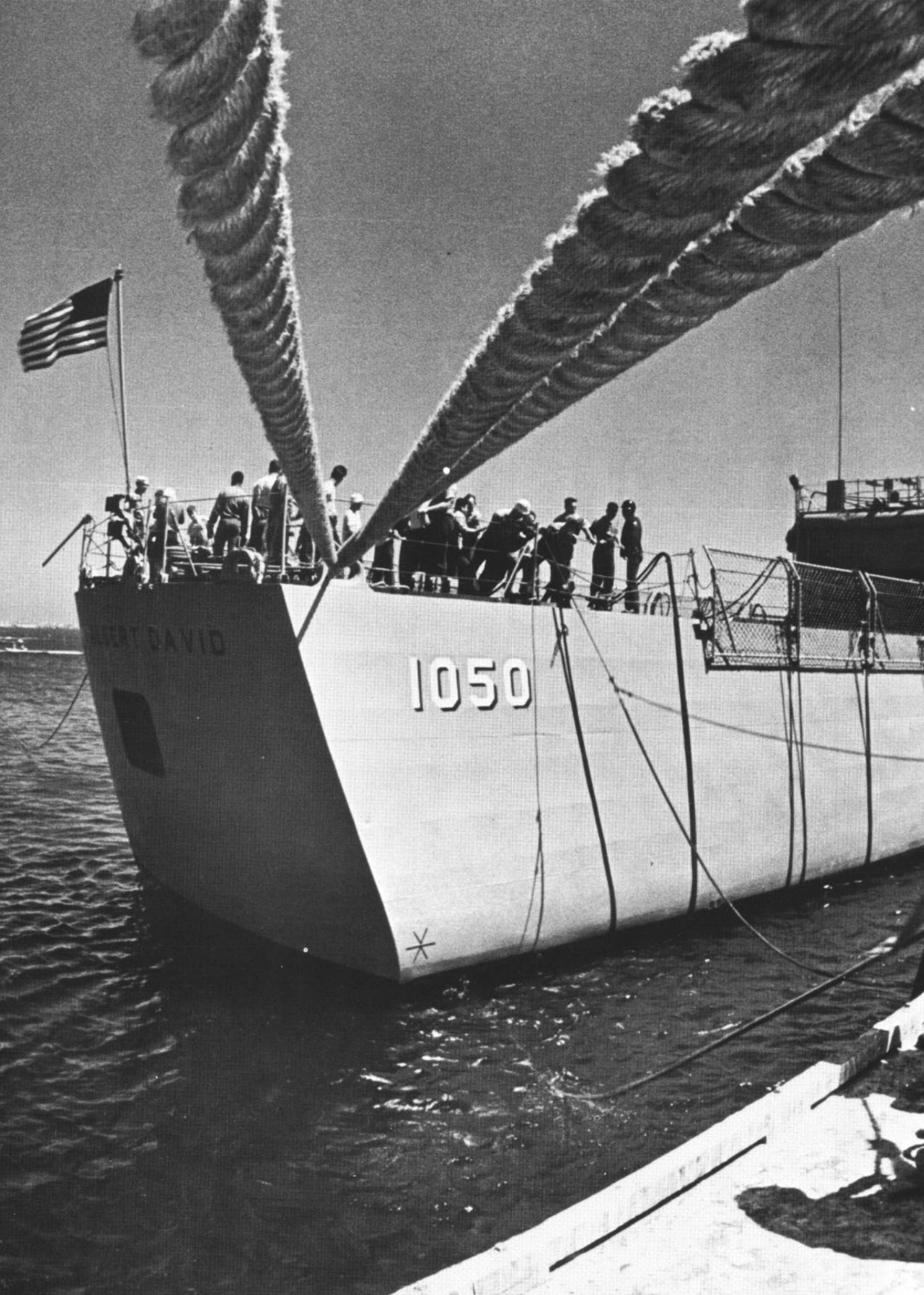


# ALL HANDS

OCTOBER 1969







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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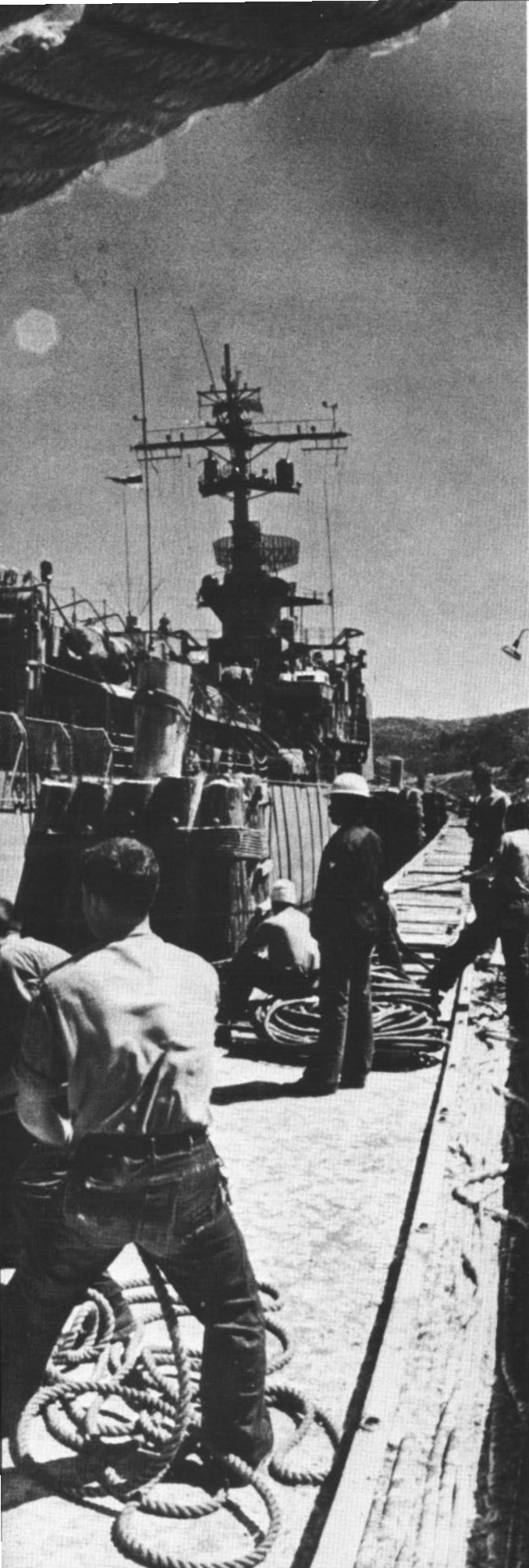
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• FRONT COVER: Flight Deck Petty Officer Dennis Boren supervises handling aircraft aboard amphibious assault ship. Boren, an ABH1, is serving in USS Iwo Jima (LPH 2).

AT LEFT: Escort ship USS Albert David (DE 1050) has electrical cables wrapped around her hull as the ASW specialist is prepared for deperming.—Photo by PH3 Richard L. Klain, USN.



## MSTS FAR EAST—

# “WE DELIVER”

**A** DDRESSED to the small group of sailors, the citation began, “For exceptionally meritorious logistical service to United States and Allied forces in the Republic of Vietnam. . . .”

With the citation, signed by the Secretary of the Navy, was a blue, yellow, orange and green ribbon. It ranks 15th among America’s 67 military decorations—the Navy Unit Commendation.

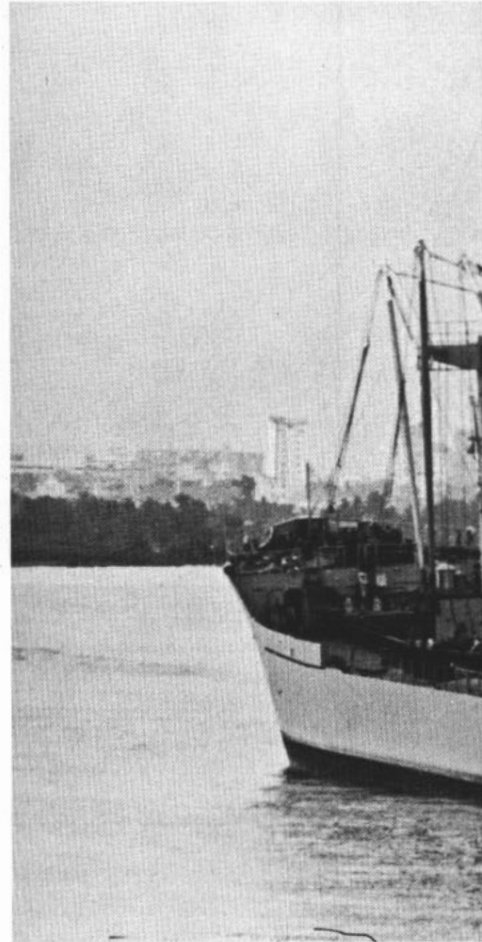
This specific award is notable in itself, but to MSTS personnel it has a special significance, because it marks the first time in the 20-year history of the Navy’s Military Sea Transportation Service that one of its units earned such an award.

The award-winning command in the spotlight of the \$47-million Far Eastern MSTS operations is the 110-man crew of the Military Sea Transportation Service Office, Vietnam (MSTSov). Captain Henry J. Lyon recently succeeded Captain Louis K. Payne as the unit’s CO.

Sealifts to the Republic of Vietnam account for over 96 per cent of the logistics support of American forces and their allies.

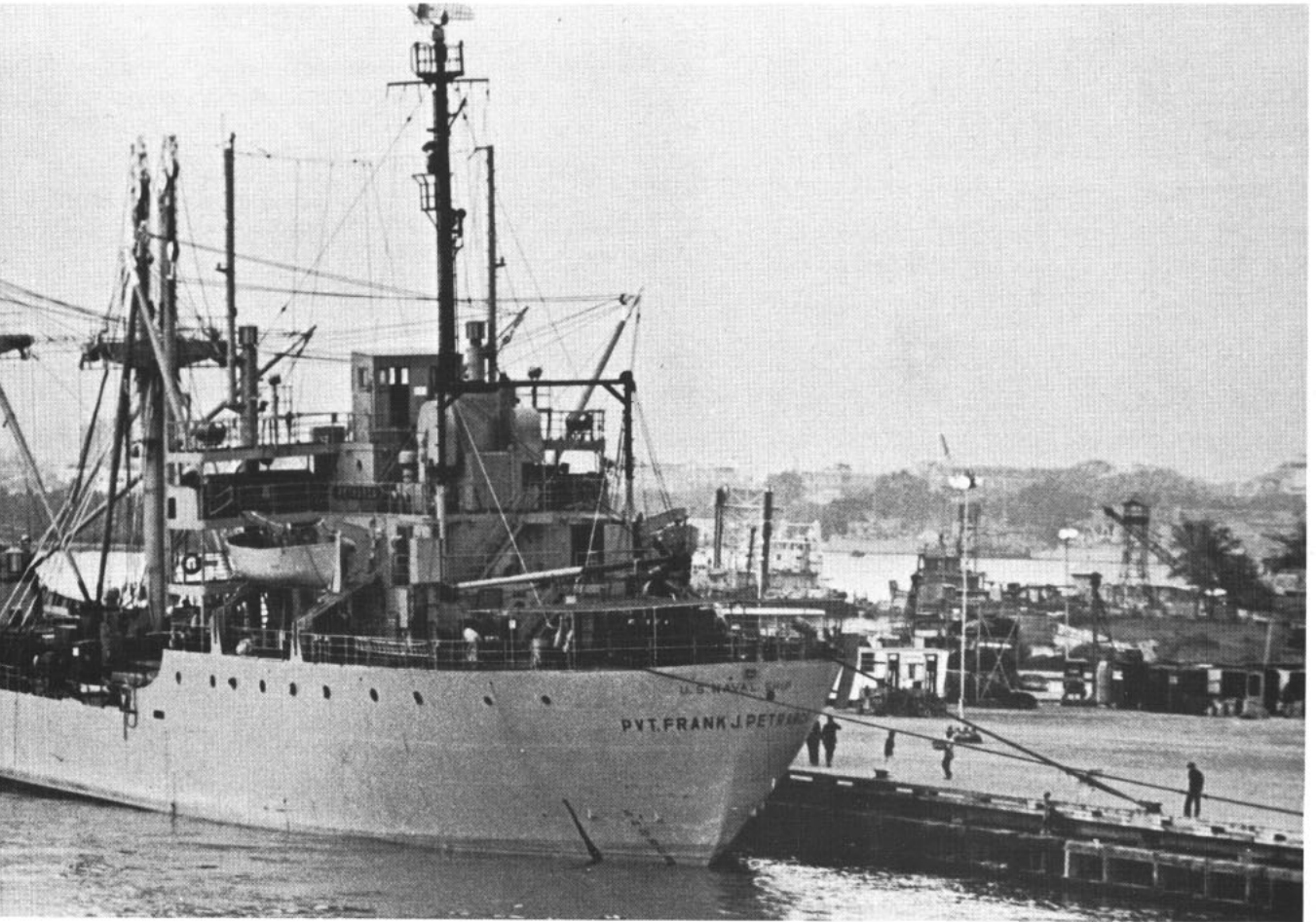
“In the face of extremely difficult conditions, including attacks from enemy forces at all locations along the Republic of Vietnam coastline,” the citation continued, “MSTSov, through the able administration of MSTS shipping assets, contributed materially to the success of United States efforts in the Republic of Vietnam.”

Delivery of this cargo—some nine-million measurement tons in 1968—does not end at the ports of Saigon, Da Nang and Cam Ranh Bay. It is moved further inland by tugs and barges, fulfilling in-country cargo requirements, as well as those of the major consumers at coastal ports. The tugs and barges of MSTSov are escorted by river patrol boats as they transit the Viet

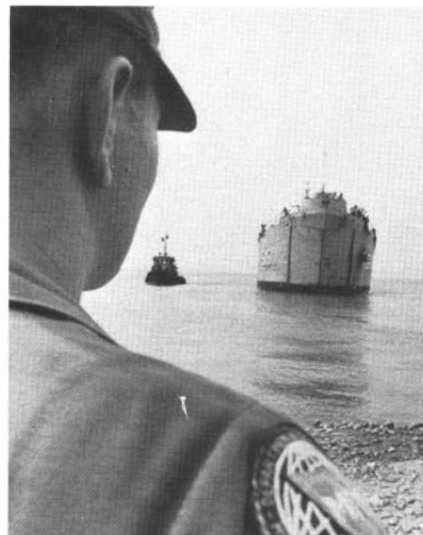




Three MSTs Vung Tau unit members read a citation which accompanied award of an NUC Ribbon to members of MSTs command in Vietnam. Photo far right: SKSN Arthur Huntington logs radio message from MSTs ship.



USNS Pvt. Frank J. Petrarca, a unit of MSTs at berth (above) for cargo operations in Saigon. At left: Harbor at Saigon is full of MSTs ships delivering their cargo. Photo at right: BM1 Donald Dircks, MSTs unit member, awaits beaching of USS Caddo Parish, Seventh Fleet LST operating with MSTs Far East.







Above: Meredith Victory, a ship of WW II vintage, is under control of MSTs.

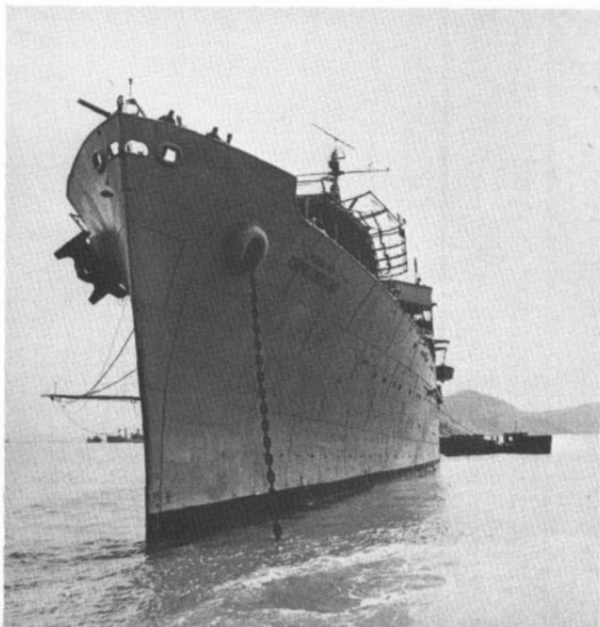
Cong-infested narrow canals and challenging riverways of the swampy Mekong Delta.

In addition to regular cargo, these tugs and barges moved some 100,000 tons of rock each month during 1968 over these same routes to the Delta and to the I Corps Tactical Zone.

**T**YPICAL of the office's functions is preparation of movement reports on all MSTs-controlled ships arriving and departing ports in the Republic of Vietnam. Harbor husbanding services are arranged, and customs clearance requests are prepared and submitted. Projected activities of the ships are reported daily to Commander MSTs Far East in Yokohama, Japan, of which MSTsov is a subordinate command.

A regular check is made aboard MSTs-controlled ships to ensure proper stowage and fast turnaround. Before departure of a ship, stowage plans are corrected

USNS Corpus Christi Bay, originally built as a seaplane tender, now provides maintenance for Army helicopters. Right: Tank Landing Ship Luzerne County loads ammunition at Vung Tau for delivery to Mekong Delta.



and an inspection for cleanliness of cargo spaces is made.

The MSTs office is constantly on the alert for unexpected problems that could slow down the tightly scheduled merchant ships lifting urgent military cargo.

Information concerning local conditions is one of the primary benefits gained from the nine strategically placed subordinate MSTs units located in the Republic of Vietnam. Data on local conditions relayed to MSTs Far East may affect determination of cargo bookings for specific ships.

**F**OR EXAMPLE, the depth of water alongside the loading pier at Vung Tau may be listed on charts and in marine publications as 20 feet, but an actual on-the-spot survey by a MSTsov unit representative may show that it is really 26 feet. Similar information is obtained concerning terminal facilities, waterfront labor problems, pilotage and many other necessary port services.

Other services may include a variety of jobs such as meeting all arriving MSTs ships, delivery and pickup of mail, assisting with required hospitalization of crewmembers and diverting ships from port to port because of a lack of stowage space, or an immediate requirement for ammunition elsewhere.

A typical MSTs unit serving in the Republic of Vietnam, exclusive of the head office in Saigon, has a crew of about six Navy men: an officer in charge, assistant officer in charge, radioman, boatswain's mate, yeoman and storekeeper. All units and the Saigon office are assisted by MSTs-contracted civilian agencies.

Whether it be ammunition for the Navy SEAL teams in the Mekong Delta, tanks for the Marines near the DMZ, rifles and C-rations for the Army in the jungles, or many other necessary logistical items, their delivery will be coordinated by the MSTs Office, Vietnam.

—Story and photos by  
Chief Journalist Byron Whitehead, Jr., USN





# eskimo in vietnam

**A**LL KINDS of new equipment are being used in tropical Vietnam, such as a shallow draft boat originally designed for use in Alaskan waters.

It's called the *Skilak*, Eskimo word for strange boat. But there's not much that's strange about the YFU. Its concept has been around since World War II when 100-ton cargo craft were used widely.

Today's YFU is larger, with a 200-ton capacity. Of course, its habitability features are greatly improved.

One thing that hasn't changed over the years, however, is the workload demand on the small craft.

More than 80 per cent of the supplies delivered to outlying detachments in the northern I Corps is placed ashore from *Skilaks* like YFU 74, piloted by Chief Boatswain's Mate Eddie Head.

In a typical month of cargohandling, Chief Head and his 10-man crew made 15 round trips, one every 48 hours, from the Naval Support Activity, Da Nang, to various armed forces detachments in the northern provinces.

Trips to and from detachments, such as Hue, Tan My and Chu Lai take about 24 hours; those to Cua Viet and Dong Ha, about 36 hours.

**T**HE SIX-MILE journey up the Cua Viet River to Dong Ha, is probably the most difficult, according to Chief Head, because of the ever-present possibility of Viet Cong ambush from underbrush extending nearly every foot along the way. There is also the possibility of enemy rocket attack and command detonated mine attack.

For the trip upriver, the craft's three 50-caliber machine guns are manned and flak jackets and steel helmets are uniform for the day.

The YFU, with its six-foot draft, is ideally suited to the shallow waterways, many of which are span-



Crewman stands the watch to ensure that *Skilak* stays straight to ramp during loading of cargo.

ned by sandbars. River charts are of little use since the bars shift almost overnight. Because of this, Chief Head has had to learn to read the river in order to avoid shallow spots and floating debris that might have mines attached.

Workdays are generally full. Hardly any one of the crew has more than a couple of hours to himself after taking his turn on pilothouse and gundeck watches.

However, one would scarcely be aware that a conflict was going on topside, judging from the accommodations below decks. The YFUs are completely air-conditioned, for instance. And living quarters, while small, nonetheless offer privacy. Then there's the galley, dining and recreation area suitably furnished with all the conveniences, including TV and piped-in music.

All in all, the YFU makes a pleasant retreat after a busy day of loading and offloading cargo.

—Story and photos by PH1 Rus Elder.

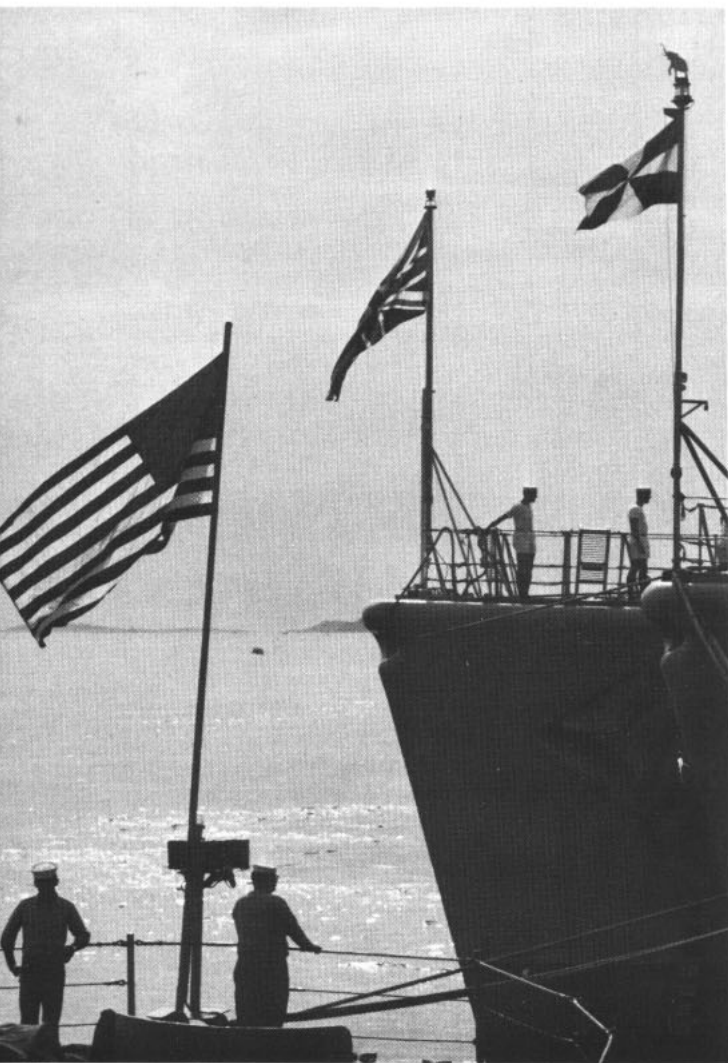
YFU 74 shown nested with elder cousins during rare stand-down.







# STA



Flags of NATO nations fly together.

**W**HEN SIX SHIPS from the NATO Standing Naval Force, Atlantic, arrived in Boston for a courtesy call in early August, it was an auspicious occasion.

Flags waved, and the crews manned the rails in their varied uniforms. They were greeted at the Boston Naval Shipyard by Rear Admiral Joseph C. Wylie, USN, Commandant of the First Naval District, and a sizable welcoming committee offering multilingual greetings.

The ships, representing six different navies, were under the command of Commodore Berend Veldkamp, Royal Netherlands Navy. They included the frigates HNLMS *Isaac Sweers* (Netherlands); HMS *Dido* (United Kingdom); FGS *Hamburg* (Germany); NRP *Almirante Pereira Da Silva* (Portugal); HMCS *Assiniboine* (Canada); and USS *McCaffery* (DD 860) (United States).

The visit was a historic one, for the Standing Naval Force, Atlantic (STANAVFORLANT), is the world's first multinational naval squadron to be formed on a permanent basis in peacetime. It was activated in Portland, England, on 13 Jan 1968.

The new naval force was an outgrowth of the developing NATO sea forces. Here is an in-depth look at its origin.

**O**N 17 Jun 1967, Admiral Thomas H. Moorer, USN, then Supreme Allied Commander Atlantic, made an announcement concerning the sea arm of the North Atlantic Treaty Organization.

He revealed that a permanent naval force, made up of ships from countries of the NATO Alliance, had been approved in principle within NATO. The following January NATO's first Standing Naval Force, Atlantic (STANAVFORLANT), was activated (at Portland, England), after having been approved in full at the NATO "ministerial meetings" in Brussels in December 1967.

Historically there is little new in the concept that men of different nationalities can serve effectively together at sea. Down through the years maritime history has recorded the accounts of forces joined together to battle a common enemy.

The crew of John Paul Jones' ship, *Bon Homme Richard*, for example, was drawn from many nations. Some of the sailors had not even set foot in the United States when they became members of the crew

# NAVFORLANT

of the fledgling nation's man-of-war. Their record brought fame to the American Navy.

In more recent times, warships of allied nations have sailed together in two world wars.

**B**UT NOW, for the first time in modern history, a permanent, international naval force has been formed. Its name: Standing Naval Force, Atlantic.

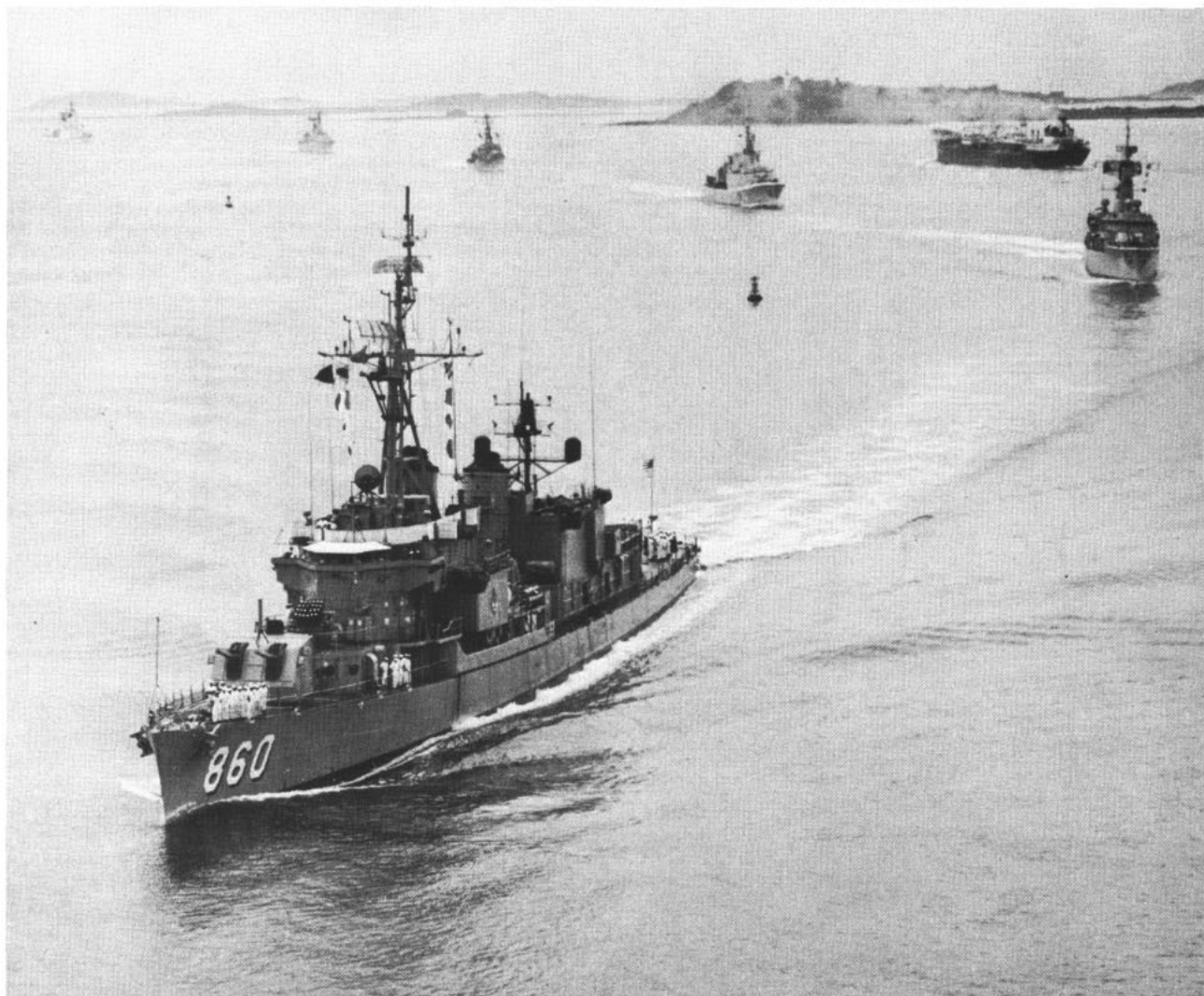
The primary functions of STANAVFORLANT are: first, to provide a symbol of political and military solidarity of the NATO alliance; and secondly, to provide a sea-going nucleus—a catalyst of naval security spanning the Atlantic Ocean from Europe to North America.

When the North Atlantic Treaty Organization was established a little more than two decades ago, its purpose was to provide its member nations with some measure of collective security against aggression in Europe or North America.

Today, its Standing Naval Force, Atlantic, is tasked with a variety of missions, not the least of which is to symbolize NATO's resolve to counter any threat to NATO's freedom of the seas and seaborne communications which are vital to the existence of the Atlantic community.

The facts of geography make NATO's allies almost entirely reliant upon sea lines of communica-

**Ships of North Atlantic Treaty Organization Standing Naval Force Atlantic steam into Boston harbor.**





tion. On any day in the North Atlantic there are over 3000 merchant ships carrying the raw and finished materials needed by the NATO nations to keep their economies alive. This fact has earned the Atlantic Ocean the label of "lifeline of the western world."

**T**HE STANDING NAVAL FORCE is composed of between four and eight destroyers or frigates operating together as one squadron on a continuous basis. Ships of various nationalities will normally operate with the Standing Naval Force on a rotational basis, being relieved by a unit of the same nationality or by another nationality.

The rotational procedure offers the least disruption to national training programs and overhaul cycles for the ships involved. It permits the maximum numbers of ships to participate as units of the integrated NATO force. Command of the squadron will be rotated among the participating navies. The commander of the squadron will serve for approximately one year before being relieved.

The Standing Naval Force came into being following a series of Match Maker exercises. The success of these NATO exercises, and the excellent training they provided, brought the conclusion that the force was both feasible and highly practical.

Through establishment of STANAVFORLANT, greater usage could be made of individual national services, thus "maximizing" (according to one account) the state of training facilities for all the participating navies.

Equally significant, the Standing Naval Force, Atlantic, spotlights the solidarity of the NATO alliance. With each new exercise and port visit on both sides of the Atlantic, it demonstrates the fact that many NATO ships, each flying its individual national flag, can operate in unity and common cause.

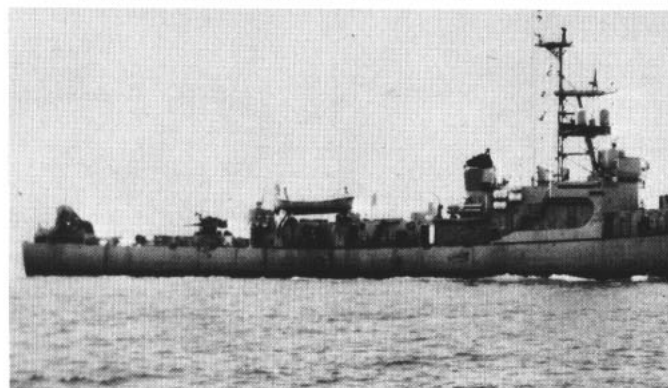
In summary, the objectives of STANAVFORLANT are to:

- Maintain naval effectiveness within NATO at a high level, by providing squadron experience and training on a continuous multinational basis.
- Provide clear evidence of the unity of the NATO nations by showing the flags of various member nations in a single, multinational force.
- Be available and ready for immediate deployment to the scene of any possible contingency situation to reaffirm the solidarity of the NATO alliance, and provide a visible deterrent force.
- Provide the initial elements around which a more powerful and versatile NATO naval force could be formed.

**O**N 30 Jan 1952, three years after the signing of the NATO treaty in Washington, D. C., the Allied Command, Atlantic (ACLANT), was established in Norfolk, Va.



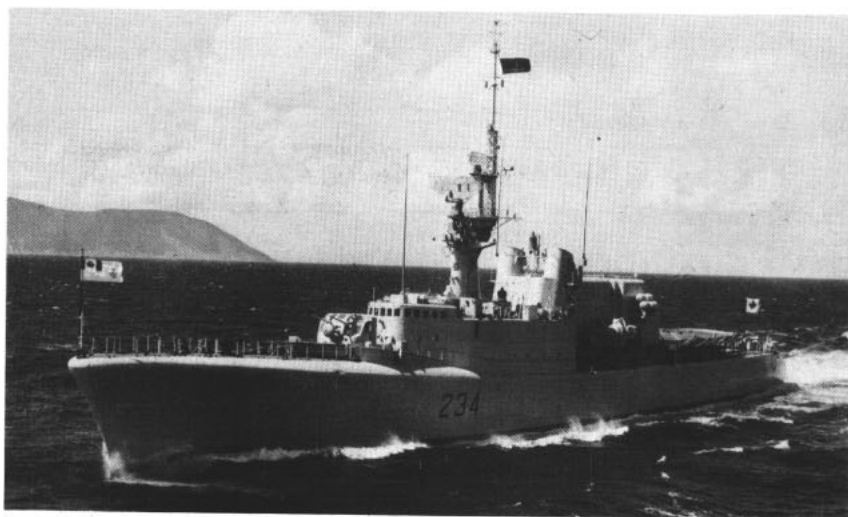
**United Kingdom**  
General purpose frigate HMS Dido (F104), commissioned in 1963, is equally able to engage surface ships, aircraft and shore batteries as well as ASW assignments. She is armed with triple-barreled ASW mortar, a twin 4.5 inch mortar and two 40-mm AA guns aft. A Wasp copter with torpedoes extends her ASW punch.



**Portuguese Navy**  
The Portuguese frigate Almirante Pereira Da Silva was completed in Lisbon, Portugal, in 1967. She displaces 1900 tons, is 314 feet long, has a beam of 36 feet and a draft of 17 feet. Main armament includes dual purpose 3-inch guns in two twin mounts, two Bofors antisubmarine weapons and two torpedo launchers.



**Federal German Navy**  
Federal German Navy destroyer Hamburg (DD 181) was commissioned in 1964 and recommissioned after refitting in 1969. Hamburg is 440 feet long and is armed with four 100-mm turrets, four 40-mm antiaircraft guns, torpedo tubes and medium range antisubmarine rocket launchers.



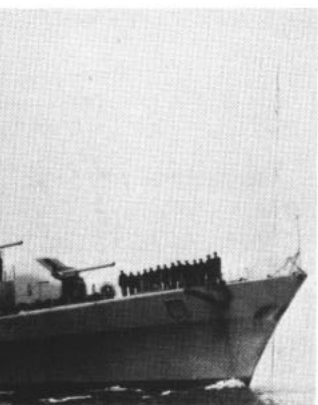
**Royal Canadian Navy**

HMCS Assiniboine is a destroyer escort converted to carry a helicopter and fitted with Canadian variable depth sonar. Assiniboine has a copter hangar and flight deck and is equipped with roll-damping fins to steady her copter operations in rough weather. She is fitted with a 3-inch twin gun mounting, a triple-barreled antisubmarine mortar mounting and homing torpedoes.



**Royal Netherlands Navy**

Royal Netherlands Navy frigate HNLMS Isaac Sweers was commissioned at Amsterdam in 1968. Designed for offensive ASW she carries a lightweight copter with homing torpedoes in addition to 4.5-inch twin turret guns, a three-barreled depth-charge mortar, and two Sea Cat AA missile launchers.

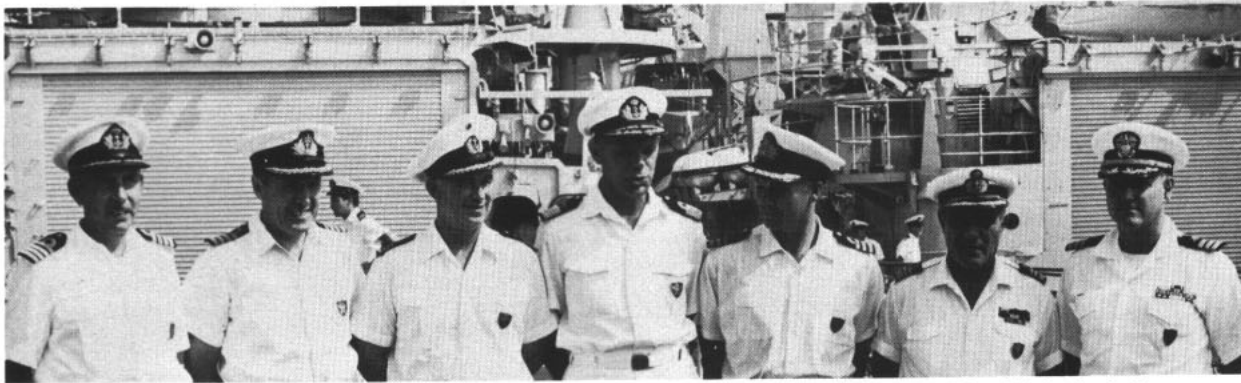


**United States Navy**

United States destroyer USS McCaffery (DD 860) has seen service in both the Atlantic and Pacific, including a tour in Vietnam waters. She has also served as a recovery ship for Gemini 9 and 11 space flights. Her armament includes two drone ASW copters, one twin 5-inch, dual purpose mount, two 21-inch fixed torpedo tubes and six antisubmarine homing torpedo tubes.







Commanding officers of NATO ships pose with Squadron Commodore Berend Veldkamp (center) of Royal Netherlands Navy.

The Supreme Allied Commander is, by agreement, a U. S. Navy admiral. He is nominated for the post by the President of the United States, and his appointment must be approved by the North Atlantic Council, NATO's highest governing body.

The Deputy Supreme Allied Commander is a British vice admiral.

There have been six Supreme Allied Commanders. The late Admiral Lynde D. McCormack commissioned ACLANT in April 1952, and was succeeded by Admiral Jerauld Wright in April 1954. Admiral Robert L. Dennison was next appointed to the post in February 1960, and was relieved by Admiral Harold Page Smith in April 1963. Upon his retirement in May 1965, Admiral Smith was relieved by Admiral Thomas H. Moorer, now Chief of Naval Operations. Since 17 Jun 1967, Admiral Ephraim P. Holmes has been the Supreme Allied Commander Atlantic.

The Allied Command Atlantic is primarily a planning staff in peacetime and an operational staff in wartime. It is composed of about 150 Army, Air Force, Navy and Marine Corps officers from Canada, Denmark, Italy, The Netherlands, Norway, Portugal, the United Kingdom and the United States. Iceland, the ninth nation in this international ocean command, provides base facilities. Two other NATO countries—The Federal Republic of Germany and France—have liaison officers at the SACLANT headquarters in Norfolk, Va.

There are over 12 million square miles of Atlantic Ocean for which the Supreme Allied Commander is responsible. This vast area extends from the North Pole to the Tropic of Cancer and from the coastal waters of North America to those waters of Europe and Africa.

NATO nations have earmarked naval units for assignment to an allied fleet in the event of a conflict. If it ever had to be assembled, this fleet would consist of more than 500 ships and 1500 aircraft.

To insure the readiness of such a force, SACLANT and his subordinate commanders conduct many exercises each year, testing the abilities of nationally integrated forces in such areas as communications, logistics and antisubmarine warfare.

As part of the program for mutual protection the NATO alliance maintains an Antisubmarine Warfare Research Center at La Spezia, Italy. It was established in 1959. The center has an international staff of scientists and technicians divided into three main operating divisions. The primary research medium is the Medi-

terranean Sea, with investigations being conducted from the ship *Maria Paolina*, a converted 2100-ton merchant ship. With its present arrangement, the ASW Research Center is capable of taking on research projects of its own, in addition to those directed by SACLANT or requested by NATO nations.

**T**HE ALLIED COMMAND Atlantic, in a wartime situation, would have the job of providing protection of the transatlantic shipping lanes, protecting the coasts of North America and Europe, and supporting the Allied Command, Europe, in the defense of Europe.

To meet these responsibilities, ACLANT is divided into two major geographical command areas, the Western Atlantic and the Eastern Atlantic.

Within this framework there are three principal subordinate commanders directly responsible to SACLANT:

- The Commander in Chief, Eastern Atlantic (CINCEASTLANT), in Northwood, England;
- The Commander in Chief, Western Atlantic (CINCWESTLANT), in Norfolk, Va.;  
And Commander Striking Fleet, Atlantic (COMSTRIKFLTANT), a seagoing command home-based in Norfolk, Va.

Another geographic command area, encompassing the approaches to Gibraltar and known as the Iberian Atlantic Area (IBERLANT), has its headquarters in Lisbon, Portugal.

SACLANT's second seagoing command is the Commander of Submarines, Allied Command Atlantic, with headquarters in Norfolk, Va. This functional command is responsible for coordinating all NATO submarine plans in the Atlantic area—both in WESTLANT and EASTLANT. It also advises SACLANT on all U. S. submarine operations in the Atlantic.

The jobs of CINCEASTLANT and CINCWESTLANT are tied into the wartime tasks of the Allied Command Atlantic. The Striking Fleet, the nucleus of which is the U. S. Second Fleet, is a functional rather than an area command. As such, it would assume the major responsibility for actually carrying out the assigned wartime jobs.

This, very briefly, is the rundown on the NATO organization—SACLANT and STANAVFORLANT — the world's first multinational naval squadron to be formed on a permanent basis in peacetime.

Translated into action it means cooperation on the high seas by many nations to keep the sea lanes of the North Atlantic open.

# HUNTING FOR WATERSPOUTS

**D**ID YOU KNOW that waterspouts frequently leave a wake in the water, the same as those left by small boats?

That the visible "spout" of a waterspout is not seawater which has been sucked up, but condensed water vapor caused by low pressure at the center?

That some waterspouts rotate the "wrong way"? (That is, they rotate clockwise, when they're expected to go in the opposite direction.)

Pilots of Air Antisubmarine Squadron 30 learned these and other newly discovered facts about waterspouts recently. Gerald H. Clemons described the Waterspout Research Program being conducted in the Lower Keys with headquarters at Weather Bureau Office, Key West, Fla., by the Environmental Science Services Administration (ESSA).

This program is a coordinated effort between National Hurricane Center, Miami, and Weather Bureau Office, Key West, and was conceived by Project Director Joe Golden for his PhD dissertation topic. Clemons is the principal investigator at Key West in charge of documentation and time lapse photography from the ground.

By studying these waterspouts, ESSA scientists hope to find ways of forecasting tornadoes over land areas. Because waterspouts usually are found with less severe weather patterns and usually cause less

property damage than tornadoes, they can be investigated with less danger to the researchers.

**T**HE FLORIDA KEYS were selected for this study because of the frequency with which waterspouts occur in the area and availability of ground support from an observing network.

When military pilots report sighting a waterspout, its accurate position is relayed to the Weather Bureau at Key West International Airport. ESSA researchers switch on an automatic camera to take pictures—one every 15 seconds—of the weather radar's scope.

These pictures are studied to find some clue to the waterspout's formation. So far, the scientists have noted several echo patterns which appear on the radarscope after a waterspout has formed. If they can find echo patterns which form before the waterspouts are born, accurate identification forecasting will be that much closer.

Experiences of pilots flying in and around waterspouts also are studied in the search for clues. In most cases, pilots report only light air turbulence near the spouts. However, one pilot who flew into a waterspout at an altitude of 800 feet reported that several minutes later it turned his airplane loose—upside down 8000 feet higher!

Researchers have noted that waterspouts form more frequently during certain hours of the day. They feel this may be caused by the sun's heating effect over the shallow waters surrounding the Keys.

Also a weather pattern which spawns waterspouts one day will be likely to spawn them during the next day as well. By tracking these patterns as they move from place to place, more accurate waterspout forecasting may be possible.

Pilots of air antisubmarine squadrons help collect information by reporting all waterspouts seen during flights in the Florida Keys area.





# THE FROGMEN MEET



# THE SPACEMEN

**T**HERE IS NO RECORD that the humanoids from the space vehicle asked the frogmen for an escort to their leader. Remarks this time were strictly business but, on a previous occasion, concerned the sweetness of the earth's atmosphere.

The humanoids, of course, were astronauts who had returned to Planet Earth after a walk on the moon and the frogmen were Navy swimmers from Underwater Demolition Team 11. Swimmers from UDT 12 remained aloft in a helicopter ready to intervene in any emergency.

Unseen by either astronauts or frogmen was an audience of millions of earthlings who had watched the entire space spectacular on television from the moment the *Saturn* rocket blasted from its launching pad until the astronauts were safely aboard *USS Hornet* (CVS 12). For them, the event which President Nixon called the greatest since creation had proceeded like a well rehearsed performance.

A well rehearsed performance? It most certainly was.

Astronauts, frogmen, *Hornet's* crew and everyone concerned with maintaining and flying the *Sea Kings* of Helicopter Squadron Four had done it all many many times before.

The pilots and swimmers who played the more active roles knew their parts well. So thoroughly rehearsed was the drama's finale that, for the men of the helicopter squadron, the performance seemed almost an anticlimax. To the swimmers who had repeatedly practiced their parts before leaving their Coronado

base, again after they reached Hawaii and still again near the recovery site itself, the actual performance could have been just another dress rehearsal.

**L**IKE THE SCIONS of great theatrical families, the men of the helicopter squadron were historically prepared for their part in the *Apollo* drama, for Squadron Four's choppers had also been on hand to welcome returning astronauts from *Apollo* Missions VIII and X.

The frogmen were even more historically cut out for their job. Their preparation began during World War II when Marines landing on a Pacific beach would find welcome signs erected by UDT men who had cleared a way for them. Like the men of HS 4, the underwater demolition men of teams 11 and 12 had also participated in previous *Apollo* dramas.

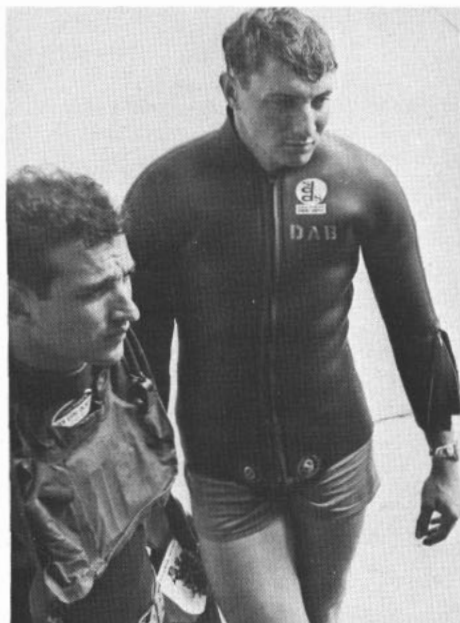
When the great day arrived, everybody on board *Hornet* was well prepared for the drama's final act and confident that the recovery would come off as planned and practiced. The rest of the world was hoping that all would be well. The men of *Hornet* knew it would be.

The working conditions were not the best. The recovery site had been changed once to avoid bad weather and, even at the new location, the water was far from calm—rather high waves and heavy swells.

In the darkness before dawn it was easy to imagine that sharks were in the recovery area as there had been on at least one other *Apollo* splashdown.

Imperfect conditions notwithstanding, the drama's finale could not be postponed nor could it be trans-

LT Clarence Hadleberg, BIG swimmer, talks with AWC Ralph Slider, chief aircrewman, during *Apollo* 11 recovery exercise. Photo below: Two aircrewmen pause during recovery training.







Recovery helicopter drops UDT crewman during practice for an Apollo recovery operation.



Billy Pugh rescue net is lowered during Apollo 11 practice mission.

Below: UDT 11 swimmers enter raft as LT Hadleberg, in Biological Isolation Garment, moves to Apollo 11.



ferred to another theater. Helicopters with the waiting swimmers were hovering in the darkness above *Hornet* waiting for the command module to sweep across the predawn sky.

The fireball was first sighted from a helicopter and soon after by other Navymen watching from *Hornet's* deck. The capsule's drogue chutes opened at 34,000 feet and the main chute opened at 10,000 feet. *Apollo* floated to her splashdown and Helicopter Squadron Four with the men of Underwater Demolition Team 11 went to work.

**W**HEN THE CAPSULE had landed, swimmer helicopter 53 moved in to mark the command module's position and to stand by in case there were difficulties.

The space vehicle was upside down in the water but that matter was soon corrected from inside when the astronauts righted themselves by inflating balloon-like bags on the submerged topside.

A helicopter filled with photographers hovered at about 60 feet above the scene and swimmer helicopter 64 made its approach. Three UDT swimmers dropped into the Pacific near the capsule.

Once in the water, the frogmen went to work attaching the flotation collar to the capsule and securing their life rafts. The job was done carefully and without waste making haste.

As the team's work progressed, helicopter 66 made a slow approach and dropped another frogman called the BIG swimmer. BIG didn't refer to the fourth swimmer's size. When helicopter 66 made another pass, it lowered a bag of Biological Isolation Garments more conveniently known as BIGs. There was a suit for each astronaut and one for the BIG swimmer.

**I**NASMUCH as there might be danger from microorganisms against which earthmen had no defense, one of the life rafts with the un-BIGed swimmers moved upwind from the command module about 100 feet and the lone swimmer who, by this time, was himself clad in an isolation garment, opened the capsule's door just long enough to throw the other three suits inside.

After a short wait, the hatch again opened. The three astronauts, dressed in isolation suits, came out and the lone swimmer circled the capsule to decontaminate it.

After the command module had been made biologically safe, each of the astronauts and the swimmer took turns performing the same service for each other and the rescue net was lowered from the hovering helicopter. Another picked up the capsule and transported it to *Hornet's* deck.

Aboard the carrier, the astronauts were greeted by a jubilant crew, the captain and the President, whom the astronauts, *Hornet* with her crew, helicopters and swimmers, had made the happiest man in the world.

—Apollo XI photographs by  
PH2 Milt Putnam, USN.



Sea King helicopters of HS 4 during practice recovery mission.



UDT members of Navy recovery team (left to right): SW2 Bill Threet, AMC Glenn Smirer, LT Clarence Hadleberg.



Recovery helicopter hoists astronaut Neil Armstrong during Apollo 11 pickup.



President Nixon greets astronauts Armstrong, Collins and Aldrin aboard USS Hornet.

## What It Takes to Be a Frogman

Greeting astronauts is fine—even an honor—but it isn't the regular work done by the men of UDT 11 and 12.

Like other UDT men, *Apollo* swimmers are in the Navy to explore amphibious landing approaches and to demolish obstacles which may hinder the Marines when they come ashore.

While they are about it, they are also expected to bring back a few diagrams of the beach.

To do such work under the enemy's nose takes guts. It also takes a fine physique and a stable personality. The Medical Department sees to it that beginning UDT swimmers have both.

Here, briefly, are some of the things an underwater demolition man must know and be able to do after he passes the entrance requirements:

- A UDT man must learn to withstand sea pressure at a depth of 200 feet while breathing air.
- He must know the advantages and limitations of all assigned scuba, including Emerson and Mark IV diving rigs; how to maintain them and other UDT equipment.
- There is also the ability to get into and out of diving equipment while underwater and to ascend with no equipment at all from over 30 feet.
- A UDT swimmer must also learn to use explosives underwater; to move about using small submersible vehicles and to use hand-held sonar as well as other underwater equipment.
- UDT men are also taught the use of small arms; how to map beaches and to recognize and treat the maladies to which underwater workers are prone.



# The Certified Sailor

**T**HERE ARE serious ones, humorous ones and unusual ones. But any Navyman worth his salt will never rest until he has a scrapbook full of them.

They're the unofficial certificates that document where a sailor has been, what he's done, and most importantly, what he is—a Shellback or a Blue Nose or a Mossback or a Double Centurion. Or even a Goldfish or Sea Squatter.

On any noteworthy occasion—and perhaps on some that might be otherwise forgotten—somebody in the crew is sure to spend hours at a drawing board to create a memorable certificate, replete with salty language, drawings of mermaids and tritons and anchors and chains, and the signature of Neptuneus Rex or some other high potentate. And forever after, the men of that ship will treasure their copies as they treasure their rating badges.

**N**OWADAYS IT'S ALL in fun and without official recognition. But mariners of earlier years, when it all began, were in earnest.

As all sailors knew well, Neptune, god of the sea, was fickle. He played an important role in ancient rituals just as he does in today's initiations into the Orders of the Deep. At his slightest whim, Neptune, it was believed, might throw a storm into the path of a ship that would splinter her oars and spars like matchwood, or cast her onto the rocky coast.

And that was when he was feeling playful. What would the dread deity bring to a crew if, Zeus forbid, they made him angry?

The superstitions of the sea provided for ways to stay out of that kind of trouble. In the earliest days, oxen and goats might be offered up to make the old



man of the sea more favorably disposed. He could, under proper circumstances, become downright protective and benevolent.

ALSO, IN THOSE EARLY rituals, the location of the rites had to be right. If every element surrounding the ceremonies was not just so, all Hades might break loose. The location of the ship had an effect on how acceptable the honors to Neptune were. A rite performed off certain capes (for instance, those with temples on them) would work best.

And finally, the apprentices had to be instructed in the behavior that was acceptable and unacceptable. As a later Ancient Mariner discovered to his grief, the rulers of the deep frown on anyone who kills an albatross. There were dozens of such strictures—and woe betide the sailor, no matter how green, who transgressed just one.

As previously stated, an ox or a goat was normally offered to appease the sea gods. But not always. Jonah, for example (as our Bible experts recall), was dropped over the side when the crew of the ship on which he was a passenger decided he had brought on the storm that threatened to wreck them. It worked. The storm stopped, Jonah was picked up by a passing whale, and the ship sailed on.

Even as late as the 17th century, when no one (well, hardly none) believed in Neptune or other marine deities any more, initiation into the mysteries of the deep could be a rough process. According to a writer of the time, apprentices “who pass certain places, where they have never passed,” undergo various penalties—for example, to be dropped “from the yardarm into the sea.”

Such are the origins of the granddaddy of all sea-going ceremonies: the shellback initiation when a ship crosses the Equator, in which “pollywogs” (men who haven’t previously crossed the Line) become “shellbacks” (fit subjects of King Neptune).

THE COLORFUL TRADITION and ceremonious rituals survive, but anything dangerous or demeaning is prohibited by Navy regulations today.







Here's how SecNav Instruction 5060.20 spells out the policy concerning military functions which involve initiations or other similar ceremonies.

"Throughout its illustrious history, intangible yet highly significant contributions have been made to the esprit de corps and public image of the Navy and Marine Corps through the continuation of traditional customs and ceremonies. Equally essential have been the spirit and dignity which have generally characterized the conduct of these practices. Occasionally, however, personnel have been injured and/or undesirable consequences have resulted from initiation-type activities. While it is important to perpetuate our time-honored initiations and ceremonies, such as those associated with crossing the Equator or International Date Line or with advancement to chief petty officer, it is mandatory that they be conducted in such a manner as to avoid hazardous, detrimental, or unbecoming conduct by the participants.

"It shall be the policy within the Département of the Navy that ceremonies, initiations and similar activities be conducted with dignity, with due regard for hazards to participants, and with appropriate consideration of the honor and pride associated with wearing the uniform.

"Commanders, commanding officers and other officers, as appropriate, of the Navy and Marine Corps shall insure that all ceremonies and initiations conducted under their cognizance are properly supervised, not hazardous to personnel, and are carried out in such a manner as will reflect credit upon the naval service."

**W**E WON'T GO INTO DETAIL on what occurs when Neptune and his court are piped aboard and the pollywogs join the Order of the Shellbacks, because that's a mystery of the deep, after all. Suffice it to say that when the day ends, the Shellback has arrived.

To prove it, he has a certificate of impressive size, festooned with drawings of fish, mermaids and a trident-wielding Neptune, which proclaims in effect:

**TO ALL SAILORS WHEREVER YE MAY BE and to all Mermaids, Sea Serpents, Whales, Sharks, Dolphins, Skates, Suckers, Lobsters, Crabs, and other Living Things of the Sea, GREETINGS:**

**KNOW YE:** That on this ..... day of ..... 19..... in Latitude 000°00' and Longitude ..... there appeared within Our Royal Domain the ..... bound for .....

**BE IT REMEMBERED:** That said Vessel, Officers and Crew thereof having been inspected and passed on by Ourselves and Our Royal Staff,

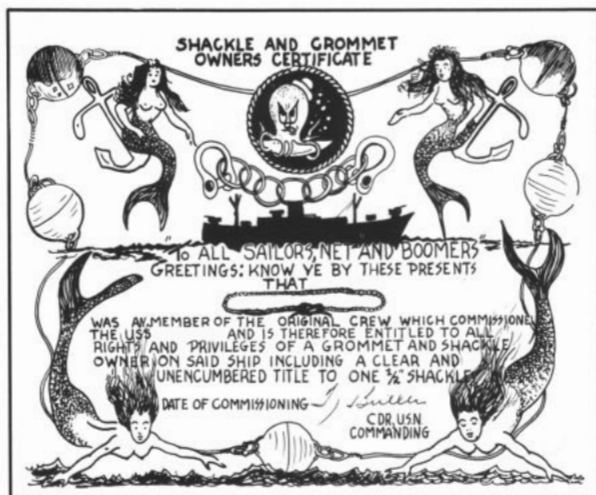
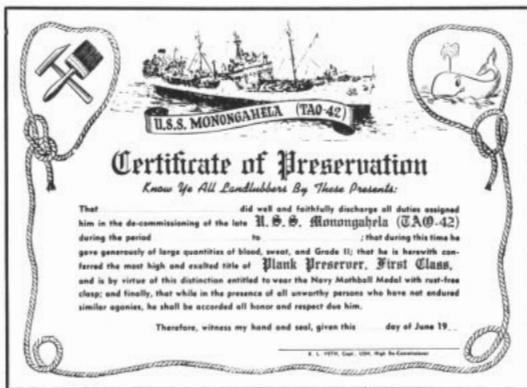
**AND BE IT KNOWN:** By all ye Sailors, Mariners and Land Lubbers, who may be honored by his presence, that

Seaman W. T. Door, USN, having been found worthy to be numbered as ONE OF OUR TRUSTY SHELLBACKS, has been gathered to our fold and duly initiated into the SOLEMN MYSTERIES OF THE ANCIENT ORDER OF THE DEEP.

**BE IT FURTHER UNDERSTOOD:** That by virtue of the power invested in me I hereby command my subjects to show due honor and respect to him whenever he may enter Our Realm.

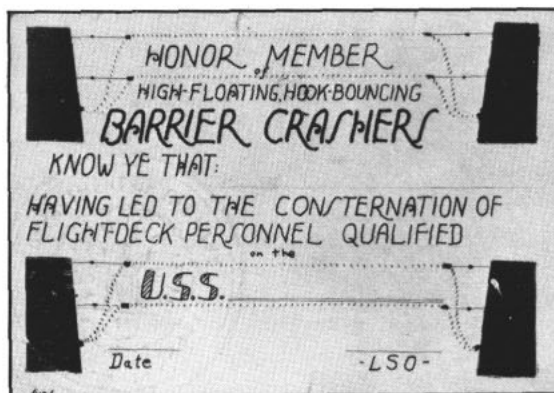
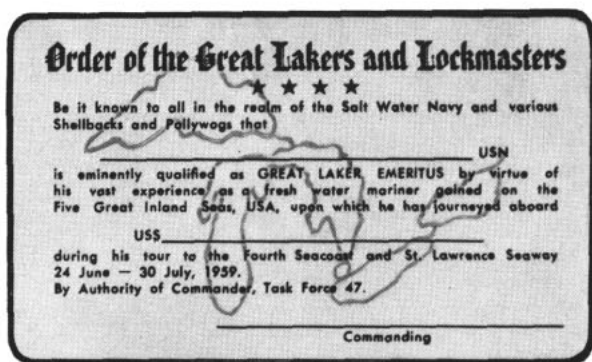
**DISOBEY THIS ORDER UNDER PENALTY OF OUR ROYAL DISPLEASURE.**

Neptunus Rex  
Ruler of the Raging Main



**O**R SOMETHING of a similar nature. Obviously, the Navyman who isn't so certified is little more than a landlubber. Ask any shellback. The pollywog simply hasn't been around—and a worse stigma for a sailor is hard to imagine.

Through the years, the wish to mark other seagoing milestones has given birth to certificates for all kinds



of distinctions. Most of them are what the television industry would call "spin-offs"—imitations with variations—from the shellback idea; they document, in salty language, passing certain places for the first time.

The Domain of the Golden Dragon, for instance. You enter the dragon's empire when you cross the International Date Line by sailing west (say some), or sailing east (say others). With the extensive Navy operations in the Far East since (and before) World War II, this passage has become so common that few initiation ceremonies are actually held. But the certificate, decorated with Chinese-style dragon, will still find its way to a place on the wall of a Navyman's den.

Other notable line-crossings have their certificates too. For the intrepid Navyman who crosses the Arctic Circle, various documents will attest his entrance to the Northern Domain of the Polar Bear or the Royal Order of the Blue Noses.

The Arctic Circle certificates have a long seafaring tradition behind them. In the middle ages, when European seamen almost never got to the Equator, they held ceremonies similar to the shellback initiation on crossing the Arctic Circle or entering the tropics. Nowadays, King Polar Bear is piped aboard at the limit of his domain, and lets his wrath be known to the "Red Noses"—the uninitiates.

**A**T THE OTHER END of the world, you enter the Royal Domain of the Emperor Penguin by crossing the Antarctic Circle, and His Imperial Majesty inducts you as a Frozen Stiff. The bearer of this certificate is entitled "to all of the privileges of this frozen realm of blizzards, including freezing, shivering, starving and any other privileged miseries that can possibly be extended during his stay in this land of answer to a well digger's dream."

And while you're in southern latitudes, you might qualify for a distinction that has become rare in this age of the Panama Canal: the title of Mossback. Members of this exclusive brotherhood are those who have completed the fearsome voyage around stormy Cape Horn. They are given the right to spit into the wind if they want to risk it.

But even if you were a Shellback, Mossback, Blue Nose, Frozen Stiff and subject of the Golden Dragon,

there would be more distinctions you could gain. Sailors' ingenuity has given rise to several combinations of these awards — based on a ship's achieving more than one on the same voyage, or even at the same time.

For instance, those who cross the 180-degree meridian and the Equator at the same time become Golden Shellbacks. And in 1965, the submarine *uss Capitaine* (AGSS 336) topped nearly everybody by

### Other Milestones in Your Career

You won't have a Whale Banger or Caterpillar Club certificate in your service record, since none of the certificates named in the accompanying article is official.

But the Navy does have official certificates for milestones or achievements in a man's career. They include:

- Boot-camp awards — academic, honorman or outstanding-recruit certificates.

- Advancement. A standard certificate is presented to a man on advancement to PO3 or above. PNI John O. Parmele of VF 103 took this idea a step farther, and got squadron approval for a similar certificate for men being advanced to E-3 as well. But his idea hasn't become widespread yet, and outside his squadron it's still unofficial.

- Citations for medals, letters of commendation, and similar honors such as sailor of the month.

- Completion of correspondence courses, schools, GED tests and other exams, or similar educational achievements.

- Qualification in special skills—as a technician, lookout, helmsman, diver, and so forth.

- Reenlistment.

- Retirement, separation or discharge.

Not all of the certificates will get into your service record, though entries will be made to record the achievements. But they are official, and they'll have a place of honor on your wall alongside your Shellback certificate and all the others.





Caterpillar Club



Sea Squatters

crossing the intersection of the two lines underwater.

Or if you round the Horn and cross the Equator on the same voyage, you are duly honored as a Horned Shellback. Of course, it's hard for a Mossback to avoid becoming a Shellback; but this certificate is rare.

And it's a safe bet that some ships have made out Blue-Nosed-Shellback cards or Frozen-Mossback certificates. We just haven't seen them yet.

**O**F COURSE, certificates are available for round-the-world voyages and similar out-of-the-ordinary cruises. We suspect that some special certificate is made for achievements such as that of *uss Edisto* (AGB 2) in 1955. In that one year, her crew became Blue-Nosed, Frozen-Stiff, Golden-Dragon Shellbacks. That's hard to top.

Many such certificates are invented to commemorate participation in a specific operation. Random examples include the West of Shanghai-Manila Club,

### Unofficial Certificates Are Not (Repeat Not) Stocked by the Navy

**W**HETHER OR NOT you write the Leading Moon Chief mentioned in the accompanying article to apply for a Moon Construction Team card, please don't write to the Bureau of Naval Personnel or ALL HANDS for copies of any certificates named in the article.

All of them are unofficial. None is in the Navy-wide supply system. A few local commands might design and print such items as the Shellback certificate in their own print shops, but this practice is not common.

If you're a Blue Nose or a Plank Owner and have lost your certificate, you might try writing to the unit in which you earned the award; but in all such unofficial cases, your chances of getting a replacement are slim. Probably the certificate was originally drawn and lettered by the men who participated in the event—and then all the copies were handed out to the crew.

Some of the more common documents — Shellback, Golden Dragon, Arctic, Antarctic, Plank Owner, and others—are sold by commercial firms catering to Navymen. But as far as we know, no company stocks Whale Banger, Goldfish Club, or other offbeat certificates. And, we repeat, none of them is printed or supplied by any government agency above the local command level.

Do you have, or have you heard of, any certificates we've missed? Send them in—preferably with some explanation of the circumstances. As long as they're printable, ALL HANDS is interested.

comprising men who were in the first task group to enter the Sulu Sea after the fall of the Philippines during World War II, and the Royal Order of the High-jump, for participants in the Antarctic operation of that name in 1946-47.

But you don't have to cross a line or round a cape to receive a certificate.

You may be a Plank Owner if you were a member of the commissioning crew of a ship and served aboard for a year, a month and a day after commissioning. (Some ships waive the service requirement. It's all unofficial, after all.)

**A**CCORDING TO TRADITION, a member of a ship's commissioning detail in the days of wooden vessels had the right to take a plank from her deck when she was decommissioned. It made a good conversation piece for his mantel. Today, it would be difficult to find a plank on a steel ship; but crewmembers cherish the certificate that gives them "clear and unencumbered title" to one anyway.

Different units have made their own variations. A helicopter squadron made its original crew "Rotor Rooters," giving them title to one rotor blade. Another variant is the "Plank Preserver" certificate given to members of the decommissioning crew of *uss Monongahela* (TAO 42).

Whether or not you helped commission or decommission a ship, if you served aboard one a long time you may be eligible for another honor: the status of Shackle and Grommet Owner. The rules for this distinction, as for all unofficial awards, vary among ships; some require 15 years, some say three consecutive enlistments.

(A shackle, by the way, is a U-shaped steel connection with a pin through the open end, used to make things fast. A grommet is a metal eyelet in a piece of canvas. But all you shackle and grommet owners know that already.)

**M**ILESTONES in a man's career often rate notice in the form of certificates. Pilots join the "Century Club" when they make their hundredth carrier landing, then become "Double Centurions" at 200. Recently, pilots over Vietnam have been inducted into the "200 Mission Club"—and a select few have joined the "300 Mission Club."

Another "Century Club" is an organization of Florida-based hurricane hunters who have flown through winds of 100 miles per hour or more. Members of the "Not So Ancient Order of the Hurriphooners" receive a scroll bearing the legend: "At wave-level height, this member has battled forces of Neptunus Rex and aerial elements of the Chief High Gremlin to a standstill." It is signed by the Most Exalted Hurriphoon Hunter and the High Hurriphoon Cloud Sniffer.

But not all certificates are for achievements such as flying an aircraft through a hurricane. The same viewpoint that invents new horrors for pollywogs also de-

vises a suitable award for that occasion when a man makes a fool of himself.

At one recent squadron "awards ceremony," a red-faced aviator was, with due pomp, given a citation as an ace Tire-Buster—for blowing a tire on each of a half-dozen landings.

And then there was the carrier's print shop that printed the daily air plan in red ink, instead of black, by mistake. Under the red lights in Air Ops and elsewhere, the red air plan looked like a blank sheet of paper. The print shop was duly honored with a certificate for unoutstanding performance — along with comments by the Air Ops crew that can't be reproduced here.

To qualify for membership in the Royal Order of Whale Bangers, you must have been on board a ship when she fired at a whale, mistaking it for a submarine.

**B**UT AMONG the less-than-glorious clubs are some that Navymen are glad to be around to join.

The High-floating Hook-bouncing Barrier Crashers, for one. It's for carrier pilots who had to use the emergency barrier to land.

Another one is the Goldfish Club, for pilots who ditch and have to take to a life raft. If they spend more than 24 hours on the raft, they become Sea Squatters. (The latter award is open to blackshoes, too. Any takers?)

And among the most grateful recipients of dubious honors are the members of the Caterpillar Club—comprising anyone who has made an unscheduled parachute jump from a disabled plane. In memory of their use of the silkworm's product (or nylon, as the case may be), club members wear a gold caterpillar pin—on civvies only, of course. The color of the caterpillar's jeweled eyes is determined by the circumstances of the jump; for instance, ruby eyes show that the wearer has survived a midair collision.

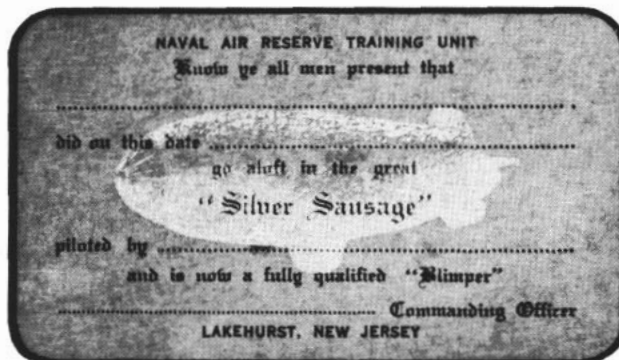
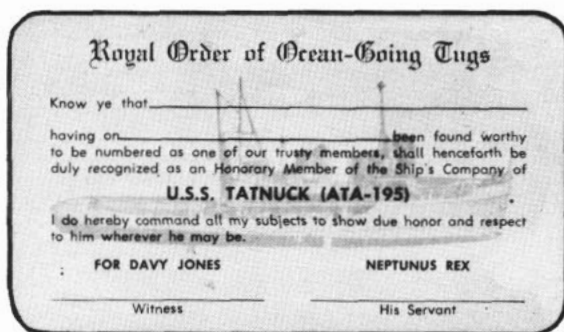
**P**ILOTS IN THE KOREAN CONFLICT were given cards certifying their membership in the "Railroader's Union." Members had the privilege of working on North Korean railroads as "journeyman railcutters."

The process of inventing new certificates never ends. Documents for future operating areas are being prepared.

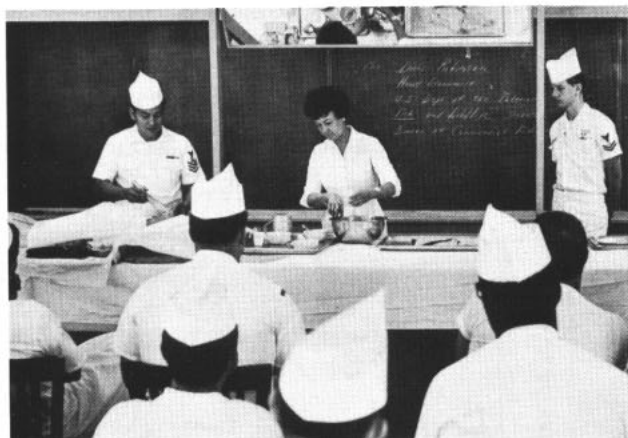
The moon, for instance. Any Seabee chosen for the first Navy Construction Team lunar expedition will receive an honorary Moon Construction Team card. If you're interested, applications are being taken by the Leading Moon Chief, Public Works Center Box 15, USNS Midway Island, FPO San Francisco 96614.

But the most exclusive certificate of the century has already been issued: the plaque taken to the moon by former Naval Aviator Neil Armstrong and his *Apollo 11* shipmates. Not even a Golden Blue-Nosed Shellback can match the distinction of being the first men on the moon.

—JO2 Frank Silvey, USN.



# FINISHING SCHOOL *for* *Navy Chefs*



Instructor gives a Navy student some pointers in preparing fish dishes.



**T**HERE IS SOME debate as to which Navy rating goes back the farthest. But there can be no doubt that seagoing cooks, by one name or another, have been around since men have put out to sea.

Impressive changes have taken place in the food service field since cabin boys last served hardtack to captains of wooden ships.

Advanced training for petty officers who man the galleys and wardrooms of present-day Navy ships is provided by the Navy's Service School Command, located at the Naval Recruit Training Center, San Diego, Calif.

The Class C school (recently changed from B) has been located at the training center since 1956. Before 1956, the only advanced school for Navy food service people was at Newport, R. I. Now there is a school on each coast.

If you were to visit "old galley six," the school's temporary home at the center, you would be greeted at the main entrance by a sign that declares: "Food for a Fighting Fleet."

**A**S YOU ENTER the building you might receive the impression that you are entering the seagoing version of the Cordon Bleu. On either side of the passageways are rows of framed pictures of graduate chefs—remembrances of previous classes.

As you examine the photos, with the commissarymen and steward rating badges visible, you will notice the familiar quarter-moon of the stewards' insignia has been replaced in more recent photographs by an open book, overlapped by a quill and key.

If it is nearing midday, you will probably catch a whiff of something delicious in the air. Going on down the passageway to investigate this delectable aroma, you will see a seven-layer cake encased in glass.

But woe to the person who tries to take a slice from the mountain of frosted pastry. Although the frosting is real, it is as hard as a rock, and underneath is a wooden frame.

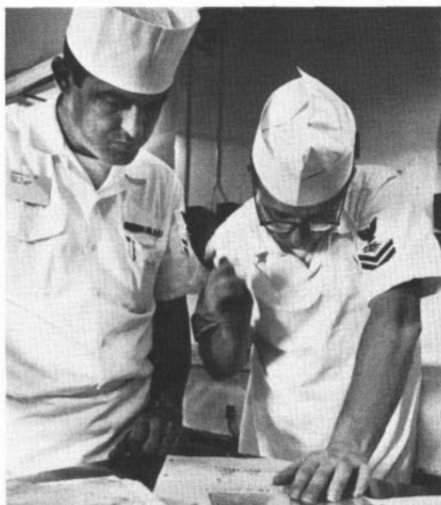
The cake stands guard over the Galley Lab, where the students have a chance to apply what they have learned in the classroom.

Chief Commissaryman J. Jordan, Jr., the senior cooking instructor, is apt to be seen sniffing a stew, or taking the internal temperature of a roast, while

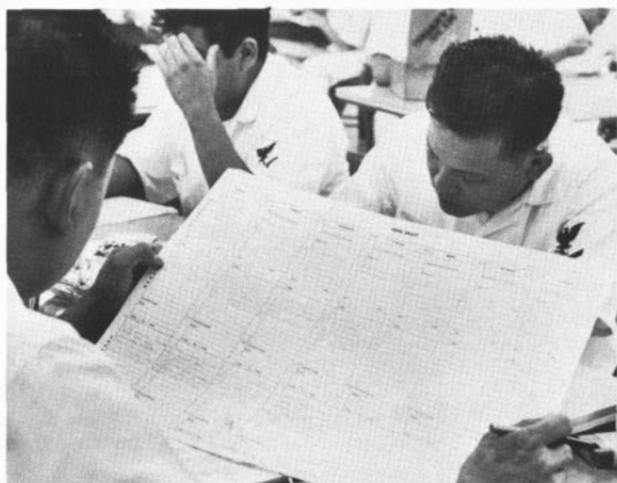




Instructor Chief J. Jordan gives guidance during lab period.



CS2 Thomas Carpenter and RM2/CS T. J. Hentzner work on menu proportions.



Students plan a menu as classroom assignment.  
Below: Out on the job a commissaryman makes soup.



an anxious student peers over his shoulder. Commissaryman 1st Class W. E. Gee might be standing around in the tan lab coat of an instructor, keeping an experienced eye on his charges.

There are three classes going through this advanced school of the culinary art at all times. It's a busy schedule for the 12 instructors. Most of them would agree, however, that there is no more satisfying job to be found.

The curriculum is presented in several phases, ranging from food production to nutrition, to records and returns. Menu planning is an integral part of the curriculum, too. In this phase, all of the students' training in supply and nutrition is brought to bear.

"Color, texture, shape—they all enter into menu planning," explained Chief Commissaryman Laube, one of the sanitation, nutrition and menu planning instructors, "because people eat with their eyes."

**N**APOLEON BONAPARTE once said that an army travels on its stomach. That bit of wisdom is just as true today as it was then. It would be impossible to gauge the contribution that a well prepared meal could make to an efficient operating naval force.

"The recognition that the Navy has given to food service," commented Chief Laube, "has really helped, and it has come down to the fine culinary arts."

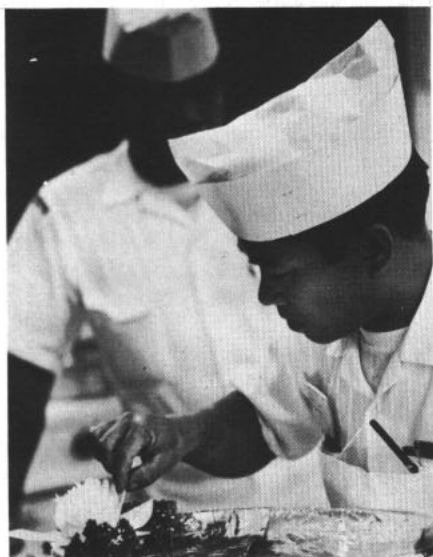
"We have to know more than the civilian chef," continued the chief. "The man on the firing line in Vietnam could fail in his mission because of food-borne illnesses."

The thought of a hot meal can do wonders for the morale of a man at an outpost in the Republic of Vietnam, or marking time aboard a ship.

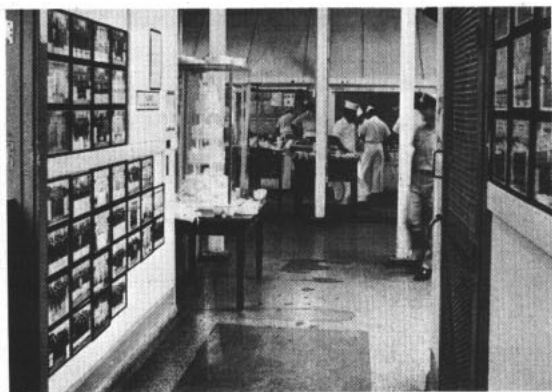
"Sure, we like to get letters from home while we're at sea," Laube continued, "but we don't every day—and then, who builds morale? The cooks. Years ago, if you didn't want a man, you put him in the galley. Now, we have a higher caliber of man."

The Navy chef, commissaryman, steward, cook, or whatever he is called, has to be able to do more than prepare a good meal and put it on the table. He has to have a little of the artist in his soul.

**A**S A PERSON examines the Galley Lab, he might see students slicing carrots, or cutting up a potato. But wait, on closer inspection he observes that they are not just preparing a salad or a stew. He ambles over for a closer look at what is going on.



Garnish is prepared by SD3 J. S. Bautista.



Entrance to School's galley lab.

The little wheels of carrots have been transformed into four-leaf clovers, and the potato that was being cut apart is beginning to look like a rose, as a student chef dabs food coloring on the petals.

Commissaryman 1st Class Gee bends over to examine the work of his pupils. "Great, now arrange it like this," he says, and proceeds to place the decorative vegetables around the edge of a serving platter. "Garnish a piece of meat and people eat it up—put the same piece of meat out without garnish and they probably wouldn't touch it.

"We set up one line of garnished food," continued Gee, "and another line with the same food, of the same quality, ungarnished, for one of the classes so the students can see the difference."

Everyone seems to enjoy the practical application of what he has learned in the classroom. But, inevitably, the necessary knowledge has to be gained by long hours of listening to an instructor.

Not only do these culinary artists have to be able to set a fine table, but they also have to be adept at planning a menu, know the rules of sanitation, and have a fair knowledge of nutrition.

"This," explained Chief Laube, "is the hardest phase, I think, in the whole school. You can't see sanitation, and who thinks about nutrition until the doctor tells him to go on a diet.

"We explain vitamins and what they do. For instance, the British sailors who first sailed to the Cook Islands years ago drank limewater to use as a supplement to their diet. The vitamin in the limewater prevented scurvy."

**T**HE TEDIUM of classroom work is interrupted once every five weeks by a representative of the Bureau of Commercial Fisheries who visits the school to demonstrate seafood preparation.

A representative of the American Lamb Council appears at the school frequently to give Navy students the benefit of the latest thinking and techniques in preparing lamb and mutton dishes.

The test of food, though, is in the eating. For a final examination of their cooking ability, the students prepare a meal for the instructors and their guests. The invitations to that feast are eagerly sought after.

It's a long 14 weeks, and for nine of those weeks commissarymen and stewards work side by side. The end result of the training is a petty officer who can take charge of a general mess or a wardroom.

**T**HE GRADUATES of CS/SD Class C School have earned a Navy Enlisted Classification Code of 9014—food service supervisor.

"The food service industry," remarked Captain J. H. Stevens, Jr., USN, commanding officer of the Service School Command at NRTC San Diego, "is the fastest growing industry in this country. That is our biggest selling point to these young men."

The pride of the Navy's food service men can be summed up in one statement, made by Chief Laube: "We don't like the word, commissaryman—we prefer chef."

Graduates of the Navy school of culinary art are spread around the world: on ships operating off the coast of Vietnam, providing fuel for their crewmen; assuring the defenders of outposts in the Republic of Vietnam of a hot meal; or in such places as London, England, or Brussels, Belgium.

Many of the Navy chefs who have completed their enlistments, or their 20 or 30 years, go on to tantalize the tastebuds of civilian diners.

—Story and Photos by PHC James E. Markham, USN.

# ALL-NAVY CARTOON CONTEST WINNERS

**E**ACH YEAR, hundreds of cartoons are submitted for competition in the All-Navy Comic Cartoon Contest.

Selecting the 10 "funniest" is not easy, because what's funny is a matter of opinion.

One judge chuckles. Another goes hmmm. A third breaks up.

However, and this has been the case since the contests began in 1955, there is a way to determine the winners. (See page 26 for the winning entries in this year's contest.)

Six judges are recruited from active duty Navy men and women assigned to Bureau of Naval Personnel.

After the contest deadline (1 July), the judges meet and review all the entries. This usually reduces the stack of competitive cartoons to 40 or 50.

Each judge then gives each cartoon a point value of from one to 10.

When the points are totaled, the cartoon with the highest value is declared the winner.

Runner-up positions of 2nd, 3rd, 4th and 5th likewise are determined on the basis of point standing, as are five honorable mention awards.

The cartoonists who finish in the top five receive All-Navy championship trophies from the Chief of Naval Personnel. Honorable mention certificates are awarded to the five runners-up.

All 10 of the winning entries appear in ALL HANDS, as do the best of the nonwinners throughout the year.

**T**HIS OPPORTUNITY for Navymen to exhibit their talent for cartoon humor is conducted under the BuPers recreation program.

The only entrance requirement is that the cartoonist be on active duty (or be a dependent of a man on active duty) for more than 90 days, and that the cartoon depict some phase of Navy life. Of course, the cartoon must be in good taste.

The cartoonist submits his entry to BuPers with certification that both the idea and drawing are his.

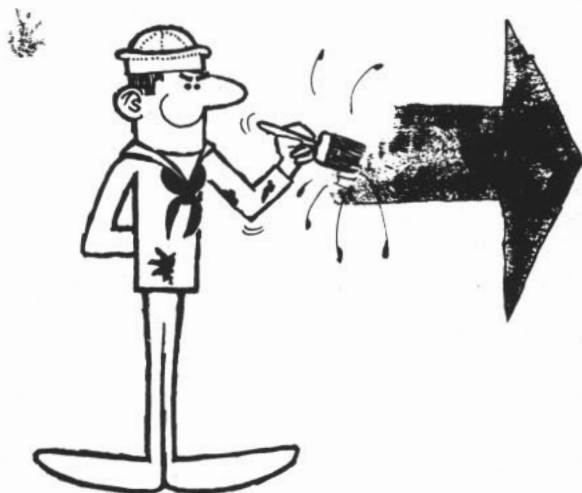
The judges, who may range in rank from seaman apprentice to admiral, contribute their own concepts of what's funny and what's well done in the comic presentations of Navy life.

Some judges prefer relatively simple sketches. Others lean more towards heavy ink-wash presentations with considerable detail. Examples of both—plus those that are somewhere in between—usually are represented in the top 10.

**L**ONGTIME READERS should recognize the names of at least three of the cartoonists who finished in this year's top 10.

Chief Petty Officer Ernest M. Mawn, Jr., who, as the observant viewer can see, signs his work "Mick Mawn," has displayed his work in ALL HANDS for years. Chief Mawn, now assigned to the Navy Radio Station, Sabana Seca, P. R., struck hard this time by taking two of the top 10 awards, including first prize for his Navyman named Asap.

Lieutenant Commander Melville C. Murray of the ComServPac staff, another veteran All-Navy cartoonist, was a double winner with his interpretation of a



dress personnel inspection (2nd place) and an up-to-date version of Navy travel (honorable mention).

The familiar name of Jerry Paoli accompanied the 3rd place winner which gives a new twist to junior-senior relationships. Interior Communications Technician Paoli is assigned to *uss Barry* (DD 933).

Illustrator-Draftsman Keith I. Myers of the ComPhibLant staff at Little Creek finished fourth with his modernistic look at a rating badge, and Seaman John W. Benson of NAS Ellyson Field, Pensacola, broke up the panel with his meeting of Navymen (5th place). Benson also was in the groove with a psychedelic ship that won honorable mention.

Seaman Apprentice-Yeoman Dean E. Yeagle of *uss William R. Rush* (DD 714), and Donald L. Winans, Petty Officer First of the Naval Security Group Activity, Hanza, Okinawa, round out the list of this year's cartoon contest winners.

Now, turn the page and see if you can identify with any of this year's All-Navy cartoons. Perhaps your favorite reminds you of someone you know, or stirs your memory and makes you think that cartoon character is really you.

Maybe it is.



1st place

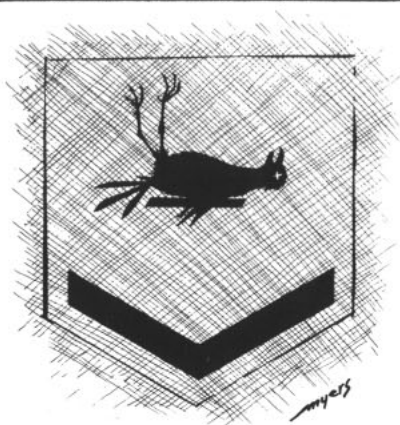
CTC Ernest Mawn, Jr.



"The Captain says get it done ASAP . . . the 1st LT says order it ASAP . . . the Bos'n says hold a sweep-down ASAP . . . the Comm Officer says answer it ASAP . . . the Pe . . ."

4th place

DM3 Keith Myers



"Hicks . . . Ah . . . You'd better report to sickbay . . . on the double!"

## TOP NAVY CARTOONS

2nd place

LCDR Melville Murray



3rd place

IC1 Jeremiah Paoli



"Cap'n, this is Seaman Apprentice Phogbound . . . He wants a raise."

5th place

SN John Benson



"Been in the Navy long . . .?"

1st honorable mention

CTC Ernest Mawn, Jr.



"So the career interviewer says . . . 'What's your hobby?' . . . and I say 'boating,' and he says . . . 'What's your pleasure?' . . . and I say 'A good swift boat' . . . So here I am!"

2nd honorable mention

SN John Benson



"JOHNSON!"

# HONORABLE MENTION

4th honorable mention

CT1 Donald Winans



5th honorable mention

LCDR Melville Murray



"And you're the one who said he knew his way around the Delta."

3rd honorable mention

YNSA Dean Yeagle



"You'll need a better reason than this for transfer . . . Everybody thinks he's been at sea too long."

# MOVIE CALL MOVIE CALL



"Tonight's movie will be held in Hangar Bay One at 1900."

That great morale booster, the daily crew's movie, is the result of a worldwide communications link-up involving numerous activities, ashore and afloat, including the headquarters in Washington, D. C., and Brooklyn, N. Y., and centers at strategically located movie exchanges, aboard supply ships, across highlines, via a logging system that reaches members of the crew of every single ship in the Navy.

The following account, seen from the viewpoint of Navy Fleet Activities, Sasebo, Japan, tells part of the story of how you get to see the latest films. (For a look at another side of this story, see "What's on at the Movies? Some Tips for the Movie Officer," appearing in the July 1968 issue of *ALL HANDS*, p. 28.)

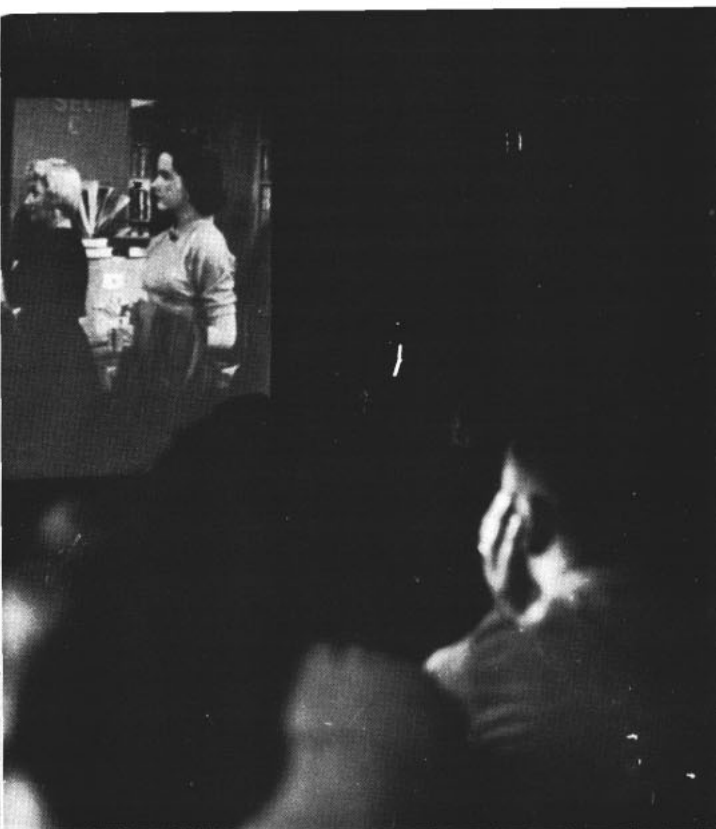
**T**wo SHIPS approach for a replenishment at sea. One of the ships is a supply ship, the other a destroyer. On board the destroyer the men are preparing the rigging for transfer of supplies.

A boatswain's mate turns to a friend and asks, "Hey, man, do you think they have that new Raquel Welch flick?"

The evening movie, that's the one thing that Navy-men—from seaman to admiral—really look forward to each night. No matter where Navymen are around the world you'll always find a movie; the Navy's Motion Picture Service in Brooklyn, N. Y., under the direction of the Chief of Naval Personnel, makes sure of that!

Assisted by naval motion picture exchanges around the world, the Navy Motion Picture Service distributes thousands of films to Navy units afloat, and





Crewmen of Navy ship watch movie on the mess decks, above left. At right, Navyman inspects film on damage detector at Sasebo. The detector checks for rips, scratches, and poor splices.

ashore overseas, including Antarctica. The cost of admission? Free to all Navymen and their dependents and all people associated with a naval unit.

The Navy spends nearly five million dollars a year providing movies for the Fleet and overseas shore stations. This money comes from the BuPers Central Recreation Fund, which is administered by the Bureau's Special Services Division.

The movies shown aboard ship are leased by the Navy for a four-year period, and are accountable to the Navy Motion Picture Service, Brooklyn, New York.

**T**HE JOB of distribution is complex. Keeping track of where all those films are and keeping them in good condition require hundreds of trained motion picture operators as well as automatic data processing equipment in Brooklyn, N. Y. Each motion picture operator throughout the Fleet must attend one of the Navy's four schools on film handling and projection techniques. The schools are held for one week and cover the basics in 16-mm film exhibition and storage.

The Navy goes to great lengths to obtain the best films. The Motion Picture Service each year leases under contract approximately 200 new films from the motion picture industry. Motion pictures are selected by the Navy Motion Picture Officer and the Technical Director of the Navy Motion Picture Service, in Brooklyn, in accordance with criteria set forth by BuPers. Contracts require that the various companies make available all new products for immediate selection and order, with the exception of reserved seat "Roadshows" which may be delayed up to 15 months. The Navy orders 30 prints of each picture for distri-

bution. In addition, approximately 100 movies from six to 10 years old are leased and distributed as re-issues. Thirty prints of each of these are also procured and distributed.

It is difficult to imagine about 30,000 separate film prints in circulation throughout the world. You wonder how the Navy does it. For one thing, it's not like distributing to a chain of movie theaters. The Navy's ships are, seemingly, always in motion.

**M**ANY MOVIES have to be transferred at sea while the ships are underway. The problem of tracing the movement of all these films and keeping them in good condition seems staggering. The answer is a system of pre-punched data cards called Motion Picture Print Inventory cards attached in card-deck fashion to the Inspection and Exhibition Books accompanying each print. Each card represents one month of lease time. The ship or activity holding the print at the end of the month removes the card from the I&E Book, writes, types or stamps the name of the ship or activity on it and mails it to the Navy Motion Picture Service in Brooklyn for inventory processing. Copyright restrictions embodied in the contracts require strict accounting for all prints to the companies.

Authorization for distribution of prints is divided between the Atlantic and the Pacific Fleets. Under the direction of Commander Service Force, Atlantic Fleet, are 18 movie exchanges, and in the Pacific, the Commander Service Force, Pacific Fleet, controls 12 movie exchanges.

Each of these exchanges is located on or near a naval base either in the United States or overseas.

One movie exchange, Rodman, Canal Zone, serves



Containers of Navy film prints are stored under controlled temperature and humidity to protect them from stretching or breakage.

both fleets and makes sure that Atlantic prints remain in the Atlantic and Pacific prints remain in the Pacific. Ships passing through the Canal Zone must turn in all prints and draw new prints, in order to keep distribution under control.

**T**HE MOVIE EXCHANGES in the Pacific are located at Adak, Guam, Kodiak, Long Beach, Pearl Harbor, San Diego, San Francisco, Sangley Point, Seattle, Subic Bay, Yokosuka and Sasebo. To these Pacific exchanges, the Motion Picture Service in Brooklyn issues approximately 90 new feature films a week.

Television programs, sports films, cartoons and other short subjects as well as special films are also issued to supplement the main feature film. The Navy, as mentioned before, must account for each print.

These contracts are very specific in their requirements. Basically, they are designed to negate any competition with commercial film distributors. Even overseas, Navy films can't compete with outside movie theaters.

To carry this concept a step further, ships having television capabilities can't broadcast to other ships at sea, or in port, but they are allowed to broadcast

**EM1 Bob Clavet, supervisor of the Sasebo movie exchange, records information in the inspection and exhibition booklet which accompanies each film.**



within the ship on closed-circuit television. Because of these contracts, the Navy must limit those who are allowed to attend the films to Navy, Marine and Coast Guard and MSTS personnel or others directly connected to a naval establishment. Eligibility requirements are fully listed in the *Navy Fleet Motion Picture Service Manual*, NavPers 15970A .

After the films are delivered to the Navy Motion Picture Service in Brooklyn, prints are numbered and issued separately to the Atlantic and Pacific exchanges. When the films reach the exchanges they must be inspected carefully before being issued to ships and shore-based activities.

There are two kinds of prints issued—"sea" prints which must be sent directly to the ships at sea and "circuit" prints which can be used by ships in port and shore activities for up to 30 days, after which they too must be sent to sea. The Chief of Naval Personnel feels that the Fleet should receive maximum access to all films.

Once the lease on films runs out, after about four years, all prints must be returned to Brooklyn where they are returned to the motion picture industry. After six years, these movies are then eligible to be leased again and distributed as reissue prints.

**S**UPPLY SHIPS, such as oilers and ammunition ships, are the right arm of the shore-based movie exchanges. Each supply ship on replenishment assignment and certain other ships are authorized to draw as many as 30 prints for use as exchanges afloat.

Ships can draw one print per day for every 500 men aboard. The maximum, however, is five per day or a maximum of 19 prints drawn at any one time without ComServPac approval. Each ship is entitled to one feature for each day at sea without opportunity to exchange movies.

Since the supply ships are authorized to carry so many prints, the motion picture exchanges issue enough prints to the ships to last until their first replenishment at sea.

Ships can draw TV shows and sports film to supple-

ment feature movies without their being counted against the limit of one movie per day at sea. When ships are traveling in company, their individual daily allotment of feature picture programs is cut slightly as they can trade on a one-for-one basis with the other ships.

Once back in port, the ships must turn in all their sea prints to the local movie exchange and draw daily from the shore-based circuit stock. The films used for this purpose are called "dailies."

**A**S WITH ALL systems, especially on a worldwide basis, there are problems. One of the big problems is that in actual use the films can become damaged and sometimes lost.

Electrician's Mate 1st Class Bob Clavet is the supervisor of the Fleet Activities Sasebo Motion Picture Exchange. Petty Officer Clavet feels that most people don't realize the complexity of his operation. "When you ask anyone what the guys in the movie exchange do, they'll tell you that all we do is sit around and watch movies. It's not as simple as that. The biggest headache in this job is the paperwork.

"We have to keep a running log of every film we issue, as well as weekly inventories and a monthly inventory covering every print on hand or issued. Each print that comes through here has an Inspection and Exhibition booklet and the Motion Picture Print Inventory cards.

"We have to inspect and rewind every one of these films, fill out the cards and send them into Brooklyn. I'd guess that we inspect about 1300 films a month. Out of those we have to send about 20 a month back to Brooklyn as unusable. When we find damaged prints we've really got problems. We have to fill out damage reports and package the prints to ship them air parcel post to Brooklyn.

"Sure, we look at a lot of movies. I guess I look at

about 800 films a year. We have to screen every new print that comes in here. It gets to the point that you don't look at the plot or the acting, as they all begin to look alike. We have to look at the new films before they go to the Fleet and at the old films to make sure that the inspection machines haven't missed anything. We are required to screen and inspect each film after it's been shown five times. Another problem that crops up is that the films may not be accompanied by the proper logbooks. Sometimes, for example, we get a Pacific movie with an Atlantic book. In that case we have to send the books back to Brooklyn."

**C**LAVET is assisted in his job by four other Navymen. One man, EM3 P. E. Daut, acts as a typist, preparing forms, damage reports and inspection reports. Two others, EM3 P. M. Eisele and EMFN P. D. Johnson, inspect and rewind the films on the two inspection machines and control the sea prints in stock. According to Clavet, the machines check splices, and find rips and tears in the film.

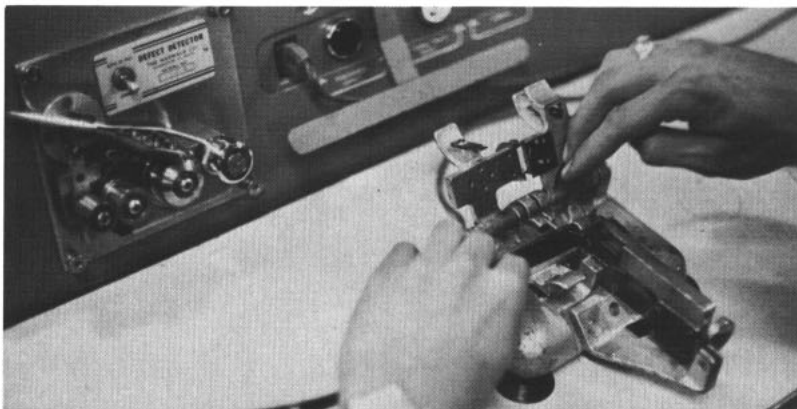
If something is wrong with a print, the movie exchange personnel have to repair the damaged portion, matching scenes as well as possible. Another man, EM3 V. J. Smith, works at the daily desk issuing movies to ships in port. Clavet also maintains a watch bill to make sure that ships can draw film during the weekends and daily up to 2000.

Asked if he thought all this expense and effort that the Navy goes to in supplying the Fleet with its nightly movie was worth it, Clavet replied, "Sure it's worth it. Ask anyone in the Navy and he'll tell you, short of liberty, there's nothing that boosts morale more than the evening movie!"

"By golly, they do have Raquel Welch!"

—Story by JO2 Charles Holman,  
—Photos by JO3 Greg Gendall.

EM3 V. J. Smith fills out inventory reports on prints in stock prior to their release to the Fleet. Below, right: Film inspector splices a film by hand to insure an error-free exhibition.





# NTC BAINBRIDGE:

**I**T STARTED back in the spring of 1968. A group of young people got together with the mayor of Baltimore, Md., and his staff—their purpose: to develop a major summer program which would reach the underprivileged youngsters of the city. Before the idea sessions were over, there were a sizable group of people and agencies involved. They ranged from members of the Baltimore Colts football team, including Lenny Moore and John Mackey, to members of the U. S. Navy.

This is the story of what they accomplished, the story of Camp Concern, a plan for a summer program designed to benefit at least 500 youngsters each day.

Last year more than 5000 youths benefited from the project. This year the numbers were even larger.

It was funded by the Department of Health, Education and Welfare and the Office of Economic Opportunity; run by the City of Baltimore; and utilized facilities provided by the U. S. Navy at the Naval Training Center, Bainbridge, Md. Camp Concern has now completed its second year, operating in the summer months.

Each day, approximately 500 youngsters were bussed from designated pickup points in Baltimore to

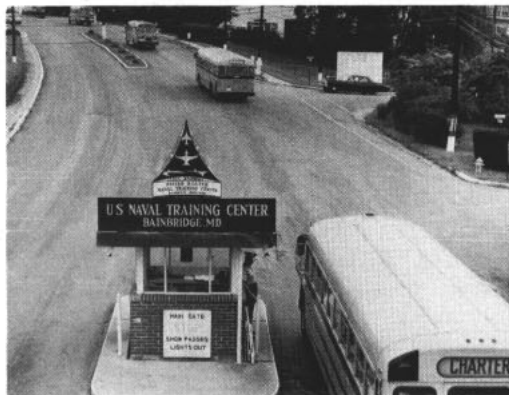
the Naval Training Center, Bainbridge. The youngsters, ranging in age from 10 to 19 years, were selected by community leaders in and around the Baltimore area.

**T**HE CAMP DAY OFFICIALLY got underway at about 10:30 A.M. each day with a formal ceremony consisting of the pledge of allegiance to the flag. The pledge, which was led by a volunteer selected from the ranks of the campers, was an innovation added to this year's schedule at the request of the Commander, U. S. Naval Training Center, Captain Harold D. Durham, USN.

CAPT Durham was an enthusiastic supporter of Camp Concern, and a great favorite with the young campers. During the summer, whenever he had a free moment, he could usually be found at the large drill hall, which served as the hub for the camp's activities.

The camp itself had many facets, and was concerned with health, education and educational rehabilitation, training, wholesome recreation, sports, and entertainment. Camp Concern also conducted instruction in the exercise of traditional American citizenship

Buses arrive from Baltimore City. Time to eat at Camp Concern. Campers receive lecture on health and dental hygiene and Navy cook receives helping hand from campers.



# CAMP CONCERN

and discipline by infusing the feeling of comradeship.

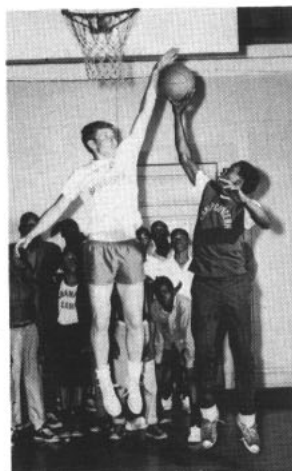
**N**AVYMEN AT BAINBRIDGE, both officer and enlisted, took a great interest in the camp, and volunteered their services to conduct basketball and wrestling clinics for the youngsters. Basic skills and sportsmanship were stressed at these clinics, which were held daily, Tuesday through Friday.

Nearly every afternoon when the camp was in operation, rock bands came from the Baltimore area to perform in the drill hall, and the campers could dance, or listen, as the mood struck them.

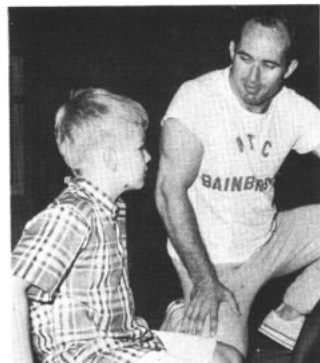
The campers also had an opportunity to engage in softball, volleyball and last, but not least, to swim in the large indoor pool provided for their use.

In the field of health, Camp Concerners had regularly scheduled movies and lectures in health and oral hygiene. Many of these lectures were conducted by sailors from the center's dispensary and dental department.

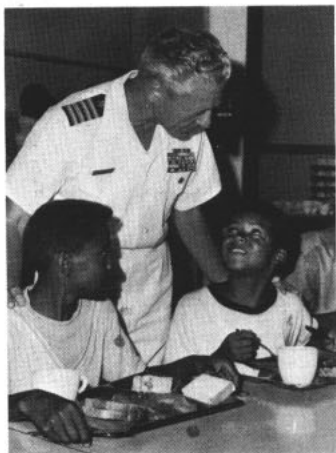
The campers were fed two meals each day, eating in the center's main galley. The youngsters had only one recurring complaint about the food, and that was, it was so good that "we eat too much."



Basketball clinic is held each morning. LT Charles S. Lynch explains elements of wrestling. Campers enjoy daily swim.



Center Commander CAPT Harold D. Durham chats with youngsters. Big smile signifies a well-filled tummy. Volleyball is one of the sports enjoyed at the camp. Camp Concern fosters understanding and friendship among youth of Baltimore's inner city.



Signs and smiles express youngsters' appreciation.

# today's navy



## Plush Living at Great Lakes

Men students at Great Lakes Hospital Corps School will be living in style in the new bachelor enlisted quarters opened this summer.

The \$1,500,000 reinforced concrete building will house 615 men in three stories. Built-in closets, new furniture, drapes, bedspreads and area carpets are included in the three-man rooms.

Each floor has two television lounges and four lavatories. Laundry facilities and a large game room are in the basement; on the first floor is a large central lounge for meeting visitors.

The new BEQ is the first unit of a three-building complex planned for the school. The second, an enlisted women's quarters, is scheduled for completion in late spring 1970. The last building, to contain classrooms, an auditorium and a library, will be built when funds are available.

## Floating Museum

uss *Algol* (LKA 54) calls herself a "floating museum" and has a good reason for doing so. It's not, however, because of her age.

The amphibious cargo ship carried a series of original paintings on loan from the Norfolk Museum of Arts and Sciences when she deployed for the Caribbean this year.

The artwork, consisting of 15 paintings by American and European artists, was hung for visitors to see during *Algol's* calls to Central and South American ports.

The idea for an artistic approach to goodwill visiting first came to Captain J. D. Reilly when he was commanding the submarine *uss Cutlass* (SS 478). Among the guests on a brief cruise off the Virginia coast was a museum director.

After he took command of *Algol*, CAPT Reilly discussed the idea with museum officials. They

agreed to cooperate on the same basis as with local businesses which display museum paintings on special occasions.

Lieutenant (jg) George Damon of *Algol*, who had been an art major in college, chose the paintings with help of the director of the museum's sales and rental gallery.

And the museum sailed away.

## Bilge Cleaning Can Be Fun?

Cleaning the bilges has never been much to write home about, but this time it was different.

Instead of using the roll-up-your-sleeves - and - chip - and - scrub - and-blast method, which never has been fully satisfactory, a chemical solution was pumped into the bilges and all that rust and all those scales and all that other stuff seemed to disappear like magic.

The occasion was a periodic cleaning of *uss Forrestal* (CVA 59) at the Norfolk Naval Shipyard. Here's how it worked:

A caustic-sequestrant solution (sodium hydroxide and sodium gluconate) was pumped into the bilge area and then agitated at 190 degrees Fahrenheit. It was pumped out and left a smooth surface free of scales and rust after relatively little fuss and muss.

The old methods of hand- and blast-cleaning in carrier bilges may now be obsolete. After hand-cleaning, bilge surfaces were never smooth enough for the layers of epoxy coating which provide a final seal. With blasting, dust and other abrasives often contaminated the machinery which could not be removed during the cleaning process.

The chemical bilge cleaner was developed at the San Francisco Naval Shipyard and successfully tested aboard the carriers *Coral Sea* (CVA 43), *Oriskany* (CVA 34), *Midway* (CVA 41) and *Hornet* (CVS 12).



Its use aboard *Forrestal* introduced the process to the Norfolk yard, and meant that for a while last summer, *Forrestal* must have had the cleanest bilges in the Navy.

### Tico Is Striking for 26

The oldest attack carrier in the Seventh Fleet began her second quarter-century on 8 May—still on the job.

Her first 25 years brought five battle stars in World War II and three Navy Unit Commendations for the Vietnam conflict. But *uss Ticonderoga* (CVA 14) isn't ready to rest on her laurels yet.

In fact, she's still breaking records as the first CVA to make five combat cruises to Vietnamese waters.

She entered the Pacific Theater in 1944, and earned battle stars for the Western Caroline Islands, Leyte, Luzon, and Okinawa Gunto operations, and for the Third Fleet operations against the enemy homeland.

In January 1945, *Ticonderoga* was hit by two kamikazes and lost 143 men. But after a brief yard period, she was back in action for the last five months of the war.

She kept busy attacking Japanese-held islands, supporting allied troops ashore, and destroying enemy shipping. Her score: 364 enemy planes destroyed or damaged, 45 ships sunk and 100 ships damaged.

Shortly after the end of hostilities, *Tico* served as a "Magic Carpet" transport to bring troops home. Then she was put in reserve in January 1947.

Her recommissioning in 1954 opened three years of yard work, shakedown cruises and one Mediterranean cruise. By 1957, when she rejoined the Pacific Fleet, *Ticonderoga* had new steam catapults, an angled deck, and other improvements.

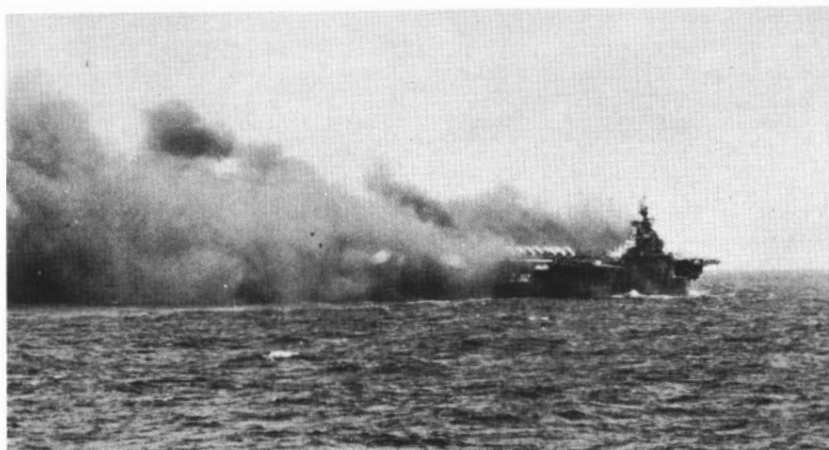
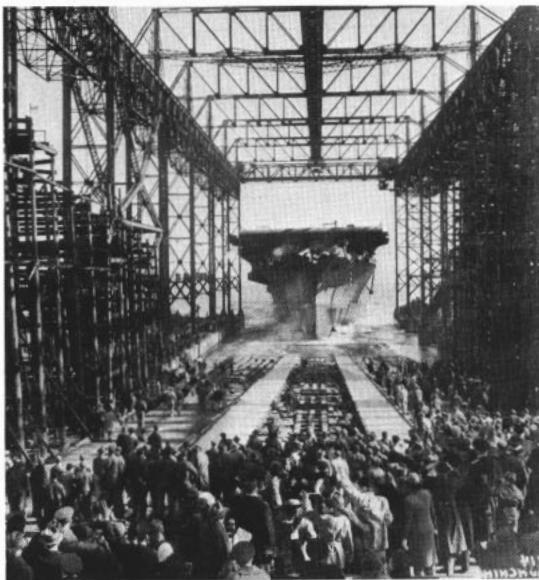
In the past 12 years, she has made 10 deployments to the Western Pacific. During that time, besides winning three Navy Unit Commendations, she earned the Battle Efficiency "E" four times from 1960 to 1965.

*Ticonderoga's* birthday celebrations didn't keep her pilots from their missions in support of allied forces in the Republic of Vietnam.

(The ALL HANDS Share-the-Glory Department feels impelled to point out that the Navy's oldest attack carrier, *uss Hancock* (CVA

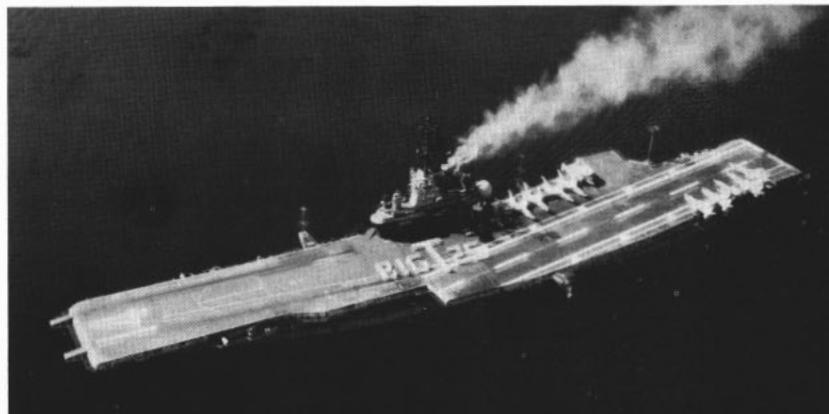
19), also has an enviable Vietnam record.

(*Ticonderoga*, by the way, was originally named *Hancock*, and vice versa. The names were switched a year before the two carriers were commissioned, *Hancock* (ex-*Ticonderoga*) three weeks before *Ticonderoga* (ex-*Hancock*).)



### TICO IS TWENTY-FIVE

USS *Ticonderoga* (CVA 14) begins her career as she slides into the water in 1944. Above: Smoke pours from *Tico* after being hit by kamikaze planes in South China Sea in 1945. Below: Carriermen spell out their own greeting as they enter Subic Bay after a line period in Vietnam waters.





**LAST LOOK**—Ammunition ship *USS Shasta* (AE 6), a veteran of World War II, has retired from the Navy and been decommissioned at Little Creek, Va.

**Shasta Says Farewell**

This *Shasta* was no bottle of soda pop. The Navymen who knew her best said she was dynamite, so to speak.

Built for the Maritime Commission but acquired by the Navy in April 1941, the veteran ammunition ship (AE 6, if you didn't know) endured longer than do most career Navymen. And thousands of Navymen knew *Shasta* well.

During World War II, some of *Shasta's* crewmen at times wished they were someplace else, but they, like the ship, survived.

*Shasta* was gutsy. In August 1942, for example, she moved a load of ammo from the U. S. to New Zealand—unescorted.

She made six other runs across the Pacific, picked up five battle stars, rode out a typhoon, and made emergency turns to avoid mines while dangling a few tons of high explosives between her and the receiving ship.

It was the night of the typhoon that most *Shasta* old-timers will never forget.

On 5 Jun 1945, the ship ran into winds that reached nearly 100 knots. At the peak of the storm, 27 depth charges broke loose from lashings on the main deck aft.

Crewmembers broke out mattresses and used them to cushion the clattering charges until the storm subsided enough to permit them to stow the ordnance in a main deck passageway.

There also was some action in the forward hold. Sixteen-inch projectiles, 250 of them, broke loose and fell one deck's distance on top of some 1000-pound bombs. Again, *Shasta's* luck held; none of these exploded.

On another occasion, an enemy pilot dropped a bomb that hit the water between *Shasta* and her sister ship, *USS Mauna Loa* (AE 8). But again, *Shasta* escaped without damage.

On 4 Nov 1943, *Shasta* took 9000 tons of ammunition into her holds at San Francisco and topped the load off with some defective detonators that were to be deep-sixed after she was well to sea. However, as *Shasta* cleared the docks, the detonators began to smoke. *Shastamen* didn't wait for the "well-to-sea" phase of her operations.

Later that same day, *Shasta* was clearing the Golden Gate in dense fog when she collided with a sea-going tug. She had to put back into San Francisco Bay for a plate to be welded over the hole in her side.

At Iwo Jima, *Shasta* was attacked by shore batteries for three successive days, but the enemy fire reached no closer than 25 yards off her port bow. Here, *Shasta's* crew had a ringside seat to watch the raising of Old Glory atop Mt. Suribachi.

After the war, *Shasta* was decommissioned, but she was brought back for Korea and since then has worked such areas as Jordan, Lebanon and Suez, and took part in the search for the submarine *Scorpion*.

On her 25th anniversary in 1967, she was in WestPac with the 7th Fleet off Vietnam.

Finally too old for the times, *Shasta* was decommissioned at Little Creek, Va., last July. She'll be missed by plenty of Navymen.

**Glynco Takes Efficiency Award**

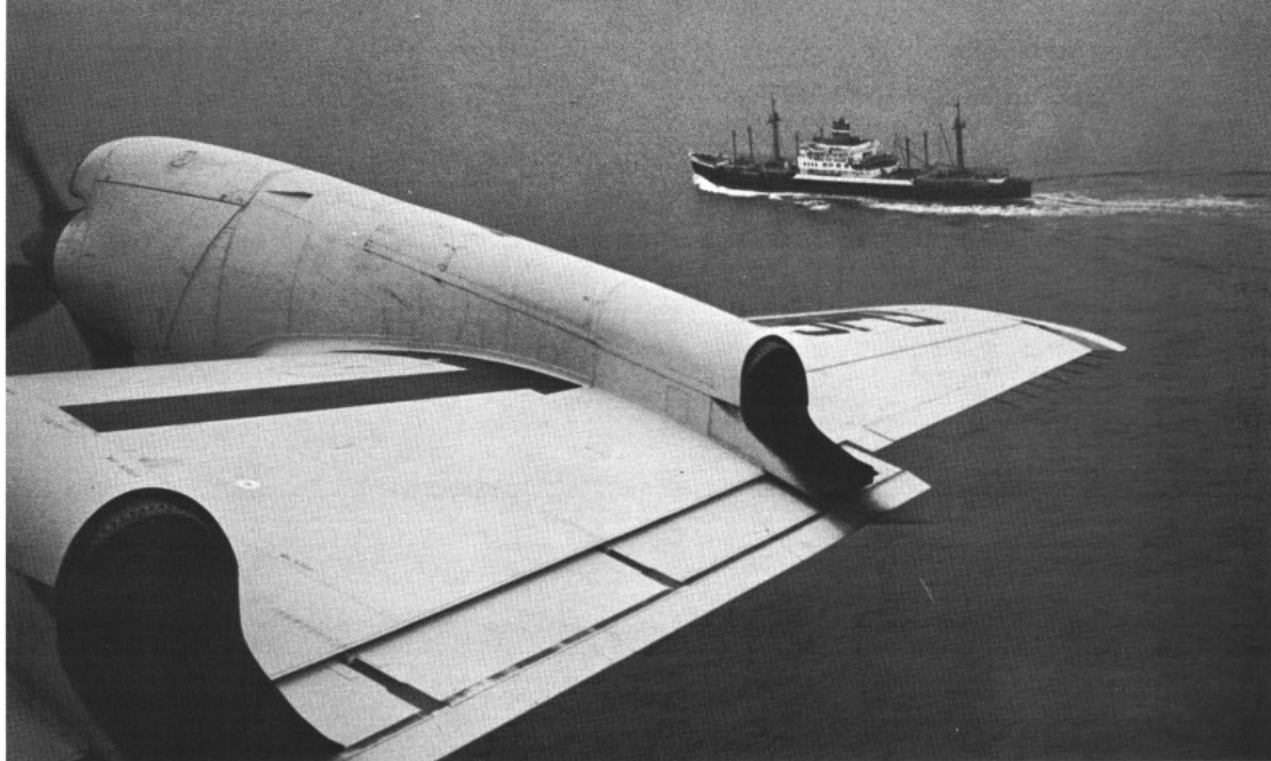
The kudos went to the Naval Air Technical Training Center, Glynco, Ga., selected as the outstanding NATTC for competition year 1969.

Although well deserved, it wasn't exactly a runaway win. Nine NATTCs vied for the honor, and when the competition points were tallied, only three percentage points separated the winner from the eighth runner-up.

Such keen competition, judged by Rear Admiral Ernest E. Christensen, Chief of Naval Air Technical Training, attests to the high excellence of each NATTC activity. The admiral presented the Chief of Naval Air Technical Training Efficiency Trophy to Glynco NATTC's commanding officer, Captain Jack L. Fruin.

The award was based on the effectiveness of the center's performance of assigned missions, functions, and tasks as indicated by the results of command inspections during the competition year.

Like its sister activities, NATTC Glynco provides basic, advanced and specialized training for officers and enlisted personnel in the fields of combat information center operations, advanced naval flight officer duties, air traffic control operations, and maintenance of aviation-oriented equipment.



## Orion's Mission: Status Alfa

**T**HERE ARE SOME combinations that go together like ham and eggs or salt and pepper. There are also other combinations like *Orion* and submarine which play cat and mouse.

The Navy P-3 *Orions* are turbo-prop aircraft which have only one job: to be the cat for the submarine which plays the mouse.

Aboard *Orion*, there is a quality called *status alfa* which is attained when teamwork reaches a point at which the crew's communications, sensor and ordnance specialists can communicate their information to the plane's tactical coordinator so he can rapidly evaluate it and decide on a course of action. When the decision is made, even the pilot must maneuver *Orion* according to the tactical coordinator's instructions.

Teamwork aboard *Orion* is no accident. Each crewmember takes many training flights and attempts 22 evaluation exercises which test his abilities.

Each exercise brings the crewman to the ASW equivalent of a final examination in which he and his fellow crewmembers must use every means available to locate an enemy submarine, which tries all its tricks to avoid detection.

To outwit the sub, the crew must have worked together for a long time. If any crew member drops out during training, the entire crew's readiness is impaired until his replacement rises to an equivalent skill.

By the time the crewmen reach their final evaluation exercise, they have ceased to function as individuals. Instead, the 12 men operate as a unit, bound together by long hours in the air and a sure knowledge of how to do their job. That's *status alfa*.

—Story by Lieutenant John Sawyer,  
Photos by PH1 Sam Holmes



Tactical crew of Patrol Squadron 50 operates *Orion's* electronic sensors. Below: Plane commander and copilot scan gauges, dials and sky while on patrol.





**San Diego Joins Fleet**

The arrival of *uss San Diego* (AFS 6) at Norfolk last July means the Atlantic Fleet now has three of the new high speed combat store ships. The others are *Sylvania* (AFS 2) and *Concord* (AFS 5).

These *Mars*-class ships are designed to keep pace with fast carrier task forces while performing various logistic support services. The AFS generally combines the functions of the AF (store ship), AKS (stores issue ship) and AVS (aviation supply ship). *San Diego*,

The first, an armored cruiser, was the only major American warship sunk by an enemy submarine in World War I. She went down in the North Atlantic in 1918.

The second *San Diego* was a light cruiser (CL 53) built during World War II and later reclassified as an anti-aircraft cruiser (CLAA). This *San Diego* was decommissioned in 1959.

The new *San Diego* and her 400 officers and crewmembers will operate from Norfolk with Service Squadron Four.

served as escort ship, gunship, and search-and-rescue vessel in the Western Pacific. She helped in saving 11 lives: seven from a helicopter which crashed at sea during night operations, and four Vietnamese fishermen adrift in their sampan without food or water.

Pearl Harbor welcomed *USS Ernest G. Small* (DDR 838) and *USS Davidson* (DE 1045) home after a Western Pacific deployment.

Two San Diego-based destroyers, *USS Hopewell* (DD 681) and *USS Duncan* (DD 874), came home together after seven months in WestPac.

The ships' duties included coastal patrols, gunfire support, carrier escort and Positive Identification Radar Advisory Zone (PIRAZ) assignments. *Hopewell* also operated in shallow water to support riverine forces with medical assistance and shore bombardment.

*Duncan* and *Hopewell* took part in Australia's annual commemoration of the Battle of the Coral Sea; later, their crews witnessed the splashdown of the *Apollo 10* astronauts.

The Pacific Fleet's newest and largest destroyer tender, *USS Samuel Gompers* (AD 37), came back to San Diego after five months in Subic Bay, Republic of the Philippines.

During the deployment, *Gompers* served 237 ships of 42 types, ranging from minesweepers to attack carriers, with repairs, supplies, food, computer services, fuel, and medical and dental care. The most dramatic operation took place on Thanksgiving Day last year, when an emergency appendectomy saved the life of a destroyer Navyman who was highlined to *Gompers* at sea.

San Francisco-based *USS Mattaponi* (AO 41) came home to end her fifth Vietnam deployment in as many years.

The oiler refueled nearly 300 ships during the cruise, pumping 30 million gallons of fuel to her customers. The 27-year-old ship is a veteran of World War II, and the Korean and Vietnam conflicts.



**WEST TO EAST**—New high speed combat stores ship *USS San Diego* (AFS 6) leaves San Diego for home port at Norfolk and duty with Atlantic Fleet.

for example, carries more than 15,000 different supply items.

Much of the AFS cargo is delivered by two heavy-lift helicopters based on board. This vertical replenishment augments other approaches, such as tension wire highline.

Computers and data processing technicians help the AFS keep abreast of supply inventories and insure speedy replenishment cycles.

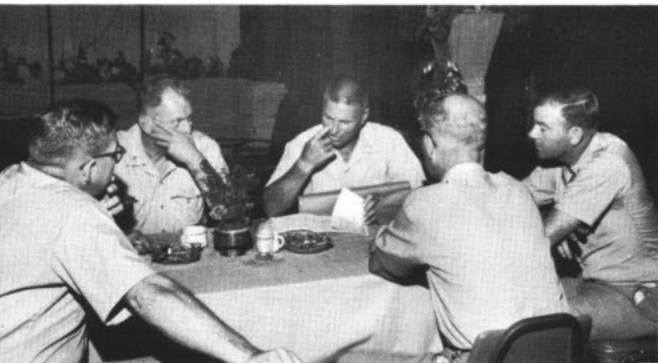
The newest AFS was built in San Diego, Calif., and commissioned last May. She is the third ship to bear the name *San Diego*.

**Time for a Breather**

For a while, at least, their jobs were done. Now they came home for a rest.

*USS Coontz* (DLG 9) returned to San Diego after a six-month deployment to the Western Pacific. Her duties included search-and-rescue and plane guard missions in the Gulf of Tonkin, Yellow Sea and Sea of Japan.

*USS Lyman K. Swenson* (DD 729) came back to San Diego after a six-month cruise in which she



## We're Communicating:

### BuPers Detailers Confer with Air Station Personnel

The 135,000 Navy men in Group Nine aviation ratings are assured of fair treatment by their detailers in BuPers—if they keep the detailers advised of their duty status and wishes.

This was one message delivered to men of the Naval Air Advanced Training Command at Corpus Christi by a team of enlisted detailers from the Aviation Rating Control office at BuPers.

The three-day visit was designed to improve communications between BuPers and the NAATC's three air stations, and to inform the airdales of recent and proposed changes to Group Nine assignment procedures.

The team was led by Captain George H. Lee, head of the BuPers Aviation Rating Control section, and included seven master chief petty officers who are detailers for specific aviation ratings.

The team held informal discussions with the NAATC personnel at the air station's three enlisted and CPO clubs.

"We're at BuPers to look after you," CAPT Lee told one assembly. "We want to hear from you—what you want and why."

CAPT Lee admitted that "problems do exist," and that "we don't have all the answers, but we're finding answers and smoothing things out."

The detailers discussed orders, tour extensions, humanitarian as-

signments, schools and forthcoming changes in service ratings and "dream sheets." They asked for and answered questions to the satisfaction of the air station personnel.

**S**OME OF THE points that were made:

- Several choices should be indicated on "dream sheet" duty preference lists. These choices should not be limited to one general area. For example, "Don't list all the billets in Jacksonville," warned CAPT Lee. "We know what billets are open. Just put Jax down once, along with, perhaps, Albany and Pensacola."

- Special problems such as retarded, blind or crippled dependents should be indicated on duty preference cards and letters of request. "If we hear about these things, we can give them special consideration."

- BuPers may, in the future, assume detailing responsibility for all career petty officers.

- The detailer's job would be easier and more efficient if commanding officers would assign NEC codes to qualified personnel.

- Every effort is made to issue transfer orders four months before a rotation date. If an emergency develops and transfer is required within 30 days of notification, the detailer will go so far as to telephone the man personally to determine whether he can respond.

- "We understand the problems of moving, finances, children and special housing situations," CAPT Lee said. "We know you can't pull a house trailer to Hawaii. Let us know what your problem is and we'll see what we can do."

- Aviation commands can plan on receiving plenty of "A" school graduates. During the past year, naval aviation received 30,000 new men. Of these, 19,000 went to "A" school, 6000 to "P" school and the remainder directly to the Fleet after boot camp. During 1970, the input is projected at 22,095, of which 3600 will attend "P" school and the remainder "A" school.

- A number of aviation service ratings will be merged into general ratings. For example, by the end of this year, it is expected that all aviation machinist's mates will be designated under the AD general rating, thereby eliminating the ADJ (jet) and ADR (reciprocating engine) service rating specialties. The AT, AQ and AM general ratings also are in line to absorb service ratings.

- Computers tell the detailers how many billets there are to be filled, and how many men are available to fill them. Actual assignments receive the human touch. "We review and carefully consider individual records," said CAPT Lee. "Our computers don't do that job."

—Chief Journalist Bob Maier

**Fletcher Ends Last Tour**

The "Fighting *Fletcher*" (DD 445), namesake of the most numerous class of destroyers in World War II, is being retired after illustrious service in three conflicts.

Her last of a score of Western Pacific deployments ended in May as she returned to Pearl Harbor from Vietnam duty. In the previous 27 years she had won a total of 20 battle stars.

*Fletcher*, first of 175 of her 2100-ton class to be built during World War II, received her baptism of fire in November 1942 at Guadalcanal, four and a half months after she was commissioned. In that battle, the Japanese navy lost a battleship and two destroyers; American losses were two cruisers and four destroyers. Of all the Allied vessels involved, only *Fletcher* came through undamaged—and she was credited by Admiral Ernest J. King with torpedoing a heavy cruiser.

(Later records do not confirm the attack by *Fletcher*; but the situation in the furious 24-minute battle was so confused no one will really ever know.)

She seemed to continue her charmed life for the next two years. She didn't receive a scratch as she earned credit for sinking an enemy sub, bombarded Japanese installations and shipping, covered Allied landings, shot down enemy planes and rescued survivors.

On Valentine's Day, 1945, she took her first damage. A 6-inch shell from a shore battery on Mariveles exploded after passing through *Fletcher's* main deck, killing five men and putting both forward guns out of action. Within six days, unassisted, she had fully repaired the damage and was ready for the next operation.

She was put out of commission in reserve from 1947 to 1949.

During the Korean conflict, *Fletcher* participated in the invasion of Inchon and took part in bombardment, antisubmarine warfare, carrier escort and patrol operations.

In 1963, she was a unit of recovery force for astronaut Gordon Cooper during MA-9 space flight.

In her last combat cruise this year, *Fletcher* patrolled the Republic of Vietnam coast in support of Allied forces from the Mekong Delta to the Demilitarized Zone, and escorted carriers in the Gulf of Tonkin.

**Five Subs Retired**

Five Pacific Fleet submarines—all veterans of World War II action—were decommissioned recently at Mare Island.

They were *uss Bream* (SS 243), *Bluegill* (SS 242), *Charr* (SS 328), *Raton* (SS 270) and *Tunny* (SS 282).

*Tunny*, oldest of the group, was commissioned 1 Sep 1942. She won the Presidential Unit Citation for the second and fifth of her nine war patrols. In 27 years, she has filled the roles of Fleet submarine, guided missile submarine and unconventional warfare submarine.

As a missile sub, she launched the first *Regulus* fired from a submarine. Later, for her performance in unconventional warfare duties, she received the Meritorious Unit Commendation.

*Raton*, commissioned 13 Jul 1943, sank 44,000 tons of enemy shipping in seven patrols, and received two Navy Unit Commendations.

*Bluegill*, commissioned 11 Nov 1943, sank the light cruiser *Yubari* on her first patrol, to earn the first of two Navy Unit Commendations in six patrols. During the last patrol, her crewmen swarmed ashore with small arms and sabers to capture Pratus Atoll, site of a Japanese radio and weather station. *Bluegill* men raised the U.S. flag and renamed the island for their submarine.

*Bream* was commissioned 24 Jan 1944, and made six war patrols. During one, she made a solo attack on a column of cruisers. She eliminated the heavy cruiser *Aoba* from the Battle of Leyte Gulf; afterward, she was severely depth-charged and was claimed as a victim by Tokyo Rose.

*Charr*, commissioned 23 Sep 1944, made three war patrols. In one daring action, she lay at anchor a mile off the coast of Indo-

china (now Vietnam) for four hours in broad daylight, while crewmen paddled ashore to rescue a downed aviator.

**Final Tour for USS Black**

The effects of long service and wide travel finally caught up with the destroyer *uss Black* (DD 666).

In July, *Black* returned to San Diego from WestPac to be decommissioned and then scrapped or placed in the Reserve Fleet.

Commissioned in 1943, *Black* was named after Lieutenant Commander Hugh D. Black, whose destroyer *uss Jacob Jones* (DD 130) was torpedoed and sunk in the Northern Atlantic in February 1942.

*Black* has seen plenty of action.

During World War II, she worked from the Gilberts to Japan and in one year conducted a number of search and rescue missions; helped sink three enemy ships; provided AAW protection for carriers, battleships and supply ships; and shot down or damaged numerous enemy aircraft, one of which crashed only 10 yards from *Black*.

*Black* was inactivated after the war, but was recalled in July 1951. While operating in the Atlantic in January 1953, *Black* joined DesDiv 281 for a cruise around the world, during which she visited Korea to take part in shore bombardments.

In January 1955, *Black* returned to the Pacific and thereafter worked with the 1st and 7th Fleets.

Early in the Vietnam conflict, *Black* and *uss Higbee* (DD 806) claimed to be the first U.S. warships to participate in Operation Market Time.

In April 1965, *Black* became one of the first ships to demonstrate that effective naval gunfire can be directed by airborne spotters. With a single salvo from her main battery, *Black* destroyed an enemy gun position that had taken her spotter under fire.

*Black's* final WestPac deployment was her 12th since 1955. She leaves the service heavy with 13 replicas of campaign and service ribbons for duty from the Gilberts in 1943 to Vietnam in 1969.



# Piped Ashore

**T**HE ADMIRAL and the chief weren't strangers. They used to shine shoes together in basic training before the war.

It was in San Diego where Rear Admiral Sheldon H. Kinney and Master Chief Gunner's Mate Peter DeHart first met as seaman recruits of Company 36-3, in 1936. The admiral was the 1st platoon leader; the chief, the recruit company commander.

Today, Admiral Kinney serves as Assistant Chief of Naval Personnel for Education and Training, a post he assumed early this year.

Chief DeHart, who was honored as one of the original 11 SEA candidates for the job as Master Chief Petty Officer of the Navy, retired in Washington, D. C., on 1 August, ending 30 years' active service.

On hand for the chief's retirement, Admiral Kinney read a letter of appreciation to his former shipmate of three decades ago. Then the two reminisced about a bygone era in which both took initial steps toward their separate, but related, careers.

After serving four years with the gunnery crew on board the battleship *uss Idaho* (BB 42), Chief DeHart returned to civilian life until 1943, when he re-enlisted to serve as a gunnery instructor during the war. It was later that he decided to make the Navy his career.

Admiral Kinney had begun his career with an 18-month tour as a seaman before earning an appointment to the Naval Academy where he graduated with honors in 1941.

Twice, before the retirement ceremony, the two

Inspection and (below) Chief and Mrs. DeHart reminisce with RADM Kinney.

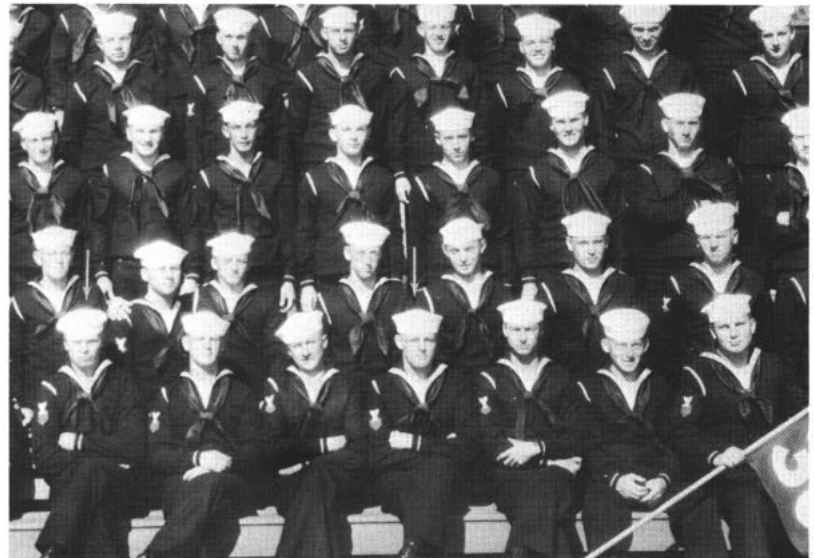


Rear Admiral Kinney and Master Chief Gunner's Mate DeHart inspect during the chief's retirement ceremony.

Navymen crossed paths, once passing through Long Beach, Calif., in 1939 when Admiral Kinney was on leave from the Academy, and Chief DeHart was back from a tour in the Pacific; and again in 1957, this time in the Bureau of Naval Personnel where the admiral was attending to details before he became Commandant of Midshipmen at the Naval Academy, and Chief DeHart was a technical writer-advisor with the Training Publications Division, Navy Personnel Program Support Activity. This was the same organization with which he was serving on his most recent tour, when he retired. The pictures here show them on their first and last tours together in the Navy.

—Story by JOC Marc Whetstone, USN  
Photos by JOC Ely Orias, USN

Part of the admiral's and chief's recruit company. Apprentice Seaman DeHart is seated front row left and Apprentice Seaman Kinney fourth from left in same row.



# bulletin board

## Family Protection Plan for Retired Navymen

**B**EFORE YOU REACH 19 years of service for pay purposes on active duty (or age 58 as a Reservist) you are advised to consider the benefits available to you under the Retired Serviceman's Family Protection Plan.

In essence, you may agree to draw less retired or retainer pay in order to provide a monthly income for your wife or children after your death.

Formerly known as the Uniformed Services Contingency Option Act of 1953, RSFPF has been expanded and today is one of the soundest such insurance plans ever devised.

The plan is intended primarily to supplement commercial or other government life insurance. However, if you do not have other insurance, it is possible that any dependents you leave behind will have only their RSFPF survivor annuities to count on as regular income.

Changes to RSFPF signed into law in August 1968 expanded many of the benefits. BuPers Inst. 1750.1 series has the details. Here's a report:

### Enrollment

You may enroll in RSFPF any time before you complete 19 years of service for pay purposes. Or, you may enroll after 19 years of service provided you serve at least two years after enrollment. This satisfies a primary requirement for advance elections and helps to maintain cost rates which apply to all who participate.

If you are unable to sign up before completing 19 years of service because you're stationed in an isolated area, or for some other reason over which you have no control, you have a one-year grace period to complete the paperwork.

Also, if you are granted retroactive retired pay, you may make an election within 90 days after notification that the retroactive pay has been granted.

The usual procedure is for your personnel office to notify you of your RSFPF options well before your 19th service anniversary. You are provided with a copy of NavPers 1740/5 and then you either sign up for the plan, stating the options you desire, or return the form and say you do not wish to participate.

If you enroll, the form must be dated, signed, witnessed and delivered to your commanding officer (if you're on active duty) or postmarked (if you're inactive) not later than midnight on the day you complete 19 years of service, or reach age 58 as a Reservist.

Assuming you do not change or revoke your elections, RSFPF automatically goes into effect when you retire.

### Options

You have the choice of one or a combination of three basic options, and you specify whether your

eligible survivors will receive a percentage or dollar amount of your retired pay.

The maximum you may specify is one-half of your retired pay. The minimum is one-eighth of your retired pay, or \$25, whichever is greater.

Before the plan was changed in August 1968, there was a fourth option which had to be included if you wanted your full retired pay to be restored if you no longer had eligible beneficiaries. Under the old law, you selected an annuity of one-half, one-quarter or one-eighth of your reduced retired pay—your pay reduced by the cost of participating in RSFPF.

Now, when you retire, you have the protection of the old option four without specifically asking for it.

Before you settle on an option or combination of options, you should consider all the pertinent details, such as cost, family needs while you are retired, and projected family needs in the event of your death.

•Option 1 provides an annuity to your widow as long as she lives and remains unmarried.

•Option 2 provides payments in equal shares to or for your eligible children.

•Option 3 pays a monthly annuity to your widow until her remarriage or death. The payments then are divided equally among your eligible children.

You should note that you may allocate a part of the annuity to any of your children, even if they are not the children of your beneficiary wife. You may specify this allocation either before or after you become eligible for retired pay. However, if you take the action after you retire, your wife still must be eligible for an annuity. If she remarries or dies, the annuity then is divided equally among all your eligible children.

Full retired pay is automatically restored to RSFPF members who retire after 13 Aug 1968 when they no longer have eligible beneficiaries. Those who retired before 13 Aug 1968 and did not select the old option 4 coverage had until 1 Sep 1969 to purchase it.

### Multiple Options

RSFPF is flexible in that you may select multiple options. You may combine options 1 and 2, but the combined annuity may not exceed one-half of your retired pay.

You may not combine option 1 with option 3, or option 2 with option 3. However, and this is part of the new law, you may change option 3 coverage to option 1 if on the date you retire you have no children under 18 or otherwise eligible for annuities.

Effective 1 Nov 1968, if you elect option 3 and your wife dies or you are divorced after retirement, you will have full coverage for eligible children with no further deductions from your retired pay.

Also effective 1 Nov 1968, if you select option 2 or option 3, your children between ages 18 and 23 are eligible for annuities if in full-time attendance at an educational institution. However, if you designate in retirement that children over age 18 not be eligible, deductions from your retired pay will stop if you have no other eligible children.

#### Changes, Revocations

Effective 1 Nov 1968, the most recent elections, changes or revocations you make before completing 19 years of service for pay purposes are effective when you retire. Changes or revocations you make after completing 19 years of service become effective on retirement only if two years or more have lapsed between the date you retire and the date you made the changes or revocation. Under the old law, this waiting period was three years.

Another provision of the 1968 amendments applies if you have major changes in dependency because of death, divorce, annulment, remarriage or acquisition of children. Here, you may change your RSFPP elections to reflect the needs of your altered family status, and the change becomes valid when you retire. (However, the change must be submitted within two years of the event.)

If your election is found to be void for any reason except fraud or willful intent, you have 90 days to make a corrected election. The Secretary of the Navy has the authority to make changes he considers necessary to correct administrative errors.

Under the old law, withdrawal from RSFPP after retirement could be approved only if you experienced a severe financial hardship either caused or magnified by your participation in the plan. However, now you may request a reduction in your coverage, or even complete withdrawal from the plan.

Any reduction in coverage or withdrawal from the plan would become effective on the first day of the seventh month following the month of your request. However, no portion of your deductions for RSFPP would be refunded.

#### Cost

By law, RSFPP must be self-supporting on an "actuarial equivalent" basis. This means that the amounts contributed toward the plan by its participants must be sufficient to defray annuity payments.

However, all the administrative and overhead costs are paid by the government, which means that all member contributions are returned to service families in the form of annuities.

A board of actuaries monitors the plan and increases or decreases cost rates as necessary to maintain a sound financial footing.

What it actually costs you as a participant depends on your age at retirement, the amount of your retired pay, the options you select, the annuity you select, and the ages of your beneficiaries.

Once the deductions are established for you, the cost of RSFPP does not change.

You should note that retired pay deductions are based on rates in effect at the time you retire. These

may not be the same as the rates in effect when you sign up for the plan. For example, a Navyman who enrolled in 1963 and then retired in 1966 had a reduction in retired pay based on the slightly lower 1966 rates.

However, both the monthly reduction and the amount of the annuity remain the same as they are on the first day you receive retired pay. This holds true even if your retired pay later is increased.

Of course, you do not pay into the plan until retirement, and your contribution is automatically withheld from your retired pay.

The RSFPP deductions are not subject to federal income tax; you are taxed only on the retired pay you actually receive. (However, some states do not follow a 1966 federal ruling in this regard. Therefore, at tax



time, you should check with your state or local authorities on whether your total retired pay, including your contributions to RSFPP, should be reported.)

Some participants make deposits instead of receiving reduced retired pay. This would be the case if you waive retired pay in order to draw disability compensation from the Veterans Administration, or if you are recalled and draw active duty pay instead of retired pay.

The Finance Center determines the amount of the reduction in your retired pay, based upon tables which scale the dollar costs for appropriate amounts under the options and ages concerned.

Cost tables are contained in NavPers 15945 series.



## bulletin board

Also, BuPers Notice 1750 (29 Mar 1969) has tables for estimating the cost of RSFPP coverage under most usual circumstances.

For the specific dollar costs that would apply to your situation, check with your personnel office or insurance officer.

### Annuities

When the Finance Center receives official notification of your death after retirement, it will forward to



your survivors the forms and information they'll need to apply for RSFPP annuity payments.

Survivor annuities are subject to income tax. However, if you retire because of service-connected disability and die before reaching normal retirement age, your survivors may exclude up to \$5000 in annuities when figuring gross income for federal tax purposes.

(The Internal Revenue Service has established "normal retirement age" as the age at which you would have had the right to retire had you continued on active duty.)

It is possible for your survivors to receive RSFPP annuities along with Dependency and Indemnity Compensation paid by the Veterans Administration. Entitlement to both depends on type and date of retirement, cause of disability, if any, and other considerations peculiar to a given situation. Your insurance officer has the details.

If you're a Reservist, effective 13 Aug 1968, the date of your eligibility to Reserve retired pay is your 60th birthday instead of the first day of the month following your 60th birthday. This means that you begin to draw Reserve retired pay on the same date you become eligible for RSFPP, provided, of course, all other requirements have been met.

### No Dependents

Even if you have no dependents, you should consider enrolling in RSFPP. Perhaps you will marry, or your dependency status might otherwise change, before you retire.

Remember that deductions from your pay for RSFPP coverage do not begin until you retire. If by then you have no dependents, your RSFPP elections are void and cost you nothing.

Also, you are advised to avoid withdrawing from the plan before retirement solely because your beneficiaries lose their eligibility. You do not participate in the plan if you have no eligible beneficiaries at the time you retire.

However, if you should acquire new beneficiaries before retiring, and had revoked your earlier elections, your dependents might not receive the RSFPP annuities.

Full details on this important subject are contained in BuPers Inst. 1750.1 series. Remember to check into RSFPP before you complete 19 years of service, and if you have any questions, see your insurance officer.

## These Terms and Definitions Will Help to Explain RSFPP

Here are some definitions that apply to the Retired Serviceman's Family Protection Plan:

**RSFPP**—Retired Serviceman's Family Protection Plan. Formerly known as the Uniformed Services Contingency Option Act.

**Widow**—Can mean widow or widower, depending, obviously, on whether you are a Navy man or woman. Used here, widow means your lawful spouse on the date you retire with pay.

**Children**—For RSFPP eligibility, the word children (or child) refers to those who meet the following requirements on the date of your retirement with pay: Legitimate children under 18 years of age and unmarried; stepchildren under 18 who are unmarried and dependent on you for more than one-half their support (stepchild relationship terminates upon the stepparent's divorce from the parent spouse, but not upon death of the stepparent); legally adopted children under age 18 and unmarried; and unmarried children over 18 who are incapable of self-support because of physical or mental illness that had existed before the age of 18.

**Children in School**—Children between ages 18

and 23 who are attending a full-time course in a recognized educational institution may be considered as eligible beneficiaries of those who retire after 1 Nov 1968 with options 2 or 3 in effect.

**Years of Service**—The number of years creditable when computing your basic pay.

**Retired Pay**—This includes retired, retirement, equivalent and retainer (Fleet Reserve) pay.

**Retirement**—Your retirement with eligibility to receive retired pay.

**Change of Election**—A change in the percentage of the reduced amount of your retired pay under any option, or a change in any of the options selected. Notification of a substitution, deletion or addition of dependents within an option is not a "change," as the election remains in effect for the same class of dependents selected.

**Revocation**—Cancellation of a previous election. Unless another election becomes valid, revocation amounts to termination of RSFPP coverage.

**NavPers Form 1740/5**—"Election of Options Under the Retired Serviceman's Family Protection Plan." Official form on which all elections under RSFPP should be submitted.

# Homeowners Assistance Program



**W**HEN A naval installation is shut down or a ship's home port is changed as a result of a DOD base closure or reduction in force, it could mean that a number of Navymen might find themselves on the move. You might very well be included.

If so, and you're a family man, no doubt the family will move with you. If you own your house or are buying one, and don't intend to rent it out, you'll probably want to put it up for sale.

Your success in selling the property will depend largely on demand, however, and this may be less in cases where installations are closed. Other persons are certain to list houses for sale, also.

On the chance that you do experience difficulty getting a reasonable price for your house, don't be dismayed. You may have an ace-in-the-hole by qualifying for certain benefits available through the Department of Defense Homeowners Assistance Program.

Under this program, unit relocations and homeport changes would entitle you to assistance only if the relocation were the direct result of a DOD-directed base closure or reduction in force of a particular installation. Routine home port changes directed as a result of normal military consideration would not qualify.

Before any benefits can be received, however, certain conditions must be met by the homeowner as specified in the HAP law — Public Law 89-754, Section 1013 — as they were written into the law books in 1966. Here are some of the basic conditions.

To reiterate, as a Navyman or Navy employee (other than a temporary employee serving under a time limitation) you may qualify if your service assignment or your job is ended as a result of a closure. You may also qualify if you are transferred *after* the closure announcement is made, but before the installation's gates are closed, if the position you occupied will be eventually vacated by the closure.

Under such conditions, however, you must have been serving or employed at the installation when the closure was announced or at least serving or employed there within six months before the announcement. This condition applies also to government workers whose employment ended as a result of a reduction in force —RIF.

In the event you were transferred from the installation for an overseas tour unaccompanied by your dependents, within 15 months before the closure announcement was made, you would also qualify for Homeowners Assistance.

To qualify fully, however, you must relocate your home beyond a normal commuting distance from the home you vacated, or be able to show that such a move would place you in such financial hardship that you would be unable to meet your mortgage payments and related expenses.

Other factors play a part in qualifying for Homeowners Assistance. For instance, the type of home occupied. Your residence must be a one- or two-family dwelling which you owned and occupied at the time of the closure announcement, your transfer or your termination of employment, whichever. Insofar as trailer houses or mobile homes are concerned, they generally do not qualify since they can be readily removed from the property.

There are three ways you may receive Homeowners Assistance. Which you choose is up to you. One method is to take cash payment to cover part of your losses resulting from a private sale of your home. Another way is to sell your house to the government. Or, you may be paid back for losses you have incurred or expect to incur as a result of the foreclosure of a mortgage on the house.

Here, in depth, are your choices:

If you have sold your house, the amount to be paid to you cannot be more than the difference between (a) 95 per cent of the fair market value of the property before the closure announcement and (b) the fair market value at the time of the sale or the actual sales price, whichever is greater (The fair market value is determined by government appraisal).

For example, your house had a fair market value of \$15,000 before the announcement was made that the installation was to be closed. Ninety-five per cent of that figure is \$14,250. If you sold the house for \$12,000 and the fair market value at the time of the sale was \$11,000, the government would pay you \$2250.



In other words, the difference between \$14,250 and the sales price of \$12,000.

On the other hand, if the sales price was \$10,000, you would receive \$3250 from the government, the difference between \$14,250 (the 95 per cent) and the fair market value (\$11,000) at the time of the sale.

To magnify some of the small print within the program, a cash payment will not be made on property that is federally insured or that carries a federally guaranteed mortgage, unless the mortgage is paid be-

fore or at the time that the Homeowners Assistance payment is made. Nor will payment be made if the mortgage is assumed by a purchaser other than one who satisfactorily meets the requirements of the federal agency backing up the mortgage.

### Selling To The Government

If you still own your dwelling, you may choose to sell it to the government. However, the amount to be paid to you cannot be more than 90 per cent of the fair market value of the property before the closure announcement, less the amount of the mortgage or mortgages. The government will assume these mortgages.

In case your mortgage balances are greater than 90 per cent of the fair market value at the time of the announcement, the government will take over your property and your mortgage liabilities, but it will not give you any cash payment. Under certain circumstances, you may be required to give evidence that you tried to sell the property to others before offering it to the government.

If your property has been foreclosed, you may be reimbursed for amounts paid out as a result of the foreclosure. This reimbursement may cover one of two losses: either the direct costs of the foreclosure and costs of expenses and liabilities enforceable under the terms of the loan agreement for the house; or mortgage debts filed against you by a federal agency. If these debts have not yet been paid, the government may pay them on your behalf.

Such foreclosure payments cannot be made unless



foreclosure action was started after the basic announcement was made to close the installation. In any case, the law reads that payments cannot be paid for any foreclosure action begun before 3 Mar 1967. Any action begun on or after that date would qualify payments just as if you disposed of the property by private sale.

If you believe you qualify for Homeowners Assistance, ask your career counselor or personnel officer (industrial relations officer, in the case of government service workers) to provide you a claims application (DD Form 1607).

After you have filled in all the detailed information, return the form to him for verification of your service (or employment) records. He, in turn, will mail it to the appropriate claims office which will notify you when your application is received.

If the claims applications are not available at your command, they may be obtained at any one of the 18 Homeowners Assistance Field Offices, a list of which is contained in SecNav Inst 11101.70 of 14 Mar 1968.

## Fleet Movie Roundup

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

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

*Skidoo* (WS) (C): Comedy; Jackie Gleason, Carol Channing.

*The Man Outside* (WS) (C): Mystery Drama; Van Heflin, Peter Vaughan.

*Backtrack* (C): Western; Neville Brand, James Drury.

*Escape to Mindanao* (C): War Drama; George Maharis, James Shigeta.

*They Came to Rob Las Vegas* (WS) (C): Drama; Gary Lockwood, Elke Sommer.

*Sinful Davey* (WS) (C): Comedy; John Hurt, Pamela Franklin.

*Seven Golden Men* (C): Action Drama; Rossana Podesta, Phillippe Leroy.

*The Sound of Anger* (C): Mystery Drama; Burl Ives, James Farentino.

*My Side of the Mountain* (WS) (C): Adventure Drama; Theodore Bikel, Ted Eccles.

*Riot* (C): Drama; Jim Brown, Gene Hackman.

*More Dead Than Alive* (C): Western; Clint Walker, Vincent Price.

*The Sunshine Patriot* (C): Drama; Cliff Robertson, Dina Merrill.

*Susan Slade* (C): Drama; Troy Donahue, Connie Stevens.

*Malaga*: Drama; Trevor Howard, Dorothy Dandridge.

*The Magus* (WS) (C): Drama; Anthony Quinn, Michael Caine.

*The Devil's 8* (C): Action Drama; Christopher George, Fabian.

*Tiger by the Tail* (C): Drama; Christopher George, Tippi Hedren.

*The Stranger Returns* (C): Western; Tony Anthony, Dan Vadis.

*The Sound of Music* (WS) (C): Musical; Julie Andrews, Christopher Plummer.

*The First Time* (C): Comedy; Jacqueline Bisset, Wes Stern.

*African Safari* (C): Documentary; Ronald E. Shanin.

*Kiss the Other Sheik* (C): Comedy; Marcello Mastroianni, Pamela Tiffin.



## U. S. Currency Replaces MPCs in Japan

MPCs are a thing of the past in Japan—but there's still a restriction on using greenbacks there.

According to SecNavNote 7210, regular U. S. currency has replaced Military Payment Certificates as the medium of exchange for American bases and facilities in Japan. Navymen visiting in Japan will no longer have to change greenbacks for MPCs when arriving, then reverse the process on their departure from Japan.

However, by agreement between the Japanese and American governments, there is still one restriction: You may not use anything larger than a \$20 bill. Any Navyman entering Japan with larger bills in his possession must change them for \$20 or smaller bills within 48 hours. Clubs, messes, exchanges, commissaries, and housing and billeting facilities are not authorized to accept bills larger than \$20.

And of course, you may not use greenbacks for off-base shopping. The only money acceptable in Japanese businesses is yen.

## That Attendance Card Is Important

Several thousand veterans and active-duty servicemen who are attending school under the GI Bill will not receive the check they expect in November—simply because they forgot to send in the necessary card.

Many servicemen and veterans who were enrolled in college last semester have failed to send in their end-of-term Certification of Attendance card. They cannot be paid in the upcoming school term until they do.

If the student has lost his card, he should get in touch with the VA office which has his records and ask for another.

## Career Counseling Program for Officers

The Navy's officer career counseling program has been given greater emphasis.

In an effort to improve junior officers' morale and performance, as well as to motivate promising officers toward career service, commands will provide counseling at intervals of a year, or more often in certain cases.

Every officer in the rank of lieutenant and below will be interviewed by his commanding officer or his representative when he reports to the command, at least once a year thereafter, and twice before he leaves the command. In the case of ensigns and lieutenants junior grade there will be a second counseling session six months after reporting aboard and annually after that.

At the reporting interview, the junior officer will be encouraged to discuss his background and interests, will learn how his billet contributes to the command, and will be informed how he can get career information.

Once a year—or more often—during his tour on board, he will be given an opportunity to express opinions on his duties and discuss his career goals. The

commanding officer will outline the officer's progress in his assignment.

Eight to 12 months before the officer is due to be rotated or released from active duty, he will be interviewed on his potential for career service. Then a final interview, within three months of the time he leaves, will ensure that he has had access to all possible information in making his plans.

The junior officer's wife hasn't been forgotten either. The counseling program includes efforts to let her know of the contribution her husband is making to the command, and of her role as part of the Navy family.

## PO3 Exam Set for November

Want to start the new year with a new crow on your arm? Take the PO3 test on 4 November.

To be eligible to compete in the November exam, you must be in pay grade E-3; you must have completed all required correspondence courses, practical factors, and performance tests; you must have passed the Military/Leadership exam for PO3; you must meet the citizenship, security and other requirements for your rate; and, of course, you must be recommended for advancement by your commanding officer.

As a rule, you must serve six months in pay grade E-3 before you may be advanced to PO3. However, if you are otherwise qualified for advancement, you may receive a waiver of the time-in-grade requirement. If your waiver is granted—as it will be in the great majority of cases—the only pay-grade requirement you must fulfill is to be serving in pay grade E-3 on the date of the test.

Normally, all courses, practical factors and performance tests must be completed at least a month before the exam. However, men who receive a waiver of the



time-in-grade requirement need only complete them before the day of the test.

If you took the August exam and don't yet know whether or not you made rate, you may take the November exam as a backup—providing, of course, that you're still eligible for advancement.

Advancements from the November exam will be made in January, February and March. One of them may be yours.

## Here Are the Facts on Navy's Program For Early Releases and Retention

**B**Y NOW you've probably heard about the big early-out program. About 33,000 enlisted men and 4000 officers are being released early.

But in case you've been confused by all the rumors that spring up around such an event, here are some facts.

Cuts in the Navy's budget have made it necessary to reduce spending by a billion dollars this fiscal year. To do it, more than 100 old ships have been or will be decommissioned; training and other non-combat operations have been cut back; and the manpower of the Navy will be reduced by 68,000 enlisted men and 4000 officers by the end of the fiscal year in June.

NavOp messages 36 and 37, sent out in late August, gave the rules on early releases. Here are the details.

Except as noted below, men on active duty, Regular or Reserve, whose Expiration of Active Obligated Service (EAOS) was scheduled for November 1969 through March 1970 are being separated one to three months early according to this schedule:

FORMER EAOS	NEW EAOS
November, December, January	October
February	November
March	December

However, the following men were *not* eligible for early outs under this program:

- Men now attached to units of the Sixth or Seventh Fleets. If otherwise eligible for early separation, they will be released either at their normal EAOS or within 30 days of their unit's return from deployment, whichever is earlier.
- Seabees. However, separate instructions provide for separation up to 14 months early for men in construction ratings returning from in-country Vietnam tours and up to nine months early for other Seabees.
- Men on in-country Vietnam tours or in non-rotating ships. As in the case of Seabees, these men have separate early-out programs, allowing separation as much as a year early on returning from an in-country tour.
- Men scheduled for retirement or transfer to the Fleet Reserve.
  - Reservists undergoing active duty for training.
  - Aliens who do *not* have a Reserve obligation, but who want to qualify for U. S. citizenship by completing three years of military service. If they do have a Reserve obligation, these men may be eligible for early separation, since Reserve time counts toward the citizenship qualifications.
  - Anyone who is receiving early separation under

some other program, such as early release to attend college.

A few yeomen, personnelmen, disbursing clerks and corpsmen who are eligible for early separation might not get it at the usual time. Since these men may be needed to help process all the other men being separated, naval district commandants may defer their separations until later—but no later than 30 December.

Operational holds on any men in other ratings must be approved by fleet commanders.

Full veterans' benefits for the amount of active time served will be available to separated men. Reservists who receive early outs will be subject to recall to active duty on the same basis as if they had served their full two years.

Because of the huge load of separation processing, some drilling Reservists will assist during regular active for training periods and drills. Those to be utilized will include the Fleet Mobilization Processing Teams and members of medical, dental, supply and their programs.

And a final word: You don't have to accept your early release if you don't want it. The Navy wants to keep its career men, so anyone who wants to complete his full hitch will be allowed to do so.

The average age of the ships to be inactivated is 24.6 years. As the Navy's shipbuilding program proceeds, a more modern Navy may be anticipated. In a recent issue of *Tides and Currents* Vice Admiral Duncan stated, "As we build new ships for the Navy, we will also have an opportunity to build higher quality into our personnel. As an example, we can make our petty officer corps an even more elite and selective group. We want and need only those highly motivated career professionals. We all have an opportunity to make these reductions work to our advantage and I count on each of you for . . . personal effort directed toward that goal."

### Officers

Officers releases presented a different problem.

For one thing, since officer promotions come on a reasonably uniform schedule, BuPers couldn't simply release a block of officers from one or two year groups. To do so would leave a "valley" in the officer community for decades to come, leaving the Navy short of lieutenants (jg.) now, lieutenants a couple of years from now, lieutenant commanders a few years after that, and so on through the ranks.

That's one reason the officers released were from all the year groups from 1963 to 1970—a range that gave some very early releases while some others were kept in the service for a full tour.

Rather than taking a wholesale approach, distributors in BuPers carefully scrutinized the records of some 9000 officers before deciding on the 4000 to be released. They took into account each officer's performance, his potential for augmentation, the need for his billet, and the deployment status of his unit in making their choices.

The great majority of the officers released early are Reservists. Most of them were chosen from among those whose scheduled release from active duty (RAD)

was in this fiscal year—for instance, aviators in YG 65 and 1105s in YG 67.

The only Regular officers affected are those whose resignations were deferred under NavOp 14. Generally, they are being released earlier than their deferred date, but later than their original requested date.

The following officers were not eligible for early release:

- Officers serving in Vietnam.
- Nuclear-trained submarine officers.
- Officers who were determined by the Chief of Naval Personnel to be "essential to command functions."

If you have received early-release orders but do not want to leave the Navy, you may request cancellation of the orders if you are willing to augment or to extend your active duty a year or more beyond your normal RAD. In general, you can expect your request to be granted if you have a good performance record.

However, officers who are ordered out early and who request to stay in only until their normal RAD cannot expect approval. Such deferrals would oppose the objective of the early-release program, which is to save the money the Navy has been directed to save.

A full discussion of the officer early-release program is in a special issue of the *Officer Personnel Newsletter*, published in September about the same time as the release orders.

Although the bulk of early officer releases will have occurred in September and October 1969, early releases will continue (in smaller numbers) from November 1969 through June 1970.

### If You Have Set Your Goal for NESEP, 1971 Will Be the Year of Opportunity

Deadline for the 1970 NESEP application was 1 October.

Did you make it?

If not, consider your loss a gain. You now have a full year in which to prepare for the 1971 session.

In case you are a newcomer to the acronym NESEP, it stands for Navy Enlisted Scientific Education Program, a means through which outstanding petty officers on active duty may achieve a college education and an appointment to commissioned status.

Under NESEP, you will receive up to four years of uninterrupted education in one of 22 universities. Between your junior and senior years, you will attend 10 weeks of officer training at the Naval Officer Candidate School at Newport, R. I. When you complete all requirements, you will be awarded a baccalaureate degree in the field of science, engineering, or mathematics and an appointment as an ensign in the Regular Navy.

Judging from the basic eligibility requirements for the 1970 applicants, who should have submitted their applications between 1 July and 1 October this year, you no doubt next year will be required to answer yes to all of these questions:

•Are you a citizen of the U. S. by birth or by naturalization?

•Are you on active duty as a USN or a USNR?

•Are you serving in pay grade E-4 or do you expect to be selected for advancement to E-4 as a result of the August 1970 examination?

•Will you be at least 20 but not 24 years of age by 1 Jul 1971? (Waivers of the upper age limit may be granted on the basis of one year overage for each year of college credits which are fully transferable to a NESEP curriculum.)

•Are you a high school graduate or have you completed three years of high school and possess the GED equivalent, with a minimum grade in the 75th percentile or above in each of the test areas?



•Do you have a combined GCT/ARI score of at least 115?

If all your answers are yes, and you believe you have the potential and wish to obtain a college degree, then set your course for a career as an officer in the Navy tomorrow, and follow through by learning all the details about NESEP in BuPers Inst 1510.69M.

### Correspondence Courses

Twenty-three new or revised enlisted and officer correspondence courses are now available for enrollment from the Naval Correspondence Course Center, Scotia, N. Y. 12302. They are:

- ECC Airman, NavPers 91600-D.
- ECC Aviation Boatswain's Mate E 3 and 2, NavPers 91678-B.
- ECC Aviation Fire Control Technician 1 and C, NavPers 91635-2A. Confidential.
- ECC Aviation Support Equipment Technician H 3 and 2, NavPers 91409.
- ECC Aviation Support Equipment Technician M 3 and 2, NavPers 91408.
- ECC Basic Military Requirements, NavPers 91202-1D.
- ECC Commissaryman 3 and 2, NavPers 91441-1-E.
- ECC Communications Yeoman 3, NavPers 91407-A.
- ECC Fireman, NavPers 91500-2D.
- ECC Fire Control Technician G 3 and 2, NavPers 91341.
- ECC Instrumentman 1 and C, NavPers 91385-1A.





- ECC Machine Accountant 3 and 2, NavPers 91274-1A.
  - ECC Machinery Repairman 1 and C, NavPers 91509-2B.
  - ECC Military Requirements for Petty Officer 3 and 2, NavPers 91206-G.
  - ECC Missile Technician 1 and C, NavPers 91361-1.
  - ECC Seaman, NavPers 91240-1G.
  - ECC Signalman 3 and 2, NavPers 91291-F.
  - ECC Steward 3 & 2, NavPers 91693-2F.
  - ECC Torpedoman's Mate 3 & 2, NavPers 91297-E.
  - OCC Military Justice in the Navy, NavPers 10993-A.
  - OCC Navy Admiralty Law Practice, NavPers 10725-A.
  - OCC Office of the Judge Advocate General, NavPers 10723-2.
  - OCC Uniform Code of Military Justice, NavPers 10971-4.
- Scratched from the enrollment list were the following courses:
- *Naval Construction Forces*, NavPers 10745-A.
  - *Education and Training*, NavPers 10965-B.
  - *Naval Electronics, Part II* (NavPers 10446-1) and *Part III* (NavPers 10447).

## Bronze Stars on Vietnam Service Medal Determined by Campaigns

How many bronze stars can you wear on your Vietnam Service Medal?

Answer: One for each of the nine campaign periods listed below during which you served in the combat zone—either on board ship or in-country. SecNav Notice 1650 of 28 Jul 1969 announced designation of the seventh, eighth and ninth campaigns, which have been added to the list.

Contrary to some popular notions, you don't rate one star for each Vietnam cruise or in-country tour. A star represents any one of the nine campaigns,

designated by the Secretary of the Navy, during all or part of which you were serving in the combat zone.

For example, a man who served in the area of hostilities continuously from 14 Aug 1967 through 3 May 1968 could wear three bronze stars on his Vietnam Service Medal: one each for the Vietnamese Counteroffensive Phase III, the Tet Counteroffensive, and the Vietnamese Counteroffensive Phase IV.

However, a man who was in the combat zone from 14 Aug 1967 to 20 Jan 1968 would only be authorized one star, since the only campaign he participated in was the Vietnamese Counteroffensive Phase III.

If you served in five campaigns, you should display one silver star instead of five bronze stars. For six, wear one silver star and one bronze; and so on, adding a bronze star for each campaign.

It should be noted that only service in the combat zone counts. If your ship or unit was in the States, for instance, during the Tet offensive, you do not rate a star for that campaign, even if you made a deployment to Vietnam just before or after that time.

Those who served in Vietnam between 1 Jul 1958 and 14 Mar 1962 and elected to receive the Vietnam Service Medal instead of the Armed Forces Expeditionary Medal should not wear a bronze star on the Vietnam Service Medal.

Everyone who has earned the Vietnam Service Medal is entitled to at least one star. You may wear one for service in each of these campaigns:

Vietnam Advisory Campaign	15 Mar 1962 - 7 Mar 1965
Vietnam Defense Campaign	8 Mar 1965 - 24 Dec 1965
Vietnamese Counteroffensive Campaign	25 Dec 1965 - 30 Jun 1966
Vietnamese Counteroffensive Phase II	1 Jun 1967 - 29 Jan 1968
Vietnamese Counteroffensive Phase III	1 Jun 1967 - 29 Jan 1968
Tet Counteroffensive	30 Jan 1968 - 1 Apr 1968
Vietnamese Counteroffensive Phase IV	2 Apr 1968 - 30 Jun 1968
Vietnamese Counteroffensive Phase V	1 Jul 1968 - 1 Nov 1968
(no name established)	2 Nov 1968 to a date to be announced

## Wide Range of Choices Offered After a Tour of Vietnam Duty

What can you expect after a Vietnam tour? Here are a few of the benefits available:

- 30 days' leave.
- Coast of choice if you're eligible for sea duty. (You must have 16 months' obligated service if you request the Atlantic Fleet.)
- Assignment to a unit which is not scheduled to deploy within three months of the date you report.
- Priority consideration for assignment to schools for which you are qualified, eligible and recommended.
- First consideration—after Seavey eligibles—for assignment to preferred overseas shore duty.
- Priority assignment to shore duty if you're eligible for Seavey.
- Early separation, if you want out, provided your enlistment expires within six months after your TCD.

Details on these benefits, and other information about reassignment for enlisted men after one-year tours in Vietnam, are found in BuPers Notice 1306 of 26 Jun 1969. (Hospital corpsmen and Seabees are affected by other notices in the 1306 series; therefore,

some provisions of the notice given in this article may not apply to these two groups.)

Assignment of Vietnam returnees to specific home ports, type ships, or units cannot be guaranteed; but everything possible will be done to meet their wishes, considering the needs of the Navy.

If you're eligible for Seavey and want instructor or recruiter duty, you'll get first consideration. PO2s and above who request instructor duty may apply for a waiver of up to 10 points in the GCT requirement. For recruiting assignments, men in the following rates are in demand: BM1, SM1, MM1, GMG1, ENC, EN1, BT1, SF1 and CS1.

Except in the case of hospital corpsmen and Seabees, a man who completes a Vietnam tour will not normally be assigned an involuntary second tour within three years without specific approval by the Chief of Naval Personnel. He might, however, be assigned to a rotating unit which is in Vietnam for periods less than a year during deployments. And if he wants a second tour, he may request one.

The midpoint of a year's tour in Vietnam is an important deadline. It is the last time you may update or change your duty preferences, ask for an overseas tour extension, or request early separation.

### Health Insurance Made Available for 90-Day Post-Separation Period

The Navy and its sister services are helping to close a gap in health care for members being separated.

Medical care for a serviceman and his dependents under the Uniformed Services Health Benefits Program ends at midnight of the day the serviceman is discharged or separated from active duty. (Contrary to a popular notion, a wife who is pregnant at the time her husband is separated or discharged does not receive maternity care at government expense.) It often takes two or three months to gain benefits from joining

a health-care program at his new job.

To help out during the transition period, the Department of Defense has arranged with two companies—Blue Cross/Blue Shield and Mutual of Omaha—to establish short-term plans providing coverage for the first 90 days after separation.

Both programs are voluntary. The Navyman being separated can choose either one—or may decide not to take either. The government does not recommend or endorse either plan; it only makes them available to anyone who wants them on separation.

The program is available to all Navy members being separated from active duty, regardless of the character of separation or discharge, on or after 1 Sep 1969—except those who have been on active duty for training or who are retiring.

Coverage provisions of the two plans differ considerably. For instance, the Blue Cross/Blue Shield plan offers regular benefits for maternity care; the Mutual of Omaha program does not include maternity care. Details of both plans are listed in an enclosure to BuPers Note 1760 or 27 Jun 1969. The Navyman being separated will receive information on both programs while he is checking out.

Costs of the plans, like prices of anything, are subject to change. The most recent figures for the Blue Cross/Blue Shield 90-day coverage are \$16.50 for the serviceman alone, or \$90 for the whole family. Mutual of Omaha charges \$30 for the serviceman, \$34 for his spouse, and \$13 for each child, with a maximum charge of \$103 for the entire family.

If you choose to participate, you must fill out application forms and pay the full premium at your disbursing office before leaving the separation activity. Payment may be by deduction from your pay or by postal money order made out to the insurance company. In either case, your disbursing officer will forward payment to the company.

### Fleet on Lookout for Lady Whale

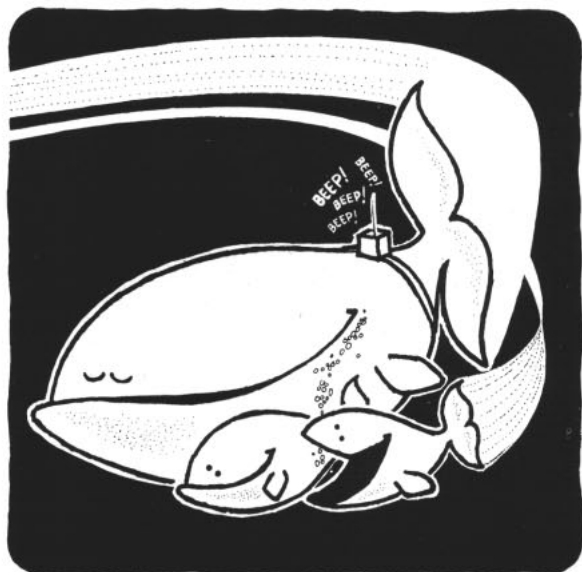
Ears in the First Fleet were straining for a female sound but not the kind which seagoing types usually pine for. These Navy-men were listening for the telltale signal of radio and sonar beacons attached by marine biologists to a lady whale.

The scientists requested the Navy alert after having attached beacons to the seagoing mammal at a position some 300 miles southeast of San Diego as part of an effort to learn more about the migratory patterns of gray whales.

When the researchers lost contact with their 40-foot female friend, they requested assistance from Commander First Fleet who obliged by ordering Navy ships operating in southern California waters to report information concerning the whale's whereabouts.

The lady's battery-powered noisemakers, according to First Fleet reports, were transmitting a 900-cycle note every half-second on citizen's band at a frequency of 27.195 megahertz. When the whale submerged, she sent a sonar signal which Navy ships could detect.

The great gray whale was last seen proceeding in a north-westerly direction at a sedate four knots, blissfully unaware that part of the Navy's First Fleet was looking for her.



# SPECIAL PAY AND



**A**LMOST no one gets tired of reading about or discussing pay. With this in mind, it's worthwhile to review the various forms of special pay and allowances, in addition to basic pay, available to you.

This is a roundup of your special pay and allowances which, when coupled with your new basic pay increase (*ALL HANDS*, July 1969 issue), should enable you to compute your over-all take home pay.

The conditions for your entitlement to special pay and allowances vary with your grade, your skill, your marital status and where you are stationed. Some are paid monthly on a continuing basis, others in occasional lump sums. Here's a breakdown of those you might receive while on active duty. It should answer most of your questions on the subject of pay.

## Special Pay

Special pay is added compensation you receive each month under set circumstances. Sea pay, foreign duty pay, hostile fire pay, diving pay and proficiency pay all are forms of special pay. The added compensation paid to physicians and dentists also falls into the special pay category. Reenlistment bonus (regular and variable), although not paid monthly on a continuing basis, is another type of special pay. Incentive pay for hazardous duty also is listed here, even though, technically, it is not a specific type of special pay.

**Sea Pay**—Only enlisted personnel may draw sea pay, which generally is awarded during periods of ship-board duty. Sea pay is figured on a sliding scale according to rate, and ranges from \$8.00 per month for

a recruit or apprentice to \$22.50 for chief, senior chief and master chief petty officers.

**Foreign Duty Pay**—Special pay for duty ashore in many areas outside the continental United States is awarded monthly to enlisted men and women in amounts identical to sea pay, figured according to rate. The *DOD Pay Manual* lists countries and areas designated for foreign duty pay.

**Hostile Fire Pay**—This type of special pay was introduced in 1963. At present, \$65 per month is added to the paychecks of all military personnel exposed to death or injury in the Vietnam combat zone. Service may be ashore or on board a designated ship within the limits of the combat zone.

**Diving Pay**—Both officers and enlisted men who serve on diving duty are entitled to this special pay. Officers receive a flat \$110 per month. Designated enlisted men receive \$65 to \$110 per month, depending on diver classification and continuing qualifications. (Note that diving pay may not be awarded in addition to incentive pay for hazardous duty.)

**Incentive Pay (Hazardous Duty)**—You receive this incentive pay when you perform aviation duty, submarine duty, parachute duty or demolition duty (this includes periods of training for demolition duty).

You also may receive incentive pay if your duties require frequent participation in flight operations on the deck of an aircraft carrier, and in certain other cases, including duty inside a high or low pressure chamber, duty as a human acceleration or deceleration experimental subject, duty as a human test subject in thermal stress experiments, or leprosarium duty.

If you are engaged in flying duties, or serve on board a submarine, your incentive pay is based on



USS Goldsborough (DDG 20)  
arrives at her home port.





# ALLOWANCES

your pay grade and length of service. For any other type of hazardous duty, plus aviation duty as a non-crewmember, you draw a flat \$55 (enlisted) or \$110 (officer) monthly.

Note that if you perform two types of hazardous duty (aviation and parachute duties, for example), you may receive two incentive payments, the maximum for this pay category.

**Proficiency Pay**—This type of special pay actually is career incentive pay awarded monthly to those in ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist.

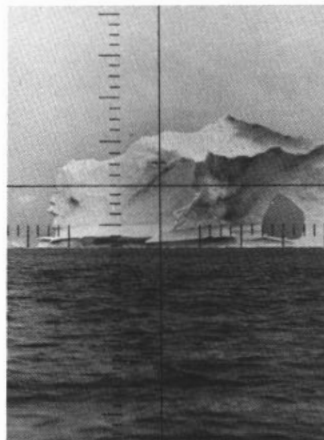
Most pro pay awards are in the Specialty Pay category, based on Navy Enlisted Classification (NEC) code skills. Those in designated critical skills who are otherwise eligible and recommended by their commanding officers may draw monthly special pay awards of P-1 \$50, P-2 \$75 or P-3 \$100.

Under a second category of pro pay, Superior Per-

Officers and enlisted men on diving duty are entitled to special diving pay.



Incentive pay for hazardous duty goes to submariners, aviators and those on parachute and UDT duty.



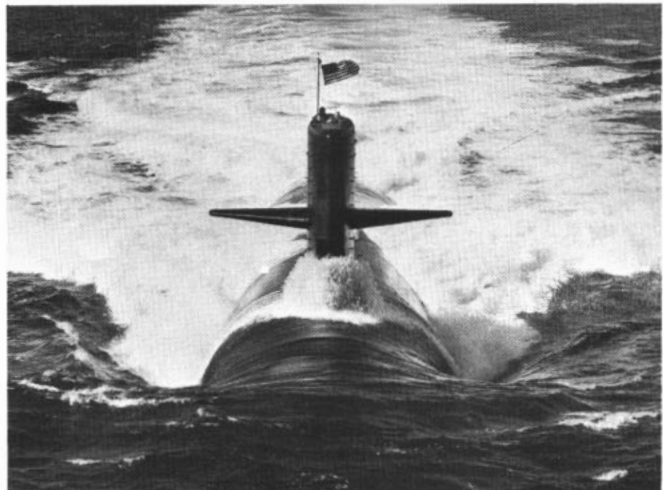
Navy men at work, ashore and afloat.



Sea duty pay is coated with spray, as illustrated in these photos.



Navy pilots earn every cent of their flight pay.



formance, awards of \$30 monthly may be paid under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians.

Details of pro pay administration and eligibility requirements are contained in BuPers Inst. 1430.12 series (and ALL HANDS, April and June 1969).

**Physicians' and Dentists' Pay**—Medical and dental officers receive career incentive pay as long as they remain on active duty. Payments range from \$100 to \$350 monthly, depending on years of service.

**Reenlistment Bonus**—You may be paid as much as \$2000 in bonus money for reenlistments (and extensions of two years or more) during the course of your Navy career. A regular bonus generally is paid when you reenlist within three months of discharge or separation, and is computed as follows:

- First reenlistment. Amount equal to your monthly base pay at time of discharge multiplied by the number of years for which you reenlist.

- Second reenlistment. Amount equal to two-thirds of your base pay, multiplied by the number of years for which you reenlist.

- Third reenlistment. One-third base pay multiplied by number of years for which you reenlist.

- Fourth and subsequent reenlistments. One-sixth monthly base pay, multiplied by the number of years of reenlistment.

In addition to the regular bonus, you may receive payment of basic pay for unused leave and applicable quarters and subsistence allowances, as well as travel pay to home of record, each time you reenlist. Only the bonus itself counts against the \$2000 cumulative you may receive in the course of your active duty.

**Variable Reenlistment Bonus**—If your military skill is one designated as critical for reenlistment purposes, based on rating and NEC code skill, you may ship over and receive as much as four times the amount of your regular first reenlistment bonus (or two-year extension), in addition to the regular bonus.

A variable bonus does not count against the \$2000

**Career incentive pay goes to medical and dental officers to compensate for long years of education and specialized training.**



Overseas pay is awarded to enlisted personnel. Here they prepare to exchange money before going on liberty.

maximum. It is paid only at the time of entitlement to a first reenlistment bonus.

Basic eligibility for a variable bonus includes 21 months of continuous active service other than active duty for training, and reenlistment within three months of discharge.

The multiplier used in figuring the amount of the bonus may be one, two, three or four times the amount of the regular first reenlistment bonus, depending on the grade of criticality assigned your rating or NEC skill at the time of reenlistment. BuPers Inst. 1133.18 series lists ratings and skills eligible for a variable bonus.

### Allowances

Allowances are paid to help you meet some of the expenses you incur while on active duty. Allowances may be paid on a monthly or recurring basis, or in one-time lump sums. Some are paid automatically; others require application by you.

**Clothing Allowance**—You receive an initial clothing allowance when you enlist, and under certain conditions upon reenlistment or recall to active duty. You may be further eligible to receive special or civilian clothing allowances, depending on your duty assignments. Once you receive an initial or special clothing allowance, you may receive a monthly maintenance allowance.

There are several types of clothing allowances based on actual costs for clothing, as determined by Navy and Department of Defense study groups. Here are the clothing allowance rates which became effective 1 Jul 1969:

**Initial Clothing Monetary Allowance (ICMA).** Generally reflects the cost of a seabag for recruits. The individual's pay account is credited with the allowance, and clothing issues are charged against it. Enlisted men, \$200.65; enlisted women, \$339.68; naval aviation cadets and aviation officer candidates, \$281.22.

**Partial Initial Monetary Allowance.** Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$54.52; enlisted women, \$176.82; naval aviation cadets reverting to enlisted status, \$158.16.

**Basic Maintenance Allowance (BMA).** Monthly allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80; enlisted women, \$5.70.

**Standard Maintenance Allowance (SMA).** Regular monthly allowance included in pay after three years of service. Enlisted men, \$6.60; enlisted women, \$8.40. All women chief petty officers receive \$8.40 monthly SMA. Men receive \$6.60 per month for the first three years as a CPO, and then \$8.40 monthly thereafter.

**Special ICMA.** This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to Navy Bandsmen, for example, and usually is paid to men upon advancement to chief petty officer. Rates vary, depending on individual conditions of entitlement, but most special ICMA's are lump sum payments of \$350.

Enlisted men promoted to warrant or commissioned status may be entitled to special uniform allowances, with the amounts varied according to individual cases.

Officers serving under permanent, Regular Navy appointments do not receive clothing allowances. Reserve officers may be entitled to uniform allowances under circumstances described in Part 3 of the *DOD Entitlements Manual*.

**Subsistence Allowance**—Officers are entitled to an allowance for subsistence at the rate of \$47.88 per month, regardless of rank or dependency status. All officers, on ship or ashore, married or single, draw the subsistence allowance and pay their own mess bills.

The subsistence allowance for enlisted personnel, commonly called comrats (commuted rations), is usually limited to married men who live off base with their families and are granted permission to mess away from their duty stations. However, entitlement to comrats is not automatic; you must apply and your eligibility must be verified before the allowance will show up in your pay.

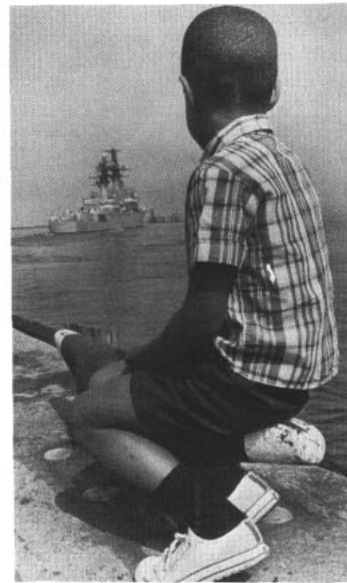
Effective 1 Jan 1969, the daily value of commuted rations is \$1.32. This rate also applies to hospital, field and leave rations.

If you draw comrats, you may be permitted to eat in your base mess hall at a reasonable price. Effective 1 Jan 1969, charges for meals are: breakfast, \$.27; dinner, \$.60; supper, \$.45.

If you're assigned to certain types of shore duty, such as recruiting duty, you may be entitled to draw \$2.57 per day subsistence allowance if no government messing facility is available. However, geographic area and type of duty enter into your entitlement for a subsistence allowance, which is determined on an individual basis.

**Family Separation Allowance**—You draw this allowance when you're separated from your dependents for

**Separation allowance**—A youngster watches as his father's ship departs its home port for a six-month deployment.



He is coming home.



He is going out to sea.

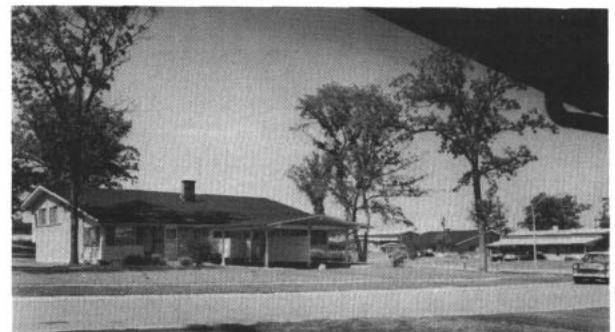


**Initial clothing allowance**—New recruit receives a lesson on stowing his gear.



The naval uniform is worn with pride.

This is Halsey Village, providing over 500 homes for Navy families at NTC Great Lakes. III.





reasons of shipboard or overseas duty. If you're on permanent overseas duty (including Alaska but not Hawaii), you may receive a monthly separation allowance equal to the BAQ payable to men without dependents in your grade provided the movement of your dependents to your overseas station is not authorized, government quarters are not available, and your dependents do not in fact reside with you.

If you're in grade E-4 (over four years' service) or above, have dependents, and are entitled to BAQ, you may receive a monthly allowance of \$30 if you are on shipboard duty away from your home port for a continuous period of more than 30 days, or if you are on temporary duty or temporary additional duty away from your permanent station for more than 30 days and your dependents do not accompany you.

Also, any time the movement of your dependents to your permanent station or a place near your station is not authorized at government expense, and they do not in fact reside with you, you may receive the \$30 monthly family separation allowance.

**Lump Sum Leave Payment**—Upon discharge, transfer to the Fleet Reserve or retirement, you may cash in on your unused accumulated leave, up to a maximum of 60 days, for a lump sum payment based on the following:

**Officers.** Basic pay and basic allowances for quarters and subsistence applicable on date of separation.

**Enlisted.** Basic pay on date of separation, plus an allowance of 70 cents per day for subsistence and, if in grade E-5 or above and have dependents, an allowance for quarters computed at the rate of \$1.25 per day.

**Basic Allowance for Quarters (BAQ)**—If you're a family man and do not reside in government quarters, a monthly BAQ provides rent money for you and your dependents.

**Officer BAQ.** Officers in grade O-3 (lieutenant) and below normally receive a BAQ only when government quarters are not available. This means that officers without dependents who are assigned to shipboard duty, and to stations that have bachelor officer quarters, do not receive a quarters allowance.

Those in grade O-4 (lieutenant commander) and above without dependents may elect to receive BAQ rather than occupy available government housing unless assigned duties which require on-base residency.

Officers who have dependents are entitled to BAQ whether they are serving ashore, at sea or overseas, unless "rent free" government quarters are provided.

**Enlisted BAQ.** The BAQ for enlisted men without dependents ranges from \$60.00 to \$85.20 per month. However, if you have no dependents, you are entitled to BAQ only when government quarters are not available, such as when on recruiting duty or other independent type duty.

With dependents, you are entitled to a monthly BAQ regardless of your pay grade. You are entitled to this allowance whether serving ashore, at sea or overseas. However, if you occupy government quarters, you may be required to forfeit all or part of your BAQ, depending on the type of quarters.

Amounts of BAQ vary with pay grades (see chart). If you're an E-4 (less than four years' service) or below, the number of dependents you have also affects your BAQ rate.

**Dislocation Allowance**—You may be entitled to receive a dislocation allowance equal to one month's BAQ as a member with dependents or as a member without dependents.

Dislocation allowance is payable to a member with dependents provided he is in pay grade E-4 (with more than four years' service) or above whenever he relocates his dependents' household in connection with



Separation allowance and BAQ are part of the pay program for the traveling Navyman.

Navy family moves into guesthouse at NAS Quonset Point, R. I., while waiting for permanent housing.



Special ICMA goes to those who must wear uniforms of a type not required by a majority of Navy personnel, such as bandmen.



When this carrier moved its home port its hangar deck was loaded up with crewmen's cars for the journey.

permanent change-of-station orders or whenever a member without dependents is transferred to a permanent duty station where he is not assigned to government quarters.

The allowance is not automatic. Application will normally be submitted after you arrive at your new permanent duty station and any dependents' move has been completed. Chapter IX of the *Joint Travel Regulations* specifies conditions which govern payments.

**Station Allowances**—When assigned to duty overseas, you may become eligible for one or more of four different station allowances, depending on a variety of factors such as location, your grade, the nature of your orders, whether your dependents accompany you, and the overseas housing and cost of living situation.

In general, station allowances are paid to those on duty outside the U. S. to defray the differences between the average cost at a specific overseas station and the average stateside costs — when the overseas costs are greater.

*Joint Travel Regulations* contains specific instructions on conditions under which station allowances may be paid. Application for such an allowance is usually required, and in view of varying conditions and rates, you should check with your disbursing officer when reporting for overseas duty to find out about station allowances, if any, for your area. The allowances are reviewed each year and may be subject to change at any time. Generally, however, station allowances most commonly involve:

**Housing and Cost of Living Allowances (HA and COLA).** These help to defray the average excess costs you face while on permanent duty overseas. The excess costs are figured by comparing the average costs of living and housing in each overseas area with the average costs of living and housing in the United States. HA and COLA are payable at area rates listed in *Joint Travel Regulations*.

**Interim Housing Allowance (IHA).** This type of station allowance may be paid when you are required to procure nongovernment, family-type housing before your dependents arrive overseas. An IHA in an amount determined by location may be paid for 60 days or until your dependents arrive at your overseas station, whichever is earlier.

**Temporary Lodging Allowance (TLA).** The TLA is designed to reimburse you for extra expenses you incur while "eating out" and living in hotel-type accommodations while awaiting permanent housing after reporting overseas, or for briefer periods before departure from overseas on permanent change of station. Although there are provisions for extensions of TLA, the allowance generally is paid for periods not to exceed 60 days upon reporting to an overseas station, and not to exceed 10 days upon departure. Daily TLA rates are determined by multiplying a given area's travel per diem allowance by a percentage factor



You draw family separation allowance if separated from your dependents for reasons of shipboard or overseas duty.



Going overseas? There are four different station allowances. You may be eligible for one or more of them.

based on the dependents accompanying you.

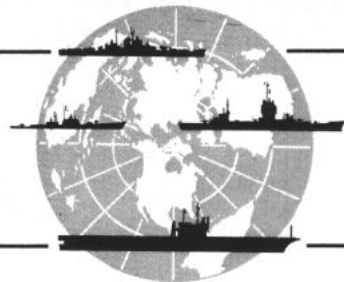
**Travel Allowance**—There are any number of travel situations you might face while on active duty for which the Navy will pay the expenses or will reimburse you with appropriate travel allowances.

Generally, any time you must travel under orders, the Navy pays for transportation. If you have dependents and are in pay grade E-4 (over four years' service) or above, your family may travel at government expense when you receive permanent change of station orders.

One popular method of travel between duty stations is when you drive your own car, pay your own expenses, and then ask for reimbursement. Under this system, you get six cents a mile for your own travel, plus six cents a mile for each dependent age 12 or over (not to exceed two such dependents), and three cents per mile for each dependent over five and under 12. The total reimbursement for dependents' travel is not to exceed 18 cents per mile. You collect your dependents' allowance after they have completed the travel (you may usually draw your share of the allowance—six cents per mile—in advance).

You should check with your personnel and disbursing offices each time you receive transfer or travel orders and ask about mode of transportation, authorized allowances, and dependent travel allowances. Depending on the nature of your orders and whether your travel will be from one shore station to another, shore station to a ship, ship to shore, shore or ship to restricted station, or restricted station to ship or shore, there may be a variety of options regarding dependents' travel that you should discuss with your family well in advance.

# Letters to the Editor



## Medicare Overseas

SIR: An officer wondered if it's permissible for retired Navymen to reside overseas (ALL HANDS, July 1969).

Sure, you replied, but you added that those who do so lose certain benefits, including both Social Security health insurance and, at age 65, benefits under CHAMPUS (Civilian Health and Medical Program of the Uniformed Services).

Another source tells me that a retired serviceman who reaches age 65 but otherwise is not eligible for medicare under Social Security does not lose his eligibility for CHAMPUS.

Care to explain?—R. P. S., LCDR, USN.

• An individual who at age 65 becomes eligible for Hospital Insurance benefits under the Social Security medicare program loses his eligibility for CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) benefits regardless of where he lives. He cannot choose between CHAMPUS and Social Security.

As a retired serviceman, you can reside overseas and still be eligible for Social Security Hospital Insurance. However, you cannot use this benefit because Social Security med-

icare coverage is limited to medical care received within the United States. (The only authorized exception occurs in the rare situation when an emergency requiring hospitalization of an eligible individual occurs within the United States, but the nearest hospital adequately equipped and available to treat the illness or injury is located outside the United States.)

However, if Social Security determines you are not eligible for Social Security Hospital Insurance benefits, you will continue to be eligible for CHAMPUS medical coverage both within the United States and overseas.

Eligibility for Social Security Hospital Insurance does not affect your eligibility for medical care at Uniformed Services facilities.—Ed.

## Shawmut and Texas

SIR: In the March issue was a picture of my old ship, uss Shawmut (CM 4)—later Oglala (ARG 1)—which was home to me from 1919 until she went back to minelaying from aviation duty. Then in the April issue was the story about the first takeoff of a Sopwith Camel from a turret of the old Texas in March 1919.

## It's Not Worth It

SIR: Not long ago I received a personal letter from one of the sailors in my former command. A portion of it is quoted below. Perhaps it will convey a serious message to other young men who might be tempted to experiment with dangerous drugs.

"... I must now appear before a Field Board of officers, who may recommend anything from retention to undesirable discharge. Since that one thoughtless incident, I have never again been tempted to take any kind of drug... at this point I need all the help I can

muster to avoid having my career ruined by this one lapse of judgment..."

This young petty officer was involved because of a one-time experiment while on liberty in WESTPAC. He was a fine sailor who became fouled up with the wrong crowd. Hope you can pass the word.

Keep up the good work—CAPT J. T. S., USN.

• For more on this subject, see article beginning on page 14 of the March 1969 issue of ALL HANDS.—Ed.

We were there. I remember seeing the pilot after he landed; his face was covered with castor oil used to lubricate the radial engine.

Those days bring back happy memories for me. I was the plane captain of the MF seaplane flying overhead in the photo of Shawmut. I used to fly a lot with a Lieutenant Alexander.—Rudolph J. Schmidt, ex-USN.

• Thank you for sharing your memories of Shawmut and Texas. We're always interested in hearing about the early days.—Ed.

## Variable Reenlistment Bonus

SIR: I am a Seabee. I fail to understand why a Direct Procurement Petty Officer is given a chance at the variable reenlistment bonus when a Regular Navyman, after one enlistment, is not.

I also wonder why a DPPO can go up for the next rate without waiting the regular length of time between rates. For example, a DPPO need only serve two years between first and chief, whereas a Regular is required to serve three years.

I hope you can give me an explanation.—W. L. S., CM1, USN.

• It appears you have a misconception about the variable reenlistment bonus and the advancement process.

The variable reenlistment bonus is an incentive to increase first-term reenlistments in designated critical skill areas. The reason, of course, is to encourage men with rare skills to make the Navy their career, and a bonus is one way of doing this. Whether or not they are DPPOs has nothing to do with their receiving the bonus.

Personnel who have previously reenlisted and collected a reenlistment bonus are not eligible for VRB at the second reenlistment even though their rating is on the VRB eligibility list.

Seabee ratings are presently eligible for a VRB and individual requirements are identical for both regular Seabees and DPPO Seabees.



As for advancement, there is no difference in the requirements for those who came into the Navy under the DPPO Program and others.

You may have thought there was because all who passed the CPO exam were advanced if they were in the critical rates for which DPPOs are recruited. Actually, it's just the law of supply and demand in operation.—ED.

### Rate Abbreviation on ID Card

SIR: This one concerns ID cards for enlisted retirees and interpretation of a relevant reference, article B-2104 of the *BuPers Manual*.

Some of the men in my office are divided in their usage of abbreviations for the "grade" block of the Retired ID card.

One side of the office maintains that a retired chief, for example, should be identified as "POC," showing that he's a chief petty officer without indicating his rating specialty.

On the other side, the PNs say the above approach to enlisted grade abbreviations is correct for active duty ID cards, but not for retired IDs. It is maintained that in the case of a chief signalman, for example, the ID card should show POC while he's on active duty, but SMC when he retires.

I happen to belong to the second school of interpretation.

What's yours?—P. J. B., PN1, USN.

•Same as yours.

The "BuPers Manual" article you cite specifies "official rate abbreviation" for use on the RETIRED ID card (DD Form 2N-Retired). The rate abbreviation of a chief signalman is SMC.

However, on ACTIVE DUTY ID cards, you show the petty officer grade—PO3, PO2, PO1, POC, etc.—or "non-petty officer," as the case may be. You do not, under terms of the Geneva Convention (and article B-2103, "BuPers Manual"), indicate a man's rating (such as signalman) on his active duty ID card.

Which leads to some definitions on which we wish all Navymen could get together, and for which we'll use you as an example:

Rating—This is your occupational specialty, (personnelman, abbreviated PN).

Rate—Your occupational specialty



NAVY JAZZ—The stage band from Naval Air Advanced Training Command, Corpus Christi, swings as it participates in Texas Jazz Festival.

and grade combined, (personnelman 1st Class, or PN1).

Pay Grade—E-6.

Petty Officer Grade—Petty Officer 1st Class, or PO1. (On ID cards and for certain administrative purposes, men in the lowest three grades are collectively indicated as "non-rated" or "non-petty officer.")

Pass it on.—ED.

### E Awards and Drydock Waivers

SIR: In a past issue, you mentioned an instruction which provided information on waivers for ships which have previously been awarded operational awards, but were prevented from competing in the current competitive period because they were undergoing an extended overhaul or major conversion.

uss Bradley (DE 1041) in the competitive year 1968 was awarded the Battle Efficiency "E," ASW "A," Operations "E" and Engineering "E." However, because of a recent overhaul lasting nearly 10 months, she was not able to compete for these

awards during the competitive year 1969. In effect this could eliminate her from competition for the Golden "E" for five consecutive years of excellence in operations.

Can you inform us what provisions are made for waivers?—LCDR C. E. Leedom Jr., USN, Executive Officer, uss Bradley (DE 1041).

•It depends on what the Fleet Commander in Chief decides. In your case, you may request a waiver from CinCPacFlt via ComCruDesPac.

OpNav Instruction 3590.4B of 2 Apr 1968 (which was summarized in ALL HANDS, September 1968) states: "At the discretion of the Fleet Commander in Chief, a year in which a ship spends a majority of its time in an overhaul or repair facility may be disregarded in determination of qualification for five consecutive years."

So you could still be in the running for hashmarks to your "E"s, as long as CinCPacFlt approves. Congratulations on Bradley's past performance, and best wishes for further success.—ED.

## Combat Action Ribbon—Again

SIR: Recently, while we were processing a couple of requests for award of the Combat Action Ribbon, there was some disagreement between men who earned the award for service in Vietnam and a few of us who thought we should have been awarded it for service in the Korean conflict. We consulted SecNavNote 1650 of 17 Feb 1969. Now we have a problem of interpretation.

Paragraph 6 of the notice states in part: "One award of the Combat Action Ribbon is authorized to an individual for *each separate war or conflict* in which the prescribed requirements have been met." Then we go on to paragraph 8, which states that the CAR may be awarded to personnel whose eligibility has been established in combat subsequent to 1 Mar 1961. Then the clincher: "Individuals requesting *retroactive authorization* to wear this ribbon will submit certification in the following format. . . ."

Does this indicate that Korean veterans, as well as those who served in Vietnam, can qualify? Does "retroactive" in paragraph 8 refer only to the beginning of hostilities in Vietnam, or can it be liberally interpreted to mean the Korean conflict also? Please clarify this if you can. —PNC H. G. T., USN.

## CAR Dates Back to 1961

SIR: I read with interest your article about the Combat Action Ribbon (AH, April 1969, pg. 55) and wonder if Korean veterans, such as myself, are authorized to wear it. I served in Korea from May 1953 to August 1954, seeing action both before and after 27 Jul 1953, date of armistice. —L/CPL M. C. V., USMC.

• *Sorry, but the newly designed Combat Action Ribbon is authorized to be awarded to individuals involved in separate wars or conflicts after 1 Mar 1961.*—Ed.

• *We can. The Combat Action Ribbon is awarded only for action which occurred after 1 Mar 1961. That excludes the Korean conflict.*

*The reference to "retroactive authorization" applies to action which occurred between 1 Mar 1961 and the institution of the CAR early this year. "Each separate war or conflict" refers to Vietnam and any other conflict that occurs after 1 Mar 1961.*

*That should answer your question. But while we're on the subject of the CAR, we'll recap the facts for others who might have misinterpreted the notice you cite.*

Subparagraph 5b gives the primary criterion for eligibility: "the recipient must be in a ground or surface combat firefight or action during which he is under enemy fire."

Specific examples of actions that qualify are given in another notice —OpNavNote 1650 of 12 Mar 1969. According to this notice, the ribbon is awarded to any enlisted man or officer under flag rank who was in one of the following situations or similar ones after 1 Mar 1961:

• *Serving aboard a ship or boat when it is attacked by the enemy—whether the attack is with torpedoes, rockets, artillery, mortars, small arms or any other weapons, and whether or not the ship is actually hit. Men aboard a ship which is damaged by a mine or limpet mine are also eligible.*

• *Operating behind enemy lines, where the threat of combat is imminent, such as in certain SEAL missions or Marine reconnaissance patrols. In these cases, of course, actual combat with the enemy is often incompatible with the mission; it is not necessary to contact enemy forces to earn the award.*

• *Directly involved with or endangered by an enemy attack on a base. For instance, a squadron area comes under mortar attack at Da Nang. In this case, the men who are fighting*

**MONEY MEN**—When 11 men from Reconnaissance Squadron Eleven reenlisted on board USS Kitty Hawk (CVA 63) for a total of 64 years, their bonuses totaled \$71,864. Reenlisting were AT1 Richard W. Wellishear, AE1 Edgar R. Griffin, ABH1 Samuel L. Greene, AQB2 Thomas E. Britt, ATR2 James P. Murphy, ATR2 C. A. Smith, CS3 Gerald K. Thompson, ATN3 George Hilliard, ATN2 Jackie W. Lowry, ATN2 Larry T. Barbate and ATN2 James A. Lundin.



the enemy, endangered by the projectiles, or involved in reaction such as moving aircraft into revetments are all eligible for the CAR. However, the whole squadron is not necessarily eligible, nor are men in other parts of the base who are not endangered by the attack. In the case of a smaller base, a heavy attack might endanger the whole base; therefore, everyone in the base during the attack could be eligible.

• Personnel in riverine boats in a fire fight are eligible for the CAR regardless of whether the boat is hit or not.

• A hospital corpsman or Seabee serving with a Navy or Marine unit which comes under attack or otherwise becomes eligible.

• A naval aviator who is engaged in surface combat. (Aerial exposure to hostile action is already recognized by the Air Medal, and is therefore not a qualification for the CAR.) For instance, an aviator who was aboard a ship when it was attacked, or who took off or landed aboard while the ship was under attack, is eligible for the Combat Action Ribbon. Also, a pilot who ejects or is forced to land in North Vietnam is eligible, whether or not he encounters enemy forces. However, if he is forced down in the Republic of Vietnam, he is eligible only if he encounters or evades enemy forces.

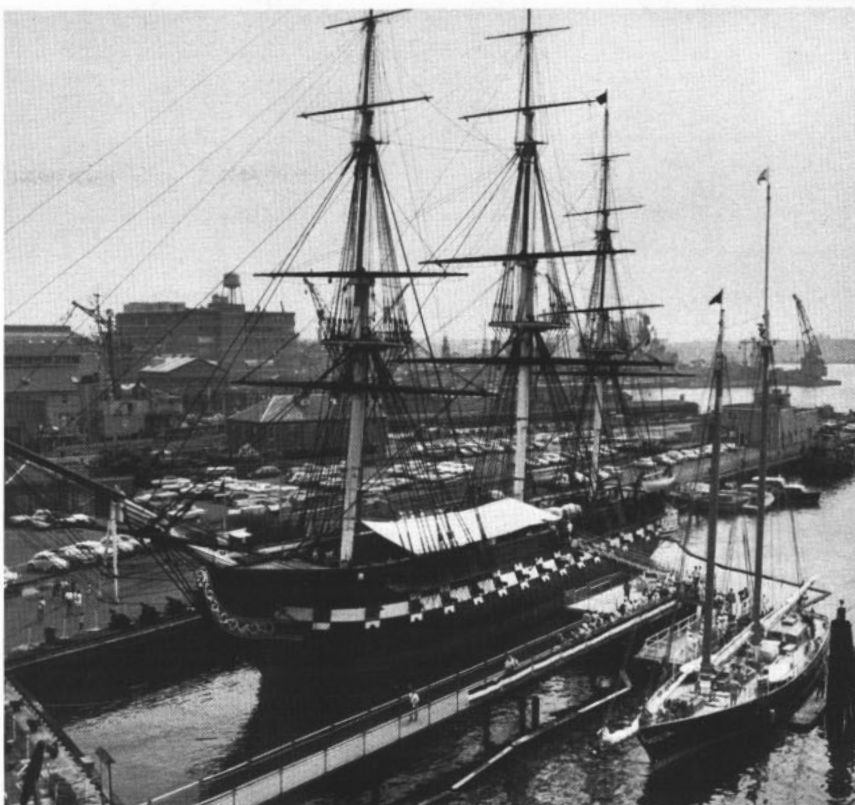
As you can see from these examples, the Combat Action Ribbon is not a unit award, and it's not a campaign ribbon for serving in-country. It is intended to recognize an individual's involvement in hostile action, as do the Air Medal and the Army's Combat Infantryman's Badge.—Ed.

### Saluting Problem Solved

SIR: Upon recognizing the officer bumper sticker on my car, the gate guard rendered a salute. Since I was in civilian clothes, I did not return it.

This decision was appalling to my father, an Air Force colonel, who was riding with me. He was of the opinion that as a matter of courtesy I should have acknowledged the salute in some way.

I explained that I had been taught that members of the naval service do not salute when in civilian attire or



Two gracious ladies of the sea met in Boston Harbor when the schooner yacht America moored alongside USS Constitution at Boston Naval Shipyard. The schooner is a duplicate of the America that beat the best of the Royal Yacht Squadron in a race around the Isle of Wight held as part of the London Exposition of 1851. This race has become known as the "America's Cup" in honor of the first winner and it has been won by an American yacht every time.

in uniform when uncovered. It didn't make much of an impression, I'm afraid.

Am I correct about the saluting, or is there a way the salute should have been acknowledged?—P. R. A., Jr., LT, USNR.

• Under the old rules of "Navy Regs." a hand salute by a person uncovered was not authorized.

Times have since changed.

So have the "Regs."

They now state that Navymen (including officers), when uncovered, will not salute, except when failure to do so would cause embarrassment or misunderstanding. This applies to the Navyman in civilian dress, as well.

Judging from this, as it relates to the situation in your letter, it seems your decision may have created a bit of misunderstanding.

But all should not be lost.

Perhaps amends can be made in a sincere father and son talk during which you reassure Dad that father knows best, all the while keeping in mind that bird on his shoulder.—Ed.

### Light on USMC Grades

SIR: A Marine who works in my office recalls that when he enlisted in 1946, the pay grade numbering system was just the opposite of what we have today. In other words, says the Marine, private was pay grade E-9 instead of E-1.

I find this hard to believe, since at that time there were only seven enlisted pay grades.

Can you shed any light on this?—R. J. B., PN2.

• Our friends in the Marine Corps Division of Information tell us that until 1949, the numbering system for enlisted grades was the opposite of the one used today. The junior rank, private, was E-7. The senior enlisted rank, master sergeant, was grade E-1.

The Career Compensation Act of 12 Oct 1949 reversed the numbering, placing private in grade E-1 and master sergeant in grade E-7.

The E-8 and E-9 grades did not come into existence until 1 Jan 1959.

If your Marine friend was a private in 1946, his grade was E-7.—Ed.





USS Helena (CA 75)

## The Three Faces of Helena

SIR: I am a little confused about the World War II cruiser *uss Helena*. I know she was at Pearl Harbor on 7 Dec 1941, but I have seen her designated CL 50, and also CA 75. Which is correct?—G. L. C., AN, USN.

• They are both right, since there were ships of both designations named *Helena*. In fact, there were three. The first was a light draft gunboat, the second a light cruiser, and the third a heavy cruiser.

The one you are interested in, which was at Pearl Harbor, is CL 50, the second *Helena*.

She was launched on 27 Aug 1939. To get her ready for the war which was obviously coming, *Helena's* completion was pushed forward so quickly that she was commissioned less than a month after she first touched water, on 18 Sep 1939.

*Helena* was assigned to the Pacific Fleet, and as you know, was at Pearl Harbor during the Japanese attack. By chance, she was in the berth normally assigned to *uss Pennsylvania*, and thus she became a prime target

Light cruiser *Helena* (rt.) lets loose in Kula Gulf morning of 6 Jul 1943.



of the attacking planes of the enemy.

Within three minutes of the time the first bomb was dropped, a lone torpedo plane shot across Ford Island and made for *Helena*. The torpedo it fired passed under the minelayer *Oglala*, which was tied up alongside, and hit *Helena* on the starboard side almost amidships, just as the crew were going to their battle stations.

One engine room, and one of the boiler rooms were flooded. Wiring to the main and 5-inch batteries was severed, but amazingly quick response by the engineers brought the forward diesel generator up within two minutes, making power available to all mounts. Immediately, the gun crews sent up a barrage that made the follow-up dive bombers veer well away from *Helena's* amidships section.

Outstanding damage control kept *Helena* afloat, and after a preliminary overhaul at Pearl Harbor, she steamed back to the mainland under her own power for major repairs.

In July 1942 she steamed back to enter the action, escorting a detachment of Seabees and an aircraft carrier carrying planes to the South Pacific. When these escort missions had been carried out, joined the Task Force formed around *uss Wasp* (CV 7).

It was this task force that steamed in distant support of six transports carrying Marine reinforcements to Guadalcanal on 15 Sep 1942.

In mid-afternoon *Wasp* was suddenly hit by three Japanese torpedoes. Almost at once she became an inferno, and the situation was worsened by a terrible explosion. *Helena* disregarded the dangers of being torpedoed herself, and stood by to rescue nearly 400 of *Wasp's* officers and men, whom

she took to safety on *Espiritu Santo* in the New Hebrides.

During the battle of Cape Esperance, fought off Savo Island, *Helena*, equipped with superior radar, was first to contact the enemy, and also first to open fire on them.

From her first salvo, *Helena's* accurate, rapid gunfire struck the Japanese heavily. When firing ceased, *Helena* had sunk two enemy ships, the cruiser *Furutaka* and the destroyer *Fubuki*.

On 13 Nov 1942, off Guadalcanal, *Helena* joined the support group which tackled the job of keeping a large enemy force from bombarding Henderson Field.

It was *Helena's* radar that first located the enemy, early in the mid-watch. In the melee that followed, the tropical night was lit again and again by flashes of *Helena's* guns.

The American force achieved its goal, for the Japanese had been prevented from their intended heavy attack. But while the Japanese lost a battleship and two destroyers, we paid a high price for them. Sunk or sinking were a cruiser and four destroyers.

Many men, including both admirals present, had given their lives. Thus it was *Helena's* skipper, Captain G. C. Hoover, as senior officer present, who took command of the remaining ships, and shaped course for the New Hebrides.

*Helena's* big guns found revenge when she was assigned to the bombardment of Japanese positions on New Georgia during January 1943. Once more proving themselves past masters of the art of gunnery, *Helena's* men rocked the enemy at Munda and Vila Stanmore, leveling supply concentrations and gun emplacements.

It was during this month, too, that *Helena* fired at and presumably downed a Japanese plane, using the new Mark 32 proximity-influence fuse. This Japanese plane is believed to be the first victim claimed by the device, which was to play so important a part in anti-aircraft fire throughout the rest of the war.

On 5 Jul 1943, *Helena's* group was off the northwest corner of New Georgia. Through each of the three cruisers and four destroyers composing the group, the General Quarters alarm rang. Racing down to face them were three groups of Japanese de-

stroyers, totaling 10 in all. Radar contact with the enemy was made at 0140.

Four of the enemy destroyers peeled off to accomplish their mission of landing troops on the island, thus confusing the issue and making more difficult the job of establishing where, and in what number, the enemy was sailing. But by 0157, Helena was ready to open fire, and began blasting away with a fire so rapid and intense that the Japanese later announced in all solemnity that she must have been armed with 6-inch machine guns.

Ironically, it was Helena's fire which in a sense caused her doom, for she made a perfect target when lit by the flashes of her guns. Seven minutes after she opened fire, she was hit by a torpedo; within the next three minutes, she was struck by two more.

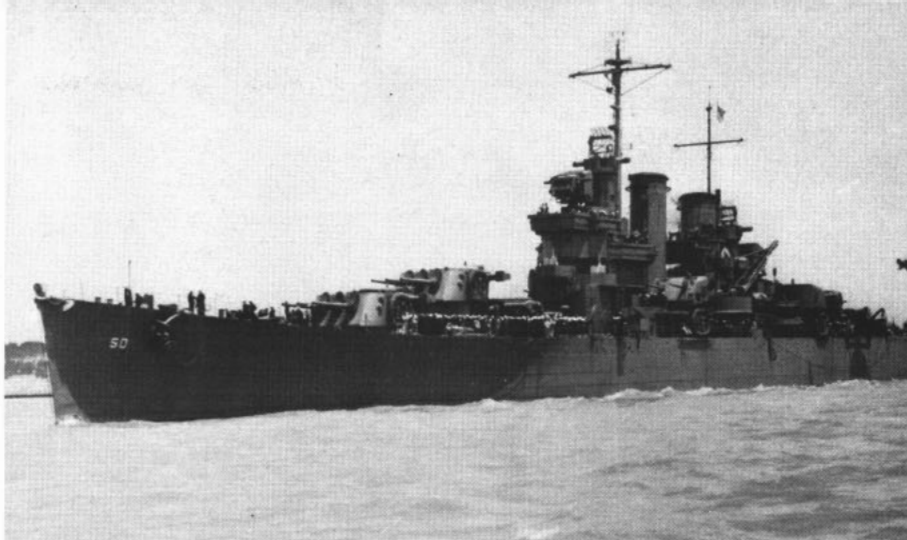
The first exploded near the waterline between No. 1 and No. 2 turrets. The second struck deep under No. 2 stack, and the third hit very near the second. Almost at once she began to jackknife. Below, she was flooding rapidly even before she broke up. "Abandon Ship!" was ordered, and Helena's men went over the side.

Helena's history closes with the story of what happened to her men in the hours and days that followed.

When her bow rose into the air after the sinking, many of them clustered around it, only to be fired at there. About an hour and a half after she sank, two American destroyers at last came to the rescue. But before many of the survivors could be taken from the water, radar contacts in the destroyers showed the enemy closing fast both from north and south, and they charged off in pursuit. The enemy retired in the face of this opposition, and the U. S. destroyers returned to the men in the water.

With the coming of light, the enemy was in range once more, and again the destroyers broke off their rescue operations to pursue. An air attack was the logical next event on the program, so the destroyers withdrew for Tulagi, carrying with them all but about 275 of the survivors. To those who remained they left four boats, manned by volunteers from the destroyers' crews.

Captain C. P. Cecil, Helena's commanding officer, organized a small flotilla of three motor whaleboats, each towing a liferaft, to carry 88 men to



USS Helena (CL 50)

a small island about seven miles from Rice Anchorage, after a laborious all-day passage. This group was rescued the next morning by USS Gwin (DD 433) and Woodworth (DD 460).

For the second group of nearly 200, the bow of Helena was their liferaft.

But it was slowly sinking. Disaster was staved off by a Navy Liberator, which appeared well after daylight and did what it could by dropping all of its life jackets, and four rubber lifeboats, one of which sank without inflating.

The wounded were placed aboard the remaining lifeboats, while the able-bodied surrounded the boats and did their best to propel themselves toward nearby Kolombaranga. But the combination of the wind and current carried them up the Slot, ever farther into enemy waters.

Through the torturous day that followed, many of the wounded died. American search planes missed the tragic little fleet, and Kolombaranga gradually faded away to leeward.

Another night passed, and in the morning the island of Vella Lavella loomed ahead. The natives were said to be friendly, and it seemed the last chance for Helena's men, so they headed for it. At noon, an officer and four men of Helena's Marine detachment joined up after being in the water for 30 hours.

Night fell once more, and the boats lost one another in the darkness. By dawn, though, all three boats saw land only a mile distant, and during the morning all who were left were safely landed.

Two coastwatchers and loyal natives cared for the survivors as best they could, and radioed news of them

to Guadalcanal. The 165 who were all that remained then took to the jungle, since this was their only hope of evading Japanese patrols.

On Guadalcanal, the rescue problem was carefully studied. Seaplanes, submarines, PT boats, were considered and rejected, for none could take that many men out in one operation. Surface ships it would have to be, and on 15 Jul 1943, Nicholas (DD 449) and Radford (DD 446), augmented by Jenkins (DD 447) and O'Bannon (DD 450) set off to sail farther up the Slot than ever before, screening the movement of two destroyer-transports, and four other destroyers.

In two separate pickups during the night of 16 July, the rescue force of transports and destroyers brought out the 165 Helena men.

Considering the rapidity with which Helena sank, and the 11-day ordeal through which her survivors passed, it is surprising that so many lived to fight again. Those rescued by one means or another totaled 739; those forever missing were 168, many of whom were believed to be entombed in their ship.

Although the award was created after her death, Helena became the first ship to receive the Navy Unit Commendation. Her actions in the Battles of Cape Esperance, Guadalcanal, and Kula Gulf were named in the citation.—E.D.

Heavy cruiser Helena shells North Korean target in 1950.



# TAFFRAIL TALK

**T**HE NAVY has come a long way in its almost 200 years—from sail to nuclear power; from muzzle-loading cannon to missiles and jets.

But there's a familiar ring to the description of Navy life by George Jones in 1829. Mr. Jones was a schoolmaster hired to teach midshipmen on board the frigates *uss Brandywine* and *uss Constitution*. He kept a detailed journal of his shipboard observations and experience, published as *Sketches of Naval Life*.

Here are a few selections:

We never indeed lose sight for a moment of the true character of our ship. Though in no expectation of an enemy, the ship is so as to be ready for action in a few minutes and, unless the weather is bad, we have every evening what is called *quarters*, presenting all the pomp and circumstance of an expected engagement. The music is ordered up just before sunset and a well-known beat of the drum summons each man to his gun. Their names are called by the midshipman and each replies by rapidly stating the part assigned him. . . .

In some of our ships, they have quarters in the morning as well as evening, and those who go most for discipline have the drum beat at unexpected moments, frequently at night. In eight minutes (on the average) every man must be dressed, have his hammock lashed and in the nettings, and be at his station, all ready for a fight. . . .

All the men are employed during the day. In port, a half-watch is called every four hours at night, but they generally are permitted to find a corner on the gundeck for a nap and frequently they even turn into their hammocks "all standing," that is, with their clothes on. The officers alone are seen above.

At sea, however, the whole watch, comprising one-half of the men must be on deck at night, and if the weather is stormy, no hammocks are piped down at all. They are divided into two watches, denominated starboard and larboard. Each is called every four hours and every man has his place and duty assigned him in a book called the station bill, kept in some public part of the ship. There are generally four such books—*quarter bill*, *station bill*, *tacking and veering bill*, and *mooring and anchoring bill*. Each man thus, in every case, knows just exactly where he should be and what is his duty and, amid apparent confusion, there is always perfect order. . . .

The *master-at-arms* has charge of the prisoners; if they escape through his neglect he must suffer in their stead. . . .

A few days ago we commenced sending the men ashore in parties of about 50 each with permission to stay a few days and a proper sum of money to spend. They go ashore only three or four times a year.

From the foregoing you can see there's a big change in the past seven score years, particularly from the standpoint of liberty.

But some things haven't changed. Every ship is still expected to be ready for a fight at a moment's notice. And every man knows his job.

*The All Hands Staff*

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There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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● **AT RIGHT: GOOD GUIDE**—Moving up to catapult for a launch from the flight deck of *USS Kitty Hawk (CVA 63)* on *A-4 Skyhawk* is guided by a flight deck crewman.—Photo by Chief Journalist Jim Falk, USN.







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