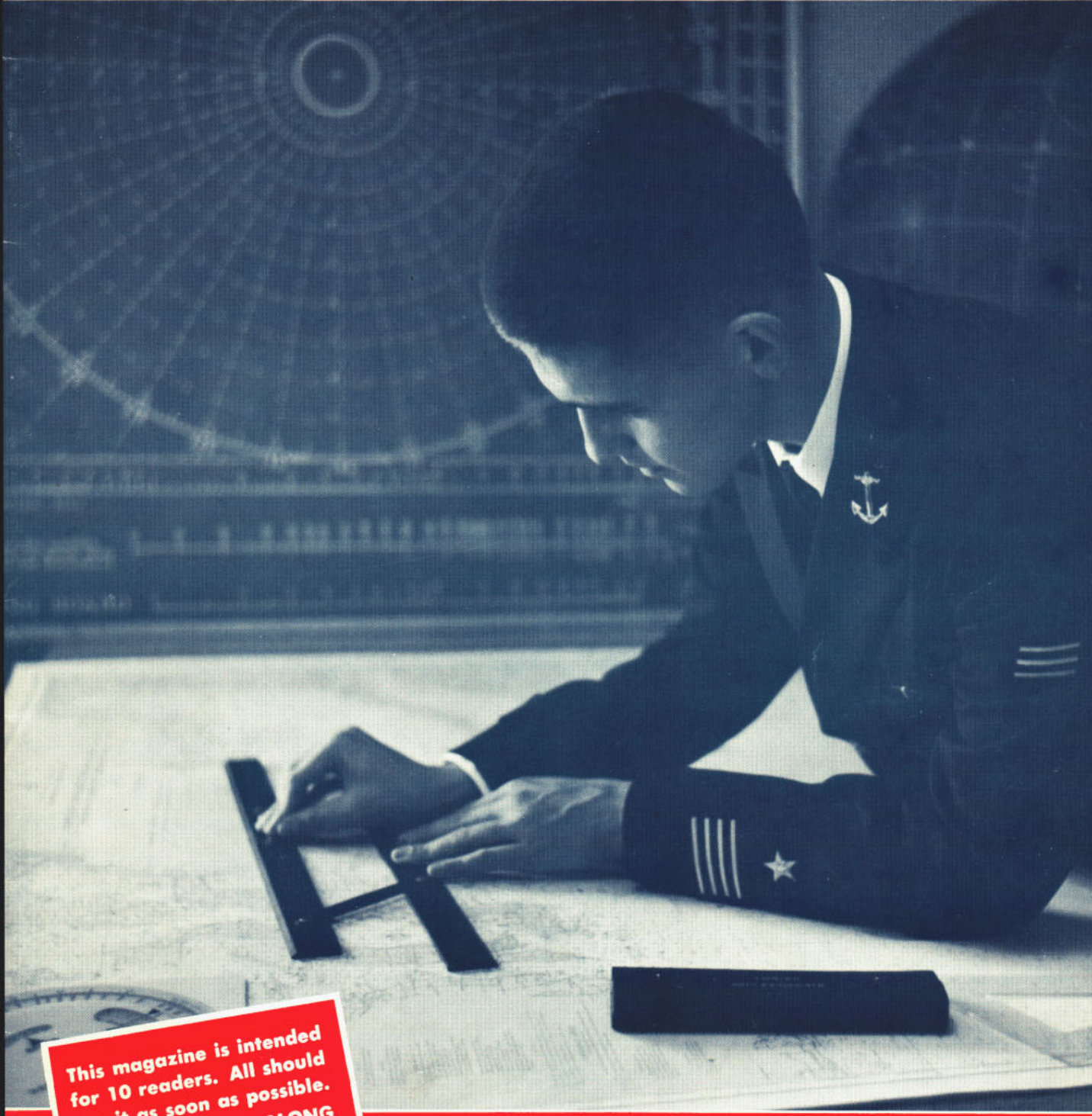


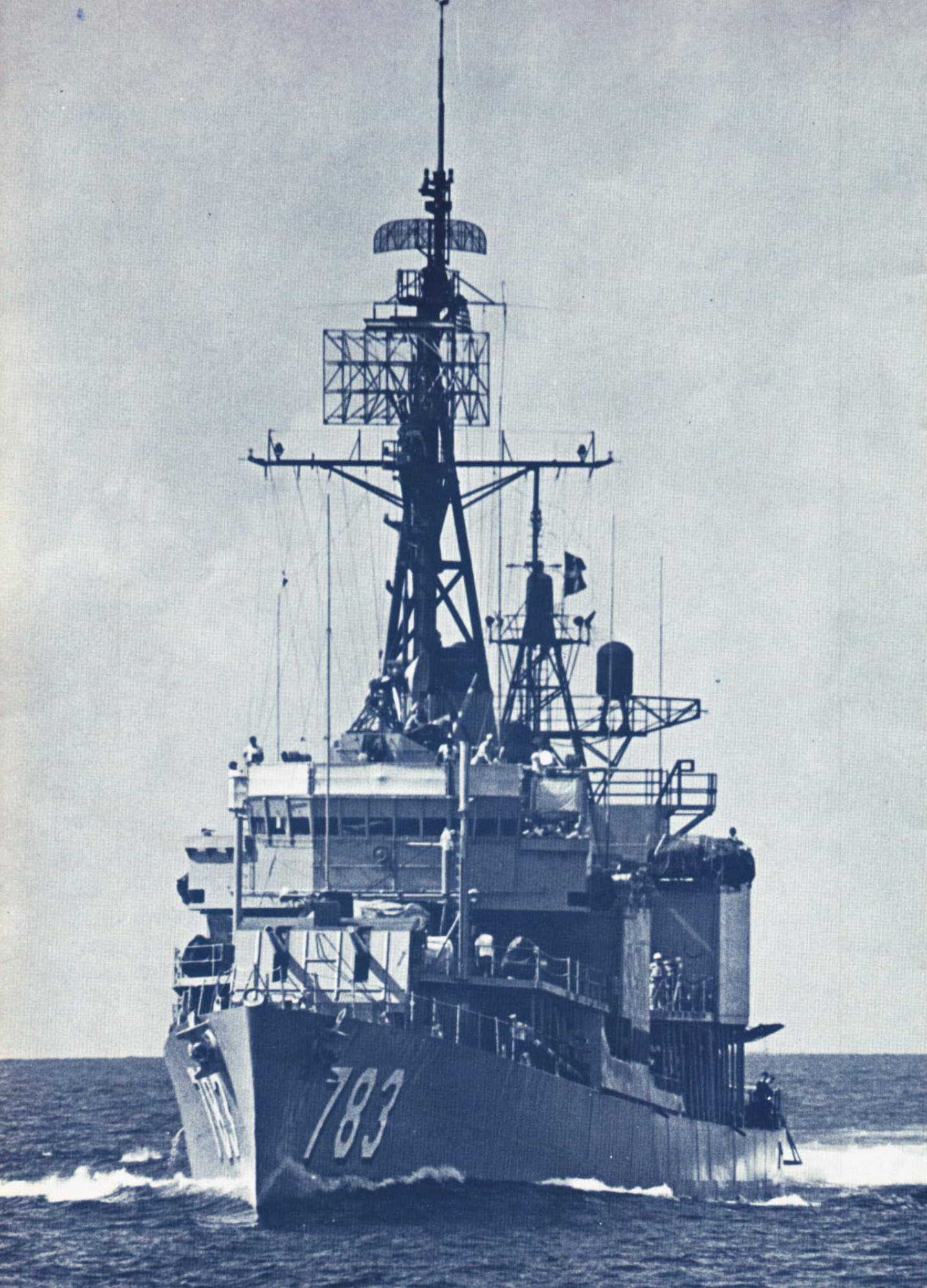
★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
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FEBRUARY 1967





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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● **FRONT COVER:** MAN WITH A FUTURE—NROTC student Gilbert P. Lauzon uses parallel rule while plotting course on chart in navigation class at Tufts University, Medford, Mass. NROTC represents an opportunity not to be missed by qualified Navy juniors and Reservists on inactive duty.

● **AT LEFT:** GURKE ON PATROL—USS Gurke (DD 783) ploughs through waters of the Gulf of Tonkin while serving as a search and rescue unit of the U. S. Seventh Fleet.—Photo by James F. Falk, JOC, USN.

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



BRAVE MEN of DONG

THIS IS THE STORY of a small group of U. S. fighting men at Dong Xoai, Vietnam. During a short period, when they were attacked by the Viet Cong, they fought a heroic battle against great odds.

Dong Xoai was a small encampment in the jungle, consisting of about 14 buildings, approximately 50 miles north of the capital city of Saigon. Here a tiny force made up of Vietnamese soldiers, plus U. S. Army Special Forces personnel and Navy Seabees, were posted on the night of 9 Jun 1965. The Americans numbered less than 20 men, about equally divided between USSF and Seabee personnel. With them were an Army medical technician and a Navy hospital corpsman.

Before the attack ended some 14 hours later, the Army-Navy-Vietnamese team had been subjected to a continuous attack from the enemy. Every American fighting man in that battle was wounded, and a fourth of their number were killed in action.

Two of them received the Medal of Honor, an Army 2nd Lieut., Charles Q. Williams, and a Seabee, Marvin G. Shields, CM3. Dozens of additional awards went to the men at Dong Xoai, many of them posthumously. They included seven Silver Stars, eight Bronze Stars, a score of Purple Heart Medals and the Army Combat Infantryman Badge. The entire Seabee Team 1104 was awarded the Navy Unit Commendation for its action.

The full story of Dong Xoai can be told when all the official reports are in from the Vietnamese and U. S. units. This account is derived from a portion of the Construction Battalion files, and is seen primarily through the eyes of the Seabees who were involved.

THIS IS A STORY not only of heroism, but of teamwork. To set the scene, here is a brief description of the Dong Xoai compound. It was surrounded in part by a protective ledge of earth—called a berm—that served also as bunkers for gun positions. The headquarters

building was located in the northeast section, and the district headquarters facilities, along with Special Forces and Seabee billets, were located in the southwest section.

At Dong Xoai half the CBs and half the United States Special Forces (USSF) were split, half of the combined group being in the Ranger Compound and the other half being in the District Compound.

The purpose of the division was to provide control in the event of attack on both compounds and to minimize the possibility of a large concentration of artillery destroying the entire U. S. element.

In charge of the small American group was Captain William M. Stokes, III, USA, Armor Detachment Commander, Special Forces "A," Detachment A342. The senior Navyman present was Lieutenant (jg) F. A. Peterlin, officer in charge of Seabee Technical Assistance Team 1104.

At 1850 on the night of the attack, 9 Jun 1965, a report was received that 100 VC had been observed three kilometers south of Dong Xoai. The information was relayed to High Headquarters and the District Chief advised to bring the VC forces under artillery fire. This was not an unusual sighting for the Dong Xoai area. There were no indications of a mass attack.

Each night after dark all Special Forces and Seabee personnel were instructed on their duties in event of attack—where to go, what weapons were to be manned, and what actions were to be taken.

The following account, excerpted from official reports, will serve to piece together the partial picture of that night and the following day—a period of bitter fighting and great heroism. Some of the material has been paraphrased for greater clarity.

We'll start off with the statement of Chief Equipment Operator Johnny R. McCully, usn, at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. Chief McCully was



SEABEES OF TEAM 1104

Standing Left to Right: J. C. Klepfer, EON2; D. B. Brakken, BU1; W. C. Hoover, SW2 (deceased); LTJG F. A. Peterlin; D. M. Mattick, BUH2; J. M. Keenan, HM2; L. W. Eymann, UT1; J. R. McCully, EOC; and M. G. Shields, CMA3 (deceased). Kneeling: R. S. Supczak, CE3; F. J. Alexander, EA3; J. D. Wilson, CMI and J. L. Allen, EO1.

Klepfer, Supczak, Alexander and Allen were on duty elsewhere and were not in the action at Dong Xoai.

XOAI

one of those who earned the Silver Star, the Navy's third highest combat award.

AT APPROXIMATELY 2345 on 9 Jun 1965, I had made a round with another guard around the Special Forces and CIDG camps. All posts were manned and the guards alert. I moved back to the barracks and had a cup of coffee. I talked to Sergeant Taylor, the Special Forces medic.

While I was standing approximately one foot inside the barracks, either a mortar or a 3.5 rocket made a direct hit on the Special Forces camp.

I immediately yelled for everyone to take their de-

fensive positions. Everyone took their positions.

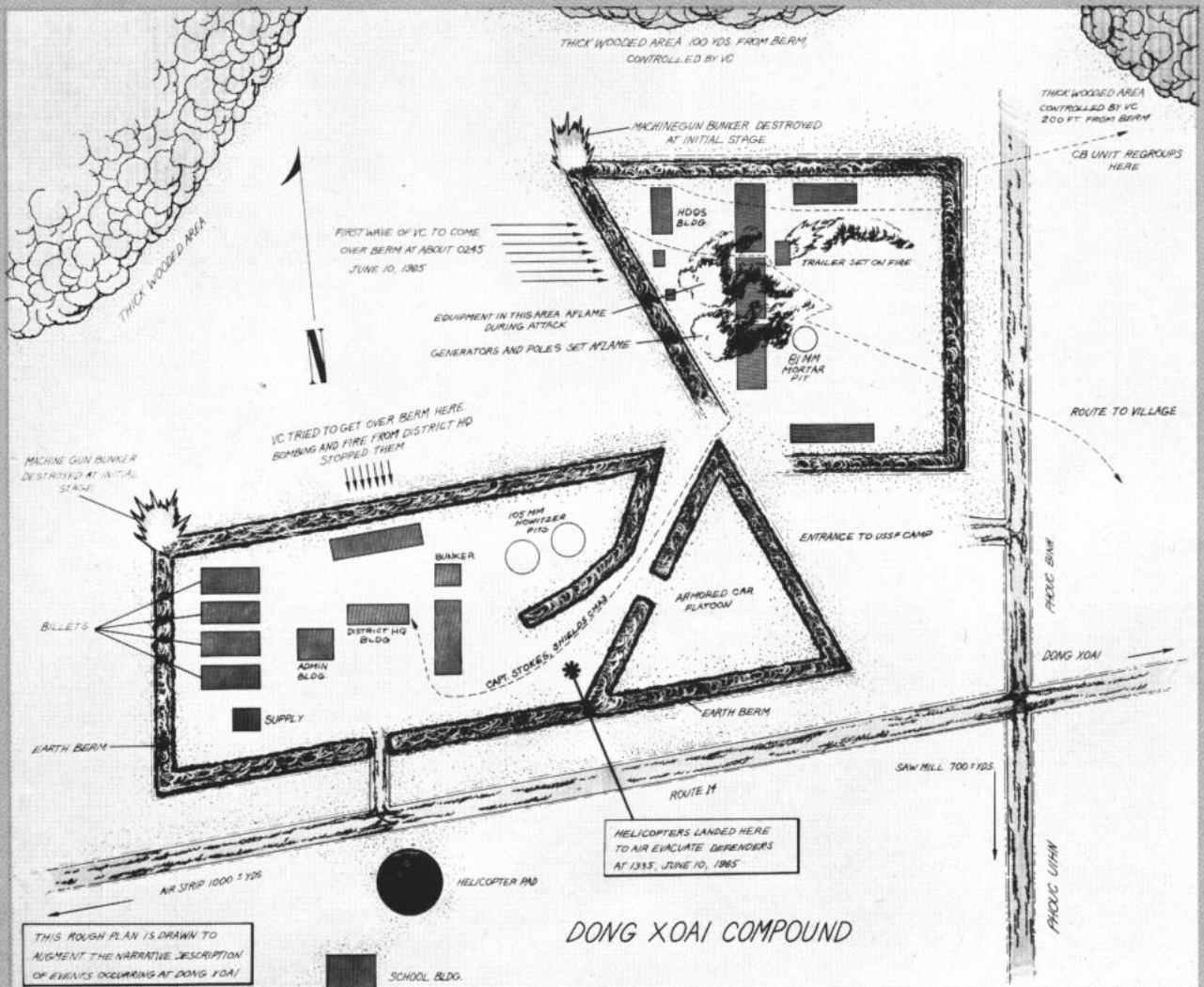
With my M-14 rifle, pack and 300 rounds of ammo, I moved out toward the berm heading toward the Command Post. The Command Post took another hit just before I got there.

A Special Forces man and I moved to the berm behind the latrine where we continued taking mortars. The gas drums near the generator shed commenced burning. Then I moved to the north corner of the west berm checking on the number of Americans there. I found Steelworker Second Class Hoover, Construction Mechanic Third Class Shields and Utilitiesman Second Class Eyman. In a few minutes LTJG Peterlin arrived.

All the time we continued taking mortar and machine gun fire. Shields had a slight shrapnel wound but he was still firing and carrying ammo. He saved approximately 800 rounds from the Seabee tilt-top trailer while it was on fire. Hoover had shrapnel wounds in his back.

At approximately 0230 the camp received another heavy mortar barrage mixed with machine gun fire.

One VC came across the berm with a flamethrower.





BERM BUILDING—Earthen berm shown under construction is typical of fortifications at Special Forces camps.

He was shot by LTJG Peterlin. All this time we had been receiving heavy grenade action. My weapon was knocked out of my grasp by a grenade which also was set afire by a flamethrower. I moved around the berm and went to the east side of the CIDG camp for reinforcements and weapons. Two CIDG troops moved up with me; one had a 30-caliber rifle and the other a carbine.

We commenced moving up toward the north berm toward my original position. At this time I heard Americans shout on the south side of the CIDG camp toward the District Building. We received heavy VC fire from my original position.

At this time we pulled back to a fence near the village. We escaped through a fence, taking the machine gun and carbine with us. We hid under a house and fired at the VC in camp until our ammo was expended. At this time the house caught fire.

We moved from the house and commenced escape and evasion tactics. I tried working my way toward the airfield approximately one kilometer away, but we ran into a heavy concentration of VC fire.

One Vietnamese soldier and I moved along a road south of town, where we made contact with a Vietnamese civilian. The civilian took us to a sawmill where there was an underground bunker. We were strafed and napalmed, and also fired on by the VC. We moved into the woods until night, and then returned to the sawmill. We stayed in the sawmill all night, and just before daylight we moved back into the woods.

This is a portion of the narrative of Captain William M. Stokes, III, USA, Armor Detachment Commander. He was seriously wounded while leading the combined USSF-Seabee unit during the thick of the fighting, and was awarded the Silver Star for this action.

AT THE TIME of the attack, at about 1130, I was in the Command Post Building in the Ranger Camp with Construction Mechanic Third Class Shields, Steelworker Second Class Hoover, and the camp commander, Captain Do.

A mortar round hit the building, wounding Hoover. The USSF medic was dispatched to Hoover.

I ran for the communications center to report to Higher Headquarters that Dong Xoai was under attack. When I reached the radio equipment, I found that the equipment had been destroyed by a mortar round. I then heard an American calling for help from within the building that housed both the radio equipment and the balance of the CBs and Special Forces in the Ranger Camp, but I could not find the person.

While attempting to pull a wounded Vietnamese medic from a portion of the building serving as the dispensary, a 60-millimeter mortar round struck the ground about 20 feet to my rear, knocking me to the ground and damaging both legs. I crawled to the outside of the building and another mortar burst wounded my right arm and shoulder. A Special Forces medic, SGT Taylor, carried me to the firing position and gave me a grenade launcher.

I then dispatched the U. S. medic to establish liaison with the District Compound. I called to Chief McCully who was with LTJG Peterlin delivering fire against the enemy. I instructed Chief McCully to reestablish control, redistribute ammunition as required, redeploy

Indomitable Fighting Spirit: An NUC for Seabee Team 1104

Seabee Team 1104 received the Navy Unit Commendation for action at Dong Xoai. Here is the citation:

“For conspicuous gallantry and intrepidity in action while deployed to Dong Xoai, Republic of Vietnam, for construction of a Special Forces camp. On the night of 9 Jun 1965, when the camp came under attack by an overwhelming Viet Cong force employing mortar, rocket, recoilless rifle, machine gun, and small arms fire, the nine members of Seabee Team 1104 immediately took up assigned defensive positions and, together with Special Forces and Republic of Vietnam forces, coolly and effectively defended the camp throughout the attack.

“When the north end of the camp was overrun by the enemy, two members of Seabee Team 1104 assisted in carrying a badly wounded Special Forces

officer to safety under heavy fire, while two other team members successfully employed escape and evasion tactics to escape the overrunning enemy until the morning of 11 Jun 1965, when they were evacuated by a relief force. The remainder of the team, located in the west area of the camp, assisted in the defense against an intense enemy attack throughout the night and following morning.

“Although two of their members were killed and the rest of them wounded during the action, they gallantly persisted in their efforts until they were evacuated by helicopter early in the afternoon of 10 Jun 1965.

“Seabee Team 1104, through the fortitude and indomitable fighting spirit of each of its members in the face of overwhelming odds, upheld the highest traditions of the United States Naval Service.”

troops as necessary to fill up firing positions, and continue to fire the mortar.

I saw Construction Mechanic Third Class Shields on numerous occasions moving back and forth among the troops in his alert position—firing, controlling, encouraging, and carrying ammo to mortar positions. He displayed great courage during those early hours of the battle when incessant mortar, recoilless rifle, and small arms fire were falling into the camp area. Later—time unknown—the VC employed a flamethrower against the position in which I had formerly seen McCulley and Peterlin. At this point it was necessary to withdraw as many of our elements as possible before becoming decisively engaged.

I could not walk. My right leg was broken in two places and my left ankle was broken. Despite intense firing, Shields and SGT Taylor carried me to the District Compound.

During the Ranger Camp phase of the attack there was never any panic. Everyone engaged in the initial phase displayed great valor under unusually intense fire. I feel that all should be decorated for valor, that Shields is deserving of one of the highest awards, that LTJG Peterlin and Chief McCully surely must qualify for the Silver Star.

The full report of LTJG Frank A. Peterlin, CEC, USNR, praised the heroic teamwork of the men caught at Dong Xoai. The excerpts that follow relate specifically to that section of his report in which a number of Seabee personnel were recommended for awards by their officer in charge. LTJG Peterlin was still hospitalized when the Silver Star was pinned on him.

AT ABOUT 2345, 9 Jun 1965, I was awakened in the Special Forces "A" Team Camp at Dong Xoai. I grabbed my gear and ran to the west berm. When I arrived at the berm I saw Construction Mechanic Third Class Shields. He had been previously hit in the head by shrapnel and was bleeding from the head.

A few minutes after I arrived someone yelled that they needed ammunition. At this time Shields departed from the berm and went back into the camp which was being heavily bombarded with mortars and returned with two boxes of ammunition.

Shields then returned to the berm and continued firing at the enemy. In about an hour I left Shields and went to the west corner of the north berm where Steelworker Second Class Hoover was located. Hoover was hit by the initial mortar barrage also and had shrapnel in his leg, back and arm. Although he was in some pain, he continued firing both his M-14 and M-79 at the enemy from his post.

During the period of 0030 to the final attack at about 0245 I noticed Shields jumping from position to position firing at the enemy and he also went back for more ammo, at least two more times. At about 0200 he came to Hoover's and my position with more needed 7.62 and M-79 ammo.

At about 0215 SGT Dedmon came in support of Hoover's and my position on the west corner of the north wall. He had blood all over him and said he was hit three times. SGT Taylor had already patched him up and he was moving around agilely and yelled encouraging words to everyone. Previous to his coming to



LINE WORK—Seabees pour concrete for reinforced bunker at U. S. Special Forces camp up front in Vietnam.

my position he was on the north end of the west berm exposing himself to continued enemy fire.

When the final attack came at about 0245 I lost contact with everyone except Dedmon and Hoover when a flamethrower and many grenades came over the north corner of the west wall. I thought I saw the others fall back when I opened up on the wall where the VC were coming over.

I believe both Hoover and Dedmon opened up on the wall at the same time. Dedmon said, "Let's go," and as we got to the bottom of the berm I was knocked on my face by what seemed to be an explosion beneath me.

I crawled to the east side of the Headquarters Building where Dedmon and Hoover were waiting. Dedmon immediately said, "Try to get through the barbed wire while I hold them off." Hoover and I got through the wire around Headquarters Building and helped Dedmon through. The three of us then continued crawling the width of the camp past the Cambodian barracks to the north end of the east berm.

As the VC were storming the camp and fire was going over our heads, we rolled over the north corner of the east berm where we rested for a few minutes. We then continued crawling through thick weeds, concertina and barbed wire in a northerly direction parallel and between the east berm and the north-south road. The VC then took the east berm and there was heavy firing over our heads.

Builder First Class Dale B. Brakken, USN, takes the story from another vantage point. Wounded in action, Petty Officer Brakken received both the Bronze Star and the Purple Heart.

AT APPROXIMATELY 2345 the VC launched a mortar attack on the Special Forces Camp at Dong Xoai. At that time I was in bed asleep; one American was on watch in our compound (District Headquarters Compound).

There was no alert sounded and we had no previous warning of the attack. When the first round hit, I got out of bed, put my boots on, grabbed a shirt, ammo belt, and my M-14 and went to the District Chief's office.

All Americans were told to report to the District

BRAVE MEN OF DONG XOAI



Dale Brakken, BU1

Douglas M. Mattick, BUH2

James M. Keenan, HM2

James D. Wilson, CM1

BACK HOME—Fighting CBs of Dong Xoai answer questions at press conference after their return to Port Hueneme.

Office in case of attack; from there the District Chief would assign us positions on the wall or wherever the main point of attack was taking place.

We were assigned to the southwest corner bunker. When we left the office we had our personal weapons plus one M-79 and a 3.5 rocket launcher, which I carried to the bunker. At this time mortar rounds were still falling all over the compound and there was a lot of small arms fire with tracers going every which way, even straight up.

At the bunker I took the southwest gun port, Builder Second Class Mattick was at the west port and Construction Mechanic First Class Wilson on the north port, Specialist Fourth Class McLaughlin and Hospital Corpsman Second Class Keenan were at position just outside the entrance where McLaughlin could fire the M-79 and 3.5.

The VC were building up and had set up a machine gun, possibly a 30-caliber, in the school building about 200 yards to our southwest. McLaughlin killed at least one gun crew with M-79 rounds that he fired through the school windows.

AT THIS TIME the only light we had was from burning buildings and occasional illuminating rounds from our mortars. After an hour and a half or two hours we received a flare ship which was a big help; I think this was about 0130 or 0200.

AERIAL PHOTO shows CB-built Moc Hoa Strike Force camp. Seabees play big part building camps in Vietnam.



Keenan had been taken to District Headquarters to treat the wounded and I went outside to load the 3.5; I had been outside only a short time when our bunker came under concentrated mortar fire. One 60mm round hit about eight feet from McLaughlin and myself. The round knocked McLaughlin on his face and threw me a few feet against the bunker. McLaughlin received a small cut on the neck while I got nothing more than eyes and ears full of dirt. Hits were taken on all firing apertures and vision through them was impossible. Wilson had been thrown across the inside of the bunker when a mortar round hit his firing port. I believe he was hit with shrapnel at this point.

About 0230 Sergeant First Class Johnson ran to our bunker and told us that the east position of the camp had been overrun, that VC were all over that area and to fall back to the District Headquarters to make our stand. I grabbed an armload of grenades and took off. Mortars were falling all over the compound, but we all made it to the HQ without being hit.

Inside the building I saw that a few of the people had made it out of the other portion of the camp as it was overrun by the VC. They were Captain Stokes, USA, who was badly hit in both legs and unable to move or take command, Staff Sergeant Crowe who was on the PRC 10 radio maintaining contact with our air support, Private First Class Hand who was firing from one of the southeast windows, and Staff Sergeant Taylor who was in the east part of the building. All these men had been wounded several times.

THE SEABEES that made it to the HQ were Utilitiesman Second Class Eyman who had a large shrapnel wound in the left arm and shoulder and Construction Mechanic Third Class Shields who had been shot.

At this point I believed that all the other people in the east part of camp were killed.

We still had flare ships and fighters in the area but the flares were dropping about one kilometer to our east and were doing no good at all. Several times Crowe managed to call the planes back into position where they could bomb and strafe the walls. All through the remainder of the night and into the next afternoon we had wonderful air support. I believe the fliers did a real good job. There was everything that could fly around our camp; even the observation planes joined in and were firing at the Viet Cong.

At about 0300 the VC launched a heavy mortar and hand grenade attack against our position. All Americans had been wounded at this time, but they were all firing and throwing grenades through the windows and doors. All men were fighting except the captain who was unable to move.

The VC were on the walls all around the camp, firing and throwing grenades.

Between our building and the berm there was a tin-roofed barracks. The VC would stand on the berm and throw grenades over the barracks trying to get them in our doors or windows. We were shooting from our building through the barracks and knocking the VC off the berm as fast as they could stand up. I believe the VC thought we couldn't see them. I estimated at least 20 VC were killed in this way.

Eyman, even though badly hit, was putting up a good fight from his window. Wilson had taken a hit in the hand but was too busy to stop fighting. Shields was popping in and out the side door, throwing grenades back at the VC.

I HAD TAKEN A BULLET which went between the fingers of my left hand, taking a little meat with it. It glanced off my rifle, hit my right thumb, breaking the skin and spraining it, then bounced off and hit me in the groin and dropped on the floor. The round was still hot when I picked it up and put it in my pocket.

Through the remainder of the dark hours we were under constant small arms fire and an occasional grenade or mortar would hit the building and shake us up some.

I believed that if we could hold out till daylight that the VC would give up and go home, but when daylight came at about 0600 the VC didn't leave even though the air strikes got heavier.

The VC would mass for an attack time after time near our northwest wall. The planes would bomb, strafe and napalm them till they broke up, but 15 minutes later they would mass again.

By daylight the only heavy weapon we had left was the 3.5 rocket launcher. No mortars, no M-79 ammo and the 105 howitzers had expended their ammo long before daylight. All men were low on ammo. We tried to get an airdrop for resupply but we were unable to do so. Even if ammo and supplies had been airdropped,

we never would have been able to reach them without the VC killing us.

During the morning (about 0930 or 1000) the VC had set up another machine gun in the school building and were firing through the gate into our building. LT Charles Q. Williams, USA, asked for a volunteer to load the 3.5 for him, and Petty Officer Shields went with him. They ran to the wall near the front gate where they fired three or four rounds before knocking out the VC gun.

On the way back to the HQ building they were taken under fire by another automatic weapon from the west wall. LT Williams was shot in the lower arm and Shields took two in the right leg, breaking it and almost tearing it off.

PRIVATE HAND AND I went out to get Shields. When we reached Shields, he had pulled himself into a building and started to place a tourniquet on his own leg but had passed out. Private Hand was too shot up and weak to be of any help and I couldn't lift Shields myself. The VC was firing an automatic weapon into the building and things were flying all over the place. About that time Sergeant First Class Johnson showed up and Private Hand and I loaded Shields on his back and made it back to the HQ building.

Through the remainder of the morning Shields was laughing and joking and taking things real good.

The VC decided they wanted us dead so they began firing on the building with a 57 recoilless rifle but only one round came into the building.

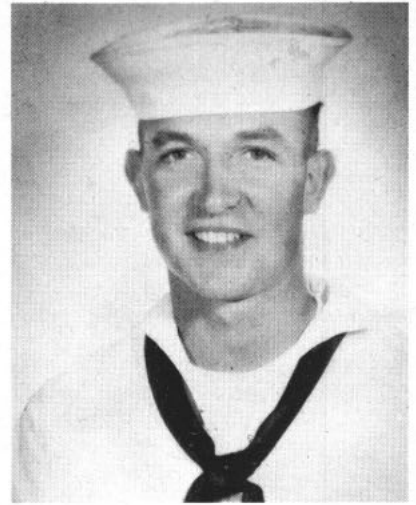
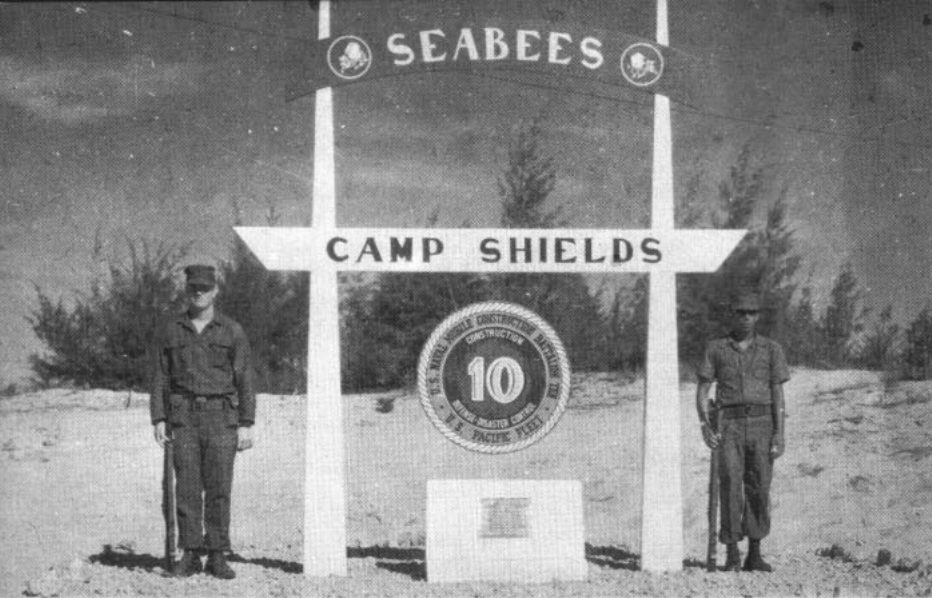
At about 1300 the VC started massing for an attack, so LT Williams had us fall back to the nearest 105 positions where about 20 South Vietnamese were holding out. The aircraft were called in to hit everything in camp except the 105 positions; we were still trying to get choppers in to evacuate us.

LT Williams took command after the captain was hit; it seemed to me he was the calmest man there. He constantly exposed himself to enemy fire without any regard for his own life. He was the bravest of the brave men at Dong Xoai.

Let's hear part of the report of Second Lieutenant Charles Q. Williams, USA, himself. He was awarded the

AT WORK—Sandbag bunker is constructed by Seabee construction unit working in forward position in Vietnam.





IN HONOR—MCB Ten named camp in memory of (Rt.) CB Medal of Honor winner Marvin G. Shields, CM3, USN.

Medal of Honor. Navyman Shields was also a recipient of the Medal of Honor. Here's what LT Williams had to say of Shields:

IN THE MORNING (10 Jun 1965), I asked for a volunteer to assist me in manning a 3.5" rocket launcher to neutralize the machine gun position to our immediate south. Petty Officer Shields immediately volunteered even though he had previously been wounded in the neck, face, and back.

He accompanied me on this mission with three rounds of 3.5" rocket ammunition. We had to move across an open area for approximately 100 meters under intense hostile fire. Upon arriving at our firing position, he acted as leader and we succeeded in destroying the machine gun position. Even though he had never functioned in this capacity before, he did an outstanding job.

Our return route was generally the same. Upon reaching a point approximately midway between our firing position and our initial position, we came under machine gun fire. Shields was hit in the leg and again seriously wounded. I managed to get him out of the line of fire and later evacuated to our strong point.

I consider this man a credit to himself, to the country, and to the military service.

Next we turn to Construction Mechanic First Class James D. Wilson, USN, for his action report. Petty Officer Wilson was awarded the Bronze Star.

SOME TIME AROUND midnight, possibly an hour earlier, a mortar round landed in our District Headquarters compound. I was on my cot asleep. This was the first I knew of any action taking place. To my knowledge, there had been no advance notice of an attack, or any indication of the massing of VC troops in the immediate vicinity.

I grabbed my shoes, weapon, and ammo and ran to the District Headquarters office, which was our pre-assigned assembly point.

A few minutes later we took positions at the southwest corner bunker of the camp berm as recommended by the District Chief. At this corner there were nine of us (Special Forces and Seabees).

During the next two hours we held this position and the entire camp was heavily showered by enemy small arms, machine gun, and mortar fire. Specialist Fourth Class McLaughlin, with Builder First Class Brakken loading the 3.5 rocket launcher, wiped out a VC machine gun position that had been set up in the old school building south of the camp.

We took one very close (within 10 feet) and two direct mortar rounds on our corner bunker. Looking back into the camp I could see that nearly all of the buildings had been damaged by mortar fire and some were burning.

Flare ships had arrived by this time and were dropping parachute flares for us but visibility was still very limited; because of the low ceiling the flares were burning above the clouds.

LT Williams ordered us to take cover and hold the District Headquarters building. Construction Mechanic Third Class Shields and Utilitiesman Second Class Eyman, who had been over in the Ranger Camp, showed up to help us move out and back into the Headquarters building.

During the first couple of hours the other camp had been overrun by the VC. The VC had set up mortar positions over there and were shelling us from that compound.

Once we were back to the Headquarters Building I saw that several of the Americans from the other compound had managed to get out and join us. Included in this group was the Army Team captain who had been seriously wounded. Shields and one of the sergeants had carried him from the other side. The executive officer took full command of all U. S. troops.

We took positions throughout the building; McLaughlin, Hospital Corpsman Second Class Keenan and I were at the north door. A grenade exploded just outside the doorway, wounding all three of us. Keenan helped me get a tourniquet on my left arm, then Builder Second Class Mattick and I took positions at a window on the north side of the building. VC were coming over the walls but not in any great numbers. They had massed outside the north and east walls of the camp but never charged in force.

About daybreak we began getting air support that

continued until we were picked up by helicopters early in the afternoon.

By the time we got out of Dong Xoai, every American had been wounded, killed or was missing. Some had been seriously wounded early in the battle, but continued to fight to the last minute.

Many examples of courage, bravery and heroism were shown. Second Lieutenant Williams, though seriously wounded, continued to fight, aid others and command the U. S. troops.

Shields exposed himself to heavy enemy fire many times to aid the wounded and resupply others with ammunition, even after he had been shot in the face. Keenan and the Army medic worked tirelessly on countless wounds under extremely dangerous conditions and still managed to aid in fighting, too.

Our radioman maintained contact with reserve units, armed helicopters, flare ships, rescue helicopters, and directed the strafing and bombing of our air support.

I don't know the names of all these—I was only at Dong Xoai one and one-half days before the fighting started and didn't get to know all of the men.

This is the statement of Builder Second Class Douglas M. Mattick, USN. Along with his Purple Heart he too wears the Bronze Star Medal.

I SLIPPED MY BOOTS ON, grabbed my shirt, rifle, and web belt and ran to District Headquarters Building. Mortars continued coming in and the men could be seen taking their positions, by the light of the mortar explosions.

All the Americans in the District Headquarters Compound (DH) mustered at the District Headquarters Building. Then we tried to raise radio contact with the old Ranger Camp where the other Americans were.

After determining the direction of attack, all the Americans in District Headquarters went to that point, which was the southwest corner. The other Americans brought 3.5 ammo and the 3.5 rocket launcher, and I carried two 3.5 rounds over and Specialist Fourth Class McLaughlin carried the M-79 along with extra ammo. I would guess this to be about 2355.

VC were spotted in the schoolhouse to the south of District Headquarters. McLaughlin would shoot M-79 rounds into the school and as the VC would run out, Hospital Corpsman Second Class Keenan would shoot them with the M-14.

Construction Mechanic First Class Wilson was looking out the north firing hole and I was at the west firing hole of the southwest bunker when, by the last seconds of flare light, I spotted one VC and Wilson spotted two VC coming up to about 20 yards from the berm. McLaughlin fired three M-79 rounds at them but they were too far out. As we never received fire from these men, I believe they were forward observers for mortar. I don't know what kind of communication gear they had. We lost them when the flare burned out.

Builder First Class Brakken was loading the 3.5 for McLaughlin when a 60mm mortar fell about six feet from them. It slammed Brakken into the bunker wall and threw McLaughlin. McLaughlin had a cut along the side of his neck.

Before this, Keenan had been called back to District Headquarters Building to treat some wounded.

Right after the mortar round that wounded Mc-



ALL IN THE JOB—Unidentified construction team hits dirt with weapons ready as Viet Cong attacks job site.

Laughlin, another landed on top of my firing hole, caving it in and throwing me back. One dropped on top of Wilson's firing hole which was approximately three feet from mine, caving it in and throwing both him and me back. Another round made a direct hit on top of the bunker. Several others landed within a few feet of our bunker.

Wilson and I continued to pick VC off the berm as they would come up to throw a grenade in or to come over the berm to get into the camp.

Some time after this a flamethrower came in from the west. I saw the flame twice out of my window. Wilson finally was able to shoot him four times. The flamethrower also received carbine fire from the room to the west of us.

Keenan had taken up a position just outside our door, watching the door on the north side of the building.

I saw Private First Class Hand in the southeast corner of the building at a window. He had come from the other camp and, though wounded, was using a carbine.

A 57mm recoilless rifle opened up from the northwest. We took three direct hits in front of the window and one came through and put a hole in the wall above Wilson's head.

I couldn't begin to count the number of mortars and hand grenades that went off in front of our window. The water tower stopped many grenades from coming in and this undoubtedly is what saved Wilson's and my life.

In the morning I saw Utilitiesman Second Class Eyman; he was wounded pretty bad. He needed more ammo, so I gave him a magazine. He, too, had come from the other camp.

During the day things were halfway quiet on my side of the building. VC were periodically coming over the berm and a few grenades coming in, also occasional mortars, but pretty slow compared to the night before.

Some time during the fight I received several slight wounds from fragments. Every American there had a wound ranging from a scratch to fatal.

The wounded kept the United States Special Forces medic and Hospital Corpsman Second Class James M. Keenan, USN, very busy. Both were wounded in this action and both were decorated for valor. Keenan, who



A STAR—Navy LTJG F. A. Peterlin, USNR, is presented the Silver Star for heroic action at Dong Xoai.

received the Bronze Star, reported the following:

I WAS AWAKENED by a loud explosion in the District Compound. Though not positive, I believe it was a 60mm mortar. Everyone was up immediately all over the camp. I got my gear and ran to the District Chief's office. We were told to take up positions in the southwest corner bunker and we did so posthaste.

Specialist Fourth Class McLaughlin and I were last to arrive at the bunker. Since there was not room inside due to South Vietnamese casualties already there, plus U. S. personnel, McLaughlin and I took positions outside and behind the berm. We were getting mortars and small arms fire all the time. At approximately 0020 we observed machine gun fire from the school and raking the camp.

VC ran out of the front of the building. One VC ran the other direction. Each time we fired, the mortars would drop near us, covering us with dirt, but no direct hit was scored at this time.

At approximately 0100 I was called back to the District Headquarters to attend to more injured there. I went back to the District Chief's office and noted much mortar and small arms fire coming into the camp. At the District Chief's office I found several wounded South Vietnamese—one already dead, two serious and one critical who later died.

I continued dressing wounds for about 45 minutes or an hour and people (American) started coming from the Ranger Camp, and I knew they had been overrun. Captain Stokes, USA, was seriously wounded, Construction Mechanic Third Class Shields hit in the face, Utilitiesman Second Class Eyman hit in the chest, PFC Hand hit in the arm; everyone was hit by fragments including myself. The people were pulled in from the bunker and we took up stations in the District Chief's office, covering all windows and doors.

The first grenades started going off shortly after this. The VC came up on our northwest berm and began throwing grenades over an outbuilding at the District Chief's office. We fired through windows and killed many of them. The flamethrower hit us around this time, but he was quickly killed by rifle fire from the house. Throughout the night we were hit by grenades, mortars, 57mm recoilless, .50- and .30-cal. machine guns, and heavy small arms fire. At this time the Sea-

bees were all low on ammo and we then all fired semi-auto only.

I don't know when the flare ships first arrived. I got most of my light from burning houses nearby, although there were lots of flares dropped and fired by mortars. We had communications at all times and had good, close air support. When flares came down I saw debris all over the District Chief's office; blood was all over the walls and in pools on the floor. We had no food and very little water left, so I tried to save it for the seriously wounded.

After dawn the VC did not leave; they resumed attack and again had machine guns in the schoolhouse.

Second Lieutenant Williams, USA, had command after Captain Stokes was wounded and he and Shields went out to the berm with a 3.5" rocket launcher and knocked it out.

Coming back, LT Williams was hit again, and Shields was critically wounded in the right upper leg. They were hit at around 0700. Builder First Class Brakken and PFC Hand went out and brought Shields back. There was very little I could do for Shields as all medical supplies were exhausted or destroyed. I made dressings and tourniquets from bedding in the house, and gave him morphine since his pain was severe at this time. I believe that if Shields could have been evacuated within three hours, he would have lived, but he suffered massive hemorrhage and shortly went into deep shock.

This rest of the day was a fire fight with snipers on our berm. The VC dropped mortars sporadically all day. At times they would mass on the berm but would be driven off by air support. At 1330 they began massing in great numbers and we were driven from the house to the artillery for a last stand. We called again for helos and called for an air strike on everything in camp except the artillery positions.

The distance from the District Chief's office to the artillery was approximately 50 meters. We had to cross a ditch and go under barbed wire. I carried Shields across the yard and across the ditch but I was unable to get under the wire with him on my shoulder and was forced to drag him the rest of the way. Builder Second Class Mattick helped me in getting him to the artillery from the ditch.

In the meantime the jets arrived and dropped bombs and napalm. While the jets were keeping the VC down, the choppers arrived.

When the choppers landed, Brakken, I and someone else carried Shields out to the aircraft. Shields was alive when we put him on the chopper but he was sinking fast. We were under mortar and small arms fire at this time. I was assigned to the second chopper but I just barely made it on the third. McLaughlin was hanging by his hands and was pulled aboard after takeoff. The wounded were evacuated to Saigon and Mattick, Brakken, and I came down later.

Of the small group of Navyman at Dong Xoai two were listed as killed in action: Construction Mechanic Third Class Shields, and Steelworker Second Class W. C. Hoover. Rounding out the lists of awards previously cited for the Navyman are two more Bronze Stars, one for Hoover and the other for Utilitiesman Second Class L. W. Eyman, USN.

They were all brave men at Dong Xoai.



Stand By for Shotline

"ON THE GREENE, stand by for shotline."

The crewmen were heads-up and alert even as the shotgun-propelled heaving line came across the destroyer's bow.

It was time to refuel and *uss Eugene A. Greene* (DD 711) has just pulled alongside one of several tankers the Navy has operating in the South China Sea.

Huge cables, wires and hoses were soon hanging over the foaming water.

Pulling, sweating and shouting orders back and forth, the sailors made the final hookup. Then, with only the noise of rushing water and squeaking pulleys, the men waited. An order was given. Then the "black blood" of a destroyer was pumped

from the oiler into *Greene's* tanks.

Quickly the tanks were filled and the hoses returned.

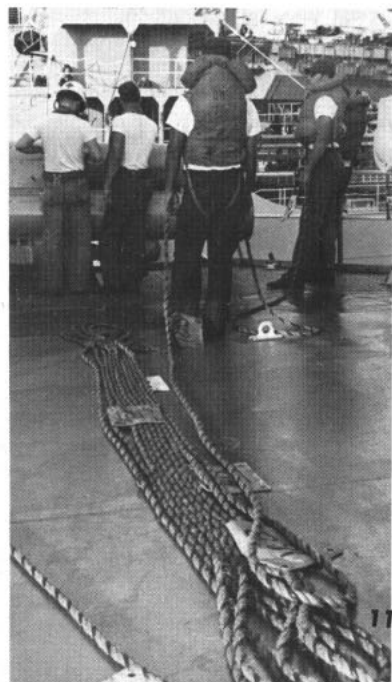
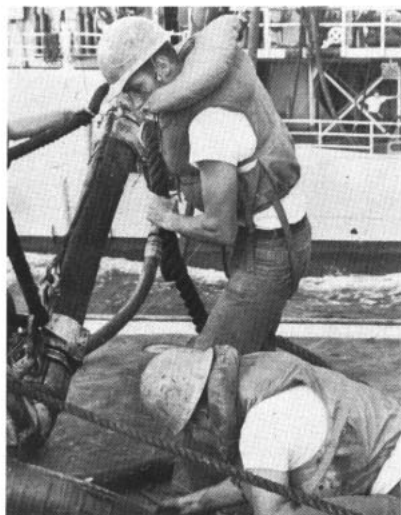
The ships parted.

In easier times, a tongue-in-cheek request would have been made for trading stamps. But not now, for this is happening daily in the Tonkin Gulf off Vietnam.

Clockwise from Top Left: (1) Crewmen work fuel hose toward DD's tank. (2) Unrep underway. (3) Connections are checked. (4) The communication line waits on deck for its crossing. (5) Last hose connection is made. (6) Destroyer *uss Eugene A. Greene* (DD 711) cruises Western Pacific.

—Photos by

Ralph Wasmer, PH1, USN.





BOMBS AWAY—Oriskany sailors push bombs over side to prevent explosion. **Rt:** Men move plane from port elevator.

'FIRE IN HANGAR BAY

Readiness in an emergency is a necessity in the life of every Navyman. All the training he has received is transformed into quick, accurate, methodical reactions, dedication to duty and, sometimes, heroism. When called upon in an emergency situation, Navy men will automatically become part of an integrated team bent on a single purpose—to accomplish the mission set before them, no matter how great the odds against them. This is what happened aboard USS Oriskany.

AT 0727 on 26 Oct 1966, crewmen of USS Oriskany (CVA 34) were engaged in air operations in the

Gulf of Tonkin. Planes were being checked before being wheeled to the catapults. Below, in the hangar decks, mechanics were making adjustments and repairs on the jets and helicopters. Machine shops were beginning to hum with the day's activity. Others about the ship were en route to their respective offices and shops to begin their work.

At 0728, the fire alarm sounded. Within seconds, Oriskany crewmen forgot their routine jobs and were running to help fight the blaze which suddenly threatened the safety of the entire ship.

While the fire hoses were being reeled out, rescue parties formed and

began searching nearby compartments and living quarters for shipmates who might soon be trapped by the fire, that was now raging out of control.

Plane handlers on the flight deck were moving planes aft, away from the catapult and forward areas of the deck, to prevent their loss. In the hangar bays, others were forcing their way through smoke and fumes to move Skyhawk jets and helicopters out of the fire area.

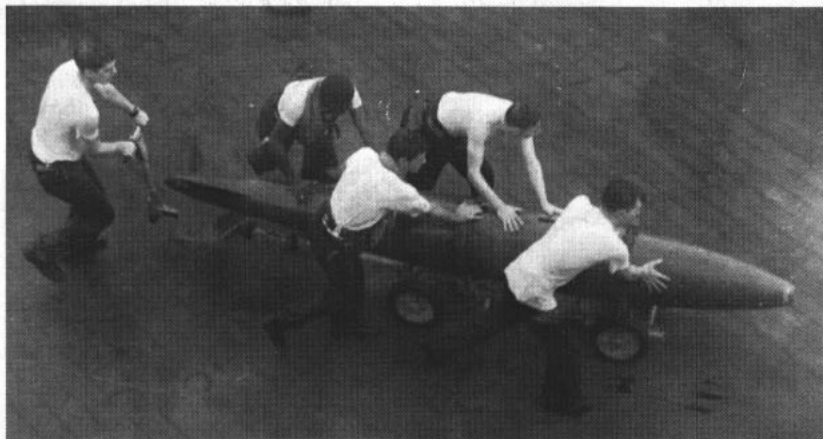
The fire had apparently started in a flare locker on the starboard side of hangar bay No. 1. The flames spread quickly, enveloping the forward interior part of the ship in a wrapper of caustic smoke, making evacuation of these areas extremely difficult. As the fire spread, it brought more danger with it as flames approached fuel supplies and bomb storage areas.

In less than half a minute the fire party, under the direction of Aviation Boatswain's Mate 2nd Class Henry Brooks, had hoses on the fire.

The intensity of the fire was so great it had eaten through the bulkhead of the hangar bay and was almost engulfing the firefighters.

SUDDENLY an explosion in the flare locker rocked the hangar bay. A huge ball of fire rolled through the bay, knocking the firefighters off

ORDNANCEMEN RUN toward side of flight deck to jettison bomb during fire.





JET WAS brought from hangar bay.

ONE!

their feet. Some of the men received burns, but remained on the job.

The fire spread to two helicopters and a storage area by the forward elevator, near the liquid oxygen storage space. Damage Controlman 2nd Class Billy Coleman and Aviation Boatswain's Mate 1st Class Noel V. Hartford inched their way into the LOX compartment with a two-inch fire hose. They were joined a few moments later by Lieutenant (jg) Robert R. Williamson, *Oriskany's* fire marshal, with another hose. Together they saved the space from destruction.

The entire hangar bay was now a mass of flames. Hoses strung from the forecastle and other forward areas burned through and others had to be brought from aft.

Earlier, Lieutenant (jg) Robert Davis, *Oriskany's* explosive ordnance disposal officer, had arrived at the scene of the fire and immediately cut the lifeline on the starboard side near a sponson. He and others cleared the area of bombs, then went up to the flight deck and began jettisoning bombs from the forward area.

Donning an oxygen breathing apparatus, LTJG Davis entered the gun mounts and passed five-inch ammunition to be thrown over the side.

BOMBS ON THE forward starboard sponson on the hangar deck level posed the greatest threat. Davis and



FIREFIGHTING FOAM covers starboard sponson as men pass hoses to hangar.

his men led two hoses down from the flight deck and played water on the bombs to keep them cool until they could be thrown overboard.

In a mass effort, the men pushed tons of bombs and other ordnance over the side to prevent them from exploding from the heat caused by the fire that was already engulfing many of the bombs.

The men were nearly blown over the side when the nearby flare magazine exploded, but they recovered and kept working.

At one point, 20mm ammunition, unseen in the heavy smoke, began exploding around the fire party as the men removed bombs and other ordnance from a *Skyhawk* jet.

Some of the injured men were carried to the flight deck, where they were put aboard helicopters and flown to the nearby carrier *USS Constellation* (CVA 64), which was standing by to augment *Oriskany's*

medical department as needed.

There were many heroes that day, but the non-heroic yet essential jobs were performed, too. A typical story is that of Engineman 2nd Class Earl Houston of Commander Carrier Division Nine.

When the alarm sounded, Petty Officer Houston called the staff's enlisted living compartment to make sure everyone was out safely. Then he and others abandoned the Flag spaces.

Houston checked the starboard staterooms until he was driven out by the heat. Then he went to the port side of the ship and checked rooms until stopped by bulkheads warping into the passageways.

After a brief rest, Houston returned to the disaster area, where he worked late into the night rigging emergency lighting, checking for breaks in electrical wiring and running emergency equipment.



STARBOARD SIDE of *Oriskany* is flurry of activity as water pours from hangar.

He has attended several Navy fire-fighting schools, "but never thought I'd have to use what I learned."

MARINE PRIVATE 1st Class Peter Mora is another example of the attitudes and accomplishments of

many men aboard *Oriskany* during and after the fire. Mora searched for survivors, directed hoses, checked for hot spots and noxious gases and directed survivors to safety through the smoke-filled passageways.

"There was so much happening

and so much that needed doing," he said, "that I can't remember any specific actions that I might have taken. I just kept moving, that's all."

Mora is credited with saving many lives. In one instance, he attempted to revive a fire victim by mouth-to-mouth resuscitation.

Still another sailor, Boatswain's Mate First Class Noel Hartford, appeared to be everywhere during the course of the disaster. When the alarm sounded, he ran forward on the flight deck, taxied two aircraft off elevator No. 2, ran the elevator down to the hangar deck and operated it while the first four planes were moved from the burning hangar to the flight deck.

He directed a firefighting party to the forecabin and instructed the men on the use of OBAs.

Alerted to the plight of a pilot trapped in his stateroom, Hartford swung a firehose, OBA and battle lantern to the man, then directed a rescue team to him.

After helping Billy Coleman wet down the liquid oxygen compartment, Hartford helped with bomb and ordnance removal near the blazing flare locker.

In the words of one officer, "It was amazing to see one man doing so much in so many places."

Lieutenant (jg) James Nunn and LTJG Davis used Scuba gear to rescue a man trapped in a pump room surrounded by water several decks below the hangar deck. The Scuba gear, ironically, belonged to the rescued man.

SO IT WENT throughout the day. In the three hours and seven minutes it took to extinguish the blaze, 43 men died, three were seriously injured (one died later) and 33 suffered various minor injuries.

Damage to the ship included the loss of two helicopters, varying degrees of damage to four *Skyhawk* jets, minor damage to hangar bay No. 2 and extensive damage to hangar bay No. 1, forward officers' quarters, catapults, the forward elevator and electrical circuits.

But, according to observers, it could have been worse. Credit was given to nearly everyone involved for their fast, accurate reactions to the alarm, their knowledge of what to do and the organization and direction of the firefighting, search and rescue and repair parties.

FDR Stays on Station Despite Fire

Also in the South China Sea the aircraft carrier *uss Franklin D. Roosevelt* (CVA 42) remained on station despite the fire in her fifth-deck paint locker.

The flash fire broke out in the late afternoon on 4 November, when Navy storekeepers were lowering hydraulic fluid and paint into the storage compartment. Eight men who had been handling stores below decks shut themselves into an adjoining space to escape the blaze.

Roosevelt firefighters went into action immediately, and the fire was extinguished in 16 minutes.

Conventional extinguishing methods had to be used because a more effective carbon dioxide system, though readily available, might have harmed the men in the space below.

About 15 minutes after the fire had begun it was out, but despite the fast work the first rescue party found the eight men dead of suffocation.

Material damage to the carrier was slight, so the fire did not hamper its operations. Shortly thereafter the carrier was once again carrying out missions in the Vietnam theater.

Captain John Iarrobino, *Oriskany's* CO, commended his men, in part, as follows:

"As terrible as this tragedy is, it could have been much worse. If it hadn't been for the courageous and daring actions of many of you, our casualty toll would have been much higher and damage to the ship and aircraft would have been much more extensive.

"There are many reports that I have heard, and I know I haven't heard them all, which describe officers and men risking their lives together to save shipmates, jettison bombs over the side, remove aircraft from hangar bay No. 1 and to battle the fire in the hangar and the forward part of the ship under the most adverse conditions.

"To all these men—to all who assisted in any way to bring the fire under control, to all who cared for the casualties and to all the repair parties who did such a magnificent job—I want to express my sincere thanks and admiration. Watching you react to this crisis . . . made me even more proud than I was before to be a shipmate of yours."

AFTER THE FIRE, *Oriskany*, damaged to the point where she could no longer stay on station, steamed to Subic Bay, Philippines, to recover from her wounds.

On 28 October, *Oriskany* crewmen stood in silent mourning as colors flew at half-mast in honor of her dead. A firing squad of Marines stood rigidly at "Present Arms" as the flag-draped victims of the fire were taken from the ship to a waiting aircraft for transportation to the United States.

A week later, *Oriskany* left the Philippines en route to the U. S. for repairs.

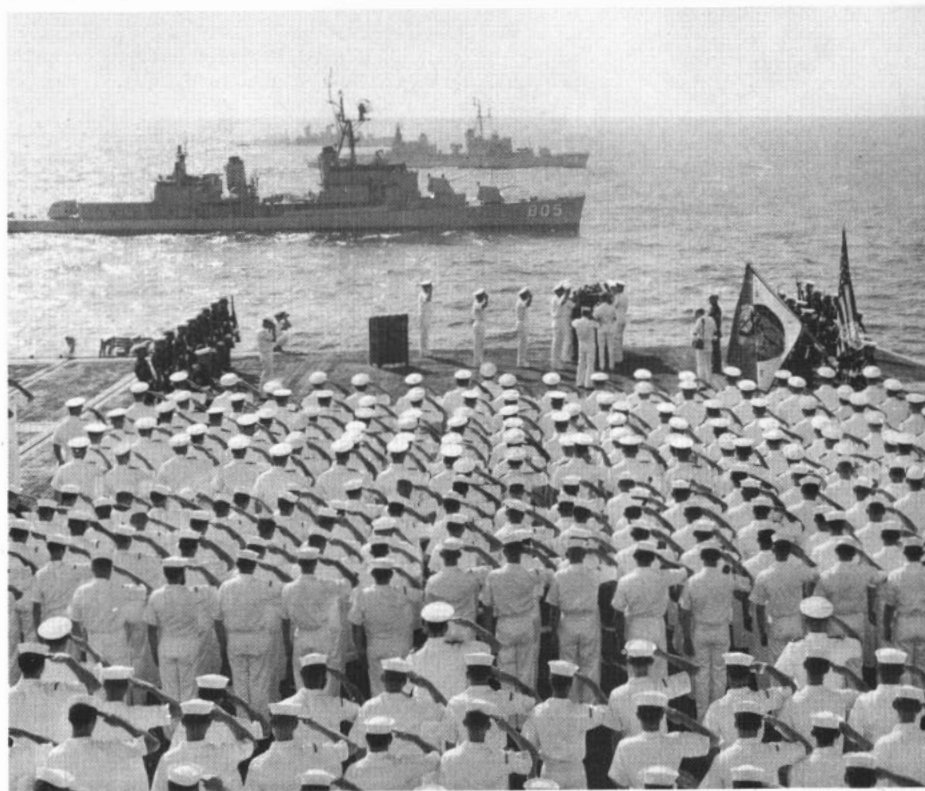
Memorial services were held at sea for the men who lost their lives. The ceremony was climaxed by a burial at sea of one of the fire victims. As the committal prayer was read, the seven-man Marine firing squad gave a three-volley salute.

The officers and men of *Oriskany* and her embarked air wing came to a salute as the mournful strains of "Taps" rang out over the water.

Oriskany's colors were then run back to full mast. The carrier and her escorts resumed normal speed and cruising formation, and headed for home.—Kelly Gilbert, JO2, USN



RESCUERS don Oxygen Breathing Apparatus before going into smoke-filled passageways. Below: Solemn services are held at sea for *Oriskany* fire victim.





EVERY NAVYMAN SEES IT AT LEAST ONCE—

Return to Treasure

AS YOU DRIVE ABOARD Treasure Island, in San Francisco, the first thing you notice is a large airplane hangar—but no airplanes. At the entrance to the hangar is a sign saying, “Twelfth Naval District Public Works Transportation Center.”

There is another hangar with a similar sign. There are also runways which haven’t been used for so long that no one even thinks of them as runways. And so it has been for over two decades.

If you are a newcomer to the island, you cannot but wonder what the story is behind some of these rather incongruous buildings which the Navy has adapted to its use.

This year marks the 25th anniversary of the Navy’s occupancy of Treasure Island. As old-timers in the area know, Treasure Island was built over a quarter of a century ago to provide a site for the Golden Gate International Exposition of 1939-40. The purpose of the exposition was to celebrate completion of the Golden Gate and San Francisco-Oakland Bay bridges.

TREASURE ISLAND is one mile long and three quarters of a mile wide. Its construction began in 1936.

Shoals from adjacent Yerba Buena Island were used for the basic foundation. Material for the island was dredged from the bottom of San Francisco Bay. The dredging served a dual purpose, since it increased the depth of the bay. This proved to be a great advantage to the many naval vessels and commercial ships navigating the bay.

A sizable sum of money had been provided by the city of San Francisco for construction of Treasure Island and the permanent buildings on it. This long-range investment was made with the idea, after the close of the exposition, of using the island for a metropolitan air terminal for trans-Pacific and transcontinental air transports. Those were the days of the four-engine flying boats, landing and taking off from San Francisco Bay. They were flying out of Treasure Island once a week in 1939.

As the World’s Fair neared its closing in 1940, the imminence of World War II influenced the future of Treasure Island. With traditional forehandedness, the Navy had been appraising Treasure Island well before the fair closed. Its 900-foot causeway linked it to the Bay Bridge

as well as Yerba Buena Island, which had belonged to the Navy since 1898. The island was highly desirable as a naval base because of its strategic location and close proximity to other naval activities in the area.

Negotiations were begun and, on 28 Feb 1941, Treasure Island was leased from the city and county of San Francisco to the Navy Department for a period of five years.

The next several months were devoted to clearing out the debris of the World’s Fair and converting enough buildings to make the island habitable until further improvements could be made. On 12 Jun 1941, Rear Admiral Hugo R. Osterhaus, USN, was assigned as Commander Patrol Force, and Navy men began reporting for duty and training.

Inshore and offshore patrols, coastal lookouts, mine forces and net defenses were rapidly being established. Busy months passed quickly, and it was not long until the attack on Pearl Harbor jolted the entire nation into action.

FOLLOWING THE ATTACK ON Pearl Harbor, there was a feeling among many on the West Coast that the enemy might attempt a landing, or

make air attacks. The vigilance of all coastal patrols of the northern sector of the Western Sea Frontier was coordinated in Treasure Island.

A naval history of the island during the war years gives a poignant description of its lagoon on the morning of 8 Dec 1941. It was jammed with miscellaneous small craft, fishing boats and yachts—all donated by their civilian owners for emergency naval patrol service.

Since our coastal tankers were the targets of enemy submarines, there was urgent need for gun crews and escorts. That was the mere beginning, however, for war in the Pacific meant a naval war.

Overnight, enlistments and recruiting figures soared. In the spring of 1942, the island's population and facilities were growing like mushrooms. New activities, new schools, new commands were coming into existence overnight.

Island

The pavilion which had housed the fair's food and beverage exhibit had been converted into a mess hall which fed 7000 men an hour. On occasion, it fed as many as 18,000 men in a two-hour period.

ACTIVITIES OF THE ISLAND continued to expand so that in the final year of the war, it was equipped to handle three times its original estimated capacity. During the course of the war, four and a half million Navymen passed through Treasure Island.

In addition to the permanent naval personnel assigned to the island, more than 4000 civilians were employed by the Navy. Their jobs



AT FIRST—Treasure Island looked like this during World Fair time, 1939-40.

ranged from secretarial work to truck driving.

The story of the expansion of every department for each activity on the island is a fantastic one. Messing, berthing, classroom spaces, recreational facilities—each was like a rubber band which was stretched far beyond its normal capacity.

A good illustration is the growth of the medical facilities. In July 1941, four medical officers and one dental officer had opened the first sick bay. In April 1942, the first dispensary was commissioned, but the need for medical facilities continued to expand until there were a total of five dispensaries holding sick call three times a day.

As another example, the Treasure Island post office started out by being operated by one chief petty officer and five mailmen. At its peak expansion, it had a crew of three officers, 112 rated mailmen and 80 civilian women. It handled an average of 205,000 pieces of mail each day, and transacted a quarter of a million dollars worth of money order and stamp sales a month.

MANY PRESENT-DAY NAVYMEN will not recall the term, Armed Guard, but the Armed Guard Center,

was one of the most interesting activities on the island. It was activated 12 days after the Pearl Harbor attack.

During the first days of the Pacific war, the Navy's most urgent need was the transporting of men, munitions and supplies to carry on the fight.

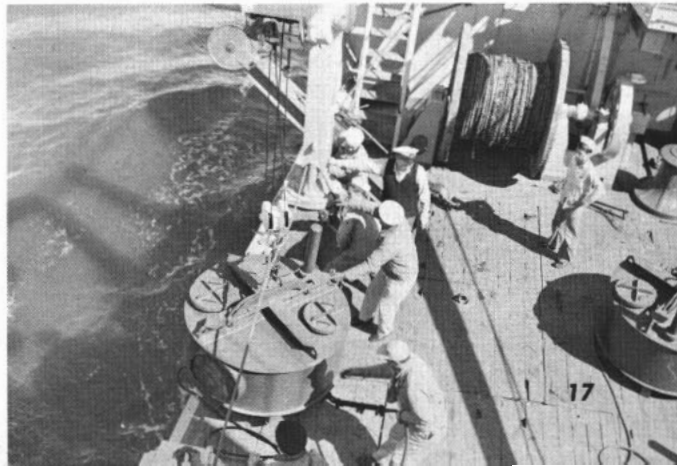
Every merchant ship and transport vessel that set a westward course required a crew of sharp-eyed gun-trained bluejackets.

The job of the Armed Guard Center was to assemble, train and equip these vitally important crews to protect the slow-moving, heavily laden cargo and troop ships from attacks by both enemy planes and submarines.

When the Armed Guard Center was established, it was estimated that its personnel requirements would not exceed 150 officers and 1200 men, both ashore and at sea. A year later there were over 400 officers and 8000 Armed Guard men on board merchant vessels and transports, plying their way across the treacherous Pacific.

Rumors on numerous sinkings resulted in Armed Guard men being singled out as men on "suicide duty." A facetious motto for the men was

ISLAND WORK—Big job in WW II was training guards for Merchant ships. Rt: Exercises at Harbor Defense school.





ON THE WAY—Navymen in South Pacific at end of World War II board transport headed for Treasure Island on way to becoming civilians again.

"Sighted sub . . . blub . . . blub . . . blub . . ."

The organization continued to grow until around its peak in June 1945, there were 45,000 enlisted men and more than 2000 officers attached to the command.

ANOTHER ILLUSTRATION of the island's growth was the Operational Training School. It grew from nothing into a "Treasure Island University."

During the war, Treasure Island U. trained more than 100,000 officers and men in the many aspects of shipboard operations. A similar story could be told about each of the wartime activities on the Island.

When the war was over, the Navy Department, because of its need for a long-range building program, sought to obtain Treasure Island on a permanent basis. However, the city of San Francisco did not want to give up the island.

Negotiations finally led to an arrangement whereby the Navy relinquished its land and improvements at Mills Field (now San Francisco International Airport) in exchange for San Francisco's land and improvements at Treasure Island.

The Navy occupied the island

without incident until the fall of 1962. That November, one of the San Francisco newspapers released a bulletin announcing that Treasure Island was for sale. It set off a flurry of speculations throughout the bay area regarding the probable future of Treasure Island.

The clamor was silenced on 8 Feb 1963, when Admiral George Anderson, USN, then Chief of Naval Operations, spoke to the Western Regional Navy League conference at a banquet in San Francisco. He called Treasure Island "one of the most important facilities we have on the Pacific Coast. As far as the Navy is concerned, we have every desire to keep Treasure Island."

A NUMBER OF POSITIVE MEASURES grew out of this publicity. From the standpoint of community relations, it was significant in that it caused the local citizenry to reappraise the value of the Navy's presence versus the use of the island for various proposed civic enterprises.

The Chamber of Commerce soon concluded that the Navy's \$39 million annual contribution to the local economy far outweighed any alternative use the city of San Francisco

might make of the property.

There are approximately 30 different naval activities located on Treasure Island. Among them is the Naval Schools Command, which trains about 3500 high-caliber enlisted men and officers in various technical specialties to fill difficult assignments in the Fleet.

In addition to providing headquarters for many 12th Naval District functions, it is also the home of Commander Western Sea Frontier. This is the major operational and logistic supporting command on the West Coast for the Commander in Chief, Pacific.

The islanders are perhaps proudest of the fact that it was the headquarters for the Navy's famous and highly esteemed naval hero, Fleet Admiral Chester W. Nimitz. In July 1963 FADM and Mrs. Nimitz selected Quarters One on Yerba Buena Island as their permanent home. The residency terminated with his death on 20 February 1966.

TODAY TREASURE ISLAND is geared to a slower pace than during the frenzy of wartime conditions. However, the dynamic strength of the Navy is apparent as you tour the island. The workday military and civilian population is now about 9000.

In 1963 the Department of Defense directed that 14 activities within the 12th Naval District be relocated to Treasure Island for more efficient and economical operation. These moves are in the process of being accomplished.

An extensive family housing program was also authorized in 1963 and is now in progress. A year ago the first increment of a 1500-family housing unit program was begun. Two hundred and forty units for the families of enlisted personnel are being built on Treasure Island and 60 units for the families of officers on Yerba Buena Island.

An elementary school will be built, along with increased recreational facilities. The additional activities being moved to the island will increase its population by nearly 600. The first increment of housing will add at least another thousand, bringing the island's total daytime population to over 10,000.

On its 25th anniversary, Treasure Island is an important part of the U. S. Navy.

—R. V. Whitfield, LCDR, USN(W).

BUILD UP—Dredges dig up bottom of San Francisco Bay to build an island.





DASHING—Drone Antisubmarine Helicopter is tied down after flight. Rt: Protector's-eye view of aircraft carrier.

SCREENING FORCE

A SEVENTH FLEET carrier operating in the South China Sea continuously launches her jets for military missions over North Vietnam. The ship is "mother hen" to her flock.

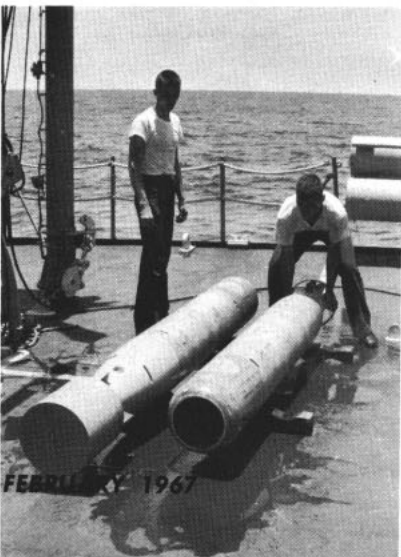
The flock, in return, protects her from air attack.

But the primary protection from a sea level or undersea enemy comes from a screening force of destroyers. One such destroyer is *uss Chevalier* (DD 805).

Chevalier is an ASW destroyer, particularly suited to escorting carriers; she carries out assignments as plane guard and ASW support ship. In addition to her duties as sub chaser and killer, the destroyer provides support fire for troops ashore.

Basic operations of the destroyer

MOCK FISH are used for ASW exercises against friendly submarines.



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have been modified slightly to conform to the necessary functions of a ship operating off the Vietnam coast. Her radar and sonar operators are now constantly on the alert for groups of small fishing boats, from which an enemy PT boat can suddenly dart toward the carrier. It is not until the fast, heavily armed boats leave the security of the fishing fleet that the radar sees them as anything but small blips.

By then, time is short. Since at least one of the ship's gun mounts is manned and ready at all times, firing can start in less than a minute. Within five, if the destroyer has that long to make a kill, the other guns are also training on the intruder.

Help is provided by the other destroyers and the carrier-based planes.

WHILE THE CONSTANT vigil against attack is being maintained, *Chevalier's* ASW training continues. Sometimes the destroyer is detached from screening duties to join U. S. submarines for battle maneuvers—search, contact, track, maneuver, attack and kill—and then the sub surfaces, ending another exercise.

When she goes back to the pack, *Chevalier* may take a turn as plane guard, steaming in the carrier's wake while the other destroyers screen.

The rescue squads man the bow, ready to bring aboard downed pilots.

Underway replenishments for fuel, stores, equipment and mail help to break up the monotony of long hours

of steaming behind the carrier. Daily mail call is held almost immediately after the hovering carrier helicopter has lowered the bag.

Off-duty hours are spent watching movies, reading, writing letters and playing the inevitable card games.

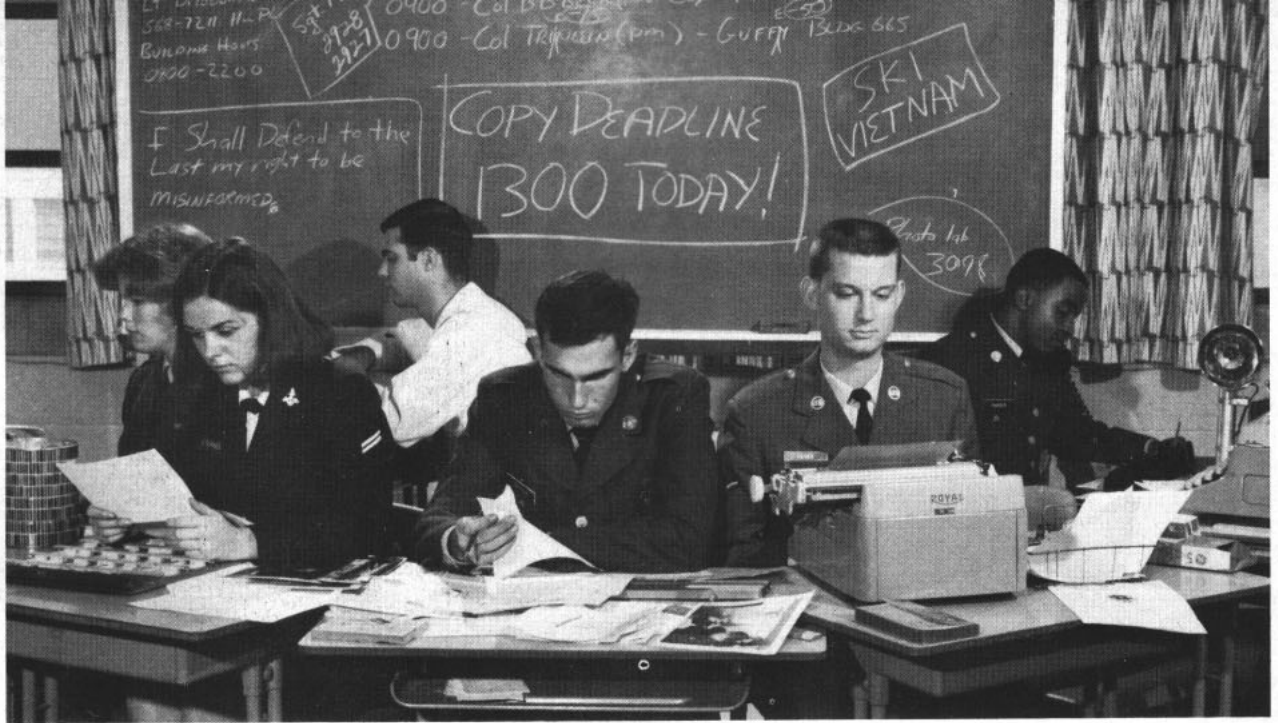
Drills, exercises and special operations serve to relieve the tedium of the patrols, and they insure efficiency and preparedness for any battle emergency.

As Commander G. G. Ely Kirk, *Chevalier's* skipper, says, "We train constantly, so we can be ready. Changes in the war could make today's training exercise tomorrow's battle plan."

When the battle plan is put into effect, *Chevalier* will be ready.

GREYHOUND'S TEETH—Crates of ammunition are supplied via highline.





JOINT EFFORT—Basic Military Journalist class teams students from all services to put out newspaper as a project.

INFO on DINFOS

THERE IS A concept in the military called "purple suit", and while it is a relatively new term, it is becoming better known every day.

The expression refers to any military operation that is joint in its administration and objective. At the Defense Information School (DINFOS), Fort Benjamin Harrison, Ind., that concept is already a large-scale working reality. Moreover, the Navy has a big role in it.

DINFOS is the training center for military information officers and enlisted and civilian information specialists for all five services, and the Defense Department. It also trains a limited number of military information personnel from other countries.

Graduates of DINFOS man Navy public affairs offices, Armed Forces Radio and Television (AFRT) stations, and they also produce ship and station newspapers around the world. Their aims are to communicate information within the military, and between the military and civilian publics; and to secure public recognition, acceptance and favorable support for the military mission and objectives.

Along with its predecessor schools, DINFOS celebrates this month the culmination of 21 years of military training schools that have graduated

more than 25,000 information officers, journalists and specialists. More than 5000 of those were Navy.

DINFOS was founded at Fort Slocum, N. Y., in 1964 by the Secretary of Defense. The merging of the Army Information School there and the U. S. Navy School, Journalist, at Great Lakes, Ill., brought the school into being.

Before DINFOS, the Navy, Marine Corps and Coast Guard trained their public affairs personnel at the Navy school at Great Lakes. The Army had its own school at Fort Slocum. The Air Force sent its personnel to the Navy and Army schools.

HOT COPY—Wire services keep school up to date with latest news.



IN THE COMBINED school, the Department of the Army functions as the executive agency, with an Army officer as the school's commandant. The office of assistant commandant alternates between the Navy and the Air Force.

Colonel John J. Christy, USA, holder of the Distinguished Service Cross, is commandant and his assistant is Navy Captain Richard M. McCool, Jr. CAPT McCool's service in World War II earned for him the Medal of Honor. Both officers have extensive experience not only in military operation but also in all levels of public offices.

The joint operation at DINFOS offers an over-all stronger curriculum than any of its predecessors. Its administrative and logistic support is also greater than ever.

The school combines ingredients of highly competent administrative and teaching staffs, practical instruction techniques and highly modern teaching facilities. The aim: To produce highly qualified information officers and journalists.

The DINFOS-trained Navy information officer and journalist receive an intensive curriculum involving all the communication arts and related fields: Journalism; speech; radio-television broadcasting; photo jour-



DISC JOCKEY—Wave Nancy Donaldson spins wax in school studios.

U. S. Army Information Service (USARIS) Information Specialist Course; DINFOS Basic Military Journalist Course; or Broadcast Specialist Course; or have equivalent military or civilian experience (an explanation must accompany orders); and at least 18 months of service upon completion of course.

- *Broadcast Specialist* (8 weeks). Here, enlisted students receive 298 hours of instruction, with 200 of them in Radio-Television.

Prerequisites are: Be a high school graduate; JO3 or above, JOSN if graduate of BMJ; others E-4 or above when assigned to broadcast duties, a good speaking voice free of impediments and dialects.

An important requirement and final determining factor for enrolling in this course is a tape-recorded audition by the prospective student. It is reviewed in advance by the staff and

DINFOS MANAGEMENT includes COL John Christy, USA, Commandant; CAPT Richard McCool, USN, Assist. Commandant; LCOL Shale Tulin, USAF, Director of Instruction; and MAJ William Alsop, Instructor in Policy and Plans Dept.

faculty of the Radio-Television Department to determine the applicant's voice quality and speaking ability. The tape should be six to seven minutes long.

The first two minutes must be an interview of the applicant preferably by an information officer. In the interview, the applicant should identify himself, his qualifications and experiences for the course and explain why he is applying. The next five minutes must present a newscast, including one or two spot announcements, by the applicant himself.

The newscast should involve current news items of the applicant's choosing. Prospective Navy students are urged to forward their auditions to the Director, Radio-TV Department, Defense Information School, Fort Benjamin Harrison, Ind., 60 to 90 days before the start of any scheduled Broadcast Specialist Course.

- *Information Officer, Basic* (8 weeks). This course offers commissioned officers, warrant officers and civil service employees (GS-9 grade or higher) 284 hours of instruction, with emphasis in Policy and Plans (81 hours), Applied Journalism (67 hours) and an equal portion of hours in the remaining areas.

Other prerequisites are: Bachelor's degree in journalism, public relations, English, communications or the social sciences, and/or a minimum of one year of military or civilian experience in information or public relations; typing speed of at least 20wpm; demonstrated ability to speak and write clearly and convincingly; evidence of personal interest in the field; and the personal qualities of a good service representative.

- *Public Affairs Seminar* (2

weeks). This course covers 75 hours of instruction, 40 of which are spent in Policy and Plans. This course also includes a field trip to the Pentagon, where the students are briefed by representatives of the Department of Defense and the Headquarters of the Army, Navy, Marine Corps and the Air Force on public affairs and information programs, policies and problems.

Prerequisites are: Commissioned officers, O-3 or above, assigned to a public affairs billet, and graduates of a 10B course; equivalent experience as an information officer or a full-time employee of the staff of a communications medium or a public relations staff; commissioned officers, O-4 or above, with no other requirements; or civil service employees GS-9 or above assigned to public affairs billets.

- *Broadcast Officer* (3 weeks). This course offers approximately 130 hours of instruction, with about 110 hours for officers who expect to be assigned to broadcasting outlets of Armed Forces Radio and Television or to Radio/TV-Audio Visual billets in information offices at major domestic or overseas commands, including such billets in the Pentagon.

Navy prerequisites: Commissioned officer in active service; must demonstrate an ability for command assignment; schooling or experience in Radio/TV broadcasting or management desirable.

The Navy has made many contributions to the curriculum at DINFOS. Three signal contributions are: The introduction of instruction in press photography; the increased emphasis in journalism; and the Quill and Scroll project where journalism classes are divided into militarily integrated staffs which produce an authentic ship or station newspaper from scratch. The latter project lasts from five to six days, and is conducted with minimum assistance from the instructor.

The Navy is also represented on the academic staff of DINFOS. Besides CAPT McCool, there are 21 other Navy officers and enlisted personnel at the school. Commander Henry B. Norton, Jr., is the Director of the Radio/Television Department. Lieutenant Commander Ralph L. Slawson is the senior instructor of the Applied Journalism Department. Lieutenant Commander Alice V. Bradford is a senior instructor in the Radio-Television Department.



nalism; military information policy and plans; international relations and government; and community relations.

THE SCHOOL'S academic organization is divided into five departments.

- *Applied Journalism*, through practical exercises, teaches all areas of news writing; military newspaper operations; and photo journalism, including still and motion picture photography.

- *Policy and Plans* introduces the directives guiding the release of military information; planning and implementing Navy public affairs programs and special projects; significance of Navy public affairs, and procedures toward solving public affairs problems; and public affairs operations and problems in Viet-Nam.

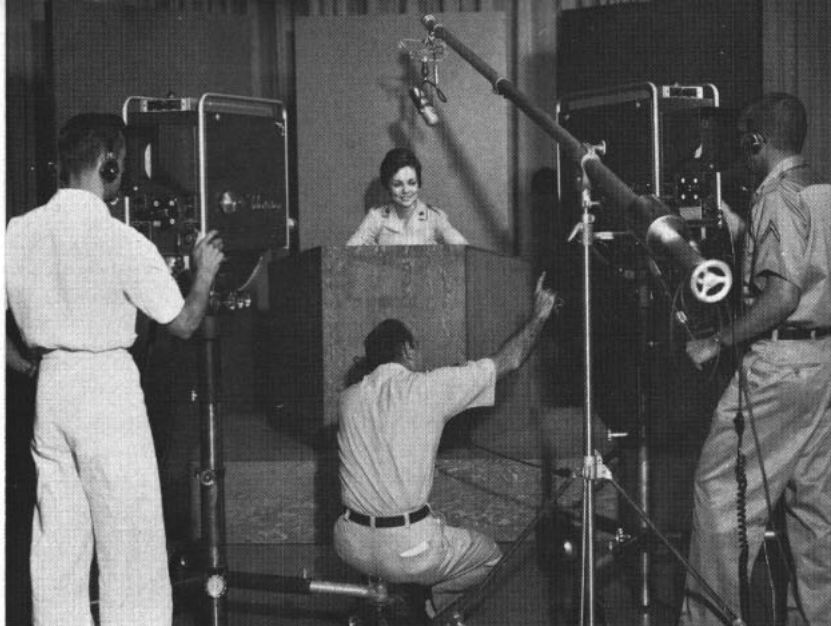
- *Research and Oral Communications* instructs through practical exercises in public speaking, military briefings, writing manuscripts and producing and using audio-visual aids to reinforce speeches.

- *Radio/Television* teaches the organization and operation of the Armed Forces Radio and Television (AFRT) stations; radio and TV script writing; planning and producing a radio-television program; operation of the most up-to-date black-and-white television cameras and electronic controls over the DINFOS closed-circuit network, WDIS; radio broadcasting; and video tape recording.

- *International Relations and Government* offers instruction in the nature of the United States government and its foreign policy; the history and philosophy of communism; the social, cultural, economic, geographical and political elements of foreign countries and how they may affect a military public affairs program; and current international and national problems.

DINFOS also has a guest lecturer program whereby eminent experts in military and civilian public affairs speak to its students. One of the first was the late James V. Forrestal, first Secretary of Defense. Heading the impressive list is the name of Dwight D. Eisenhower. Others include Arthur Sylvester, Assistant Secretary of Defense (Public Affairs) and television's John Daly, to name a few.

NAVY QUOTAS for DINFOS are controlled by the Bureau of Naval Personnel. Students are assigned in



PRODUCTION is part of training. Students at DINFOS learn to put on radio and TV programs over WDIS, the closed-circuit network, during basic course.

one of the following ways: (1) Directly from basic training, OCS or NROTC; (2) upon the recommendation of CHINFO before reporting to a public affairs assignment or between duty stations; or (3) upon the recommendation of a particular command.

As for the courses offered, a Navyman may be enrolled in any of six, with an Information Officer Advanced Course planned for future presentation. Each course includes instruction in all DINFOS departments, with particular emphasis in certain areas.

- *Basic Military Journalist* (10 weeks). This course offers the enlisted student intensive, well-rounded training. The majority of instruction

time (211 of 356 hours) is spent in Applied Journalism.

Navy applicants must: Be high school graduates; have an average GCT and CLER score of 110; type at least 20wpm; show proficiency in spelling and grammar; be motivated to write about and present a favorable impression of the service.

- *Advanced Information Specialist* (8 weeks). This course is designed for enlisted men E-5 or above. Its 286 hours of instruction strongly emphasize Radio-Television (82), Policy and Plans (72), and Applied Journalism (67).

Other prerequisites are: Graduates of either the Armed Forces Information Service (AFIS) Enlisted Course; USN School, Journalism, Class A;

IN THE BOOTH—TV master control room shows students and instructors at work recording newscast on videotape. Programs are played later for critique.



Lieutenant Joseph Lynch is an instructor in the Policy and Plans Department. Ensign Olive Cuthbertson is an instructor in the Research and Oral Communications Department. Photographer's Mate First Class Jay R. Berryman is the senior motion picture instructor in the photojournalism division. These and several other Navy instructors and staff personnel hold key positions in every area of DINFOS operations.

THE PRINCIPAL instructional tool at DINFOS is the practical exercise. Students perform in hypothetical situations: delivering speeches before their classmates; writing news stories against stiff deadlines; solving make-believe public affairs problems in class; writing back-to-back releases of one story for the newspaper, television and/or radio within a limited period.

"Students first find it difficult to adjust their thinking from newspaper to broadcast style," LCDR Bradford said. "But as they progress in the course, they receive joint assignments that help them to adjust to the various styles and to be able to transpose their writing on the spot.

"Through practical exercises we try to simulate as much as possible the live, pressure situations the student will eventually work in," she continued. "That way they make their mistakes here, understand their job better and make fewer errors in the field."

The purple suit organization at DINFOS may be seen in itself as an environmental practical exercise. Students of all five services, civilians and allied military personnel get the feel of working together and gain a better appreciation and deeper understanding of the part they all play in the military public affairs program.

"There are increasingly more joint staffs and operations in the Pentagon and military commands all over the free world," CAPT McCool said. "Many students leaving here go to work in operations of unified commands and must have the ability and willingness to do so successfully.

"DINFOS offers the type of environment and instruction that prepares military personnel for this experience, whether they work in public affairs or other areas," he continued. "I'm glad to be aboard. I think it's an outstanding operation."

—Story by Ensign L. J. Banks, USN

—Photos by P. Harden, U. S. Army

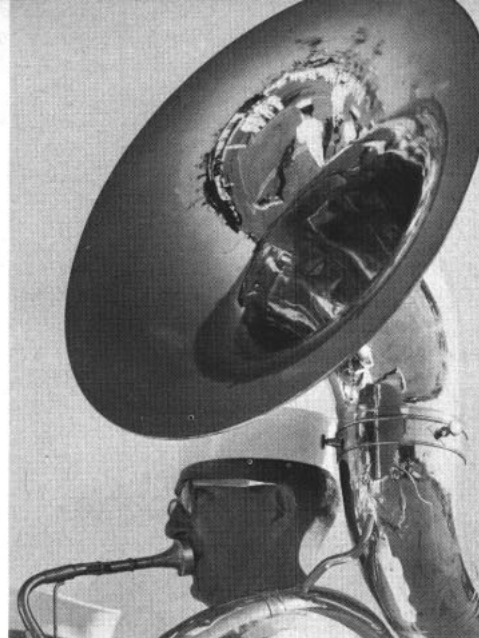
Teachers 1st Class, USN

Hundreds of Vietnamese are receiving a better education than otherwise might be possible, thanks to United States servicemen at Da Nang.

Navy men and men from other branches of the service teach English to Vietnamese students in classes which were begun two and a half years ago. When servicemen teachers became available, the classes increased in size from an original 20 to 1350 pupils.

There are 14 different levels in the school, ranging from grade school English to basic literature courses. The minimum age for admission to the school is supposed to be 16, but the regulation is bent at times when a prospective younger pupil seems unusually smart for his age.

The servicemen's students are varied—regular day time students, housewives and businessmen. They have one thing in common, however—a desire to learn more about the United States. Most of the students take their work seriously and several have been awarded American Field Service scholarships and a few are



SEE YOU A-ROUND—Ceremony aboard destroyer *USS Lloyd Thomas* (DD 764) is reflected in the round in tuba.—Photo by M. C. Rankin, PH2.

being considered for travel grants.

For the servicemen teachers there is teaching experience and a practical course in the Vietnamese language and culture. Most just enjoy helping other people when they can.

King Neptune, Senior Chief Commissaryman Glen W. Ryel, talks with Vice Admiral John J. Hyland, Commander Seventh Fleet, and Captain David H. Bagley, flagship skipper, before crossing the Equator ceremonies aboard USS Oklahoma City (CLG 5).



Tested Under Combat

Here is the latest series of reports on various Navy activities which round out the headlines from Vietnam. ALL HANDS continues its coverage of the background story coming directly from ships and units on the scene.

Winning Combination

Forty-three enemy sampans and seven junks were sunk recently by Navy crews of armed *Seawolf* helicopters and River Patrol Boats (PBRs) during a three-hour running battle in the Mekong Delta.

The battle occurred when the PBRs sprang a trap on a major Viet Cong troop crossing attempt on the My Tho River, about 47 miles southwest of Saigon.

Two VC were killed; there were no American casualties and only light damage was inflicted on the Navy boats.

As the junks were attacked, one exploded in a huge secondary explosion, sending debris and water 300 feet into the air. Another craft also disappeared in a secondary explosion.

Three enemy junks and three sampans were captured and towed to My Tho. Shallow water prevented the PBRs from reaching the remaining enemy craft.

The American force consisted of eight patrol boats and two *Seawolf* helos. The PBRs are based at My

Tho and the helicopters at Vinh Long.

NUC for Krishna

Time was running out.

Navy and Coast Guard patrol craft were sadly in need of repairs. If they didn't receive support soon their Market Time mission might suffer to the delight of Viet Cong infiltrators.

But timely support *did* arrive. The craft were repaired. The aggressor was repelled.

The hero in this instance wasn't a sleek, sea-churning dragon breathing fire to ward off the enemy. Quite the contrary.

She's *uss Krishna* (ARL 38), a pug-nosed, flat-bottomed ex-LST that probably would not make much of a showing in any warship beauty contest.

But to members of Coast Guard Squadron One, and to the crews of the eight Navy patrol craft that received her support, she's the queen of the Fleet.

What's more, *Krishna's* crew was awarded a Navy Unit Commendation for the untiring effort they displayed for nearly 300 days as they kept the boats in running order. Recommendation for the NUC came from the Coast Guard unit.

Before the landing craft repair ship arrived on the trouble scene, her crew made nine major structural

alterations on *Krishna* to facilitate repairs of the patrol craft.

These alterations were made during a three-week in-port period and while the ship was en route to the Vietnam area.

Newfangled Swamp Buggy

To the Viet Cong, it must look like a grounded UFO.

But to a native Floridian, the Navy's new Patrol Air Cushion Vehicle, being tested under combat conditions, is just an overgrown swamp buggy.

Ordinarily, a swamp buggy has either an aluminum or fiber glass hull. But the Air Cushion Craft (PACV) is designed with skirts made of woven nylon cord.

When these skirts are inflated, they raise the craft's hull about five feet which enables it to hover and move smoothly over crudely charted swamp areas.

Since the skirts are flexible, they resist rips and tears as the PACV moves through marshy ground at speeds up to 40 knots.

The craft, propelled by an aviation gas turbine engine harnessed to a variable pitch propeller, can operate for four continuous hours. Armament consists of one machine gun.

There are a number of these new hovering craft in Vietnam today. As part of their on-the-spot testing, they are used to stop VC supply movements along the country's rivers and coastline.

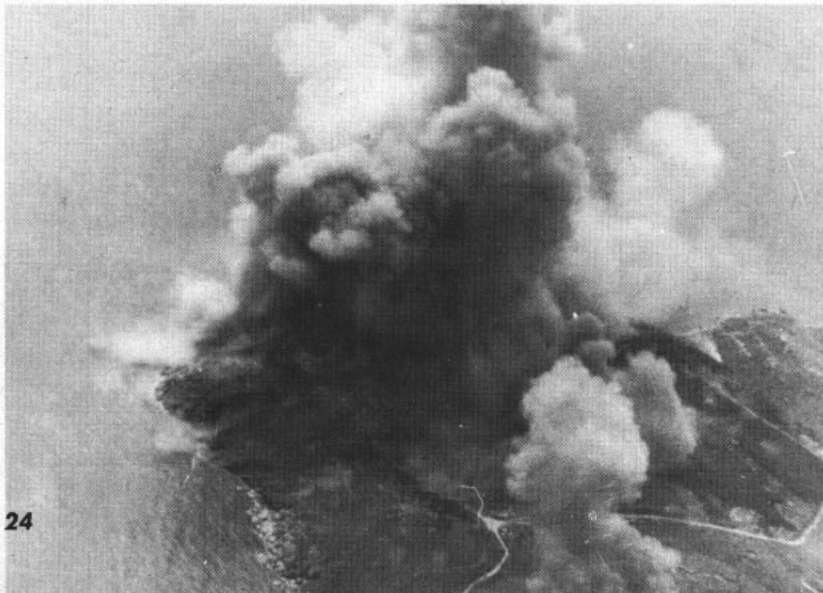
Vogelgesang Delivers

Twice within recent months, the destroyer *uss Vogelgesang* (DD 862) has extended her gunfire support mission off Vietnam to include delivery of supplies ashore.

Her first supply delivery consisted of eggs and canned hams to Navy-men and villagers at a fortified township at the mouth of the Thu Bos River. This transfer was made by a Navy *Swift* boat.

On another occasion, while awaiting a gunfire support assignment near the village of Vi Hien, the destroyer offloaded various food supplies and Handclasp material onto a Vietnamese Junk Force boat. The

BLOW UP—Smoke rises sky-high as Navy pilots from the aircraft carrier *USS Coral Sea* (CVA 43) score direct hits on the Cap Chao radar site area.



Conditions

Vietnamese sailors then distributed the supplies among the villagers on behalf of the American people.

This delivery consisted of canned meats, potatoes, soap, sewing articles and sundries.

Vogelgesang is a unit of Destroyer Squadron 32 and is homeported in Norfolk, Va.

New-type Foes for Viet Cong

During the Mekong Delta floods, the Viet Cong in Kien Tuong Province found a new enemy riding the crest of the flood waters.

Navy River Patrol Boats (PBRs) traveled across the flood-swollen canals and submerged rice paddies to sweep most of the vast, sparsely populated province in search of the enemy. Few Vietnamese and no other U. S. combat units had previously ventured into this area, according to the boat crews.

The PBRs' main mission was to search out the Viet Cong's abandoned campsites and bunkers. The Navy boats worked with the Vietnamese Civilian Irregular Defense Groups (CIDG) who are advised by U. S. Special Forces troops.

On six CIDG search-and-destroy operations the PBRs acted as a blocking force to prevent Viet Cong escapes.

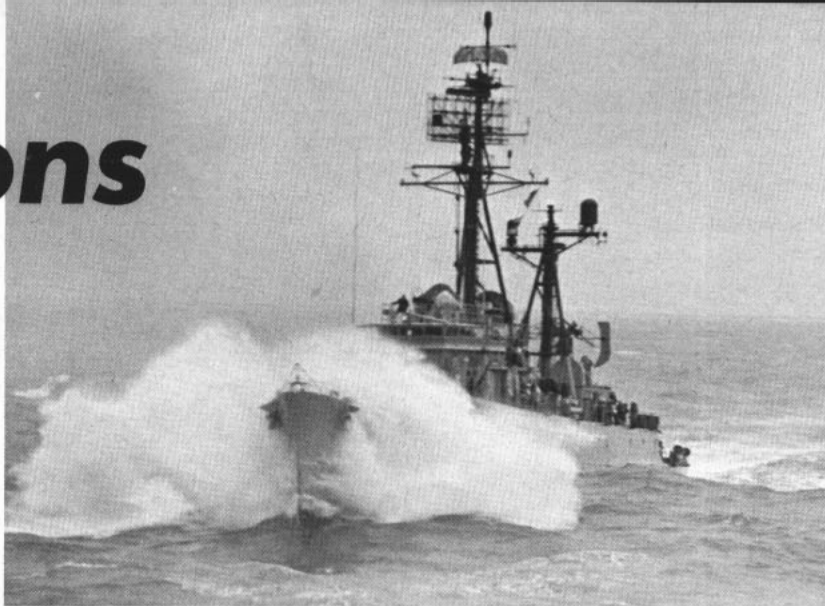
While on patrol on the eastern edge of the province, three Navy boats were engaged in the heaviest action of the operation.

On one occasion they were investigating two sampans crossing the Vam Co Tay River when 10 Viet Cong in a rice paddy opened fire on the boats. In the return fire from 50-caliber machine guns, two VC were killed. Others were believed wounded.

Shortly after the firefight began, a U. S. spotter aircraft arrived on the scene with a helicopter fire team following closely behind. The spotter detected a VC company in the area and immediately called for air strikes which were delivered by American fighters.

This action forced enemy sampans to move into the open along narrow streams leading to the river and the PBRs were quick to pick up the pursuit.

Together with CIDG troops in



ROUGH RIDERS—Destroyermen ride out rough weather in South China Sea.



READY TO GO—Skyhawk stands ready on cat aboard *USS Intrepid* (CVA 11) off coast of Vietnam. Below: PBR leaders receive briefing on day's operation.





BAD NEWS ASHORE—Guns of USS *Mullinix* (DD 944) and (rt.) USS *Chandler* (DD 717) give troops gunfire support.

small boats, the Navy craft intercepted the fleeing VC. Before the CIDGs searched the sampans, the Navy crews killed one of the enemy while wounding and capturing two others.

During the night four PBRs blocked the river to prevent any further Viet Cong attempts to escape.

Altogether six different VC campsites were searched by the patrol crews who destroyed 55 structures and six bunkers. Many of the structures were booby trapped and, when set afire, blew up in secondary explosions.

Nearly two tons of Viet Cong rice captured by the Navymen during their two-week sweep across the province was turned over to Vietnamese flood victims. Although flood relief was not their primary mission, the crews distributed over 1500 pounds of food, milk and soap to the outlying Vietnamese villages.

As the flood waters began to recede, the eight Operation Game Warden patrol boats returned to their bases at Vinh Long and My Tho on the Mekong River.

The success of their operation convinced the Navy Patrol Boat crews that they can use nearly any waterway to search out and engage the enemy.

And Bring Your Paint Brushes

The crew of *uss St Francis River* (LSMR 525) energetically loaded the ship's launch pads with rockets. After each volley was fired toward enemy positions, the Navymen repeated the loading.

This relentless routine continued for a week off the shore of Vietnam's II Corps battle area.

Finally, the enemy force scattered and became disorganized.

Finally, the rocket loading routine ended.

At last, there was a lull. The crew had a period of rest.

How did the *St Francis Rivermen* occupy themselves during this interim?

They painted a schoolhouse.

This display of enthusiasm and goodwill was a reciprocal gesture on the part of the Navymen. For after the fighting ceased, they were invited ashore by the civic leaders of Song Cao, a Vietnamese village which earlier had been threatened by the Viet Cong. Their advance was checked by the Navy ship's rockets.

In the village, the ship's crew visited many of the villagers' homes, their markets and schools.

One school in particular, the crew noted, badly needed a coat of paint. So the Navymen rolled up their sleeves and went to work on their day of rest.

Five hours and 15 gallons of paint later, the Song Cao school was resplendent in a new coat of desert sand-colored paint and bright green trim.

As a result, many handshakes, bows, and appreciation speeches (in French, Vietnamese and English) were exchanged before the Navymen left the village to return to their ship.

Before sunset that day the ship received word that the enemy had been seen staging his forces just a few miles south of the friendly village.

As soon as it was dark, *St Francis River* moved out of the village harbor and silently steamed to within 1000 yards of the enemy's position.

Once again the crew resumed loading the ship's launching pads with rockets.

Once again the rockets were sent streaking in a devastating barrage toward the Viet Cong.

St Francis Rivermen's day of rest was over.

Anywhere, Any Time, Anything

Anywhere . . . Anytime. That's the motto of Norfolk's Destroyer Squadron 32.

But after serving off the coast of Vietnam for nearly six months, perhaps "Anything" should be added to their motto.

True, destroyers have traditionally displayed their versatility in the Fleet. But in the waters of Tonkin Gulf and the South China Sea, the squadron greyhounds feel they added a few new dimensions to what destroyers can do.

Since the topography of South Vietnam consists mainly of steep mountains or thick tropical jungles, movement and placement of heavy artillery presents a problem. So destroyers along the coastline serve effectively as mobile field artillery.

Taking advantage of this mobility, the destroyer *uss Mullinix* (DD 944) provided gunfire support during the successful allied operation IRVING. She cruised freely up and down the coastal fringes of the battle area; her five-inch guns blasting enemy concentrations several miles inland.

In the operation, 681 enemy troops were killed and allied forces captured 690 others. The joint Vietnamese, Korean and American operation ended late in October.

As flagship of the squadron *Mullinix* was not limited to operating on the high seas. On occasion she steamed up the Saigon River where, with her five-inch guns she hit enemy emplacements and targets within 30 miles of the capital's city limits.

The destroyer also used her secondary battery of three-inch guns to clear main shipping channels in support of U. S. and Vietnamese troops.

The communists have often

learned the hard way to respect the squadron's firepower.

For instance, a large enemy force made the mistake of trying to take a friendly outpost which was within gun range of the destroyer *Stormes* (DD 780).

Directed by an airborne spotter, *Stormes'* gunners quickly lobbed 100 five-inch rounds on the aggressors, 225 of whom were reported killed.

Riding shotgun for truck convoys was another job assigned to DesRon 32. Route One, the main north-south highway in South Vietnam, runs along the coast. There are times when supply convoys on this route are in fear of being ambushed. As a countermeasure, destroyers cruise close to shore and parallel the route.

The squadron claims that not one truck convoy or outpost along the route was overrun while under the protection of its destroyers' guns.

The ships also performed a variety of other jobs. One night the destroyer *Conway* (DD 507) doubled as an emergency hospital ship.

She received an urgent message to supply medical aid to a wounded officer of a *Swift* boat that had been fired on by the Viet Cong.

Upon arriving at the scene, the destroyer's corpsman treated the casualty after which *Conway* called for a medevac helicopter that transferred the officer to a shore hospital.

Another unusual task for one of the squadron's destroyers involved the landing party from *Mullinix*.

They were helo-lifted to the small village of Mo Duc where, together with other U. S. troops, they provided the villagers protection from terrorist intervention during the Vietnamese national elections last fall.

The six-man team received and returned small arms fire during the night. One team member assisted in the capture of a Viet Cong terrorist.

Later, another team from *Mullinix* was sent ashore to the village of Can Gio, south of Saigon. However, instead of just machine guns and bullets, this team carried bandages and medicines into the hamlet.

While the ship's medical team treated nearly 75 patients, the landing party team kept a watchful eye on the surrounding terrain. Can Gio is located on the tip of a narrow peninsula and only a thin enemy mine field and barbed wire separate it from a known VC concentration site.

DesRon 32 also looks after its own.



ON A TIN ROOF—MCB One works on quarters for Marines at Da Nang.

It maintained an open door policy for all Navy and Coast Guard patrol boats off Vietnam.

Seagoing Hiltons

In fact, the destroyers claim they became known to the crews of these smaller boats as the Hiltons of the South China Sea. Since the boats don't have bathing facilities, their crews would board the destroyers for hot showers and meals, breakfast being the best drawing card.

Another destroyer delight offered the small boat crews was ice cream. Ice cream, it seems, is a delicacy among the boat crews who spend a good many hours under the hot tropic sun.

Ships of DesRon 32 that rotated to Yankee Station in the Tonkin Gulf had a different but an equally important function as did those along the coastline.

They usually were assigned to screen aircraft carriers conducting daily strikes over North Vietnam. This screening included anti-PT boat, antiaircraft and ASW protection.

At least one destroyer of the squadron steamed behind each carrier as a plane guard. Another task for which the destroyers were responsible was keeping track of all traffic over, under and on Tonkin Gulf.

Most of their duty in the Gulf was compounded by long hours and hard work. During such tours, the crewmen developed many imaginative ways to keep themselves occupied when not on watch.

Aboard *Vogelgesang*, for instance, a sort of tether-volley ball game was played. The game equipment consisted of a net rigged on the fantail and a tether ball with a string attached. The string made the ball a little awkward to serve, but without it the ball would have, on one occasion, gone over the side 40 times in a five-minute period (by official count).

Snake watching was another created sport. There is an unusually large number of sea snakes in Tonkin Gulf, and on *Conway* snake watching became a favorite CPO pastime.

THE PLOTTERS—U. S. Marine spotters come aboard *USS Chandler* to discuss the day's gunfire mission with Gunner's Mate Third Class R. C. Lyon, USN.



After meals, usually, one of the chiefs would make his way to the ship's bow, stand his watch, and then report his snake sightings to the CPO mess membership.

Not to be outdone, the off-duty signalmen on *Conway* developed a flying fish watch.

An officer in *Vogelgesang*, however, did more than just report the number of snakes he sighted. He used the slithering sea serpents for carbine target practice. According to the ship, the marksman never kept a record of hits, but his score was considered high.

Of all these various subjects DesRon 32 crewmen had to discuss toward the end of their deployment, the one subject which undoubtedly took precedence was how they planned to spend Christmas 1966.

The squadron was scheduled to return to Norfolk in mid-December.

Connie Meets Martha

An internationally famous gal named *Connie* temporarily postponed her Vietnam performance recently to allow an equally famous gal named Martha to demonstrate her act.

This spotlight switch took place on the aircraft carrier *Constellation* (CVA 64) (called "*Connie*" by her crew) when stage, screen and TV star Martha Raye performed during a special show for the ship's 3500-man crew.

Miss Raye was accompanied by guitarist Mike Bryan and drummer-bongoist Louis Garay, all of whom

were flown to *Constellation* from Saigon.

The entertainment not only provided *Connie* (and her crew) a pleasant break from her daily performance of launching air strikes against North Vietnam, but it coincided with her fifth anniversary.

The crew had doubts of doing any celebrating because of their busy schedule until they received word of Miss Raye's anticipated arrival.

Within three hours, *Connie's* men set up a stage in the carrier's hangar bay, shuffled aircraft, and shifted bombs to make room for proper seating arrangements.

After the main show in the hangar bay, Miss Raye entertained *Connie's* hospital ward patients before she returned to the Vietnam mainland.

Rescue Teamwork

If Lieutenant Commander Thomas Tucker of Light Photographic Squadron 63 is still praising the men who plucked him from the clutches of the Viet Cong last August, he does so justifiably.

His rescue was perhaps one of the more dramatic displays of heroic teamwork among naval aviators in Vietnam today.

The commander's near brush with death happened over North Vietnam's principal seaport, Haiphong Harbor, target site of a photo reconnaissance mission—LCDR Tucker's mission.

As he flew his F8 *Crusader* jet toward the coastline, the enemy sighted the plane's approach and

began firing shore batteries set deep back on the harbor shore. One of the shells ripped into the jet and the commander was forced to eject.

After his parachute opened, the pilot began drifting within range of a nest of six North Vietnamese motorized junks. By then, they had started firing at him.

It was at this point that the rescue teamwork developed.

Overhead, observing his fellow aviator's plight, was the downed pilot's wingman LCDR Foster Teague. He maneuvered his *Crusader* between the descending pilot and the VC junks to draw the enemy's fire. But the North Vietnamese pressed their aim toward the blossomed chute. LCDR Teague then opened fire on the junks.

As a result, one junk was damaged and its crew took to the water while the other five craft retreated from the scene. The *Crusader* pilot switched to the land targets and continued to strafe the enemy shore batteries as LCDR Tucker splashed into the water.

The downed pilot landed just 200 yards from the communist coast. Within seconds he inflated his life raft, climbed into it and began paddling seaward.

Meanwhile, a helicopter from Antisubmarine Squadron Six, based on the carrier *Keearsarge* (CVS 33), arrived on the scene in answer to a Mayday signal dispatched earlier.

At the helo's controls was Commander R. S. Vermilya who hovered his craft over LCDR Tucker in a hail of enemy gunfire from shore. CDR Vermilya kept his helicopter stable through the attack and the downed aviator was hoisted to safety.

For their part in LCDR Tucker's rescue, the pilot and crewmen of the helicopter have been recommended for decorations.

Speed Isn't Everything

Shot down: One MIG.

Probable loss: One MIG.

Words to that effect were part of a sortie report submitted recently by four Navy carrier pilots.

In essence, there's nothing here that would appear out of the ordinary. American pilots are proving their worth daily over Vietnam.

But the interesting fact is that the jet-powered MIGs were out-manuevered by propeller-driven *Sky-raid*ers, normally considered the un-



derdog in a supersonic air clash.

The four pilots are from Attack Squadron 176 which, last fall, was aboard the aircraft carrier *uss Intrepid* (CVS 11) off the coast of Vietnam.

The aviators were part of a two-unit support combat flight escorting a rescue helicopter after a downed U. S. pilot in North Vietnam.

As one unit of the flight approached the rescue scene, it was engaged by a flight of four MIG aircraft. The two *Skyraiders* broke away to draw the enemy into clouds covering a mountain range. Soon one of the pilots, Lieutenant (jg) James W. Wiley, found himself in a dogfight with three of the MIGs.

Although its speed is slower than that of the enemy jet, the *Skyraider* maneuvers more quickly. So with this advantage, coupled with LTJG Wiley's determination to remain airborne, he managed to get into an attacking position to fire a barrage of 20mm cannon at one of the MIGs.

A number of rounds smashed into the enemy aircraft and the Navy pilot reported seeing metal fragments break away from his target. Then a vapor began trailing from one wing of the MIG.

As the damaged MIG left the scene, the second unit of the U. S. support flight arrived only to have the remaining MIGs swoop down on the *Skyraider* foursome.

Lieutenant (jg) W. Thomas Patton, another of the Navy pilots, used the same maneuver as his fellow airman Wiley and rolled his plane into a dive to put an enemy jet in his sights. The dive gained additional airspeed for the *Skyraider* pilot and enabled him to close the gap between the MIG and himself. After that, it was just a matter of pulling the trigger.

LTJG Patton observed direct hits on the MIG and also saw metal particles break away from the rear of the fuselage. He pursued the MIG through cloud cover in time to see the enemy pilot immediately after he had ejected into the air. His parachute was beginning to deploy and the MIG's cockpit seat was falling away from him.

Later reconnaissance of the ground area below the dogfight scene showed a parachute believed to be that of the downed MIG pilot.

After the end of the engagement the Navy pilots rejoined and escorted the rescue helicopter back.



FRIENDS APLENTY—Destroyermen C. E. Hallings, SN, and R. R. Hall, BM3, are surrounded as they visit a Vietnamese village to help hold sick call.

Scholarship Program

Vietnamese children today and in the future stand a better chance of receiving an education, thanks to the efforts of Navy Chaplain Willard W. Bartlett.

Chaplain Bartlett has developed a scholarship program directed by the Vietnamese Education Scholarship Board. The chaplain is also responsible for founding this education board which is made up solely of Vietnamese citizens from the Da Nang area's four major religions. Its members include ministers as well as educators.

Funds for the scholarships are received from U. S. donors serving in Vietnam and from the donors' families.

Students are considered eligible for the scholarships on the basis of their scholastic merit and financial need. Those students selected, however, must agree to spend some time teaching children who do not have schools available to them.

Chaplain Bartlett has been interested in education for the Vietnamese since his arrival in that country in December 1965.

Practice Develops Perfection

Lieutenant (jg) Fred Litvin, aboard the attack carrier *uss Coral Sea* (CVA 43), undoubtedly agrees that practice develops perfection—especially as applied to pilot ejection from powerless aircraft.

Within 67 days, the naval aviator twice ejected over the Pacific, first off Hawaii last summer, and more recently off the coast of Vietnam.

LTJG Litvin's first practice session resulted when his aircraft flamed out because of an electrical and fuel system malfunction during an operational readiness training flight near the 50th state. A *Coral Sea* angel help made the rescue.

The Light Photographic Squadron 63 pilot's second practice session occurred after his RF8G *Crusader* jet received a hit from enemy ground fire as he was finishing a photo reconnaissance run over North Vietnam.

The damage in this instance caused the plane's oil pressure gauge reading to drop to zero. Fuel streamed from the fuselage and the jet's engine began to shudder from lack of lubrication. Then it caught fire.

LTJG Litvin headed his crippled plane toward the sea and the nearest Navy ship, reached for the *Crusader's* ejection curtain and pulled.

According to his wingman, the photo pilot made a textbook exit, and within 10 minutes was drinking coffee aboard a rescue ship where LTJG Litvin assured all hands that practice makes perfect.

How to Win a Silver Star

Three hundred yards from his jungle position, Hospital Corpsman Third Class Thomas A. Mullen saw a troop-carrying tractor hit a Viet Cong mine and burst into flames.

He raced to the scene to render aid to the wounded.

Suddenly, the air became filled with fragments from exploding ammunition within the tractor, but, despite this danger to his own life,



LOOK OUT BELOW—A Navy Huey searches enemy-controlled territory looking for junks and sampans moving VC men and supplies on Co Chien River.

Mullen continued treating the fallen troops.

Then the corpsman noticed a man who had become trapped inside the fiery vehicle. Mullen literally swam through waist-deep mud to reach the carrier, dove into the flames and pulled the man free. Then, with his bare hands, the corpsman smothered the flames from the victim's burning clothing.

While still treating the badly burned individual, Mullen used his own body to shield his wounded charge when more ammunition in the vehicle exploded.

This display of raw courage and utter disregard for personal safety won for Corpsman Mullen his nation's third highest combat decoration for gallantry—the Silver Star Medal.

Small Craft Operation

A typical small craft operation in Vietnam might read something like this:

A Navy *Swift* boat, spotting a cluster of 13 sampans, closes to investigate them and receives enemy small arms and automatic weapons fire from the beach.

Other Navy and Coast Guard units of the Market Time patrol join the *Swift* and pound the beach with 81mm mortar and heavy three-inch rounds.

Engagements like this occur almost daily for the Market Time and Game Warden patrols.

Along the coast, for instance, the

Market Time units have, in a week's time, inspected 3122 vessels and boarded and searched 2634. Of this number, six junks were detained along with 137 persons for further investigation.

Game Warden units on the inland waterways inspected 3589 vessels within one week, boarded and searched 3310 of them and held three junks and 109 persons under investigation.

It's For Real

A Navy minesweeping boat (MSB) was mined and sunk early in November by an enemy mine in

RIVER PATROL boat uses flooded canals to track down Viet Cong troops forced from hiding by flood.



the Long Tau River. Site of the sinking in the main ship channel to Saigon is about 11 miles southeast of the capital.

According to a report, casualties were described as heavy.

A companion MSB attempted an immediate rescue, but received intense Viet Cong small arms fire from the river bank.

This action brought Navy river patrol boats (PBRs), Huey helicopters and various Vietnamese Navy craft to the scene where the enemy force was subdued.

The wounded crewmen of the mined MSB were transferred to the Navy base at Nha Be by PBRs. Shortly afterwards, Navy salvage units began operations for salvage of the sunken craft.

At the time of the mining incident, it was the 15th VC attack against MSBs. These ships are units of Mine Squadron 11, Detachment Alfa, based at Nha Be. The squadron arrived in Vietnam last spring from their home base, Long Beach.

The 57-foot wooden boats, which carry a crew of six, are part of the Navy's Operation Game Warden force.

Progress in Son Thuy

Two Navy doctors, a dentist and six corpsmen are waging a professional battle in the village of Son Thuy, South Vietnam.

Their enemy is disease and ignorance.

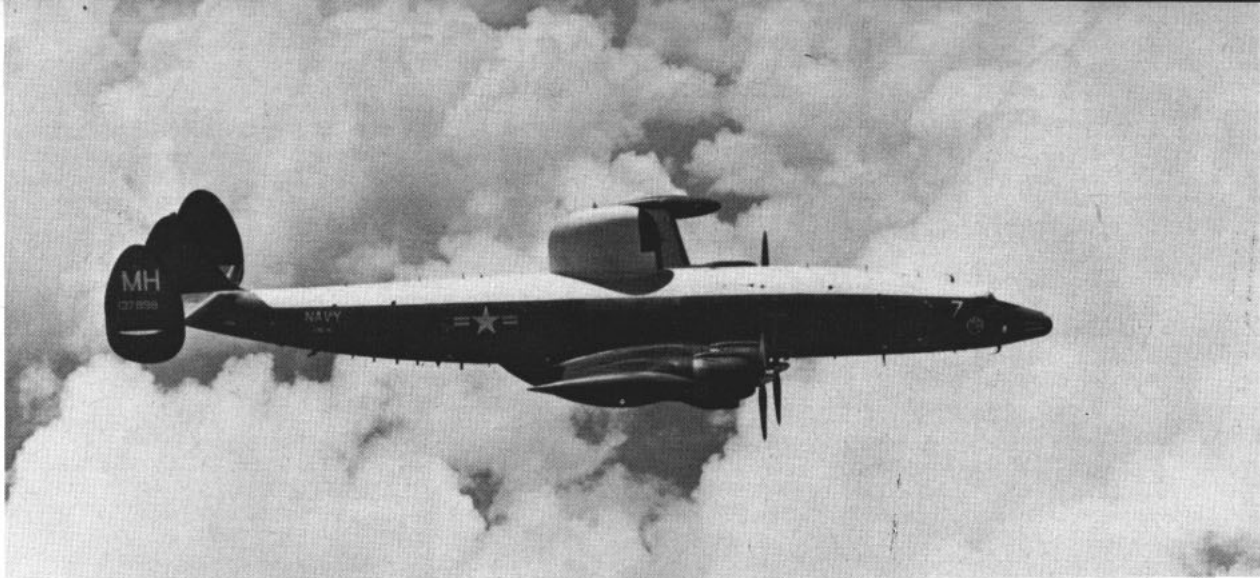
Their weapons are medicine, knowledge and understanding.

This specific battle is one of many Medical Civil Affairs Program missions carried out daily by U. S. medical forces in Vietnam. The purpose is to teach the Vietnamese the principles of sanitation and disease prevention as well as to cure those individuals who are ill.

Doctors give shots, the dentist fills teeth and corpsmen treat cuts and bruises. All of these professionals explain to the people the necessity for cleanliness in their daily lives.

Although their fight against ignorance is a slow and difficult one, the medical men feel they have made progress since they first visited Son Thuy last spring. They also feel their efforts are contributing to the defeat of the Viet Cong.

As one corpsman put it, "They are seeing the difference between what the Viet Cong *say* they will do and what the Americans *really* do."



Hurricane hunters fly over storm during hurricane tracking.

Rough Riders in the Sky

THE NAVY'S HURRICANE HUNTERS have a rough but rewarding assignment—helping to provide advanced storm warnings to the residents of the southeastern and Gulf states.

Flying over the Atlantic and Caribbean in the specially equipped Navy *Super Constellation* aircraft, they meet storms at 500 to 1000 feet above the water to gather data on wind force, direction and general composition of weather cells.

As they fly through hazardous weather into the hurricane's eye, they encounter winds of up to 150 miles per hour.

After gathering low level data, the plane, remaining in the eye, climbs over 10,000 feet where cloud formations are observed visually and by radar.

At strategic points from this altitude the hurricane hunters eject sondes that fall by parachute

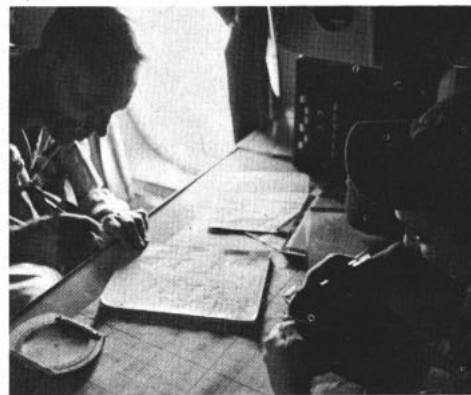
and relay atmospheric pressures, temperatures and humidity information back to the plane by Morse code.

After six or more hours at high altitudes the plane descends close to the sea once again to determine if surface conditions have intensified.

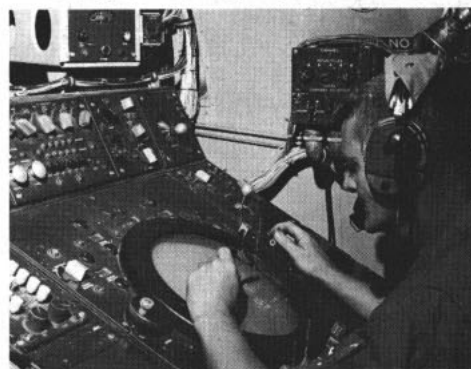
The patrol continues until the storm has blown itself out and is no longer a threat to life and property.

All information gathered by the roughriding crew is immediately forwarded to the Navy Fleet Weather Facility, Jacksonville, Fla., where it is evaluated and teletyped to the National Weather Center in Miami, Fla., for inclusion in the latest hurricane advisory.

These 15-hour reconnaissance missions are routine for the highly trained officers and men of the Navy's Airborne Early Warning Squadron Four (WV 4) during the hurricane season.



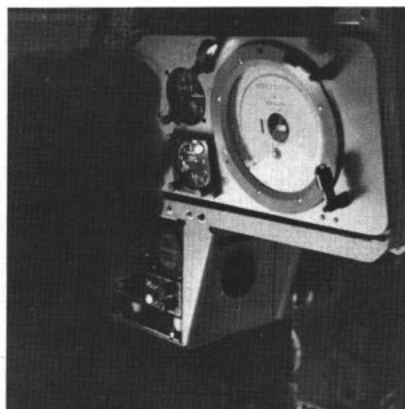
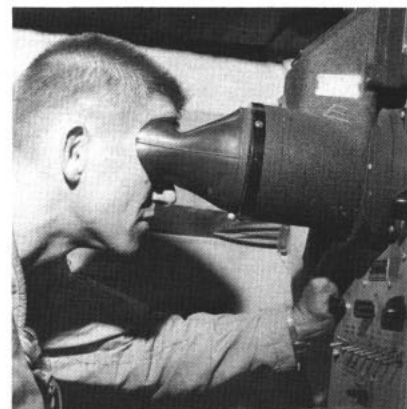
Navigator keeps log of position.



Crewmember plots storm on radarscope.

Crewman records storm through radarscope.

Pressure is watched while penetrating storm.



Radioman receives weather data at Jacksonville.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

APCs for Naval Aviators

New Navy aircraft such as the F-111B and A-7A will go to the Fleet with a new device called APC (for Approach Power Compensator). The APC accurately controls air-speed during landing—a job heretofore done by pilots. With the compensator, naval aviators can now concentrate on acquiring a glide slope to touchdown and arresting wire engagement.

The APC is getting operational experience under the toughest possible operating conditions—the Gulf of Tonkin and the South China Sea off Viet Nam. Here, Navy and Marine Corps pilots not only suffer from fatigue after their missions are completed but must also cope with deteriorating weather, rough seas and poor visibility.

Under such circumstances, the APC has significantly reduced the landing accident rate aboard carriers during the critical last seconds before touchdown.

In addition to all new planes, the device is being installed on existing Navy first-line carrier-based jets. Installation has already been com-

CAUGHT WITH HER FOIL DOWN—Foils are installed on *Plainview* as ship nears completion. Finished foilborne vessel will be capable of 40 knots.



NEW STAR—Seaman Paul W. Daggett highlighted squadron training program at Roosevelt Roads, P. R., by reenlisting for six years in STAR.

pleted in F-8 *Crusader* and RA-5C *Vigilante* aircraft.

The Federal Aviation Agency and commercial airlines are considering using the APC as part of proposed all-weather landing systems.

Ten for Ten for Brooke

Ten advancements out of 10 tries would be a good record for men in a critical, wide-open rating. For boatswain's mates, it's outstanding.

Since *uss Brooke* (DEG 1) was commissioned in March 1966, the boatswain's mates of her first division have been 10 for 10 in shooting for crows. That's good shooting, even for a guided missile ship.

The 10 were: Duane J. Schinn, advanced to BMC; Robert T. Alexander, BM1; William P. Swistok, BM2; Richard R. Dubuc, BM3; Terry D. Ming, BM3; Jerry A. H. Buessow, BM3; David A. Tarrence, BM3; Bobby G. Brown, BM3; Thomas J. Thomasel, BM3; and James A. Elliott, BM3.

Lantflex 66

An Atlantic Fleet exercise, *Lantflex 66*, involving 94 ships, 19 air squadrons and 5000 Marines, was held recently in the mid-Atlantic and Caribbean. Vice Admiral Bernard A. Clarey, Second Fleet commander, directed the exercise from his flagship, the heavy cruiser *uss Newport News* (CA 148).

The exercise was scheduled to test and sharpen the operating effectiveness of Fleet forces. Operations included carrier striking force, mine and antisubmarine warfare, surveillance, sea blockade, and antisea infiltration.

The Navy's newest attack carrier, *uss America* (CVA 66), two anti-submarine warfare carriers, and 25 destroyers were among the many ships taking part in the exercise.

During the landing phase of *Lantflex 66*, new amphibious assault techniques were tested by the Atlantic Fleet Marine Force. The Marines deployed via helicopter and landing craft, supported by jet aircraft of the Second Marine Air Wing.

Camp Haskins

One could spend an hour groping for words to explain what leadership is. Often, a cogent example will describe it better.

Builder Second Class Donald D. Haskins, USN, lost his life when Viet Cong guerrillas launched a mortar attack on his Seabee unit, camped about three miles south of Da Nang.

Petty Officer Haskins was a squad leader with Mobile Construction

Battalion Nine. There was a sudden mortar attack. He was directing his squad to take cover when he was hit by enemy fire.

In a recent ceremony, Haskins was described as displaying the ultimate trait of leadership, in that his last thoughts were for the safety of his men.

The ceremony was to dedicate Camp Haskins, new headquarters of the 30th Naval Construction Regiment, northeast of Da Nang.

Pemberton House Launched

Ground was broken in Philadelphia recently for the reconstruction, in Carpenters' Court, of the once famed Pemberton House. Between 1774 and 1800, the Carpenters' Hall served as the Pentagon of the young United States. Pemberton House occupied a corner of Carpenters' Court from 1775 until 1812, when it was destroyed.

When construction is completed, the authentically reproduced Pemberton House will serve as a museum for Army and Navy historical displays.

More than 12 years of research on historical building in the vicinity of Independence Hall have helped planners make an accurate reconstruction and give the museum an authentic atmosphere.

Panoramic and dioramic displays and exhibits will dramatize the birth of the Navy, its role in the War for Independence and the growth of the Navy during the latter part of the 18th century.

The daring exploits of John Barry, Nicholas Biddle and John Paul Jones will also be dramatically portrayed, as well as the Barbary Wars and the War of 1812.

Carpenters' Court, in which the museum is being built, is a small section of the Independence National Historical Park at Philadelphia. When the museum is completed, it will be maintained by the National Park Service.

Floating Sanctuary

Formal ceremonies ordinarily mean little to a fighting man in a combat zone. A recent recommissioning ceremony in New Orleans, La., however, may be different.

The hospital ship *USS Sanctuary* (AH 17) was brought back to active duty, and she will soon be joining *USS Repose* (AH 16) off the coast



VERTREP AT WORK—Sea Knight helicopter hovers over flight deck of *USS Mars* (AFS 1) during underway vertical replenishment of *USS Kearsarge*.

of Vietnam in providing fast, efficient treatment of wounded men.

Before recommissioning *Sanctuary* underwent extensive modernization and refurbishment.

The floating hospital now has 750 patient bunks, three major operating rooms, five minor operating rooms, a frozen blood bank, and X-ray and dental facilities.

She has two commanding officers and two separate crews—one of each for the ship and the naval hospital.

The ship's medical crew includes 24 doctors, 29 nurses, three dentists, seven Medical Service Corps officers, two Red Cross representatives, and 258 enlisted hospital staff personnel.

Seventeen officers and 358 enlisted

men make up the ship's crew.

Sanctuary was originally commissioned 20 Jun 1945, and first sailed from Norfolk, Va., on 31 Jul 1945. She arrived at the Panama Canal on 5 August, and was heading for Pearl Harbor when news of the Japanese surrender came. While this meant the end of fighting for combatant ships, it was only the beginning of duty for *Sanctuary*. During her 14 months' active service, she traveled 90,000 miles, and carried 1800 liberated allied prisoners, 877 patients, and 967 passengers.

Sanctuary was decommissioned and assigned to the reserve fleet on 15 Aug 1946.

Junk at Coronado

Sailors at the Naval Amphibious School may have been mildly surprised to see a 41-foot junk at Coronado, Calif. Nevertheless, it was there for a good reason.

Each day, *Swift* boat crews patrolling Vietnamese coastal waters investigate several thousand junks. The new addition to the Coronado scene will enable U. S. Navy men to perfect their board and search techniques before they arrive in Vietnam for duty aboard a *Swift* in Operation Market Time.

The junk is the first of three to be sent to the United States for training purposes. It was a gift of the Vietnamese Navy and had once been used for coastal patrols with the Junk Force.

The junk was refurbished in Viet-

SYMBOL of communications at NavComSta San Miguel, Philippines, a Moro drum changes hands, along with change of command as CAPT Deibler (r) relieves CAPT Romanick.





GOOD LUCK—Navy parachutists Jim Thomann and John Cadwallader shake hands before going up to set Antarctic free fall record with jumps of 9700 ft.

nam, then loaded aboard *uss Tor-tuga* (LSD 26) for the trip to Coronado.

Record Polar Jump

Navymen Jim Thomann and John Cadwallader have broken the free fall parachute record in Antarctica. The two jumped from 9700 feet while performing routine training

jumps near McMurdo Station.

The men are members of the Air Development Squadron Six parachute rescue team. Jim Thomann is a second class aviation electrician's mate. John Cadwallader is a second class air crew survival equipment-man.

On the record jump, the men were carried aloft by a LH-34D *Seahorse*

helicopter. They dropped through the cold air above the Ross Ice Shelf for 48 seconds before opening their chutes at 2500 feet. Both landed on target.

Jim Thomann enlisted in the Navy in 1960 and began parachuting the following year. In 1963 he became a member of the Chuting Stars. His highest jump to date is 19,600 feet, including free fall, and was performed in Milton, Fla. The record jump at McMurdo was his 497th.

Thomann is a licensed jumpmaster in the Navy, has made three deployments to Antarctica and has 12 jumps over the ice.

John Cadwallader has been jumping since 1962. He has made two deployments to the ice and has accumulated 14 jumps over Antarctica. He is also a licensed jumpmaster.

John's highest free fall jump was 18,000 feet over Maine in 1964. The Antarctica jump was his 139th, most of which have been performed while a member of the para-rescue team.

Both men used the small para-commander parachute for the record performance. They prefer the 25-foot red, white and blue parachute because it provides a slower rate of descent to the ground.

Connie's Flying Squad

There's a flying squad aboard the aircraft carrier *uss Constellation* (CVA 64) which never leaves the deck.

The squad may have trouble becoming airborne, but it flies through the ship in no time at all.

It's a modern-day, streamlined, fire department.

It consists of 14 well trained men experienced in damage control procedures who serve as the crew's vanguard in controlling fires.

The unit was founded, claims *Constellation*, upon the theory that over 85 per cent of shipboard fires can be extinguished by a few select men rather than the entire crew, if discovered soon enough.

For instance, when the alarm is sounded, be it day or night, wherever they may be, the squad races to meet the call. This alarm also signals the rest of the crew to clear the passageways and to stand ready if needed.

Meanwhile, the squad has just four minutes in which to arrive on the scene and notify Damage Con-

trol Central of the fire's extent, and whether or not assistance is necessary. If no report is received within this time limit, the ship's crew is automatically called to fire quarters.

Before the inception of the flying squad, all hands on the carrier were called to quarters when the alarm was sounded. Everyone leaped



from their bunks or hastily deserted their mess trays or scampered from the evening movie to their emergency stations.

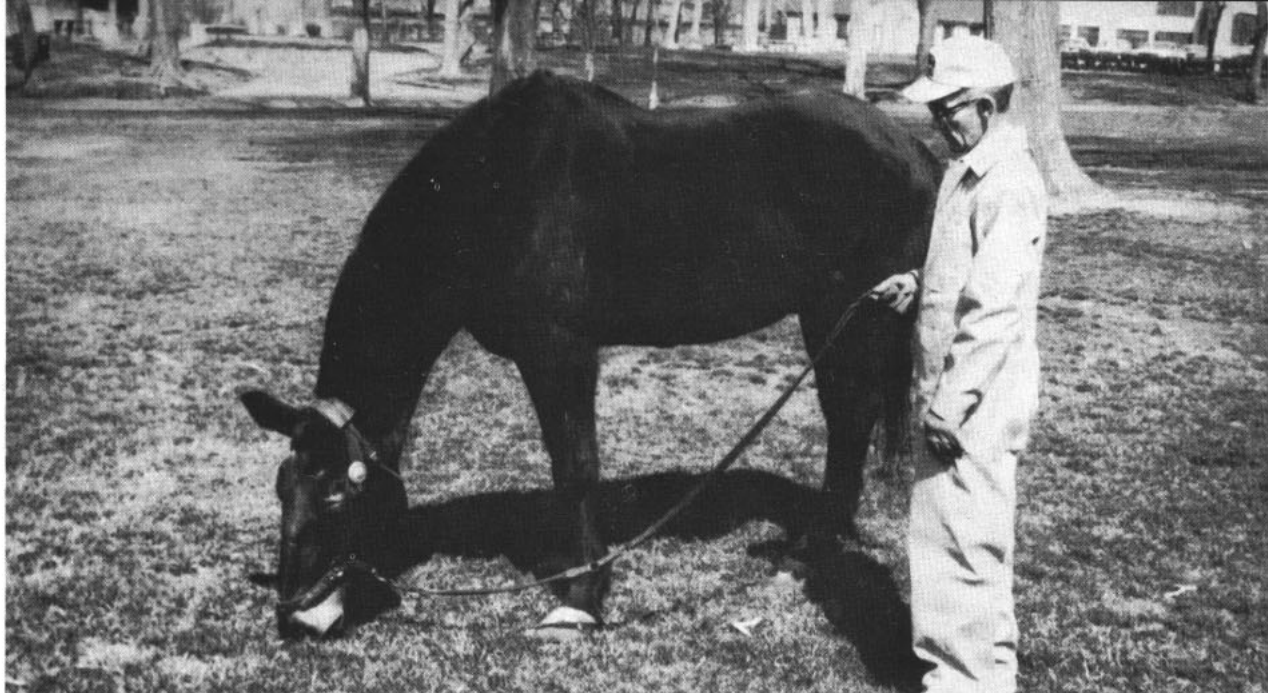
This, as any carrier sailor can attest, generally results in human traffic jams, despite controlled routes of travel. Also, important manhours are lost, especially when the entire crew is mustered to extinguish a smoldering cigarette in a trash can.

Now, however, *Connie's* crew simply opens avenues throughout the ship and watches the flying squad fly.

When not on call, the men of the squad go about their regular duties. Some are pipefitters. Some are electricians. Others are shipfitters, welders and damage controlmen. One man is a gunner's mate.

But, as a team—as the flying squad—they save *Constellation's* crew valuable manhours. This was important to the carrier while she was busily launching recent air strikes over Vietnam.

—Jack Reeves, SA.



HOME AND HAPPY—Dexter, No. 3656, Naval Horse, USN (Ret), has a snack at the Naval Home in Philadelphia.

Now We're a One-Horse Navy

THERE ARE SOME PROBLEMS in this world that just can't be handled by a quick sweep of the Cost Reduction hatchet. A horse named Dexter is one of them.

Actually, Dexter never really was much of a problem for anybody. Dexter is, or was, the only horse in the Navy. He began his long and distinguished career in the Army, when he joined the Field Artillery in 1934. He served there until 1945, when he was transferred to the Naval Home in Philadelphia.

At the Home, he earned his keep by pulling a trash cart around the grounds, and acting as mascot, pet, and all-around morale-builder for the residents of the Home.

Dexter had an official keeper, believed to be the only Civil Service employee with the classification of "stable-keeper and driver." Everything was just fine. Then came cost reduction.

First, his keeper was retired with no replacement. Then, it was decided that Dexter should also retire. After all, he had served his full tour, and all hands felt he probably would enjoy being released from active cart-pulling duty.

A nice home was found for Dexter, in nearby Exton, Pa., and a small ceremony was arranged for his retirement. Word got out about Dexter, though, and the small ceremony grew into a major news event. Sev-

eral newspaper reporters, and the radio and television people were on hand when Dexter was piped over the side.

Dexter retired with full military honors, side boys, band music, the whole bit. He left Philadelphia for Exton, where he was supposed to spend his last years in peaceful green pastures.

Dexter didn't see it that way. Dexter's old friends at the Naval Home would visit him on weekends, and each time they returned, their reports of his progress got more alarming. He wouldn't eat. He wouldn't associate with the other horses. His head began to droop.

Dexter was miserable.

One of the residents asked the Executive Officer of the Naval Home if he would ride up and take a look at Dexter. He did, and he realized that something had to be done im-

mediately or Dexter would be dead of a broken heart before year's end.

After a conference with the Governor of the Naval Home, arrangements were made with the appropriate people, and shortly thereafter, Dexter returned to his old stamping grounds. He has begun eating again, and putting his lost weight back on. His head no longer droops, and already he is starting to look like the old Dexter again.

The residents at the Naval Home are just as happy as Dexter that he's back. They have volunteered to finance his complete support, and have furnished a keeper to care for him without pay.

Dexter is back again, and things are about the same as before he left. Except maybe his name. It now reads "Dexter," No. 3656, Naval Horse, USN, *Retired*.

—Jim Teague, JO1, USN

PROPERTY RECORD CARD		CARD NO. <u>3-03014</u>
ACTIVITY NAME AND LOCATION <u>3427-500 NAVAL HOME, PHILA., PA.</u>		NAVY ID NO. <u>153-00-3013</u>
ACCOUNTING NO. <u>153</u>		CATEGORY <u>HORSE - GELDING</u>
SERIAL NO. <u>BRAND NO. 3656</u>		LOCATION DATA: <u>GROUND, BLDG. 12</u>
DESCRIPTION		
<u>HORSE - LIGHT DRAFT GELDING.</u>		
<u>HEIGHT - 15.1 HANDS, WEIGHT - 1080 LBS.</u>		
<u>FOALED - 1934, COLOR - DARK BROWN</u>		
<u>NAME - "DEXTER"</u>		
NO. & YR. INSTALLED: <u>1945</u>		ESTIMATED LIFE: <u>10 YRS.</u>
YR. FULLY DEPRECIATED (EST.): <u>1955</u>		

Brief news items about other branches of the armed services.

THAT 10-STORY ELEVATOR ride astronauts take up to their space capsule sitting atop a booster rocket could some day be as impractical as an outside fire escape on a skyscraper.

The possibility of eliminating such elevators in the future may be attributed to the research the U. S. Air Force is conducting today in the field of underground rocket launches at Edwards Air Force Base, Calif.

Although the concept of underground tubular rocket launching is not new, recent tests of a special motorized solid rocket vehicle have shown that the vehicle can eject itself from some 80 feet beneath the earth's surface.

From within this tube, the test rocket ejected itself using a low pressure gas flow from its own motor. As the volume of gas expanded in the bottom of the tube, it easily drove the vehicle upward on a series of teflon-coated shoes or bore riders attached to the rocket's sides.

Once the rocket was forced up through the opening in the tube, the vehicle's first stage propulsion system automatically developed full thrust and began its flight into the atmosphere.

Designers of the self-eject rocket consider this launch technique to be revolutionary in that the system's simplicity, efficiency and low cost offer a significant increase in performance, payload and range.

UNIDENTIFIED FLYING OBJECTS are to be the subject of an extensive investigation by the University of Colorado. The research will be conducted under the provisions of an Air Force contract and will include, to a lesser degree, other colleges and universities.

U. of C. will analyze phenomena associated with UFO sightings and make recommendations concerning the Air Force's methods of investigating and evaluating UFO reports—a program which has been in existence since 1948 under the name Operation Blue Book.

All Project Blue Book files, along with any other



INTO THE BLUE—Air Force C-130 Hercules climbs skyward from runway at Bam Bleh, Vietnam. Troops in foreground, from 1st Air Cavalry Division, await evacuation.

UFO information in the possession of the Air Force, will be made available to the research team. In addition, all USAF installations within the U. S. will assist, if requested. The university, however, will conduct the investigation independently of and without the direction of the military.

The decision to enter into the contract was based on a recommendation of the USAF Scientific Advisory Board, which has recently completed a review of Project Blue Book. While complimenting the Air Force on the organization of the project, the board recommended the program be expanded to include investigation of selected sightings by independent scientists.

The Air Force has had the responsibility for investigating UFO reports since 1948. The university contract does not alter the Blue Book responsibility, and the Air Force will continue to receive, investigate and evaluate UFO reports.

★ ★ ★

A NEW HELICOPTER radar system with its antenna imbedded in the rotor blades is expected to increase the ability of helo pilots to fly in fog or at night. The system has recently passed its first flight tests.

The radar is one result of the Joint Army-Navy Instrumentation Research (JANAIR) program, which has been under way for several years. The organization seeks to improve and simplify cockpit instrumentation display systems in both fixed-wing aircraft and helos.

The location of antenna arrays in helos has long been a problem for researchers; helicopters just don't lend themselves to such installations. JANAIR solved the problem by mounting 15-foot antennas in the rotor blades of the UH-1B test helicopter. The turning of the blades provides the fast scan rate necessary for radar mapping.

As electronic equipment goes, the new radar is not complex. No computer is required, nor are servo mechanisms. Such simplicity increases the system's reliability and offers the ruggedness so necessary in a combat environment.

The flight tests demonstrated a high degree of contrast between objects and differing terrain—so high a contrast, in fact, the radar maps were almost pictorial. Large or extended objects, such as airport runways and highways, were unmistakable. The test pilot could readily identify clusters of trees, buildings and oil tanks.

★ ★ ★

AN ELECTRICALLY PROPELLED TRUCK which draws its power from a fuel cell is undergoing tests by the Army at Fort Belvoir, Va. The truck is one step in a program to develop electric drive systems for use as power sources in vehicles, in mobile weapons and in communications and surveillance systems.

A practical fuel cell and electric motor combination would have many advantages over combustion engines. Fuel cells are compact and lightweight, thus reducing the size of the vehicle and decreasing the power requirement.

Fuel cells and electric motors are quiet, a characteristic which could be used to good advantage in combat operations. In addition, the development of practical fuel cells would make the elimination of com-



OCEAN STATION program of Coast Guard includes cutters such as *Campbell* (WPG 32), which radio weather data to U.S. stations. Cutter also performs rescue missions.

plex mechanical power train components possible.

A fuel cell would probably be more economical as well. The three-quarter ton test vehicle at Fort Belvoir is normally driven by a 94hp engine. For the tests, power is supplied by a hydrazine-air fuel cell capable of producing 40 kilowatts.

The Army hopes to develop a cell which will operate with more plentiful hydrocarbon fuel. Such cells might raise mileage economy to 100 or 150 miles per gallon.

★ ★ ★

A DEVICE HAS BEEN DEVELOPED which uses laser beams and crystals to serve as the "memory" for experimental electronic systems that may one day pilot aircraft and satellites. It is a creation of the Air Force, and is presently under development at Bolling AFB in Washington, D. C.

Technically the device is referred to as an optical maze runner, a description based on its method of operation. A microscopic laser beam, directed at the crystal, finds its way through the interior in much the same manner as a person finds his way through hallways and out of a building.

So that the laser will invariably locate the proper exit, 40,000 bits of information are stored in the crystal.

The storage crystal is made of potassium bromide impregnated with hydrogen, and is divided into four equal sections. Coded on one section is the maze which offers four directional choices: left, right, up and down. The laser scans these choices when searching for correct information (the way out of the building).

Two other sections of the crystal record successful paths; the fourth is a history of all points which have been encountered.

★ ★ ★

A LITTER LIFTING DEVICE which will enable a helicopter to haul a wounded man out of the jungle without landing is being tested by the Army.

The lightweight (12 pounds) device was developed by the Army Medical Research and Development Command, in response to an urgent request from South Vietnam.

At present the method for evacuating wounded by helicopter is limited to open areas, where the helo can

land and the wounded can be carried to it. With the new device patients may be evacuated through jungle openings 20 to 25 feet in circumference.

The device uses nylon webbing, which encloses the litter and patient, and screens him from further injury while he's being hoisted to the aircraft.

When folded, the device is approximately 18 inches by 18 inches by six inches, and can be dropped from the aircraft to the corpsman, who opens it and in less than three minutes can prepare a wounded man for hoist to the hovering helicopter.

★ ★ ★

TWO SATELLITES were scheduled to be launched in November to test direct communications between space vehicles out of each other's line of sight.

The satellites, a transmitter and a receiver, were placed in orbit in the lower atmosphere at an altitude of about 150 nautical miles. After the orbit was established, the transmitter received an additional boost to separate it from the receiver. Eventually, the line-of-sight between the transmitter and receiver was blocked by the earth, thereby beginning the significant aspect of this communications experiment.

The principle used in the experiment is that employed in whispering galleries sometimes found in old buildings—probably the best known example is in the dome of St. Paul's Cathedral in London where a whisper can be heard anywhere in the gallery.

Radio waves emanating from the transmitter are expected to follow guided paths in the earth's ionosphere to the receiving satellite. The receiver will then send data to earth tracking stations to confirm receipt of the transmitted signals.

This procedure may offer improvements over present methods which require a relay link on earth before communication can be established between two satellites out of each other's sight.

The whispering gallery experiment is being investigated by the Air Force Avionics Laboratory of Wright-Patterson AFB. Potential applications of the phenomenon include voice communication between manned spacecraft in low altitude orbits and global satellite communication systems.



LOADING UP—Chinook helicopters load troops for flight to reserve area during recent search and destroy mission.

THE BULLETIN BOARD

Rating Control: The Personal Approach to Duty Assignments

IF YOUR RATING is not currently among those distributed by the new rating control system, it may soon be.

Early in 1965 the Secretary of the Navy's Retention Task Force recommended an expansion of rating control to include all Navy occupations. The outlook is bright for complete implementation sometime in calendar year 1967, possibly before July.

The expansion will be the most significant alteration of the enlisted distribution system since Seavey-Shorvey was introduced back in 1957. And, as when Seavey-Shorvey was established, the change will be distinctly beneficial to the enlisted man as well as highly advantageous to the Navy.

What is rating control? Essentially it is precision distribution by a "desk" system. Complete and separate organizations are provided for groups of two to six related ratings, and manned in part by senior petty officers taken from the rating group. Each small staff is concerned with all aspects of the ratings represented, including training, rotation patterns, and distribution. As a result, the rating control desks are able to monitor the individual needs of each rating.

Rating control will bring to manpower management a degree of

personal attention never before achieved. In addition to providing for specialized distribution, the new organization allows more manhours for each enlisted personnel action than has previously been possible, whether it be a training request, duty extension, or other desire of the man or command.

A Most Successful Experiment

THE FIRST, TENTATIVE STEP toward a Navy-wide rating control system was taken in 1963. In the beginning, the possibilities of the new concept could not be foreseen, and rating control was planned to apply only to the highly technical ratings.

The service ratings GMM and FTM were chosen for the semi-experimental program. Both were fairly typical of the groups which were causing management headaches.

Problems in the GMM and FTM fields had been developing for several years. Back in 1956 the first guided missile ship was commissioned. The distributors had a hectic time locating enough gunner's mates and fire controlmen with the necessary skills to man the new weapons, but they did manage.

But the troubles were only beginning. By the end of the 1950s there were five guided missile ships and

the personnel situation had improved but little.

The rub was only partly the limited number of available GMMs and FTMs—the location and identification of men who were specifically trained to perform specialized duties was also a problem.

A rapid growth of missile technology and the consequent need for specialists had prompted the classification experts to divide the GM and FT ratings into service ratings and, further, into a large number of specialties identified by Naval Enlisted Classification (NEC) codes.

SO MANY ADDED PIGEONHOLES strained the distribution system and confused the personnelmen who, while expert on personnel management, had little knowledge of the technical eccentricities of the GMM and FTM subratings. To most personnelmen (to almost anyone who is not an electronics expert), a GMM job code is simply a number, and the technical description is not always helpful because enough detail can't be given. Overworked distributors found the extra classifications too much to cope with. The quality of distribution began to slip.

Something had to be done. That something was rating control.

The new system relied heavily on a combination of technically trained distributors and a "desk" method which made special handling possible. The missile technicians of the GM and FT ratings were removed from the standard distribution roster and turned over to the experts on the GMM-FTM desk.

If there was ever any doubt of the project's value, it was quickly dispelled. To a large extent the manpower problems of the two service ratings quickly disappeared and the quality of distribution was found to be well above 95 per cent—which is to say more than 95 out of each 100 men distributed were placed in billets which suited them precisely.

BuPers is not an organization to overlook a good thing. Within a

Here are the Plans for the Future

When rating control is expanded to conform with the Task Force recommendation, tentative plans call for the desks to be grouped into four sections.

Rating control group Alpha will have two desks. One will control all men in the submarine and nuclear fields, the other all those in the Seabee ratings.

Group Bravo will be responsible for aviation ratings. There will be four desks: one for AX, AT, AQ, AF and TD; one for AD, AM, PR, and AZ; another for AB, AO, AS, PH and PT; and the fourth for AC and AG.

Rating group Charley will be the largest of the four, with six desks: YN, PN, LI, PC and JO; DK, SK, AK, CS, SD and SH; SM, QM, BM, HM and DT; MM, EN, BT, BR, and MR; EM, IM, OM and IC; and ST, DC, PM, ML and DM.

Group Delta will have five desks: FT and GM; ST, TM and MN; ET and DS; RD and MA; and RM and CYN.

When the expansion is complete, ALL HANDS will publish the address and telephone numbers of each desk. From time to time, as appropriate, amplifying information from each desk will also be printed.

relatively short time other critical ratings were added to the system, each group with its own expert staff of trained detailers. By late 1965 there were eight rating control desks. The categories were: FT and GM; ST; ET and DS; RD; RM; AX, AT and PT; AE, AQ and PH; MA and TD.

The Wholesalers

IN SO FAR AS PROCEDURES are concerned, the rating control system has much in common with the old organization. The primary mission still is distribution (wholesaling, as it's called by the distributors). Distribution consists of making men in pay grades E-7 and below available to EPDOLANT, EPDOPAC and EPDOCONUS for further assignment.

In addition, the appropriate rating control desks are responsible for detailing senior and master chief petty officers. Detailing, unlike distribution, consists of assigning men directly to specific billets.

Senior and master chiefs come to the attention of rating control whenever they are reassigned. The names of other enlisted men cross the rating control desk when the men are transferred from sea to shore or shore to sea and when they are transferred from one EPDO's area to another.

The bulk of rating control distribution involves men on either Seavey or Shorvey. Other responsibilities include intra-Fleet swaps, requests for duty with a brother (if the request entails transfer from one EPDO to another), transfers which involve STAR, SCORE or other reenlistment incentives, requests for humanitarian shore duty, tour extensions, and assignments either to or from Vietnam.

The FIB (Friend In the Bureau)

BECAUSE ENLISTED DISTRIBUTION is handled by the Bureau of Naval Personnel, the men chosen as rating control petty officers are in an excellent position to serve as Washington, D. C. representatives on behalf of their ratings. They are encouraged to capitalize on the situation. They do.

The rating control desks maintain almost constant communication with the various sections of the Bureau of Naval Personnel, the offices of CNO, and the hardware commands, including those responsible for training,

classification, retention, special programs, and new equipment. As technical experts and members of the rating, they are able to discuss candidly those special problems involving their ratings which may be resolved while they are still small.

Such an infusion of technical personal knowledge has proven invaluable. Each time a new rating is added to the system, adjustments to special programs and policies are made. Some of these changes solve problems which were too specialized to be dealt with before the skill was included in rating control.

Aside from distribution by technical specialists, the factor most responsible for the success of the new system is its increased staff. The chiefs and other senior petty officers assigned to the rating control sections have the time to consider carefully all aspects of requests from individuals. The distributors are less harassed and consequently more helpful.

IN 1965 THE RATING CONTROL distributors took an unprecedented step: They actively encouraged communications from men in the Fleet and published their telephone numbers in ALL HANDS for Navy-wide distribution.

Under the old system, limited

manpower precluded such action.

Of the several methods used by rating control to communicate with the Fleet Navyman, the most important is the rotation data card—an old standby which has been given new emphasis by rating control.

Navy men who are due to be transferred ashore or back to sea are given the opportunity to complete a rotation data card. The information on this card is sent, via the appropriate PAMI, to the rating control desk in BuPers.

Thus, when it is your turn to be transferred the rating control petty officer will have a good deal of information concerning your qualifications and your desires. He will have, for instance, your four duty choices in the order of their desirability. He will know your length of obligated service. He will be aware of your special qualifications. He will be cognizant of any unusual situations which might affect your transfer—the ETA of an expected addition to your family, a child in a special school or your views in regard to areas in which you do *not* wish to serve.

DISTRIBUTORS have made use of such information for years, of course. But under rating control the petty officer in the Bureau has more

NOW HERE'S THIS

A Dozen Years in Deep Freeze

The U. S. Navy has played an important role in research and exploration in the Antarctic continent since the first Operation Deep Freeze in 1955. During that time, it has supported



expeditions there by furnishing transportation and communications. Navy men have built and maintained Antarctic bases, flown reconnaissance missions, explored previously unknown seacoasts and mountain ranges and photographed much of the continent from the air.

It is through Navy logistic support that approximately 250 civilian scientists from the nation's universities, research institutions and government agencies are able to carry out their research projects in Antarctica.

In the spirit of cooperation and friendship embodied in the Antarctic Treaty of 1959, the Navy shares its logistics information and techniques with Argentina, Australia, Belgium, Chile, France, Japan, New Zealand, Norway, South Africa, the Soviet Union and the United Kingdom.

Whenever the need has arisen, the Navy has gone to the aid of foreign expeditions which, in turn, have also furnished aid to the U. S.

time to devote to your assignment. The standard distribution system allows a ratio of one distributor for each 30,000 men in the Navy. Rating control operates with one distributor for each 5000 men.

As a result, your FIB has sufficient time to ponder your situation before he attempts to place you. In all likelihood he will look at your service record (duplicate records are kept in BuPers) before making a determination.

A second means of communication is via mail, both unofficial and official. Correspondence concerning changes to your rotation data and requests which may affect your rotation must come, as before, through channels. In many instances, however, the Navyman may benefit by communicating directly with his rating control petty officer.

Such unofficial inquiries or suggestions, when they are pertinent, are encouraged by the Rating Control organization. Letters are answered promptly and the petty officers responsible go to great effort to make certain each one is factual, complete, practical and clear.

Change In Procedures Guide College Selection Boards

During the past year the Service Colleges Selection Board has used new procedures to select officers of the unrestricted line and the Supply Corps for both junior and senior service colleges.

Under the new system, a complete year group of officers is screened once for junior service college attendance immediately before their 10th year of service (12th year, in the case of Supply Corps officers). The names of the selected officers are then placed on a list and they are ordered to college as their availability permits some time during the period through their 16th year of service.

The procedures for selecting officers to attend senior colleges is much the same. These officers, however, are screened twice—before their 16th and again before their 21st year of service.

Under the earlier system, quotas were set annually for the year groups in the eligibility span. The officers who were selected and available were ordered to school the following year.

The remaining officers in each year group were reconsidered annually for either junior or senior colleges until they were phased out of the eligibility span.

Under the new system, qualified officers will have a better opportunity to attend a service college.

Because of the relatively small number of officers involved, the earlier selection system is still in use for the restricted line and staff corps.

Policy Set on Rotation Of Enlisted Personnel In FBM Submarine Force

Navyman who report to ballistic missile submarines are now being assigned tour completion dates in accordance with a recent change to the *Enlisted Transfer Manual* (NavPers 15909A).

Submariners in the FBM force will serve a specified tour based on force requirements and will, consequently, be excluded from normal Seavey procedures. This change will provide a 36-month rotation of SSBN crews.

A tour completion date will be assigned to each man when he reports to duty. The TCD, assigned by the commanding officer, will be entered in the enlisted service record and reported in the enlisted personnel diary.

The rotation of new construction crews will begin, in increments of approximately one-sixth of the crew, immediately following the first patrol. As a result, the tour completion dates for such crews will vary from the 36-month norm.

Jeremiah H. Paoli, IC2, USN



"Have you noticed how much faster we've been filling our quota since Seaman Jones was assigned to us?"

Changes in the TCD may be made to make up for unanticipated losses due to illness, disqualification, humanitarian considerations, adjustment to maintain pay grade allowance (this is necessary to prevent excess numbers of senior ratings in SSBNs) and similar situations. Such changes, however, must have the approval of the force commander and the Chief of Naval Personnel.

TCDs may also be changed either to accommodate men who wish to extend their tours on board or as a reenlistment incentive.

The change also describes the procedures followed when an SSBN goes into overhaul. The overhaul crew is comprised of selected Navyman from both the blue and gold crews, and the remaining members are reassigned following their rehabilitation period after the last patrol.

Upon selection of the overhaul crew, the commanding officer assigns a new TCD to each man which (consistent with separation dates) provides a stable crew during the period of the overhaul and for one patrol thereafter.

The second crew is then reformed in increments preceding completion of overhaul in much the same manner that new construction crews are formed.

For additional information see BuPers Notice 1306 of 17 Nov 1966.

Extensions Still Stand Even Though You Change Your Mind at Later Date

Planning to sign an agreement to extend your enlistment to attend a Navy school?

If so, it might be wise to include in your plans exactly what happens to Navy school dropouts.

Such a suggestion may sound far-fetched as, of course, you do not intend to become a dropout. Nevertheless, such a contingency should be considered.

It might be well to remember that it is not possible to change your mind in mid-course and ask to be disenrolled from the school and then expect to have your extension canceled because you didn't graduate.

You will still be expected to fulfill your extension obligation.

This ruling is part of BuPers

Notice 1133 of 10 Oct 1966 which governs the active duty obligation requirements for persons disenrolled from specialized courses of instruction.

These courses include:

- Class A, B, C, P, Functional, Factory and Class B equivalent training.
- Special programs which require enrollees to obligate themselves for at least six years' service to attend such courses as Nuclear Power Training, *Polaris* Training, Surface Missile Systems Program (for FT and GMM rates), Selective Electronic Training (for ET, DS and CTM rates), and Sonar Technician Training.
- Navy Enlisted Scientific Education Program (NESEP).

Anyone disenrolled from any of these courses for which he has either extended his enlistment or previously agreed to extend his enlistment to attend the course will be required to serve all or a portion of his agreement. This depends upon the circumstances of the disenrollment.

There are many reasons why an individual might be subject to disenrollment. However, all of these reasons can be listed under two categories, either "through no fault of the individual" or "through no fault of the Navy."

To determine under which category a particular disenrollee falls, each school convenes an academic board made up of school directors and instructors who make the decision.

To protect the best interest of the individual and that of the naval service, different active obligated service requirements for each category are established.

Here are some of the reasons for which an individual may be disenrolled and the active duty obligation, if any, that he may be required to fulfill:

- If an individual is enrolled in a course but drops out solely for "academic reasons," his initial agreement may be canceled by the commanding officer or officer in charge of the school, who then draws up a new agreement. This new agreement will obligate the individual to serve three months' active duty for each month of instruction he received at the school. Any portion of one month counts as a whole month.

For instance, if a man agrees to

extend for two years to attend a school but only completes five and a half months of instruction, his initial extension would be canceled and a new one signed by him which obligates him to 16 months of active duty.

"Academic reasons," as the term is used here, is construed to mean that the enrollee, even though highly motivated, hard-working, and sincere in his effort, shows evidence that further instruction would not result in his completing the course or otherwise qualify him as a usable, skilled trainee in the field.

- If an individual is enrolled in a course but drops out for lack of

effort or poor motivation, he is required to fulfill his agreement contract as it was initially written.

This ruling also applies to those individuals disenrolled for disciplinary reasons except that disciplinary cases may also be processed for Administrative Discharge as outlined in Part C, Chapter 10 of *BuPers Manual*, if the infraction so warrants.

- If an individual has already agreed to extend his enlistment to attend a Navy school, but through no fault of his own receives none of the benefits which may have been part of the agreement, he may have his agreement canceled.

This cancellation is authorized pro-

WHAT'S IN A NAME

Mobile Harbor Defense Has MIUWS Units

A new term, MIUWS, short for Mobile Inshore Undersea Warfare Surveillance, has been added to the military dictionary. MIUWS is another of the new military concepts developed to cope with the kind of military action the U. S. Forces are confronted with in the Vietnam war.

MIUWS units came into being in 1963 with the ever pressing need for maximum mobility of defense forces utmost in mind. These units are designed to give the Fleet the flexible capability to defend warships and logistic shipping against waterborne threats in inshore waters.

Unlike the harbor defense units used in World War II which were fixed installations with fixed forces assigned to base or port commanders, the MIUWS are mobile self-sustaining fleet forces which came under a tactical commander.

The older fixed defense units served their purpose when the threat of attack in their location was possible. However, the tide of battle soon passed the ports and headed inland or to other coastal areas. This left the harbor defense unit to guard secured areas and made it necessary for new forces to be installed.

A MIUWS commander has the ability to divert, augment, reduce or withdraw operational harbor defense forces to best serve the month to month requirements in defending any harbor where ships require protection.

MIUWS units were put to their first real test in May of 1965 when a mobile team from the U. S. Seventh Fleet went ashore at Da Nang, South Vietnam to provide protection for shipping in support of U. S. Marines ashore.

This came about after the disabling of LST 550 by a mine explosion in Da Nang in March 1965 which served to dramatize the ever present threat of sneak attack and sabotage to supply shipping in South Vietnam.

The MIUWS unit which landed at Da Nang had its own organic mobile equipment such as van-mounted radar, visual and radio communications, underwater sonar devices as well as tent shelters, food, fuel and generators to make it self-sufficient for several weeks. With the assignment of armed patrol boats it was ready for business within hours.

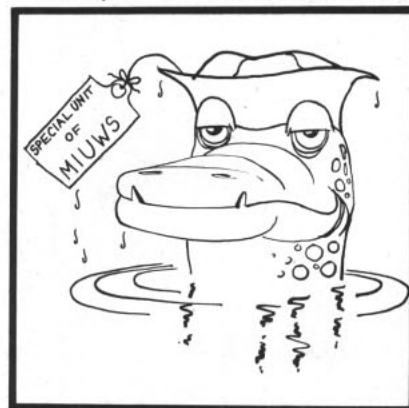
MIUWS units are now operating out of several ports and anchorage areas in South Vietnam.

However, the harbor defense system in South Vietnam is not limited entirely to temporary forces. To protect the more important and still vulnerable ports, the Navy has established semipermanent harbor defense forces.

Like the MIUWS units which they replace, the semipermanent forces are also fleet controlled. Dubbed SEA SHARP units, (SEASIA Semipermanent Harbor Protection) units, they are also organized with built in flexibility, do not become fixed installations and can be moved with relative ease.

With the introduction of the MIUWS units in Vietnam, the Fleet has the ability to carry flexible and mobile harbor protection force with it as it moves.

—Roland E. Holcomb, JO2, USN



vided the individual has not yet reported to the school for instruction. However, it is not authorized if, when the prospective student arrives at the school, he refuses the instruction. In this case, he would be obligated to fulfill his agreement contract just as though he were a school dropout.

- If a student is disenrolled because of physical disability or if he is already serving his extension at the time of his disenrollment, BuPers will examine such cases and determine his active duty obligation.

All other instances, aside from those mentioned above, will also be referred to BuPers for deliberation.

You Won't Have to Wait for Approval of Extension of TLA While Living Overseas

Extended payments of Temporary Lodging Allowance (TLA) for servicemen overseas by designated overseas commands has been approved by the Chief of Naval Personnel.

The normal period of entitlement to TLA (paid to a serviceman when he first reports to an overseas duty station) is not more than 60 days. Previously, any extension of the 60-day period had to be approved, on an individual basis, by the Per Diem, Travel, and Transportation Allowance Committee, based in Washington, D. C.

A recent ruling by the Committee provides for extensions to be made by the various military services. Accordingly, designated overseas commanders may now extend TLA payments beyond the 60-day maximum, in increments of 15 days or less, for any of the following reasons:

- Household goods have not arrived.
- Assignment to government quarters is held up by the needs of the service.
- Available or anticipated housing is made uninhabitable or unavailable by fire, flood, earthquake, civil unrest, etc.
- Housing is taken off the market by the landlord.
- No housing which is considered suitable by the housing officer is available.

The new ruling also applies to TLA extensions when the serviceman is transferred from his overseas duty station.

At this time, he normally receives

TLA for a period of not more than 10 days before departure. Now, this period may be extended, in 10-day increments, when he must move out of his residence early, for reasons such as:

- Compliance with local requirements concerning leave, travel time, and schedules of packing and shipping agencies.
- The expiration or termination of his lease after he has received orders.
- Withdrawal of housing from the market by the landlord.
- Fire, flood, earthquake or civil unrest, which make continued occupancy of his residence inadvisable.
- When he is required by lease, custom, or law to vacate housing early to permit inspection, final adjustment of utility bills and deposits, redecoration, or settlement of damage claims.
- When the housing must be surrendered at fixed times or on fixed dates which are more than 10 days before scheduled departure.
- When government quarters must be vacated early to permit readying for and/or assignment to another serviceman.

All-Navy Cartoon Contest
William R. Maul, CTC, USN



For more complete information, see Joint Travel Regulations, Para M4303-2C through F.

Correspondence Courses

Four revised correspondence courses for use by Navy enlisted men have been issued. They are:

- *Machinery Repairman 3 & 2*, NavPers 91507-2A; supersedes NavPers 91507-2.
- *Lithographer 1 & C*, NavPers 91475-1E; supersedes NavPers 91475-1D.
- *Personnelman 1 & C*, NavPers 91422-2; supersedes NavPers 91422-1C.
- *Shipfitter 1 & C*, NavPers 91542-B; supersedes NavPers 91542-A.

New Bachelor Quarters in San Diego for Officers And Enlisted Personnel

A major construction program is presently underway at the San Diego Naval Training Center. Plans call for the construction of barracks for both the Service School Command and the Recruit Training Command, an expansion of BOQ facilities and the construction and modernization of mess halls.

The service school barracks will provide two- and four-man rooms for 1120 Navymen. The buildings will have reinforced concrete frames, masonry exteriors and pile foundations.

Barracks to be constructed at the Recruit Training Center will accommodate 1350 men in dormitory type facilities. They will be located in the Camp Nimitz section of the NRTC grounds.

The design and color of the new barracks will be compatible with the local Spanish motif.

Additional bachelor officer quarters will accommodate 266 men and will be located in the same general area as existing BOQ facilities. The addition will be used to house student officers from the ASW school as well as officers in the San Diego area for whom BOQ accommodations are not available.

A new mess hall, designed to serve 8000 men, is all but complete. In addition, galley number eight at Camp Nimitz is to be expanded to serve an additional 500 men. There will be a new scullery, new serving lines and new seating facilities.

A Smooth Flight Is Assured If You Have Proper Standby Form

IF YOU'VE EVER THOUGHT about buying your own plane to avoid the military standby throngs at commercial air terminals, save your money.

Commercial flights are better than ever—especially for the military standby passenger paying his own way on leave, liberty, or under official orders which may or may not involve a delay in route.

This has become evident since last November when 25 airlines established procedures which benefit the half-fare serviceman whether he's catching a short flight or one that spans the continental U. S.

To be eligible for this revised package of improved conditions, you must first fall within the category of the initial priority system mentioned below.

Secondly, you must have in your possession one or more copies of a new standardized form, NavPers 4632/1 (10-66), entitled Military Standby Authorization Form for Commercial Air Travel. The number of copies required depends on how many flights you anticipate you will make.

This form is not a free ticket. It won't even buy you a cup of coffee in the air terminal cafe. But without such a form, you might never leave the ground.

The form serves, more or less, as your military standby passport and ensures that you will receive proper attention from the airlines. It stems from a recent special House Armed Services subcommittee recommendation that a standardized form be issued to military air travelers rather than rely on the airlines' judgment on who should take precedence over whom based on information on an individual's leave papers.

All naval activities will use NavPers 4632/1 (10-66) until such time when a standard Department of Defense form for use by all military services is issued.

The Navy form was first introduced to the Fleet through BuPers Notice 4632 of 3 Nov 1966 which contains instructions on how the form should be filled out. It also informs commands that they may obtain supplies of NavPers 4632/1 (10-66) by submitting requisition NavExos 4177

or DD 282 to their local Navy Publications and Printing Service Office.

It is anticipated that either your personnel or administrative officer will be responsible for issuing this standby authorization form, your key to smooth flying.

Here, then, are the principal improvements from which you may now benefit as a military standby passenger:

- Your check-in time with an airline at any terminal will be honored by all the participating airlines either at the terminal or at another terminal where you may have to go to make further flight connections.

This check-in time is also honored at intermediate points, should it become necessary for you to switch flights or airlines to reach your destination.

- Boarding aircraft is now determined by a priority system. This priority system, based on the type of leave papers, pass, or orders under which you are traveling, is restricted to (in order of precedence): (1) Emergency leave; (2) combat leave; (3) convalescent leave; (4) delay in route; (5) discharge; (6) pass or liberty.

You will also be boarded ahead of all other reduced-fare standby passengers (such as youth fare standby) not eligible to make reservations.

- Accommodation clearance from your point of origin to either your destination or predetermined intermediate point is clarified by the airline before you board the plane.

In other words, you will not be removed from your flight to accommodate any other passengers short

of the point to which you were cleared.

The only time that you stand a chance of being bumped from a flight would be at points beyond that for which you have been cleared. Only then would you be asked to give up your seat to accommodate a full-fare passenger who holds a reservation confirmed before your flight departed from the airport at which you boarded.

- All servicemen who elect to board a flight at 50 per cent of the travel cost will be treated the same as full-fare passengers, receiving meals and other appropriate services.

- Adequate information as to the point to which you have been cleared, either your destination or an intermediate point, will be provided by the airline.

(A Military Traffic Assistance Desk, manned by both military and air carrier staffs, was established at O'Hare International Airport, Chicago, last November. At that time, other cross-country locations were under consideration, including National Airport, Washington, D. C., Imerson Airport, Jacksonville, Fla., Atlanta Airport, Atlanta, Ga., Lambert Field, St. Louis, Mo., and Love Field, Dallas, Texas.)

- Mishandled baggage is handled in the same manner as that of a full-fare passenger and will now be delivered at the expense of the air carrier.

These improvements are the result of surveys and interviews conducted with both servicemen and airline personnel.

Overseas Schooling for Military Dependents Is Organized Under Tri-Service Management

An organizational plan for all overseas schooling provided for military dependents has been published by the Department of Defense. The reorganization will affect schooling provided by service-operated schools, tuition-fee schools and correspondence study courses.

Each of three geographic sections of the world will have one manager, who will administer and operate the entire program for his area.

- The Army will provide schooling for all eligible Department of

Jeremiah H. Paoli, IC2, USN



"I take it from your reaction my reason for emergency leave is insufficient?"

Defense dependents in the European School Area, which includes the area from the western coast of Europe and Africa to 90 degrees east longitude, or about as far east as Burma.

- The Atlantic school area, which

includes North, Central and South America, will be the responsibility of the Navy.

- Schools for dependents in the Pacific, which includes all overseas areas west of North and South

America to 90 degrees east longitude (including Australia and New Zealand) will be operated by the Air Force.

Information concerning the programs in each area may be obtained by writing to the following managers:

- European School Area—Director, USDESEA, APO New York 09164.

- Atlantic School Area—Superintendent, Dependents' Schooling Office (Atlantic), Washington Navy Yard, Washington, D. C. 20390.

- Pacific School Area—Superintendent of Schools (Pacific), HQ PACAF (DPD), APO San Francisco 96553.

Keep These Dates Free If You're a Good Sport

Get your teams ready. It's almost time for the 1967 All-Navy and Interservice competition to begin. And this year there are two extra added attractions—possible selection to United States teams for the Pan-American and Olympic Games.

All-Navy competition will cover seven sports—basketball, boxing, volleyball, bowling, tennis, golf and softball.

There will be nine Interservice events. As in 1966, the Navy will enter track and field, wrestling and judo competition without All-Navy back-up events.

Qualifications for boxing, senior tennis and golf and women's tennis and golf will again be on an East/West Coast basis, as they were last year.

Participation in the All-Navy sports program is optional, but it

should be understood that commands which sponsor teams or individuals in eliminations leading to All-Navy championships should expect to have the men represent the Navy at higher levels of competition if they are selected.

The individuals involved should also understand before entering that they will be expected to go as far as they are needed in the competitions.

This understanding is particularly important during 1967, as winners will be participating in more post-season events leading to selection of teams for the Pan-American and Olympic Games. It will be important that the Navy field the best possible teams in these events so outstanding candidates for the U. S. teams will receive proper consideration.

Here is the 1967 schedule:

Event	All-Navy Site	Interservice Site
Basketball	Naval Air Station Memphis, Tenn. February 20-24	Marine Corps Schools Quantico, Va. March 6-10
Boxing	Naval Station Honolulu, Hawaii March 20-22	Ft. Lewis, Wash. March 29-31
Wrestling		Tinker AFB, Okla. April 3-7
Volleyball	Naval Air Station Cecil Field, Fla. April 17-21	Ft. Leonard Wood, Mo. April 24-28
Judo		Marine Corps Recruit Depot San Diego, Calif. April 17-21
Bowling	Naval Station Charleston, S. C. May 9-12	
Track & Field		Marine Corps Schools Quantico, Va. June 14-16
Tennis	Naval Air Station Alameda, Calif. July 24-28	Lowry AFB, Colo. July 31-August 4
Golf	Naval Air Station Pensacola, Fla. August 14-18	Naval Air Station Pensacola, Fla. August 21-25
Softball	Naval Station Norfolk, Va. August 28-September 1	Naval Station Norfolk, Va. September 4-8

Children of Submariners May Be Eligible for Dolphin Scholarships

College-age children of U. S. Submarine Force members (either living or deceased) may be eligible for \$500 Dolphin Scholarships providing they apply for the financial aid before 15 Mar 1967.

This date has been set by the Dolphin Scholarship Foundation as this year's deadline. Application forms may be obtained by writing to the Chief of Naval Personnel (Pers G221) Navy Department, Washington, D. C. 20370.

For his children to be eligible for selection, a Submarine Force member must be or have been in the Force at least five years after he qualified in submarines, or served at least six years with any of several activities whose primary missions are support of the Submarine Force.

Those activities include: Submarine tenders; submarine rescue vessels; submarine bases; force, flotilla, squadron or division staffs.

A member's duty at certain other shore activities may equally count toward his children's scholarship eligibility. These organizations include submarine missile support activities or facilities, and naval shipyards and civilian shipyards which are engaged primarily in the construction, repair or overhaul of Submarine Force vessels. So, too, are submarine training schools as well as naval laboratories and special facilities and offices whose primary missions are support of the Submarine Force.

If a member dies while on active

duty with the Submarine Force, the service time requirements mentioned earlier are waived.

Dolphin Scholarships are awarded based upon an applicant's scholastic competence, character, all-round ability, and financial need.

Applications are screened by an evaluation committee comprised of individuals qualified in educational matters. From these evaluations, the committee makes selection recommendations to the Dolphin Scholarship Foundation, which then awards the \$500 renewable scholarships.

Since the Foundation was established in 1960, 28 students have received Dolphin Scholarships to the colleges or universities of their choice.

Your Letters and Parcels Will Receive First Class Treatment Because of SAM

Have you noticed any increased zip in small parcels to, from or between overseas military post offices?

If so, it's the result of new mail transportation procedures initiated by the postal service last November.

Since then, personal letters and parcels weighing five pounds or less have been carried space available on commercial or military flights traveling to, from and between overseas locations.

This mail is called SAM mail—Space Available Mail.

The types of SAM mail eligible for airlift are personal first-class letters; sound-recorded taped messages; postal cards and post cards; second-class weekly newspapers and magazines featuring current news (mailed to or from combat zones only); and surface parcels that meet weight, size and destination requirements.

SAM is airlifted between military post offices located outside the continental U. S., or between these post offices and the continental U. S.

For example: If a three-pound parcel bearing postage at the regular parcel post rate is sent from Chicago to Vietnam, it travels overland to San Francisco. From that point it is flown by either a scheduled commercial airline or a military flight to its destination in Vietnam.

SAM mail to military post offices in Europe usually travels overland to New York when posted in the

U. S. and is flown from there to its destination.

If SAM mail cannot be airlifted by commercial carriers, it may be placed on military flights provided excess space is available. Should no airlifts be immediately available, but surface transportation is which will reach a destination in approximately the same time as mail would aboard the next airlift, then the SAM mail is normally sent by surface means.

Besides being eligible for SAM delivery, personal sound-recorded tapes may now be among Free mail posted in the Vietnam combat zone. Previously, it cost between 24 and 32 cents postage to airmail home a three-inch tape.

All Free mail posted by authorized members of the Armed Forces in the Vietnam war zone will be handled in the same manner as SAM mail. Free mail should not be labeled "Air Mail."

The SAM parcels mentioned earlier may not exceed five pounds in weight and 60 inches in length and girth combined.

Operation Cleanout Will Help Cut Paper Blizzard

During January and February of this year the Navy is conducting *Operation Cleanout*. The object is to reduce stored paperwork and the associated cost.

As in past years, the campaign coincides with the year-end record cleanout conducted by most commands. The 1967 *Operation Cleanout* was announced in SecNav Notice 5212 of 21 Dec 66.

And should additional urging be

All-Navy Cartoon Contest
William R. Maul, CTC, USN



necessary to combat the accumulation of superfluous paperwork, the people who compile facts and figures have released the following data: The Navy presently maintains about 2,000,000 cubic feet of record space, in which is stored slightly more than 1,500,000,000 documents.

That's a lot of paper and constant attention is required to prevent an overwhelming deluge.

The goal of *Operation Cleanout* is the reduction by about one-fourth of the total volume of records. This requires that each Navy unit reduce its records by at least 25 per cent. A greater reduction would be better.

It might be mentioned here that "records" include punched paper or magnetic tape, microfilm, still and motion picture film and punched cards as well as the more conventional type of paper. Publications and reference materials are also subject to scrutiny.

The savings should be considerable. The purchase price of a five-drawer legal size cabinet is \$69, plus \$1.35 for each cubic foot of records stored—not to mention the manpower costs of keeping the file up to date. When a safe is necessary, the basic price soars to \$228 or more.

List of New Motion Pictures Available to Ships and Overseas Bases

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

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

Munster Go Home (C): Comedy; Fred Gwynne, Yvonne De Carlo

Seconds: Drama, Rock Hudson, Salome Jens

A Man Called Adam: Musical Drama; Sammy Davis, Jr., Louis Armstrong

Chamber of Horrors (C): Melodrama; Cesare Danova, Wilfrid Hyde-White

Arabesque (WS) (C): Comedy Drama; Gregory Peck, Sophia Loren

The Plainsman (C): Drama; Don Murray, Guy Stockwell

Let's Kill Uncle (C): Comedy Melodrama; Nigel Green, Pat Cardi

Study Opportunities Help Retiring Navymen to Teaching Career

MANY NAVYMEN approaching retirement look toward teaching as a field in which they can supplement their retirement income and, at the same time, achieve considerable job satisfaction.

Additional teachers are usually welcome in any field, but science and mathematics are subjects in which shortages are especially severe.

A shortage of trained teachers, administrators and research personnel also is developing in the field of rehabilitation of the physically handicapped. The same can be said of certain technological fields. Several institutions of higher learning have begun programs designed to alleviate this shortage before it becomes irremediably acute.

Colleges and universities which have attractive programs for retired Navymen are listed below, with information on courses available and features which make the programs attractive.

There may well be programs other than those listed below. If you are interested in locations and studies other than listed here, you would be wise to investigate now inasmuch as the deadline for applying usually occurs at about this time of the year.

- The **University of South Dakota** has a program designed to retrain retired military personnel for a career of teaching in science and mathematics at the secondary school level. It is open to retirees who hold at least a baccalaureate degree with a science and/or mathematics background.

The curriculum covers advanced courses in botany, chemistry, earth sciences and geology, mathematics, physics and zoology. Special courses for secondary school teachers will also be available. The plan of study for each individual will be tailored to fit his needs.

Persons taking part in the program will be eligible to receive the following degrees upon completion of their studies: Master of Arts with thesis (30 semester hours); Master of Natural Sciences without thesis or a Master of Arts without thesis (32 semester hours); Certificate in Science Education.

The latter is designed for those without an adequate background in any one major area of concentration

of science or mathematics.

Retired Navymen taking part in the program are eligible to receive the following stipends and allowances which are paid on the basis of an academic year (1 Jun 1967—31 Aug 1968): \$3000 basic stipend; \$450 dependency allowance (per dependent) with maximum of four dependents; \$75 book allowance; \$160 maximum travel allowance.

All tuition and most fees are paid by the program and a summer dependency allowance of \$15 per week per dependent is paid during the summer school session.

Applicants will need the following items when making a formal application for the program: Completed national and local application forms; two letters of recommendation and official college transcripts.

The formal cutoff date this year for the program was 20 January. The university officials indicated, however, that this would probably be extended to 15 February.

Correspondence should be addressed to Dr. James C. Schmulbach, Director, Academic Year Institute, Department of Zoology, University of South Dakota, Vermillion, S. D. 57069.

- This year, the **University of Florida's** Departments of Physics and Science Education also offered a 15-month summer and academic year institute planned for retired armed services officers interested in preparing to teach high school physics.

Inasmuch as the need for well trained high school physics teachers is acute, it is highly probable that

the university will offer the same program next year.

The institute this year comprised 51 semester hours of course work which could be taken over a period of 15 months. Early courses were refreshers in mathematics and physics. Supervised internships were scheduled by the students for nine weeks during the spring. After serving their internships, students will return to their studies at the university physics and mathematics departments.

Participants in the University of Florida's program must be retired armed services officers under 55 years of age and have at least a bachelor's degree with a major in physical science or engineering. Preference is shown to applicants who wish to make teaching a career.

A stipend of \$1250 was paid for the 15-month institute period this year to defray the costs of housing and fees. In addition, one round-trip travel allowance at the rate of four cents a mile (not to exceed \$75) was allowed.

No tuition was charged and required books were furnished without charge. Student housing in one- and two- and three-bedroom units was available to program enrollees. Rents ranged from \$55 to \$80 per month. Off campus housing was also available.

Last year's applications had to be postmarked air mail by 15 Mar 1966. It is reasonable to presume the same deadline will be effective this year. Information can probably be obtained through Dr. David D. Redfield, Physics Institute for Retired Military Officers, Department of Science Education, Florida State University, Tallahassee, Fla. 32306.

- **Pennsylvania State University** offers an academic year program to retired military personnel under 50 years of age. Applicants who have an undergraduate degree in engineering, physical science, mathematics or the equivalent are eligible. Technical experience is considered equivalent to degree qualifications.

The program is confined to electrical and electronics technology and/or drafting and design technology. The specific courses each individual takes depend upon his experience and background.

Jeremiah H. Paoli, IC2, USN



"You're in luck; we just happen to have an opening for three more men!"

All courses at the institute are applicable toward the degree of Master of Education or Master of Engineering. These, or a higher degree, may be earned under the regulations in effect in the graduate school. Before a Master's degree is awarded, however, all requirements of the department and the graduate school must be met.

Each person taking part in the Pennsylvania State University Academic Year Institute will receive a tax-free stipend of \$2400 plus \$570 per dependent. The average maximum dependent allowance is \$1425. There are also additional allowances for travel and books. Tuition is paid by the program. This includes health, recreational and cultural programs, but does not include athletic events.

For further information, write to Otis E. Lancaster, George Westinghouse Professor of Engineering Education, College of Engineering, the Pennsylvania State University, 101 Hammond Building, University Park, Pa. 16802.

• **The University of Tennessee** offers a nine-month program in its vocational Technical Teacher Institute of advanced college credit students. The program is offered to students preparing for a career in vocational-technical teaching.

The program is offered at the Atomic Energy Commission's Y-12 Plant at Oak Ridge, Tenn. Students taking advantage of it, can expect to acquire a knowledge of and facility with modern instructional methods as well as an appreciation for the philosophical foundations of vocational and technical education.

Courses include mechanical drafting technology, industrial electronics technology, machining technology and welding technology.

Students are given an opportunity to apply their technical and teaching skills by instructing an adult vocational class at the Y-12 industrial facilities. Teaching is on the basis of one-half day throughout one academic quarter and is under the supervision of teaching specialists.

Students who complete this program may apply it toward a Bachelor of Science degree in industrial education. This degree may be obtained at the University of Tennessee or credit may be transferred.

Some students classified as juniors

All-Navy Cartoon Contest
James R. Metcalf, SN, USN



"Dear Mom and Dad, I get a wonderful view of the Pacific Ocean."

may be reappointed for a second year so they can complete their degree requirements. Any students deficient in academic coursework not offered at the Y-12 location, may register for such courses at the university extension division at Oak Ridge or on the main campus at Knoxville.

Candidates from Tennessee should: Meet the University of Tennessee college entrance requirements; have sufficient college work to transfer to the University of Tennessee as a junior, senior or graduate student; have completed an apprenticeship or the equivalent learning period in the occupations which require no apprenticeships.

Students from states other than Tennessee should meet the first two requirements listed above and have completed the apprentice or learning period and the amount of work experience for certification by the state in which they reside. A letter of documentation to this effect must be obtained by the student from his state vocational education department.

All maintenance, service and out-of-state tuition charges are waived for students enrolled full-time at the Y-12 Plant in Oak Ridge. Students will, however, be responsible for the costs of textbooks and supplies, student activities, room, meals and personal expenditures.

There are a number of furnished and unfurnished apartments, dormitories, rooms and houses available in Oak Ridge. Apartment rentals range

from less than \$50 per month upward, depending on individual preference.

For additional information, write to Vocational-Technical Teacher Institute, Attention: Dr. Donald E. Maurer, P. O. Box Y, Oak Ridge, Tenn. 37830.

Several institutions are offering programs designed for degrees in education with specialization in rehabilitation administration or rehabilitation research.

The programs' purpose is to equip the participant with the knowledge and skills necessary to administer a business enterprise primarily concerned with helping handicapped people to become vocationally useful.

• **The University of San Francisco** has offered a three-part curriculum aimed at a working knowledge and competency in the basic business disciplines, a grasp of production management and organization theory, and an application of theory to practice by supervised field work in selected workshops.

The Rehabilitation Workshop Administration Program will be conducted at a post-baccalaureate level. A certificate in rehabilitation workshop administration will be awarded upon successful completion of the program.

Admission to the program will be based on the applicant's academic background, work experience, references and a personal interview. A degree from an accredited institution is desired, but a qualified candidate without a degree may be admitted upon recommendation of the admissions committee.

Further information and application forms may be obtained by writing to Mr. I. Salkind, Director, Training Program for Workshop Personnel, University of San Francisco, San Francisco, Calif. 94117.

• **The University of Wisconsin** offers a graduate training program for Administrators and Directors of Sheltered Workshops. Such workshops are designed to assist people who have an occupational handicap to progress toward a productive vocational status and normal living.

The program seeks students from many related fields such as business management; vocational, industrial and special education, personnel management; psychology; sociology;

social work; occupational, physical and recreational therapy; guidance counseling; public health nursing and other fields in which individual treatment in relation to vocational adjustment is involved.

To be eligible for this program, applicants must have had training in areas of vocational rehabilitation, social agency administration, production and business management. They must also have a bachelor's degree and meet the regular requirements for admission to the graduate school.

The University of Wisconsin program varies in length depending upon previous experience and train-

ing. Students with considerable background may complete the course of study in one academic year. Those with less background will take longer—probably two academic years.

For further information and application forms, write to: Paul Lustig, PhD, Director, Training Program for Workshop Personnel, the University of Wisconsin, 2570 University Avenue, Madison, Wis. 53706.

• **Northeastern University's** College of Education, also has a new program leading to the Master's degree in education with specialization in rehabilitation administration or research.

The purpose of the program is to

combine broad, comprehensive knowledge, techniques and skills of modern organization, administration and research and apply them to the field of rehabilitation.

Although retired servicemen are not specifically mentioned as possibilities for this program, the University is seeking selected students who show great promise and are interested in entering the field of rehabilitation research.

For application forms and further information on the program, write to: Dr. Reuben J. Margolin, Dept. of Rehabilitation and Special Education, Northeastern University, 43 Leon St., Boston, Mass. 02115.

Tips on JTR Changes May Help Smooth Your Path of Travel

Several articles of the *Joint Travel Regulations* have been subject to recent changes. The revisions may be found in JTR Changes 160 through 165, effective during the period from 1 May to 1 Oct 1966.

This listing is a guide only. No attempt has been made to explain the changes fully, as many aspects of travel entitlement require complex interpretations or rulings. If you believe the changes may apply to you, your local travel office or personnel office should be contacted for individual counseling.

The revised paragraphs are:

• **Paragraph M 1150-9**—Concerns definition of dependent. Provides that for the purpose of transportation an unmarried child who was transported overseas at government expense and who becomes 21 years of age while abroad continues in dependent's status until transportation to the United States is authorized. (Change No. 160.)

• **Paragraph M 4253-4**—Travel by commercial vessel. Revises the per diem rates for travel in commercial vessels. (Change No. 160.)

• **Paragraph M 4303-2c**—Temporary lodging allowances upon departure. Permits 10-day period of temporary lodging allowance to begin on the date dependents begin use of a hotel in cases where dependents depart the station before the member. (Change No. 160.)

• **Paragraph M 4413**—Transportation between place of lodging and place of business and between place of business and place where meals

are procured. Provides new entitlement to reimbursement. (Change No. 160.)

• **Paragraph M 4050**—United States-owned foreign currency. Deals with the purchase of such currency for travel expenses. (Change No. 161.)

• **Paragraph 7067-5, -6**—Deals with temporary duty directed in connection with permanent change of station to nonrestricted area and with temporary duty directed in connection with permanent change of station to a restricted area. (Change No. 161.)

• **Paragraph M 8003**—Deals with weight allowances. (Change No. 161.)

• **Paragraph M 8101-6**—Deals with transportation and nontemporary storage of household goods. (Change No. 161.)

• **Paragraph M 8206**—Deals with temporary duty and temporary additional duty in excess of six months (in regard to transportation of household goods). (Change No. 161.)

• **Paragraph M 8253-2g**—Concerns Navymen ordered to or from a vessel or afloat staff away from home yard or home port at time of reporting or detachment. Provides new entitlements. (Change No. 161.)

• **Paragraph M 11002-7**—Of concern to Navymen reassigned from an unrestricted overseas station to a restricted overseas station before shipment of privately owned vehicle from a U.S. port. (Change No. 161.)

• **Paragraph M 1150-4, 5**—Concerns definitions. The change adds National Guard camp mess and quarters to definitions of Government mess and quarters. (Change No. 163.)

• **Paragraph M 3050-3**—Concerns travel status. Change 163 provides that travel status terminates upon arrival of member at port of his vessel if he is directed to report on board immediately and vessel is actually in port at time the man arrives.

• **Paragraph M 4205-5**, table item f—Per diem rates within the U. S. The change provides per diem of 2.50 for temporary duty at Civil Service Commission Executive Seminars, Kings Point, N.Y., and Berkeley, Calif. (Change No. 163.)

• **Paragraph M 4451-1, 2**—Concerns quarters and messes. Change 163 revises the captions.

• **Paragraphs M 1150-20, 21; M 7005-2, 3; M 7102; M 7104-7; M 7105-1; M 8008-2; M 8253-2d; M 8302; M 8303-1; M 8304-3; M 11002-6**—Defines the phrases "possession of the United States" and "territory of the United States." The change deletes the words "Panama Canal Zone," since the CZ is included in the definition "possession of the U. S." (Change No. 164.)

• **Paragraphs M 4150-2, item 2; M 4159-4; M 4204-4; M 4250, item 7; M 4253-7; M 7008**—Provides for consideration of the cost of government transportation for travel performed at personal expense when travel by government transportation

is not directed, permitting reimbursement not to exceed the cost of available government transportation. (Change No. 164.)

• *Paragraphs M 4154-1; M 4155-2a*—Concerns mixed travel. Change 164 stipulates that the mode of transportation used between duty station and local common carrier terminal will be disregarded when determining whether mixed travel is involved. (Change No. 164.)

• *Paragraph M 4205-5, (table) c(4)*—Concerns per diem rates within the U. S. Requires that per diem be reduced to \$1 when an officer is furnished subsistence by the government without charge. (Change No. 164.)

• *Paragraphs M 4301-3a, 4a, 4b, 4d; M 4303-2*—Concerns arrival of dependents before arrival of the Navyman and conditions under which temporary lodging allowances are payable. The change prescribes entitlement to station allowances during the 60-day period immediately prior to the effective date of permanent change-of-station orders (including effective date of change of home port of a vessel). It provides for continuation of allowances at old station for 60 days when orders are changed while the Navyman is en route and before dependents have moved and permits payment of temporary lodging allowances for the member on the day of arrival when he is entitled to travel per diem with a reduction for quarters. (Change No. 164.)

• *Paragraph M 4355; Appendix F*—Concerns per diem. Provides instructions and table for special per diem rates for travel outside the United States. (Change No. 164.)

• *Paragraph M 4413-3*—Concerns travel by a privately owned conveyance. The change expands entitlement to monetary allowance in lieu of transportation for travel performed by privately owned vehicle between place of lodging and place of business, and between place of business and place where meals are procured, to all temporary duty assignments, including temporary duty en route incident to permanent change-of-station orders. (Change No. 164.)

• *Paragraph M 6001*—Concerns active duty training with pay. Provides that members of Reserve components traveling to and from

active duty for training are entitled to reimbursable expenses as provided in chapter four. (Change No. 164.)

• *Paragraphs M 7102; M 7103-1; M 7105-1; M 8302; M 8303-1*—Deletes requirement that member's home of record be located in the place selected as designated location for dependents and household goods, and shows that Alaska and Hawaii are in the same category as all other "United States" for the purpose of such transportation. (Change No. 164.)

• *Paragraphs M 7103-1, 3; M 8303-3; M 11002-5*—Authorizes advance return of household goods and privately owned motor vehicle when dependents travel to an appropriate place in the United States without formal approval. (Change No. 164.)

• *Paragraphs M 8009; M 8253-2e*—Provides choice of dividing existing entitlement into combination of shipments to other than the new station, in addition to storage, subject to payment of costs in excess of a like weight of household goods being shipped in one lot from the old to the new station. (Change No. 164.)

• *Paragraphs M 8100-7; M 8101-8*—Pertains to the conversion of temporary storage to nontemporary storage and vice versa. The change provides for the conversion of household goods from temporary to nontemporary storage, and from non-

temporary to temporary storage, when such conversions are in the interest of both the government and the member. (Change No. 164.)

• *Paragraphs M 8100-1; M 8200-1; M 8255*—Concerns weight allowances. Establishes entitlement to storage, temporary and nontemporary, and shipment of temporary change-of-station weight allowance when the Navyman is unable to accept or use the household goods at the temporary duty station. The change also provides for the storage and shipment of temporary change-of-station weight allowance of household goods on completion of temporary duty and when orders are revoked, modified or canceled at a temporary duty station. (Change No. 164.)

• *Paragraphs M 8101-6, item 11; M 8256*—Provides for continued nontemporary storage at the old permanent station when, incident to permanent change of station, a Navyman is directed to perform temporary duty at an intermediate station pending further assignment. (Change No. 164.)

• *Paragraph M 8253-2c*—Establishes entitlement to ship unaccompanied baggage to a designated place in the United States, and subsequently from the designated place to the overseas station, when transportation of dependents or household goods to an overseas area is prohibited but will be authorized within 20 weeks. (Change No. 164.)

• *Paragraphs M 8350; M 8351-1; M 8352-2; M 11005*—Clarifies entitlement to shipment of a privately owned motor vehicle in cases determined to be covered by the Missing Persons Act. (Change No. 164.)

• *Paragraph M 4156, Case Four*—The change adds specific travel allowance entitlement when orders are modified or cancelled while a Navyman is en route on permanent change of station involving temporary duty. (Change No. 165.)

• *Paragraph M 4303-3c*—Prescribes temporary lodging allowance entitlement when hotel or hotel-like accommodations are furnished by a government contractor. (Change No. 165.)

• *Paragraph M 5050-1*—Provides travel entitlement for an applicant ordered home to await a reporting date. (Change No. 165.)

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"... and then this gang of foreign agents grabbed me and took me to their hideout, where they commenced to ply me with what seemed suspiciously like alcoholic beverages and they . . ."

LETTERS TO THE EDITOR

Advancement Waivers

SIR: Last spring the requirement for time in pay grade for advancement to PO2 and PO1 was shortened for men in certain ratings. For the February examination a similar waiver was put into effect for men seeking advancement to E-4 and E-5.

This, I am given to understand, was done to increase the pool of men available for promotion.

Why doesn't the Navy simply authorize more advancements from those men who have been quotaed on past exams? This would increase the promotion opportunities for more experienced and qualified men.

Has BuPers considered such a possibility? Has the SecNav Retention Task Force?—E. P. R., RM2, USN.

• *The possibility was considered both by BuPers and by the Task Force (which is now a part of BuPers). Such a policy was rejected because of the adverse effect it would probably have on both the Navyman and the Navy.*

As you said, the waivers were allowed to increase the pool from which men in the particular ratings could be promoted. The larger pool of eligibles was an ace in the hole against the possibility (repeat, possibility) that there would be a requirement for additional

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

petty officers in excess of the number usually promoted.

Navyman who had passed but had not been advanced in the past could have been included in this pool, but such action could have proved detrimental. For one thing, men usually score higher each time they take the examination, so the use of past examination scores might have proven a hardship on the individual.

Do not overlook the fact the advancement system is already heavily weighted in favor of the more experienced Navyman. Because senior men are allowed additional points for time in service and time in rate, the Navyman who received waivers had to do exceptionally well on the exam to earn a higher total multiple than their seniors.—Ed.

Everglades Was There

SIR: I would like to point out an oversight in your September 1966 issue of ALL HANDS in which you gave a report on the units that assisted in raising the submerged nuclear bomb off Palomares, Spain, last April.

You neglected to mention one of the initial recovery ships: *uss Everglades* (AD 24).

When the bomb was first reported lost, *Everglades* was wrapping up a three-month Med cruise. But, instead of heading home, she was directed to proceed to Palomares. There she anchored and served as flagship for Task Group 65.5 until 27 Feb when she left for the U. S.

Furthermore, since becoming a fan of ALL HANDS, I have never read an article or seen a picture of our destroyer tender in your magazine.

How about giving us an inch or two of copy? After all, her crew maintains that *Everglades* is the only 4.0 tender in either Fleet.—D. A. G., YN 3, USNR.

• *We're indeed sorry Everglades wasn't mentioned in the Palomares article, but she wasn't recorded in the Task Force 65 listing of the participating ships and units.*

We did a little checking around. This is what we found:

When the loss was reported on 17 Jan 1966, Everglades was moored in Naples. She remained there until 31 January, when she proceeded to Cannes. On 7 February, she left Cannes and moored at Palomares on 9 February.

*While at Palomares, Everglades provided support for U. S. ships arriving on the search scene until 13 February, when she was relieved by the destroyer tender *uss Cascade* (AD 16).*

Everglades left the coast of Spain on 17 February and parted company with the Sixth Fleet on 27 February and headed for Charleston, S. C.

In the meantime, more units and ships had arrived at Palomares to become a part of Task Force 65. When the Force list was finally compiled, Everglades was unfortunately not included.

As to past coverage in ALL HANDS, had we received word from your ship, telling of her early activities, she most certainly would not have been neglected. We rely on such reports or news releases from ships and units throughout the Navy for publicity on individual activities.

Now that we know more about Everglades from the information you have



OUT TO SEA AGAIN—Navy tugs assist submarine tender *USS Bushnell* (AS 15) as she leaves Charleston for sea trials and her home port in Key West, Fla.

provided, reinforced by her official ship's history, we're more than happy to tell the rest of the Navy about her.

Everglades' keel was laid on 28 Jan 1945 and she was outfitted at Terminal Island, Calif.

Before she could be commissioned and sent out on her sea trials, however, Everglades was placed in the San Diego Group Reserve Fleet. There she remained until the outbreak of the Korean crisis when the new tender was brought into active service and commissioned on 25 May 1951.

Her first cruise was in September of that year when she left Long Beach for Norfolk, Va., where she became a member of the Atlantic Fleet's Destroyer Force.

During the next three years Everglades worked toward operational proficiency. In 1954 she was awarded the Battle Efficiency Pennant as the best ship in her class in the Atlantic Fleet.

After five trips to the Mediterranean, Everglades changed her home port to Charleston, S. C. She then became the administrative flagship for Destroyer Flotilla Six in July 1960.

Between 1960 and 1964 the tender operated out of Charleston and made two Caribbean cruises in preparation for another trip across the Atlantic to the Mediterranean.

On this cruise, while moored in Naples, Everglades became the first Atlantic-based destroyer tender to fly the Drone Antisubmarine Helicopter (DASH).

Then in August 1964, she was awarded her first Departmental Engineering E award. The following year she earned her second engineering award together with an E award for operations excellence.

Everglades spent the early months of 1965 providing tender service to ships in both Norfolk and Mayport, Fla., before she set out on her 1965-66 Med tour in November.

It was during the latter part of this cruise that she took part in the early formation of the recovery forces which located and raised the lost nuclear bomb on 7 Apr 66.—Ed.

White Socks

SIR: A friend disagrees with me about white socks worn with the enlisted uniform. You can settle it if you can tell us what year they were removed from the seabag. Also, were they ever an optional item?—S. I. D., HM1, USN.

• Done. White socks were part of the enlisted white uniform until 1 Jan 1956, after which black socks were, and are, required with all uniforms worn by enlisted men below the grade of chief petty officer.

Between 30 Mar 1955 and 1 Jan 1956, white socks were optional for enlisted undress whites.—Ed.



WHICH WAY IS THE WIND BLOWING? Wind currents twisting around ships and an alert photographer from USS Frontier (AD 25) made this picture of two flags within a few feet of each other blowing in opposite directions.

You Can Still Wear Dolphins

SIR: I first enlisted in the Navy in March 1945, and served on active duty until August 1946. During that time, I served aboard the submarine USS Ray (SS 271), and was qualified in submarines. I was therefore entitled to wear silver dolphins at the time of my discharge.

I reenlisted on 12 Apr 1948 and have served on continuous active duty since

then. None of my service during this period has been in submarines. Am I still entitled to wear the dolphins? I know that the right to wear an aircrewman's wings can be revoked only for cause. Does the same rule hold true for a submariner's dolphins?—F. M., PNC, USN.

• Since you apparently have never been disqualified for any reason, you are still entitled to wear the dolphins. The BuPers Manual (Article C-7404) states that a man who has qualified in submarines, and is later detached from sub duty, retains his qualification. The Manual sets no time limit on this rule.—Ed.

Date Makes A Difference

SIR: I received the Armed Forces Expeditionary Medal in 1958 for service in Lebanon. Then, in 1965 I received the Armed Forces Expeditionary Medal again for service in Vietnam aboard USS Dixie (AD 14).

Should I wear a star on the AFEM, or may I trade the latter award in on a Vietnam Service Medal?—C. H. P., EN2, USN.

• It depends upon whether your 1965 service was before or after Independence Day.

Men who earned the AFEM for Vietnam before 4 Jul 1965 may elect to wear either the AFEM (or star, in your case) or the Vietnam Service Medal.

Men who saw service in Vietnam after 4 Jul 1965, however, have no choice in the matter. They must wear the Vietnam Service Medal.

In other words, if you served in Vietnam after the cutoff date, you must wear both medals. If you served before, you may take your choice.—Ed.

Military Precedence of Seabees

SIR: In reply to a letter concerning seniority (or precedence) which appeared in your September 1966 issue, you said that "some ratings are more able, by virtue of training and experience, to exercise command in a military situation."

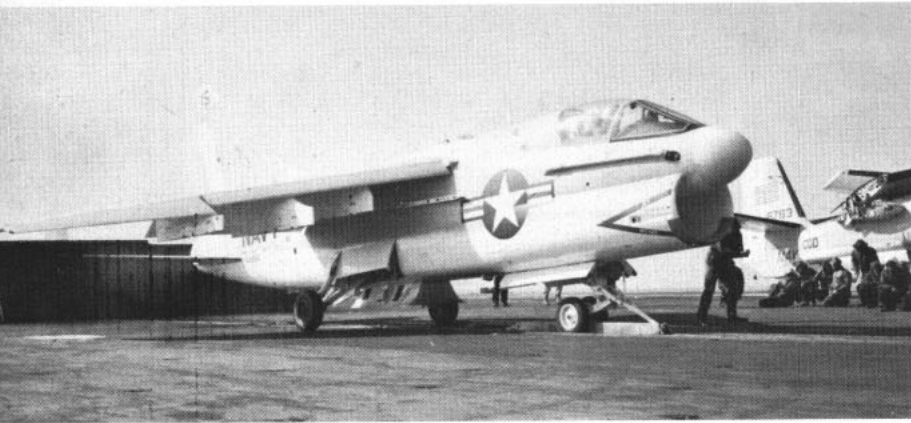
If this is true, why are the rates of Group VIII—Construction Battalions—so far down on the list?

Seabees have a standard construction/combat formation that is used daily, not just in emergencies or for landing parties.

This formation is based on six weeks of specialized infantry training Seabees receive either at Camp Lejeune or Camp Pendleton.

While there, petty officers attend a USMC NCO leadership school, conducted by Seabee officers and enlisted instructors who train POs in both tactics and weapon usage.

As a result of this training, CPOs



CARRIER QUALS—A7A Corsair II prepares for launch from flight deck of USS America during qualifications as an aircraft-carrier-based plane.

serve as platoon commanders and frequently act as company commanders. Other senior POs are trained as squad or section leaders of weapons or communications platoons. Third and second class petty officers fall in line as fire team leaders, directing constructionmen as riflemen.

These commands, platoons and teams take part in field exercises primarily aimed toward tactical defensive problems. However, some exercises involve offensive amphibious landing procedures. Therefore, the men leading their units, under either of these conditions, constantly "exercise command in military situations."

With this in mind, I cannot understand the logic that permits Seabee ratings to be preceded by lesser trained individuals in an outdated seniority system.—S. F. P., UTCS, USN.

• The only logical explanation of our precedence list is a fine line which,

in your case, divides two sets of circumstances—one at sea, the other on the beach.

Let's say you find yourself aboard ship with a boatswain's mate whose rate, time in grade and service are the same as yours.

Should there develop a situation on board whereby military command has to be exercised, we hardly think you'd insist on taking the helm just because your rate were (note we didn't say was) higher on the seniority list. After all, the BM has nearly 200 years of traditional sea experience backing him up.

On the other hand, it's highly unlikely that the same boatswain's mate, should he find himself with sand between his toes, would insist on taking command of your platoon—at least not while you're still in the picture.

This matter of precedence began long ago and has all the weight and authority of tradition behind it.

The first steps toward a rating structure were taken in 1775 with the publication of Rules for the Regulation of the Navy of the United Colonies.

This mentions "surgeon's mate, cook, armourer, gun-smith, master-at-arms and sailmaker." Not to be facetious, but nowhere does it mention Construction Battalion ratings which were non-existent until some 160 years after the first Navy cook served his first meal.—ED.

A Contract Is a Contract

SIR: In 1965 I signed an agreement to extend my enlistment from two to three years of active duty in the Reserves. I contracted for this extension because I wanted to attend a 24-week Class A school.

After I enrolled in the course, however, it was shortened to 20 weeks. My contract stated I would have to serve one extra year of active duty for a school of more than 20 weeks. As things now stand, I was shortchanged on my schooling but had to pay for the full course. Can anything be done about this?—V. W. Y., RMSN, USNR.

• Yes, indeed. A contract is a contract in the Navy as elsewhere. If you don't receive the goods, you don't have to pay the price.

It is suggested you submit a letter of request to the Chief of Naval Personnel (Attn: Pers-B2221) via your commanding officer.

In the letter, request a reduction of your active duty from three to two years since the RM "A" course of instruction was reduced while you were attending school. Pers-B2221 assures us your request will receive favorable attention, provided the circumstances are as stated in your letter.—ED.

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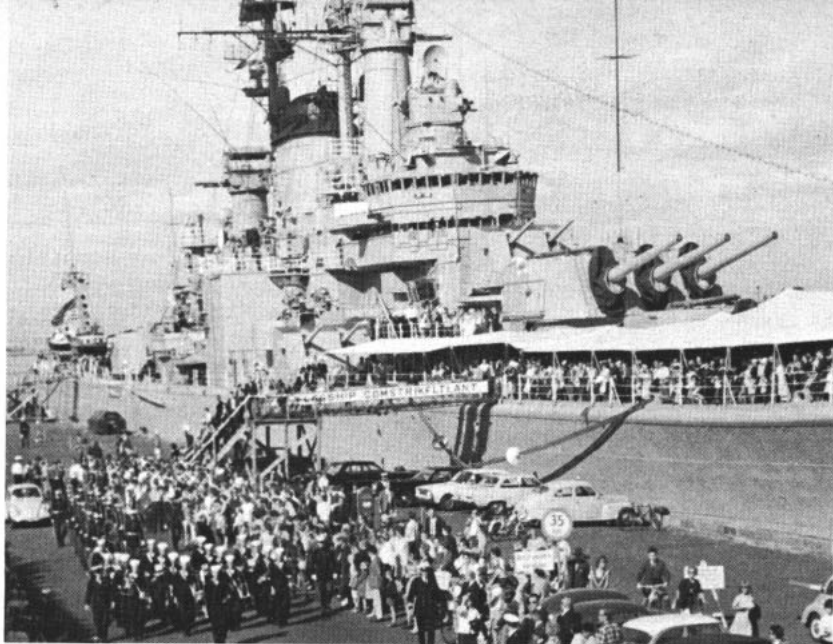
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Visit to Copenhagen

WHEN THE HEAVY cruiser USS *Newport News* (CA 148), flagship for the Second Fleet, tied up in Copenhagen, Denmark, she was on a goodwill cruise visiting ports in northern Europe. It didn't take the cruisemen long to find out that there was plenty of friendship in the Danish capital.

During the flagship's four-day stay the cruiser acted as host to more than 10,000 visitors. While ashore the Commander Second Fleet band and the U. S. Marine drill team from *Newport News* performed before large audiences in Town Hall Square. The Navymen added many young friends to their list when they passed out balloons carrying the message, "The U. S. Navy says hello."

Sightseeing cruisemen found the numerous palaces, castles and the picturesque countryside excellent

targets for their cameras. The highlight of their Copenhagen liberty was a visit to the famed Tivoli Gardens, an amusement center in the heart of the city. Tivoli Gardens features fine shops and restaurants, games, rides and entertainment for the entire family.

Clockwise from Top Left: (1) Heavy cruiser *Newport News* greets visitors while tied up in Copenhagen. (2) Cruiseman from *Newport News* shops for postcards for family and friends back home. (3) Denmark's well-known Little Mermaid is visited by Navymen on liberty. (4) Palace guard is shot by visiting whitehat. (5) The Commander Second Fleet band plays for the people in Town Hall Square. (6) Crewmembers of *Newport News* relax at a sidewalk cafe while enjoying Tivoli Gardens. (7) A Danish miss receives a souvenir.



HEROES and LEADERS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BARDWELL, Robert J.**, Hospital Corpsman 3rd Class, USN, while serving as platoon corpsman for the Company A, 1st Battalion, 3rd Marines, during a search and clear operation in the La Chau Village complex in the Republic of Vietnam on 17 Jul 1965. When the lead element of another platoon encountered a mine field and was simultaneously brought under Viet Cong fire from several directions, Petty Officer Bardwell, upon receiving a call from the adjacent unit, left his platoon and maneuvered 200 yards across an open rice paddy under heavy fire. He located and administered aid to two Marines, one of whom had been critically wounded by an exploding mine. Since additional injuries were sustained by members of his own platoon as the intensity of the fire increased, he again ignored the mortar and automatic weapons fire nearby, returned to his unit via the same open rice paddy and encountered two other Marines requiring medical attention. After administering necessary first aid measures, he assisted the senior corpsman in directing medical evacuation of the wounded by helicopter while under a heavy volume of hostile fire directed into the landing zone. Petty Officer Bardwell's heroism under fire, his resourceful and decisive action and his determined devotion to his comrades were in keeping with the highest traditions of the U. S. Naval Service.

★ **BATSON, Jack E. D., Jr.**, Lieutenant, USN, while serving in Fighter Squadron 21, embarked in *uss Midway* (CVA 41), during a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 17 Jun 1965. As pilot of an F4B *Phantom* aircraft, LT Batson engaged at least four and possibly six enemy aircraft, accounting for one confirmed kill and contributing to a second by another aircraft in the flight, thus diverting the remaining enemy airplanes from their threat to U. S. striking forces. With heavy antiaircraft fire bursting throughout the patrol area, he relentlessly main-

tained his vigil and pressed forward his attack, seeking out and destroying the opposing enemy aircraft, thus preventing damage to U. S. strike aircraft in the area. By his skill and devotion to duty in the face of grave personal danger, LT Batson upheld the highest traditions of the U. S. Naval Service.

★ **BRENT, William H.**, Hospitalman, USN, while serving with Company I, 3rd Battalion, 6th Marines, against rebel forces in Santo Domingo, Dominican Republic, on the afternoon of 30 Apr 1965. As the platoon was brought under an intense three-sided cross fire of rebel small arms and heavy automatic weapons, Hospitalman Brent saw four wounded Marines in an open area 60 yards away. Disregarding his own safety, he courageously left a sheltered area and, although wounded almost immediately, crawled to the Marine casualties while under heavy automatic weapons fire and began to administer aid. He remained with the wounded until they were evacuated by an armored vehicle to the command post. Hospitalman Brent's aggressiveness, initiative and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

★ **CAMPION, Charles G.**, Hospital Corpsman 3rd Class, USN, while serving with Company C, 1st Battalion, 3rd Marines, near the village of La Chau, UPLIFT—LCDR Thomas Tucker gets a lift from helicopter after his jet was shot down in Haiphong Harbor.



Republic of Vietnam, on 5 Jun 1965. While giving medical aid to several sick villagers, Petty Officer Campion was attacked by other villagers at the time that his platoon was attacked by the Viet Cong. Fighting his way free, he ran to the platoon position and immediately began medical treatment of two wounded Marines. In order to protect the wounded men, he seized an automatic rifle from one of them and turned it against the enemy, killing one Viet Cong and driving the others to flight. After the wounded Marines were evacuated, Campion fearlessly exposed himself to heavy enemy fire so he could render aid to another casualty and assist in his evacuation. By his daring actions and devotion to duty in the face of great personal risk, Petty Officer Campion upheld the highest traditions of the U. S. Naval Service.

★ **DONNELLY, William N.**, Commander, USN, while serving as Commanding Officer of Fighter Squadron 154, embarked in *uss Coral Sea* (CVA 43), on 29 Mar 1965. As an element leader of an attack strike group, CDR Donnelly was given the task of leading his aircraft on rocket attacks against a prime target on Bach Long Vi Island, North Vietnam. In the face of heavy enemy ground fire, he led the flight in a diving rocket attack directly on the assigned target, delivering punishing direct hits and inflicting severe damage. Although his aircraft was hit by enemy ground fire, he chose to make another attack. As he was entering his second rocket attack, the aircraft controls froze and he was forced to eject at very low altitude, inverted, at an airspeed of approximately 400 knots, four miles north of the target island. An extensive search was organized, which resulted in his recovery by seaplane 44 hours later. During this two-day period, although painfully injured and stranded in the immediate vicinity of the enemy island, he managed to evade the enemy search boats. By his perseverance, determination and devotion to duty, CDR Donnelly upheld the highest traditions of the U. S. Naval Service.

★ **GERHARD, Harry E., Jr.**, USN, Commander, while serving as Commander, Attack Carrier Air Wing Seven, embarked in *uss Independence* (CVA 62), on 20 Sep 1965. As strike leader, CDR Gerhard directed a highly successful

bombing attack against an important railroad bridge in North Vietnam. During the approach to the target area, while under heavy fire from surface-to-air missiles, anti-aircraft guns and automatic weapons, and while threatened by enemy fighter opposition, he ordered the strike group to hold near the target while he proceeded to the target and initiated the attack with air-to-ground missiles. In the face of the intense opposition, he then positioned himself directly over the target area in order to coordinate the attack, remaining in this vulnerable position to direct the aircraft until the bridge was inoperable. When another pilot was forced to eject over enemy territory upon retirement from the target, CDR Gerhard remained in the area until he was assured that rescue was imminent. By his daring actions and devotion to duty, he upheld the highest traditions of the U. S. Naval Service.

★ HARTMAN, Charles W., III, Lieutenant (jg), USN, while serving in Attack Squadron 25, embarked in *uss Midway* (CVA 41), during a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 20 Jun 1965. Engaging two aircraft in low-altitude aerial combat, LTJG Hartman skillfully evaded the enemy attacks. Then, initiating an attack of his own, he made a confirmed kill and drove off the other plane. By daring action, skill and devotion to duty, he upheld the highest traditions of the U. S. Naval Service.

★ JOHNSON, Clinton B., Lieutenant, USN, while serving in Attack Squadron 25, embarked in *uss Midway* (CVA 41), during a mission in support of combat operations against North Vietnamese forces on 20 Jun 1965. LT Johnson engaged two aircraft in low-altitude aerial combat and, despite the distinct advantage held by the enemy aircraft, skillfully evaded their attacks. Then, initiating an attack of his own, he accounted for a confirmed kill and drove off the remaining aircraft. By his daring action and his devotion to duty, LT Johnson upheld the highest traditions of the U. S. Naval Service.

★ MORRIS, Shane A., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in the Republic of Vietnam on 21 May 1966. Petty Officer Morris accompanied a platoon on a helicopter mission to block the withdrawal of a Viet Cong force. When the helicopters landed in an open rice paddy, they were immediately subjected to mortar and automatic weapons fire from an estimated Viet Cong com-

pany firing on them from all sides. Twenty Marine casualties fell in the first few minutes. Morris immediately ran to the nearest wounded Marine. He administered first aid to the man while completely in the open and under intense enemy fire. Without hesitation, he moved from one wounded man to the next. After treating four of the casualties, Morris was moving toward another man when he was critically injured by enemy fire. By his courage, determination and devotion to duty in the face of great personal risk, Morris upheld the highest traditions of the U. S. Naval Service.



"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BESHANY, Philip A., Rear Admiral, USN, as Assistant Chief of Staff for Logistics, Allied Forces Southern Europe, from December 1964 to July 1966, and as Deputy Chief of Staff for Logistics and Administration, Allied Forces Southern Europe, from July 1966 to November 1966, for his contributions to difficult and delicate issues of extreme importance to the accomplishment of the command mission.

★ BOYES, Jon L., Captain, USN, as Assistant to the Director, Far East Region, Office of the Assistant Secretary of Defense (International Security Affairs) from 24 Jun 1964 to 9 Sep 1966, for his work on analyses of and recommendations for improvement in Department of Defense policies and programs in the Far East.

★ BRINGLE, William F., Rear Admiral, USN, as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, and as Commander Task Group 77.6, from 29 March through 29 Jun 1965, and as Commander Task Force 77 from 28 May through 27 Jun 1965, for his part in the first successful employment of the F4B/Sparrow III Weapons System, and for his work in the direction of five attack carrier striking groups engaged in combat operations in the South China Sea. The Combat Distinguishing Device is authorized.

★ CHARBONNET, Pierre N., Jr., Captain, USN, as Chief of Staff for Commander Carrier Division Seven from 30 March to 12 Oct 1965, for his contributions to the planning, coordination and execution of extensive combat air operations in Southeast Asia.

★ CLARK, Robert W., Captain, USN, as Commander Amphibious Squadron One while deployed as a unit of the U. S. Seventh Fleet Amphibious Force from December 1964 to May 1965, for his work in connection with the first extensive river delta operations carried out by Seventh Fleet amphibious forces. The Combat Distinguishing Device is authorized.

★ CONNOLLY, Bartholomew J., III, Captain, USN, from 8 May to 26 Nov 1965, as Commanding Officer, *uss Oriskany* (CVA 34), for his part in the development of new procedures and tactics which enabled his pilots to continue to carry out their missions despite the introduction of enemy surface-to-air missiles.

★ CORCORAN, Daniel J., Captain, USN, posthumously, as Staff Judge Advocate, Field Command, Defense Atomic Support Agency, Sandia Base, N. M., from 21 May 1963 to 22 Apr 1966, for his work in molding members of his legal staff into a more efficient and effective unit.

★ DARE, James A., Captain, USN, as Commander Amphibious Squadron 10 and Commander Naval Task Force (CTF 124) during April and May 1965, for his part in the establishment of U. S. troops ashore to protect American lives and those of other nationals in the Dominican Republic. The Combat Distinguishing Device is authorized.

★ DUBOIS, Raymond F., Rear Admiral, USN, as Commander Seventh Fleet Cruiser-Destroyer Group from June to December 1965, for his contributions to the development and organization of various concepts and doctrines for the employment of naval gunfire in support of operations in Vietnam and for special coordinated operations involving surface strike groups and carrier air groups operating in the South China Sea.

★ HENRY, Eugene B., Jr., Captain, USN, as Commander Destroyer Flotilla Five and as Senior Representative of Commander Cruiser-Destroyer Force, U. S. Pacific Fleet in the Hawaiian area, from 3 Oct 1964 to 12 Jul 1966, for his contributions to the successful build-up and high state of material and operational readiness of Destroyer Flotilla Five and the over-all effectiveness of the Cruiser-Destroyer Force, Pacific Fleet.

★ KNAPP, Paul J., Captain, USN, as Commanding Officer, *uss Princeton*

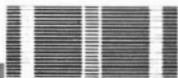
(LPH 5), and as Commander Task Group 76.5, from 9 Oct 1964 to 21 May 1965, for his work in the loading and distribution of supplies by *Princeton* for flood relief operations in the coastal plain sections of Vietnam and for employing the first amphibious vertical envelopment in Vietnam during the amphibious landings at Chu Lai. The Combat Distinguishing Device is authorized.

★ **LIBERTY**, Harold F., Captain, CEC, USNR, as Commander, 30th Naval Construction Regiment from 18 May to 1 Sep 1965, for his contributions to the development and construction of river and harbor improvements, erection of POL facilities, construction of a 400-bed hospital, numerous landing facilities and all Marine cantonments in the Naval Component Commander's area and for developing access to previously inaccessible locations, thereby materially contributing to the success of this command.

★ **SMITH**, Leon I., Jr., Captain, USN, as Director, Policy Division and Deputy Assistant Chief of Naval Personnel for Plans and Programs in the Bureau from 2 Jun 1964 to 12 Aug 1966, for his work in the preparation of studies, reports and material for use of the highest civilian and military officials in the Department of the Navy.

★ **TARPENNING**, Duane A., Commander, USN, while attached to Staff, Commander Fleet Air, Western Pacific Detachment, Cubi Point, from September 1965 to July 1966, for his work in connection with Operation Shoehorn.

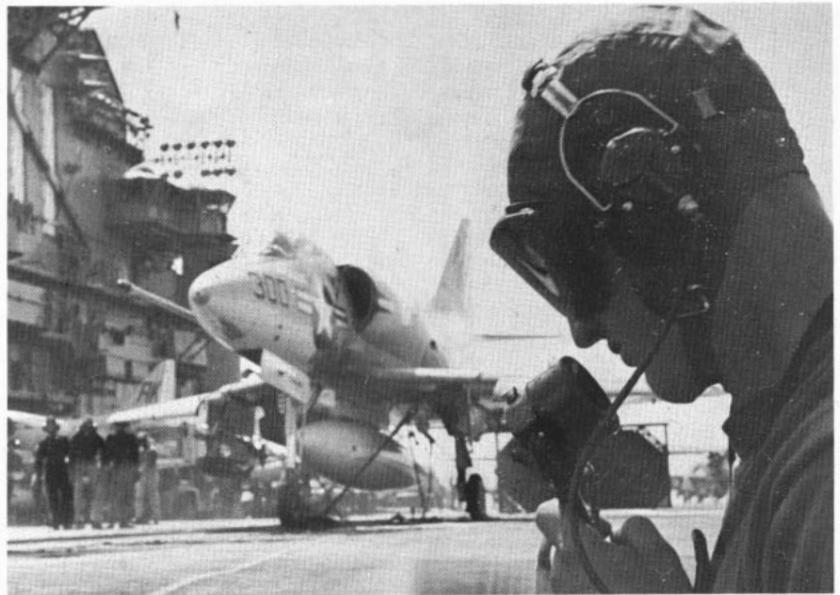
★ **WEISNER**, Maurice F., Rear Admiral, USN, as Commander Carrier Division One during combat operations in Southeast Asia from 3 January to 9 Jul 1966, for his service as Yankee Team Commander and for the planning, coordination and execution of operations of three attack carrier task groups off the coast of Vietnam.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **ADKINS**, Joe D., Commander, USN, as pilot of an A4E aircraft while serving as commanding officer of Attack Squadron 72, embarked in *uss Independence* (CVA 62) on 14 Jul 1965. As strike leader in an air wing coordi-



CATAPULT CONSOLE OPERATOR aboard *Intrepid* gives last-minute instructions to catapult crew prior to launch of *Skyhawk* on Vietnam mission.

nated strike against the Tri Dong Bridge, North Vietnam, one of the major supply routes from north-central to southern North Vietnam, CDR Adkins, in the face of enemy gunfire from the surrounding area, led and directed 11 A4E and one A6A aircraft in the bombing attack, which resulted in the complete destruction of a 75-foot span of the bridge and caused two other spans to drop. CDR Adkins personally scored direct hits with eight 500-pound bombs, contributing directly to the over-all success of the strike.

★ **FIELDS**, Marvin R., Lieutenant, USN, while attached to Light Photographic Squadron 63 Detachment Alfa, embarked in *uss Midway* (CVA 41), on 1 Jun 1965. As flight leader, LT Fields piloted his RF8A photo reconnaissance aircraft on a re-strike against a railroad marshalling yard, located north of the city of Vinh in North Vietnam, which was known to be defended by a heavy concentration of anti-aircraft guns. At the completion of the attack, he made a high speed, low altitude photo run over the city to the target area. During his approach to the target, he encountered heavy anti-aircraft fire from the ground which severely damaged his aircraft. While trying to return to his ship, LT Fields was forced to eject from his aircraft over the water when all the control systems were lost.

★ **GERHARD**, Harry E., Jr., Commander, USN, as pilot of an A4E aircraft while serving as Commander Attack Carrier Air Wing Seven, embarked in *uss Inde-*

pendence (CVA 62), on 14 Jul 1965. Acting as flight coordinator, CDR Gerhard directed a bombing attack on the Tri Dong highway bridge that had been attacked several times previously without success. Although confronted by anti-aircraft fire from emplacements surrounding the target, he analyzed the threat and assigned flak suppression aircraft to meet it, thereby permitting the aircraft bombing the bridge to attack with maximum effect. The attack resulted in the complete destruction of one span of the bridge, and severe damage to two others. CDR Gerhard's heroic actions and professional skill were in keeping with the highest traditions of the U. S. Naval Service.

★ **ILG**, Raymond P., Lieutenant, USN, as pilot of an A4C aircraft in Attack Squadron 22, embarked in *uss Midway* (CVA 41), on 11 May 1965. After being involved in a mid-air collision, and with the rudder of the other aircraft still impaled in his fuselage, LT Ilg immediately requested and engaged an aerial refueling tanker aircraft to augment his rapidly decreasing fuel. When *uss Midway* announced that a "ready deck" was available, he detached from the tanker four miles astern of the ship, lowered his landing gear, flaps and hook at 600 feet, checked the aircraft for controllability at landing speed, and made the decision to land the aircraft. While the aircraft was still streaming fuel heavily, he reported on the glide slope with 200 pounds of fuel remaining and made a normal carrier landing. On touchdown, the craft im-

mediately erupted in flames, but LT Ilg left the plane without injury.

★ LEUE, David E., Commander, USN, as a pilot in Attack Squadron 153, embarked in USS *Coral Sea* (CVA 43), on 27 Jun 1965. As air wing strike leader in an air wing strike against Dong Phuong Bridge, CDR Leue, despite continuous and intense enemy opposition, led the strike group in a highly successful attack on the bridge, in which repeated *Bullpup* and bombing attacks caused one span of the bridge to drop, and inflicted severe damage to a second span, without damage to any of the participating aircraft. He scored a direct hit on the bridge with his *Bullpup* missile attack, contributing to the success of the mission. Through his careful planning and heroism in the face of intense enemy opposition, CDR Leue upheld the highest traditions of the U. S. Naval Service.

★ MAPE, John C., Commander, USN, posthumously, as a pilot in Attack Squadron 52, embarked in USS *Ticonderoga* (CVA 14), on 12 Nov 1965. As flight leader of a flight of attack aircraft, CDR Mape provided close air support for surrounded elements of the 3rd Brigade, 1st Infantry Division, U. S. Army, during the battle of Bau Bang, Republic of Vietnam. In the face of heavy enemy automatic weapons fire, he led his flight in repeated bombing and strafing attacks against the Viet Cong. The intensity of these attacks and the determination with which they were executed resulted in heavy casualties for the Viet Cong, which broke the impetus of their attack. CDR Mape's courage throughout this action was in keeping with the highest traditions of the U. S. Naval Service.

★ McDONALD, Wesley L., Commander, USN, as commanding officer of Attack Squadron 56, embarked in USS *Ticonderoga* (CVA 14), in support of USS *Maddox* (DD 731) on the night of 4 Aug 1964 in the Gulf of Tonkin and for his part in the air strikes against North Vietnamese torpedo boats, their bases and supporting facilities on the afternoon of 5 Aug 1964. While flying in support of *Maddox*, CDR McDonald led his section of aircraft through extremely adverse weather conditions and total darkness to the scene of the action and made two attacks on unidentified hostile torpedo boats. With minimum rest, he planned the light jet attack tactics for the retaliatory strikes against North Vietnam. Then, as flight leader, he led six A4E light jets in support of the Vinh oil storage strike. Despite intense hostile antiaircraft fire, he aggressively

attacked antiaircraft batteries, inflicting maximum damage with rocket and 20mm fire. He then led his wingman in an attack on a North Vietnamese patrol boat, heavily damaging the craft and causing it to be beached.

★ MOORE, Robert E., Commander, USN, as pilot of a jet aircraft and as Commander, Attack Carrier Air Wing Two, embarked in USS *Midway* (CVA 41), on 8 May 1965. Leading two coordinated strikes against the heavily defended Vinh Airfield in North Vietnam, CDR Moore, in the face of heavy enemy antiaircraft fire, demonstrated the highest degree of courage while coordinating the attack of each element of the strike group. By remaining at low altitude over the airfield during both strikes to call in flak suppression aircraft on active antiaircraft batteries, to spot for the bombing elements and to strike the runway with ordnance from his own plane, he contributed in large measure to the success of these two important strikes. CDR Moore's personal heroism was in keeping with the highest traditions of the U. S. Naval Service.

★ SCHULSTAD, George L., Major, USAF, while serving with Fighter Squadron 111, embarked in USS *Midway* (CVA 41), on 8 May 1965. Leading a flight of four F8D *Crusaders* against Vinh Airfield in North Vietnam, MAJ Schulstad, in the face of heavy and accurate enemy antiaircraft fire, initiated the flak suppression attack, destroying his assigned target. By making multiple runs against antiaircraft gun emplacements in conjunction with light bomber attacks, he contributed greatly to the success of this important mission. His heroism and professional skill were in keeping with the highest traditions of the Armed Forces of the United States.

★ SOUTHWORTH, Harrison B., Commander, USN, as pilot in the Attack Squadron 72, embarked in USS *Independence* (CVA 62), on 4 Jul 1965. As strike leader in an air wing strike on the Nam Dinh oil storage area in North Vietnam, CDR Southworth, in the face of heavy enemy gunfire from the surrounding area, directed and led 11 aircraft in the bombing attack, which resulted in 75 per cent damage to the oil storage area. Through his courage and outstanding leadership, he contributed directly to the success of the entire mission. His heroic conduct throughout was in keeping with the traditions of the U. S. Naval Service.

★ TISSOT, Ernest E., Jr., Commander, USN, as Commanding Officer, Attack Squadron 192, embarked in USS *Bon*

Homme Richard (CVA 31), on 1 Jun 1965. In an air wing strike against the Dong Phong Thuong Bridge in North Vietnam, CDR Tissot, as pilot of an A4C jet, was to attack the extremely narrow and heavily defended bridge with a *Bullpup* missile. Despite intense enemy antiaircraft fire, he guided his missile to a direct hit on the bridge, which weakened the structure and allowed a subsequent hit to collapse a span into the river. The missile impacted at the exact point, selected from pre-strike photography, that would cause the greatest damage to the bridge. In carrying out this assignment, CDR Tissot displayed extraordinary professional skill and marksmanship and bold action in the face of intense heavy opposition, thereby upholding the highest traditions of the U. S. Naval Service.

★ WINKOWSKI, John R., Lieutenant Commander, USN, as a pilot in Fighter Squadron 41, embarked in USS *Independence* (CVA 62) on 14 Sep 1965. As the flight leader of a two-plane armed reconnaissance mission over North Vietnam, LCDR Winkowski used radar navigation and dead reckoning techniques to locate the assigned objective area, despite inclement weather, and descended in total darkness into mountainous terrain. He illuminated the area by releasing para-

STANDING READY—Seabee of Amphibious Construction Battalion watches beach from warping tug offshore ready for salvage operations.





ALOHA OPEN HOUSE—USS Enterprise (CVAN 65) was greeted by 30,000 during carrier's initial visit to Pearl Harbor after tour with Seventh Fleet.

chute flares and discovered a 10-truck convoy. He and his wingman initiated numerous low-angle rocket attacks on the convoy in an area of known anti-aircraft concentrations. Fires and violent secondary explosions, resulting from the destruction of six heavy trucks and damage to the others, could be seen 15 miles away through the heavy overcast. By his courage and skill, LCDR Winkowski inflicted maximum damage to the target and thwarted an enemy supply effort which had depended on darkness and inclement weather for its safety.

★ **WYAND, Donald M.**, Commander, USN, while serving as Commanding Officer, Attack Squadron 22, embarked in *uss Midway* (CVA 41), on 9 May 1965. As the flight leader of eight aircraft participating in two strikes on Vinh Airfield in North Vietnam, CDR Wyand, despite intense enemy antiaircraft and automatic arms fire, led his flight in low-level napalm attacks on his assigned targets. Fully aware of the intensity of enemy defenses, he participated in the second strike on the airfield and again led his flight in repeated successful *Bullpup* missile attacks on his assigned targets. CDR Wyand's superior airmanship and courage were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ **ADKINS, Joe D.**, Commander, USN, as pilot of an A4E aircraft while serving as commanding officer of Attack Squadron 72, embarked in *uss Independence* (CVA 62), on 20 Sep 1965. Participating in a 32-plane air wing strike on the Cao Nung Railway Bridge, Bac Le, North Vietnam, CDR Adkins led his element as it successfully evaded the missile and antiaircraft threat. By his

quick actions, the *Bullpup* striking element was intact and able to respond to the on-the-spot directions of the strike coordinator. During the retirement phase, which involved a downed A4E pilot, CDR Adkins assumed the communications lead from the strike leader and coordinated the rollback and necessary search and rescue communications. His airmanship and vigilance were critical to the over-all success of the mission and were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ **DEWENTER, John R., Jr.**, Commander, USN, as pilot of a jet aircraft while commanding Attack Squadron 23, embarked in *uss Midway* (CVA 41), during a combat strike against a heavily defended airfield in North Vietnam on 8 May 1965. Although the approach to the target was defended by a heavy concentration of automatic weapons and antiaircraft artillery, ranging from light through heavy caliber weapons, CDR Dewenter continued to lead the bombing attack, dived on the airfield and accurately dropped his bombs, which blew a crater in the runway at midfield. He displayed exceptional competence and leadership in the planning and execution of these critical air strikes. His courage and airmanship were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ **LEUE, David E.**, Commander, USN, as a pilot in Attack Squadron 153, embarked in *uss Coral Sea* (CVA 43), on 10 Sep 1965. CDR Leue was assigned as strike leader of an air wing strike against Ben Thuy POL, North Vietnam, in an area of known high flak concentration. During the attack, the flight

leader of the second division was hit by intense enemy flak and forced to eject over enemy territory. Immediately calling for search and rescue assistance, CDR Leue went back to the area of the downed pilot to provide air cover and to direct search and rescue operations. Exposing himself and his aircraft to the constantly increasing enemy fire, he remained on the scene and made several low-altitude runs strafing at enemy troops and emplacements in an effort to protect the downed pilot. Leaving the scene only occasionally to refuel his aircraft in flight and to lead other aircraft into the area, he remained in the immediate vicinity for three hours to direct search and rescue operations. Due to the increasing intensity of flak and the disappearance of the pilot shortly after he hit the ground, the rescue attempt was unsuccessful and the search was stopped after four hours. CDR Leue's performance of duty in the face of the enemy was in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ **McDONALD, Wesley L.**, Commander, USN, as Commander Attack Carrier Air Wing 15, embarked in *uss Coral Sea* (CVA 43), on 5 Oct 1965. As the strike leader in a major joint air wing strike against the Kep Highway Bridge in North Vietnam, CDR McDonald planned his air wing's attack, then contributed to the combined pre-strike coordination and planning required against this target. In the face of heavy antiaircraft fire and the presence of surface-to-air missile threats, he led the strike aircraft in the dive-bombing run, marking the target and achieving significant damage to the bridge. Remaining in the immediate target area, he directed the attack and obtained post-strike bomb damage assessment. He then led the remaining strike aircraft from the target at tree-top level to avoid enemy air and missile opposition.

USS MAHAN steams on station.



Gold Star in lieu of Second Award

★ MOORE, Robert E., Commander, USN, a pilot of an A4E jet and as Commander, Attack Carrier Air Wing Two, embarked in *uss Midway* (CVA 41), on 28 Apr 1965. As flight leader of two strikes on PT boats sighted on the Rao Nay River above Quong Khe, North Vietnam, Commander Moore, in the face of heavy enemy gunfire from the PT boats and antiaircraft fire from the surrounding area, directed and led repeated bombing and strafing attacks against the targets. Though his aircraft was hit and streaming fuel on the initial run, he pressed on with his attack and delivered his ordnance on the target. Through his bravery he contributed directly to the over-all destruction inflicted upon the PT boats. His courageous action was in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ TISSOT, Ernest E., Jr., Commander, USN, as Commanding Officer, Attack Squadron 192, embarked in *uss Bon Homme Richard* (CVA 31), during the period 26 May through 1 Dec 1965, while in the Southeast Asian theater of operations. CDR Tissot led elements of his squadron in eight major air strikes against heavily defended, primary targets of great military importance in North Vietnam. Through careful planning and courageous leadership in the presence of hostile ground fire and missile threats, he contributed greatly to the success of these combat flights, which destroyed 285 buildings, damaged 250 buildings, destroyed 13 sampans and junks and accounted for at least 175 enemy dead. In addition, he delivered damage to the enemy in areas where ground fire prevented an accurate assessment of destruction. CDR Tissot's courage and tenacity in the dangerous and ever-changing environment over hostile territory were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Second Award

★ WYAND, Donald M., Commander, USN, as pilot of an A4C aircraft while serving with Attack Squadron 22, embarked in *uss Midway* (CVA 41), on 28 Apr 1965. As flight leader for two coordinated strikes on PT boats sighted on the Rao Nay River above Quong Khe, North Vietnam, CDR Wyand, in the face of heavy enemy gunfire from the boats and antiaircraft fire from the surrounding area, directed and led repeated attacks against the targets. Through his bravery and flying skill, CDR Wyand directly contributed to the location of all PT boats in the area and

to the over-all damage inflicted upon them. His heroic performance throughout was in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Third Award

★ ADKINS, Joe D., Commander, USN, as pilot of an A4E aircraft while serving as commanding officer of Attack Squadron 72, embarked in *uss Independence* (CVA 62), on 31 Oct 1965. Leading a division of aircraft and acting as the strike leader for a 23-plane air wing coordinated strike on the Kep Highway Bridge in North Vietnam, CDR Adkins, despite surface-to-air missiles and intense antiaircraft fire, was able to keep the force intact and to coordinate a devastating attack on the bridge. Four surface-to-air missile sites were located within a few miles of the

subjected to intense antiaircraft fire, he pinpointed the boats and began a *Bullpup* missile attack which scored a direct hit on one boat, putting it out of action and marking the area for the remaining strike aircraft. After his second successful *Bullpup* attack, Commander Leue, in the face of continuous enemy fire, remained over the target as on-scene controller. He directed the over-all attacks of the strike group, departing only after assuring that a following wave of strike aircraft had positively encountered the boats. Through determined search efforts in the face of all hazards, he was directly responsible for the destruction of two enemy PT boats and severe damage to two others, without loss or damage to any of the attacking forces. CDR Leue's ability, courage, tenacity and devotion to duty were in



STRANGE SIGHT—It's not a new type of carrier, but *USS Holmes County* (LST 836) giving a lift from the Far East to an F-8 *Crusader* that needs repairs.

bridge and the entire complex was guarded with an impressive array of conventional antiaircraft artillery. CDR Adkins directed the complete destruction of this bridge with unerring accuracy in the face of intense opposition. Because of his planning and coordination of the attack, not a single plane was lost or damaged.

Gold Star in lieu of Third Award

★ LEUE, David E., Commander, USN, as flight leader of jet attack aircraft in Attack Squadron 153, embarked in *uss Constellation* (CVA 64), during combat operations against hostile North Vietnamese forces on 7 Jul 1966. Despite unfavorable weather conditions and ingenious enemy camouflage, CDR Leue personally hunted down and located four North Vietnamese PT boats concealed among the numerous islands off the coast of North Vietnam. While

keeping with the highest traditions of the U. S. Naval Service.

Gold Star in lieu of Third Award

★ MOORE, Robert E., Commander, USN, as a pilot of an A4E aircraft and as Commander, Attack Carrier Air Wing Two, embarked in *uss Midway* (CVA 41), on 20 Sep 1965. Leading the first of three waves of attacking aircraft in a coordinated strike on the Kep Highway Bridge, CDR Moore, in the face of constant antiaircraft fire, remained on station at the target as each of three attacking elements of aircraft struck the objective. As the assault progressed, missiles were launched at the airborne force and all aircraft evaded by descending to low altitudes. CDR Moore successfully coordinated the entire strike. His heroic action throughout was in keeping with the highest traditions of the U. S. Naval Service.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ALLEN, Alvin Y., Jr., Hospitalman, USN, as a flight crewmember with Marine Medium Helicopter Squadron 365 in the Republic of Vietnam on 23 Dec 1964. Departing in a helicopter on a medical evacuation mission into the mountainous jungles of Vietnam to rescue five wounded Vietnamese soldiers and a wounded American advisor, Hospitalman Allen, upon reaching the evacuation site, saw the six men in an open area which was under fire from Viet Cong forces. With complete disregard for his own safety, he leaped from the aircraft, exposing himself to intense enemy fire. On three occasions, aided by two others, he carried all the wounded to the aircraft for evacuation. Through his courageous actions, composure under fire and exceptional devotion to duty, Hospitalman Allen was directly instrumental in saving the lives of the wounded men, thereby upholding the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ ANKERS, Harry M., Hospitalman, USN, in connection with operations against Viet Cong forces while serving as a corpsman with a Marine helicopter support team in the Republic of Vietnam on 15 Jan 1966. The 81mm mortar platoon was suddenly subjected to a violent mortar attack while preparing night defensive positions. Hospitalman Ankers left the protective cover of his position and, despite intense enemy mortar fire, rushed directly to the aid of the Marine casualties. Upon reaching a wounded man, he administered aid and maintained his exposed position adjacent to the wounded Marine throughout the enemy attack. By his courage and devotion to duty in the face of intense hostile fire, Ankers undoubtedly saved the life of the Marine. The Combat Distinguishing Device is authorized.

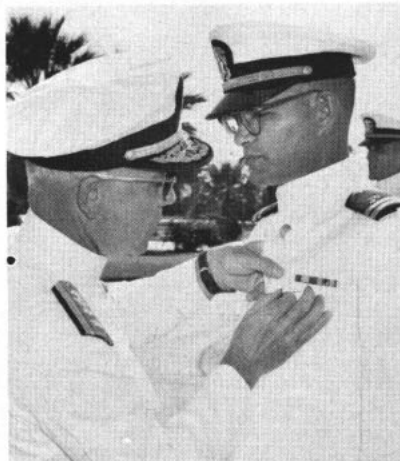
★ ANTHONY, David J., Lieutenant Commander, USN, while serving with friendly foreign forces engaged in armed conflict against communist insurgents in Vietnam from 5 Mar 1964 to 4 Mar 1965. As Senior Naval Advisor to the Vietnamese Third Naval Zone, LCDR Anthony participated in 15 combat operations in which he came under enemy fire. Working closely in joint planning conferences with Army

and Air Force personnel, he brought about significant improvement in Vietnam's naval capability. His initiative, ability and courage under fire have been commended by those who served with him, Vietnamese and U. S. service personnel alike. His performance of duty contributed greatly to the counterinsurgency effort at a time of increasing war tempo and rapid expansion of the Vietnamese Navy. LDCR Anthony's dedication to duty, courage and sense of responsibility were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ AURELIUS, George M., Jr., Hospital Corpsman 3rd Class, USNR, while serving with Company D, 3rd Reconnaissance Battalion in the Republic of Vietnam, on 12 Jul 1965. During a sweeping operation of a village in a Viet Cong sector south of the Da Nang Airfield, the company received heavy enemy small arms fire. The left flank platoon, pinned down by the fire, sustained two casualties. Petty Officer (then Hospitalman) Aurelius, attached to the support platoon, immediately ran to that position and quickly and competently aided the injured men, continuously exposing himself to the enemy fire. Although suffering from an injured knee, he prepared the wounded for evacuation by helicopter and carried them to the landing zone. Refusing to be evacuated and leave the company without a corpsman, he continued to aid the casualties until the mission was completed. The Combat Distinguishing Device is authorized.

★ BARABE, William D., Hospital Corpsman 3rd Class, USN, while serving on

STAR FOR CHAPLAIN—LT George Ray McHorse receives a Bronze Star for attempting rescue of 11 Marines from helicopter crash in Vietnam.



patrol in the vicinity of Da Nang, Republic of Vietnam, with Company A, 1st Battalion, 3rd Marines, on 11 Jul 1965. When a mine was detonated, killing five other Marines, Petty Officer (then Hospitalman) Barabe, the platoon corpsman, immediately took charge of the situation and began to treat the casualties, although the position was under enemy small arms fire. He moved from man to man, rendering medical assistance to the wounded and insuring that they were as comfortable as possible. By his prompt and courageous actions, Petty Officer Barabe upheld the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ BARNES, Fletcher J., III, Lieutenant, USN, as a member of the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, serving as advisor to River Assault Group 22, Vietnamese Navy, on 21 Jan 1965. Operating on the Oriental Vaico River in the Luong Hoa area of Long An Province in support of a 25th Infantry Division combat mission, LT Barnes' group moved to the location of the 52nd Ranger Battalion to provide close supporting fire for the battalion's move back across the river. LT Barnes advised his counterpart to beach his craft, even though Viet Cong mortar fire was directed at the Ranger Battalion's perimeter and was landing nearby. Exposing himself to intense enemy fire better to observe and advise his counterpart, he inspired the Vietnamese Navy personnel to remain at their guns and stop two powerful Viet Cong assaults which approached to within 75 meters of their boats. When the order was given to evacuate the Ranger Battalion, LT Barnes advised his counterpart to remain at his station to provide covering fire for the withdrawal, although he would have been completely justified in advising him to leave the area. By his leadership, courage and aggressiveness, LT Barnes upheld the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ BOWMAN, Jack B., Jr., Lieutenant, USN, in connection with operations against the communist insurgent forces while serving with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, from 5 Oct 1964 to 1 Sep 1965. As a patrol ship advisor to the Vietnamese Navy Sea Force, LT Bowman participated in 10 combat patrols totaling 184 days, performing all phases of his advisory assignment in a uniformly outstanding manner. Through constant association, rapport and ex-

ample, he evoked vastly improved anti-infiltration patrol and naval gunfire support effectiveness from his Vietnamese counterpart. LT Bowman's exceptional military bearing, professional competence and courage were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **BOYLE, Robert W.**, Chief Boatswain's Mate, USN, while serving with friendly foreign forces engaged in armed conflict against the communist insurgents in Vietnam from 27 Sep 1964 to 7 Jul 1965. As Operations Advisor to the Vietnamese 4th Naval Zone, Chief Petty Officer (then Petty Officer) Boyle participated in 20 combat operations in which he came under enemy fire. Through his knowledge of diving and salvage operations, he was instrumental in the recovery of a boat and armament in two mining incidents. His outstanding performance of duty contributed greatly to the counterinsurgency effort at a time of increasing war tempo and expansion of the Vietnamese Navy. The Combat Distinguishing Device is authorized.

★ **BRAKKEN, Dale B.**, Builder 1st Class, USN, in connection with operations against the enemy while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. When the compound which he was helping to construct came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Petty Officer Brakken stayed at his post for two and one-half hours, exchanging fire with the enemy until thrown against a bunker by one of the mortar rounds exploding near him. Summoned back to the command post, he and 13 others fought off the enemy for almost 11 hours, during which time he was wounded. Once he left the command post under intense fire to help carry a wounded man to safety. Petty Officer Brakken then aided in carrying this wounded man, again under enemy fire, to another location where all members of the team were evacuated by air 14 hours after the battle began. Through his alertness and willingness to take risks, Petty Officer Brakken greatly contributed to the safe air evacuation of 13 men from Dong Xoai. His courageous actions were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **CAMPBELL, Donald L.**, Commander, USN, in connection with operations against the enemy while serving as Air



SPOTTER watches Vietnam junks.

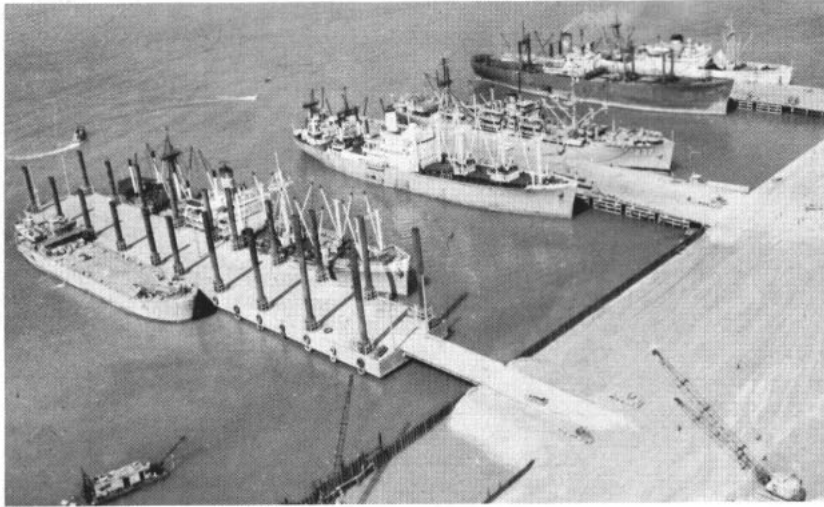
Warfare Officer for Commander Carrier Division Seven, from 18 March to 28 Jun 1965. During this period, COMCARDIV Seven was assigned successively as Commander Attack Carrier Striking Force, U. S. Seventh Fleet and Commander Task Group 77.6, and was charged with the task of conducting extensive air operations in Southeast Asia, including major air strikes against heavily defended military installations, continuous day and night armed reconnaissance and interdiction, and direct air support for Commander U. S. Military Assistance Command, Vietnam. Acting as principal advisor to the Commander in all matters concerning the characteristics, handling and employment of air weapons, CDR Campbell advised with precision and authority in the development and execution of complicated strike plans involving large coordinated attacks with a variety of weapons. His outstanding professional knowledge, mature judgment and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

★ **CANBY, Edmund B.**, Chief Gunner's Mate, USN, while serving with friendly foreign forces engaged in armed conflict against insurgent communist guerrilla forces on 9 Nov 1964. As a member of the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, Chief Canby served as seamanship advisor to the Vietnamese Coastal Force junk divisions. While pursuing five Viet Cong junks toward shore, the junk that Chief Canby was aboard came under intensive automatic rifle and small arms fire. The junk crewman firing the .30-caliber machine gun was wounded and the mortar crew went to his assistance.

After firing the last of his 57mm recoilless rifle ammunition, Chief Canby single-handedly manned and directed the 60mm mortar fire which silenced a Viet Cong .50-caliber machine gun position. When the mortar crew returned to the weapon, Chief Canby manned the junk's .30-caliber machine gun. The Viet Cong withdrew when their .50-caliber machine gun was put out of action, enabling the junk crewmen successfully to take the beach and capture and destroy the Viet Cong village. Chief Canby's heroic actions and stamina while under intense enemy fire were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **CESSNA, Ralph H., III**, Hospitalman, USN, while serving with Company A, 1st Battalion, 3rd Marines, in the Republic of Vietnam, on 4 Jun 1965. While on a combat patrol involved in a sweep of the villages on the western bank of the Song Yen River, the 1st Platoon of Company A began to receive extremely accurate sniper fire from the eastern river bank. The intense fire claimed the lives of two Marines and wounded several others, including one of the hospital corpsmen. Hospitalman Cessna, the other platoon corpsman, assisted and treated all of the injured men. Upon hearing a call for a corpsman, he immediately rushed to the aid of a Marine who was critically injured. Although in an exposed position, Cessna administered medical aid and moved the wounded Marine to a covered position from which he could be evacuated. Through his prompt action and courage, Hospitalman Cessna upheld the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **COMLY, Samuel P., III**, Lieutenant, USN, in connection with operations involving conflict with opposing Viet Cong forces while serving with the Naval Advisory Group, Military Assistance Command, Vietnam, from 1 Sep 1964 to 1 Jul 1965. As a shiprider/advisor aboard ships of the Vietnamese Sea Force, LT Comly provided advice and assistance on all operational matters to the commanding officers of the ships in which he was embarked, contributing materially to the successful conduct of Vietnamese Sea Force patrol and amphibious operations. Assigned primarily to ships deployed in the rivers of the Mekong Delta, an area generally under Viet Cong control, he personally participated in 11 operations in the delta, spending a total of 177 days on patrol. The Combat Distinguishing Device is authorized.



DA NANG DOCKS—Cargo vessels unload supplies for forces in South Vietnam at Da Nang's new deep draft piers. Piers have increased capacity 30%.

★ **COOK, Gordon S.**, Lieutenant, CHC, USN, while serving as chaplain with the 1st Battalion, 4th Marines, in the Republic of Vietnam, from 9 June to 30 Sep 1965. In attending to the spiritual and moral needs of the battalion, Chaplain Cook displayed boundless energy, enthusiasm and professional competence in carrying out his responsibilities. In addition to conducting a service every week in each of the battalion's widely separated positions, he also managed, by efficiently budgeting his time, to visit each unit once a week for counseling, to conduct daily Bible study classes in the command post, to visit the sick and wounded at least once each day, to conduct weekly services for an adjacent battalion which had no Protestant chaplain and to hold religious instruction for those who desired it. Chaplain Cook's inspiring devotion to duty was in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **DEMARAIS, Richard A.**, Hospital Corpsman 3rd Class, USN, while serving with the 3rd Tank Battalion, 3rd Marine Division, at Da Nang, Republic of Vietnam, on 9 Aug 1965. When the battalion command post was subjected to a sudden, intense enemy mortar attack, Petty Officer (then Hospitalman) Demarais proceeded immediately to a tent which had received a direct hit to administer first aid to the wounded occupants. Discovering an officer who had received a critical head wound and had been presumed dead, Demarais detected a slight pulse and quickly applied mouth-to-mouth resuscitation. As the officer responded, Demarais attended to the man's wounds. By his

prompt and courageous actions in the face of enemy fire, Petty Officer Demarais was instrumental in saving several Marine lives. His exceptional ability and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **EYMAN, Lawrence W.**, Utilitiesman 2nd Class, USN, in connection with operations against the enemy while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Vietnam, on 10 Jun 1965. When the compound which he was helping to construct came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Petty Officer Eyman stayed at his post exchanging fire with the enemy until wounded in the chest and arm by shrapnel. He then managed to carry three weapons besides his own back to the command post, where he continued to exchange fire with the enemy for 11 hours until evacuated by air. Through his great spirit and determination to continue fighting, although wounded, Eyman contributed to the safe air evacuation of 13 men from Dong Xoai. His courageous actions were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **FIELD, Tylor, II**, Lieutenant, USN, as a member of the Naval Advisory Group, Military Assistance Command, Vietnam, from October 1964 to October 1965, while serving as a Coastal Force Advisor to the 3rd Coastal District. LT Field participated in 15 combat junk patrols and three major combined

operations with Vietnamese Army units against the Viet Cong. During these patrols and operations, he lived regularly with the paramilitary junk crewmen aboard their junks and on their bases. He habitually placed himself in the lead patrol junks, thus exposing himself to enemy fire from junks and river banks, as well as from beach positions. LT Field's leadership, devotion to duty and courage under fire were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **GALLATIN, Robert E.**, Captain, USN, as Executive Officer of *uss Midway* (CVA 41) from 10 April to 7 Jun 1965. During this period, CAPT Gallatin displayed outstanding professional skill and resourcefulness in connection with the greatly increased number of command functions, bridge evolutions and personnel and material problems associated with intensified strike operations. By leadership and example, he inspired the *Midway*/Air Wing Two team to maximum effort under trying and often adverse conditions. On 31 May 1965, when *Midway* was about to be engulfed in Typhoon Babe, CAPT Gallatin personally directed preparations for heavy weather with only two hours' notice. Due to his rapid, efficient and timely preparations, the storm's full fury of over 100 knots with torrential rain and heavy seas resulted in only minor damage and *Midway* was thus able to meet all operational commitments on schedule.

★ **GRAHAM, Curtis G.**, Lieutenant, MC, USN, as a Flight Surgeon with Marine Medium Helicopter Squadron 365 in the Republic of Vietnam on 23 Dec 1964. Participating in a medical evacuation mission into the mountainous jungles of Vietnam to rescue five wounded Vietnamese soldiers and a wounded American advisor, LT Graham, upon reaching the evacuation site, saw the six wounded men in an open area which was under fire from Viet Cong forces. With complete disregard for his own safety, he leaped from the aircraft and, on three occasions, aided by two others, carried the wounded Vietnamese and American to the aircraft. LT Graham's courageous actions, composure under fire and exceptional devotion to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ **GUAY, Paul E.**, Lieutenant, USN, in connection with operations against the communist guerrilla forces in the Republic of Vietnam from 1 Oct 1964 to

16 Jul 1965 as Senior Advisor of Coastal Detachment One. Responsible for advising the six Coastal Force divisions of the Vietnamese Navy First Naval Zone in the proper techniques of maintaining efficient patrols against the possibility of Viet Cong infiltration by sea, LT Guay supervised the activities of the U. S. Navy petty officers assigned as advisors and helped the Vietnamese maintain the material condition of their patrol junks. He helped various division commanders conduct effective amphibious and land operations in support of the counterinsurgency operations. Exposed many times to enemy fire, LT Guay succeeded in gaining the initiative and silencing the opposing weapons. The Combat Distinguishing Device is authorized.

★ HANNA, Gerard J., Lieutenant, USN, in connection with operations against the communist guerrilla forces in Vietnam from October 1964 to September 1965, as a ship advisor to the Vietnamese Navy Sea Force. LT Hanna participated directly in 14 combat patrols totaling 192 days. Deployed as the only American with his unit, he was continually subjected to austere living conditions. Through constant association and exceptional rapport and example, he evoked from his counterparts, the commanding officers of 20 Vietnamese ships, considerably improved anti-infiltration patrol, amphibious landing and naval gunfire support effectiveness in all naval zones of the Republic of Vietnam. The Combat Distinguishing Device is authorized.

★ HANRAHAN, Dennis M., Hospitalman, USN, while serving with Company A, 1st Battalion, 3rd Marines, on a patrol east of the Song Yen River in the Republic of Vietnam on 4 Jun 1965. When his platoon suddenly began receiving intense and accurate sniper fire, Hospitalman Hanrahan quickly moved from man to man administering first aid to the casualties. Once he rushed to a man who was seriously wounded, treated him under enemy fire and assisted in the man's evacuation to the helicopter landing zone. While at the landing zone, he treated all of the wounded until they were evacuated by helicopter. Through his aggressiveness and courage under fire, Hospitalman Hanrahan undoubtedly saved the life of one Marine and prevented others from more serious injuries. The Combat Distinguishing Device is authorized.

★ HARMAN, Richard S., Lieutenant (jg), USNR, as Naval Gunfire Liaison Officer in the Republic of Vietnam, from 6 May to 9 Sep 1965. Responsible for

the coordination of all naval gunfire missions fired in the Vietnamese Army II Corps area, LTJG Harman, in order better to understand the problems of his assigned naval gunfire spotters and to gain personal knowledge of target areas, frequently flew on spotting missions in small, fixed-wing aircraft at extremely low altitudes. Through his skill, initiative, courage and exceptional performance of duty, LTJG Harman contributed materially to the success of operations against the Viet Cong forces in the II Corps area. The Combat Distinguishing Device is authorized.

★ HARRINGTON, Robert P., Hospitalman, USN, as platoon corpsman, 1st Platoon, Company I, 3rd Battalion, 3rd Marines, during Operation Starlite in Quang Nai Province, Republic of Vietnam, on the morning of 18 Aug 1965. When his platoon came under intense enemy mortar, recoilless rifle and small arms fire and suffered heavy casualties, including its only other corpsman, Hospitalman Harrington bravely moved through the enemy fire in order to care for his many wounded comrades and other casualties in an adjacent company area. By his prompt and courageous actions in the face of great personal risk, he undoubtedly saved the lives and reduced the suffering of a number of Marines, thereby upholding the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ HARTMAN, Franklyn J., Lieutenant (jg), CEC, USN, as Commanding Officer, Company A, U. S. Naval Mobile Construction Battalion Nine near Da Nang, Republic of Vietnam, from 29 June to 23 Aug 1965. Upon his arrival in Da Nang, LTJG (then Ensign) Hartman was assigned the monumental task of constructing a site for a missile battery and a three-and-one-half-mile access road. The problem was compounded because the proposed site was located on an 1800-foot peak and the access road traversed the roughest possible terrain, consisting of large boulders and high cliffs overgrown by extremely dense jungle. Under his direction, the two special crews (one for the missile site and the other for the road) completed the project in less than eight weeks. While working on this difficult project, LTJG Hartman also provided equipment support for other major projects to which his unit was assigned. The Combat Distinguishing Device is authorized.

★ HOOVER, William H., Captain, USN, as Executive Officer, USS *Coral Sea* (CVA 43) from 11 March to 14 Oct

1965, while engaged in combat operations against North Vietnam. Since the initial retaliatory air strike against Communist North Vietnam on 7 Feb 1965, *Coral Sea* operated almost continuously at sea, engaged in day and night air operations. Under Captain Hoover's leadership, the men of *Coral Sea* maintained a high state of morale despite the many hours of labor required from all hands.



BY THE DOZEN—Bombs are transferred from USS *Mt Baker* to *Constellation* by highline in Tonkin Gulf.

★ ILG, Raymond P., Lieutenant, USN, in the evasion of the enemy and control of rescue aircraft while down in enemy territory from 3 to 5 Jun 1965. After being forced to eject over enemy territory, very near the anti-aircraft concentration that caused his aircraft loss and subsequent ejection, LT Ilg spent two days in evasion. His use of his survival equipment, and training and determination to survive, made his evasion through constantly patrolled enemy territory successful. Before his rescue, he waved off and refused rescue attempts that would have endangered the rescue teams. His lack of concern for his own safety caused him to remain in the area until a rescue could be accomplished without endangering others. LT Ilg's courageous action, bravery and relentless will to survive were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

TAFFRAIL TALK

METEOROLOGICAL MATTERS are generally the purview of the Navy Weather Service, but one of the more interesting, if unofficial, weather predictions published in recent months originated in the Naval Oceanographic Office. According to the oceanographic people, a long warm spell is brewing.

This does not necessarily mean that Bathing Suits, Ltd., is the best investment for your reenlistment bonus. The heat wave isn't due to hit for a century or so, and the worst may not arrive until the year 2400. The temperature will then become gradually cooler until about 3300 A. D.

This is all based upon projections of earlier weather records.

Swedish historical records, for example, tell of variations in ice conditions from 1233 to 1833. Until 1433, a bitter cold era held sway. Then the weather began to warm up and will probably continue to do so until the middle of the next millennium. If the cycle holds, a cold wave may then be anticipated.

According to European historians, the fluctuation indicates a large-scale weather rhythm. Smaller cycles of 11, 90 and 250 years also exist and are generally attributed to variations in solar storms.

The theory of weather cycles is further confirmed by the records of Swedish fishermen during the Middle Ages. One story in particular illustrates the economic effects of the weather change.

In the early Middle Ages, the fishermen of Skanor and Falsterbo began to bring home increasingly large catches of Atlantic herring. The weather, it was noted, was becoming much colder.

As the cold increased, the nets became heavier and heavier with fish. Fish from the Ekanor and Falsterbo boats began to appear on tables across Sweden, making the seamen prosperous and the local merchants wealthy.

Then the cycle changed. The climate warmed. The Atlantic herring followed the chill northward and the nets were pulled up empty.

Within a few years the two fishing villages were deserted, useless as the played-out mining towns in the American West.

★ ★ ★

Anyone becoming shipwrecked on a desert island about 450 miles off the coast of South Carolina, and having pencil, paper and a watertight bottle handy, may look forward to rescue in about three years—give or take a century or so.

That's the word we receive from Russell A. Jones who, in 1963, was a boatswain's mate aboard *USS Searcher* (AGR 4). On 16 December he wrote a note, addressed it to whom it may concern, and requested any possible finder to correspond with him. He bottled his note, chucked it over the side, watched it bob along in the wake of the ship, then forgot about it.

Nearly three years later, on 13 Oct. 1966, he received a letter from a schoolteacher stating that the bottle had been found on the beach near Punta Hidalgo on Tenerife, an island in the Canary group.

He reported that the letter was still legible, but doubted that it would have lasted much longer inasmuch as the bottle cap was badly deteriorated.

Incidentally, Russell Jones also notes this is one way of becoming acquainted with some very interesting people.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

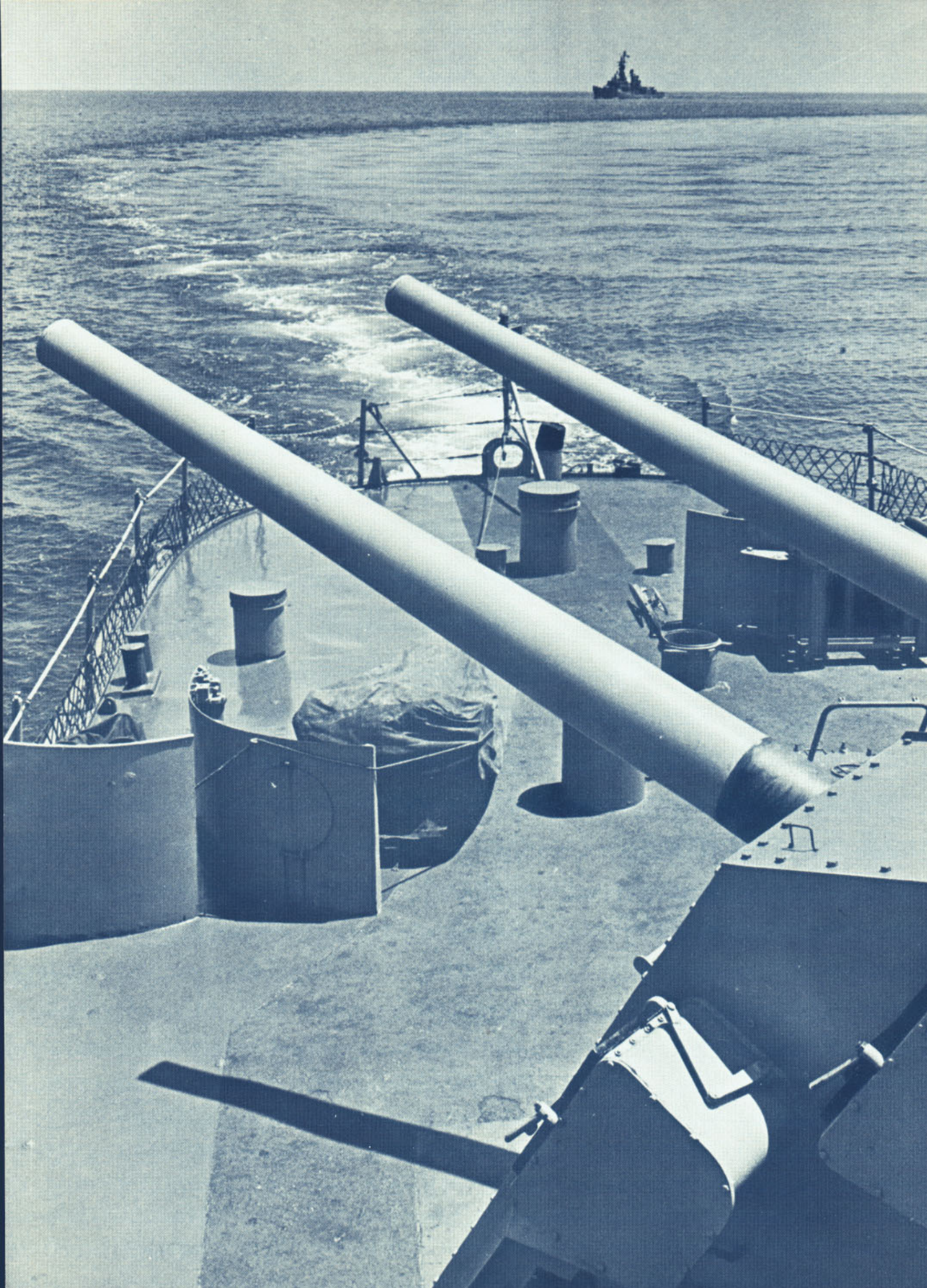
Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

• **AT RIGHT: ANOTHER VIEW** of *USS Gurke* shows ship's five-inch guns trained toward horizon as destroyer patrols Tonkin Gulf with *USS Hoel* (DDG 13) during Seventh Fleet operations.—Photo by J. Falk, JOC, USN.





LOOK AHEAD

Plan Your Navy Career

YOUR SHIP/STATION } **Leading Chief**
} **Division Officer**
} **Education Officer**
} **Personnel Officer**
... WILL LEND ASSISTANCE