Vietnam's Quang Tri Province during the battalion's last deployment there.

The eight Navymen formed a permanent civic action team in the Dong Ha/Cam Lo area. They worked through the Third Marine Division's civil affairs arm and the Vietnamese government to determine the people's needs, and offered their technical assistance in converting wishes to reality. The Vietnamese people themselves provided the necessary elbow grease.

To place the work under local authority, a Vietnamese supervisor was employed and given the power to hire and fire employees.

Craftsmen and artisans who had been out of work because of the tactical situation around Quang Tri went back to work using their skills at civic action job sites.

The increased work demanded increased construction materials and new furnishings for the newly constructed buildings. To accommodate the demand, two new furniture factories and a brick-making industry were established and were staffed by local people.

Before the Seabees' deployment had ended, the area had a new school at Vinh Dai which would accommodate 240 pupils and another at Dong Ha. Both schools were built with an eye toward the Vietnamese concept of beauty as well as for functional practicality.

Vietnamese working with their Seabee advisors also renovated two buildings at the Dong Ha Hospital complex and completely built others.

Meanwhile, the Battalion's Medical Civic Action Program (MEDCAP) held sick call on a bi-weekly basis and treated more than 1000 people. In the village of Trung Giang, the visiting doctor worked in a civic action construction dispensary.

During the latter part of the battalion's deployment, the civic action team was involved in the extensive Cam Vu Resettlement Project which called for technical advice and help to resettle 6000 people.

The job called for the repair of an existing irrigation system consisting of six high-volume pumps which were no longer operable. When the civic action group had finished, the irrigation project was again ready to support 10,000 farmers forced by the war to leave their homes and fields.

The Seabees' civic action team also undertook to teach English part-time to 30 children at the Cam Lo Refugee Village Complex and also started several social welfare programs.



Quick and courteous service is the motto of USS Yorktown's copter crew.

New Housing at Great Lakes

Two hundred families at Great Lakes Naval Training Center are moving—but not very far. They're going to the new \$4 million housing project scheduled to be ready for occupancy in late October.

The 140 enlisted men's quarters in the Farnsworth area and 60 officers' units at the old Camp McIntyre area range from two to four bedrooms. They are of frame construction and are of contemporary design.

Officers' split-level houses are arranged in single, double and quad units. The enlisted quarters are arranged in fours and sixes around courtyards.

Five pastel color schemes brighten the hardboard siding exteriors. Seeded lawns, newly planted trees, and curbs and gutters on all streets are included in the housing areas.

Flooring in main areas is vinyl asbestos, with ceramic tile in bathrooms. Walls are finished in off-white. A gas stove, refrigerator and TV antenna are furnished in every unit.

The 200 new dwellings will alleviate the Great Lakes housing shortage. However, according to the Ninth Naval District, there is still a deficit of 101 officer quarters and 838 enlisted units. Two more 200-unit projects are planned for fiscal years 1971 and 1973.

Chaplain in Vietnam

Sitting back at his desk in Washington, the assistant to the Chief of Naval Personnel for Human Relations and assistant to the Chief of Chaplains for Plans discussed American troops in Vietnam.

Captain Thomas D. Parham, Jr., Chaplain Corps (CHC), the Navy's top ranking Negro officer, had just returned from a 25-day visit to the Western Pacific area.

Speaking of his visit to Vietnam, Parham said he found that the men serving there have a true sense of their mission, dedication, direction and purpose that is not common in other places he has visited.

"I found that the men throughout the Republic of Vietnam and particularly those in the hospitals where the doctors, nurses and corpsmen were working—that even with their 12 hours a day, seven days a week schedule—they had no resentment or personal remarks about the time they serve (on duty) to accomplish their mission," he said.

According to Chaplain Parham the servicemen's over-all attitude in Vietnam is that they are convinced that their jobs are helpful and necessary in the pursuit for freedom.

The chaplain also stated that, percentage-wise, more servicemen attend religious services in Vietnam than do servicemen serving state-side.

Citing an incident during his visit to the Navy headquarters in Saigon, Chaplain Parham said, "One Sunday while I was there it seemed that everybody and his brother in Saigon attended church. They came in such droves that the



Captain Thomas D. Parham, Jr., Chaplain Corps, USN, speaks of his trip to the Republic of Vietnam.

chaplain had to move the location because the old site was not large enough to hold the number of servicemen attending services."

The 49-year-old Navy veteran commented on the feeling of danger that arose during his visit.

"I would get up in the morning and hear people talking about where the bombs and the rockets hit the night before," said Parham. On several trips in country, it was necessary to wear a flak jacket and helmet as a safety precaution.

Parham added, "I also learned that the Viet Cong have very little respect for chapels and places of worship in Vietnam. While in the South, I was shown a place where a chapel was blown down just a week prior to my arrival, and I learned that the terrorists will strike anywhere they can, and kill anyone

who may be there; I guess this includes chaplains."

Commissioned in the first class of Negro staff officers in 1944, Parham was the first Negro to attain the rank of Navy captain since the Civil War. He was advanced to his present rank in March 1966.

As a representative for the Chief of Chaplains, Parham visited several countries in the Pacific, including Japan, Korea, Guam, Taiwan, the Republic of the Philippines and the Republic of Vietnam.

—JO2 Milton Harris, USN

Building Test

"We're waiting for a real tornado," said one Seabee. Actually, the normal cycle of wind, rain and heat of the mid-Pacific will do.

The bad weather, if it comes, will put to a further test the two prefabricated aluminum buildings which have been erected at Pearl Harbor.

Theoretically, the buildings' cardboard-honeycomb insulation in walls and floors should keep them comfortable, in heat or cold. If the test is successful, they may serve many Navy purposes around the world.

The two test buildings were put up by a five-man Seabee team in 19 eight-hour days—but the project included such extras as permanent foundation, fluorescent lights instead of the standard incandescents, a tile floor and 270 feet of sidewalk.

Builder 1st Class Charles Gardner, who headed the construction, was of the opinion that an experienced five-man team could put up a building in 24 working hours.

One building comes in five crates and weighs 13,000 pounds.

Wall and floor sections, each four by 20 feet, can easily be handled by two people. Panels containing doors and windows can be placed as desired.

Two questions had to be answered in the test: How difficult would it be to erect the buildings? How would they stand up?

The Seabees answered the first question: It was little trouble. Now nature will answer the second one.



WHICH WAY—Looks as if guided missile frigates USS Halsey (DLG 23) and USS Worden (DLG 18) have chosen different courses. Actually, they are tied up at San Diego.

BEST MESS



ONCE AGAIN it's been shown that an experience in fine dining may be only as far away as the chow hall or mess decks.

And it's a sure bet if you serve on board *uss Wright* (CC 2) or *Peacock* (MSC 198), or at Naval Station Long Beach or the Naval Radio Station, Fort Allen, Puerto Rico.

These ships and stations are the winners of the fiscal 1969 Ney Memorial Awards which honor the Navy's outstanding general messes.

The command ship *Wright* and the Naval Radio Station at Fort Allen are unusually consistent in producing good food. They also won their respective categories—large mess afloat and small mess ashore—in last year's Ney Awards competition.

The coastal minesweeper *Peacock* this year was considered to have the best small mess afloat, and Naval Station Long Beach, a finalist in the 1968 competition, went all the way this year and is champion feeder in the large mess ashore category.

Runners-up this year were:

Large afloat—*uss Sterett* (DLG 31) and *Enterprise* (CVAN 65).

Small afloat—*uss Buck* (DD 761) and *Alstede* (AF 48).

Large ashore—Naval Communications Training Center, Pensacola,

and Naval Training Center, Great Lakes.

Small ashore—Naval Administrative Unit, Clarksville, Tenn., and Naval Communications Station, Balboa, Canal Zone.

The Ney Awards program was established in 1958 by the Secretary of the Navy as a means of giving recognition and encouragement to messes considered outstanding in food preparation and service.

The competition commemorates the late Captain Edward F. Ney, World War II director of the Subsistence Division, Bureau of Supplies and Accounts. CAPT Ney was responsible for many improvements to the Navy's food service organization.

Picking four messes as "best" is no easy matter, considering there are some 1200 general messes which daily feed approximately 384,000 Navy men and women. To find the best of the best, so to speak, force and area commanders, and district commandants, each year nominate the general messes considered best Navywide.

Those with an allowance of 300 or fewer rations compete for small ashore and small afloat honors; those which serve more than 300 rations compete in the large afloat and large ashore categories.

The nominees are visited by the

officers in charge of the Navy's Food Management Teams which represent the Ney Awards committee. The officers taste, talk and inspect. One day is spent with each nominee.

After these evaluations, the Ney Awards committee selects three finalists in each of the four categories. Here the committee members include officer representatives of the Navy Subsistence Office, the Bureau of Medicine and Surgery, and the Food Service Executives Association, a private organization devoted to excellence in food service.

Next, a five-man Ney Awards traveling committee visits each of the 12 finalists. This team is comprised of representatives from the Subsistence Office, Bureau of Medicine and Surgery, and Food Service Executives Association.

Each finalist is provided with a choice of menus, one of which is served to the committee members during the evaluation.

Judging is based also on the mess's entire food operation, from command interest to general mess management.

Winners are singled out, and the prestige enjoyed by the Navy's best feeders has some tangible benefits for dessert.

This year, for example the food



WHO SAYS CBs DON'T GO TO SEA?—Two hardworking constructionmen from MCB 121 waded into their work as they attach braces to the Song Nong Railroad bridge in Vietnam.

—Photo by PH2 J. R. Lucas, USN

service officer and leading commissaryman from each of the four winning messes were guests of the Food Service Executive Association at its annual convention in Baltimore, Md. The winners were presented with plaques to take back to their ships and stations.

Each of the 12 finalists sends a commissaryman to the Culinary Institute of America, New Haven, Conn., for a two-week course in advanced cooking. In addition, each winner will send a commissaryman to New York for a week-long training session with the professional food staff of the Hotels Pierre and Saint Regis.

1969 Ney Nominees

This year's Ney award winners and eight runners-up faced the usual stiff competition. Other excellent food service operations nominated for fiscal 1969 Ney Awards were:

Large afloat — *Saratoga* (CVA

60); *Cambria* (LPA 36); *Sylvania* (AFS 2); *Ozark* (MCS 2); *Tripoli* (LPH 10); *Mars* (AFS 1); *Sperry* (AS 12).

Small afloat—*James C. Owens* (DD 776); *Talbot County* (LST 1153); *Rival* (MSO 468); *Westchester County* (LST 1167); *Ponchatoula* (AO 148); *Bugara* (SS 331).

Large ashore—NAS Quonset Point; NAS Lakehurst; NAS Norfolk; NAS Corpus Christi; NAS Guantanamo Bay; NAS Lemoore; NAS Whidbey Island; Submarine Base, Pearl Harbor; Naval Station Guam; Naval Communications Station, Philippines; NAF Naha, Okinawa; NAF Washington, D. C.; Naval Station Rota; Naval Station Argentina.

Small ashore — Naval Security Group Activity, Winter Harbor, Maine; NAF Johnsville, Pa.; Naval Communications Station, Norfolk; NAS Glenview, Ill.; Naval Administrative Unit, Lake Mead, Nev.;

Auxiliary Landing Field, Monterey, Calif.; Naval Ammunition Depot Bangor, Bremerton, Wash.; Naval Magazine, Guam; Naval Communications Station, Harold E. Holt, W. Australia; Naval Weapons Laboratory, Dahlgren, Va.; Naval Security Group Activity, Edzell, Scotland.

Oil Check While You Wait

Naval Supply Depot, Subic Bay's Fuel Department has undertaken a new customer service. Now NSD is not only the filling station for the Seventh Fleet, but is also the Fleet's laboratory consulting service.

The Fuel Department at Subic has seen its business grow from about 80,000 barrels a month to about five million barrels a month in the past few years.

Construction of new tanks and other facilities has solved the quantity problem. Now the target is quality.

In the oiler business, every precaution must be taken against contamination because, if unchecked, it could easily be spread throughout the Fleet. Oilers serve many ships, and those about to return to port to pick up a new load will often consolidate their remaining fuel with other oilers.

Today, when oilers pull into Subic Bay, crewmembers often are scheduled for an informal laboratory school, known as the Quality Surveillance Program.

The program has brought an enthusiastic response from the Fleet since it began last year and many ships are now requesting the service.

The school normally requires only one day. The chemists from Subic's Fuel Department visit the ship in the morning to observe the ship's testing procedures. In the afternoon, shipboard personnel visit the Fuel Department's laboratory, bringing samples from their ship, and observe how the Subic chemists perform the tests and if the results obtained on the ship and at the lab coincide.

The Navy's black oil might appear to be a noncritical type of

product but it, as well as the JP-5 jet fuel and aviation gas carried by most oilers, must meet a wide range of specifications. Quality surveillance continues until the product is finally used. Therefore, testing for water and sediment contamination, specific gravity, flash point, and viscosity must be done aboard ship.

The lab on the oiler is normally small, with a distressing tendency to roll and pitch in rough weather, making precise measurement and calculations difficult.

The over-all aims of the Quality Surveillance Program are to standardize procedures and improve interpretations of the results.

—JOC C. K. Ferguson, USN

Moore Relieves Marshall

The destroyer *uss Samuel N. Moore* (DD 747), 25-year-old veteran of the Pacific Fleet, has been assigned duty as the Naval Reserve ship stationed at the Tacoma, Wash., Naval and Marine Corps Reserve Training Center.

Samuel N. Moore assumed the job once held by the destroyer *uss Marshall* (DD 676) which will be deactivated. *Marshall* had been operating out of Bremerton as a unit of Reserve Division 273.

Commissioned in 1944, *Samuel N. Moore* was named after the commanding officer of the cruiser

uss Quincy (CA 39) sunk during the first battle of Savo Island in World War II.

The destroyer saw action in the later phases of the Pacific Theater as a member of Admiral Halsey's Third Fleet. She participated in strikes against Luzon, Mindoro, Formosa, Iwo Jima, and Okinawa before she was battered by a typhoon in June 1945. Repaired, she returned to WestPac to join in the raids against Tokyo until the surrender.

Five years later, *Samuel N. Moore's* guns were blasting the east and west coasts of Korea. She also bombarded Wonsan Harbor and assisted in evacuating U. N. troops cut off by the rapid enemy advance southward.

For 10 years, beginning in 1953, DD 747 performed routine exercises involving the training of Reservists and midshipmen.

In May 1964, however, she joined the carrier *uss Kitty Hawk* (CVA 63) as a unit of Task Group 77.4 for her first assignment in the Vietnam combat zone. She spent 32 days off the coast of the Republic of Vietnam performing screening duties and ASW operations. In early August, she assisted the destroyers *Maddox* (DD 731) and *Turner Joy* (DD 951) during their attack by Vietnamese communist PT boats. By late 1965, on her next

deployment, *Samuel N. Moore* had begun duty as a naval gunfire support ship and later served as plane guard for *Kitty Hawk*.

After her July 1966 overhaul in Long Beach, DD 747 returned to Vietnam where she supported operations in the Mekong Delta, helped bombard coastal batteries in North Vietnam and assisted in the surveillance of small craft.

She became Tacoma's reserve training ship on 28 June, with Commander John Doroshuk, Jr., commanding.

LST to Vietnam

The Republic of Vietnam Navy continues to expand with U. S. assistance.

Last July, the tank landing ship *uss Coconino County* (LST 603) was transferred to the Vietnamese during ceremonies at Guam.

Renamed *vns Vung Tau* (HQ 503), the LST joins a growing Vietnamese Fleet.

Commissioned in 1944, *Coconino County* participated in World War II landings in Italy and Southern France. She later operated with the Amphibious Force, Atlantic, and in 1955 was decommissioned and placed in reserve.

Reactivated in 1966 for the Vietnam conflict, *Coconino County* and other LSTs have proved ideal for combat support operations in the shallow rivers and coastal waters of Southeast Asia.

Coconino County herself was said to have participated in the first amphibious assault in the Mekong Delta, and has since been in many combat support operations in the Delta and I Corp regions.

Transfer of the ship followed months of preparation. On 1 June, Vietnamese officers and crewmembers moved on board to work and train with the American LST crew.

On 1 July, a bugle sounded retreat and the jack, national ensign, and commissioning pennant were lowered and the U. S. crew marched off.

Vietnamese Navymen then raised the yellow and red flag of their country and took command of *Vung Tau*.

RESERVE DUTY—Twenty-five-year veteran *USS Samuel N. Moore* (DD 747) cuts Pacific on way to assignment as Naval Reserve ship at Tacoma, Wash.



bulletin board

Will You Be Eligible for Reenlistment After Completing Your First Tour?

After 1 November this year, to become eligible for first reenlistment you must be at least a 3rd class petty officer, or have passed the PO3 exam.

This most recent move to improve the quality of the enlisted career force by retaining only the cream of the crop will affect Regular Navymen seeking first reenlistment, broken service first reenlistments, and extensions of first enlistments of 12 months or more. It will also apply to Reservists who want to enlist in the Regular Navy, reenlist while on active duty or extend their active duty for 12 or more months.

If you are a Regular Navyman on a first enlistment of less than four years you may be given more time to qualify for reenlistment. If you show potential to qualify for reenlistment, your commanding officer will be authorized to grant you one extension of your enlistment to total 47 months of active duty. This will give you more time to qualify, if you show the potential.

If you are a Naval Reservist (2x6) on active duty and you have shown potential to qualify, your commanding officer will be authorized to extend your active duty to give you a total of four years of inactive and active service in which to qualify for enlistment in the Regular Navy.

Navymen now serving in pay grade E-3, who once held a rate during their enlistment, may still be eligible for reenlistment under these higher standards. They must have a current recommendation for advancement in rate and must also be recommended for reenlistment by their commanding officer.

While these new standards are not yet in effect,

commanding officers are carefully screening requests for reenlistments and extensions, with the new higher standards in mind.

Detailed information on this latest reenlistment quality control measure are in BuPers Notice 1133 of 23 Jun 1969.

Granting of Advance Pay Encouraged For Navymen Moving to New Duty

The law says that only the Navyman himself can collect a travel allowance in advance. Allowances for dependents' travel, plus the dislocation allowance which equals one month's basic allowance for quarters, may not be paid until after the move—after the Navyman has arrived at his new duty station with his dependents.

This may mean a financial hardship to the Navy family, and does no good to the Navy reenlistment effort.

This year the Career Motivation Conference recommended that a way be found to pay legally a family sufficient money before it begins to travel.

There is a way, and BuPers Notice 7041 (28 Jun 1969) encourages commanding officers to put it to work.

It's known as advance pay.

COs have the authority to grant up to three months' basic pay in advance to "deserving" personnel, though the "normal" advance is described as only one month's basic pay.

But, says the BuPers notice, this policy can—and should—be used more aggressively to help Navymen through the unusual expenses associated with changes in station.

COs are encouraged to use their authority to grant advance pay to both family men and bachelors who want the extra money when moving under permanent change of station orders, or when moving to a new home port or yard.

Advance payments above the normal one month's basic pay should be at least equal to the estimated dislocation allowance and dependent travel allowances.

There may be other good reasons to advance even more, but the BuPers notice discusses only the minimum proper use of existing authority.

But—still going by the book—the limit on such advances may not exceed three months' basic pay (less certain deductions listed in the *DOD Pay Manual*).

The BuPers notice makes it clear that this new approach to advance pay should be used with discretion. For example, if someone has a record of indebted-



edness, or cannot reasonably be expected to repay the government before his separation, the CO concerned should think hard about how much advance, if any, would be appropriate.

Payback of such advances should follow the usual procedures outlined in article A-4104, *BuPers Manual*.

Academic Credits Offered Active Duty Navymen Through Tuition Aid Program

Want to pick up a few high school or college credits in your spare time?

Under the Tuition Assistance Program, the Navy will pay, as the availability of funds permits, 75 per cent of tuition for qualified Navymen, for up to seven semester hours or quarter-hours in any one semester or quarter, at any accredited institution.

All active-duty Navymen and women are eligible to apply—enlisted or commissioned, Regular or Reserve. Officers must agree to remain on active duty for two years after completing the courses for which aid is given.

If you have not finished two years of active duty, you will be given priority for tuition aid, since you are not eligible for GI Bill assistance.

If you have completed two years of active service, you may apply for either GI Bill or tuition aid funds. However, you must choose between VA and Navy tuition aid; you may not receive funds from more than one government program for the same courses.

Tuition aid is given for courses which earn credits at any institution approved by a nationally recognized accrediting agency. However, institutions which practice racial discrimination are not eligible. Under certain circumstances, aid is available for study at foreign colleges and universities, with approval by the Chief of Naval Personnel.

You may apply for tuition aid through your commanding officer. Your application must include the following information: whether you are eligible for VA assistance, whether you are career-designated, your Social Security number, and a statement that you will not apply to the VA for assistance for the same courses.

A word of caution: You will have no assurance that your application has been approved until you receive a Tuition Assistance Authorization Contract (NavPers

Travel Restrictions Removed

The restrictions are off. Active duty and retired Navymen and their dependents can again travel on military aircraft from the United States, its territories, possessions, Puerto Rico and Guantanamo Bay on a space available basis. The traveler's destination no longer need be in the western hemisphere.

Travel for emergencies, dependents' education or medical purposes was unaffected by the ban and will remain the same.

Travel restrictions were imposed more than a year ago to alleviate the balance of payment problem. They were lifted in March.

1560/3). If you go ahead and enroll in a school before you receive this contract, you are taking a chance on having to pay the entire amount if your application is not approved.

Your Educational Services Officer can help you apply for tuition aid. He can also provide information and application forms for VA educational assistance for those eligible.



Now Is the Time for Officers to Plan For Their Postgraduate Education

IF YOU ARE a qualified officer, now's the time to start planning for the Navy's postgraduate education program for academic year 1971-72 (FY 72).

The service wants its officers to continue their education—to the master's or doctor's level, if possible. And it's willing to help.

The program is designed to capitalize on the officer's abilities by extending his studies to include specialized areas, and to equip him with postgraduate education in either technical or nontechnical fields.

For officers selected, the Navy will sponsor studies—in some cases, for three or four years—at the Naval Postgraduate School (NPGS) in Monterey, Calif., or at other DOD or private schools.

Officers with a master's degree may be eligible to apply for the Doctoral Study Program. Those with a BA or BS may seek assignment to graduate study leading to a master's.

At NPGS, students may take one-, two- or three-year courses in specialized technical subjects, such as aeronautics, communications, electronics, environmental sciences, naval engineering, computer science, and ordnance. These courses are given to provide specialists for P-coded billets.

Other offerings at NPGS are technical engineering science curricula, designed to better prepare students for more advanced technical work; a management

course of study, to improve officers' capabilities for organizing activities; and a computer systems management course, to give line and supply officers understanding of the capabilities and limitations of computer technology.

Schools sponsored by the Department of Defense, available to selected naval officers for advanced study, include:

- The nine-month Defense Intelligence School, providing instruction in the basic principles and techniques of intelligence. On graduation, qualified officers may be allowed to continue their instruction in foreign language and area studies at the Defense Language Institute.

- The Defense Systems Analysis Program, a 15-month course designed to educate officers in management and systems analysis, with a view toward assignment to staffs involved in systems analysis and force leveling planning. The course leads to a master's degree for those who qualify.

- The Defense Atomic Support Agency 21-month course in nuclear engineering for officers of all services at NPGS. This course gives students advanced understanding of the uses and effects of nuclear weapons.

In addition, technical and nontechnical curricula are available in many civilian schools known for excellence in those areas.

HOW DO YOU qualify? First, you must be on active duty, and must be willing to obligate yourself for an additional year of active service for each six months (or portion thereof) of postgraduate education you receive.

Generally speaking, all programs — whether at the NPGS, Monterey, in DOD or civilian schools—require a bachelor's degree or the equivalent (that is, 120 hours from an accredited school). To qualify for some curricula, you must have a record of good grades in certain areas. For civilian schools, you must meet the usual entrance standards, which may include undertaking certain admission or aptitude tests and receiving scores acceptable to the school concerned.

Since the Navy considers advanced education to be most valuable early in a career, the selection board will first consider unrestricted line officers who will complete their first sea tour during the year after the board meets. For instance, under the present ground rules the board convening in July 1970 will consider officers whose first sea tours will end in 1971.

However, other officers are eligible. The July 1970 selection board will consider 11xx and 13xx officers in the following year groups: 11xx (non-nuclear trained), YGs 65, 62, 59, 56 and 53; 11xx (nuclear trained) and 13xx, YGs 64, 61, 58, 55 and 52.

In addition, some officers from the following groups are eligible for certain courses:

- Unrestricted line officers desiring change of designators to Civil Engineer Corps (5100) or engineering duty (1400).

- Restricted line and LDOs.
- Officers of the Supply, Chaplain, Civil Engineer, and Medical Service Corps.

In all the above cases except LDOs, eligibility is limited to certain ranks or year groups. Medical Service Corps should refer to BuMedInst 1520.12 series to determine their eligibility.

Lieutenants and lieutenant commanders of all designators who have a master's degree and will have between six and 14 years of active commissioned service on 1 Jul 1970 are eligible to submit formal application for consideration by the Doctoral Study Program Selection Board in October of this year.

Details of the 1970-71 postgraduate program may be found in BuPersNote 1520 of 30 Apr 1969. While selections for this year's program, except those for doctoral studies, have already been made, the notice should provide a useful indication of what courses are available, who can expect to be eligible for the next round of selections in July 1970, and how interested officers can indicate their preferences for postgraduate education.

A Report on Pay for

BUREAU POLICY-MAKERS responsible for shaping the warrant officer program are faced with a dilemma. So are warrant officers. Both wish it would go away. It's costing the Navy good men, and it's costing some warrants good money.

It will go away, in time. But meanwhile . . .

Here's the situation:

The Navy's warrant officer program differs markedly from that of the other services, yet the same basic laws—including those regarding pay—apply equally to each.

For example, the Army's program offers direct ap-



WO devices left to right: Medical Service or Dental Service; Supply Clerk; Civil Engineer Corps; Bandmaster.

pointments to both civilian and enlisted applicants. The Navy makes its appointments exclusively from the ranks of the senior petty officers.

This means that the newly appointed Army warrant usually begins his WO career on a pay scale level relative to that of the junior commissioned officer,

and can with little difficulty adjust his needs to his military pay.

But by the time the Navyman makes warrant he has behind him at least six years of military service. He has already established a better-than-average income and has established certain patterns of living which, in most cases, are somewhat richer than a junior officer can afford at his pay level.

An attempt to close this financial gap is saved pay, which is a means of protecting a Navy warrant's income so that he will suffer no reduction in pay as a result of promotion from enlisted status.

The intent of the saved pay provisions is clearly defined in Title 10, United States Code, and in Para 10222 of the *DOD Military Pay and Allowances Entitlement Manual*. (MPAE Manual).

Title 10, section 5596, states: "A person receiving a temporary appointment under this section may not suffer any reduction in the pay and allowances to which he was entitled because of his permanent status at the time of his temporary appointment."

The *MPAE Manual* further defines the specific pay

the Warrant Officer

and allowances protected by saved pay, and clarifies the intent of Title 10, stating that all pays and allowances, except clothing allowances, may be protected by saved pay.

The object of these saved pay regulations is to prevent, if possible, a reduction in pay received by a man because of his change of status. However, there are cases in which saved pay fails to do this, and it is in these areas that the Bureau is looking beyond the regulations for answers.

One difficulty lies in the fact that, to qualify for saved pay, a man must continue to perform those specific duties, or serve under those conditions, for which he received special pay while serving in his permanent grade. Flight pay, submarine pay and hazardous duty pay, for example, are considered to be special pay and thus are included in the saved pay provisions if the new warrant continues to perform those duties. On the other hand, as it is assumed that a warrant will not be performing the same duties as he did while an enlisted man which entitled him to proficiency pay, pro pay is not included.

In short, if you make warrant, you lose any pro pay you may have been receiving.

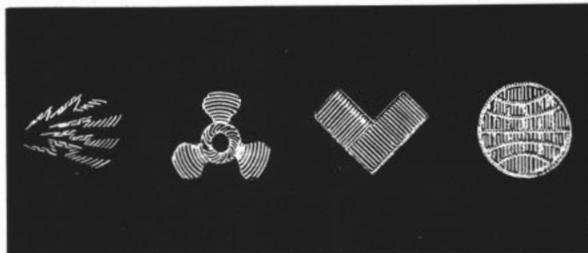
That's one problem. Here's another:

The *MPAE Manual* also states that a man may not receive an increase in his saved pay as a result of a change in his permanent status brought about by an increase in years in service or promotion to a higher permanent grade. In other words, saved pay is computed on the basis of the pay he received in the perma-

nent grade at the time of initial appointment to the temporary grade W-1. It remains stationary until, because of longevity or promotions, the man's pay becomes equal to or greater than the amount he received in his enlisted status.

One possible answer to these problems is a readjustment of pay.

The DOD pay scale shows there is no direct corre-



WO devices left to right; Electronics Technician or Naval Communicator; Machinist; Ship Repair Technician; Electrician.

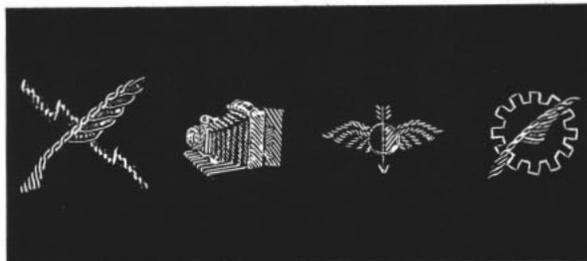
lation between the warrant grades and the senior enlisted grades, E-7 through E-9. In fact, there are apparent inversions, such as the cases where pay grade E-8 is authorized more basic pay than W-1, and E-9 more than W-2.

This occurs because the warrant program is considered by DOD as a separate career path with no direct relationship to the enlisted career path.

This is not the case in the Navy. As far as the Navy is concerned, there are three distinct, *but related*, career paths open to the Navyman—enlisted, warrant, and commissioned officer.

Navy enlisted men are given a choice: Either continue in the enlisted program for a full career and advance to pay grades E-8 and E-9; or, leave the enlisted ranks and commence a totally new career in the warrant officer program.

One important point to bear in mind: Time served as an enlisted member merely provides the basic qualifications necessary for entrance into the warrant community. After that, he must reorient himself toward



WO devices left to right: Communications Technician; Photographer; Aerographer; Data Processing Technician.

achieving new goals—either CWO4 or the LDO program.

Although the warrant officer maintains his permanent enlisted status for at least three years, he is, in

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reality, no longer a member of that community. He has, in a manner of speaking, moved from the blue collar laborer or foreman class to that of the white collar supervisor and junior member of the management team.

As in civilian industry, he may begin his new position by taking less money home than some of the senior members of the labor force he supervises. But his potential future position in the organization and his financial prospects are much greater. In short, his monthly or annual salary will soon exceed that of the man who continues in the labor force (or enlisted ranks), and his total lifetime earnings will be considerably greater.

Based on the 1 Jul 1969 pay scale, an individual can expect to receive approximately \$38,000 more income from the time of his appointment as a WO1 until retirement as a CWO4 with 30 years of service, than he would if he were to remain in the enlisted ranks and advance to E-9 in due course.

This does not take into account any proficiency pay



WO devices left to right, top row: Air Intelligence Technician; Aviation Control Technician; Middle row: Aviation Maintenance Technician; Aviation Ordnance Technician; Bottom row: Aviation Electronics Technician; Aviation Boatswain.

he might have received as an enlisted member; however, even if he were to draw pro pay at the P-2 level (\$75 per month) continuously for 20 years, an enlisted member would still fall about \$20,000 short of that salary received by the WO.

Furthermore, beyond the financial advantage that will accrue for many WOs while on active duty, they will continue to gain on their enlisted counterparts after retirement since their terminal basic pay will be higher than the 30-year E-9.

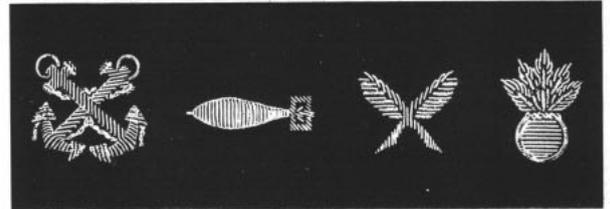
The average entrant into the warrant program is an E-7 with just over 10 years' service. But the ideal time to make the move is as an E-6 with between six and 10 years' service.

Here's why:

On a regular annual salary basis, an E-6 with more than 10 years' service jumps from \$7380 to \$8726, which represents a significant increase in take-home

pay. The E-7 with 10 years also realizes a slight pay raise, from \$8079 to \$8726.

Now we come to pay grades E-8 and E-9. Personnel in both of these pay grades are still authorized to apply for the warrant program if they meet the maximum limitations of age (31) and years in service (14).



WO devices left to right: Boatswain; Underwater Ordnance Technician; Ship's Clerk; Surface Ordnance Technician or Ordnance Control Technician.

More often than not, such a move is economically unsound.

For instance, an E-8 with 12 years' service drops in annual salary from \$9255 to \$8995. For the E-9 with 14 years' service: total disaster. He takes a salary cut of \$1274, from \$10,531 to \$9257. The pay scale from the enlisted program to the warrant officer program simply is not favorable for senior and master chief petty officer applicants. It is something they should fully consider and understand.

It's a different story, however, if their goal is set for the Limited Duty Officer Program. Then, the monetary sacrifices while a warrant will no doubt be worth the price considering the ultimate sum realized after retiring from a commissioned status.

The central point in the entire enlisted-to-warrant-to-LDO pay problem is the fact that the individual is making a personal decision to enter a new career program.

In making this decision, he must carefully weigh the opportunities resulting from increased responsibility and greater chance to help shape the future course of the Navy against the special pays he formerly received or was eligible to receive as a middle grade member of the enlisted force.



Operations Technician device is the newest addition to warrant officer insignia.

Permanent Status for WOs

Temporary warrant officers have received the green light to apply for permanent status after serving three or more years in a temporary status.

Applications should be submitted to the Chief of Naval Personnel (Pers-B643) via commanding officers between 1 September and 10 October, annually, using Article B-1302, *BuPers Manual* as reference.

A selection board will convene in the bureau to consider applicants. Those temporary warrant officers who received their appointments with a date of rank 10 Oct 1966, or earlier, are eligible for consideration by the board meeting this November.

Do You Have a Son or Relative Who Is College-Bound? Check What NROTC Offers

NAVAL CAREERS quite often are family affairs, growing out of tradition or developing into one—like father, like son, so to speak.

If you have a son or other young relative planning to attend college next year with the hope of making the Navy his career, it would certainly be worthwhile to pass on the following information. If he is interested in a career, an education and a way of meeting the expenses of same, he would do well to consider attending one of 50-plus educational institutions offering naval science studies through the Naval Reserve Officer Training Corps (NROTC) Program.

Here's an opportunity for a young man to gain four years' experience as a midshipman while pursuing a baccalaureate degree or higher education which the Navy will subsidize, including tuition, textbooks, uniforms, and a \$50-a-month subsistence allowance. Furthermore, upon graduation, he will receive a commission as an ensign either in the line of the Navy or in a staff corps, or as a second lieutenant in the Marine Corps. The choice is usually his.

Now is not soon to commence firming plans, since NROTC application for the 1970-71 school year must be made before 14 November this year to participate in the competitive Navy College Aptitude Test (NCAT). Application forms are available at most high schools, colleges and universities; all NROTC units; Navy recruiting stations; or from the Chief of Naval Personnel (Pers-B6411), Department of the Navy, Washington, D. C. 20370.

The application must reach the Naval Examining Section, Science Research Associates, Incorporated, Chicago, Ill. 60680, by the 14 November deadline.

Basically, an applicant is eligible to compete in the NCAT qualifying examination if he is a high school senior or recent graduate, or expects to graduate at the end of the current academic year.

Examination centers, where the exams will be held on 13 December, are established in cities throughout the continental United States, and at certain designated overseas activities. The applicant indicates on his application at which center he would like to have

the exam administered. Should he qualify on the test, he then becomes a candidate and will be scheduled for a medical examination and interviews sometime during the months of January or February 1970. If found qualified, selected and found acceptable by an NROTC college under its NROTC quota, he will be among the 1700 candidates slated to become midshipmen next fall and to commence preparation for a naval career.

THAT'S GENERALLY the procedure one follows to gain admission to the Regular NROTC Program. There is another program called the Contract NROTC Program, available to college students who wish to be available to serve their country as Reserve officers of the Navy and Marine Corps.

Contract NROTC students are not selected for enrollment by a national competitive procedure; instead they are selected by the commanding officers of the NROTC unit from among students already in attendance at, or selected for admission by, the college or university.

If an applicant is unsuccessful in his attempt to become a Regular NROTC candidate, he should give consideration to the prospect of becoming a Contract student and channel his efforts in that direction.



NROTC midshipmen.

The physical standards are the same as for the Regular NROTC Program, except that waivers are granted for certain correctable eye defects. And, although the Contract NROTC student receives no compensation from the government until his junior and senior years, at which time he is allowed a \$50-a-month subsistence, he receives the same naval science instruction as the Regular NROTC student, wears the same type uniform, gains draft deferment, and stands to receive a Reserve commission in the Navy or Marine Corps upon graduation.

A contract NROTC student may, at any time, apply for the Regular NROTC Program. If selected, the remainder of his four-year education will be subsidized by the Navy.

The *NROTC 1970 Bulletin*, available at high schools, Navy recruiting stations, and NROTC colleges

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and universities, contains complete descriptions of both the Regular and Contract Programs, and an application for the Navy College Aptitude Test. As pointed out earlier, applications must be received by the Chicago Navy Examining Section no later than 14 Nov 1969.

A prospective candidate for the Regular Program should obtain a copy of the *Bulletin* and make sure he meets the basic eligibility requirements before he submits his application to take the NCAT exam.

HERE'S AN IDEA what those requirements are for Regular NROTC status. An applicant must:

- Be a male citizen of the United States.
- Have reached his 17th birthday, but not his 21st birthday by 30 Jun 1970; however, if he contemplates a college course which takes five years to complete, he must not have reached his 20th birthday by 30 Jun 1970.

- Be unmarried and never have been married.
- Be physically qualified in accordance with the standards prescribed for midshipmen.

Be a high school graduate or possess an equivalent certificate, or expect to graduate by the end of the current academic year.

- Expect to participate not less than four years in the program with the purpose of completing four years of naval science, and meet all requirements for receiving a commission.

In addition, a candidate is expected to abide by certain service obligations.

For example:

Before he is appointed Midshipman, USNR, by the Secretary of the Navy, the candidate must enlist in the Naval Reserve for six years. If he is disenrolled from the NROTC Program for reasons beyond his control, he will, upon disenrollment, be discharged from his enlisted status in pay grade E-1. However, if before graduation and commissioning, the midshipman

V-Neck Shirt Ruling Modified

The change to *Uniform Regulations* which last year prescribed a V-neck undershirt for officers and chief petty officers (*ALL HANDS*, November 1968) has been modified. Chief petty officers will return to the more common elliptical collar undershirt, that is, the same type worn by personnel in grade E-6 and below.

Only officers will continue to wear the V-neck undershirt—or no undershirt at all. The requirement here (in the case of officers) is that no undershirt should show above the V of the open-neck white and khaki tropical shirts.

BuPers Notice 1020 (11 Jul 1969) will change *Uniform Regulations* (art. 0625, para 13) as follows: "Chief Petty Officers will wear the regulation elliptical necked undershirt with Tropical Khaki and Tropical White uniforms."



NROTC student uses parallel rule to plot course on chart in navigation class.

breaks his NROTC agreement for reasons other than those beyond his control, he may be called to active duty in the enlisted status for not more than four years.

Other obligations of an NROTC student are:

- To remain unmarried until commissioned.
- To complete prescribed naval science courses, prescribed university courses, seminars, and summer training periods.

- To accept a commission in the Regular Navy or Marine Corps if offered and serve a minimum of six years in an active and inactive status from the date of acceptance of his original commission (officers of the Navy and Marine Corps serve at the pleasure of the President; therefore, no terminal dates are established for their commissions. Instead, the Secretary of the Navy establishes the length of service required to maintain a sound naval officer corps. Presently, the minimum active service requirement is four years).

If, after he reads the foregoing list of obligations, your son's interest is unwavering, then no doubt you have a determined member of the family eager to accept the challenge to become an NROTC Midshipman.

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

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

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

A Man Called Gannon (WS) (C): Western Drama; Tony Franciosa, Michael Sarrizan.

Charro! (WS) (C): Western; Elvis Presley, Ina Balin.

An Angel in My Pocket (WS) (C): Comedy; Andy Griffith, Jerry Van Dyke.

The Horse in the Gray Flannel Suit (C): Comedy; Dean Jones, Diane Baker.

The Violent Four (WS) (C): Crime Drama; Gian Maria Volonte, Thomas Millan.

The Long Day's Dying (WS) (C); War Drama; David Hemmings, Tony Beckley.

Submarine X-1 (C): War Drama; James Caan, David Sumner.

Something for a Lonely Man (C): Western Drama; Dan Blocker, Susan Clark.

Play Dirty (WS) (C): War Drama; Michael Caine, Nigel Davenport.

Hello Down There (C): Comedy; Tony Randall, Janet Leigh.

The Brute and the Beast (C): Western; Franco Nero, George Hilton.

Istanbul Express (C): Adventure Drama; Gene Barry, John Saxon.

Death Rides a Horse (WS) (C): Western; Lee Van Cleff, John Phillip Law.

Gone With the Wind (C): Romantic Drama; Clark Gable, Vivien Leigh.

Twisted Nerve (C): Psychological Drama; Hayley Mills, Hywel Bennett.

Revised Dutton's Tells All

The 12th edition of *Dutton's Navigation and Piloting*, the standard Naval Academy text on navigation for 43 years, has been published by the United States Naval Institute, Annapolis, Md.

The new edition has been rewritten, expanded and updated by G. D. Dunlap and Captain Henry H. Shufeldt, USNR (Ret). It covers the whole range of navigational instruction from elementary concepts to complex electronic systems.

More than 500 new illustrations are included in the redesigned format. The text is outlined, with notes, definitions and paragraph headings in the margins.

It is for sale by the Naval Institute.

An Opportunity For Recruiting Duty

Do you remember the back cover of the issue of ALL HANDS Magazine for March 1969? It pointed up an opportunity for shore duty for qualified personnel in certain ratings as Navy recruiters. There's still an opportunity.

Are you interested? For further information, check the following directives:

Recruiters must be qualified in accordance with the provisions set out in Chapter 4 of the "Enlisted Transfer Manual," NavPers 15909 series. You must also be eligible in accordance with BuPers Notice 1306 (which lists the Seavey segment cutoff dates).

Volunteers are needed and, at this time, there is a particular need in the First, Third, Fourth and Ninth Naval Districts.

If we've got your number, you've got a future in recruiting. GROUP

1 BM QM RD* SM ST*

5 SH* CS

9 AB* AM AC* AO* AD AO* AE* AT* AG* PR* AK* PT* PH* TD*

2 FT* GM MT* TM*

6 LI*

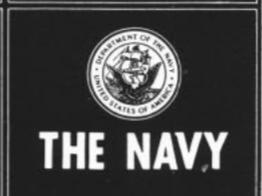
AF* AV*
* Rates with asterisks have 40 or less billets.

3 DS* ET*

7 BR* MM BT DC* MR* PM* EM EN SF SP* IC* ML*

4 IM*

8 BU* SW*



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If Your Cutoff Date Is Listed Here You'll Be Eligible for Shore Duty

CHIEF PETTY OFFICERS make their last appearance on the Seavey list in segment C-69.

Effective as of 1 Jul 1969, chief petty officers (E-7) joined master and senior chiefs in being transferred under direct control of the Bureau of Naval Personnel to CONUS shore duty. However, as a backup procedure during changeover to the new distribution system, chief petty officers (E-7) who are eligible for Seavey will fill out rotation data cards and be processed according to Seavey procedures.

Seavey segment A-70, to be published in November 1969, will not publish SDCD for chief petty officers (E-7).

The PM and ML ratings are now under centralized BuPers control for all grades, and have been dropped from the Seavey list. Men in these ratings, as in other Bureau-controlled ratings, will be notified of their transfer status by individual letter.

If your rate is listed below, check your cutoff date. You are eligible for transfer to shore duty if your present continuous sea duty began in or before the cutoff month listed—and if you meet the following additional requirements:

- You must have been on board for duty at your present command on 1 Jul 1969.
- Your obligated active service must extend to January 1972 or later. If it does not, you must reenlist or

extend to acquire the necessary obligated service, or you will not be eligible for transfer ashore under Seavey segment C-69.

- If you are on toured sea duty or have a sea extension in effect, your TCD (or the expiration of your sea extension) must fall within the normal transfer months of this segment—February through May 1970.

- If you were *advanced* in rate after 1 Jul 1969, the cutoff date listed for the rate you held on 1 July determines your eligibility. If you were *reduced* in rate after 1 July, your cutoff date is the one for the rate to which you were reduced. If you're *changing* your rating, the rate to which you are converting is the one that determines your Seavey eligibility.

If you meet the requirements, your personnel office will set up an interview in which you may extend or reenlist, if necessary, and give your preferences for shore duty.

After you've completed the required action, orders will usually arrive sometime between October and January, and you will normally be transferred between February and May 1970.

Volunteers for duty as recruit company commanders are in short supply. Seavey-eligible petty officers interested in this duty should check Chapter 4 and Article 5.9 of the *Transfer Manual* to learn whether they meet the qualifications. Most billets for this duty are in the 11th and Ninth Naval Districts.

Here are the cutoff dates for Seavey Segment C-69:

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
BMC	Jan 65	ST53	Jan 65	FTG1	Jan 65	ETN2	Sep 66	PN2	Nov 67	JO3	Nov 67				
BM1	Jan 63	ST5SN	Jan 65	FTG2	Jan 65	ETN3	Oct 66	PN3	Nov 67	JOSN	Nov 67				
BM2	Nov 62			FTG3	Jul 64	ETNSN	Oct 66	PNSN	Nov 67						
BM3	May 64	TMC	Jul 66	FTGSN	Jul 64	ETR2	Sep 66			PCC	Nov 66				
BMSN	May 64	TM1	Oct 64			ETR3	Jul 66	SKC	Feb 65	PC1	Jun 65				
		TM2	Jan 64	FTMC	Mar 67	ETRSN	Jul 66	SK1	Feb 64	PC2	Jun 65				
QMC	Jul 63	TM3	Jan 66	FTM1	May 65			SK2	Oct 66	PC3	May 66				
QM1	Feb 62	TMSN	Jan 66	FTM2	Nov 64	DSC	Nov 67	SK3	Oct 66	PCSN	May 66				
QM2	Nov 64			FTM3	Nov 64	DS1	Dec 66	SKSN	Oct 66						
QM3	Apr 65	GMMC	Jun 66	FTMSN	Nov 64	DS2	Aug 66			LIC	Mar 67				
QMSN	Apr 65	GMM1	Oct 65			DS3	Jul 66	DKC	May 67	L11	Aug 66				
		GMM2	Oct 65	FTBC	Oct 66	DSSN	Jul 66	DK1	Mar 64	L12	Jun 67				
SMC	Jan 66	GMM3	Oct 65	FTB1	Oct 66			DK2	Oct 66	L13	Jun 67				
SM1	Sep 61	GMMSN	Oct 65	FTB2	Feb 65	RMC	Sep 66	DK3	Oct 67	LISN	Jun 67				
SM2	Dec 61			FTB3	Feb 65	RM1	Sep 66	DKSN	Oct 67						
SM3	Dec 61	GMTC	Oct 67	FTBSN	Feb 65	RM2	Sep 66			CSC	Oct 64	MMC	May 63		
SMSN	Dec 61	GMT1	Oct 67			RM3	Sep 66			CS1	Nov 64	MM1	Oct 61		
		GMT2	Oct 67	MTC	Feb 66	RMSN	Sep 66			CS2	May 66	MM2	May 65		
RDC	Dec 64	GMT3	Oct 67	MT1	Feb 66					CS3	Feb 68	MM3	Dec 61		
RD1	Jun 64	GMTSN	Oct 67	MT2	Feb 66	YNC	Aug 67			CSSN	Feb 68	MMFN	Dec 61		
RD2	Jun 64			MT3	Mar 64	YN1	Aug 67								
RD3	Nov 64	GMGC	May 65	MTSN	Sep 64	YN2	Feb 68	SHC	Jul 67	ENC	Aug 63				
RDSN	Nov 64	GMG1	Sep 63			YN3	Feb 68	SH1	Oct 62	EN1	Feb 63				
		GMG2	Apr 63	MNC	Feb 67	YNSN	Feb 68	SH2	Apr 63	EN2	Apr 66				
STC	May 65	GMG3	Apr 63	MN1	Feb 67			SH3	Jul 62	EN3	Sep 66				
ST1	May 65	GMGSN	Apr 63	MN2	May 67	CYN3	Sep 66	SHSN	Jul 62	ENFN	Sep 66				
STG2	Jul 65	(NEC)		MN3	May 67	CYNSN	Sep 66								
STG3	Jan 65	5332	Dec 65	MNSN	May 67					JOC	Nov 67	MRC	May 65		
STGSN	Jan 65			ETC	Sep 67	PNC	Nov 67	JO1	Nov 67	MR1	May 65				
STS2	Jul 65	FTGC	Sep 65	ET1	Mar 67	PN1	Nov 67	JO2	Aug 67	MR2	May 65				

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
MR3	Nov 65	DC2	Mar 66	SW1	May 65	AX3	Jun 66	AEC	Jul 67	AZC	Jul 67
MRFN	Nov 65	DC3	May 66	SW2	May 65	AXAN	Jun 66	AE1	May 67	AZ1	Jul 67
		DCFN	May 66	SW3	May 65			AE2	May 67	AZ2	Jul 67
BTC	Nov 63			SWCN	May 65	AOC	Nov 66	AE3	May 67	AZ3	Jul 67
BT1	May 62	EAC	May 67			AO1	Dec 66	AEAN	May 67	AZAN	Jul 67
BT2	Jan 65	EA1	May 67	UTC	Nov 65	AO2	Sep 66				
BT3	Sep 61	EA2	May 67	UT1	Nov 65	AO3	Sep 66	AMSC	Feb 67	ASC	May 67
BTFN	Sep 61	EA3	May 67	UT2	Nov 65	AOAN	Sep 66	AMS1	Feb 67	AS1	May 67
		EACN	May 67	UT3	Nov 65			AMS2	Feb 67	ASE2	May 67
BRC	Jan 66			UTCN	Nov 65	AQC	Feb 67	AMS3	Feb 67	ASE3	May 67
BR1	Jan 64	CEC	Sep 66			AQ1	Dec 65	AMSAN	Feb 67	ASEAN	May 67
		CE1	Sep 66	ADRC	Sep 67	AQB2	Sep 66				
EMC	Nov 62	CE2	Sep 66	ADR1	Sep 67	AQB3	Oct 66	AMHC	Aug 67	ASH2	May 67
EM1	Nov 61	CE3	Sep 66	ADR2	Sep 67	AQBAN	Oct 66	AMH1	May 67	ASH3	May 67
EM2	May 65	CECN	Sep 66	ADR3	Sep 67	AQF2	Dec 66	AMH2	Jun 67	ASHAN	May 67
EM3	May 65			ADRAN	Sep 67	AQF3	Oct 66	AMH3	May 67	ASM2	May 67
EMFN	May 65	EOC	Jan 66			AQFAN	Oct 66	AMHAN	May 67	ASM3	May 67
		EO1	Jan 66	ADJC	Oct 65					ASMAN	May 67
ICC	Oct 66	EO2	Jan 66	ADJ1	May 66	ABEC	Jun 66	AMEC	May 67		
IC1	Jan 62	EO3	Jan 66	ADJ2	May 67	ABE1	Jul 66	AME1	May 67	HMC	May 67
IC2	Sep 64	EOCN	Jan 66	ADJ3	May 67	ABE2	May 66	AME2	May 67	HM1	Jun 67
IC3	Oct 64			ADJAN	May 67	ABE3	Jun 66	AME3	May 67	HM2	Jun 67
ICFN	Oct 64	CMC	Jan 66			ABEAN	Jun 66	AMEAN	May 67	HM3	Oct 67
		CM1	Jan 66	ATC	Jan 67					HN	Oct 67
SFC	Nov 63	CM2	Jan 66	AT1	May 67	ABFC	Jan 67	PRC	May 67	DTC	Nov 67
SF1	Nov 62	CM3	Jan 66	ATR2	May 67	ABF1	Jan 67	PR1	May 67	DT1	Nov 67
SFM2	Oct 65	CMCN	Jan 66	ATR3	May 67	ABF2	Aug 66	PR2	May 67	DT2	Feb 68
SFM3	Oct 65			ATRN	May 67	ABF3	Dec 66	PR3	May 67	DT3	Feb 68
SFMFN	Oct 65	BU3	May 66	ATN2	May 67	ABFAN	Dec 66	PRAN	May 67	DN	Feb 68
SFP2	Oct 65	BU1	May 66	ATN3	May 67						
SFP3	Oct 65	BU2	May 66	ATNAN	May 67	ABHC	Dec 67	AKC	Nov 67	SDC	May 66
SFPFN	Oct 65	BU3	May 66			ABH1	Feb 67	AK1	Nov 67	SD1	Jan 64
		BU3N	May 66	AXC	Mar 67	ABH2	Feb 67	AK2	Nov 67	SD2	Oct 63
DCC	Oct 66			AX1	Dec 66	ABH3	Feb 67	AK3	Nov 67	SD3	Jan 65
DC1	Nov 63	SWC	May 65	AX2	Jun 66	ABHAN	Feb 67	AKAN	Nov 67	TN	Aug 65

Diver, NAO Insignia Included In Revised Uniform Regulations

Recent changes to *Uniform Regulations* are summarized in BuPers Notice 1020 (16 Jun 1969).

• A breast insignia is approved for wear by Master Divers and Diving Officers. The insignia is a metal pin consisting of two seahorses in an upright position facing a diving helmet, with two tridents projecting upward and canted outward from the helmet cover.

The Diving Officer insignia is

Diving Officer Breast Insignia (Gold)
Master Diver Breast Insignia (Silver)



gold in color; the Master Diver insignia is silver in color. Specific approval to wear the insignia is required for officers after one year of operational diving.

A Navyman who qualifies as a Master Diver and later advances to officer status may continue to wear the silver insignia until qualified as a Diving Officer, at which time the gold insignia should be worn. The insignia was to be available through commercial supply outlets beginning in August 1969.

• A Naval Aviation Observer insignia may be worn by designated Flight Meteorologists and Naval Aviation Observers not designated as Flight Officers.

The insignia is described as follows: "A gold embroidered or gold color metal pin; winged, with a central device consisting of an 'O' circumscribing an erect, plain anchor, both in the color silver; the



Aviation Observer Insignia

'O' and the anchor in bold relief, the center of the 'O' filled with the color gold."

The embroidered device should be on a background which matches the color of the uniform on which worn.

• Regulations identical to those of the Marine Corps are adopted for wear of the Vietnamese Cross of Gallantry. A Navyman who receives this award should refer to article 1043, paragraph 8, of *Uniform Regulations*.

• Naval Aides to the Vice President may now wear aiguillettes on the right shoulder.

ALL THOSE CHANGES to the mechanics of duty assignments for chief petty officers, plus revised tour lengths and other transfer procedures of direct interest to chief, senior chief and master chief petty officers, have been merged into a revised Chapter 28 of the *Transfer Manual*.

The new chapter, an advance version of which has been distributed with BuPers Notice 1306 (10 Jun 1969), discusses assignment and rotation policies for all chiefs, senior chiefs and master chiefs, including up-to-date coverage of normal tour lengths and the new Duty History and Preference Card.

Except for the revised tour lengths (see listing), all the changes in the new chapter were effective immediately for master and senior chiefs, and for chiefs in Grade E-7 already detailed by BuPers.

A ROUNDUP ON CPO Assignments

Non-BuPers detailed chiefs were to view temporarily the new chapter "for planning purposes only."

However, effective 1 Jul 1969, all CPOs receive their CONUS shore duty assignments from BuPers, and on 1 Oct 1969, all those headed for the Fleet will receive the BuPers detailing.

In other words, by 1 Oct 1969, all assignments of CPOs in the three top grades will be handled by BuPers detailers, and the new Chapter 28 will become fully effective.

Here's what it's all about:

Assignment Control

The Chief of Naval Personnel controls the duty assignments and rotation of all chief, senior chief, and master chief petty officers.

(In the interest of brevity, unless the need for clarity dictates otherwise, we'll hereafter refer to any chief, senior chief or master chief simply as "chief," or, for variety, "CPO.")

Fleet commanders determine the priority of vacancies to be filled in Fleet activities, and then pass the word on their personnel requirements to the Chief of Naval Personnel (CNP).

Stateside priorities are determined by CNP through his continuing contacts with EPDOCONUS. CNP then makes all CPO assignments.

General Policy

As might be expected, CPO assignments are ultimately based on needs of the service, including NEC requirements. However, personal qualifications, past duty experiences, performance records and individual wishes also are considered.

In general, any given assignment is to an authorized billet which requires the rate and rating of the chief concerned. Exceptions to this may be necessary to meet



selective NEC requirements, or to fill a billet which emphasizes certain leadership characteristics, such as Recruit Company Commander.

Promotion Transfers

Promotions to CPO (remember that we're talking about senior chief and master chief as well) invariably result in numerous ship and station excesses in allowance.

When this happens, newly appointed CPOs may be reassigned, provided at least the following factors are taken into consideration:

- Individual desires.
- Date reported on board.
- Tour completion date.
- Activity manning.
- NEC.
- Other Fleet requirements.

If a transfer is considered appropriate, it should be effected with minimum impact on the individual, his unit and the Type and Fleet commands involved.

However, those on shore duty advanced to a CPO grade generally will not be reassigned until they have served two years of their shore duty tours.

Whatever, each case is reviewed independently.

Tour Length & Career Planning

The length of a given CPO duty tour is established without regard to the chief's expiration of active obligated service (EAOS). Therefore, a chief's tour completion date (TCD) need not (and normally will not) coincide with his EAOS.

Here it's assumed that if you've been around long enough to make chief, you're a career man who can be counted on to ship over and help maintain billet stability at your "for duty" command.

But if you don't reenlist on schedule, you risk fouling up the planned rotation patterns of yourself and other chiefs with your rating.

In other words, if the Navy counts on you to reenlist on board and keep your CPO billet filled, but you decide to get out when you reach your EAOS, BuPers most likely will be unable to provide a timely relief for you.

But in an effort to do so, sea tours might be readjusted and the resultant planning for assignments becomes limited, particularly, in the words of Chapter 28, "with regard to full consideration to the impact on personal life and duty preferences of the CPO who is unable to plan ahead."

Therefore, as a safety valve, it is necessary for a chief to indicate his reenlistment intentions six months



before his EAOS (includes EAOS as extended and revisions to or cancellations of Fleet Reserve authorizations).

Thus, if a man indicated that he does not intend to reenlist (or otherwise remain on active duty, his CO will be able to send a speedletter to the cognizant EPDO, with copies to CNP (Pers-B21), using the format prescribed in Article 28.32 of the *Transfer Manual*.

This, hopefully, will minimize any lack of planning that could be adverse to commands and to individual Navymen.

TCDs

Tour completion dates established for CPOs are reflected in Enlisted Distribution and Verification Reports (1080-14) reviewed monthly at all commands.

However, a chief's TCD is tentative and should be used for planning only. As already noted, TCDs are established for CPOs without regard to EAOS. Therefore, they normally will not coincide with the EAOS, and normally will not be adjusted to coincide with the EAOS or date of transfer to the Fleet Reserve or Retired List.

Under certain circumstances, such as when a chief lets BuPers know he won't be shipping over, his TCD might be adjusted to coincide with his EAOS.

Also, a chief's TCD might be adjusted if he's on a

scheduled deployment and his loss would "severely affect a command's ability to perform its mission." This is determined by the CO and the cognizant EPDO, and any request for TCD adjustment is forwarded to CNP for a decision.

Extensions Ashore & Overseas

Requests for extensions of CONUS or Fleet shore duty tours normally will not be approved. Also, requests for extensions of overseas shore duty (type 3) normally will not be approved—except for programs in certain overseas areas (such as Vietnam).

On the other hand, requests for extensions of preferred overseas shore duty (type 6) are encouraged and usually will be approved for those in ratings for which the CONUS tour is 48 months or more. But it should be noted that such extensions may not exceed the 48-month overseas tour limitation.

Those with 36-month CONUS tours may request one-year extensions of their 24-month tours of preferred overseas shore duty.

Those with ratings for which the CONUS tour is less than 36 months normally may not extend on the type 6 overseas shore duty, but exceptions are considered in special circumstances, such as in humanitarian cases or, in the words of Article 28.44 of the *Transfer Manual*, "unique and exceptional contributions to the command which suggest a rare degree of indispensability."

Any request for extension should be submitted to CNP in letter form, via the CO with a copy to the cognizant EPDO. The request should reach BuPers no



later than six months before the chief's TCD. If approved, the TCD is adjusted by BuPers rate controller, and no command personnel diary entry is necessary.

Sea Tour Extensions

Requests for extensions of sea tours in operating units (duty types 2 and 4) are considered by CNP. A letter request, via the CO and EPDO, should reach BuPers no later than six months before the chief's TCD.

Reasons for such requests being turned down include: No authorized billet in the activity assigned; the chief concerned is needed elsewhere; an extension

career news for CPOs

would violate the 48-month limit on type 4 duty.

Whatever, no indefinite sea extensions are granted to CPOs. When an extension is approved, the TCD is adjusted by BuPers and no command personnel diary entry is necessary.

Hospitalization

Cognizant EPDOs must be informed whenever a chief is lost to the service because of hospitalization.

Generally, the CO sends a speedletter report to the EPDO, with a copy to CNP (Pers-B21), each time a chief under his command is transferred to an armed services hospital or medical facility for treatment and it appears probable (or is definite) that the hospitalization will be for more than 30 days, or it is determined that loss of the chief's services creates a need for a replacement.

The format for such speedletter reports is contained in Article 28.62 of the *Transfer Manual*.

If a chief who serves on sea duty is hospitalized, he normally will return to his duty station if the period of hospitalization is 30 days or less.

If the chief checks in for hospitalization while on shore duty, and the transfer is "incident to TAD under treatment" and is for 45 days or less, he usually will return to his shore duty command.

When it's necessary to provide a command with a relief, BuPers will notify the hospital to change the chief's status from TAD under treatment to "on board temporary duty under treatment," which amounts to his permanent transfer from his old duty station. The hospital then makes the chief available for reassignment under procedures contained in Chapter 21 of the *Transfer Manual*.

Training

Most chiefs need no additional training before checking into new billets. However, those who are ordered to billets which require equipment-oriented or other technical or special training should be transferred via the appropriate training facility.

If a chief has not received some necessary training, and his command is under allowance in that specific NEC or requirement, the CO is encouraged to request the appropriate school or other training quota. Such training should be for short periods to meet specific billet requirements, and should be funded locally.

COs also are encouraged to consult their type command representatives and other commanders to determine any special training needs for prospective reliefs, who in turn can receive the proper orientation before arriving on board.

Requests for formal school training of long duration and a general nature, such as that offered in most class "B" schools, normally will not be approved for CPOs.

Duty History and Preference Card

Each chief should make sure he has an up-to-date Duty History and Preference Card (NavPers 1306/34) on file with CNP (Pers-B21) or other cognizant detailee (see box).

A new chief should submit the card immediately upon notification of his selection for advancement to grade E-7. Thereafter, he submits a new card four to six months after reporting to a new duty station, six months before any given tour completion date, and each time there's a significant change in personal data or duty preference.

The cards need not be typewritten; legible handwritten or printed submissions are acceptable.

The cards are largely self-explanatory, but if you need guidance when filling one out, check into Article 28.10 of the *Transfer Manual* (or see ALL HANDS, August 1969).

One final thought: don't pass up the opportunity to keep a current data card on file with your detailee in the Bureau. If he doesn't know where you'd like to be stationed, your assignment must be based on needs of the service.

And, as we've said many times in the past, your chances of receiving duty of choice are increased when you request only areas that have billets for your rate, rating and NEC.

The next regularly printed change to the *Transfer Manual* (change 3) will include a new Chapter 28. Meanwhile, the version distributed with BuPers Notice 1306 (10 Jun 1969) should be added to the *Manual*, and the old Chapter 28 discarded.

Length of Sea and Shore Duty Tours Are Set for CPOs, Senior and Master Chiefs

Here are the normal sea and shore tour lengths for chief, senior chief and master chief petty officers. Note that these tour lengths are subject to change, and also note that:

- Shore tours listed apply to those who report to shore duty on or after 1 Jul 1969. Those who reported to shore duty before that date should plan on any previously established tour length.

- Sea tours listed are projected sea tours (PST), or the total time that those affected can expect to remain on sea duty. During a projected sea tour, you are assigned an activity tour or tour completion date. TCDs apply to the following types of duty: Type 2 (arduous sea duty); Type 3 (overseas shore duty); Type 4 (toured or nonrotated arduous sea duty) and Type 5 (preferred sea duty).

- If, during a projected sea tour, you are assigned a tour in duty type 3 or type 5, you can expect to remain at sea longer than the PST listed. If you are assigned a tour in type 2 or type 4, you can expect to remain at sea less than the PST listed.

- The most favorable tour in operational sea duty activities (type 2) is considered to be three years, but the minimum planned tour is two years. Therefore, variations of activity tours ranging from two years to four years, as manning circumstances dictate, may be anticipated. In ratings for which the sea tour exceeds 36 months, two consecutive assignments to operational sea duty activities may be expected unless assigned to duty types 3, 4 or 5.

• Preferred sea duty tours normally are for 24 months. Commands which can justify individual adjustments to this should address their requests to the Chief of Naval Personnel (Pers-B21), via the Fleet EPDO.

• Tour lengths for instructor and recruiting duty are prescribed in chapters 4 and 5 of the *Transfer Manual*, except that men in certain ratings assigned to instructor duty also should check Chapter 28, Article 28.36. These ratings are: FT, FTG, FTM, GMM, GMT, BT, MM, RD, RM and ST.

• Tour lengths for overseas service are as prescribed in BuPers Inst. 1300.26 series. Obligated service which equals prescribed overseas area tour length is required before assignment is made, unless waived by BuPers.

• CPOs assigned to service craft units which have separate service craft component allowances normally serve 36-month tours. Exceptions to this apply to those who have NEC 0161 (Tugmaster) or NEC 0162 (Yard Craft Boat Captain), in which case the normal tour is 48 months. (See Article 28.38, *Transfer Manual*, for details.)

Data card requirements in addition to those discussed elsewhere in these pages apply to all Waves, plus Navymen with certain ratings and NECs.

The ratings are: HM, DT, DP, TD, AC, AG, AW, MU, PH and PT.

The NECs are 33XX and 53XX. Also, NECs 2813 and 3111 which apply to the CS, SH, SK and AK ratings.

Those concerned should check Article 28.91 of the *Transfer Manual* for reference or special instructions on data card submissions.

• Planned rotation patterns which identify variances from projected sea tours are under development and will be published in the *Transfer Manual* when completed.

Here, then, are the general tour lengths for chief, senior chief and master chief petty officers:

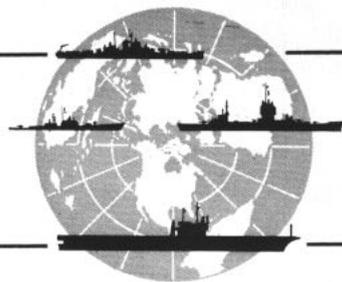
	Sea	Shore		Sea	Shore		Sea	Shore		Sea	Shore		Sea	Shore
ABCM	30	24	BMCM	48	24	ENCS	60	24	MLCS	120	30	RDCS	66	24
ABCS	30	24	BMCS	48	24	ENC	60	24	MLC	120	30	RDC	66	24
ABEC	42	24	BMC	60	24	EOCS	36	24	MMCM	72	24	RMCM	36	24
ABFC	42	24	BRCM	60	24	EOC	48	24	MMCS	72	24	RMCS	42	24
ABHC	36	24	BRC	60	24	EQCM	36	24	MMC	84	24	RMC	48	24
ACCM	30	42	BRC	72	24	ETCM	36	36	MNCM	30	48	SDCM	30	48
ACCS	30	42	BTCM	60	24	ETCS	36	36	ANCS	36	42	SDCS	48	24
ACC	30	42	BTC	60	24	ETC	36	36	MNC	36	42	SDC	48	24
ADCS	36	36	BTC	78	24	FTCM	42	36	MRCM	60	24	SFC	72	30
ADRC	36	54	BUCS	36	24	FTCS	54	30	MRC	60	24	SHCM	30	36
ADJC	36	36	BUC	48	24	FTGC	54	30	MRC	60	24	SHCS	30	30
AECS	36	36	CECS	36	24	FTBC	54	30	MTC	42	36	SHC	30	24
AEC	36	36	CEC	48	24	*FTMC	42	30	MUCM	30	24	SKCM	30	24
AFCM	36	36	CMCS	36	24	*FTCS	42	30	MUCS	30	24	SKCS	36	24
AGCM	30	42	CMC	48	24	*FTCM	42	30	MUC	30	24	SKC	54	24
AGCS	30	30	CSCM	30	24	GMCM	54	24	OMCS	72	30	SMCM	42	24
AGC	30	30	CSCS	60	24	GMCS	60	24	OMC	72	30	SMCS	42	24
AKCM	30	48	CSC	60	24	GMGC	60	24	PCCM	30	54	SMC	60	24
AKCS	30	48	CUCM	36	24	*FTMC	42	30	PCCS	30	48	†STCM	48	30
AKC	30	54	DCCM	72	30	*FTCS	42	30	PCC	42	24	††STCS	54	24
AMCS	36	36	DCCS	72	30	*FTCM	42	30	PHCM	30	36	†STC	54	24
AMSC	36	36	DCC	72	30	GMTCM	30	36	PHCS	30	36	††STCM	48	24
AMHC	36	36	DKCM	30	48	GMTCS	30	36	PHC	36	36	††STCS	66	24
AMEC	36	36	DKCS	30	36	GMTC	30	36	PICM	72	24	††STC	66	24
AOCM	30	30	DKC	36	36	HMCM	30	48	PMC	120	30	SWCS	36	24
AOCS	36	30	DMCM	30	36	HMCS	36	48	PNCM	30	48	SWC	60	24
AQC	36	30	DMCS	30	36	HMC	36	24	PNCS	30	48	TDCM	36	48
AQCS	36	36	DMC	30	36	ICCS	42	24	PNC	30	48	TDCS	36	48
AQC	36	36	DPCM	30	48	ICC	54	24	PRCM	36	36	TDC	36	48
ASCM	30	24	DPCS	30	48	IMCS	72	30	PRCS	36	36	TMCM	30	48
ASCS	30	24	DPC	30	42	IMC	72	30	PRC	36	54	TMCS	48	24
ASC	36	36	DSCM	30	54	JOCM	30	48	PTCM	30	48	TMC	48	24
ATCS	30	36	DSCS	30	54	JOCS	30	48	PTCS	30	48	UTCM	36	24
ATC	30	36	DSC	30	54	JOC	30	48	PTC	30	48	UTCS	36	24
AVCM	36	36	DTCM	30	48	LICM	30	48	QMCM	42	24	UTC	54	24
AWCM	30	48	D†CS	30	48	LICS	48	24	QMCS	42	24	YNCM	30	48
AWCS	36	48	DTC	30	48	LIC	48	24	QMC	78	24	YNCS	30	48
AWC	60	24	EACS	36	24	MLCM	120	30	RDCM	30	24	YNC	30	48
AXCS	48	24	EAC	48	24									
AXC	48	24	EMCM	84	24									
AZCM	36	36	EMCS	90	24									
AZCS	36	36	EMC	84	24									
AZC	36	54	ENCM	60	24									

* SMS Terrier and Tartar tours and tours for NECs 1135 and 1139. Talos tour is 24 months sea and 36 months shore.

** SMS Terrier and Tartar tours. Talos tour is 30 months sea and 36 months shore.

† Surface.
†† Submarines.

Letters to the Editor



Pro-Pay and Early Out

SIR: I plan to request an early out to attend college, but am concerned whether or not I will continue to draw proficiency pay in the meantime. My enlistment expires on 29 Oct 1970, at which time I will have seven years, 13 days of active service, if I remain on duty. Of course, if I receive an early out, I will not fulfill the requirement of having seven years' obligated service necessary to qualify for proficiency pay.

How will an early separation request affect the pro pay which I am receiving?—FTM1, D. R. K., USN.

• *As long as you remain in your present billet an early out to attend college will have no bearing on your proficiency pay.*

The guidelines dealing with this subject, paragraph 4e of BuPers Inst. 1430.12 (dated 10 Jan 1969), state that qualified individuals are eligible for the award of pro pay if they have either served on active duty for at least seven years, or their active obligation will total seven or more years of active service.

Therefore, since you are initially obligated to serve until 29 Oct 1970—13 days more than seven years—you meet the obligated service requirement for pro pay and are eligible to receive it until your date of discharge or date of transfer for separation, whichever is earlier.—Ed.

Coast Guard Pay

SIR: I've heard that men who make a career of the Coast Guard receive an additional 10 per cent in retired or retainer pay if they go out in a "good conduct" standing.

Is there any truth in this?—M. M., TMC, USN.

• *Yes and no.*

Before 1963, laws provided that any Coast Guard enlisted man who retired after 20 years' service with average marks in conduct at least

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

97½% of the maximum was entitled to have his retired pay increased by "an amount equal to 10 per cent of the active duty pay and permanent additions thereto of the grade or rating with which retired."

However, other pre-1963 laws made this an iffy proposition, because no more than one per cent of the total active Coast Guard enlisted force could retire on 20 during a given calendar year.

This resulted in a retirement waiting list, and meant that Coast Guardsmen sometimes had to serve up to 26 years before they could retire.

On 6 Sep. 1963, the law was changed and both the one per cent

NWP: What Does it Mean?

SIR: I've tried unsuccessfully for a long time to find out what the letters NWP stand for, in the publication NWP-50A. Can you tell me? How about NWIP? Where could I have gone to find the answer?—TMC C. S., USN.

• *NWP stands for Naval Warfare Publication, and NWIP stands for Naval Warfare Information Publication. These are publications issued by the Office of the Chief of Naval Operations. You could have found out what NWP means by checking the "Tactical Doctrine Publication Guide (U)," which is also known by the designation NWP-OB.—Ed.*

limitation on retirements and the 10 per cent increase in retired pay for good conduct service were removed. However, in all fairness, Coast Guardsmen who retire after 20 years' consecutive service which started before the law was changed still are entitled to the benefits of the old law regarding retired pay.

Of course, Coast Guardsmen who are cited for extraordinary heroism may be eligible for a 10 per cent increase in retired pay—similar to the Navy policy.—Ed.

Retainer Pay Recomputed

SIR: I refer to the "Retainer Pay Recomputed" letter appearing in your March issue, page 61.

Question: How can a man draw a retainer based on 26 years' service when he completed only 19 years, six months and 10 days, initially, plus four additional years of recall service? My calculations read 23 years, six months and 10 days.

Judging from recent Armed Services Committee statements, a man with 26 years and 364 days of active service may have his retainer based on 22 years when he enters the Fleet Reserve since he will not have completed a full year in the current pay scale.

Please clarify.—D. S. P., GMCM, USN.

• *A double check of the rules governing payment of retainers revealed that the reply in the March issue was incorrect in that the chief petty officer involved will be entitled to retainer pay based on the basic pay rate for over 22 rather than over 26 years of service.*

At the time of his transfer to the Fleet Reserve, he had 19 years, two months and four days of service for pay purposes. After four years of Fleet Reserve time, he was recalled to active duty and became entitled to active duty pay based on his service

for pay at time of transfer, plus his Fleet Reserve time.

After completing approximately two years and 10 months of active duty after his recall, the chief became entitled to basic pay at the over-26-year rate. Before his release from his current active duty tour, his basic pay will be at the over-26-year rate which, of course, is based in part on his four years' Fleet Reserve time.

However, when his retainer pay is recomputed, the rate of basic pay used in that computation cannot include Fleet Reserve time. Therefore, the chief's retainer pay will be based on the over-22 rather than the over-26 year pay rate for his grade.

This determination is spelled out in the Comptroller General's decision B-164960 of 12 Dec 1968.

Sorry about the misinformation.
—ED.

Insignia on Undress Uniform

SIR: Recently I saw a petty officer 1st class wearing a metal submarine breast insignia on his undress blue jumper.

I called his attention to Article 0767 of *Uniform Regulations*, which, on the subject of breast insignia for enlisted men other than chief petty officers, states that such a device is ". . . worn on Service Dress and Full Dress uniforms and the White Tropical uniforms. . . ." It says nothing about a breast device being authorized for wear with the Undress uniform.

However, this submariner brought his boss in on the question, and the two concluded that Article 0767 means more than what it says. They turned to Article 0656 of the *Regs*, and said the tone of the two articles combined suggests that breast insignia may be worn on undress jumpers—not only undress blue, but also undress white.

I still don't believe it. Can you cite something more definite on this subject?—P. R. H., YNCS, USN.

◆ We invite your attention to another look at the two "Uniform Regs" articles you cite—0656 and 0767.

The former pertains to the general regulations for wearing breast insignia on enlisted uniforms, even though the article is in the chapter on Male Chief Petty Officers.



FIRST OF CLASS—USS Knox (DE 1052), commissioned this spring, is prototype of 46 destroyer escort ships. Pearl Harbor is her home port.

Article 0767, which handles the same subject for other enlisted men, is understandably brief. In addition to the portion you quote, it says little more than "worn in the same manner as prescribed for chief petty officers."

Back to 0656, and the relevant paragraph (1d):

"Embroidered devices or metal pin-on devices shall be worn on the coats of the Service Dress Blue, Service Dress Khaki, and the Aviation Green Working uniforms. Pin-on devices shall be worn on the coats of Service Dress White and Working Khaki uniforms. Pin-on devices may be worn on the khaki shirt when the coat is not worn and on the blue flannel shirt and tropical shirts."

Granted, this is somewhat misleading, but the spirit of the "Regs" as written, says the uniform expert in BuPers, is this:

Since breast insignia is worn with Working Khaki and Tropical Khaki shirts, it also may be worn with Undress blue and Undress white jumpers.

"Uniform Regs" is being revised to clear up this and a few other less-than-specific points.—Ed.

The Prerogatives of Seniority

SIR: The service has been stressing retention of rated personnel. Why don't they do as much for the senior men who are getting close to 19 and six or are planning on 30? It seems

IT'S A PROBLEM—Tactical ASW problem is monitored on Contact Evaluator. This is part of the training at ASW Tactical School at Norfolk, Virginia.





IT'LL NEVER—Unusual photo taken after USS Tortuga (LSD 26) had ballasted down to receive patrol craft while moored in Subic Bay makes it appear USS Hassayampa (AO 145) is about to come aboard the amphibious landing dock.

that after a man has reached 19 and six they care less about him and openly show it.

In my 22 years I have been pushed, crowded, treated with contempt, and given a care-less attitude by all the people serving over and under me.

I lived in a little transit room — about 40 by 15 feet—with seven other senior petty officers for four months, while topside nonrated men had 20-by-40-foot rooms with only four to a room.

I have been without pay for six months and no one seemed real concerned about it. When my back pay caught up with me, the supply officer told me to submit a request for it. The request was approved and I still waited until the next day.

All of my personal belongings and health record have been missing since I was evacuated from Vietnam. No one seems to really care if I get them or not. I have talked to other senior petty officers who have had the same type of experience.

Can there be some way that we senior men can be shown that our time in the service shows something on our part?—GMGC D. E. H., USN.

• *Frankly, Chief, we're astonished. Where did you get the idea that the Navy has a "care-less attitude" toward the career man? Certainly not from the Navy we know. It belongs to the career men!*

Maybe part of the fault lies with those of us who publicize the Navy's benefits. In our zeal to get first-termers to reenlist, we may have used too much time and column space telling about the goodies they can expect, while neglecting to emphasize the much longer list of benefits available to senior career men.

But we can't take the whole blame. Seems to us that sometime in your 22 years you'd have learned the fact that most of the Navy's policies and programs are specifically oriented to the career PO. The examples are almost innumerable. Here are a few:

—The advancement system has a

HMs on Deck Watch

SIR: Is there any regulation that states that hospital corpsmen are not required to stand deck watches?

I don't see why a chief or any other rate in this rating should not stand a deck watch since this is a military function and therefore takes precedence over non-military functions. — TMC C.S., USN.

• *"Navy Regulations," Article 1355 (1948) states that "no member of the Hospital Corps shall be detailed to duties contravening the provisions of the international agreements which pertain to noncombatant status of such persons." But, this doesn't nec-*

essarily mean that hospital corpsmen are automatically excused from standing deck watches.

In other words, commanding officers may detail individuals under their commands to whatever duties the command mission requires, meaning hospital corpsmen may be assigned duties as JOOD and shore patrol watches as medical guards.

This HM watchstanding subject is covered at length in a "JAG Journal" series that ran in the September, October and November 1965 issues, titled: "Status of Medical and Religious Personnel International Law."

—Ed.

weight factor which recognizes career service. The longer you've been in, the better your chances for that new crow.

—The Proficiency Pay program is limited to career petty officers—men who have served or are obligated to serve a total of seven years or more.

—The ADCOP program is an educational opportunities program strictly reserved for career petty officers.

—The "school guarantee" incentive is available to all rates through chief (although first-termers may apply).

—Transportation of dependents and household goods is limited to PO3s (with over four years' service) and above.

—The "Twilight Cruise" policy is designed as an extra recognition of the career service of petty officers approaching retirement.

—The Retired Serviceman's Family Protection Plan is a benefit provided only to the career petty officer.

—Of course, there's the opportunity for early retirement, with all that entails. There's almost no other occupation from which you can retire with full benefits after only 20 years with the company.

The Navy provides service opportunities up to 30 years or even more for exceptional petty officers if they want it. There are now 13,300 CPOs and above who are serving beyond the 20-year mark—among them 220 who have 30 years or more. Evidently the Navy needs them and they're willing to serve. It's a career man's Navy!

You say you've been "treated with

contempt" by men "over and under" you. Article 91 of the "UCMJ" says it's a court-martial offense if a warrant officer or enlisted man "treats with contempt or is disrespectful in language or deportment toward a warrant officer, noncommissioned officer, or petty officer while that officer is in the execution of his office."

So why haven't you been exercising a little stronger guidance from your position as a chief petty officer?

The Navy, like any other organization of human beings, will always include a few men who won't really care, for instance, if you get your belongings back or not, and who therefore won't give you much help to get them back.

The Navy recognizes this problem, and is taking positive action to improve things. A Personnel Management Improvement Committee established by the Chief of Naval Personnel is specifically aimed at improving personnel management at the contact level to reduce the very occurrences you describe. A special project to improve services to Vietnam returnees is underway. Vice Admiral Charles K. Duncan, Chief of Naval Personnel, has urged in his personal newsletter "Tides and Currents" that all Navy-men serving their shipmates and families provide courteous, timely and efficient service.

You have legitimate gripes about losing your belongings and not getting help to recover your pay. But such experiences should become less common as Navy-men take VADM Duncan's advice.—ED.

Twilight Cruise

SIR: I believe I will be eligible for 30-year retirement in July 1972, but I'm not sure of this date because there are two pertinent questions I am not able to answer.

Does constructive time count as service performed for 30-year retirement?

Must I be eligible for Seavey transfer ashore before I can request a two-year twilight cruise before retirement?

The Transfer Manual states that a request for 30-year retirement should be submitted at least 28 months in advance. Obviously, this allows four months' lead time for assignment to duty of choice for the last two years.

I have been on active duty since

March 1943. I have no broken service, but I do have eight months' constructive time.

If I use this constructive time in total service for retirement, I figure that in March 1970 I can request transfer ashore to begin a two-year twilight cruise in July 1970. I then would retire in July 1972.

If I cannot use constructive time, my request for retirement would be made in November 1970. I'd begin my twilight cruise in March 1971 and retire in March 1973.

However, I wonder if Seavey would go along with either date. I have been ashore on recruiting duty for nearly four years, and will transfer to sea this summer. With constructive time, I'd have only one year of sea duty before returning ashore to begin my twilight cruise. Without it, my sea tour would be 20 months.

Does the Seavey procedure permit such short-lived sea tours for shipfitters?—A. D. C., SFC, USN.

● Assignment to a twilight cruise, or duty of choice for the last two years before 30-year retirement, is a special procedure made outside the usual Seavey rotation system. Therefore, it does not matter how much or little sea duty you have when you request your twilight cruise, provided you are eligible.

The matter of constructive time is a little more complicated. Certain types of constructive time may be counted toward transfer to the Fleet Reserve (20-year retirement), but do not apply to 30-year retirement.

For the latter, you may count as constructive time only the periods of enlistments and extensions you do not serve when you ship over early (up to three months for each).

For transfer to the Fleet Reserve, you may also count a minority enlistment as a full four years. And, six months or more may be counted as one year toward total service for transfer to the Fleet Reserve, but not for retirement. Thus, you can go out on "19 and six" (but you never hear of an enlisted man voluntarily retiring on "29 and six").

In your case, it has been determined that as of now, you can not retire until March 1973.

However, your current enlistment expires in September 1970, so if you reenlist three months early (in June 1970), you can pick up an additional



LOOKING UP—Navy-men from Fleet oiler USS Manatee (AO 58) get a chance to view their ship from bottom up as she undergoes overhaul in the Long Beach Naval Shipyard.

three months of constructive time that is authorized for retirement. You then could start your twilight cruise in December 1970 and retire in December 1972.

Regarding your twilight cruise, you may request duty in the naval district or U. S. home port of your choice. If you wish, you may ask for a specific city, ship, locality or type of unit, and every effort will be made to give you what you want. However, you can be sure to receive at least an assignment within the naval district of choice, or the home port of choice. Naturally, it is useless to ask for a ship or station with no allowance for your rating.

The printed word on these matters is contained in Article C-13404, "BuPers Manual" (Fleet Reserve); Chapter 19, "Transfer Manual" (Twilight Cruise); and BuPers Inst. 1811.1 series (Retirement).—ED.



MINE JOB—Navy explosive ordnance disposal team member checks road near Da Nang for booby traps.

Official U.S. Names and Titles

SIR: As long ago as 1966, the *Catalog of Naval Shore Activities* indicated that activities in the United States were not to contain the designation "U. S." in their titles.

In spite of this, I have noticed that

the *BuPers Manual* continues to show examples in which the "U. S." is used.

Does the order for the discontinuance of the "U. S." pertain only to mail addresses?—HMCM J. R. B., USN.

• *The basic answer is simple enough. The "Catalog" discusses two separate subjects. Section Two pertains to mail addresses; Section Three refers to titles. But there's a big difference.*

The Naval Records Management Branch, to whom we referred your question, firmly advises you to write mail addresses precisely as shown in the "Catalog."

However, the usage concerning "U.S." in titles is somewhat more iffy. Concerning general correspondence, says Records Management, there is no such thing as an activity name or title which is appropriate in only one exact form for any and all purposes.

Because the question arises so often, our "cognizant" source has gone into some detail for an explanation:

It was the intent that the guidance for including "United States" or "U.S." in activity names apply to management uses generally, and not just to mailing addresses. Section 2 of the "Catalog" is a list of mail addresses, but Section 3 lists titles. OpNav Inst 5450.169, which describes procedures for establishing activities, including the determination of their names, con-

tains the same guidance with regard to "U. S."

It might be pertinent to consider this question: When is a name a name, or a title a title? This nation's most famous document started out as the "Constitution for the United States of America." Yet an official document in which it is disseminated calls it the "Constitution of the United States." Within the document itself, it is referred to as "the Constitution." Many more examples of this "licensed flexibility of language" could be cited.

Concerning the use of "U. S." in the titles of naval activities, it appears that the rules for the variations have not been fully developed and spelled out. Several shore activities are established by legislation, in which their titles are spelled out. In most cases, "United States" is specifically included, and is implied in the remainder. (United States Naval Academy, United States Naval Observatory, for example.) It is reasonable to assume that it is not the intent of the Navy guidelines formally to modify legislation.

The conclusion is that the name of an installation, or the title of an official, often can be expanded or shortened, depending on the circumstances. This would apply not only to "United States," "U. S.," or "of America," but sometimes to "Navy" or "Naval."

Take the following example. In much intra-Navy correspondence, there should be no objection to a reference to "the Oceanographic Office." "Naval" and "United States" can be added to that title as the list of readers is broadened, or the degree of technical legality or formality dictates. In some cases, it may be desirable to insert "echelon information" as well, such as "Department of the Navy" or "Naval Material Command."

As we get the message, the most knowledgeable office in the Navy concerning these matters is advising that we follow the rules insofar as possible, but their application should be modified with a generous application of common sense.

And, speaking of common sense, it is also strongly advised not to go changing titles of naval activities with abandon. Stick to the "Catalog" and you won't get into trouble. The above explanation is intended primarily to demonstrate the why of some lack of consistency.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 13, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

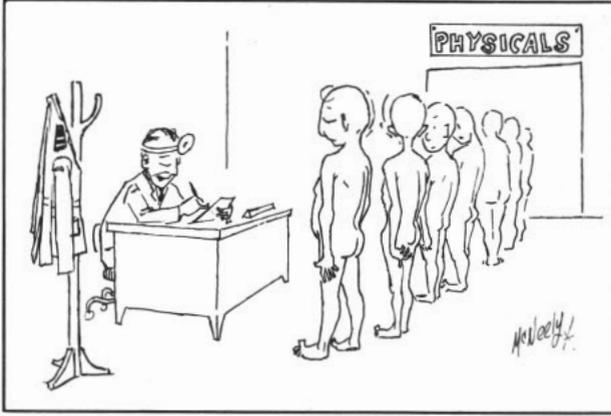
• *uss Wickes (DD 578)*—A reunion is being planned for those serving from June 1943 to December 1945. Contact W. J. Walsh, 106 Arnot Place, Paramus, N. J. 07652, for details.

• *Gamewardens of Vietnam Association*—The second reunion of TF-116 will be held at Little Creek Amphibious Base, Norfolk, Va., at 2 p.m., Saturday, 4 October. Contact LCDR E. L. Schneider, P. O. Box 5523, Virginia Beach, Va. 23455.

• *Naval Enlisted Reserve Association*—The annual conference will be held at the Sheraton Park Hotel, Washington, D. C. on October 17, 18. Contact Duncan Forsyth, Box 7111, Ben Franklin Station, Washington, D. C. 20044.

• *uss Phelps (DD 360)*—A reunion of the World War II crew is being planned for later this year to be held in Houston, Texas. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77640, for details.

• *uss George Washington (SSBN 598)*—A reunion is being planned for the Blue and Gold commissioning crews some time this October in the New London area. Contact Tony Romiti, 18 Spring St., Gales Ferry, Conn. 06335 for details.



"At ease, men! Smoke if you wish."

SN Shirley L. Makowski, USN



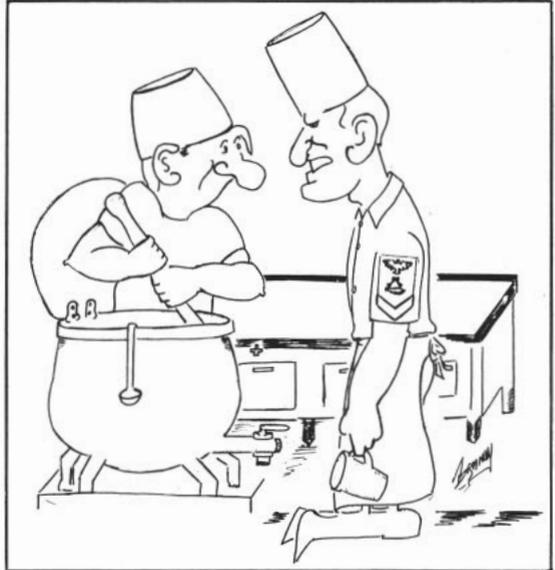
"Now, Rachael, I promise you no matter what port I go to, I'll never look at another American girl."

AC2 Joel B. Little, USN



"And the prize for the most original costume goes to Seaman Collins!"

CTC James R. Branum



"... and the recipe card service is based on time-tested recipes prepared by highly trained experts with long years of experience. But in spite of this, we still manage to put out some decent chow."

JOC Sam E. McCrum, USN



"As staff psychiatrist, Gleason, I'd say you have a definite personality defect. And you need a haircut as well."

TAFFRAIL TALK

WHAT DOES a U. S. Navy destroyer crew do when the ship's washing machine breaks down, the ship is on deployment in the Mediterranean and the repair parts have to come from the States?

In the case of the crewmen aboard *uss Norris* (DD 859) operating out of Newport, R. I., some turned to doing their laundry by hand, while a few fell back on the old Navy standby of dragging their clothes in the ship's wake.

But—reports Journalist 1st Class Tom Walton, USN, two crewmen decided to do more. Machinist's Mate 1st Class William A. Shealey and Shipfitter 2nd Class Edwin C. Prickett teamed up and manufactured their own washing machine out of an old oil drum, angle iron and a few spare parts.

It was all accomplished during their off time. Shealey spent about 25 hours designing and assembling the machine while Prickett used 16 hours to weld the frame and assist in the assembly.

Ship's servicemen normally operate the laundry, but the two engineering petty officers decided it best to run the "oil drum laundry" themselves because of its unusual mechanics.

Within three days they had the 2500-pound laundry backlog all caught up, with no malfunctions of their machine. It then worked most of every day to keep the crew in clean clothes until the ship hit her next port, where repair parts for the regular washer were waiting.

★ ★ ★

The Navy buying 4000 ducklings? Sounds like a fowl-up in the supply system.

But it wasn't a mistake. The downy birds provided food and a chance for a new economy for the people of a Mekong Delta village attacked and partially destroyed by the Viet Cong.

The enemy had burned the people's homes, polluted their water supply and killed their livestock because the village had helped U. S. and Republic of Vietnam forces.

Navy Lieutenant (jg) Charles F. Foster, psychological operations officer of River Division 573, immediately sent river patrol boats (PBRs) to the village with a five-day supply of water, and arranged to have armored troop carriers of the Mobile Riverine Force deliver lumber to rebuild the village.

That left the livestock problem; so LTJG Foster received the Vietnamese equivalent of \$250 from the River Patrol Force's civic action fund—and went to market.

Because of their fast rate of reproduction, ducks were chosen to replace the destroyed livestock. LTJG Foster bought 4000. The quacking cargo was loaded onto PBRs and taken to the village.

The villagers met the crewmen with excitement, warm smiles and deep thanks as they unloaded the ducklings from their boats.

It wouldn't take long for the village to become a going concern again—thanks to the men of the U. S. Navy.

The All Hands Staff

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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, black-and-white, and also color transparencies. 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. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: WHITE WATER**—Crewmen of *USS Donner* (LSD 20) fight heavy seas to clear the falls of a motor whaleboat during operational training off the Virginia coast. —Photo by PH3 G. M. Hamilton.



**If you're going
to be something,
why not
be something
special?**

**THE
CAREER
NAVY**