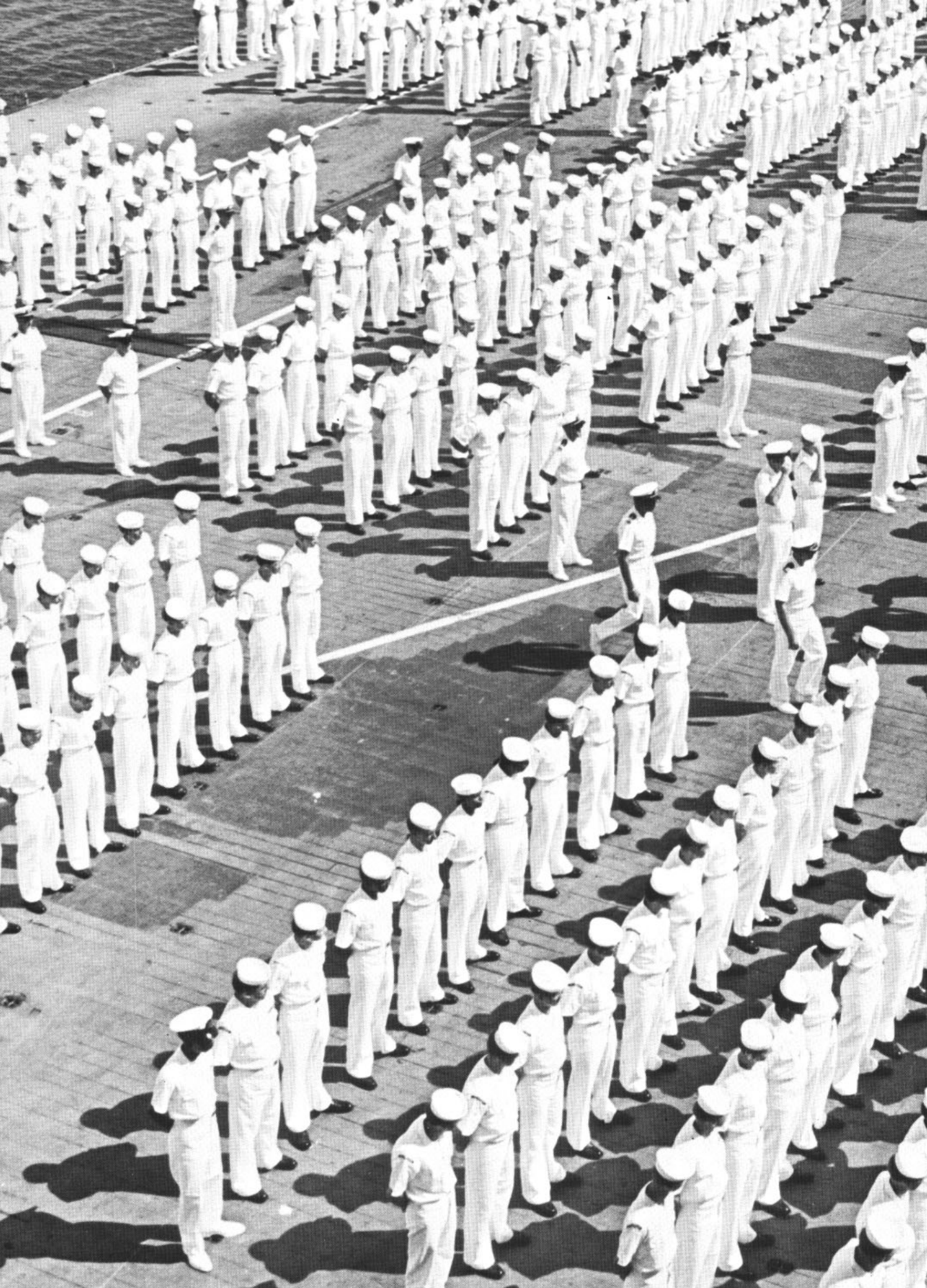


ALL HANDS



APRIL 1972





ALL HANDS

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TABLE OF CONTENTS

Features

The Odyssey of a Navy Family	2
International Teamwork: A NATO Exercise	12
Navies of Four Nations on ASW Exercise	14
Unitas XII: U. S. and Latin American Navies	16
USS Harwood Joins Turkish Navy	18
Family Outing: Cruise to Sun City	20
All Visitors Are Welcome	22
Play Ball: An Underwater Test by NCEL	30
Mahout on a Pink Elephant: Report on Alcoholism	32
Sports in the Navy	50

Special Report

Warrant Officers and LDOs	24
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Navy News Briefs

Three-Year Enlistments, Change in Enlisted Advancement, NFC Allotment Service, 'Mod Squad' Early Command Concept Expanded, Guaranteed Assignments for FTs and GMs, PC and LI Duty Preference Cards, Absentee Voting Information, Age Waivers for Candidates for Officer Programs, CoMidEast Force Volunteers, Northern Ireland Entry Approval, CNO Awards, More Ratings Open to Waves, Vietnam Service Bronze Stars, Pay Checks on Leave, Statement of Earnings, Skill Centers at Transition Sites, Civilian Traffic Violations, CHAMPUS Eligibility Ends on Separation	36
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Departments

Tides and Currents	37
From the Desk of MCPON	42
Letters to the Editor	62

Bulletin Board

Planning a Recreation Program	43
Lots of Variety on Navy Movie Circuit	44
College Credits and New Billets for Warrant Officers	46
Great Lakes BEQ Honors Black Navyman	47
Wives Advise on Housing	47
With the Riverine Forces	48

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• **FRONT COVER: WHAT MAKES THE EARTH UNIQUE** among all the planets is its vast oceans—more than 70 per cent of its surface is covered with water. Oceans serve as a tie for commerce between nations, and a bulwark of defense as well. The oceans hold the secrets of earth's last frontier—millions of square miles of unknown territory at the bottom of the sea. In each of these areas the Navy is serving an important mission—on, over and under the sea. The oceanic theme depicted on the front cover is by staff artist Mike Tuffli.

• **AT LEFT: WHITE BELLS** all in a row—Crewmen line up for a captain's inspection aboard an antisubmarine warfare support aircraft carrier. Photo by PH2 Pickett.

the ODYSSEY of a navy family

Here is a story that is living proof of the recruiting poster's slogan "Join the Navy and See the World." Navymen sometimes forget that the words apply not only to themselves, but to their families as well.

The Morel family grasped at the opportunity when it presented itself. Their odyssey not only shows what can happen, but also how things can be made to happen if one looks opportunity in the face and takes advantage of what it offers.

Despite the last-minute leg fracture suffered by their 11-year-old at the beginning of the journey and other minor disasters such as careening down a mountainside in a car without brakes, the journey provided thrills, excitement and a chance to meet people on four continents. This is their on-the-spot report.



A NAVY commander, his wife and six children recently completed a trip that took them around the world. It lasted four years and included two tours of overseas shore duty. While crossing the United States and traveling in Europe, they lived in a tent. In between, they saw the sights, ranging from the Grand Canyon to the Colosseum, and made themselves at home in Canada, Hawaii, Japan, the Republic of the Philippines, India, Spain, France, Austria and Italy, to mention just some of the places visited. They ended up 30 miles from their starting point—some 35,000 miles later.

In 1967, Commander Albert A. Morel, Jr., was in the Bureau of Naval Personnel and lived a short distance away in Fairfax, Va., when he was ordered to Fleet Activities, Yokosuka, Japan, with 30 days' leave en route. Normally, this would mean a visit with relatives who would not be seeing the family for a few years. In addition to his wife Joan, there were the six children, ranging in age from 6 to 12 years; logistical planning had to be on a large scale.

The family had always been on the east coast, with duty stations from Norfolk to Boston. It was decided that this was the ideal opportunity to see some of the

United States with the initial idea to camp out across country. No one in the family had ever camped out, so the idea was to decide where to go, how to go, and what was needed.

FIRST STEP was to obtain a car that would be reliable, get them across the United States, and also be suitable for use overseas. One of the Morels' neighbors ran a used car lot and had a good nine-passenger late model station wagon with dual air-conditioners. With brakes relined, a new set of tires and heavy duty shock absorbers, the basic transportation was ready to go.

The camping equipment included a 9-by-15-foot tent with outside supports, eight sleeping bags, eight air mattresses, a space heater, lantern, three-burner stove, oven (never used), table, tarpaulin, cooler chest and lots of paper plates, cups and plastic utensils. Some old pots and pans rounded out the camping gear. A set of lightweight luggage was purchased so everyone could have his own bags. A portable television that could operate on a battery or cigarette lighter also was added.

With the aid of a road atlas and a camping guidebook, their departure from the east coast was scheduled to coincide with the opening of EXPO 67 in Montreal, Canada—an excellent starting point. Such a schedule would permit visiting with relatives and

friends, and give just over three weeks on the road to make connections with the MAC flight from Travis Air Force Base on 30 May 1967.

The family furniture was placed in storage, and a farewell party was arranged. During that party though, Robert—number three son—fractured his leg while playing football in the yard. Joan took him to a hospital but the fracture was not discovered. The following morning, X-rays at Main Navy Dispensary revealed the fracture, and later a cast was put on at Bethesda Naval Hospital.

You have to be flexible when something like this happens. The itinerary was reviewed to see where the family would be in three weeks when it was time to remove the cast, and it was decided that a two-day stay at Fort Leavenworth, Kans., would fill the bill. Due to the location of the fracture, Robert could not put any weight on his foot. A wheelchair was rented and, when the cast was removed later, the rig was shipped back to some friends.

It would be best to sell the house, the Morels decided. They set a price, spruced it up, and sold it to the first viewer.

WITH ALL THE LUGGAGE and camping gear, they obtained a rental trailer that just held everything except the wheelchair which was carried on top of the car. The trailer was later left on the west coast.

Left: A typical scene for the Morel family—dining in the open air as they "camped" their way around the world. Below: A family gathering back at home relives the excitement of the global tour. Included in the scene (in whole or in part) are Al Morel, wife Joan, sons Al, Mike, Richard, Robert and daughters Maggie and Sarah Ann.



THE ODYSSEY OF A NAVY FAMILY



Above: Talk over dinner often reverts to reminiscences of their initial departure (left), broken leg and all, for the trip of a lifetime.



The children were attending school in Fairfax and all were given their promotion papers before departure to begin the longest summer vacation of their lives. The big day arrived on 24 April. At about 2000, after cleaning up the house, everyone was loaded into the car. They made a couple of final farewells and headed for Hudson, Mass., the hometown of both Commander and Mrs. Morel. The next two weeks were busy with parties and saying goodbye to relatives and friends. It was also the last chance for Maine lobster for a long time.

Early on 8 May the real adventure began as the family headed for EXPO 67. As they approached the

Canadian border, the rain began and it was midnight when they arrived at the campsite. The area was unlighted and the clerk said they could use any space they desired, as there was only one other car there. As they drove into the area, the combination of the rain and the added weight on the rear of the car proved too much, the rear wheels sank into the mud. In the back of the car, the seats had been put down and the children were sleeping. The rain was heavy, so the commander kissed his wife goodnight, wished her a happy 14th wedding anniversary and it was all quiet.

As it turned out, the campsite was still under construction and wasn't really ready. In the morning a construction crew used a bulldozer to pull the car from the mud—and the family went to a motel. The next two days were spent touring EXPO exhibits and enjoying the sights.

THE FIRST NIGHT of real camping was along the northern shores of Lake Erie. After a hearty meal, Joan decided to go into a nearby town and get some laundry done. The entrance to the campsite wasn't well lighted and, as she was returning, she turned too soon and ended up partially down an embankment with the front wheels in the air. With help from some truck drivers, they were able to get the car back on the road. There didn't appear to be any damage, but they had the front end aligned and the wheels balanced, just to be safe.

After an enjoyable day at Niagara Falls, they had an uneventful trip to Fort Leavenworth, arriving on schedule. The Army had set aside a portion of the

base for a Boy Scout area and—as it wasn't in use—the Morels were permitted to use the campsite. It was about one-half mile to the nearest building and the site had large fireplaces, plenty of wood and well cared for grounds. There were trails through the woods and long vines in the trees; the children had a great time exploring and swinging in the trees. CDR Morel figured Robert might be in need of a cast for his other leg before the Army doctors could get the old cast off—but everything turned out O.K. The hospital removed the cast—everything had healed nicely.

As the family was leaving the base, Joan discovered that the Army had guesthouses that could have been used instead. She was thinking of the three hours spent the night before, heating water on the fireplace in order to give the children baths.

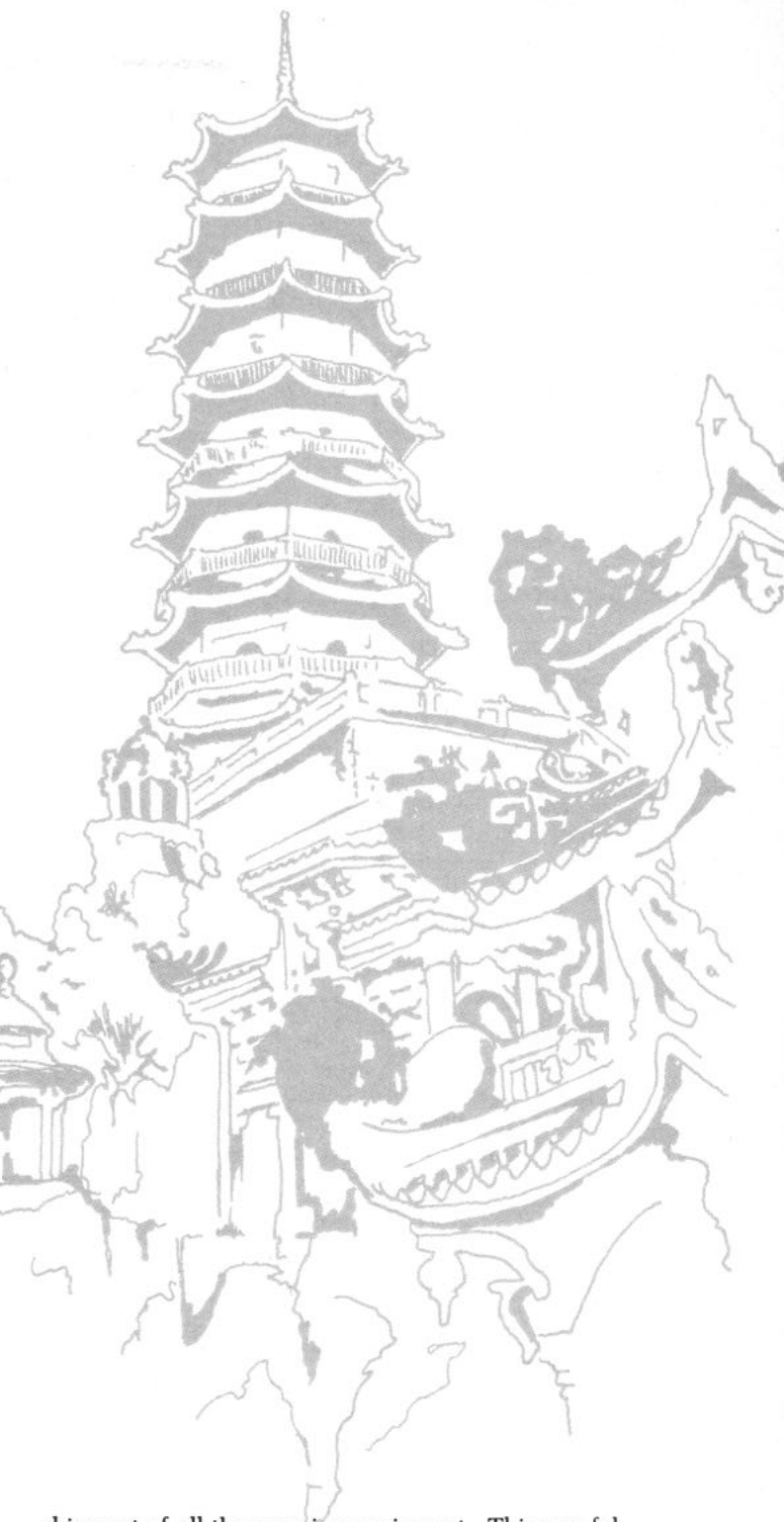
By this time, the family had discovered that they were taking too much time at the campsites, so the schedule was revised and they decided to camp out every other day. In between, they would take turns driving, until tired, and then park along the road. This gave them more time to see sights and when they camped they would prepare meals. The rest of the time they would eat in the car, at roadside areas, or, once in a while, in a restaurant. Morel and the boys would set up the tent; Joan and the girls would do the cooking.

THE PETRIFIED FOREST and the Grand Canyon made a very definite impression on the children. One night while camped in the Grand Canyon, Sarah, nine, came running to the campsite and said that Margaret, eight, was "real sick" in the bathroom—she had bad cramps and could barely stand up. Turned out, she had found a package of chocolate laxatives—and the candy was her undoing. A doctor's bill of \$15 was the result.

One of the must stops was Sandia Peak where you can see four states from a single peak. There they had another adventure that they could have done without. Just as the car started down, Morel discovered that the brakes were not working as they should. By pumping the pedal and using the emergency brake, the car could be stopped, so they continued cautiously. They took a back road down—but after a couple of hundred feet, it turned into a dirt trail. It was a hairy ride, with hairpin turns, cliffs and inclines. A couple of times the parking lever was needed to stop the car. As soon as they reached civilization, they sought help. It turned out that a brake seal had broken. After a complete safety check, everything was again in good shape.

BOULDER DAM, the Strip at Las Vegas, Yosemite National Park and the giant redwood trees rounded out the first leg of the trip. By this time, the family felt they were experienced campers. The last day on the road was spent visiting relatives outside San Francisco. The children continued to camp out, sleeping in the tent in the backyard, while husband and wife had the guest room.

The family arrived at Oakland and made a partial



shipment of all the camping equipment. This was followed by some sightseeing in San Francisco and a final stop at a motel outside Travis. The following day, transient quarters were obtained at Travis AFB for the final night in CONUS, while the trailer was turned in and arrangements were made for shipping the car. There are commercial companies outside the base that will take care of all the paperwork for shipping a car for only \$20 and you can have the use of your car until an hour before flight time.

THE ODYSSEY OF A NAVY FAMILY

With a show time at 0800 the next morning, it took two trips to get the family and the 480 pounds of luggage to the terminal. After a short stop in Hawaii, the family arrived in Japan—at Tachikawa Air Force Base—where they were met by their sponsor. The family had been advised that there was then a 12-month wait for housing in Japan. As it turned out, a five-bedroom unit unexpectedly became vacant and Morel and family moved in after only three nights in the local Navy Lodge.

CDR Morel served as Yokosuka's security officer and administrative officer—with a sizable collateral assignment as the mess treasurer of the Commissioned Officers' Mess (open). The tour was thoroughly enjoyed by the entire family and they made many friends among the Japanese people.

Because there's so much to tell—and because the story of duty in Japan has been told many times in *ALL HANDS*, we'll pass over this aspect of the Morel's Odyssey with the comment that the whole family would like to go back for another tour.

Although this was supposed to be a three-year tour, there suddenly was a need for a relief as the Executive Officer at Naval Station, Subic Bay. CDR Morel was selected and, despite the change of assignments, the transfer was relatively easy. The family arrived in the Republic of the Philippines on 15 Feb 1969—and moved right into quarters where the sponsor had even stocked the refrigerator. The children only missed one day of school on this transfer.

THE TOUR OF DUTY in the Philippines also made a hit with the entire family. While at Subic, CDR Morel noted that some of the bachelor officers and young married couples had found an opportunity to return to the States via Europe. When he in turn received his orders as the executive officer at the Naval Communication Station Washington (his present duty), he checked into the method that others had used. In the other cases, the travelers had gone "space required" to New Delhi, India, and then space available to Torrejon, Spain.

With eight members in the family, however, and only a weekly flight available, Morel could not take a chance of being stranded en route. He requested confirmed reservations from Clark Air Force Base to New Delhi and from New Delhi to Torrejon. After a three-week wait, the entire flight was confirmed. Now it was time to make all the other plans.

It would have been financially advantageous to have purchased a car for delivery in Madrid, even considering the extra costs for freight and taxes. However, it had been some years since the commander had driven in real traffic, and having heard so many stories about Europe, he decided it would be better to rent a car. Finally arrangements were made with Auto-Europe. The actual cost for rental of a nine-passenger mini bus for 25 days of unlimited mileage was \$540 including all required insurance. Delivery of the vehicle in Madrid was confirmed for a \$3 fee. An International Drivers Permit was obtained for the commander and his wife.

Arrangements had to be made to get from Europe

to the States. Space available travel for eight was out of the question, so rates and schedules were requested from several airlines and charter agencies. For a total of \$520, reservations for the family were confirmed from Frankfurt, Germany, to the U. S. This gave everyone peace of mind in knowing they wouldn't be stranded in Europe.

A ROUGH ITINERARY was planned: it was decided that the family would camp out, not cook any meals and the schedule would be very flexible. They purchased a copy of "Europa Camping and Caravaning." It listed all the campsites in Europe and graded them. Another basic book was "Auto Europe" which contained all the driving requirements in each country and recommended routes between cities, with distances in miles, kilometers and the like. It was planned that the family would be only one day away from Frankfurt during the last week.

Tourist information was obtained and the packages contained a wealth of information about each country and the attractions. Each one also contained a road map.

The old tent was set up and minor repairs were made. In order to carry it, two seabags were sewn together. This held the tent, including tarpaulin, poles and stakes, and weighed about 120 pounds. Three additional seabags were used for the sleeping bags. Air mattresses were not taken to Europe due to previous arguments about who had to inflate them and the time involved. It was discovered later that the ground in Europe was very hard, although no one was to have any trouble getting to sleep. Immunizations also were brought up to date.

In order to provide a cushion for unexpected expenses, Morel obtained an American Express Credit Card which proved very useful in changing money, buying souvenirs and cashing checks. It allowed the family to eat in some of the better restaurants and available cash would not be depleted. It's a wise investment for a traveler, although—like everything else—one has to pay eventually.

ON THE MORNING of the 16th, quarters were vacated and the family went by sedan and rented mini-bus the 50 miles to Clark. It was the monsoon season in the Philippines and rain fell all day. The rain was almost a solid wall of water. It took three hours to make the trip, an hour longer than usual. They were fortunate to leave early in the day, as one of the bridges on the main road became flooded and many other people did not get through that night.

Berthing at Clark was at the base motel; the sleeping bags came in handy that night. The next morning, three taxis were lined up to take the family and luggage to the air terminal; the family was ready to begin its European journey.

The first day, the MAC flight, known locally as the Embassy Flight, stopped at Saigon, Bangkok and finally New Delhi. No one was permitted to deplane at Saigon, but there was a restful two-hour ground time at Bangkok. This was an opportunity to add to the family souvenir collection from countries visited.

Joan Morel had a charm bracelet with mementos from Japan, Hong Kong, Taiwan and the Philippines. Her bracelet would be filled by the time they finally reached home.

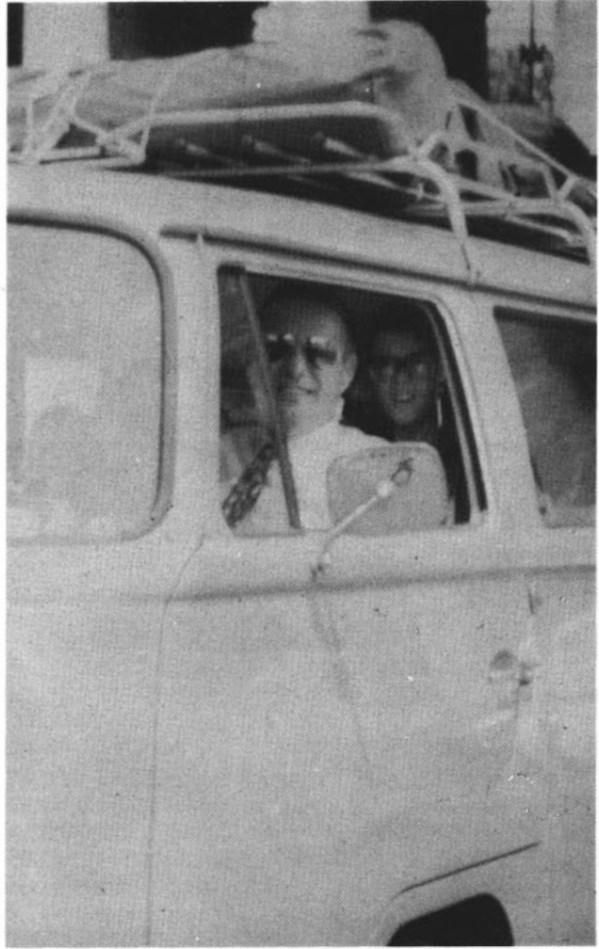
New Delhi was an overnight stop for crew rest and everyone was taken to the U. S. Embassy for money exchange, guidance and flight confirmation. This was completed by 2000. Hiring transportation (they needed two vehicles), the Morels went to a hotel where the minimum rate for the family was announced at \$50 for the night! The family decided there were better ways to spend money. They took a tour of New Delhi, visited a temple, went to a "sound and light" show, and had a wonderful native dinner, returning to the terminal at 0100, where the family slept on couches while the commander wrote postcards, listened to the radio and drank coffee. By 0800 they were airborne again.

THE SECOND DAY, stops were made at Karachi, Dhahran in Saudi Arabia, and finally Torrejon, just outside Madrid. The airport at Dhahran had a brand-new, beautiful, air-conditioned facility, and the major activity was the Embassy Flight. At Torrejon there were only two commercial taxis on the base—everyone was on his own. The Morels managed to hire one, which transported Joan and three of the children on to Madrid. About an hour later they were able to obtain the second taxi, which followed with the rest of the family. It was a tight squeeze. Taxis in Spain are small affairs and both were fully loaded by the time luggage was added.

Staying in a hotel about a mile from the center of the city, they had what was to be their last comfortable night, and everyone made the most of it. Although it was after midnight before everyone got to bed, reveille was early the next morning and the day's plans were made over a leisurely breakfast.

Joan hired the required two taxis and took the children sightseeing in the palace and museums; the commander contacted the car rental company and was told his car had just arrived from Denmark. Morel got to the agency—after 30 minutes of zigzag driving—and decided he had better keep the taxi as a guide to be able to get back to the hotel. The car was a beauty—a brand-new minibus with luggage rack.

It turned out that the gas tank was empty and this



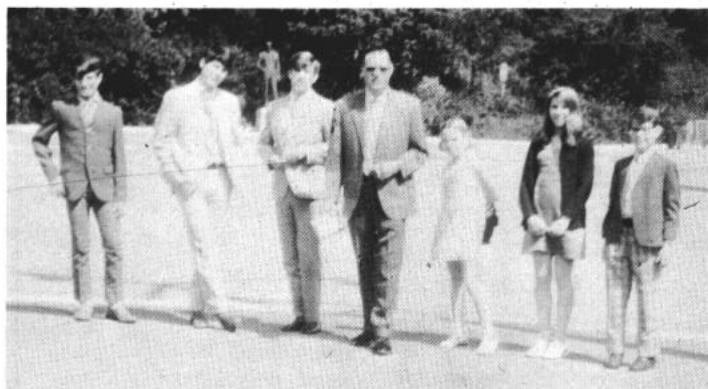
In Spain, the family began its European camping tour in a rented minibus. Fun and education were combined during the transcontinental camp-out.

was the commander's first experience with the cost of European gasoline. It cost \$10 to fill up. Each day of the trip cost \$8-\$10 for gas, more than had been planned. Now the Morels knew why Europeans drive small cars. The taxi which he had used for well over an hour only cost \$2.50, including tip.

Checking out of the hotel, they spent the next hour storing luggage in the bus. The tent, sleeping bags,



THE ODYSSEY OF A NAVY FAMILY



The tour of Italy, aside from museums and galleries, included a visit with the Pope. Seen above: Robert, Al, Mike, CDR Morel, Maggie, Sarah Ann and Richard. Below: The chore of setting up camp was a daily routine, but well worth the while.

and two suitcases were carried on the roof. Remaining luggage went into the luggage area and left an opening in the rear window about six by 12 inches. Everything fit into place, with the aid of 11 feet of clothesline used to lash down the luggage rack. With the local sightseeing finished, everyone loaded into the car and the journey began.

A PATTERN was set right away. After reviewing maps, a target was established for each day, and Joan would study the camping guide, selecting a site along the road being traveled. Arrival at each site was timed around 2000. There, Albert III, now 16, Michael 15, and Robert 13, would set up the tent and arrange the sleeping bags. Joan would take the two girls, tour the campsite and check out facilities, while Richard, 10, was assigned to clean out the car. (The commander would adjourn to the snack bar for a cold beer.) Most of the campsites charged for hot showers and sometimes the hot water would run for only a minute at a time. It took plenty of change to keep everyone clean.

Everyone's eating habits were given free rein. As



the water was considered unsafe, all had a choice of local beverages or soda with each meal. Almost all the meals were local dishes enjoyed by everyone. The kids had an opportunity to taste the family wines which were offered, but showed considerable restraint and would seldom have more than a small glass, especially after Richard got sick once when he thirstily downed two glasses after a particularly exciting day.

BREAKFAST EACH DAY consisted mostly of fruit juice, sweet rolls and milk or soda. After a couple of mornings with the warm milk that Europeans prefer, the children stuck to soda. While traveling, they always carried a large bag of snacks and sandwiches. The roadside stands had plenty of peaches, tomatoes and other farm produce available.

On the first leg of their European camping tour, the commander got lost for almost two hours trying to find the road to Barcelona. This was to happen in all the large cities, but turned out to be a good way to see some of the sights. They finally got on the main road and after two hours stopped for something to eat. The restaurant had all kinds of food behind the bar,



so the family had their first popular Spanish-style snack of olives, sausage and hard bread.

Bullfights in Barcelona are held on Sunday. After a night in the tent, the family arrived at the arena about midafternoon. After the first few events, all were ready to leave. This was one local custom the youngsters could not enjoy, since the bull always lost.

The next few days, the Morels wound their way along the Riviera, from Spain, to France, to Monaco, and finally into Italy. Campsites were along the water and sleeping was comfortable. The alarm clock always got everyone up at 0700. Although there were grumbles in the early morning, the family appreciated the day better than the sack. In Villefranche and Nice, the family snacked at sidewalk cafes where the commander had sipped wine during previous Mediterranean cruises. While sightseeing at the Leaning Tower in Pisa, they discovered that Camp Darby, a U. S. Army base, was nearby. While Joan spent five hours with the washers and dryers at the laundromat, the rest of the family visited the exchange and snack bar. Then it was on to Rome.

THERE, the campsite was about six miles from the city. Some campers were living in relative comfort and large tents, with cots and all the conveniences. Others, mostly students, had only a tent and a small amount of clothes. At this campsite there was an elderly British couple. They got up at six each morning and, a half-hour later, the husband would be dressed and reading his newspaper, while the odor of his wife's cooking would be all over the camp. They were seeing Europe in a leisurely fashion.

Although most campsites were fenced and guarded, there never seemed to be any concern about security during the entire trip.

The Morels spent almost a full day touring the Vatican. Before they had left the Philippines, Richard, who had been an altar boy at the base chapel, wrote to Pope Paul and requested an audience. After the tour, Richard decided to find out what had happened to his letter. He talked himself through two sets of guards and disappeared into a building. In about 15 minutes he returned and asked his mother to join him, and then his father. His letter had been received, and the family could have an audience.

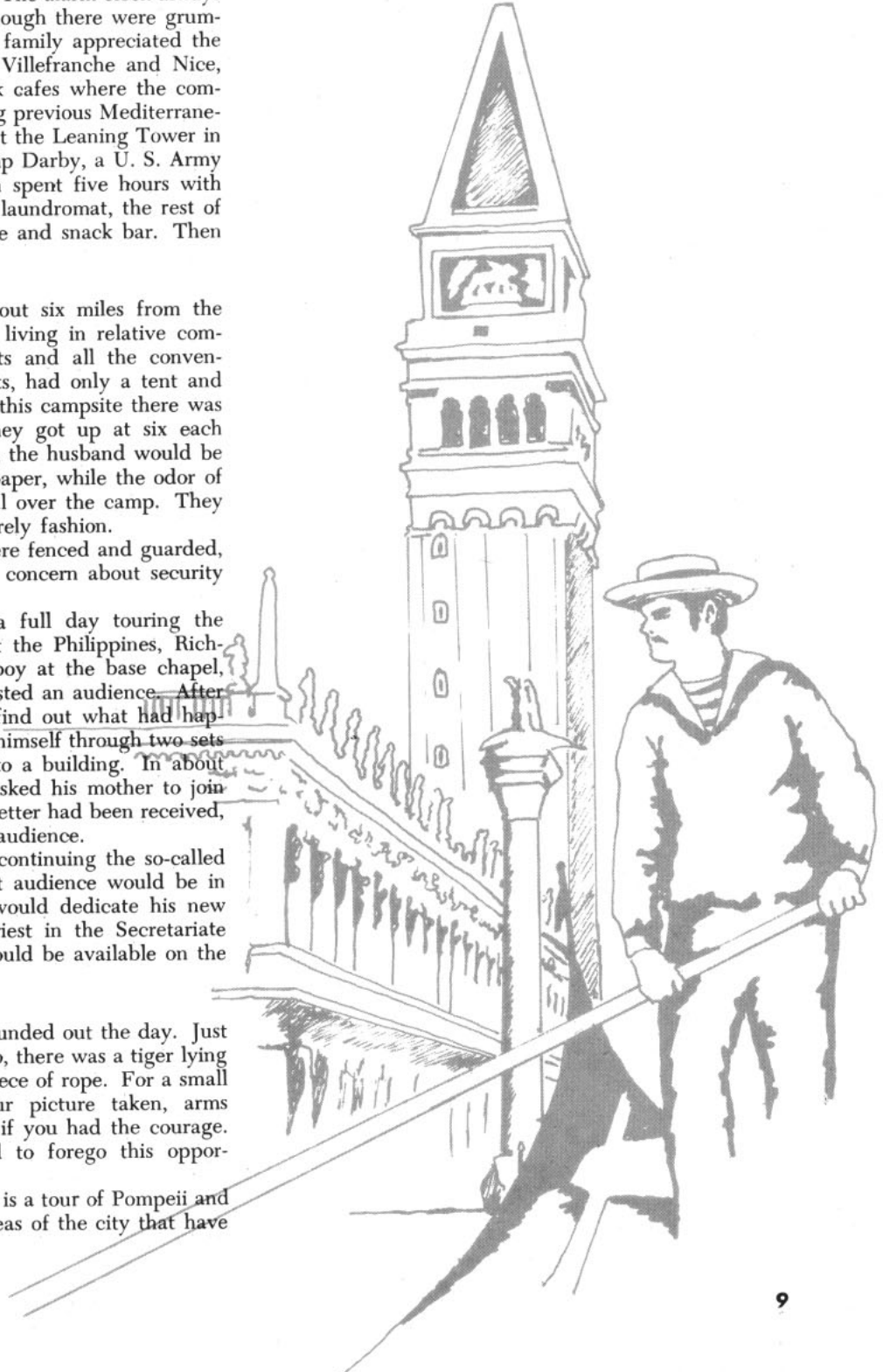
However, the Pope was discontinuing the so-called private audience and the next audience would be in four days, during which he would dedicate his new audience auditorium. The priest in the Secretariate said that the family tickets would be available on the morning of the audience.

A VISIT TO THE ROME ZOO rounded out the day. Just inside the gate of the zoo, there was a tiger lying on a bench, tied with just a piece of rope. For a small charge, you could have your picture taken, arms around the neck of the tiger, if you had the courage. The younger Morels decided to forego this opportunity.

A must for any visit to Italy is a tour of Pompeii and the ruins. There are many areas of the city that have

been restored and some of the original murals can be seen clearly. The cameo factory outside the city contained many beautiful items, but far too expensive. The manager explained that pretty soon there will no longer be cameos, as the younger men in Italy do not have the patience to do the fine work and he is unable to hire anybody.

Naples is still the favorite Navy city. While CDR Morel was visiting the Navy, picking up his pay, Joan and the children toured castles and museums. Joan



THE ODYSSEY OF A NAVY FAMILY

was wearing a black sweater and black slacks and found out that the color worn by a woman accompanied by children has a special meaning to Italian men. By the time her husband picked them up, she was more than ready to leave.

The next day, it was time for the audience with the Pope.

It was a very impressive ceremony, with a large number of pilgrims from all over the world. The auditorium is the first new construction in the Vatican in over 75 years. The seats for the family were in the sixth row and they had a good view. During the audience, the Pope made a special announcement in Italian. There was a groan from the audience. A bishop sitting behind Albert said that the Pope had just received word of the deaths of the Russian cosmonauts. After the audience, the Pope came down to the people and Richard was able to make his way through the crowd to touch the Pope's hand. It was a complete day for everyone.

Afterwards they toured the Colosseum and other ancient ruins of the Roman Empire.

ON LEAVING ROME, the Morels ran into the only rain to mar their entire trip. They were headed towards Assisi when it started and by the time they arrived, it was coming down heavily. They set up the tent in an orchard which had been converted to a campsite.

The local restaurant was a converted cellar of a big old barn. It was a family type operation, with an open fire for cooking. What with the rain and the altitude, it was chilly, so the fire felt good.

Then a group of young men came in and soon started singing. Visitors and natives alike sat around having a good time—eating, singing and chatting—family style. Even the weather cheered up. By the time the Morels left, the rain had stopped.

The next day the schedule called for another move, and they headed for Venice. Arriving late at the campsite along the Adriatic Sea, the Morels found that by the time their camping gear was set up, the restaurant had closed. Everyone was starved by then, so they all piled into the car to find a meal. Everywhere they went, they found they were too late. But at one spot, the cook and waitress in the restaurant were eating and the chef, a stout, jolly man took pity on them. He called them into the kitchen, and opened his oven where he had a dozen large stuffed green peppers left over. On the stove he pointed to some zucchini. Although there was the old language barrier, his hospitality was more than evident. By the time they left, the Morels were ardent Italian food fans. After everyone was served, the cook came out and started serving "vino." He filled each one's glass with the local wine even the youngsters'. It was a terrific meal and the bill was less than \$10. That cook, the Morels decided, practiced the people-to-people program from an Italian viewpoint.

IN VENICE, the Morels selected a gondola. For a \$15 fee, they were able to take a one-and-one-half-hour tour along the canals. (For another \$5 they could have

had an accordionist to play and sing for them, but when they discovered this, it was too late.)

For sentimentalists, no trip to Europe would be complete without a visit to Vienna. After a night alongside one of the Austrian lakes the family arrived. First on their itinerary was a visit to the Royal Stables and the Lipizzaner horses. The Morels visited the sights, and did some shopping, and had their dinner in a restaurant on top of a needle which slowly rotated above former fairgrounds. Beneath them was the Danube River and across the river, the city of Vienna. The wine served with the dinner came from grapes grown on the sides of the mountains in the background. It was a beautiful sight, with the lights of Vienna sparkling in the waters of the Danube, while the musicians, of course, played Strauss waltzes. Even the younger children were impressed.

MUNICH gave them their first introduction to a German city, Munich—city of cathedrals, catacombs and beer halls, the latter with waiters and waitresses in Bavarian outfits. That night, the Morels enjoyed a dinner at a large outdoor restaurant. Beer was served in large pitchers and the food was cooked right in view of the diners, at open fires. Guests who chose fish could select their own from a tank at one side of the restaurant.

Zurich was next on the list, followed by Geneva, Switzerland. The Morels camped on the shores of Lake Geneva, relaxing from sightseeing for a day. The children went swimming. Joan went to a Swiss-style supermarket and bought all kinds of snack items, which they ate using a sleeping bag for a table. The next morning it was back into the city for more sightseeing.

The commander called the charter flight agency in Frankfurt to reconfirm their flight on the 14th. He found out that their flight had been canceled, but—no sweat—they were booked to depart a day earlier. Returning to the family, who were relaxing at a sidewalk cafe, he announced that their flight had been canceled. Then, as everyone began to moan he gave them the good news that they would leave a day earlier, instead. A loud cheer went up that could be heard throughout Geneva.

The next stop, traveling via the Alps, was Paris. Even here they would camp out, particularly because the hotel bills were so steep. But the campsite they had selected was full. The manager sent them to another site a couple of miles away. They were in luck—and this one turned out to be one of the best of the trip, with excellent facilities and—for a change—plenty of soft, green grass.

The following day they visited the Louvre, the Arc de Triomphe, Notre Dame cathedral and the Eiffel tower. When the children found out it cost \$2.50 each to go up in the Eiffel tower, and the wait was about an hour, they voted to save their money and spend it for an American treat—some extra cokes.

Now came the final leg of the journey—from Paris to Frankfurt. Most of the trip was over two-lane roads, at night, with fog. As a result, instead of five or six

hours, it took all night to make the trip and upon arriving in the outskirts of Frankfurt, the car had its only breakdown, a flat tire. There is nothing like changing a flat tire at six on a Sunday morning in a foreign country.

AFTER CAMPING their way through Europe, the Morels decided to splurge a little and stay in a hotel. But here they demonstrated what it might have been like if they had taken the hotel route all the way. One of the better hotels wanted \$77 a night. They finally located one at \$50 a night. It was a rather nice hotel, though they learned the next morning it was in the heart of the red light district. Even so—since this was their first real bed in three weeks—no one was going to complain.

The early arrival in Frankfurt gave them a chance to get back to normal living for two days. Joan and the girls went to a beauty parlor at the Air Force base, while Morel and the boys arranged shipment of the tent and other items. They spent the final day before departure doing their laundry, the whole family lending a hand. Then the bags were packed. With a maximum baggage allowance of 44 pounds per person, they found, after everything had been packed, that their luggage was 132 pounds overweight. It was too late to do anything about it.

The next morning CDR Morel unloaded his family and luggage at the terminal, then turned in the car to an agent of the rental company. They had traveled slightly over 8000 kilometers (about 5000 miles) since leaving Madrid on the European phase of their travels.

Back at the airport, the terminal was a madhouse, but—good news—their overweight baggage didn't cost a cent extra. Soon the Morels were on their way with 242 other passengers to John F. Kennedy in New York.

CHECK-IN PROCESS at Kennedy was completed within 30 minutes. An hour later the family began the last phase of its four-year, 'round-the-world' adventure—again in a rental station wagon.

That night, they arrived in Hudson, Mass., and in mid-July, part of the family headed for the new duty station—Cheltenham, Md. Quarters were available on the base and the family was again settled in the United States, just 30 miles from their old home that they had left in 1967.

This is one experience that the entire Morel family will always remember. They have seen the world and have met interesting people. They have made many friends. Although the languages were different, there was never any real problem in communicating with people, no matter where.

The entire family is proud of their Navy life and also realize that if it wasn't for the Navy, they would



never have had this opportunity. It isn't often that an entire family can take part. Now, when the Morel children see a picture of a place they have been to or read about a country or city they have visited, they have a special interest because they have been there.

When the Navy Recruiter says "Join the Navy and see the World," he doesn't always mean the whole family, but in this case, it did happen.

(Editor's Note: *Commander and Mrs. Morel rate a vote of thanks as well as a commendation for courage above and beyond the call of duty to shepherd a family of six youngsters on a four-year, around-the-world journey. ALL HANDS also owes a vote of appreciation to CDR Morel who wrote the on-the-scene account from which this report has been excerpted.*)



A SAMPLING . . .

INTERNATIONAL TEAMWORK

**BRITISH, NORWEGIAN & U.S. SHIPS
ON A NATO EXERCISE**





AIR-TO-AIR REFUELING, underway replenishments and carrier takeoffs and landings are all commonplace operations for our naval aviation components. However, these ordinary tasks take on a whole new aura when they involve ships and planes from different nations—an experience that occurs often when NATO units conduct joint operations.

During a recent deployment of the Norfolk-based USS *Independence* (CVA 62), the carrier frequently participated in NATO operations and training exercises on various levels. *Independence* found out quickly that when several ships from other countries operate jointly, there are some unusual operational and logistics problems. Three prime examples of the cooperation fostered by dependency on foreign naval units have occurred in the areas of underway replenishment, in-flight refueling and, in the case of carriers, aircraft cross-decking.

During operations in the North Atlantic and Mediterranean waters, British F-4 *Phantom* pilots from the Royal Navy's carrier HMS *Ark Royal* landed and catapulted from *Independence*. At the same time, *Independence* fighter pilots negotiated the slightly smaller flight deck of *Ark Royal* nine times. The inevitable one-upsmanship hospitality with each cross-decking operation became a source of enjoyment and education for pilots of both ships.

"Your deck is a little bumpier than ours," said Royal Navy Lieutenant Nigel Charles as he drank coffee and joked with pilots from Fighter Squadron 102 in their briefing room aboard *Indy*.

ARK ROYAL employs a landing platform which is angled 8.5 degrees to the ship's centerline, while

the *Independence* recovery deck is on an 11-degree angle from the center. In addition, *Indy's* flight deck is also 250 feet longer and almost 150 feet wider than *Ark Royal's*.

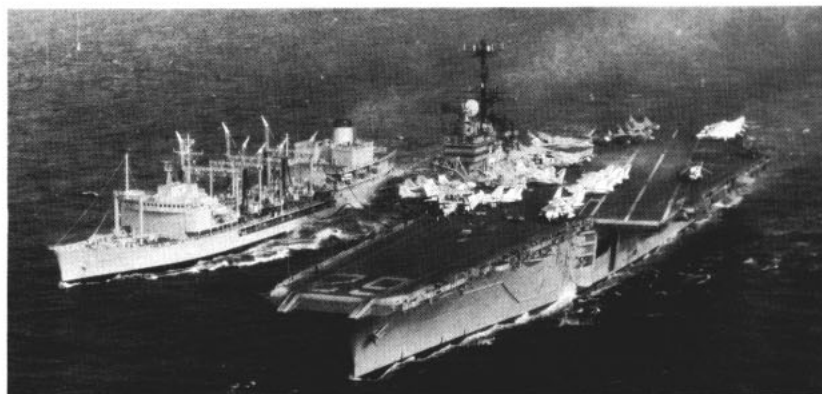
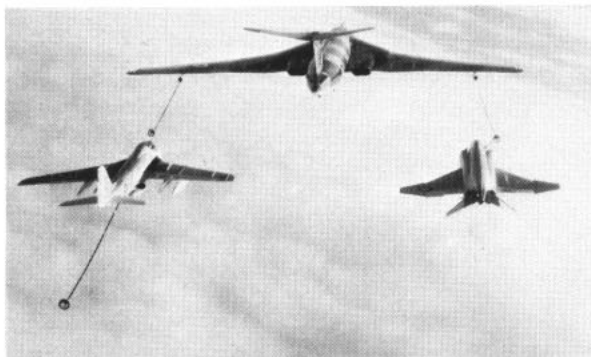
Lieutenant Charles' copilot, Lieutenant Adrian Tuite, has a less critical view. "The deck looks like an airfield," he said, "but the actual landing area is much the same."

Lieutenant Commander Richard E. Wyman of Fighter Squadron 33 said landing on *Ark* was a little easier "because you also try so much harder" on another ship. For VF 102's Lieutenant Robert P. Scott, landing on *Ark Royal* was his second aviation experience with another navy. While on a midshipman cruise, Scott rode back seat in a three-seat British *Gannet* from the Australian carrier HMAS *Melbourne*.

Airborne refueling operations, a technique which enables pilots to remain on station longer and avert accidents in the event of fuel shortage, also played an important role in the smooth-running NATO operations. A British *Victor* tanker simultaneously refueled an American jet bomber—a KA-6D tanker, a modified A-6 *Intruder*—and a jet fighter—an MF-4J *Phantom* from the carrier *Independence*—while flying over the North Sea.

A Norwegian destroyer, HNOMS Oslo, was refueled by *Independence* in rough seas off the west coast of Norway. And according to Oslo skipper Commander L. G. Karvel, it was the first time his crew had ever refueled at sea. Earlier in the deployment the British Royal auxiliary ship RFA *Olmeda* refueled *Independence* while both were steaming in the North Sea.

Story by YN2 Gerald Koplin, USN



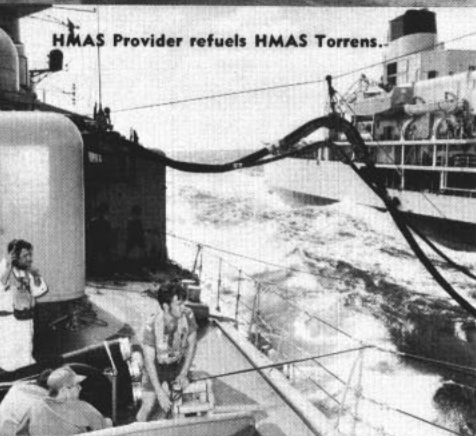
Facing page: The Norwegian destroyer HNOMS Oslo refueling for the first time while underway with USS *Independence* in the North Atlantic. Top: British F-4K "Phantom" fighter makes an arrested landing on board USS *Independence*. Above: The Royal Navy tanker "Victor" simultaneously refuels two jets from *Independence* over the North Sea. Left: The British Royal auxiliary ship RFA *Olmeda* refuels *Independence* during Exercise Magic Sword.



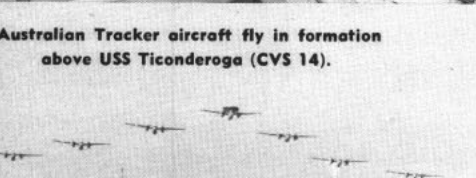
Australian P-3s over Diamond Head.



HMCS Qu'Appelle, Canadian destroyer.



HMAS Provider refuels HMAS Torrens.



Australian Tracker aircraft fly in formation above USS Ticonderoga (CVS 14).



INTERNATIONAL TEAMWORK

AUSTRALIA CANADA NEW ZEALAND UNITED STATES

NAVAL UNITS from Australia, New Zealand and Canada joined those of the United States in the most recent of a series of antisubmarine warfare exercises called ASWEX RIMPAC. The Commander in Chief, Pacific Fleet, said the exercise was larger than any of the participating countries could have unilaterally assembled in the Pacific and cited it as the most meaningful conducted in recent years.

The Royal Australian Navy was represented by the carrier HMAS *Melbourne* (21), the guided missile destroyer HMAS *Hobart* (39),

two antisubmarine frigates, HMAS *Yarra* (45) and *Torrens* (74) and one submarine, *Onslow* (60). Australia's Air Force detached four P-3Bs for the exercise.

Representing Canada were the helicopter supply ship HMCS *Provider* (AOR 508) which joined forces with a U. S. Naval Reserve detachment of SH-3 helicopters. Canada also sent HMCS *Qu'Appelle* (DDE 264), *Rainbow* (SS 75) and three *Argus* patrol aircraft. The Royal New Zealand Navy contributed a destroyer HMNZS *Waikato* (55) and two P-38s from the Royal New Zealand Air Force.

United States participants in-

Australian destroyer escort HMAS Torrens refuels from HMAS Melbourne.





Seated from left: RADM R. H. Leir, CF, CANMARPAC; RADM W. J. Dovers, RAN, COMAUSFLT; VADM E. P. Aurand, USN, COMASWFORPAC (host); RADM C. J. Seiberlich, USN, COMASWGRU 3; CDR N. R. Win, RNZN, CO of HMNZS Waikato (F 55).

CONDUCT JOINT A.S.W. EXERCISES

cluded uss *Ticonderoga* (CVS 14), *Hassayampa* (AO 145), *Whipple* (DE 1062), *Sample* (DE 1048), *Ouellet* (DE 1077), *Claude Jones* (DE 1033), *Swordfish* (SSN 579) and *Bonefish* (SS 582). Air units were from Patrol Squadron Four, Fleet Composite Squadron One, and Marine Air Group 24. The U. S. Coast Guard committed usscgs *Rush* (WHEC 723).

All units assembled at Pearl Harbor on 19 October and exercises were conducted at the Pacific Missile Range Facility off Kauai. The facility has the ability to track surface, subsurface and air targets simultaneously.

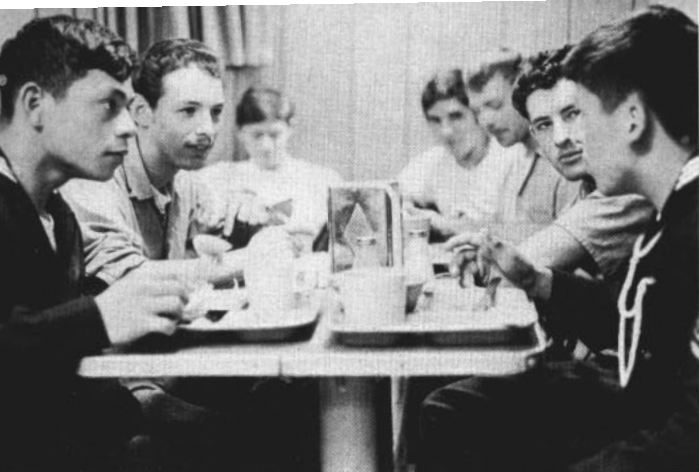
Participating units were divided into opposing forces which remained at sea for 10 days with hostile orange force submarines and aircraft, simulating attacks and the friendly blue forces counterattacking.

The exercise provided ample opportunity for each country's ships and aircraft to exchange information and to become familiar with other countries' methods of operation. Important lessons were learned both at sea and during the critique which followed the exercise. According to Commander in Chief, Pacific Fleet, the exercise was an unqualified success.



USS *Swordfish* (SSN 579) in ASWEX RIMPAC '71.





LEFT, TOP TO BOTTOM: (1) U. S. and Peruvian sailors share sea stories on the mess decks of the Unitas XII flagship USS MacDonough. (2) Souvenir hunting in Lima, Peru. (3) Llamas and alpacas were a favorite photographic curiosity. (4) Free tours offered to U. S. sailors in several countries included these Inca ruins of Pachacamac outside Lima. (5) Petty officers of the Chilean and U. S. navies share experiences at a picnic at Puerto Montt, Chile, in late September.



RIGHT, TOP TO BOTTOM: (1) Admiral Gnani (2nd from left), Commander in Chief of the Argentine Navy; the Honorable John Davis Lodge (2nd from right), U. S. Ambassador to Argentina; and Rear Admiral Adamson (right), Unitas XII Commander, greet guests at the residence of Ambassador Lodge in Buenos Aires. (2) Four U. S. Unitas XII ships negotiate the beautiful inland channels of southern Chile. (3) Ambassador Lodge and RADM Adamson on the bridge of USS MacDonough. (4) A task force of 20 U. S., Argentine, Brazilian and Uruguayan ships visit Rio de Janeiro as Brazilian aircraft pass overhead. (5) Argentine oiler Punte Medanas refuels the Argentine destroyer Brown as the Brazilian aircraft carrier Minas Gerais takes station ahead.

UNITAS XII: IN AND AROUND LATIN AMERICA

FOR THE 12TH CONSECUTIVE YEAR, ships and aircraft of the U. S. Navy joined naval and air force units of various South American countries in a series of combined exercises in the waters around South America. Called Unitas XII, the five-month exercise was headed by Rear Admiral Robert E. Adamson, Commander South Atlantic Force.

The U. S. task group circumnavigated South America in a counterclockwise direction, operating with more than 40 ships of the navies of Colombia, Peru, Chile, Argentina, Paraguay, Uruguay, Brazil and Venezuela. The Unitas operation, which began in August 1971 at San Juan with U. S. and Colombian forces uniting for maneuvers in the Caribbean, ended at San Juan on 13 December.

Conceived in 1959 under Admiral Arleigh A. Burke's tenure as CNO, Unitas has been primarily ASW-oriented, but in recent years exercises in surface gunnery, communications, seamanship, and naval control of shipping also have been included.

During one phase of Unitas XII, three South American navies—those of Argentina, Brazil and Uruguay—and U. S. Navy elements conducted large-scale, multinational war games off the east coast of South America. The force of 20 ships and as many aircraft was divided into two groups, one attacking and one defending.

"These maneuvers closely simulated an actual war-time environment," explained Captain David Emerson, who as Commander Destroyer Squadron Six was in



charge of the defending force during the exercise. "Our surface ships were simultaneously confronted with attacks by submarines, aircraft and other surface warships," he said. CAPT Emerson explained the importance of such exercises by noting that the navies of this hemisphere "learn to work together effectively and to maintain our readiness at a peak level" with such training.

AS THE TASK FORCE OPERATED AT SEA, the U. S. Navy Show Band from the Navy School of Music at Little Creek made its 10th tour of South America. Under the direction of Chief Warrant Officer Frank Forgione, the 26-member band has entertained more than 100 million persons in live and broadcast performances since its creation for *Unitas III* in 1962.

A 37-man air detachment of Hawaiian-based Patrol Squadron 17 manning two P-3 *Orion* aircraft—the Navy's most advanced ASW planes—took part in this year's exercise. VP 17's participation marked the first time in the 12-year history of *Unitas* that a Pacific Fleet unit has been tasked with the patrol squadron responsibilities. The Norfolk-based Fleet Tactical Support Squadron One's C-118 *Liftmaster* again provided timely movement of personnel and supplies throughout South America during the exercise. VR-1 has participated in every *Unitas* operation.

THREE SURFACE SHIPS and one submarine were also part of the U. S. forces. They were the guided missile frigate *USS Macdonough* (DLG 8), the destroyer *USS Bordelon* (DD 881), the destroyer escort *USS Edward McDonnell* (DE 1043), and the submarine *USS Trumpetfish* (SS 425). *Macdonough* served as flagship for Admiral Adamson.

In addition to the operational phases, the cruise also presented numerous personal benefits to the 1000-man U. S. contingent aboard the ships. American Navy men visited 17 different ports normally not included in a ship's visiting schedule. Additionally, there was ample opportunity to put the President's people-to-people program to work in the form of humanitarian projects.

The *Unitas* force played host to over 75,000 South American visitors during special open house events. The largest was at Valparaiso, Chile, where 15,000 persons toured the ships in one four-hour period. And in each port the sailors were offered tours of cultural and historical sites, usually sponsored by the host navy. Most memorable were the Inca ruins in Peru, the intricate, mountain-lined watercourses in Southern Chile, beefsteak shopping in Argentina, and the Ipanema and Copacabana Beaches of Rio de Janeiro.

U. S. sailors devoted part of their time ashore to a variety of humanitarian efforts—at Salvador, Brazil, they repaired beds in an orphanage, and at Cartagena, Colombia, Navy electricians completely rewired a hospital building. In several countries the Bluejackets distributed medical and athletic supplies donated by American manufacturers as part of the Project Hand-clasp program.

—Photos by Atlantic Fleet Combat Camera Group





USS Harwood DD 861 Joins Turkish Navy as TCG Kocatepe

FINALE—The crew of the destroyer USS Harwood files off the ship during decommissioning ceremonies in Istanbul, Turkey. Harwood was turned over to the Turkish Navy in December and is now named TCG Kocatepe. The adjacent destroyer was previously turned over to Turkey under the same program as Harwood (the Military Assistance Program).

Right, top to bottom: (1) CDR Robert Marshall, USN, CO of Harwood prior to her decommissioning, is greeted on the quarterdeck by a mixed U. S./Turkish watch. The ship was sailed from Charleston, S. C., to Istanbul by a combined U. S./Turkish Navy and U. S. Naval Reserve crew. (2 & 3) U. S. Navymen explain the workings of the ship's equipment to their counterparts in the Turkish Navy. (4) For the last time the Stars and Stripes is lowered aboard USS Harwood as she prepares to become TCG Kocatepe of the Turkish Navy. (5) U. S. and Turkish sailors take in the sights in Istanbul, with the Blue Mosque seen mistily in the background.

ALL HANDS

THE DECOMMISSIONING of a U. S. Navy ship is an impressive, though sad, sight; there's always a long—often heroic—story in her past, too.

Former destroyer *uss Harwood's* (DD 861) story, however, had a happy ending. She was not put into mothballs as a decommissioned ship normally is. *Harwood* was decommissioned in Istanbul, Turkey, last December; she will continue to sail in the cause of peace however. *Harwood* was turned over to the Turkish Navy under the United States' Military Assistance Program (MAP).

Harwood's story began in 1944 at San Pedro, Calif. She was the last combatant vessel built in that shipyard. Her commissioning ceremony was held six weeks after the end of World War II.

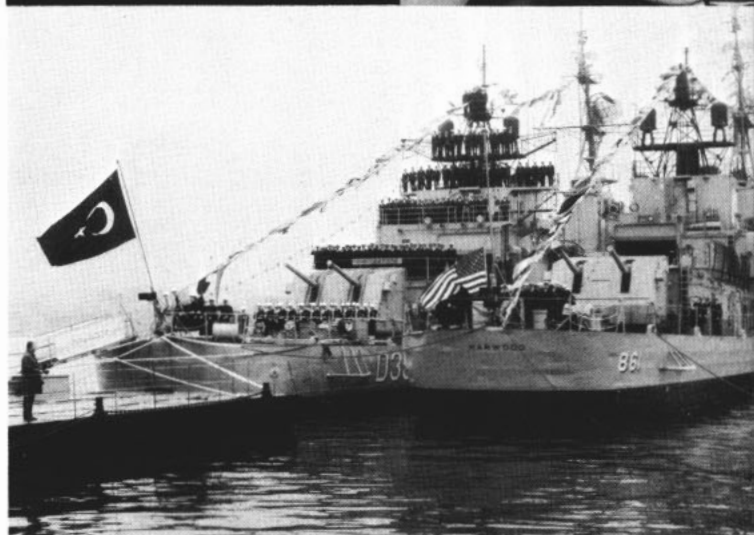
Her final cruise as a U. S. Navy ship came 26 years later when she headed for her 11th Mediterranean cruise and Turkey. On this last cruise *Harwood* sailed from Charleston, S. C., with a mixed U. S. Navy, Turkish Navy and U. S. Naval Reserve crew. This marked the first time an American crew had helped a foreign crew sail a ship slated to be turned over under MAP to a foreign shore for the transfer. Ordinarily, the foreign crew travels to the U. S., where the transfer takes place and the new crew takes the ship home.

THE FORMER *HARWOOD*, now sailing under the Turkish ensign as TCG Kocatepe, made her Atlantic crossing with 64 Turkish sailors and officers, 29 Naval Reservists, and the regular 155-man ship's company. *Harwood* made her first Mediterranean cruise with the Sixth Fleet in September 1950. During the next several years, *Harwood* made eight Caribbean cruises, four North Atlantic cruises, one Eastern Atlantic cruise and seven more Mediterranean deployments.

In the early 1960s, she underwent an overhaul. Following the overhaul *Harwood* made two more Med cruises before deploying to the Republic of Vietnam in April 1968. The destroyer operated off the coast of Vietnam, working with carrier units which launched strikes against enemy targets, as well as in support of the Marine operations.

During her 10th Med cruise in 1970, *Harwood* distinguished herself as an element of U. S. strength during the Middle East Crisis, and was awarded a Meritorious Unit Commendation.

In 1971, *Harwood* became a training ship for the Charleston Naval Reserve and also was flagship for Commander Destroyer Squadron 34. Commander Robert M. Marshall was *Harwood's* last U. S. Navy commanding officer.





FAMILY OUTING NAVY STYLE CRU



ISE TO SUN CITY

DEPENDENTS' CRUISES are nothing new in the Navy—in fact, they've long been considered the best way of showing the wife and kids what their Navyman does and how he lives aboard ship. On most dependents' cruises, the ship gets underway shortly after all the guests arrive on board early in the morning. A typical day is filled with constant activity ranging from ship tours to barbecues on the fantail, and the guests are often pleasantly exhausted and ready to go home when the ship ties up that same afternoon.

With summer in the offing, more and more ships will feature cruises, family-style.

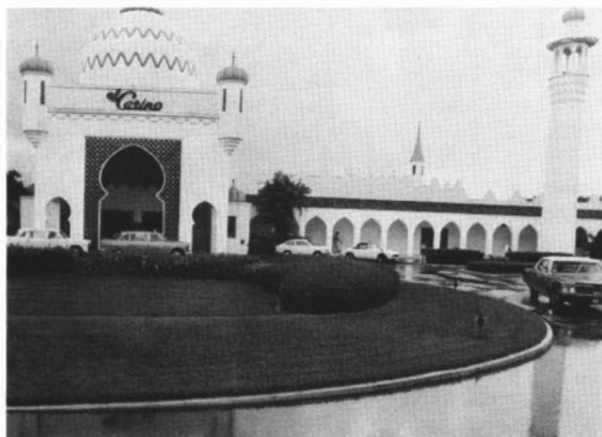
Here is a family cruise which the dependents are still talking about, even though it's almost a year since they were welcomed aboard.

Last August, *uss Thomas J. Gary* (DER 326) took the concept of dependents' cruises one step further when she welcomed 45 dependents and guests on board for a three-day cruise to Freeport, Bahamas.

It all began in July. *Gary* was scheduled for an Individual Ship Exercise (ISE) period from 24 to 26 August, and some crewmembers approached Lieutenant Commander V. P. Peri, *Gary's* CO, with the idea of bringing dependents along. The skipper liked the idea, sent a message request through the chain of command, and plans for the cruise got CNO's approval on 13 August.

Gary got underway from her home port of Key West, Fla., in the morning of 24 August. While at sea, the guests were given tours and explanations of each working area, visits to the bridge, and plenty of good food and movies. Once in Freeport everyone was on his own for two nights and a day in the well-known port until the ship cast off lines for its return to Key West.

Top, left: *USS Thomas Gary* (DER 326) underway. Left: At the beach. Top, right: The straw market. Center: An old English pub. Right: The Casino.





THERE'S NOTHING LIKE A DAME, according to a well known song, but the 2500-man crew of *uss Intrepid* (CVS 11) already knew that. They had just spent 27 days at sea.

A cry of distress had gone from the ship to the manager of the Playboy Club in London and, when the ship moored at Portsmouth, England, a letter was waiting with gladsome tidings. The manager was sending some bunnies to Portsmouth to bring joy to the hearts of the *Intrepid* men of the U. S. Navy.

The next four days, the ship was in a feverish state of activity lining up escorts (they weren't hard to find), arranging suitable accommodations aboard (somewhat more difficult) and getting together entertainment and refreshments for the party (all in a day's work for the musicians and cooks).

On the appointed day, the ladies arrived and soon were standing intrepidly on the carrier's deck with the officers and enlisted men who had been assigned to escort them. The ship looked a little like a scene from a 1942 musical. There were no sailors astride big battleship guns but they were draped from the starboard sponson, hatches, portholes and any other point.

THE DECK RESOUNDED with cheers and whistles as the girls proceeded up the quarterdeck en route to their rooms where they changed for dinner. Marilyn, Kelly, Ursula and Jenny dined in the wardroom while Tricia, Claudine and Marjorie had dinner in the general mess.

Then the ladies and their escorts began a tour of the ship by calling on the captain before making the rounds of the flight deck, bridge, pilothouse and other points of interest to bunnies. They then dropped into sickbay to cheer up the patients who developed rapid pulses and labored respiration.

The girls then returned to their staterooms for another change of costume while the ship's hard rock band and another *Intrepid* group called the Egyptian Lords began setting up in Hangar Bay #1. A local bagpipe and drum corps was also scheduled to perform during the evening. The mess cooks were bringing up the refreshments and the crewmembers began their migration to the hangar bay.

With the first notes of Arlo Guthrie's "Coming Into Los Angeles," the lights dimmed and the bunnies appeared complete with big ears and fluffy cotton tails.



Marilyn and Kelly plunged into the crowd of sailors and emerged with dancing partners. They were soon followed by the others and the party came alive.

From then on, it was kinda like Cinderella's ball. When the clock struck 2130, the bunnies changed into girls again and, on the three bong, the officer of the deck announced, "Bunnies departing."

Wearing sailor hats which they had swapped for their bunny ears, the girls boarded their train and returned to London. The sailors hit the rack and, when the next day dawned, faced the prospect of another sea period.

ALL VISITORS WELCOME

But Some Are More Than Others



SAILORS NEVER TIRE of girl watching and the men of Naval Mobile Construction Battalion Five's Detail Corral are no exception. While constructing a temporary Seabee camp on Guam, their morale got a considerable boost when they found four lovelies serving their lunch one day. The girls were part of a USO show touring Guam.

Crewmen aboard *uss Wasp* (CVS 18) also got to ogle some girls when five contenders in a beauty pageant showed up on the arms of two *Wasp* officers and three others from the Quonset Point area. The girls were given a tour of the ship. Earlier in the day, they had visited Quonset Point's Antarctic Development Squadron.





**SPECIAL REPORT
WARRANT
OFFICERS
AND LDOs**

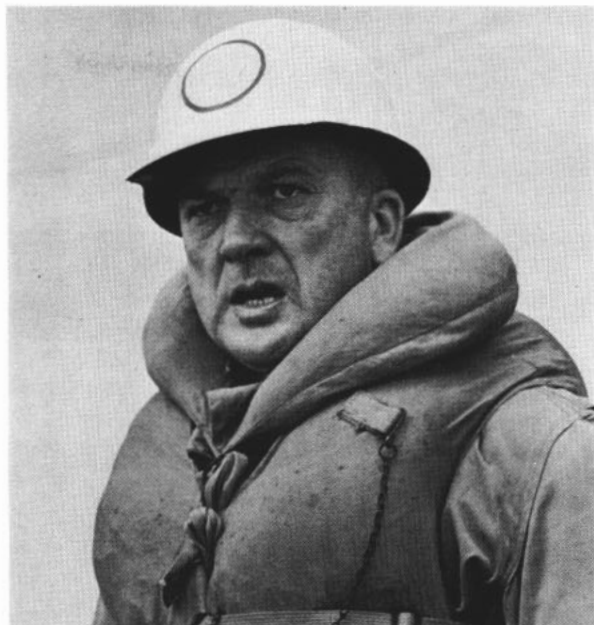


THE WARRANT OFFICER grade in the U. S. Navy dates from the Navy's beginning and, since the mid-1950s, the warrant officer and the limited duty officer programs have been in a state of almost constant change. Originally, warrant officers existed only in a single noncommissioned grade. As the organization grew, however, and became more progressive, the need for an additional warrant officer grade became apparent. This gave rise to the chief warrant who was at the top of the warrant grade structure while the traditional warrant officer remained at the bottom. The four warrant grades as they exist today were established by the Career Compensation Act of 1949 and by the Warrant Officer Act of 1954, when these pay grades were adopted as the military grades of warrant officers. The traditional chief warrant officer also retained the additional designation as a commissioned officer.

In contrast to the traditional warrant program, the LDO program is relatively new. In 1948, when the limited duty officer category was established, the community was envisioned as a relatively small, elite group of officers who would retain the specialties acquired as enlisted men and warrant officers but would not be required to compete with general line officers who had the advantages of youth and better formal education.

FOR MANY YEARS, opportunity had existed for enlisted men to attain commissioned rank without attending the Naval Academy, but these officers were at a disadvantage in competing with the general line officers who usually had broader qualifications. The percentages of LDO distribution within grade (now codified in Title 10, U. S. Code Sections 5409, 5442(c) and 5447 (d)) were designed to produce the highest degree of career security consonant with the objective of maintaining promotion competition and the machinery for eliminating substandard performers.

Thus, limited duty officers commissioned after the LDO program began through year group 1956, were given permanent appointments under 10 USC 5589. As these permanent LDOs progressed through the grade structure, they were given promotion oppor-



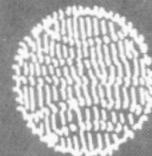
tunity closely aligned to that experienced by the unrestricted line officers.

Beginning with year group 1957, the program added a new feature in that all original appointments to the LDO community since then have been in a temporary status. Year groups 1957-65 received temporary appointments under 10 USC 5596 and thus became LDO(T)s. The input to the program was increased considerably at that time. Of the 2502 officers who comprised the total strength of the program in January 1959, 1148 were temporary officers.

Recommendations of Williams and Settle Boards

THE WILLIAMS BOARD made a comprehensive study of the SCPO/MCPO-Warrant Officer-LDO programs in 1959 and made many recommendations which included among others:

- That the LDO(T)/LDO program be the principal enlisted-to-officer program in the Navy.
- That the direct integration program be curtailed.
- That the warrant officer program be curtailed and eventually eliminated.
- That the LDO(T) program be expanded by increasing the input to the program to about 800 per year.
- That the LDO(T) program be considered as being designed for a 10- to 12-year officer career, and that selection for permanent LDO status be made concurrently with normal (OPA) selection for promotion to the grade of lieutenant commander.





Most of these recommendations became effective and the program grew considerably. In 1963, the Settle Board made a study of the SCPO/MCPO-Warrant Officer-LDO program and among their more significant recommendations were:

- That a revised warrant officer program be re-established.
- That with the revised warrant officer program, the sole source for LDO(T)s should be from the chief warrant officer grades of W-2 and W-3.
- That there be no new LDOs in fiscal years 1966 and 1967.

The plans were developed and executed to reestablish a warrant program of about 5000 officers with a subsequent reduction in the size of the LDO/LDO(T) program. Consequently, there were no LDO(T) year groups in fiscal years 1966, 1967 and 1968. By policy, the reduction was stated to be about seven per cent per year to be accomplished by the mid 1970s and should equate to written requirements of about 3000.

The Settle Board reemphasized that the LDO(T) program was essentially for 10 to 12 years of commissioned service, promoting stability in the junior officer base, but with prospective small selection op-

portunity for permanent LDO status and promotion to lieutenant commander.

LDO/Warrant Management Policy

ALTHOUGH there was deep concern for the welfare of the LDO and warrant officer communities, a relatively irregular grade structure evolved—especially in the LDO program.

In fiscal year 1966, the Secretary of the Navy established the precedent for the 40 per cent promotion percentage to LDO lieutenant commander for year group 1957 and junior. In fiscal year 1966, LDO year group 1956, the last all-permanent LDO year group appointed under 10 USC 5589, was in the zone for promotion. Unrestricted line (URL) year groups 1956 and 1957 were in the zone with a 90 per cent opportunity for promotion. Thus, in fiscal year 1966, two important policy decisions were made:

- The unrestricted line lieutenant commander flow point, that is, the planned number of fiscal years of commissioned service accrued to a due course officer before being promoted to the next higher grade, was lowered to nine years with the inclusion of unrestricted line year group 1957 in the promotion zone.

- A promotion opportunity of 40 per cent was established to lieutenant commander for the LDO(T) beginning with fiscal year 1967. Although this promotion percentage was more than twice the original 12 to 20 per cent, it was felt that the 40 per cent opportunity could be maintained for the foreseeable future.

CONSEQUENTLY, because of very high retention in the LDO/LDO(T) community before fiscal year 1971, the grade limitations imposed by law, the large LDO(T) year groups, and a compression of the unrestricted line lieutenant commander flow point to eight years in fiscal year 1970, promotion opportunity for the LDO to the grade of commander and specifically for the LDO(T) to the grade of lieutenant commander has recently been less than for comparable URL officers. This disparity is further complicated by the fact that LDO/LDO(T)s are being used to fill unrestricted line billets and are required to perform the associated military duties normally assigned to URL officers.

In an attempt to alleviate this problem, the Secretary of the Navy used emergency authority in fiscal year 1968 to effect temporary promotions of LDO(T) lieutenants to lieutenant commander several years before their normal (OPA) selection to lieutenant commander. Each year since fiscal year 1968, the Secretary has approved the use of 10 USC 5787 to effect



temporary promotions to LDO(T). All this led many to conclude that:

- Current legal grade restrictions don't provide the flexibility required to give LDO(T) year groups 1957 to 1965 parity with the unrestricted line officers to the grades of lieutenant commander and commander. The very laws which were established to protect the LDO caused stagnation and have become a hindrance to establishing an equitable promotion opportunity to the grade of lieutenant commander.

- The emergency authority granted by 10 USC 5787 and used to promote LDO(T)s has proved to be an excellent tool for filling the gaps in the URL lieutenant commander grade structure during a period of poor unrestricted line retention and the buildup in Southeast Asia. Furthermore, 10 USC 5787 has been used effectively to bridge the large gap between the LDO(T) and the URL officer with respect to promotion percentage and flow point.

- Corrective legislation is needed to overcome management difficulties in the present LDO community and, in addition, to provide the greater flexibility required in relation to the All Volunteer Force.

Three Career Paths

THE PATHS of career progression which now exist for enlisted Navymen were carefully and deliberately

established in the fall of 1963 by the Settle Board and were subsequently approved by SecNav. The structure provides three distinct paths of enlisted career advancement, each ending at a senior terminal. These are the paths:

- Complete enlisted career: In this path, advancement is made through the enlisted grades from SR through MCPO. Certain advantages on retirement or transfer to the Fleet Reserve, in terms of federal Civil Service employment outside the dual compensation laws are available to Navymen who follow this route.

- Warrant officer career: At PO1 or CPO, an enlisted member may choose to compete for warrant officer status. Within recently expanded age limits, members who are SCPOs who haven't reached their 37th birthday and those who are MCPOs who haven't reached their 39th birthday may also choose to compete for the warrant officer program.

- Limited duty officer career: Warrant officers in the grades of W-2 and W-3 may choose to compete for the limited duty officer, LDO(T), program. This is a relatively small program and competition is keen. When a man is selected for the program and appointed lieutenant (junior grade), he must agree to remain on active duty for three years. For an LDO(T) to become a permanent regular commissioned officer, he must be selected for lieutenant commander under the



normal OPA laws and, when selected, agree to accept the permanent commission. Until both these provisions are met, the LDO(T) remains a permanent enlisted man or warrant officer, depending on his status before he entered the program.

Warrant Officer Opportunities

IN FISCAL YEAR 1971, the eligibility requirements for the Warrant Officer program were expanded and are effective for fiscal year 1972 selectees. The most important requirements, age and length of service, are as follows:

- At least six years' active service; no maximum service.

- A PO1 must be at least 23 but may not have reached his 33d birthday. A CPO may not have reached his 35th birthday. A SCPO may not have reached his 37th birthday and a MCPO must be under 39.

All age requirements are computed to 1 July of the year in which application is made. Thus, the SCPO or MCPO now has a realistic opportunity for further advancement into the warrant grades and perhaps to the LDO community. The pessimist will complain about having to serve as a W-1 with, in some cases, slightly lower pay. Of course, saved pay will always



apply to ensure that no one makes less money in a higher grade. Saved pay, of course, isn't the complete answer but a man must recognize that his potential for future advancement is virtually unlimited.

ONCE A MAN DECIDES to become a warrant officer, he is faced with two major alternatives: to finish his career as a warrant officer or to apply for the LDO program. If he chooses to remain a warrant officer, here are the advantages:

In fiscal year 1971, warrant officer promotion policies were thoroughly reviewed in BuPers. The bureau determined that the 2-4-4 year time in grade requirement for temporary promotion provides an advantage over the 3-6-6 year time in grade requirements for permanent promotion required by Title 10, U. S. Code. At that time, however, an opportunity was needed for the really outstanding warrant to be promoted ahead of his contemporaries. Therefore, a two-year early, 15 per cent below zone opportunity for temporary promotion was begun to the grades of W-3 and W-4. Some of those selected for accelerated promotion may be promoted to W-3 after about four years' total warrant service; and to W-4 after about eight years' total warrant service.

An officer who is "deep selected" two years early twice in succession, could be promoted to W-4 after about six years' total warrant service. Those selected from "below-the-zone" are additional numbers and don't count against the number of officers selected in or above zone. Recently, the promotion percentage to the grades of W-3 and W-4 has averaged about 90 per cent, although the law guarantees not less than 80 per cent promotion to the grades of W-3 and W-4.

In fiscal year 1971, a complete review was made of warrant officer educational opportunities with an eye toward aligning them with WO aspirations. In May, 1971, eligibility to the BS/BA Program at the Naval Postgraduate School was expanded to include commissioned warrant officers.

Current and Future LDO Opportunities

IF AN INDIVIDUAL makes the decision to apply for the LDO program and is selected, he knows that he is one of the Navy's elite. Since this is a relatively small program, the competition is keen, but for those who are selected, there are improvements that have been made in the past 12 months:

- In fiscal year 1971, for the very first time, 10 USC 5787 was used to give LDOs a "deep selection" opportunity. The 15 per cent, two-year early below-zone eligibility was used. There were nine new commanders and 64 new lieutenant commanders selected from below zone using 10 USC 5787. Those selected





below zone were additional numbers and didn't count against those selected in and above zone.

- Promotion opportunity to the grades of lieutenant (junior grade), lieutenant and commander closely approximated that of unrestricted line officers. To the grade of lieutenant commander, normal (OPA) promotion opportunity remained at 40 per cent due to the grade ceiling limitations.

- In the fiscal year 1972 grade promotion plan, promotion percentage to commander was approved as 75 per cent with the last half of year group 1957 and about 40 per cent of year group 1958 in the promotion zone. Twelve new commanders will be selected from below zone for temporary promotion under 10 USC 5787.

An even more favorable promotion opportunity has been planned for the lieutenant commander grade. There will be about 270 new OPA (normal) selections to lieutenant commander, 519 new 5787 selections, with year groups 1963 and 1964 in the primary field, and seventy-seven 5787 selections from below zone to come from year group 1965. These planned selections represent twice as many selections in fiscal year 1972 as compared with fiscal year 1971, and three and a half times as many as were made in fiscal year 1970.

IN ADDITION to this large increase in the number of lieutenant commander selections, for the first time since fiscal year 1961, new LDO selectees will be given original appointments in the LDO(T) program to the grade of lieutenant (junior grade) rather than to ensign. This new appointing procedure, coupled with the policy of tendering permanent warrant appointments to all individuals selected for the LDO program, is a tremendous advantage with respect to retirement benefits. If the permanent warrant appointment is accepted by the new LDO(T), he may retire after 20 years' total active service regardless of the number of years' commissioned service. In other words — by accepting permanent warrant status, the individual is protected under the warrant laws.

In the area of Navy-sponsored educational programs, qualified LDOs are being sent to the Naval Postgraduate School, Monterey, to complete BS/BA degrees. Annually 20 quotas to the BS/BA Program will be reserved for the commissioned warrant, limited duty officer, restricted line and staff corps communities. Additional quotas will be granted annually if unfilled by the unrestricted line officers. To date, 12 LDOs have been assigned to DUINS in the BS/BA Program.

LDO Grade Relief Legislative Proposal

OF ALL THE VAST IMPROVEMENTS that have been made in the LDO program during the past 12 months, most important is the LDO grade relief legislative proposal which the Secretary of the Navy signed and sent forward to OSD on 4 Aug 1971. If passed by Congress and signed into law, the flexibility which this proposal will give the Secretary of the Navy includes:

- Capability to prescribe, each year, the total number of LDOs by grade on the active list in the line of the Navy.

- Capability to establish the total number of LDO commanders and lieutenant commanders on active duty in the line of the Navy.

- Authority to appoint new LDOs as permanent regular commissioned officers instead of LDO(T)s.

This legislation is the most important that the limited duty officer community has had since the Officer Personnel Act of 1947. Its passage is of considerable importance to officers currently in the LDO program and to those who enter it during the 1970s. The Secretary of the Navy and the Chief of Naval Operations have promised full support of the package. Favorable action in Congress will ensure that the limited duty officer remains in the mainstream of the Navy's promotion system.



PLAY

EIGHTEEN concrete spheres, each weighing more than 4000 pounds, were accurately placed in the Pacific Ocean recently and several of them will not be recovered until 1981.

The purpose of the experiment was to add to man's scientific knowledge—while answering some of the technological questions about the mysterious realms of hydrospace.

Resembling huge beach balls, the spheres are 66 inches in diameter, with four-inch-thick walls. They were placed at varied depths by the Naval Civil Engineering Laboratory (NCEL), Port Hueneme, Calif. By placing the spheres, the laboratory extended a six-year, in-house research and development study of deep-ocean concrete structures to the water environment itself. The successful deployment of the spheres on the seafloor at depths ranging from 2000 to 5000 feet marked the first time such a large-scale test has been programmed for a long period of time.

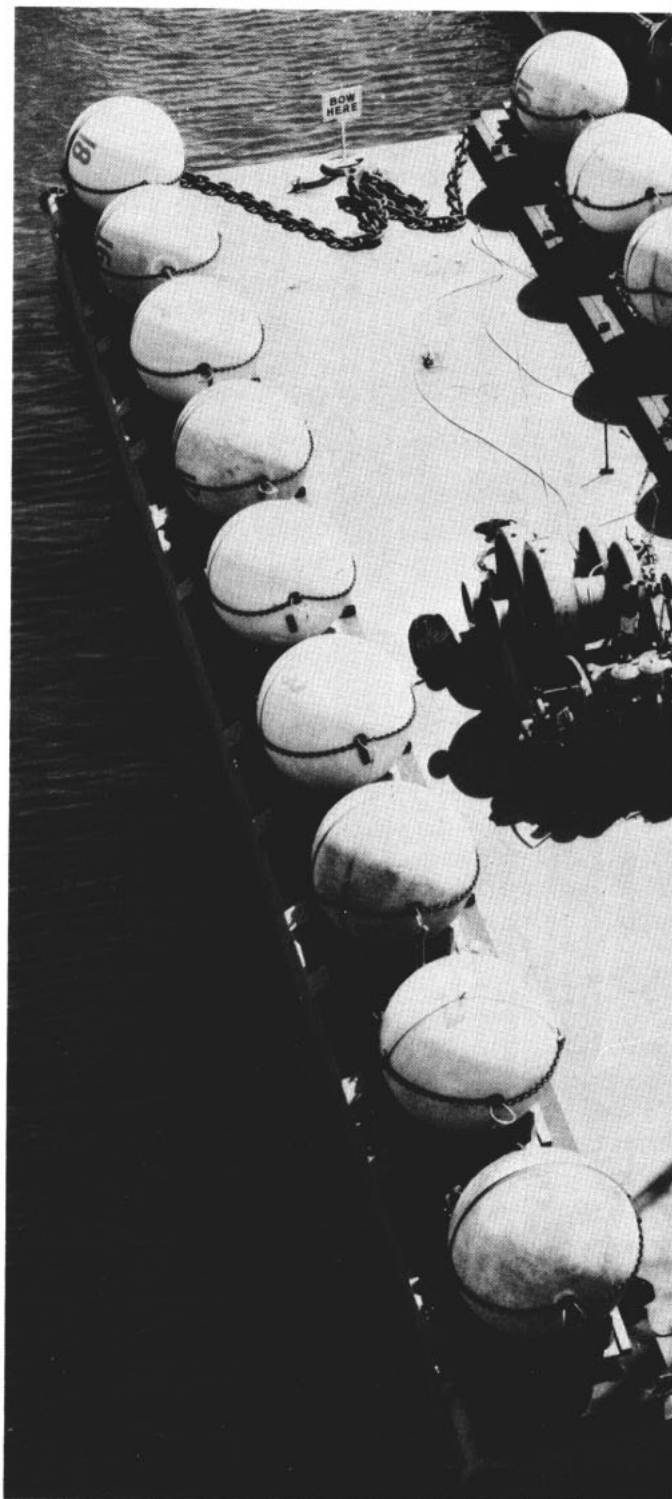
The only laboratory conducting research of high quality, pressure-resistant, concrete structures for deep-ocean construction, NCEL considers the material ideal for use in the sea. It is inexpensive, corrosion-resistant, reacts well to compression and can easily be fabricated with sufficient accuracy to provide precise buoyancy control.

The senior research structural engineer in charge of the NCEL project, Harvey H. Haynes, said, "The purpose of the tests is to determine the effects of the ocean environment on pressure-resistant, concrete spherical structures after long-term submergence in deep water."

Sixteen of the emplaced spheres are constructed of unreinforced concrete—half of them have been waterproofed with an epoxy plastic coating. The other eight are uncoated. Laboratory engineers and technicians will inspect the specimens once a year. Using Navy submersibles, NCEL will learn if any spheres have collapsed and also will find out the quantity of seawater which may have penetrated the interiors while they were in their stationary position.

TWO SPHERES were reinforced with steel reinforcing bar material and half of each structure was waterproofed. Haynes explained that comparative data from the two different halves will reveal the effectiveness of waterproofing against corrosion of steel reinforcement. The steel bars are embedded into the wall at various distances from the outer surface of the structure. The protection provided by the outer layer to steel reinforcement also will be evaluated.

The civil engineer at NCEL assigned to the project, Norman D. Albertsen, said the spheres were placed on an Ammi pontoon at Port Hueneme harbor and towed by the Military Sealift Command Ship USNS *Gear* to an eight-mile plotted course approximately four miles south of Santa Cruz Island. After reaching a predetermined starting point, *Gear* proceeded non-



BALL!



stop along a straight course, beneath which the water depths ranged from 2000 to 5000 feet.

At positions with preselected depths, the spheres were pushed overboard and each free-fell its calculated distance. NCEL's instrumentation van, with *Lorac* and Precision Depth Record (PDR) equipment, was in *Gear*. An engineer informed the engineer in charge on the Ammi pontoon, by radio, when to push off a sphere. The ship's location at each emplacement was recorded by *Lorac* while the PDR tracked the water's depth.

EACH SPHERE was rigged with heavy chain to act as an anchor. Haynes said the spheres come to rest with approximately 25 feet of anchor chain reaching to the seafloor. If the structure takes on water and becomes less buoyant, it will drop close to the bottom. To determine water intake the number of links in each anchor chain is recorded. Therefore, as the sphere descends, the number of links which lie flat on the ocean floor, as a result, will increase. During the annual inspections, the number of links remaining upright in the water column will be counted, to indicate the change in height of the sphere. Each fallen link represents about four gallons of water entering the sphere.

After five years, nine spheres will be retrieved for continued test and evaluation by NCEL's ocean structures division, to which both Albertsen and Haynes are assigned. The remainder of the spheres are scheduled for retrieval in 1981.

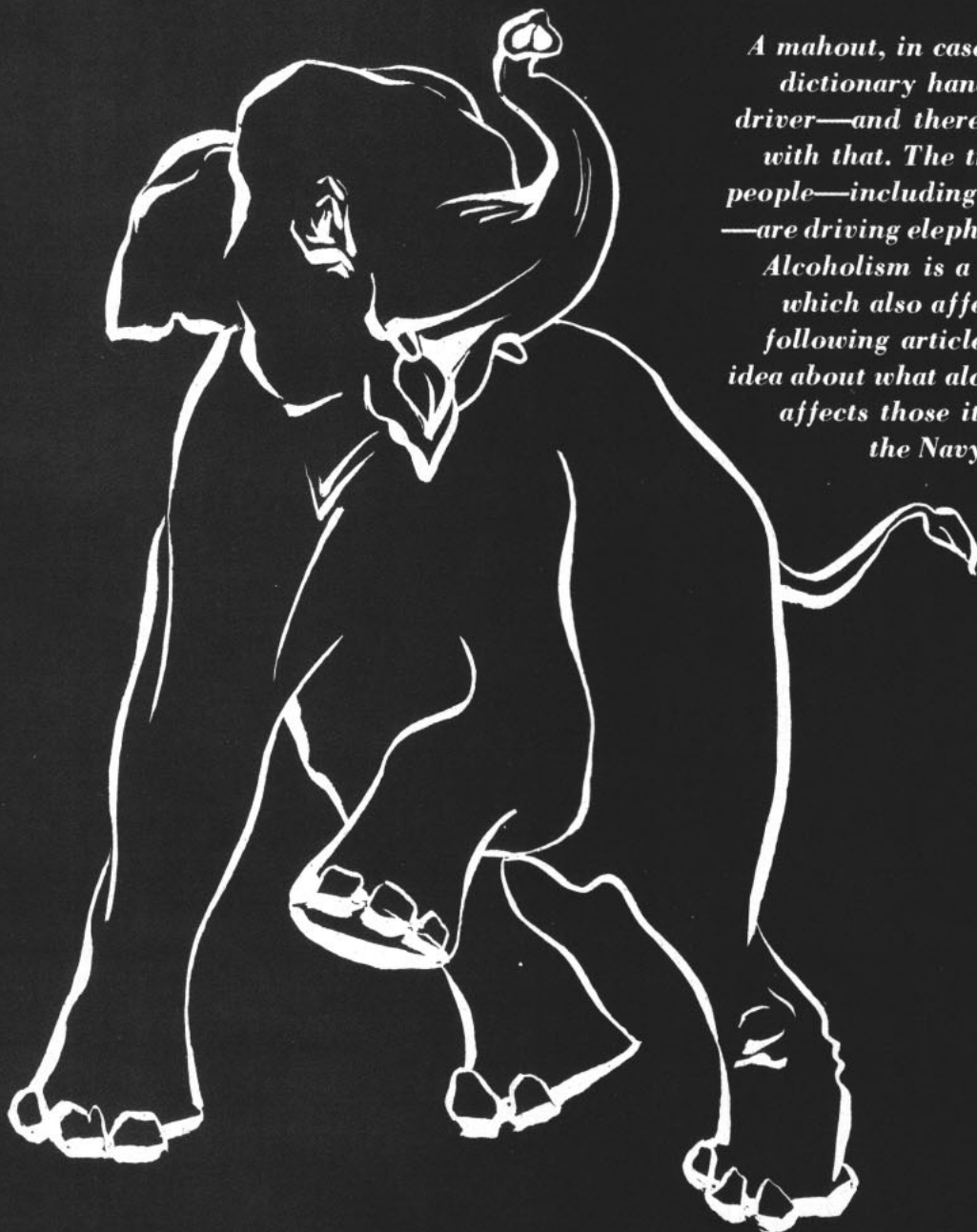
THE LABORATORY has devised an ingenious system to determine when a deep-ocean structure has failed early. Six spheres placed at the deepest depths—from 4100 to 5000 feet—contain time clocks. If a sphere collapses within the first three years—the timing mechanism operates for only 36 months—the clock will record the exact day of the failure.

In 1965, NCEL started testing concrete models in its deep-ocean laboratory; a series of 22 high pressure vessels of various sizes and pressures which simulate the ocean environment. Thirteen spheres (66-inch outside diameter and four-inch wall thickness) were tested in the 72-inch pressure vessel under short- and long-term loading. Seven spheres were subjected to external pressure at the rate of 100 psi per minute to implosion (short-term loading). Another seven specimens were subject to various pressures for as long as 1000 hours.

In an effort to learn the strength of concrete spheres, NCEL tested several to implosion pressures of approximately 3000 psi or equivalent to a depth of 6600 feet. Some ocean engineers believe that, within 15 years, large concrete structures with diameters up to 100 feet will be built on the ocean bottom.

NCEL's current long-range study into concrete's adaptability to the deep ocean should add much to the technology. Look for more on this subject soon.

Mahout on Pink Elep



A mahout, in case you don't have a dictionary handy, is an elephant driver—and there's nothing wrong with that. The trouble is, a lot of people—including some in the Navy—are driving elephants that are pink. Alcoholism is a national problem which also affects the Navy. The following article will give you an idea about what alcoholism is, how it affects those it strikes and what the Navy is doing about it.

a hant

BY SUBSTITUTING ONE WORD FOR ANOTHER, the Navy has acknowledged a change of attitude which may affect the lives of Navymen estimated to number in the thousands. Rather than regarding alcoholism as a *condition* as it once did, the Navy now acknowledges that it is an illness which can be treated and arrested.

The theory that thousands of Navymen are afflicted with this disease undoubtedly will produce disbelief both in and out of the service. Nevertheless, if the same statistics are applied to both Navymen and the civilian segments of our society, the conclusion is unavoidable: There are 30,000 alcoholics in the Navy who, because of their lost time, poor work, bad decisions and other illness-connected shortcomings, cost the Navy at least \$45,000,000 each year. And this staggering sum doesn't even include medical, administrative and other costs incidental to alcoholism.

It should be mentioned here that these figures are as unprovable as they are startling. The fact remains, however, that statisticians estimate that one person in 14 who drink is an alcoholic and, using industry's figures, losses due to alcoholism vary between \$1500 and \$4000 per person each year. Using the minimum figures, one arrives at the 45-million-dollar total.

AS MENTIONED BEFORE, these figures are indefinite and sure-fire accuracy may never be achieved because alcoholism is a sickness without clearly defined symptoms. Frequently, those who see alcoholism developing in themselves or a friend fail to recognize what is happening. The reason: Drinking for a large segment of the population is an everyday matter of business and sociability. It usually is no more obtrusive than sitting down to dinner.

Also, there are so many myths surrounding alcoholism that it is small wonder that those afflicted with the illness often fail to recognize it even though it may be ruining their lives. For example, who has not heard and probably believed that:

- Alcoholics drink to escape reality.
- Anyone who can stop drinking for a long period of time is not an alcoholic.
- Alcoholics are bums and vagrants.
- People who drink only beer and wine can't be alcoholics.

The truth is that an alcoholic's body chemistry

forces him to drink although it is quite possible for him to stop drinking for an extended period of time. This sometimes happens when alcohol has been made repulsive to him through prescription of drugs which cause adverse reactions. It is also true that there are roughly as many alcoholics lying on the carpets of executive suites as there are lying in the gutters. If they drink only wine and beer, it just takes a little longer to catch up with the man who is drinking whiskey or gin.

IF THE MAN WHO WONDERS if he isn't drinking more than is physically and financially good for him can discard these and all his other pre-conceptions concerning alcoholism, he may then achieve a more objective view of himself. When he discovers that alcohol has become the prime mover in his life and that his every action must be braced by a drink, he has lost control. He can then bet his hard earned cash that he is an alcoholic.

But when confronted with these hallmarks of alcoholism, the man who suffers from the illness can still be disbelieving. There is, however, a very simple test which will place him in one category as an alcoholic or the other.

He can choose a quota of drinks and stick to it for three months. Let's say that he chooses a minimum of one drink a day and a maximum of three. Each day he must have at least one drink but no more than three regardless of what happens to him. He can suffer through a death in the family; have trouble with his job; celebrate some victory or go to parties but he must not deviate from his minimum of one and his maximum of three. Nor can he save up one day's quota to be applied to another.

A man who drinks excessively can determine his status by whether or not he sticks to his quota. If he doesn't and rationalizes his deviations, he is, beyond a doubt, an alcoholic.

If the newly discovered alcoholic panics sufficiently to seek help, the chances are he will try only to bring his drinking within reasonable bounds. His first step might be to try for a medical cure. He will go to the family doctor who, more than likely will treat the complications of alcoholism by prescribing rest, sedatives and vitamins. It won't take long, however, for the alcoholic to learn that this regimen isn't keeping him within moderate limits and he will look elsewhere for help.

FREQUENTLY, a man's determination to really quit drinking isn't firm at this point and he will seek cures which are often expensive hoping to convince his family and friends that he's doing everything possible to stop drinking. The so-called cure may succeed in putting the man on the wagon for varying lengths of time but, inevitably, without additional help, he falls off.

Fortunately, the Navy is developing a system by which the alcoholic can seek a permanent remedy. If he is lucky, he will show improvement after the Navy treatment. If he isn't lucky, his career is liable to go

Mahout on a Pink Elephant

down the drain along with everything else he values. Whatever his destiny, he stands a much better chance now than ever before.

The Navy intention to do more to help alcoholics began in March last year when the Chief of Naval Personnel was asked by CNO to continue to identify and help Navymen who had problems with alcohol. The Chief of Naval Personnel was also asked to huddle with medical authorities to discuss the possibility of recognizing alcoholism as a "non-rateable" or "zero rateable" illness and to designate a special assistant for alcohol abuse.

Congress gave this Alcohol Abuse Control Program an unexpected boost the following September when it required all the armed services to identify and treat personnel who were dependent upon drugs or alcohol.

Other than treating alcoholics, the new program also hopes to get rid of the stigma which surrounds alcoholism and to remove the disease from its misconduct status. This can be done largely through education and stripping the illness of the myths which surround it. Navymen should learn to regard alcoholism as a treatable sickness and to regard those who are "cured" as they would anyone who had recovered from any other serious illness.

BuPers plans to further the educational aspect of the Alcohol Abuse Control Program by using posters,

A Digest of Facts on Alcoholism

WHAT IS ALCOHOLISM? It is a chronic, relapsing, progressive illness characterized by loss of control of drinking alcoholic beverages to the point of interfering with interpersonal relationships, ability to work and health.

What causes it? Most agree that it is caused by an interplay of hereditary, social, cultural, biochemical, psychological, nutritional and spiritual factors.

How does it concern you? Alcoholism has two phases—problem drinking to relieve tension, then true alcohol addiction.

Who are the alcoholics? Among the more than 95 million drinkers in the nation, about nine million men and women are alcohol abusers and alcoholic individuals. The skid row alcoholic represents less than five per cent of the total number. More than 95 per cent of all alcoholics are found in homes, factories, offices and communities—they have families and are employable. A large number are to be found in executive suites as well as in the arts.

pamphlets and films aimed at modifying mistaken attitudes toward alcoholics and alcoholism as well as altering the drinking habits of non-alcoholics.

ANOTHER AIM of the education program is to dispel the legend of the two-fisted drinker as being the quintessence of manhood. Drinking to the point of intoxication is not acceptable and, hopefully, can be eliminated.

Briefings on alcohol abuse are also planned for a number of Navy schools. These will be given by Navymen who work in the program, by members of Alcoholics Anonymous and the affiliates of the National Council on Alcoholism. Also, commanding officers will be encouraged to visit clinics for treatment of alcoholism to learn more about their techniques. Commanding officers will also be instructed on how to enroll those in their command whose actions indicate they may be alcoholics.

This brings us to another of the program's aims: Teaching line supervisory personnel how to detect alcoholism in its early stages and how to induce alcoholics to volunteer for treatment. Neither is easy to do. As mentioned before, alcoholism is a sickness without clearly defined symptoms but anyone who observes a person over a period of time may see the illness developing.

First of all, a supervisor may find evidence of alcoholism in a man's medical or disciplinary record. There are also observable signs of reduced or "spotty" performance or physical deterioration in an alcoholic. An alcoholic may, for example, have a puffy face and his body may become rather gaunt or perhaps a bit gross. His nerves will be tense and he is liable to be accident prone.

PSYCHOLOGICALLY, he may become apprehensive about what people think of his drinking and apologetic about his conduct while under the influence although he may not be quite sure what his conduct was. The unease an alcoholic feels psychologically and his physical deterioration might combine to create social disruptions which manifest themselves in his self-isolation—especially from those who are concerned over the quantity of his intake. Eventually he will try to avoid situations which interfere with his drinking.

By the time a man has reached this point, the effects of his illness have become obvious and, as the sickness advances, he loses contact with the moral values of his community and feels considerable anxiety about his place in the world. He will have dozens of excuses for his drinking but there is only one which is valid. He has lost control. When this becomes apparent, a situation which has largely been a private matter becomes the Navy's business. If the man can't see where he's headed, it's up to his commanding officer to introduce him to the Alcohol Abuse Control Program's counseling service.

For the more severely ill, there are two alcoholic treatment centers to which a man may be sent following counseling. One is at Long Beach which has been in operation since 1967 and accommodates 70 patients;

and another is at Norfolk. This center opened only this year and has a patient capacity of 75. Another rehabilitation center is also scheduled to open in Philadelphia while more distant plans call for facilities to be set aside at other naval hospitals to accommodate alcoholic rehabilitation.

THESE TREATMENT CENTERS will be used principally by alcoholics who need detoxification and other medical care. Withdrawal from alcohol can produce severe symptoms to the point of delirium and convulsions which can result in death. Obviously, those who are this severely addicted need medical care.

Unfortunately, however, there is a limit to how far medical science can go toward curing an alcoholic. The alcohol abuse program is pinning most of its hope for success on adequate counseling for alcoholic Navy-men. To this end, it is training chaplains, medical personnel and others, including recovered alcoholics, to advise both alcoholics who come of their own free will or who are referred to them by their commanding officer. This will be no easy matter especially when a man enters the program on orders of his CO. Such a man will rationalize his drinking and, until he himself is convinced he needs help, he is beyond it. Because of this difficulty, the Navy hopes to use as many recovered alcoholics as possible in these counseling positions and is seeking volunteers.

For the man who recognizes his problem, commanding officers are being encouraged to enlist local help such as is provided by Alcoholics Anonymous and affiliates of the National Council on Alcoholism because there is only one known remedy for an alcoholic: To abstain completely from liquor.

In all probability, many alcoholics will find it goes against the grain to join an organization like the A. A. because of preconceived ideas. However, to paraphrase an old saying, nothing succeeds like success and the organization has helped hundreds of thousands. Those who enter its program are usually surprised at the individuality with which A. A. members interpret the organization's philosophy.

DOCTORS, for example, see Alcoholics Anonymous as good medicine while the clergy attributes the organization's success to faith. Psychiatrists are entranced at the organization's ability to change an alcoholic's attitude while sociologists attribute a "cure" to group therapy. Whatever the reason, the organization's method frequently works—perhaps because there is help for the alcoholic given by those who have traveled the same route before him. Also, because help is as close as the telephone.

At the present time, there is no provision made in the Alcohol Abuse Control Program for Navy dependents or retired Navymen although retirees may be included as the program progresses.

Many dependents who are alcoholics can derive some of the benefits of the Alcohol Abuse Control Program through CHAMPUS and the services of organizations like Alcoholics Anonymous which are, after all, civilian organizations.

Before the alcohol abuse program is expanded, however, the Navy must first help its active duty men and women who are alcoholics. Undoubtedly there are many in the Navy who are convinced they have lost control but are afraid of letting anyone know.

FOR THOSE WHO FALL into this category, it will help to know that the Navy is taking steps to eliminate the stigma attached to alcoholism and its career effects on alcoholics who have been successfully treated. On the other hand, if they don't seek a cure while they are on active duty, their affliction could well cut short their Navy career. And that's only the tip of the tragic iceberg which often includes a broken family, financial strain and deteriorating health.

Few alcoholics, if any, are "cured" without the help of others. By adopting the view that alcoholism is a treatable illness, the Navy can start its alcoholics on the road to a life which is normal in every respect except one. The recovered alcoholic can never again drink safely.

—Robert Neil.

Classify Your Drinking Habits

PHYSICIANS have learned not to be too quick to classify an individual as an alcoholic; nevertheless, there are characteristics which alcoholics share. If you answer "yes" to three or more of these questions, you may be headed for trouble:

1. Do you lose time from work due to drinking?
 2. Is drinking making your home life unhappy?
 3. Do you drink because you are shy with other people?
 4. Is drinking affecting your reputation?
 5. Have you ever felt remorse after drinking?
 6. Has your drinking caused financial difficulties?
 7. When drinking do you turn to lower companions and inferior places?
 8. Does your drinking affect your family's welfare?
 9. Has your ambition decreased since drinking?
 10. Do you crave a drink at a definite time daily?
 11. Do you want a drink the next morning?
 12. Does drinking cause you difficulty in sleeping?
 13. Has your efficiency decreased since drinking?
 14. Is drinking jeopardizing your job?
 15. Do you drink to escape from worries or trouble?
 16. Do you drink alone?
 17. Have you had any memory losses due to drinking?
 18. Has your physician ever treated you for drinking?
 19. Do you drink to build up your self-confidence?
 20. Have you ever been in a hospital or institution because of drinking?
-

- NAVY STARTS THREE-YEAR ENLISTMENTS

The Navy has started two new enlistment program options which feature a minimum active duty obligation of three years--the shortest active obligation open to regular Navy enlistees--and guarantee duty with one of the Navy's seagoing units or an aviation unit based on the coast of the enlistee's choice.

One program, called "Seafarer," guarantees duty aboard ship, with on-the-job training in one of three apprenticeships after completion of recruit training: Seaman (general shipboard duties), Fireman (engineering assignments), or Constructionman (Seabee or construction trade assignments). In the "Airman" program, an enlistee is guaranteed assignment to an aviation unit such as a naval air installation, aircraft carrier crew, or a squadron embarked in an aircraft carrier.

These programs are open to 17-year-old high school graduates or men 18 to 31 with a high school diploma or an equivalency; waivers may be granted to non-high school graduates 18 or older who score high enough on entrance exams. All enlistments are made to paygrade E-1. Men in these programs who later desire advanced training can apply for the schools, provided they contract for the additional service obligation required. The Navy's normal enlistment with guarantee of advanced schooling remains four years; programs with up to two years' advanced schooling in electronics or nuclear propulsion carry a six-year obligation.

- CHANGES IN ENLISTED ADVANCEMENT SYSTEM

If you find, when the results are released, that you passed the February advancement examination but will not be advanced due to quota limitations, you should find some consolation in knowing that your PNA status will be transformed into multiple credits toward your next exam. Final details are still in the making for the PNA bonus system, but it is known that a maximum of three multiple points can be earned during any one exam cycle, with a cumulative maximum of 15 points over six exam periods. The PNA factor will be determined by a combination of points based on the man's test score and job performance.

Two other changes to the enlisted advancement system specify that multiple points are no longer awarded to candidates for their receipt of unit awards. And, letters of commendation signed by any Flag officer or immediate senior in command to the individual's CO or officer in charge will count one award point.

- ALLOTMENT SERVICE PROVIDED BY NAVY FINANCE CENTER

If you're not already familiar with the Navy Finance Center, now's a good time to discover what services it can provide for you as an active duty Navy man or woman. NFC Cleveland has a Customer Service Branch which includes two separate sections: Customer Service Section for Institutional Payees (Credit Unions, Banks, Savings and Loan Associations); and Customer Service Section for Allotment Information.

The former section helps NFC members solve problems with banks and

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. BAGLEY

LAST MONTH I outlined the various factors influencing the management philosophy which will have a great impact in developing the Navy programs initiated in Washington that affect the men and women in today's Navy. These programs are based upon my belief that the profession we know as the Navy must provide **each** person with a meaningful avenue for the achieve-

ment of his or her personal goals while satisfying the rigorous demands of the organization; and that the objectives and goals of Navy life must encompass a life experience derived from a recognition of the dignity and value of each individual.

It is my view that in achieving this goal we will find ourselves realizing our own personal aspirations and at the same time witness the fruits of our efforts—an effective Navy capable of carrying out its mission. This is the keystone to the relative and lasting values of our profession and contains the precepts of the course we shall follow during the next decade.

The programs and policies initiated by Secretary Chafee and Admiral Zumwalt during the last 20 months have sought to resolve the differences in the approach in satisfying personal, operational and organizational goals. These programs have produced extremely favorable results, but perhaps their most significant achievement has been that they have made us aware that we must examine every aspect of our place and purpose in the Navy.

Our country's increasing social awareness has created a very similar parallel among our civilian counterparts. This awareness has resulted in a reevaluation of social, economic and military priorities. There is a nationwide

as well as a Navywide demand for credibility and professionalism from those charged with all levels of responsibilities.

I would like to expand on a term I mentioned briefly in the last printing of "Tides and Currents," "**Revitalized Professionalism.**" I would like to think Revitalized Professionalism is the responsibility of every man and woman in the Navy to examine conscientiously **all** responsibilities encompassed in his duties.

The degree of competency and professionalism we can expect is related to the degree of honesty we apply to whatever we do, whether it's diligently repairing a main feed pump, painstakingly writing a fair evaluation or determining a just policy.

When you can honestly say to yourself that you have conscientiously weighed the issues, their relative importance, and their impact on man and machine alike, you are on your way toward achieving revitalized professionalism.

These idealistic goals are indeed difficult to realize and they will not be realized overnight. Admiral Zumwalt expressed his concern and desires to achieve these goals in Z-55, when he provided for establishing Human Resource Development facilities. Although they are in their early stages of development they will serve to allow a fuller appreciation and the effective utilization of the human resources contained within individual commands. The details and methods of this program will be discussed at a later date to illustrate further the steps we are taking toward total professionalism.

In exercising your revitalized professionalism you will not only experience a deep sense of personal satisfaction, but will also equally share in the sense of pride with your shipmates.

other organizations receiving the member's savings allotments. For instance, if you write checks on your allotment and the checks are returned for insufficient funds due to NFC not forwarding the check to the designated bank, the Customer Service Section for Institutional Payees will contact the bank on your behalf to try to have the bad check charge removed. The section for allotment information handles problems concerning personal allotment checks to dependents. If, for example, the check has an error or was not received, NFC will take immediate steps to correct the problem.

For more information or assistance, call NFC's Customer Service Branch on (216)-522-5705 (commercial) or 580-5880 (Autovon).

- "MOD SQUAD" EARLY COMMAND CONCEPT TO BE EXPANDED

The "unquestionable success" of Destroyer Squadron 26's "Mod Squad," recently returned from the Mediterranean, has led to a decision to expand the Mod Squad Concept throughout the Navy. Under this concept, commanding officers, executive officers, and department heads of ships are all junior to those usually assigned to such billets. It is expected that about 25 per cent of surface warfare "commander commands" will eventually be skippered by lieutenant commanders in various squadrons throughout the Navy. This expansion of the early command concept is equivalent to the creation of nine Mod Squads.

- PILOT PROGRAM: GUARANTEED ASSIGNMENT FOR CERTAIN FTs AND GMs

A pilot program is currently underway to determine the feasibility of offering guaranteed assignment--as a reenlistment incentive--to Navy-men in the gunner's mate and fire control technician ratings. The pilot study of this Guaranteed Assignment Retention Detailing (GUARD) Program applies at this time only to FT/GM ratings, with anticipated future expansion to personnel in other ratings. Those who are in one of these ratings and are within 10 months of their EAOS and completing between four and 10 years of service may be eligible to receive a specific duty assignment of their choice. Those persons not eligible for the GUARD Program may still be reenlisted under normal procedures. For more information, see your career counselor about BuPersNote 1133 (5 Feb 72).

- WANTED: DUTY PREFERENCE CARDS FROM PCs AND LIs

Seven of every 10 postal clerks and lithographers are in danger of receiving orders they may not want--primarily because only 30 per cent of the men in these ratings have submitted their Duty History and Preference Cards (NavPers 1306/34) to their BuPers detailers since the ratings were centralized last June. Assignments based solely on the needs of the Navy necessarily result for those who don't maintain a current preference card with their detailer.

PC and LI preference cards should be addressed to Bureau of Naval Personnel, Pers-B2151, Washington, D. C. 20370. In the remarks section of your card, be sure to include any information which might help your detailer select your assignment--such as "own home in Norfolk;" "wife expecting;" "plan to go to Fleet Reserve in November 1973;" "plan to reenlist;" or "would extend enlistment or reenlist for duty in area of preferences."

- VOTING BY ABSENTEE BALLOT: READ INSTRUCTIONS FIRST

When you receive your absentee ballot from your state, DO NOT open the envelope until you have read any instructions which might appear on the outside. This is important because some states require that the envelope be opened in the presence of a commissioned officer, notary public, or other authorized person. If there are no instructions on the

briefs navy navy navy navy na

outside of the envelope, it may, of course, be opened as any other mail.

States usually include full instructions inside the ballot envelope with the ballot form as a guide to persons voting by the absentee process. Voting counselors will help you follow these instructions or advise you in case no instructions are sent by the state. When it comes time for you to cast your ballot, it is required by law that your voting be done secretly.

- AGE WAIVERS FOR CANDIDATES FOR OFFICER PROGRAMS

Enlisted men or women who have been ineligible for one of the Navy's inservice officer producing programs because they exceeded required age limits may now have another opportunity due to a new age waiver policy. The more liberal policy for waiver of age restrictions applies to the following officer procurement programs: Navy Enlisted Scientific Education Program (NESEP), Navy Enlisted Dietetic Education Program (NEDEP), Navy Enlisted Nursing Education Program (NENEP), Medical Service Corps, Officer Candidate School (OCS), and the Warrant Officer Program. BuPers Note 1500 (28 Feb 72) contains the details--if you're interested, see your personnel officer.

- VOLUNTEERS FOR COMIDEAST FORCE'S FLAGSHIP

The Commander in Chief of the Atlantic Fleet is looking for volunteers for interesting duty aboard USS LaSalle (LPD 3), which will soon become flagship for the Middle East Force. When LaSalle replaces USS Valcour (AGF 1) as flagship for CoMidEastFor this summer, she'll be homeported at Bahrain, an island about 15 miles off the Saudi Arabian coast in the Persian Gulf. LaSalle, an amphibious transport dock built to accommodate an amphibious squadron commander, is currently being modified for her new role. For a report on duty in this area, both for Navymen and their dependents, see the February 1972 issue of ALL HANDS, page 38, "It's a Nice Place to Visit, and You Can Take the Family."

- ENTRY APPROVAL FOR DEPENDENTS NEEDED IN NORTHERN IRELAND

If you have orders for, or are currently stationed in, Northern Ireland and want to bring your dependents there during your tour, you'll need to get entry approval of dependents from the U. S. Navy first. For further information, see your personnel officer about BuPers Instruction 4650.14D.

- CNO AWARDS FOR NSC CHARLESTON AND NPGS MONTEREY

The Naval Supply Command, Charleston, S. C., and Naval Postgraduate School, Monterey, Calif., were recently selected by the Chief of Naval Operations as winners of this year's Personal Property Activity of the Year Award. NSC Charleston bettered runner-up Navy Finance Center, Cleveland, in the Class I competition, and NAVPGSCOL Monterey was fol-

NAVY NAVY NAVY NAVY NAVY NEWS

lowed in Class II by Naval Station, Key West, Fla. The award was established in April 1970 to recognize excellence in providing the vital service of shipping personal property. This year's winners, selected from among 80 competing activities around the world, received engraved plaques signifying that they were the best in the Navy in 1971.

- MORE RATINGS OPEN TO ENLISTED WOMEN

Five ratings were recently opened to enlisted women in order to broaden their opportunities to serve in more of the Navy's occupational fields. Nondesignated enlisted women who qualify in accordance with Article 14.71 of the Enlisted Transfer Manual and women recruits may apply for "A" school (where appropriate), on-the-job training, or applicable study materials for the following ratings: Lithographer (LI); Illustrator Draftsman (DM); Musician (MU), Vocalist--NEC 3815; Aviation Fire Control Technician (AQ); and Aviation Antisubmarine Warfare Technician (AX). Women interested in the Vocalist NEC should write to the Chief of Naval Personnel (Pers-P44) for information on application procedures.

- CAMPAIGN PERIODS DESIGNATED FOR BRONZE STARS

If you're wearing the Vietnam Service Medal, you may be eligible for another star. The following campaign periods for Vietnam operations have been designated by the Secretary of the Navy:

XIII Sanctuary Counteroffensive	1 May 70 to 30 Jun 70
XIV Vietnam Counteroffensive Phase VII	1 Jul 70 to 30 Jun 70
XV (No name established)	1 Jul 71 to a date to be announced

If you think you're eligible to wear the 3/16" diameter bronze star, see your personnel officer.

- ON LEAVE OVER PAYDAY? YOU CAN STILL GET YOUR CHECK

If you're going to be on leave over payday, it's possible for you to receive your regular pay check--and to draw an advance on your leave rations--if you're scheduled for more than 10 days' leave. This is possible if you use one of the following methods.

- o Leave a preaddressed, franked envelope with your disbursing officer, who will mail it first class to any address you specify.
- o Designate a friend in writing to pick up your check for you; make sure you let your disbursing officer know you intend to do this.
- o Leave an addressed envelope for your disbursing officer to mail your check to a financial institution for credit to your account.

To provide for an orderly transaction of your financial affairs you may also want to allot your pay to pay a home loan, insurance, provide for your dependents, etc. For more details on these and other pay options available, see your disbursing officer about BuPers Note 7220 (28 Feb 72).

briefs navy navy navy navy navy navy navy navy navy navy

- STATEMENT OF EARNINGS ISSUED ONLY WHEN REQUESTED

If you've been looking for--but haven't found--periodic statements of your monthly earnings, it's because these statements are issued only upon request from individual Navymen. In other words, if you want a statement of earnings, you must ask for it. NavOp Z-15 (28 Aug 70), intended to help Navy people acquire a better understanding of various factors that constitute total pay, provided for the first and only Navy-wide distribution of earnings statements (by 30 Oct 70). After that, statements would be issued to a member on a "when requested" basis. If you do want a statement of your earnings, your disbursing officer is the man to see.

- SKILL CENTERS OPEN AT TRANSITION SITES

The Navy has designated a new voluntary program to assist people in pay grade E-3 or below, and combat-disabled men in their adjustment to civilian life. Navy Skill Centers, operated as part of Project Transition, have been established to help men in these situations who will soon be released under the early-out program. Those who qualify for a Skill Center will receive counseling, educational assistance, vocational training, and job or training referral assistance. More information is available from your local Project Transition officer. For earlier details announcing the program, see BuPers Inst. 1510.110.

- CIVILIAN TRAFFIC VIOLATIONS AND THE NAVY: GENERAL POLICY

Several retention study groups have requested clarification of the Navy's role--in terms of administrative restrictions--in relation to civilian traffic offenses committed by Navy people on leave or liberty. In general, off base, off duty civilian traffic offenses are considered to be the responsibility of civil authorities. Navy members will not normally be punished either by court-martial or nonjudicial punishment, nor will leave or liberty normally be canceled. Any exceptions to these rules are designed to protect, rather than punish, the individual concerned.

- CHAMPUS ELIGIBILITY ENDS WHEN YOU'RE SEPARATED

In response to several inquiries concerning the effect of early outs on health care eligibility for dependents, CHAMPUS officials are reminding beneficiaries that--except when the active duty sponsor retires or dies--a family's eligibility for CHAMPUS ceases at midnight of the day the sponsor is separated from active duty. This is true regardless of what condition or disease is being treated at the time the sponsor is separated and regardless of whether the care is being provided on an out-patient or inpatient basis. If a dependent is hospitalized at the time of the sponsor's separation, CHAMPUS can share the cost of care only through midnight of the separation day.

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

"Trim and Tidy"



MCPON JOHN D. WHITTET

IT IS A MATTER of concern to me that there is a small, but significant, percentage of Navymen who are out of shape and overweight.

Navymen who are overweight detract from our high standards of appearance and may interfere with the high state of readiness and operational effectiveness

that must be maintained throughout the fleet. No matter how we look at it, too much body fat will conflict with a man's physical condition and may limit his ability to perform assigned tasks.

On occasion, Navymen are prematurely retired because they are simply too fat to reenlist. It is difficult to fully understand why a man would trade his health or his career for a few pounds of body fat. In any event, it is obvious that Navymen who are out of shape and overweight have both the opportunity and the responsibility to trim down and tidy up.

As well as being a career liability, the disadvantages of being overweight are many and should

also be understood by all hands. It is said of the human heart, for example, that it must pump its life-giving blood through three additional miles of blood vessel for each pound of body overweight. Nevertheless, as convincing as this fact and others may be, losing weight may still be "easier said than done." Programs to lose weight and get back into shape sometimes fail in spite of the very best intentions and expert medical guidance.

Not everyone can trim down to the desired weight. Proper weight control appears to be harder for some than for others. Yet, there are many more examples of progress and success than of failure.

WE NEED TO ESTABLISH a "self-help" program.

Dieting, jogging, swimming, golfing, working out and even shipboard and desk-bound isometrics cannot help unless one is willing to employ these or some other comparable activity in a conscientious and consistent manner. Expert advice is available from a medical officer and a balanced diet from the mess, but there is no prescription or dietary supplement for motivational deficiency. To be successful, one must have the will to trim down, to get into shape and stay in shape. A strong personal resolve is necessary to get the job done.

(For some examples of the variety of sports and recreational facilities available to you, see the article, "Planning a Recreational Program," on the next page and see also the Roundup on Sports in this issue, pages 50 through 61.)

Every Navyman has a unique opportunity to add or subtract from the Navy's image of readiness and discipline. At home or abroad, each must make a positive contribution to the trim (fit) and tidy (disciplined) appearance that both the Navy and the public have the right to expect.

NAVYMEN have asked for and accepted positions of trust and responsibility. The American public is not apt to support an image of laxity and obesity any more than it will support an image of slovenliness and uncleanliness.

Our proud heritage commands a trim and tidy contribution from all hands.

Work Begins on New Pearl Harbor Memorial, Monument Will Honor Battleship Utah

THE 30TH ANNIVERSARY of the Japanese attack on Pearl Harbor was marked there by breaking ground for a USS *Utah* memorial. The structure will be built in an L shape and include a platform from which the ship's hulk can be viewed. The platform will be linked to Ford Island by a short bridge and will have a stainless steel flagpole in one corner.

Platform and bridge will be finished in aggregate and white portland cement. An asphaltic concrete driveway, sidewalks, landscaping and a lawn sprinkler system will be included in the construction.

When the Japanese attacked Pearl Harbor on 7 Dec 1941, USS *Utah*, then equipped as a fleet target ship, was berthed where USS *Enterprise* (CV 6) normally would have been. *Enterprise*, however, had been delayed at sea and the Japanese, apparently mistaking *Utah* for *Enterprise*, reported the carrier had been sunk during the attack.

Utah capsized and sank. When attempts to raise and move her from the channel were unsuccessful, the hulk was pulled to its present location close to Ford Island.

Construction on the memorial is scheduled for completion this summer.

Aboard Your Ship or Station . . .

Planning a Recreation Program

IF YOU TELL YOUR STOCKBROKER you're interested in buying some "NRS" stock, he may raise an eyebrow and wonder what you know that he doesn't. You need not consult your broker or worry about checking the market, however, because you—as a service man or woman—are already a stockholder in one of the largest companies in the world, the Navy Resale System (NRS).

Like other stockholders you receive annual dividends; in this case in the form of recreation programs, which include enlisted men's clubs, better equipped hobby shops, bowling alleys, movies and more recreational equipment.

WHERE REC FUNDS COME FROM

THERE ARE SEVERAL TYPES of funds to pay for special services functions. The majority of the cash for all types of recreation funds comes from the same place: Profits made from sales to you and your dependents at Navy Exchanges and ship's stores. Here's a brief rundown on these funds and how they work:

• **Unit Recreation Fund**—This is the fund in which you will probably be most interested, since it is your ship or station recreation fund. It finances the local athletic program, stage shows, movies, all-hands parties, station newspapers, games and recreational equipment for enlisted messes, and supplements library facilities.

• **Composite Recreation Fund**—This fund, similar to the unit recreation fund, serves personnel from several naval activities grouped closely together, where only one set of basic recreation facilities is available.

The administration of this fund, like the unit fund, is by the CO of the station where the major source of revenue is located. The Recreation Council—made up of officers from each participating activity—and the Recreation Committee—composed of enlisted representatives of each participating activity—advise the CO concerning the requirements for a viable leisure-time activities program.

• **Command Recreation Fund**—This fund is established and maintained at higher levels of command, such as a naval district, air training command, type or naval force command.

The Command Recreation Fund is used for financing command-wide or area-wide special services programs. This fund is not to be used for supporting day-to-day special services programs.

• **BuPers Central Recreation Fund**—This is the "helping hand" fund, which supports the recreation program of the entire Navy by financing such activities as the Fleet Motion Picture Program, the building of

new recreation facilities, and supplementing various recreation funds of the Navy.

The Central Recreation Fund consists of a share of the profits of the Navy Exchanges and Ship's Stores, balances remaining in the recreation funds of decommissioned or disestablished naval activities and gifts or donations accepted by the Navy Department for the recreation of naval personnel.

RECREATION COMMITTEE AND RECREATION COUNCIL

YOU SHOULD KNOW something about the Recreation Committee for two reasons: its members might be able to help you do some good; and you may be appointed a member of one some day.

The Recreation Committee is composed of enlisted personnel to help improve and expand the total recreation program of your command.

The Recreation Council, which is composed of three or more officers, and the Recreation Committee both have direct access lines to the CO. Generally, however, the committee meets sometime before the session of the recreation council.

IN THE COMMITTEE MEETING, division representatives discuss projects in progress along with future possibilities, and then put their suggestions in writing to the CO.

For example—say your shipmates want to stage a ship's dance. The idea originates in the recreation committee. Committeemen then begin the necessary

Enterprise Families Aided

Navy men on board *uss Enterprise* (CVAN 65) had reason to be thankful for the Navy Relief Society during their ship's deployment in the Indian Ocean during last year's India-Pakistan crisis. Operational commitments disrupted mail service to and from the ship and crewmembers were unable to send checks or money orders to their dependents. The Navy Relief Society was asked to make loans of more than \$25,000 to help 145 *Enterprise* families.

Five days before Christmas, the Society's East San Francisco Bay Auxiliary at NAS Alameda was contacted and the loan request was forwarded to the headquarters office in Washington, D. C. The required funds were approved and transmitted the same day. Christmas money was delivered personally to families in the San Francisco Bay area and airmailed to those residing elsewhere.

PLANNING A RECREATION PROGRAM (cont.)

legwork to find out where a dance can be held, the cost of renting a hall, the approximate cost of food, refreshments and the like. It then presents the request, along with a full report on estimated costs, to the council, which then submits its recommendations to the skipper.

The CO, by regulation, is responsible for the expenditures of all funds. Therefore, he indicates his approval or disapproval of this request, and of all other requests to spend rec funds.

Another little-known function of your recreation fund is the making or granting of non-interest-bearing emergency loans to you and your shipmates. If, after investigation, your commanding officer finds that a real emergency exists, he may approve such a loan, provided that the services of Navy Relief, the Red Cross, or other similar relief organizations are not readily available.

WHO CAN USE FACILITIES?

YOUR SHIP OR STATION may have a tremendous hobby shop or well-equipped athletic gear locker, but it won't be worth the space occupied unless it's put to use. But in many cases, other personnel are also eligible to use your ship or station's recreational facilities and equipment. These are the people entitled to use them:

- Active duty U. S. military personnel and their dependents.
- Naval Reservists on active duty for training in excess of 72 hours, and their dependents.
- Members of the Selected Reserve, while on inactive duty training, at installations where training is performed.

Provided facilities are adequate and subject to such restrictions as the commanding officer deems necessary, the following are also authorized to use the facilities and equipment, and to participate in the programs supported by recreation funds:

- Civilian employees of the Department of Defense travelling on official authorization and quartered on the station.
- Civilian employees of the Department of Defense and their dependents and other civilian personnel associated with DOD (if afforded Exchange privileges other than Exchange food service privileges).
- Uniformed, Red Cross paid personnel.
- Patients hospitalized in naval hospitals.
- Military personnel of foreign nations (under certain conditions).
- Fleet Reserve and retired military personnel and their dependents.
- Unmarried widows of military personnel and their dependents.
- Members of Reserve components during periods of inactive duty training.
- Occasional guests of military personnel, on a limited basis as authorized by the commanding officer.

FRATERNAL and charitable groups or organizations, which do not practice discrimination on the basis

of race, color or national origin, may be permitted to use recreational facilities on an occasional basis, and civilians in the community may attend special services events subject to the following:

- Attendance does not compete with similar entertainment in the community.
- Attendance does not interfere with attendance by authorized participants.
- Seating shall be on a desegregated basis.

Switch to 16mm Program Will Increase Amount of Movies Delivered to Fleet

MOTION PICTURE SERVICE to naval activities began to improve on 1 Feb 1972. A new 16mm program is expected to distribute 50 per cent more copies of new movies—and do it faster. Shore activities are expected to receive new films up to three months sooner than before.

All motion picture theater equipment on Navy activities will be standardized at 16mm under the move. CONUS and Hawaii commands with 35mm equipment will not have to pay for the changeover. While ships' crews will continue to see movies free, shore-duty Navymen will pay a 25-cent admission fee. Half of the money will go to the Bureau of Naval Personnel to help defray the \$2.5 million extra cost of the program. Overseas commands have the option of not charging at outdoor theaters.

The 50 per cent increase in prints of new movies

LOTS OF VAR

HERE'S A LIST of recently released 16mm 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).

Big Jake (WS) (C): Western; John Wayne, Maureen O'Hara.

The Horsemen (WS) (C): Adventure; Omar Sharif, Leigh Taylor-Young.

Black Beauty (C): Drama; Mark Lester, Walter Slezak.

The McMasters (C): Western; Brock Peters, Burl Ives.

A Severed Head (C): Comedy; Lee Remick, Richard Attenborough.

The Return of Count Yorga (C): Horror-Drama; Robert Quarry, Mariette Hartley.

Doc (C): Western; Stacey Keach, Faye Dunaway.

The Neon Ceiling (C): Drama; Lee Grant, Gig Young.

The Grissom Gang (C): Action Drama; Kim Darby, Scott Wilson.

The Anderson Tapes (C): Suspense Drama; Sean Connery, Dyan Cannon.

Fools' Parade (C): Suspense Drama; James Stewart, George Kennedy.

available means more new movies will be seen in the Fleet. For viewers on the beach, it means an average of four new movies per week. Additionally, 50 per cent more prints of the 1000 titles maintained by the Navy Motion Picture Exchange will be made available to CONUS activities to supplement the new movies and provide up to seven program changes a week.

All major motion picture companies will make their products available under the system. A future increase in the admission price to 30 cents is anticipated, subject to government price control policies. The extra nickel will also go to BuPers to defray costs.

Wives Learn the Facts on Auto Care In Special Services Course at Long Beach

WHEN NAVY HUSBANDS are at sea, most wives feel sufficiently competent to assume duties usually reserved for the breadwinner. When the car sputters and dies in heavy traffic, however, that's a different matter. That is, it was until wives at Long Beach's Naval Base decided to remedy matters.

Special Services at Long Beach offered the ladies a course in elementary car mechanics. It teaches its students how to change oil and tires and how to grease their machines. From there, the ladies progress to more sophisticated procedures such as tuning up the motor and changing points and plugs. Then they learn what to do when the condenser, cooling system and brakes go wrong. The ladies in the class work on

their own cars, so are anxious to do it right.

So far, nobody has traded in her spatula for a job in an auto repair shop but all are glad to have taken the course. Even if they don't want to repair the car themselves, they can now drive into a garage and tell the mechanic specifically what is wrong. It sounds much better than saying the thingamabob makes a funny noise.

North Island Club Helps Navymen Go Straight Down—at 185 mph

FOR THOSE WHO LIKE TO FLY, but prefer doing it on their own rather than in airplanes, the North Island Parachute Club, or one of the other 26 CNO-sanctioned parachute clubs, may be the group for which you're searching. North Island's club has 45 members whose idea of living is to plummet 11,000 feet through the air with only a patch of nylon and a lot of bravado to soften the landing.

Members dive regularly on weekends. They insist that you feel as if you're floating up there—while falling straight down at 185 mph. Dropping out of a small plane or helo at 13,500 feet gives the divers enough time to do a few light-hearted loops, rolls and turns before popping the chute at 2500 feet.

North Island skydivers only pay \$20 during the first year to enjoy this exhilarating sport, and \$15 annually afterwards. Dues cover the cost of training and equipment. Training consists of eight hours in the class-

ACTIVITY ON NAVY MOVIE CIRCUIT

Ryan's Daughter (WS) (C): Drama; Robert Mitchum, Trevor Howard.

The Hired Hand (C): Western Drama; Peter Fonda, Warren Oates.

The Bloodsuckers (C): Drama; Peter Cushing, Patrick MacNee.

Perfect Friday (C): Comedy Thriller; Ursula Andress, Stanley Baker.

Summer of '42 (C): Drama; Jennifer O'Neill, Gary Grimes.

Bunny O'Hare (C): Comedy; Bette Davis, Ernest Borgnine.

Sam Hill (C): Western; Ernest Borgnine, Stephen Hudis.

Pretty Maids All in a Row (C): Crime-Comedy; Rock Hudson, Telly Savalas.

Blue Water, White Death (WS) (C): Documentary; No cast listed.

Two Lane Blacktop (WS) (C): Drama; James Taylor, Dennis Wilson.

The Million Dollar Duck (C): Comedy; Dean Jones, Sandy Duncan.

Little Murders (C): Comedy; Elliott Gould, Marcia Rodd.

Flight of the Doves (C): Melodrama; Jack Wild, Ron Moody.

The Reckoning (C): Melodrama; Nicol Williamson, Rachel Roberts.

Criminal Affair (C): Drama; Ann-Margret, Rossano Brazzi.

McCabe & Mrs. Miller (WS) (C): Western; Warren Beatty, Julie Christie.

The Omega Man (WS) (C): Science Fiction; Charlton Heston, Anthony Zerbe.

Murders in the Rue Morgue (C): Horror; Jason Robards, Herbert Lom.

Do You Take This Stranger? (C): Drama; Susan Oliver, Gene Barry.

The Mephisto Waltz (C): Suspense Drama; Alan Alda, Jacqueline Bisset.

Walkabout (C): Drama; Jenny Agutter, Lucien John.

Bed and Board (C): Comedy; Jean Pierre Leaud, Claude Jade.

Goin' Down the Road (C): Drama; Doug McGrath, Paul Bradley.

They Paid With Bullets (C): Drama; Ingrid Schoeller, William Bogard.

Escape from the Planet of the Apes (WS) (C): Science Fiction; Kim Hunter, Roddy McDowall.

Little Big Man (WS) (C): Western Satire; Dustin Hoffman, Martin Balsam.

room and two hours at the jump site before making the big leap. Members must pass a medical flight physical, join the U. S. Parachute Association and obtain their skipper's permission.

If you're the type who likes to fling yourself out of airplanes, and live to tell about it, contact your local special services office—they should be able to tell you where to go jump.

Warrants Can Earn College Credits For Postgraduate School Eligibility

A NEW EDUCATIONAL PROGRAM, similar to the ADCOP program for enlisted people, has been established to give warrant officers an opportunity to earn enough college credits to achieve eligibility for the undergraduate program at the Naval Postgraduate School at Monterey, Calif. The Warrant Officer Associate Degree Completion Program, announced in January, enables 20 warrant officers a year to pick up necessary credits at 11 participating junior colleges.

Participants have already been selected for the school year beginning this September, but other interested warrant officers can begin working now to ensure their eligibility for consideration next year. To be eligible you must:

- Have at least two fitness reports submitted from an operational command.
- Possess at least a high school equivalency certificate or diploma issued by a state department of education or an authorized high school.
- Have at least six transferable college credit semester hours from a regionally accredited institution.
- Not be within six years of statutory retirement by 1 September of the year schooling is requested.

A student under this program must pursue a field of study closely related to his rating which will increase his proficiency. Typical fields of study include Engineering, Applied Mechanics, Drafting, Electronics, Data Processing, Business Administration, Food Service, Industrial Management, Medical and Dental. Those participating in the program must agree to serve on active duty for one year for every six months, or portion thereof, spent in the Associate Degree Completion Program.

Navy Establishes 11 Warrant Billets Within its Special Warfare Community

ELEVEN WARRANT OFFICER BILLETS are being established within the Special Warfare (UDT/SEAL) community by the Chief of Naval Operations and they are expected to be at the Basic Underwater Demolition SEAL (BUDS) Training Unit, and at each of the two Naval Inshore Warfare Commands, three Underwater Demolition Teams and two SEAL teams. Compensation for the 11 billets will be provided from lieutenant (jg) and lieutenant billets with 1130 designators.

A warrant officer will be allowed to serve only one tour in any one of these billets before returning to duty in his regular warrant category. However, he may request reassignment to a Special Warfare billet after

Facts Behind Cycle Accidents

THERE were 261 motorcycle accidents—42 of them fatal—involving naval personnel during the first half of 1971. The cases, which also involved personal injuries ranging from minor cuts and abrasions to amputations, reveal a number of interesting facts:

- The average motorcycle operator was 17 to 24 years old, a petty officer, and had less than two years' operating experience.

- Alcohol was involved in 50 of the 261 cases; 11 ended in fatalities.

- The most dangerous period for riding was during the months of April, May and June, with Friday, Saturday and Sunday, between the hours of 1600 and 2400 being the most dangerous time. Most of the 42 fatalities, however, occurred between the hours of 2000 to 0400. Twenty-two of the deaths occurred on straight sections of paved road, nine were on curves or while the operator attempted to negotiate a turn, and four took place at intersections.

- Exactly half of the fatal accidents could be directly charged to the motorcycle operator because of faulty or negligent operation. There were 13 charged to the operator of an automobile and eight cases in which responsibility could not be determined.

- Motorcycle operators were found to be responsible for 75 per cent of the 261 cases. Speed was a major contributing factor, with inexperience/poor judgment next in order.

he completes a full tour of duty in his warrant category. This arrangement will prevent the limited opportunity that would result if the same group of warrant officers were to remain continuously within the UDT/SEAL community.

Administrative Reduction in Pay Grade Could Ease Return to Active Duty

IT'S NOW A LITTLE EASIER for ex-Regular Navymen, Naval and Fleet Reservists to return to active duty. They can voluntarily accept an administrative reduction in pay grade and thus eliminate the old frustration of having to comply with requirements in the Open Rates List.

Time was when returning Reservists were required to have held an open rate. Returning non-Reservists, however, could take a drop in pay grade and become eligible for reenlistment. BuPers Notice 1130 of 2 Nov 71 eliminates this inequity.

Navymen who either are in an open rate or taking a reduction in pay grade and who have served without a service break, are eligible for reenlistment as many as six months after their separation. They forfeit their right to a reenlistment bonus, however, after a 90-day break in service.

An Open Rates List which gives rates, NECs and special skills in which Navymen without an active duty obligation may enlist, reenlist in the Regular Navy or Reservists who volunteer for recall to active duty, is given as an enclosure to BuPers Notice 1130 of 2 Nov 1971.

BEQ at Great Lakes Is Dedicated In Memory of WWII Black Navyman

NEARLY 2000 service school students at Great Lakes are now residing in the Navy's newest bachelor enlisted quarters complex; the new BEQ was dedicated to the memory of the late officers' cook third class Dorie Miller on 7 Dec 1971—the 30th anniversary of Pearl Harbor day.

The date of dedication was significant in another way—it was 30 years ago that Dorie Miller distinguished himself in combat with the enemy. Miller manned a machine gun and directed its fire at attacking enemy planes—but only after he had helped move his mortally wounded CO to a place of safety on the bridge of the battleship *uss West Virginia*.

As a result of these heroic actions, the late Fleet Admiral (then Admiral) Chester W. Nimitz personally presented the Navy Cross to Dorie Miller in ceremonies aboard *uss Enterprise* in May 1942. Then, in November 1943, aboard *uss Liscombe Bay*, Miller was lost at sea when that escort aircraft carrier was sunk in the Gilbert Islands area of the South Pacific.

Though never assigned to duty at Great Lakes, Dorie Miller visited the base early in 1943 and was principal speaker at the first graduation ceremonies of a service school established to train black Navymen during the war.

Mrs. Henrietta Miller, mother of the late Navyman, and the Reverend Elmer L. Fowler, a Chicago pastor who founded and heads the Dorie Miller Foundation, were among other distinguished guests and visitors attending the ceremony.

City Power Plant Provides Steam for Recruit Center—Plus Savings of \$150,000

NEAR THE SOUTH END of San Diego's Lindbergh Field, an electric generating plant rises. Its primary job, of course, is to furnish municipal electric power, but it also furnishes steam for the Naval Training Center and Marine Corps Recruit Depot.

Here's how it happened: At about the same time the new electric generator was to be built, the heating plant at the Naval Training Center needed updating which would have required installation of a new boiler. At the same time, the steam plant at the Marine Corps Recruit Depot needed replacement. Together, the cost would have run to more than \$250,000.

The new power company facility is a waste heat boiler which works in conjunction with a 20,000-kilowatt gas turbine-driven electric generator. The interesting point to the Navy, however, was that about 80 per cent of the power generated by this equipment was in the form of heat. If unharnessed, the energy

Wives Advise on Housing

Recognizing the unique qualifications and the importance of the Navy wife as a member of the Navy team, eight representative wives were invited to the Public Works Center, Newport, R.I., to review with an architect/engineer the plans for the 150 Navy townhouse-type units to be built there.

The ladies' comments ranged from remarks on general layout, to recommendations on changing color of floor tiles and relocating ceiling light fixtures. All comments and suggestions were sent to the architect/engineer firm for further evaluation.

It is anticipated that many of these comments will find their way into the design of future housing units resulting in improved habitability for all Navy families.

would be lost in the atmosphere. A contract was signed which provided for the Navy to buy the steam power by-product from the electric company.

In the electric plant, exhaust from the 20,000-kilowatt turbine now provides heat for boilers, which generate steam that is piped to the training center and Marine Corps Depot.

Instead of spending a quarter of a million dollars to install a new system, the Navy was able to modify the existing system at a cost of just over \$100,000, a significant saving.

Furthermore, not only did the Navy save a considerable amount of money by not updating its own steam producing facilities, but also it now gets the steam by-product of electrical generation at less cost than it would have expended by using its own plant.

Sculpture of ADM Nimitz on Display At Fleet Headquarters, Pearl Harbor

"HE EQUIPPED HIMSELF as few naval officers could, or did: to lead, to use total seapower, to out-think the adversary." This was the tribute paid to the late Fleet Admiral Chester W. Nimitz during a dedication ceremony of a sculptured bust of the late five-star admiral at Pearl Harbor. The remarks were made by Admiral Bernard A. Clarey, Commander in Chief, Pacific Fleet.

The sculpture is on display at the Fleet's headquarters building. Admiral Clarey said, "The bust of this truly unique American and Navyman is where it should be—overlooking Pearl Harbor." As the Pacific Fleet Commander during World War II, Admiral Nimitz used the same headquarters building occupied by Admiral Clarey and his staff today.

The dedication ceremony was attended by many Navy and civilian dignitaries, including the sculptor, Felix de Weldon. De Weldon, now a world-renowned portrait painter and sculptor, was a Seabee during WW II. He gave the bust to the Pacific Fleet command.

Vietnam Advisors

WITH THE RIVERINE FORCES



THERE'S ONE THING about duty as a Navy Advisor in Vietnam. The jobs are extremely varied and you're always busy. At least that's what three lieutenants—Robert F. Duminiak, Joe T. Rucker, and Thomas A. Comer—attached to three different units in the Republic of Vietnam have found.

LT Robert Duminiak, an advisor who recently completed an assignment with the Vietnamese Navy's Coastal Group 11 and is now stationed in Philadelphia, Pa., says he found no two days alike. Simply to say that his job was that of an advisor wouldn't adequately describe the variety of duties he performed. For instance, as the only U. S. Navyman assigned to the coastal group, he was a gunnery, engineering, operations, maintenance, logistics, animal husbandry and management advisor to the unit's skipper. And, he had to do his own paperwork, too.

He didn't mind the additional demands resulting from the variety of tasks performed. "What I liked most about serving as an advisor was the fact that you could see you were accomplishing something," he said. "Given the opportunity, I would serve again."

Coastal Group 11's mission was to stop enemy infiltration in Quang Tri Province and keep an eye on the province's waterways. It was also charged with enforcing government fishing regulations. The unit accomplishes this twofold mission with seven patrol craft.

Despite the number of jobs he already had, LT Duminiak ended up with one additional task—that of fishing advisor. Like the animal husbandry program, the fishing project is designed to supplement the Vietnamese sailor's protein-poor diet. LT Duminiak is now back in the U. S. on duty in 4th Naval District.

MEANWHILE, LT Joe Rucker's assignment—at a repair facility 80 miles southwest of Saigon—also involves patrol boats. His current efforts—at least at the time of last reports—are being directed at completing a project with the unwieldy title of "Accelerated River Patrol Boat and River Assault Craft Overhaul Program."

LT Rucker, repair advisor of the Binh Thuy facility, says the term "remanufacture" might be more appro-



From left: A Vietnamese repair officer and his American advisor discuss the progress of the accelerated overhaul program. (2) Solving boat maintenance problems at Cua Viet. (3) Rebuilding engines to within tolerances of 3- to 5-thousandths of an inch. (4) Instructions on how to "torque" bolts, making certain they are not too tight or too loose. (5) Gunnery exercises are a part of the continuing training at the Vietnamese Navy's Cua Viet base.

priate than overhaul to describe the type of work in which he's involved. After local specialists in fiber glass and wood hull, engine, pump, weapons and electronics repair finish their jobs, a vessel emerges in "like-new" condition.

Of course, the job is not without its obstacles—many of which stem from the smaller average size of Vietnamese Navymen. First of all, normal-size work benches are too high and must be cut down. Some of the tools are too heavy for many of the Vietnamese men to haul around, so small carts have to be built to transport the equipment. Additionally, since a smaller man needs a longer handle for leverage, some of the tools have had to be modified for the RVNN sailors.

CONTRASTINGLY, LT Thomas Comer's advisor job on the rivers of Vietnam doesn't involve repair work, but rather minesweeping. The lieutenant is assigned to Mine Interdiction Division 92—a unit which has the responsibility of making daily sweeps along a 10-mile stretch of the Tach Han River, the most heavily enemy-mined waterway in the Republic of Vietnam.

The Tach Han, called Cua Viet, serves as a training area for an enemy battalion stationed just north of the division's base. Mining incidents are common in the general area.

"Villagers have snagged mines weighing 150 to 200 pounds in their fishing nets," says the lieutenant. But the division has been effective too, having removed more than a hundred mines from the river this year.

According to LT Comer, there are two distinct disadvantages to being assigned to Cua Viet. First, during the monsoon season, it usually rains continually for three weeks or more, washing out roads and bridges to the base. And, during the dry season, there are often 30- to 40-mph winds—called "Loatian Winds"—which guarantee everyone "sand in your bed, food, everything."

Overlooking disadvantages, the lieutenant points out that there is one distinct advantage to being assigned to the advisory team at Cua Viet. "We've got the best chow of any base in Vietnam. If you think I'm kidding, ask anyone here, or try it yourself. We're convinced."



navy sports



IT'S HARD TO SAY just when Navymen first became interested in athletic competition within the naval establishment, but with some certainty we can say the first organized Navy sport was whaleboat racing in the 1800s. Undoubtedly the sailors' competitive spirit also moved them to break gunnery and distance-speed records of other ships of the fleet.

Whaleboat racing is still a fleet sport but today it's only a small part of the Navy's worldwide athletic program, which also includes many interservice competitions and hundreds of spontaneous sports events.

Navy competitors are usually willing to give almost any type of sport a go; the pages of *ALL HANDS* Magazine bear witness to that fact, by recording such diverse competitions as shell racing in Newfoundland, carabao racing in The Republic of the Philippines, and soccer matches in England, South America and Portugal. And, of course, the American Bluejacket has taken his own brand of sports to some mighty unusual places. For example, he has raced vehicles and played football on the Antarctic ice and played baseball at the North Pole.

Presented on the next several pages are the recent accomplishments and victories of Navy athletes in such areas as boxing, softball, baseball, basketball, sailing, track & field, shooting, tennis, volleyball, swimming, bowling, and skydiving.

SOFTBALL

THE SOUTH ATLANTIC SEA RAIDERS, by virtue of the strong-arm hurling of ace right-hander Bill Godwin, captured the 1971 All-Navy Softball title. The Raiders emerged victorious from the three-day round-robin tourney held at the Naval Air Station, Memphis.

The Raiders were in command throughout their six-game schedule as they opened the competition with an impressive 6-0 "whitewash" of Western Pacific. Godwin was the man of the hour in the opening contest as he tossed a nifty no-hitter. A walk issued in the second inning prevented a perfect game.

The fired-up Raiders assured themselves of the title on the tournament's final day of play when they blanked the Western Pacific team by a 9-0 score. A long two-run homer in the third inning by catcher Bob Brown provided pitcher Godwin with a comfortable cushion and his third tournament win.

South Atlantic's total during the tournament was six wins and no losses. Finishing second was Pacific

Coast with a 3-3 record. North Atlantic was third with a 2-4 record and Western Pacific finished fourth with a 1-5 total.

FOOTBALL

IT COULD HAVE BEEN 1969, or 1970, but it was 1971 and the Hell Razors of Attack Squadron 174 (VA 174) did it again. A VA 174 team, representing Jacksonville, won the title for the third consecutive year in the Atlantic Fleet Forces Afloat Touch Football Championship. The double-elimination contest was held aboard the Charleston Naval Station.

The Hell Razors easily rolled over—by a 45-12 score—the *uss Puget Sound* (AS 38) team, which represented Newport, for the championship. *uss Vulcan* (AR 5), representing Norfolk, took third place after having been defeated by *Puget Sound*, 29-7, in the semifinals.

Chief James D. Jackson, a member of the VA 174 team, was selected the most valuable player of the tournament. According to Fleet Athletic Director R. L. Cruise, Chief Jackson “displayed outstanding ability in quarterbacking and controlling his teammates while in play, and their sportsmanship on the field.”

Teams participating in the tournament were champions of the areas they represented. Other teams were Marine Fighter Attack Squadron 312, representing Fleet Marine Force, Atlantic; *uss Tattall* (DDG 19), Mayport; *uss Tecumseh* (SSBN 628), Charleston; and *uss Howard W. Gilmore* (AS 16), Key West.

JUNIOR TUPUOLA scored two touchdowns in leading the Naval Academy Prep School (NAPS) to a 24-0 victory in the “Little Army-Navy Football Game.” The game against the NAPS counterpart—the Army Prep School—was played at Ft. Belvoir, Va.

NAPS moved ahead early in the second quarter on a 12-yard power play by fullback Tupuola. Larry Mucynski kicked the extra point to make the score 7-0. Later in the quarter, linebacker Jeff Scott picked off a Belvoir pass and raced 55 yards to score. Again, Mucynski added the point.

With only 38 seconds remaining in the half, NAPS kicked off. The return by Belvoir to their 35-yard line plus a series of penalties quickly put the ball on NAPS’ own five-yard line and it appeared the Army would score. From there, Belvoir faked a field goal, then threw into the end zone where pass interference was charged against NAPS. The ball was placed on the one-yard line, but the Bainbridge nine held as time ran out.

Tupuola’s second touchdown came in the fourth quarter on a one-yard plunge to climax a 75-yard drive. Mucynski’s kick put the score at 21-0 and, a few minutes later, Mucynski put the frosting on the victory with a 34-yard field goal.

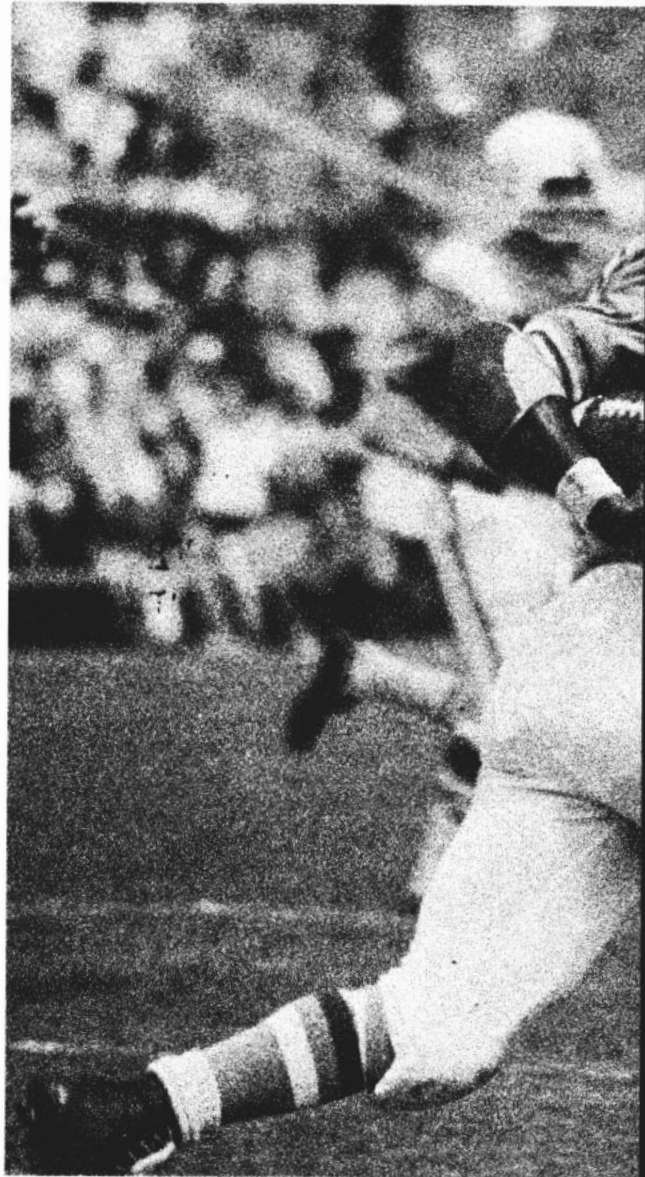
Left half Ed Gilmore, who rushed for 146 yards

in 14 carries, was chosen the outstanding offensive player. Jeff Scott, who intercepted two passes for the day, and Ozy Paulding, who had 16 tackles to his credit, shared the outstanding defensive player honors.

ALTHOUGH the football season was still six months away and *uss Jouett* (DLG 29) was on the other side of the world, the crew of the San Diego-based guided missile frigate eagerly jumped at the opportunity of sponsoring a Pop Warner Football Team.

When asked to sponsor the team, *Jouett* was finishing a seven-month deployment to Southeast Asia, where she served in the Tonkin Gulf. Within a week *Jouett* crewmen had volunteered the \$500 which was required for a full sponsorship.

The team, composed of 35 boys from ages eight to 10 and named the Jaguars, competed in the 1971-





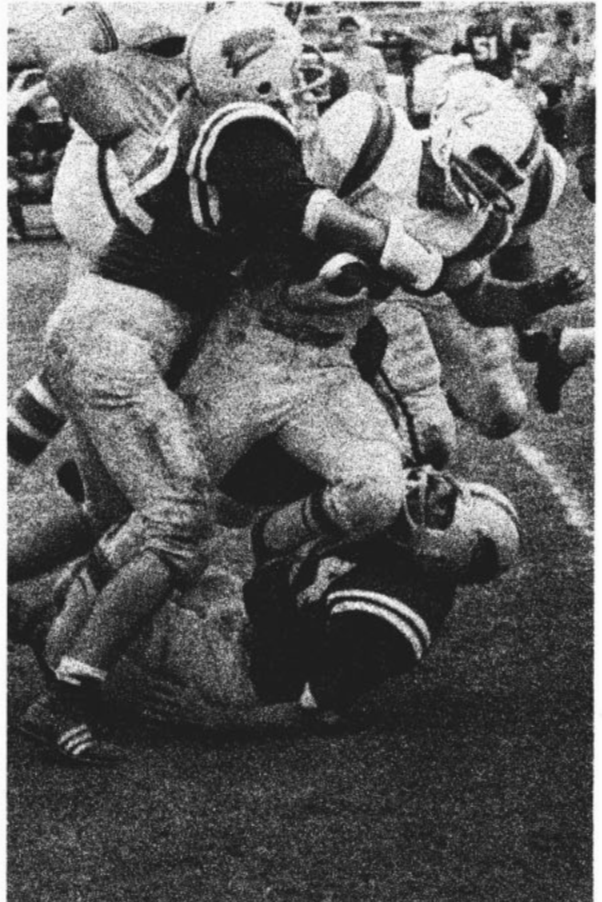
1972 football season. The team was in the Junior Peeewe Division of the Chula Vista (Calif.) Pop Warner Football Association.

While opportunities to view the Jaguars' games were limited by a heavy operating schedule and a busy overhaul period, mast crewmembers did see at least one game during the season.

HAVE YOU EVER HEARD of a successful first-year football team? Well certainly not very often. But the newly formed varsity football team—the Admirals—at the Subic Bay Naval Base has established a phenomenal average of 49 points per game, while holding their opponents to a meager seven points.

For some years, football fans at Subic Bay have had to quench their gridiron thirst by traveling to San Miguel to see the CommSta team in action or to Luzon Island (Clark AFB) to see the four teams in action there. The question had been raised numerous times why the Navy's largest base in Southeast Asia couldn't have its own football team. Softball and basketball were all right, but the fans wanted to watch some good ol' "rock 'em, sock 'em" football.

Subic's Special Services Department took the football question under consideration and, largely through the efforts of Lieutenant Commander Frank Smith, special services officer, and Bill Ross, station athletic



director, things began happening. A fan-attracting program was started which included quarterback luncheons for all hands, pretty pom-pom girls from the base high school, and unusual halftime entertainment—at the Subic-Yokosuka half the All-Navy Carabao Derby was held (see ALL HANDS, February 1972).

Halftime hijinks notwithstanding, it was obviously the Subic Admirals' performance which attracted the fans. Approximately 5000 have attended each of the home games to see the Admirals soundly defeat some pretty experienced teams. For example, the Subic Bay team has beaten the Yokosuka Seahawks, 38-14; the San Miguel Comets, 48-0; the Falcons, 40-2; the Cobras, 60-0; another team called the Comets, 27-6; and the Roadrunners, 76-14. The last four teams are all from Clark AFB.

—PH3 Dave Cunningham, USN

RUGBY

A SMALL GROUP OF OFFICERS and enlisted men in London have put away their footballs, their books of plays, their helmets and pads, and have taken up what the British fondly call a ruffians' game played by gentlemen—rugby.

Twenty Navymen, stationed at the London headquarters of the Commander in Chief, U. S. Naval

Forces, Europe, have formed the Navy-Marine Corps Rugby Club. Last year the American club joined an established British rugby organization, the Saracens Rugby Club. The Saracens (the Moslems of ancient history as opposed to the Crusaders), although not a formal league, is composed of 10 rugby teams that play against other teams throughout Britain as well as against each other. The membership fee charged by the club ensures referees, balls and a pitch, or playing field, for the teams' games.

The Saracens Club also provides for another necessary feature of rugby—post-game refreshments. A British rugby game is almost as much a social event as it is an athletic contest, and ceremonies after the game inevitably feature the two teams getting together for several rounds of beer at a local pub or the clubhouse.

These post-game social gatherings, plus certain amenities on the field, give rugby an aura of civility combined with violence which is nonexistent in American football. There is a certain politeness, perhaps inherent in all such British gatherings, even in the way the teams battle for possession of the ball and in the way a tackler tries to remove the ball carrier's head.

IT'S A ROUGH GAME with some similarities to American football. Yankee spectators can easily identify with the rugby versions of open-field running and lateral

It's not a free-for-all, it's called "scrum." Hands are not allowed to touch the ball, the idea being to kick the ball out of the scrum to a team mate.



passing. However, there are no pre-set plays, forward passing or blocking, and any of the 15 men on a team can run with the ball or punt it at almost any time.

All of the U. S. Navy "ruggers" had played football in high school or college, and this experience naturally helped them learn rugby. But through transfers and separations the team loses 12 to 15 men each year. As a consequence, they have to play more aggressively to make up for their lack of experience as compared to the British clubs whose athletes have not only played the sport for years, but have also been together as a team for quite some time.

—JO2 Dan Lichtenstein

BOXING

NINO BENVENUTI, a former middleweight champion of the world, shared his views on boxing with the crew when he toured the guided missile cruiser *USS Albany* (CG 10) during a recent port visit to Trieste, Italy.

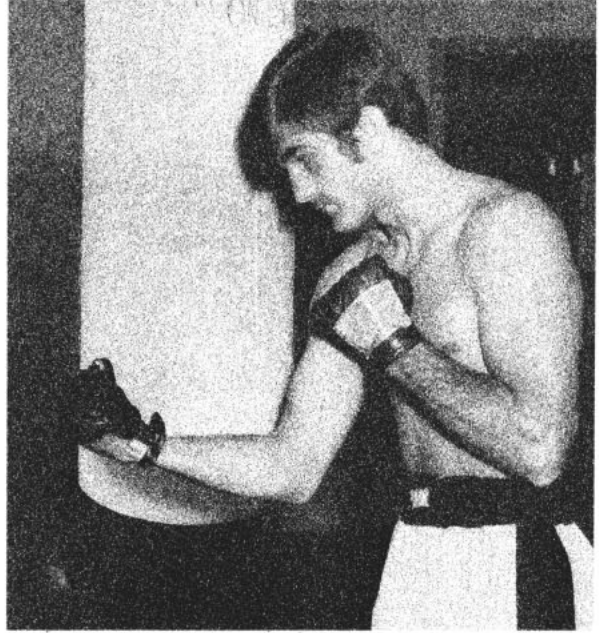
Benvenuti, who is a native of Trieste, had lunch with *Albany's* skipper, Captain Robert "C" Peniston, then appeared on the ship's closed-circuit television to talk about his career and the future of boxing.

Benvenuti said he considers the 1960 Olympics and winning the European boxing crown and the world middleweight championship to be the major highlights

of his career. "My three bouts with Emile Griffith were my toughest fights," he recalled. "Griffith is smart, strong and fast and he's a fine fighter and a gentleman."

When he lost the title to Argentina's Carlos Monzon—Benvenuti says his manager threw in the towel too soon. "I was still strong and willing to fight," he said.

Commenting on the current heavyweight scene, Benvenuti says the world has a unique opportunity of having two great champions at one time, "Both Ali



All-Navy Light Welterweight Frank Simko during a light workout. BM3 Simko recently won the Juarez, Mexico City, light welterweight title.



and Frazier are champions." He maintained that Ali can't be sharp if he stays out of the ring for three years, but "given the proper training, I think Ali would do well."

Why did he quit the ring? "I have three reasons—Stefanos, Maria Christina and Juliano—my three children. I may do a little television work or maybe another movie, but I plan to take it easy and be a family man. That is my job now," he said, "and I'm happy."

NAVYMAN Duane Bobick, the 1971 interservice heavyweight champion, and winner of a gold medal as a heavyweight boxer in the 1971 Pan American Games, made headlines again when he battled his way to the top of the heavies in the National AAU Boxing Tournament at New Orleans. Bobick won the AAU crown by defeating Ronald Draper of Kansas City.

Another Navyman, John David, captured a runner-up billet in the 119-pound class. Air Force's Richardo Carreras took top spot in the class.

Boatswain's Mate 3rd Class Frank Simko, Jr., box-

ing out of the Naval Ordnance Missile Test Facility, White Sands, N. M., recently became the first American serviceman to win an amateur boxing title in the city of Juarez, Mexico.

Simko captured the light welterweight championship title with a flashy two-minute, 17-second knockout over Rafael Ramirez. Simko's performance earned him a standing ovation from the more than 1500 fight fans at Juarez's Municipal Auditorium.

On the opening night of the Juarez City Championships, Simko knocked out Pablo Rivera in 56 seconds of the first round and the following night defeated Tony Murillo with another first-round knockout. That fight lasted one minute, 37 seconds.

Petty Officer Simko is coached by Benny Segura of Las Cruces, N. M. Segura is a former All-Navy boxing champion.

Simko has been boxing for the last five years and has never been knocked down. Before entering the Navy, he won the Northern Golden Gloves Championship in his native state of Ohio. Since entering the service, he has compiled an impressive record of wins, having won the 11th Naval District light welterweight title in 1970, the All-West Coast title in 1971, and finally, the All-Navy title in 1971.

BOWLING

ABOUT ALL WE CAN SAY of the 1971 Forces Afloat Bowling Championships, sponsored by CINCLANTFLT and hosted by the Amphibious Base at Little Creek, Va., is that Navymen did indeed take part in the competition. One name, that of James P. Lutz, a Marine gunnery sergeant, dominates the entire contest.

Lutz, who bowled on the Cherry Point-based Headquarters and Maintenance Squadron 20 team, swept the entire field of bowlers with his scorching 754 series—with games of 284, 258 and 222. Lutz's team won the Atlantic Fleet crown in which his series was bowled. Cherry Point had a team total of 18,426, followed by a team from the Newport-based *uss Garcia* (DE 1040). Third place honors went to the team from *uss Orion* (AS 18), homeported in Charleston.

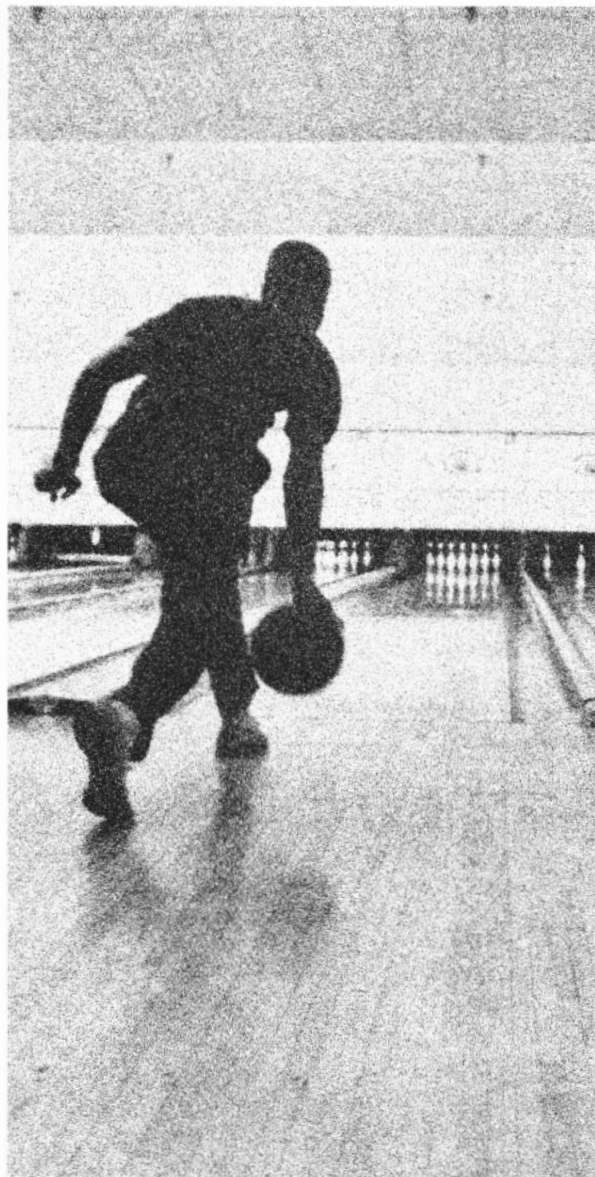
Although Lutz was the actual winner of all three individual awards, a pre-game agreement specified that no one bowler would receive more than one of the high individual awards. Lutz elected to receive the high series award which, he felt was his greatest achievement, in that it was a personal high score for him and also set a new all-time record at the Rockwell Hall Bowling Lanes where the contest was held. The previous high series at the lanes was 725.

Individual awards were presented to Navymen Jose Hart, whose 187 high average was tops, and to Don Brown, who rolled a 234 game. Both men were members of the *uss Garcia* team.

JUST ASK any of the men who bowled in the Schlehlein's Wednesday Night Handicap League in Milwaukee, Wis., if they know any Navymen; then listen to them grumble. Here's what happened:

Six Navymen from the Milwaukee Navy Recruiting Station were members of a team that took top spot in the bowling league. Captain of the all-Navy team was PN2 Stephen J. Clutter, who also served as vice president of the league. Clutter received individual awards for high average, 182; high three-game series, 634; and for a second place high game, 244.

Other members of the Navy team included Lieutenant Commander Richard E. Burris, CruittSta XO, and recruiting station support personnel, Yeoman 1st Class Alan G. Petersen, Boatswain's Mate 1st Class Rhembert L. O'Quin, Personnelman 1st Class Thomas M. McCabe and Yeoman 1st Class James L. Sturdevant.



SWIMMING

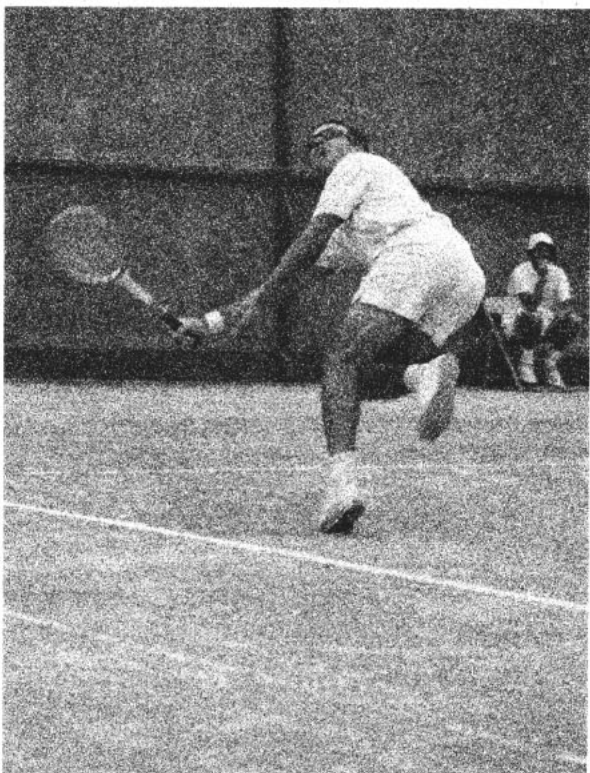
MARK WHITE, son of Commander and Mrs. Vincent White of the Bainbridge Naval Training Center, has become the first dependent to complete the center's rigorous 50-mile swim program.

Mark, who spends his summers as a lifeguard, began his endurance swim by covering about a mile each evening at the center's indoor pool. When the outdoor pool opened, he continued there.

He says he learned to swim some time ago, but that the 50-mile effort was the first time he had ever really taken the sport seriously. His older sister, Caryn, who is also a lifeguard, has chalked up 12½ miles thus far in her quest for the American Red Cross-sponsored event.

TENNIS

ON THE COURTS, the Navy had its day, too. A hard-charging Navy team stunned Army, the pre-tournament favorites, in the Hawaii-area interservice play of the Armed Forces Tennis Championship. The



tourney was held on the courts at Schofield Barracks.

Navy netmen outscored teams from the Army, Air Force and Marines with an aggregate of 31 points in the three-day event. The Army team, which had 26 points, had to settle for the second place billet after the Navy team defeated them 10-5 on the final day of play. Navy defeated Air Force by the same score and licked the Marines 11-4.

Navy's open division team members were: Lieutenant Commander Eldon Williams, VP 17, Barbers Point; Lieutenant Gary Trautman, Pearl Harbor Dental Clinic; Lieutenant (jg) Bill Swift, NavCommSta; Ensign Brad Oliver, FICPac; Yeoman 3rd Class Briggs Bosworth, Pearl Harbor submarine base; Yeoman 3rd Class Tim Costello, CinCPac; and Dental Technician 3rd Class Scott Bingham, Pearl Harbor Dental Clinic.

The following four men were members of the Navy team and participated in the seniors play: Captains Bob Anderson, Naval Station Midway, and Cub Jusel, FICPac; Commander Al Bradbury, NAS Barbers Point; and Lieutenant Commander Tom Bandurraga, VR 21.

Elsewhere in tennis, Lieutenant Commander Wayne Martin of NAS Whidbey Island emerged as the 13th Naval District singles champ after defeating Communications Technician (T) Seaman John Kessell of NavSta Adak, Alaska. The final matches which led to the championship were 6-3, 6-0, 2-6 and 6-2.

Seaman Apprentice Lambasche Hunter, of the *uss Patrick Henry* (SSBN 599), placed third, and Chief Missile Technician Bill Farley, of *uss Lewis & Clark* (SSBN 644), finished fourth. Martin and Kessell teamed up to capture the doubles championship, defeating Hunter and Dental Technician 2nd Class Michael Sacha, of the Puget Sound Dental Clinic, by scores of 6-0, 6-2 and 6-1.

SHOOTING

FIVE communications technician petty officers, representing the Naval Security Group Activity at Elmendorf AFB, didn't win first place in the Annual King Crab Festival Pistol Tournament but their accomplishment was almost as exciting. The five CTs walked away from the Kodiak, Alaska, tourney with 27 individual marksmanship trophies.

The NSGA team was composed of: Chief Communications Technician Floyd W. Cummings, Communications Technician 1st Class James V. Elmore, Communications Technician 1st Class Russell E. Oestringer, Communications Technician 2nd Class Richard J. Nieto, and Communications Technician 3rd Class Steven W. Spotts.

An eight-man rifle and pistol team from the Naval Ordnance Missile Test Facility, White Sands Missile Range, recently became the top rifle and pistol shooters in the Eighth Naval District. The NOMTF team

captured almost every major event in the championships which were held at White Sands.

In the rifle competition, which includes shooting 80 rounds for a maximum score of 800, the NOMTF team took the honors in one-two-three order. Lieutenant Fred Sargent led the team with a 735 for first place; Chief Warrant Officer Charles Dietz's 703 took second spot; and Personnelman 2nd Class Robert Baize, with a 690, captured the third place honors.

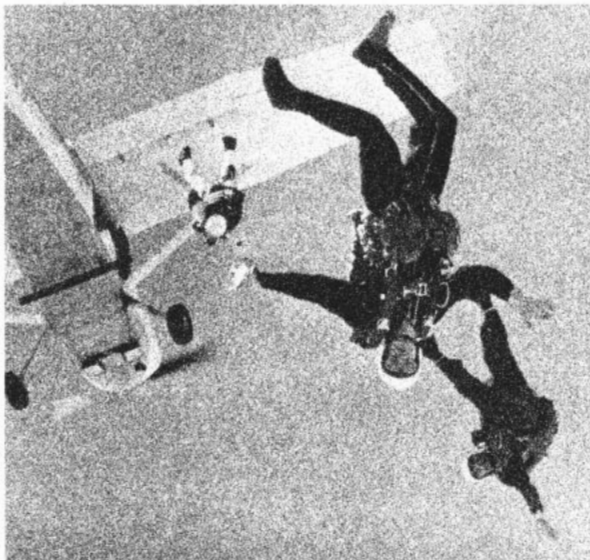
The NOMTF team took the top two positions in the pistol championships, in which each contestant shot 60 rounds for a possible score of 600. LT Sargent's 538 score, with 10 shots in the "X" ring, led the field in this event. Close behind was Chief Fire Control Technician Thomas Pendlebury, who also had a 538, but with only eight "X" hits. LT Sargent and Chief Pendlebury finished in similar order in the combined rifle-pistol aggregate championships. LT Sargent scored a 1273 and Chief Pendlebury a 1227 out of a possible 1400 maximum score.

And, that's not all. The NOMTF team won the rifle and pistol championships in the team events. Members of the four-man pistol team were LT Sargent, Chief Pendlebury, Commander Jack Nichols and Chief Warrant Officer Tom Kelly. LT Sargent and Chief Pendlebury were joined by CWO2 Deitz and PN2 Baize on the first-place rifle team.

—JO2 Tom Merriman

SKYDIVING

THREE CUBI POINT NAVYMEN did more than just "bring home the bacon"—they brought home two bronze medals from the Little Olympics held in Singa-



pore. The trio took top honors in two categories at the event called "Pesta Sukan" by the Filipinos.

John Wilson of Helicopter Combat Reconnaissance Squadron Six, Carl Allen of Cubi Point's aviation maintenance department, and George Thomas of the naval magazine at Cubi, received the awards for their performances in the team relative category, a three-man hookup during free-fall, and the open team championship, which consists of individual accuracy, team accuracy and team relative.

The Little Olympic games, which featured participation by 33 countries with over 40,000 athletes in scores of different type games, are held annually.

VOLLEYBALL

NAVAL AIR STATION NORTH ISLAND was the victor in the Pacific Coast All-Navy Volleyball Championships which were played at the Long Beach naval base. The North Islanders downed Moffett Field in their final match 15-6 and 15-9. The Moffett team, representing the 12th Naval District, was runner-up in the tournament, and earlier had handed the champions their only setback. Third place in the round-robin competition went to the 13th Naval District squad, while 17th Naval District captured the fourth spot.

Members of the winning North Island team, which represented the 11th Naval District, were: Lieutenant Commanders John McCaull and Robert Gormly; Lieutenants George Cramm, James Olson and Nicholas Arther; Chief Petty Officers Kenneth Smith, Louis Clecker and Robert Wickman; Petty Officers 1st Class Michael Flanagan, Wayne Jones and Jack Robertson; and Petty Officer 2nd Class Kenneth Hancuff.

SAILING

THE "FIASCO FACTOR"—a traditional obstacle introduced into the end-of-the-year races on Monterey Bay—again provided the necessary interest and humor for a highly successful sailing race.

In the past, for example, the annual Monterey Peninsula Fiasco Yacht Trophy Race might require participants to consume a quart of wine during the race to qualify as a winner. This year, however, the emphasis was on a more serious note—participants had to hold a man-overboard drill during a predetermined portion of the race.

Race chairman Commander David N. Orrik, also added a LeMans-type start and a graded, timed beginning for the different classes of boats this year. With anchors out and sails furled, each crew had to

get into action from a "standing start" at the time designated for its respective class of boats under the handicap allotted to that class.

Experienced sailors from the Naval Postgraduate School grabbed the first four spots in Shields Class sloops. Lieutenant Joe McConnell, his crew of Lieutenants Bob Champaux and Bill Frigge with Army Captain Ed Weinzirl, assigned to the Defense Language School, took first place honors in the sloop "Barbara." Lieutenant Chris Pilger's "Wind" was second, third in "Yankee" was Lieutenant Tony Soltys' crew, and Lieutenant George Burman and crew in "Storm" placed fourth.

WHILE LYING AT ANCHOR in the harbor of Malaga, Spain, three ships of the U. S. Sixth Fleet recently competed in a training exercise that was a good deal more fun than work. Vice Admiral Isaac Kidd, aboard his flagship *uss Springfield* (CLG 7), called away the motor whaleboats of *uss Detroit* (AOE 4), *uss Josephus Daniels* (DLG 26) and *uss San Diego* (AFS 6) in a drill for rapid response of these small motor-driven boats.

Upon arrival at *Springfield*, the boats competed in a race, twice around a triangle formed by the ships. In the race, which was close, *Detroit*—the newest of our Navy's fast combat support ships—won the blue ribbon with a finish about three boat lengths ahead of the whaleboats of *Daniels* and *San Diego*.

AUTO RACING

OF COURSE YOU'VE HEARD of the Indianapolis "500," the Daytona "500" and the Firecracker "500" and now there's a new race—the Antarctic "14.2." Braving the isolation and cold of the Antarctic winter, the Navy men of the Antarctic Support Activities' Detachment Alfa, in cooperation with their New Zealand friends at neighboring Scott Base, held their first racing spectacular in 1971.

Entries ranged from a '41 Willys to the McClaren Ford. After a series of grueling elimination trials on the 1/24th-mile slot car track at McMurdo, seven racers were selected and given starting positions.

Taking pole position was Wayne Smith with his Chevy-powered Bucket "T". Next was Jim Bayne in his sleek, powerful McClaren Ford. Holding down third in his unusual '41 Willys was Bill Elkins followed by Paul Garon in the "killer" centerlane with his blue '67 Corvette.

Representing the "Kiwis" from Scott was New Zealander Jim Windsor, driving a Ford Cheeta. A potential duel was immediately apparent as Bob Steib took position in the sixth lane with an identical Cheeta. Joe Gogel, who pulled the outside spot, added another '67 Vette to the lineup.

Although they made a superb showing during the eliminations, Navyman Dale Thomas and New

Zealander Jim Cankin were nosed out by seconds in a hotly contested race.

Shortly after the starting flag went down, there was a pileup on the far turn. Five cars were involved, but expert pit crews had them on the track again in record time. The race was continually marked by hair-raising crashes and near-misses on the miniature track. Only minor damage was suffered and no car was forced into an early retirement as a result.

Two hundred and fifty laps later—for a total of 14.2 miles—with a record time of 36 minutes, 24 seconds, Wayne Smith got the flag and the win as his bucket "T" came roaring across the finish line. Joe Gogel's Corvette, with a time of 36:40—just .16 behind the winner—was a close second. New Zealander Jim Windsor, in steadfast determination to make the first Antarctic auto race truly international in scope, took third place with a 37:20 time for his Ford Cheeta.

Timekeeper and judge for the race was Wayne Slivonik and lap-counters were Marvin Stewart and Jack Loughmiller.

GOLF

IN THE NAVY'S first golf tournament held on Bahrain Island, 25 Bluejackets participated in an 18-hole medal play at the Awali Golf Course. Personnel from the staffs of the Inspector Navy Material, Petroleum Products, Middle East Area (INSMATPET), Navy Control of Shipping Office; *uss Valcour* (AGF 1); and Commander Middle East Force composed the Navy entries.

First place honors went to Lieutenant Winston J. Hughes, while second and third place positions were captured by Chief Communications Technician J. W. Keefover and Lieutenant C. H. Veurink.

Rear Admiral M. G. Bayne, ComMidEastFor, was on hand at the conclusion of the tournament to make the award presentations and to give a special thanks to the Bahrain Petroleum Company for extending use of their course to the Navy.

—JOC Bill Clark, USN

LED BY BOB PEYRE-FERRY and Lieutenant John Anderson, the Naval Publications and Forms Center's number one foursome won the Eastern States Industrial Golf Championship in a two-day tournament held at the 6460-yard Pocono Manor, Pa., course. Anderson and Peyre-Ferry both shot a blistering 156 for the 36 holes of competition against 260 of the finest amateur golfers in the East.

Peyre-Ferry fired a three-under-par 69 on the second day of the tourney for the best score posted in the tournament during the past 10 years. LT Anderson was awarded the individual championship laurel to enable the NPFC Philadelphia golfers to bring home both the individual and team championship honors.

TRACK & FIELD

FFIFTY MILES is a long way to run, especially over a treacherous, snow-patched gravel roadway with the Alaskan rain and wind blowing in your face.

But the challenge of Kodiak Island's annual marathon race is there to be answered. The 1971 race drew a field of 19 runners—including two women—who set out to test their running ability, physical stamina and just plain courage.

Radioman Seaman David Vining, assigned to Kodiak's NavCommSta, led the seven finishers across the line with a time of eight hours, 38 minutes and 28 seconds. But there was more than winning that kept the festival patrons avidly listening to radio reports from spotters along the race route. The elements naturally played an important role. Everything seemed to be against the racers from the beginning—snow the day before the race somewhat reluctantly gave way to a heavy drizzle on race day.

Coast Guard Aircrew Survival Equipmentman Carl Lundstrom, who pushed the winner most of the way, finished second—22 minutes later. Sheldon Peterson, a naval station Boy Scout, eventually placed third in the race, up a spot from his finish a year before.

Seaman William Sims was the fourth place finisher, only one minute after Sheldon Peterson. And Ron Knudsen, a naval station cook, finished fifth. Another NavSta cook, David LeCount, wasn't so lucky though. He was in fourth place but was forced out of the race after nearly 40 miles when a worn-out shoe prevented him from finishing.

The two ladies—Navy Ensign Ann Roux and NavSta schoolteacher Kitty Hutchens—jogged together for about 10 miles, outlasting at least one male runner, before calling it quits. ENS Roux explained later that the heavy drizzle caused them to drop out. Both ladies, however, earned the esteem of the crowd for their brave attempt.

Lamar Peterson, brother of Sheldon, and his classmate, David Honeywell, didn't finish the race until five hours after the winner, and after most of the crowd had gone home. But they were happy they had made it, crowd or not.

—JOSN Rick Kerr

THE LANKY Naval Academy Prep School runner brought back no medals, just sunburn on his arms and neck. He had finished in 138th place in the race for which he had spent months in training. Still, Thomas C. Dillon could hardly be described as disappointed.

After all, the race was the famed Boston Marathon. Altogether, 887 runners had entered the grueling 26-

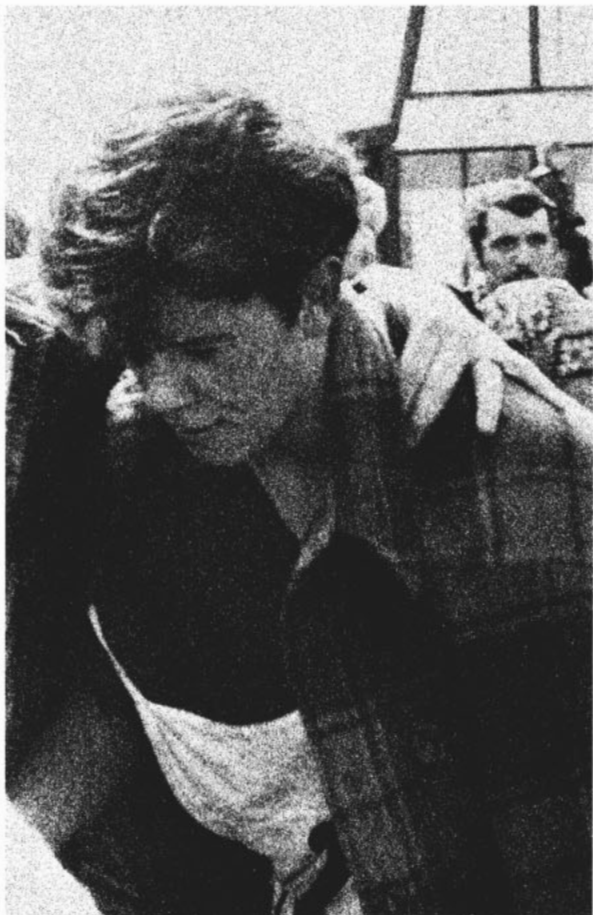
mile, 385-yard test of endurance. Dillon's time was two hours, 50 minutes and 26 seconds.

"One reason I entered was to build up my ego," he said. "It was a great feeling for me as a distance runner to see the fans who lined the streets to cheer each of us on. Usually, hardly anyone bothers to come out to watch a distance race. When I entered the Boston Marathon, my only goal was to finish," Dillon says. "It was something I had to prove to myself that I could do."

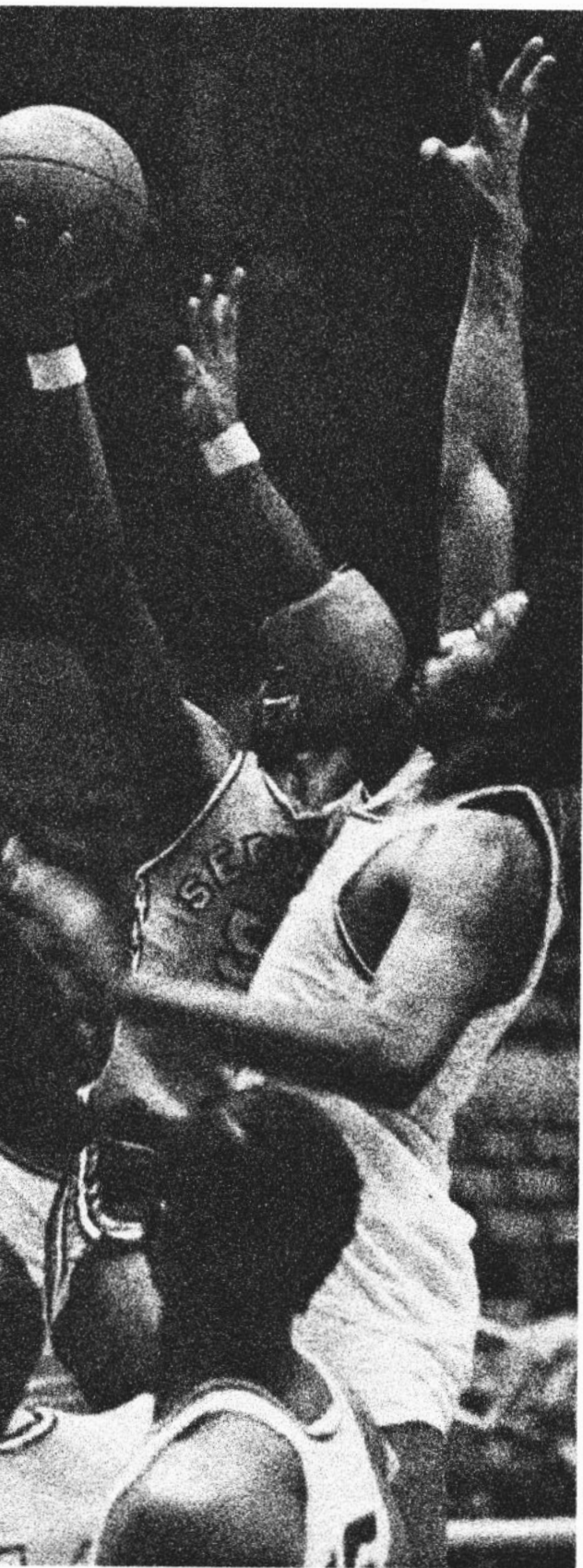
LIEUTENANT TOM PROVEN, one of Training Squadron Nine's flight instructors, finished first in the Master's Mile Run—in the 30-40 age group—during the Selma, Ala., Invitational Track Meet. Decked out in his "Fly Navy" track shirt, the lieutenant crossed the finish line boasting a five-minute and 24-second victory.

Although LT Proven is kept quite busy as an instructor with VT 9, where he averages two training sorties daily, he also attends Livingston University during his off-duty hours and still manages to find time to run and exercise daily.

Being physically fit is important and LT Proven says, "I am constantly amazed that, no matter where I go to run, I see someone else out there. The growing interest in jogging is gratifying to one who has spent over 15 years 'running for his life.'"



RMSN David Vining receives a helping hand after crossing the finish line in the 50-mile Chad Ogden Memorial Marathon Race at Kodiak, Alaska.



RADIOMAN SEAMAN APPRENTICE PHIL GARY, a student in the Radioman Class "A" School at Bainbridge, finished second in the shot put and fifth in the discus at the Interservice Track Meet held at Ft. MacArthur, Calif.

Even so, the performances disappointed the former high school All-American. His toss of 53 feet in the shot put fell 11 feet short of the winning mark and his discus throw of 168 feet was considerably below his career best of 176 feet, a record set while a senior at Kentucky State University before entering the Navy.

Gary said he was hampered by his pre-meet workouts because he was unable to find a suitable training and practice area at the Bainbridge training facility. Nevertheless, Gary said he still hoped to earn a spot on the 1972 Olympic team. His chances largely depend upon what facilities are available at his next duty station. The six-foot-three, 235-pound native of Dayton, Ohio, is slated for duty in Athens, Greece, after graduation from his school.

BASKETBALL

WHAT CAN YOU SAY about an intramural basketball team that wins 11 out of 16 games during the season; establishes itself as the toughest team in the league to beat outside the league leader . . . and then drops two straight games by 10 points each in the playoffs?

Well, you can say they lost. Sure, but why? "Because we're short on Guam," kids one player. "Because we lost two starters," says another. Still another offers, "Because ComNavMar—Commander, Naval Forces, Mariana Islands—went into a no-shoot, stall offense in the second half after getting a 10-point lead in the first half."

Still, even though the Seabees of NMCB 5 Detail Corral's "Green Wave"—Alabama's "Crimson Tide"—lost, they played every game in an exciting, flamboyant style.

Their method of play could best be described as fast and alert, with a special knack for finding the open man who can score. With the exception of six-foot-five Dick Padrick, who played for a few games, Five had no "big men" under the boards. Consequently, the scoring and rebounding of the team were greatly hampered.

Team members who played with the Green Wave during the season included: Paul Eide, Larry Russell, Dean Slayback, Dan Larson, Dan Hill, Steve O'Brien, Terry Cline, Daryl Jones (captain), Doug Prowant, Dan Grinder, Ed Hedgecock, George Baxter and Dick Padrick. Dave Paxinos, who began as the team scorekeeper, eventually moved to a position of assistant coach as the season progressed.

—JO3 Jim Beilby

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-P31), Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Sanders* (DE 40)—A reunion will be held 1-6 Aug 1972 at Fort Monroe, Hampton, Va. Contact John J. Pepa, Jr., 725 Vine St., Lakeside, Ohio 43440, for details.

• *uss Stevenson* (DD 645)—Reunion is planned for 2-6 Aug 1972. Details from Frank J. Kmiec, 66 Chadwick St., No. Andover, Mass. 01845.

• *uss Amycus* (ARL 2)—An August 1972 reunion is proposed for the San Francisco Bay area. Interested ex-crewmembers may contact Ward L. Vest, 1549 Thorne-wood Dr., Concord, Calif. 94521.

• *uss Aulick* (DD 569)—*Aulick's* second reunion will be held in Louisville, 1-3 Sep 1972. For details contact Roy A. West, 3363 Breckenridge Ct., Annandale, Va. 22003.

• *uss LST 640*—Third reunion of LST 640 will be held 23-25 Jun 1972 in Kansas City, Kans., for all officers and crewmen. For additional information, contact Raymond S. Bowers, 115 Rohrer Heights Dr., Osawatomie, Kans. 66064.

• *uss Oklahoma Association*—The 22nd reunion will be held in Washington, D. C., 28-30 Apr 1972. Contact Gerald E. Foreman, S. R. 1, Box 1314, Port Tobacco, Md. 20677.

• *uss LST 627*—Shipmates who served aboard and are interested in a reunion are invited to contact Wilson Hatcher, WDRB-TV, 1051 East Main, Louisville, Ky. 40206.

• First Battalion USNR NYNM Veteran Association—An annual reunion is planned at Fort Hamilton, N. Y., in May. Contact RADM J. J. Peck, NYNM Ret., Cove Road, Oyster Bay Cove, N. Y. 11771.

• *uss Langley* (CVL 27)—All former officers and enlisted men attached to *Langley* and her air groups will hold their reunion in Chicago in June. Write to LCDR R. L. Merkel, USN Ret., 101 Medical Plaza, Topeka, Kans. 66604.

• *uss Canberra* (CA 70) & (CAG

2)—A reunion is planned 13-15 Oct 1972 at Mount Pocono, Pa. 18344. For further information, contact Jerry Der Boghosian, secretary, USS Canberra Reunion, P.O. Box 1602, Portland, Maine 04104.

• *uss Barton* (DD 722)—A Washington, D. C., reunion is planned for 11-13 Aug 1972 for crewmembers who saw *Barton* service in and during the Korean Conflict. Jim Deters, 356 Jerlou Circle, Ft. Mitchell, Ky. 41017, has details.

• *uss Peiffer* (DE 588)—The 15th annual reunion will be held at Willoughby, Ohio 44094, 27-30 Jul 1972. Call 800-228-9290 toll-free for reservations. Charles McFarland, 34424 Euclid Ave., F24, Willoughby, Ohio, is hosting the reunion and may be contacted for additional details.

• *uss Saratoga* (CV 3)—Harbor Island, San Diego, will be the site of the 21st annual reunion. All former Navy and Marine Corps shipmates (ship's company and air groups) are invited to attend 15-16 Sep 1972 meeting. Contact Doug Alley, 651 Balboa Ave., Coronado, Calif. 92118.

• Women Accepted for Volunteer Emergency Service (WAVES)—The 30th Anniversary National Convention of WAVES will be held in Kansas City, Mo., from 3-5 Aug 1972. National Chairman is CDR Margaret E. Grant, USNR. Details can be obtained by writing her at P.O. Box 6531, Kansas City, Mo. 64126.

• Fighter Squadron 11 (VF 11)—The 45th year reunion of the "Red Rippers" of VF 11 will be held at NAS Oceana, Virginia Beach, Va., on 20 May 1972. Contact VF 11, c/o FPO New York, N. Y. 09501 or phone 703-425-2961 for information.

• *uss Henley* (DD 391)—A reunion is planned for 15-16 Jul 1972 in Silver City, N. M. Details are available from Roy E. Anglen, SMC

(USN-Ret), P.O. Box 198, Hume, Ill. 61932.

• SUBMARINE Veterans of World War II—The 18th annual national convention for U. S. Submarine Veterans of WW II will be held 16-20 Aug 1972 at the beautiful resort area of Breezy Point in Brainerd, Minn. All those who served in the "boats" during WW II are qualified for membership. For information on membership, associate membership and details on the convention, contact either J. A. Woodall, Past National President, P.O. Box 1368, Galveston, Tex. 77550, or Ernest E. Carley, 1694 Hubbard Ave., St. Paul, Minn. 55104.

• *uss Bunker Hill* (CV 17)—A reunion will be held in Chicago 30 Jun-2 Jul 1972. Additional information is available from Dan LoRusso, 317 Main St., Medford, Mass. 02155.

• *uss Ranger* (CV 4)—The sixth annual reunion of *Ranger* will be held 4-5 Aug 1972 in Fort Lauderdale, Fla. Details are available from E. H. Koch, Box 56, Clarkston, Ga. 30021.

• *uss Philadelphia* (CL 41)—San Antonio, Tex., will be the site for the ninth annual reunion. The convention date is 5-7 Oct 1972. Details are available from the reunion chairman, Frank J. Amoroso, 93 Dunbar St., Somerset, N. J. 08873.

• *uss Albacore* (SS 218) — If enough interest is shown, a 30-year reunion for *Albacore* "plank-owners" will be planned. Tentative plans call for the get-together to take place in Jun 1972 in New London, Conn. Contact ENC Ernest W. Talbot, USNR, 50 Wyoming Rd., Paramus, N. J. 07652, for additional information.

• *uss Laramie River* (LSMR 512)—A reunion for all men who served aboard *Laramie* during World War II is planned for August 1972. Contact Bob Mills, 175 Trenton St., Melrose, Mass. 02176, for more information.

AZ3 Joseph P. Pizzuti



"Sorry, Chief, but we don't serve broken glass and 10-penny nails here."

DM3 Monty L. Graham



"You know, I was once Navy myself..."

DM3 Frederick P. Akins, Jr.



"But, Boats, you said if it doesn't move, paint it!"

page 63

DMSN Vincent J. Ahern



"Now hear this! Captain muster on the quarter-deck—some ensign wants to see you."

IC1 Jeremiah H. Paoli



"Oh, hi, Chief! What are you doin' up this late?"

CTA1 Donald L. Winans



TAFFRAIL TALK

A LOT HAS BEEN SAID about the Planned Maintenance System (PMS) since it was first introduced into the Navy some years ago. Some comments have been favorable, others not.

In many instances, PMS paperwork becomes very confusing to the division representative who must attempt to fill out all the forms—and very amusing to those watching him try it. One ALL HANDS staffer recalled the time when his leading petty officer was cursing in the dark because he couldn't see the PMS form he was trying to fill out in order to get a new light bulb.

Despite efforts to the contrary, what often happens is that the incumbent PMS representative hands over the forms and materials to his successor with little or no explanation about how to use them—primarily because the old PMS man isn't really sure himself. Despite diligent efforts of PMS executives to simplify the system's procedures over the years, there seemed to be a consensus among division representatives that filling out all the necessary forms was, quite simply, not simple.

Recent events aboard *uss Mauna Kea* (AE 22), however, have indicated that confusion over PMS procedures is perhaps not so much a matter of form (or forms) as it is of content.

Lieutenant (jg) H. Keith Haines, II, USN, the deck department PMS assistant, reported that his men were having trouble grasping the meaning, necessity, and procedures of PMS. His solution was a "visual aid" of the system—which was a tall (Subsystem, 36-22-36 (MRC Code)), brunette (Component).

Maintenance requirement procedures for this "item" included arriving on time, taking item to dinner followed by movie, and making adequate corrective maintenance. The "Equipment Needed" category included a nice car, two theater tickets, and dinner reservations; remaining blocks on the PMS form were filled out with similar information.

Following a training lecture using his visual aid technique, LTJG Haines gave his men a test on PMS procedures. The results—everyone scored unusually high compared to previous efforts, and *Mauna Kea's* deck department has since received three "outstandings" in PMS inspections.

"YOU SHOULD HAVE SEEN the one that got away," jested AZ2 Barry Adams as he held his 110-pound, five-foot, two-and-one-half-inch catch. Fish that large have been caught before, of course, but not in 1100 feet of water under a hole cut through 98-inch thick ice on the Ross Sea. And not with tackle consisting of a gasoline engine powered winch, quarter-inch steel cable, several large treble hooks and a 50-pound lead weight sinker.

Serving with Antarctic Development Squadron Six (VXE-6) in *Operation Deep Freeze*, Petty Officer Adams snared the *Dissostichus mansonii* (more commonly known as Antarctic Cod) while assisting scientists of the United States Antarctic Research Program (USARP). As part of a Scripps Institute project funded by the National Science Foundation, these scientists are trying to find the agent in the blood of the fish that prevents it from freezing in the -1.86 degrees Centigrade temperature of Antarctic oceans. If found, this agent could have many medical applications in freeze preservation of blood and tissue cultures.

The All Hands Staff

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• ALL TIED UP — USS Bonefish (SS 223) moored at the Pearl Harbor Submarine Base. Photo by PH1 Carl Begy.

