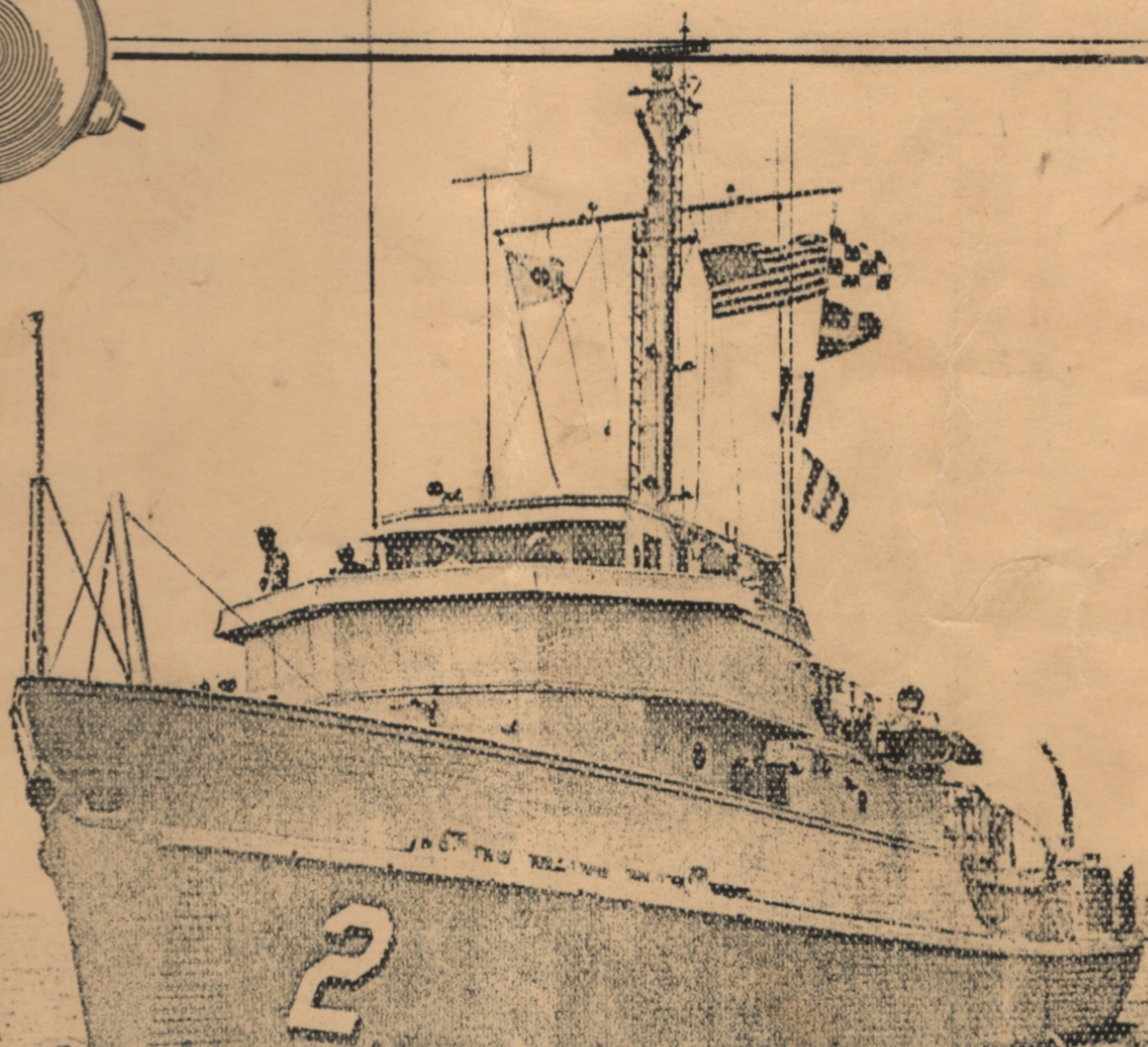
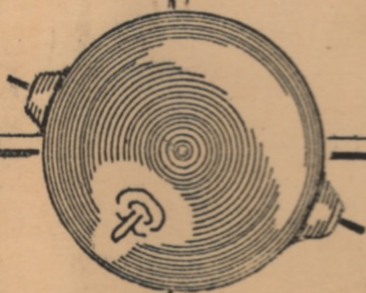


Messhall

MINPAC



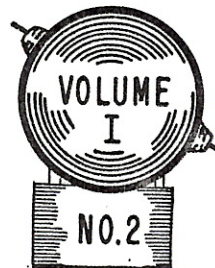
The Quarterly Magazine of the Pacific Mine Force
Spring, 1961

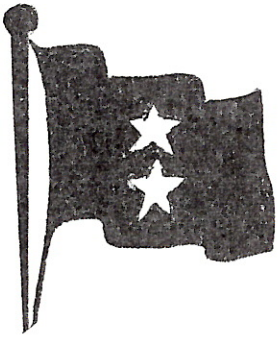
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FROM THE OFFICE OF THE Commander Mine Force, Pacific

achieved.

I take this opportunity to say goodbye to all of you who keep the Pacific Mine Force ready at all times to carry out its mission. I leave my job here with deep regret, but with real satisfaction for the progress

Command of the Pacific Mine Force has been a high point in my naval career and, while I look forward with keen anticipation to my new duties, I want you all to know that I will continue to follow the course of MINPAC with sincere interest.

Mine Force, U. S. Pacific Fleet is immensely important to the success of our Navy in the Pacific. In any wartime situation we are likely to face, it will be our minesweepers--from the rough, noisy launches, to the crowded, rolling ocean sweeps--that will lead the fleet to victory, just as the REVENGE led the way into Toyko Bay sixteen years ago. Our motto of "Where the Fleet Goes - We've Been" is a proud one.

Remember the importance of your ship's mission during the long hours of sweeping, during the hard work of rigging and streaming your gear, during the sometimes difficult months on rotation with the Seventh Fleet.

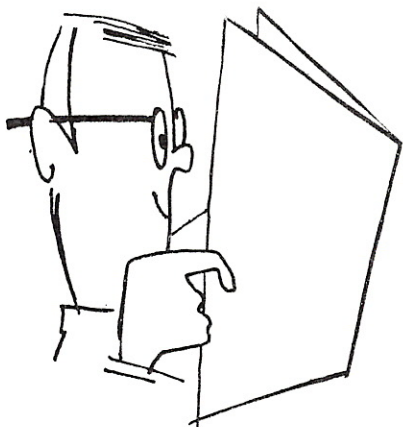
I relinquish this command to an outstanding flag officer, one who is thoroughly experienced in mine warfare, and I do so with confidence. RADM Veth's photograph is on the cover of this issue of the Quarterly and a brief biography can be found elsewhere in these pages. I know all of you in MINPAC will continue to give him the same fine performance you've given me.

F. Julian Becton

Rear Admiral, U.S. Navy

WHAT'S NEW

ABOUT COMPETITIVE EXERCISES



This article, prepared by the Readiness Section of the COMINPAC staff, will discuss changes to three important instructions dealing with Readiness and Training.

The basic changes in COMINPACINST 03500.29 are a revision in the weights assigned to the factors considered in the Battle Efficiency Competition, a revision in the system for determining the standing of ships within the competition and provision for the training and competition of the LSD assigned MINPAC.

The revision of the factor weights will increase the importance of day-to-day operations and material readiness in the determination of the Battle Efficiency Competition.

The following tables show the change clearly:

Factor Weights 1961 vs 1962

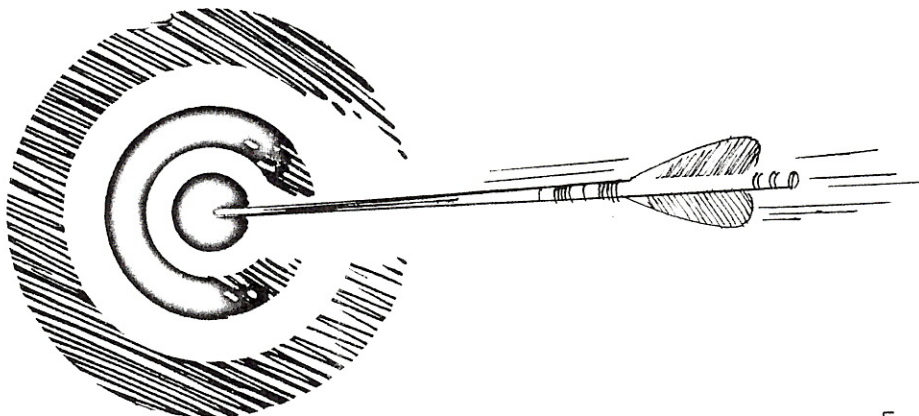
1961 (old)		1962 (new)	
Competitive Exercises	50%	Observation of Day-to-day	28%
Operational Readiness		Operations	
Inspection	20%	Material Reliability	26%
Other Inspections	10%	Competitive Exercises	15%
Unit Commanders'		Battle/MCM Readiness (includes	
Observations	10%	ORI, RFT, MCM RFT, and Fleet	
Self Maintenance	10%	Exercises)	18%
		Inspections	13%

The revision to the system for determining the standing of ships within the Battle Efficiency Competition has been made to eliminate the grading variances of individual Division Commanders. Under the Competitive Year 1961 rules, the way in which a division commander scored his ships could affect the standing of ships outside of his division. Under the new revision this is impossible. The system works this way. At the end of the competitive year, each Division Commander rates his ships using specified factors. He then assigns a score of 100 to the ship rated highest, and a score of 70 to the one rated lowest. The other ships are assigned scores between 100 and 70, proportional to their rated position between the division's highest and lowest ship. These adjusted scores, which will count 60% of the final standing, are forwarded to the Squadron Commander. The Squadron Commander independently rates the ships in his squadron on the basis of specified factors. The Squadron Commander's rating, with a weight factor of 40%, is combined with the Division Commander's adjusted score, with a weight factor of 60%. The resulting total will determine the standing of ships in the Battle Efficiency Competition. Any ties developing will be broken by the Squadron Commander. From these standings of ships the Force Commander will choose the Battle Efficiency "E" winners.

Change One to COMINPACINST 3520.1D changes the responsibility for the conduct of the Administrative Inspections from the Division Commander to the Squadron Commander and for the Pre-refresher Training Inspection from the Squadron Commander to the Division Commander. Provision is made so the Squadron Commander may use as assistant inspectors for Administrative Inspections members of the A, I and I Team or personnel from divisions other than the one to which the inspected ship is attached.

The other major revision included in the change gives specific instructions for the conduct of inspections on the MINPAC LSD assigned.

Exercises for which evaluation forms have been changed drastically by COMINPACINST 3500.13B are exercise Z-7-N (low Visibility Piloting) and CMF-1-DC (Basic Damage Control Exercise). All evaluation forms, however, have had minor revisions made to them. It will be noted that most of the new evaluation forms indicate a normal credit as well as maximum credit for marking factors. The normal credit is the score for the marking factor that should be assigned for standard performance with no significant discrepancies. Naturally, if the performance is less than standard, less than normal credit should be given and for superior performance, more than normal credit should be awarded. By commenting on the instances where more or less than normal credit has been assigned, the chief observer will, by his comments, support the numerical grade assigned the exercise.



....from USS Peacock

Tired of standard metal battle helmets slipping down on the nose or inducing first-class headaches after day-long wearing, PEACOCK's sweep detail now wears light plastic helmets similar to those worn by shipyard workers. These afford more than adequate protection to the wearer and in addition, when painted red, green, or white, identify a man's position on the detail.

On an MSC, a piece of plywood 18 x 21 inches, hinged along its narrow side to the cross brace supporting the radar indicator console in CIC, makes a very convenient desk for a 1-man CIC watch to work out his CPA problems. When not in use, it is folded down out of the way.

Repeated difficulty in engaging and disengaging the mag-tail reel on PEACOCK led to replacing the large metal inspection plate on the forward side of the reel gear box with a piece of ½" lucite, drilled for the hold-down bolts and well gasketed. Now it is possible to align the positive clutch visually, greatly facilitating the shifting operation.

How do you keep station in formation at night when the radar fails? This question once caused PEACOCK several hectic moments when it was discovered that almost no one aboard knew how to calibrate or operate the MK 21 MOD 2 optical rangefinder MSCs are allowed. A bit of time spent with the instruction book plus some extended practice has proved very valuable in similar casualties.

NOTES

MINPAC BATTLE "E" WINNERS

WHIPPOORWILL
PLEDGE
LUCID
MSB 15
MSB 48
MSL 11

The coastal minesweeper WHIPPOORWILL, commanded by Lieutenant H. B. Kuykendall and homeported in Sasebo, Japan, has been acclaimed the "most battle ready of the Pacific sweeps," awarded the Battle "E" for MINRON THREE and named a winner of the Navy-wide Marjorie Sterrett Fund Award.

The ocean minesweepers PLEDGE and LUCID on duty with the Seventh Fleet are Mine Squadrons 7 and 9, respectively, Battle Efficiency "E" winners in the Force.

Minesweeping Boats 15 and 48 of Mine Squadron Eleven and Minesweeping Launch 11 of Mine Division 33 are also Battle "E" winners in the fiscal 1961 competition which judges battle readiness among all Navy ships.

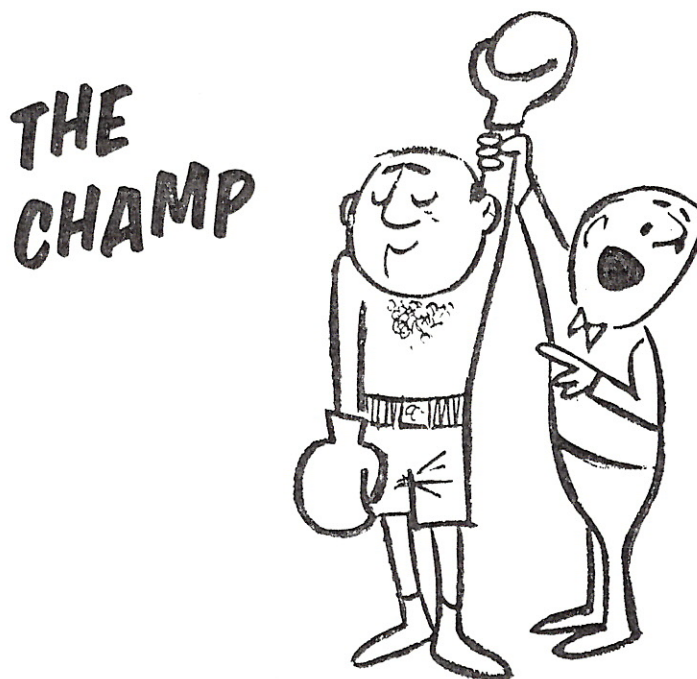
The ocean minesweeper LUCID, a unit of MINDIV 93, is commanded by Lieutenant Commander John P. Peterson. The PLEDGE, commanded by Lieutenant Commander Richard W. Hanson, is a part of MINDIV 73. The division sailed from Long Beach August 24 for normal six-months rotational duty with the Seventh Fleet relieving MINDIV 93.

Minesweeping Boat 15 is commanded by Chief Boatswain Mate L. S. Crawford while Minesweeping Boat 48 is skippered by Chief Quartermaster V. H. McCord. MSL 11 is skippered by BM1 John E. Welsh.

USS IMPERVIOUS, MINDIV 71, FIRM, MINDIV 72, PERSISTENT, MINDIV 91 and CONSTANT, MINDIV 92 were judged the top ships in their respective divisions in the annual competition.

The Pacific Mine Force under command of Rear Admiral Kenneth L. Veth numbers almost 100 ships and craft manned by some 3,500 officers and men.

These wooden-hulled minesweepers of the Pacific Mine Force lead the mighty Seventh Fleet in the Far East and the First Fleet off the U. S.'s West Coast. Their wartime mission is to seek out and destroy enemy mines blocking our free world's harbors and sea lanes.



A Biography....

RADM Kenneth L. Veth, USN

Well Versed in Mine Warfare

Rear Admiral Kenneth L. Veth, who assumed command of the Mine Force, U. S. Pacific Fleet on October 7, 1961, is perhaps the most experienced mine warfare flag officer in the Navy.

From his early years, when he served as mining officer in the minelayer RAMSEY, Admiral Veth had the conviction that mines would play an important part in any future conflict.

A native of the state of North Dakota, Admiral Veth was born September 29, 1911 in Minot. He attended Minot State Teachers College for two years before entering the Naval Academy. He graduated and was commissioned Ensign in 1935. Since that day in June he has served in many sea and shore billets, but it is mine warfare and anti-submarine warfare that have demanded most of his time.

He attended the first class of the Navy's Mine Warfare School at Yorktown, Virginia in 1941 and in that same year went to England to study British mine warfare techniques and pass them on to our officers and men training there.

Prior to the U. S. entry into World War Two, he participated in British mine sweeping operations off the coasts of England and

Scotland and in offensive mining operations in French coastal waters. He also took part in defensive mining in the waters between Faroes and Iceland.

In the early days of the war, he served in Washington, D. C., drafting mining plans and the Navy's mine development program for World War Two. In April 1943, he joined the staff of Commander Seventh Fleet in the Southwest Pacific. In November, he traveled to the China-Burma-India Theatre to serve on the staff of Admiral Lord Louis Mountbatten, planning and executing minelaying operations against the Japanese. During this period he helped plan and participated in the first B-29 mining mission of the war - also the longest non-stop flight of the war, some 3,800 miles from Ceylon to Palembang, Sumatra.

He headed the mining section in the Office of the Chief of Naval Operations from June, 1945 through October, 1947. During this period he was primarily responsible for drafting the Navy's post-war Mine Development Program and our post-war mining plans. In 1953 and 1954 he commanded Mine Division TWO, made up of four destroyer minelayers.

Admiral Veth has been decorated by all three U. S. military services. He wears the Navy's Legion of Merit with Combat "V" and an Oak Leaf Cluster in lieu of a second Legion of Merit from the Army. Although not an aviator, he also wears the Air Medal and the Bronze Star from the Air Force.

He has served in the battleship PENNSYLVANIA, the old cruiser PHOENIX and the cruiser LITTLE ROCK. He has commanded the destroyer EVERETT F. LARSON; the fleet oiler MONONGAHELA and the guided missile cruiser PROVIDENCE. He is a graduate of the Naval War College, has served in the office of the Joint Chiefs of Staff and in the National Security Agency. He has also served as Chief of Staff to Commander Carrier Division TWENTY, anti-submarine group in the Atlantic.

The last previous command for the new COMINPAC was Destroyer Flotilla Seven which he relinquished on October 5, 1961.



THEY ALSO SERVE

The ship's whistle sounds a final ear-splitting blast and the minesweeper, her husband's home for the next few months, pulls from the pier, bound for the Far Pacific. After a final wave and several wind-blown kisses she turns, and taking the childrens' hands, heads for home.



For the next six months she must assume the roles of both father and mother to her children.

She is the wife of a Pacific Mine Force Navyman.

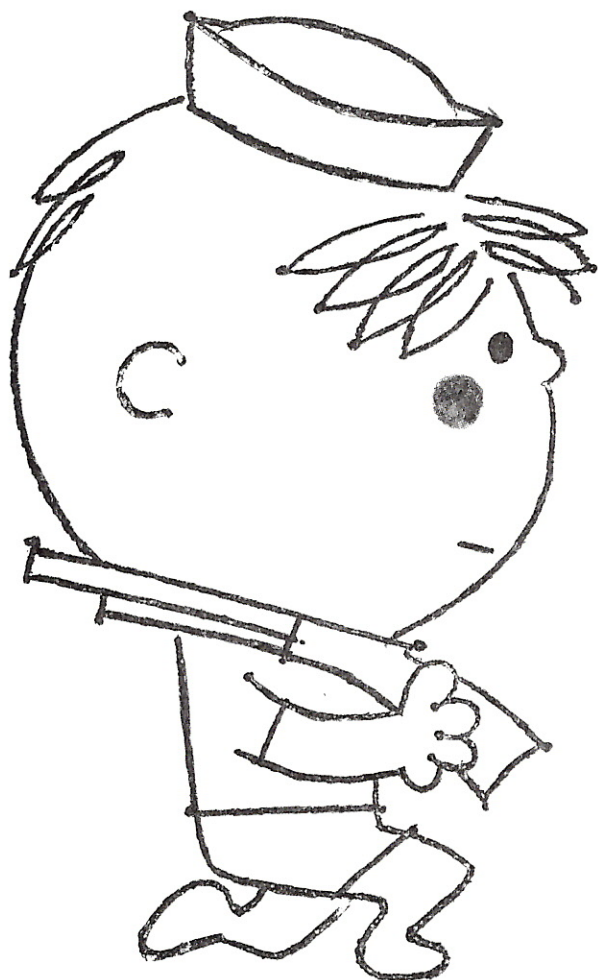
For many weeks she and her husband have been preparing for this day. He has made sure the family car is in good working order (just in case) and they have taken care of scores of other last minute details.

Now she is alone.

It's evening, the children are asleep and she sips on a cup of coffee. She has filled his extra large mug. In a sentimental moment she had begged him to leave it with her this time, and as she sips, her thoughts drift backward in time.....to the last cruise her sailor husband

made to the Far East.

Strange how time flies. It seems like only yesterday but it was actually over 18 months ago.



That was her husband's first cruise. She remembers how depressed she had been until he patiently explained to her why the ships had to go.....that they must work to protect the Free World, and as she understood she became very proud. Proud to be even a small part of such an important link in freedom's chain.

At first the children had been confused and upset when they learned that their daddy would have to go away for such a long time. But he talked to them. He told the oldest boy that he would have to be man-of-the-house while daddy was away. And he told all the children that they would have to help Mom more now. Somehow, they seemed to understand.

It was almost laughable, a little later, to see and hear how proudly Jimmy, with his chest pushed way out, told the neighborhood boys of his new status.

During that first cruise, she tried to write to her husband every night, but there were a few times when she simply didn't have the time

...children and a home keep a mother busy.

There were other Navy wives close by, wives whose husbands were also away from home and family. What would she ever have done without them that first time? By sharing their experiences and problems they were able to lighten one another's loads and the weeks seemed to pass more quickly.



She remembered that first month...how the wives had laughed together, almost to the point of tears, over the common problem of trying to stretch the allotment check to cover the whole month. It was good that she could laugh and share the problem with others. Alone, she might have been tempted to cry.

Letters from her husband helped a lot. He was a good writer and he told her of his visits to old Japanese cities, tiny Philippine barrios, and once, of the stop in the fantastic city of Hong Kong. She wished that she and the kids could see them with him, but his letters with the inevitable snapshots were the next best thing.

Time passed...then, new outfits for the boys! Haircuts for everyone! Put a shine on the shoes! The big day would soon be here. DADDY WAS COMING HOME!!



They awoke especially early that morning, as though nature had pre-set an automatic alarm so that they could crowd an extra hour into this day. Even the air seemed sharper, brighter, happier.

Then, at last, the trip to the pier to join the other Mine Force wives straining to catch the first glimpse of their husbands as the minesweepers came into view. She remembered that Jimmy saw him first. He jumped up and



down, pointing and shouting, "There he is" HI DADDY!!" Despite her efforts, the tears came - happy tears - as he waved to her and she saw him smiling across the narrowing belt of water.

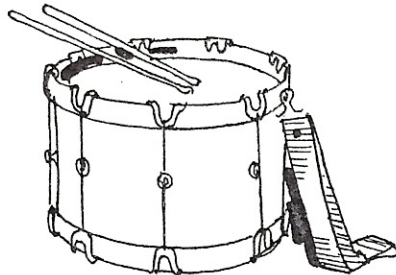
Now that the months of waiting were over, she had wanted to share her happiness with the world. Her man was home again.

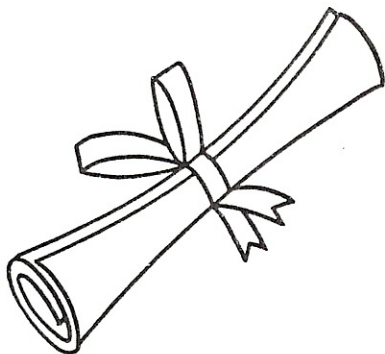
More than a year and a half has passed since that day. So long ago, that first cruise.....or was it?

Her coffee is cold. She glances at the clock and sees it is time for a final check in the boys' rooms. She turns off the lights. Tomorrow is another day, and he'll only be gone a few months.....

The job he's doing is important, the world needs the Navy.....and somebody has to be out there, watching and waiting.

by Bruce McLachlan, JO2





184 GRADUATE PACIFIC MINE FORCE LEADERSHIP SCHOOL

These petty officers of the Pacific Mine Force have completed a five one-half day Force Leadership School. We congratulate them:

From COMINPAC

M. L. Adams, DM1
R. R. Allen, RM2
L. W. Arthur, EM1
J. Ashley, Jr., YN3
J. F. Barber, YN1
H. F. Bentz, SK1
E. N. Bowe, RD1
J. T. Bradford, YNC
L. D. Brake, YN2
C. E. Burns, BM1
S. Busa, SDCA
J. C. Buzzard, RM2
B. D. Camren, PC3
J. J. Connor, RMC
S. D. DeLa Vega, YN1
J. M. Gorman, YNCA
L. C. Grubenhoff, ET1
G. T. Hahn, DC1
V. E. Isaac, BMC
A. L. Johnson, EMC
D. C. Jones, YN2

Q. Medina, YN1
R. L. Morgan, SKC
G. T. Mosby III, QM2-P1
D. C. Myren, SMC
W. W. Odom, SK1
L. A. Pashia, EMCS
W. M. Rapp, YN2
J. A. Roberts, BMC
P. Salinas, SDCA
W. S. Robinson, YN1
W. R. Walluck, SM3
J. F. Wood, YN2

From COMINRON 7

A. J. Chavez, YN3
T. C. Crall, SM1
B. Donelson, MN1
W. L. Korbisch, RM2-P1
D. A. Lozares, SD3
J. E. Spoon, MN2
C. W. Warren, BM1
E. G. Watten, ET2

From COMINRON 9

K. R. Simkins, YNCA
W. A. Smith, BMC

From DRILLMINPREP

R. R. Anderson, MNC
J. J. Ireland, MNMC
L. Johnson, MN3
R. B. Snyder, MN2
R. A. Tillman, MN2

From COMINDIV 72

H. E. Beasley, SM2

From COMINDIV 112

M. F. Arnott, EN3
M. R. Brown, EN2
E. L. Burger, BM3
A. J. Caraway, BM3
B. J. Davidson, EN3
P. A. Davison, EN1
K. D. Doty, EM3
A. L. Gregory, SM3
W. H. Heidbreder, SM3
R. E. King, SM2
R. R. LeMay, BM2
C. J. May, EM1
J. E. Page, EN1
H. E. Phillips, EM2
H. D. Roofe, BM2
E. C. Sachs, BM1
H. E. Sawyer, EN3

B. E. Standridge, DC3
P. H. Weiskivchev, EM1
R. F. Whatley, BM3
L. V. Wilson, EN3

From COMINDIV 113

K. Blakley, EN3
J. H. Bottoms, BMC
I. A. Burling, EM2
R. E. Cornwall, QMC
H. E. Crews, SM1
W. D. Deans, BM2
E. C. Evans, BM3
M. F. Garson, EN1
V. J. Gaudette, BM2
R. E. Hoobler, EM2
B. H. Lefler, EN2
C. C. Martin, BM2
J. D. Miller, EN3
O. E. Nail, EN1
W. E. Riley, BM1
S. N. Sawyer, SMCA
D. R. Simpson, QM3
V. V. Smith, BM1
L. C. Townsend, EN1
S. E. Whitfield, BM3

From USS ACME

R. L. Biser, EM3
R. E. Paine, SOG3
R. S. Sebok, RM3

From USS ADVANCE

J. E. East, SO2
R. A. Holman, RM2
J. N. Mares, GM3

From USS CONFLICT

L. W. Boring, SM3
G. J. DeAmicis, EN2
V. R. Godsev, BM2
G. R. Haasch, QM2
D. R. Henderson, EM2
S. A. Richardson, BM2

From USS CONQUEST

D. C. Durham, EN3
R. A. Fuller, QM3
J. M. Maddox, RM3
N. C. Neilson, BM2

From USS DYNAMIC

D. R. Brewer, EM1
D. R. Reed, BT1
W. G. Snow, QMCA

From USS EMBATTLE

J. D. Grant, QM1
R. P. Lampman, SM3
D. W. Munden, GM2
F. D. Reed, SD3

From USS ENDURANCE

C. W. Keith, RD2
R. E. Stevens, EN2

R. I. Tolbert, SM2

From USS ENERGY

E. F. Collins, HM1
L. A. Davis, ET2
R. T. Knight, YN3
C. W. Lowell, SOG2
J. H. Taylor, IC2
J. L. Wayt, RM1

From USS ENGAGE

V. E. Huff, CS2
J. J. McEnroe, RD3
F. J. Powell, RD2
R. D. Williams, EN2

From USS FIRM

R. S. Bergstrom, GM3
W. L. Kaiser, EN2

From USS FORCE

B. E. Brown, CS2/c
E. F. Paulas, EM1
R. H. Pinyan, IC2

From USS FORTIFY

L. K. Fugh, EM2
J. C. Waddell, YN3
C. W. Wright, BM3

From USS GALLANT

K. W. Asendorf, IC1

D. D. Berryman, QM1
R. K. Clark, EM1
A. Cohen, BM2
F. W. Cook, SOG 2
C. M. Dowden, SOG2
D. J. Gartner, RM2
L. G. Gibbs, RM1
J. A. Guenther, RD2
L. L. Huerta, BMCA
R. P. Sanchez, EN3

From USS ILLUSIVE

R. D. Boles, QM1
H. W. Mikel, EN2
K. C. Seufert, Jr., EN3
F. E. Wood, QM2

From USS IMPERVIOUS

D. E. Asay, SOG3
R. L. Hillman, RM2
C. G. Lawson, BM3
L. W. McMahan, SM3
A. Montelongo, CSC

From USS IMPLICIT

A. W. Davis, BT2
M. D. Howton, IC2

From USS INFLICT

M. Belsick, BM2
J. A. Convery, BM2
W. H. East, QM2

A. L. Jones, EN2
J. H. Withers, SOG2

From USS LOYALTY

G. M. Fawcett, BM3
C. E. Pangallo, EM3
J. W. Ross, EN2
R. A. Smith, CS3
G. E. St. Clair, EN2

From USS PERSISTENT

A. R. Houk, EM3

From USS PIVOT

C. R. Jackson, EMCA
D. C. Matteson, SM3

From USS PLEDGE

F. E. Buster, EN3
W. G. Johnson, RD2
D. M. Ray, SM2
L. N. Rooks, BM1
H. J. Shepard, EN2

From USS PLUCK

W. I. Burcet, Jr., EN2
H. G. Gilbert, SK1
B. R. Nall, RM3
W. T. Richey, GM3
R. L. Smith, EN2
C. R. Zambri, SEP3

Continued on Page 34

WHERE THE "PAPER" COMES FROM

By J. F. Wood, YN2

Have you ever wondered where all those Pacific Mine Force instructions and notices, your ship's welcome aboard booklets or even this publication come from?

The COMINPAC Mail Room is the culprit. Located in the headquarters building of the Pacific Mine Force, the Mail Room produces the finished products.

A hungry Multilith machine there uses from 10,000 to 20,000 sheets of paper a week. Is it all necessary, you ask. Well? Consider that it takes about 1,000 sheets of paper for a one-page MINPAC instruction - and some are three and four pages long - that's where the paper goes.

There are other machines in the Mail Room. Their jobs range from addressing envelopes and photographing other printed matter to making metal address plates and identification tags. One machine even sorts and arranges up to 16 pages into single stacks with only the push of a pedal.

J. F. Wood, YN2, is petty officer in charge. He is assisted by B. C. Camren, PC3, H. C. Hayes, PCSN, B. C. McFarland, SN, and C. T. Ingle, SA.



LEADER

&

EXCEL

FIRST

U. S.

WARSHIPS

TO

VISIT

CAMBODIAN

CAPITAL

Two Pacific minesweepers have added another first to Pacific Mine Force's record of "leading the fleet."

The USS LEADER and the USS EXCEL, now on rotational duty with the Seventh Fleet in the Far East, have become the first Navy ships ever to visit the Cambodian capital of Phnom Penh.

Lead by Commander George A. Aubert, Commander Mine Division 93, the two-ship goodwill fleet arrived in the Southeast Asia capital city August 27 for a three-day visit, after sailing west from the Philippines.

For awhile there was doubt the trip could be accomplished. The ships were beset by the winds of Typhoon Lorna and at one time a malfunctioning engine threatened to leave the LEADER out of the visit.

LEADER Chief Engineman Emil A. Lavoie, was given credit for repairing the engine by his skipper, Lieutenant Commander F. P. Kauzlarich. The EXCEL is commanded by Lieutenant Commander Donal D. Lemmon.

The 180-mile transit up the Mekong River was the most difficult part of the voyage, according to Commander Aubert, but it was accomplished without incident. Local Vietnamese river pilots were used.

The minesweepers entered the river, quickly dubbed "the Big Muddy" by the minesweeper crewmen, at Cape St. Jacques, South Vietnam.

Over 4,000 citizens of Phnom Penh, enthusiastic over the first American naval visit, toured the sweepers. In addition, many thousands more were entertained at various social and athletic events by the Third Marine Drum and Bugle Corps which made the trip from the Philippines aboard the minesweepers.

It was an opportunity of a lifetime for the minesweeper crews, too. The sports activities during the visit consisted of another American export, basketball, with two games played between Cambodian and American teams.

And there was sight-seeing for the Americans arranged by the Cambodian Navy. This included shopping and looking tours in the capital and to the outlying districts and flying trips to Angkor Wat.

Chief of Naval Operations Admiral George Anderson said, in connection with the Pacific Mine Force visit:

"The resounding success of LEADER and EXCEL visit to Phnom Penh is a matter of personal pride to me and a further demonstration that the "can do" tradition of our Navy continues to prevail despite inherent difficulty in missions assigned. Commander Mine Division 93, Commanding Officer LEADER and Commanding Officer EXCEL are to be congratulated on their seamanship, leadership, imagination and initiative as well as their diplomacy in the execution of this mission."

Commander Pacific Mine Force called the visit a success and a "most important and brilliant achievement."

The American Embassy in Phnom Pneh, Cambodia sent this message to Commander Mine Division 93:

"I would like to express to you personally and to the officers and men of LEADER and EXCEL my deep appreciation and that of the entire American

community for your around-the-clock efforts to assure success of the Navy's first visit to Phnom Penh by units of the U. S. Navy's Mine Division 93. Behavior of all made best kind of impression not only on American community but on many thousands of Cambodians who shared in some phase of the visit."

And from Admiral J. H. Sides, Commander in Chief, U. S. Pacific Fleet came this message:

"The outstanding reports of your visit to Phnom Penh have been received with great pleasure. Such success can only be achieved by exemplary leadership, thorough planning, hard work, and devoted crews. To you, your ships, the Marine Drum and Bugle Team and the Composite Basketball Team, WELL DONE."



SOME OBSCURE FORMS OF SEA LIFE

In the shallow, protected waters off the Southern California coast can be found the strangest and most remarkable creature in all the vast reaches of the Pacific Ocean. It is known in scientific circles as the Minesweeperus Oceanum and it has alternately bewitched and befuddled scholars ever since its discovery nearly a decade ago.

The late LCDR Arnold Sot, who did much important work with the U. S. Navy Advanced Study Group and is perhaps best known for his definitive treatise, Military Implications of Snipe Hunting (available from MINPAC Technical Library) has contributed much extremely valuable information on the living, feeding, and breeding habits of the Minesweeperus Oceanum. It is from his recently acquired and heretofore unpublished research papers that much of the following information has been taken.

Although it is indeed difficult to confuse the Minesweeperus Oceanum with any other form of sea life, it can be distinguished by its bright red belly and dull grey sides and back. Completely encircling the belly is a narrow black stripe. Protruding from the back are several long, feeler-like objects and a peculiar bony projection which is shaped much like a cross. There has been much speculation as to the purpose for these organs, the most popular theory at this writing being that the creatures use them in some manner for communicating among themselves.. Most serious scholars consider this rather absurd, however.

The feeding grounds of the Minesweeperus Oceanum are located along the coast of Southern California. Being for the most part diurnal

creatures, they usually spend their nights quietly near the shore.

Periodically, schools of these animals have been sighted trying to make their way across the Pacific Ocean, and those who have actually observed this migration relate what a fantastically strange sight it is to see these poor, wallowing, dull-witted beasts in their Lemming-like voyage of exasperation. It is all the more amazing when one stops to realize that these creatures have practically no stamina and an abominably poor sense of direction as well. The mutilated carcass of one *Minesweeperus Oceanum* was discovered several years ago on the rocky, wave-washed shores of the Japanese Inland Sea; taxed to the limit of its modest endurance, the poor creature apparently mistook the Inland Straits for the South China Sea, and unfortunately, beached itself.

While the feeding habits of the *Minesweeperus Oceanum* are somewhat obscure at this writing, it is known that their diet, almost exclusively liquid, consists mainly of diesel oil, coffee, and, for some strange reason, brightwork polish. Apparently, their digestive systems are much more highly developed than anything presently known to medical science. When speaking on the subject of diet, however, it would be an injustice not to mention the fact that the *Minesweeperus Oceanum* is cursed with an unusually large number of large, active internal parasites. Most prominent among these are two members of the *Packardus* family, the *Packardus Mainus* and the *Packardus Generatum*, and two varieties of the *Generalia Motorias Generatum*, not to mention the ubiquitous *Sailorious Americanus* (for those desiring an authoritative and comprehensive work on this subject, see Oscar Bletch's excellent and well documented paper, Southern California Parasites, published by the University of Florida Press).

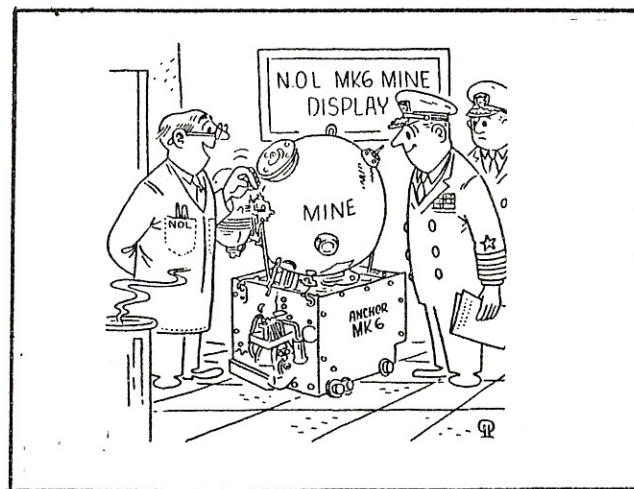
When frightened, the *Minesweeperus Oceanum* undergoes a startling physical transformation. Long, slender chords, studded with sharp teeth are trailed out from the hindquarters, severing anything with which they come in contact. In some cases a long, black, tail-like object emerges. The sting from this organ is fatal to certain members of

Mineous family.

The chief value of the Minesweeperus Oceanum appears to be its voracious appetite for almost all known species of the destructive Mineous family.

By LTJG A. Richard Immel

WHAT HE'S REALLY SAYING....



"We don't understand it, but this mine just seems to seek out and hide in kelp beds."



The "Family-Gram" program has been in effect for several years and has achieved noteworthy results. However, this program has been limited in size because the letters usually have been written only by commanding officers to parents or guardians of personnel reporting to their commands.

To expand the program, some ships and shore stations have prepared a general descriptive

FAMILY-GRAMS

letter regarding their mission, characteristics, deployment, activities or other pertinent information for use by all hands who desire to mail them to friends or relatives.

The expanded use of letters has compounded the benefits to the Navy. Some commands have prepared sufficient copies of such letters that each man may have several. These programs have been voluntary and personnel have been permitted to



use as many of the form letters as they desired.

Many persons who would not normally feel qualified to describe their command would be pleased to send their friends and relatives an interesting and well-written description of their command as a substitute for their own efforts.

As personnel read the letters they mail, or incorporate information from them in personal letters, they learn something more about their command and the reasons for its existence. Accomplishment of this internal information objective, while secondary to this program, is a desirable additional benefit.

The Family-Grams serve to keep servicemen and their dependents informed with a minimum of effort and materials expended. Each ship could publish a minimum of one Family-Gram a quarter. One-a-month is recommended. It also is recommended that initial issues of the Family-Gram be distributed direct to dependents. Envelopes marked Postage and Fees Paid, Navy Department with Commanding Officer's return address, marked official business, may be distributed to Division Officers for addressing to dependents by men in each division, and then returned to Division Officer for mailing. This or a similar system is encouraged to start the program. In all case, all hands should have the opportunity to read the Family-Grams in advance and be briefed on the significance of the program. COMINPAC encourages each ship to prepare a single-page letter dealing with its mission, deployment, operations or other pertinent unclassified information to be made available to all personnel for mailing to their friends and relatives. Some type of promotional display in the ship urging use of the letters also is desirable. A suggested letter for MINPAC ships and units is printed opposite.

Activities preparing such letters are requested to furnish COMINPAC (Code 003) a copy of each letter prepared. No letter of transmittal is required, but each letter should bear identification of the originating activity and should indicate the number of letters prepared.

Comments on the receptiveness of individual members of the command on this "personal newsletter program" are especially desired by COMINPAC and CHINFO.

SAMPLE FAMILY-GRAM

Dear _____,

As you know, I'm serving aboard the USS _____. The ship is a unit of the Pacific Mine Force and we have a man-sized job to do.

You may be interested in some of the facts about my organization. Our motto is "Where the Fleet Goes, We've Been" and this motto is very true.

The United States' potential enemies today have been hard at work developing ever more vicious and sophisticated underseas weapons to use in wartime to block our harbors and sea lanes. The minesweepers would be needed to clear these harbors and sea lanes.

The ships are wooden-hulled and not very big but they are equipped to clear away very complex mines. Without the minesweepers of the Pacific Mine Force, the rest of the Navy's fleet could not safely, without fear of sudden destruction, perform its wartime mission of preserving for the United States and her allies the freedom of the seas.

The Pacific Mine Force totals almost 100 ships and craft manned by some 3,500 officers and men. We know what we may be called upon to do and we know how to do it. To sum it up, this is one of the finest and readiest Navy forces afloat today.

It's late afternoon aboard the ocean minesweeper USS CONSTANT somewhere in the Western Pacific between Japan and Taiwan. The sea is rough. It's December 17, 1960.

A cry of "man overboard," muffled by the high winds, is given. The result - a minesweeperman of the Pacific Mine Force, without a thought of his own safety, jumped into the water and saved the life of a shipmate.

Seaman Buddy A. Conley had just been relieved of watchstanding duty on the fantail of the minesweeper as the ship proceeded from Sasebo, Japan to Kaohsiung, Taiwan.. He noticed his shipmate Godsel standing near the ship's lifeline and saw him go backwards overboard when the ship took a heavy roll.

Conley threw a life ring after Godsel and shouted "man overboard." When he saw Godsel make no attempt to reach the life ring, and without waiting to determine if the ship knew there was a man overboard, Conley grabbed a life jacket and jumped in the 50 degree water. He swam with the life ring and jacket to Godsel. Only after Godsel had the life ring did Conley don his life jacket.

He signalled to the next minesweeper in the column formation, the USS PIVOT, and both men were quickly recovered.

Conley was recommended for the Navy and Marine Corps Medal by his commanding officer, then Lieutenant Commander W. H. Crosby, who noted that "Conley's actions were undertaken with complete disregard for his personal safety and without the knowledge that the ship was aware of his position. His first concern was the safety of his shipmate..."

M A N O V E R B O A R D

In April 1961 Conley was presented the Navy and Marine Corps Medal, one of this nation's highest peacetime decorations. The Medal was presented by Rear Admiral F. Julian Becton, Commander Pacific Mine Force, for the President of the United States. The ceremony took place in Long Beach, California aboard USS CONSTANT. on the fantail where it all began.

The Term, "Deployed Fleets"

Use is often made of the term "deployed fleets" to refer only to the ships assigned to the Sixth and Seventh Fleets. This concept in the past has caused misunderstanding and misconceptions in that, by omission, all other ships are lumped in a "non-deployed" category. A thumb rule has come to be accepted that three ships of a type are required to keep one "deployed." Actually, it is highly misleading to imply that only one-third of the Navy's ships are usefully employed. The First and Second Fleets are in fact conducting operations at sea similar to those of the Sixth and Seventh Fleets.

As a matter of policy, all persons having occasion to discuss the operating tempo of ships should make clear to the listener that roughly two-thirds of the active fleet ships are deployed. Deployed ships may be operating with the First or Second or Sixth or Seventh Fleets, on independent specialized missions, or under type or other operational commanders. Operations anywhere in the Atlantic or the Pacific can be as exacting as operations of the Sixth Fleet in the Mediterranean or the Seventh Fleet in Formosa Straits. The Navy should not penalize itself by unconsciously belittling the operations which happen to take place elsewhere than in the Sixth and Seventh Fleet areas.

FORCE ATHLETICS

by LTJG C. A. Countryman

August marked the completion of the 1961 MINPAC softball league with the Mine Squadrons 7 and 9 Staff team taking the National League title with a 12-2 record and the USS FORTIFY emerging victorious in the American League with an 11-1 record. In a tight championship game Mine Squadrons 7 and 9 defeated the FORTIFY 6-5 to win the MINPAC championship trophy.

Only 18 participants completed the MINPAC spring golf tournament last June at the El Toro Marine Base with trophies awarded to the low gross and net winners in each of three flights. Unless more interest is shown, no other tournament will be sponsored by COMINPAC this year.

Spring winners low gross:

Net gross:

LTJG P. J. McCarthy "A" Flight	LCDR M. W. Zumwalt "A" Flight
W. S. Robinson, YN1 "B" Flight	R. L. Carlson, SF2 "B" Flight
J. J. Ireland, MNCM "C" Flight	CDR A. J. Kodis "C" Flight

The "Ringers," composed of personnel from the COMINPAC Staff and Flag Allowance, USS EXCEL, MINDIV 112, won first place in the Summer MINPAC Bowling League with USS FORTIFY placing second. The COMINPAC "varsity" squad placed ninth in a field of twenty-five at the First Annual Port Hueneme Bowling Tournament. The Winter Bowling League is underway with a large field of 23 teams fighting for the top honors.

Seven MINPAC teams are participating in the Force Flag Football League which started on 11 September.

FORCE PERSONNEL PASSES THE WORD

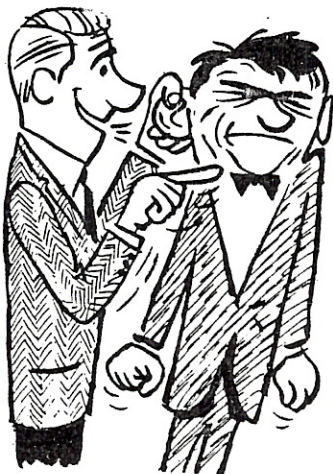
by LT O. E. HARMON

Too many times we are prone to say "let George do it." This is a bad habit and like all habits, once cultivated, it becomes a part of our make up and is constantly reflected by the things we don't do.

Recently it was pointed out by official notices that over 13,000 Navy men were being carried on the ineffective SEAVEY list. That is, they were eligible for assignment to shore duty but Bupers could not order them ashore for a multitude of reasons.

Now MINPAC's share of this total is insignificant as far as totals go, but for the individuals affected it is of prime importance.

Each man should take a second and even a third look at his status on the SEAVEY and be sure that he meets all the criteria for being eligible for rotation ashore. Granted, the burden of checking requirements is on the yeoman/personnelman, and on Executive Officers. But unless each individual does his share, rather than relying on "George," personnel with required sea duty time may never come ashore until their enlistment is up.



"Yes" answers to the following questions are the first three steps to getting you ashore.

1. Is there sufficient obligated service remaining on current enlistment to be eligible for duty selected. This usually means a minimum of thirty months once the SEAVEY card is filled out and submitted.

2. Has the Bureau been given your choice of next duty stations? Some men would like to get one particular area, but that is not always practical. A wise thing to do is select at least two Naval Districts for your shore duty choices and if you really want to insure going ashore on schedule, make the third choice - "Anywhere U. S."

3. Are you eligible for and recommended for the billet or duty requested. Man has been reaching for the moon since time began and it is still out of reach. Make your selections realistic.

Detailers are human beings with good and bad points just as you and I. Their job is not easy and some have been known to acquire ulcers trying to decipher what a man wants, and then get him there. It is believed that many a man has gone out of the Navy because he did not get selected for what he wanted. That's a loss of experience to the Navy and a personal career cut short. Rather than fall into this category, realize how much better off we would all be if we were "George," checked our efforts, asked for and took the advice of our Executive Officers, Yeoman, career appraisal team members, became career designated and dedicated Navy men.

-usn-

Lieutenant (j. g.) Brian H. Barker, USNR, has relieved Lieutenant Harvey Hefley, USNR, as COMINPAC Rep at EPDOPAC.

Lieutenant (j. g.) Barker reports to the staff from the USS PERSISTENT where he was Operations Officer.

-usn-

The following information comes from the recent Career Appraisal Symposium hosted by COMCRUDESAPAC in San Diego:

1. Navy personnel - officer and enlisted - still have waivers in effect on their USG and NSLI permanent and term policies. It was pointed out that with these waivers in effect, survivors would receive VA compensation under the old act. Reinstatement of payments of insurance will automatically

cancel any prior waiver and insure dependents receive proper benefits.

2. Almost 5,000 personnel reenlisted during 1960 under the STAR (Selective Training and Retention) Program. Results have been so gratifying that another program, SCORE (Selective Conversion and Retention), will soon be promulgated for personnel in pay grades E5, E4 and designated strikers E3. Basically, SCORE will allow qualified personnel in closed or overcrowded ratings to convert to a rating not designated as "critically undermanned." This will provide another opportunity for career Navy men to receive schooling and advancement.

3. Veterans Administration reported that the beneficiaries listed for the insurance policies of military personnel are often out of date. All hands should ensure their DD 93-1 is current and also notify their insurance agencies of current beneficiaries.

4. Have you checked your Social Security Record? Navymen have been paying Social Security since 1957. If you would like a statement of your Social Security Account, a card is now available at any Social Security Office and most Navy personnel and Career Appraisal offices which you can fill out and mail. Social Security Administration recommends that you check you account at least every three years.

-usn-

Continued from page 18

From USS REAPER

G. Ignunt, Jr., RD3
F. W. Morrison, EN2

From CAPE

A. L. Kincaid, EM3
K. H. Williams, BM2

This list includes graduates through class of August 28 to September 1.

SMALL is also BIG

You don't have to be big to be important!

This is what the select group of men assigned to the U. S. Pacific Fleet's Mine Force believe. They refuse to develop an inferiority complex in spite of the growing interest in nuclear powered and guided-missile launching ships.

The men that man the small minesweeping ships are well aware that the uncomfortable job of sweeping mines is a job of the future as well as of the past.

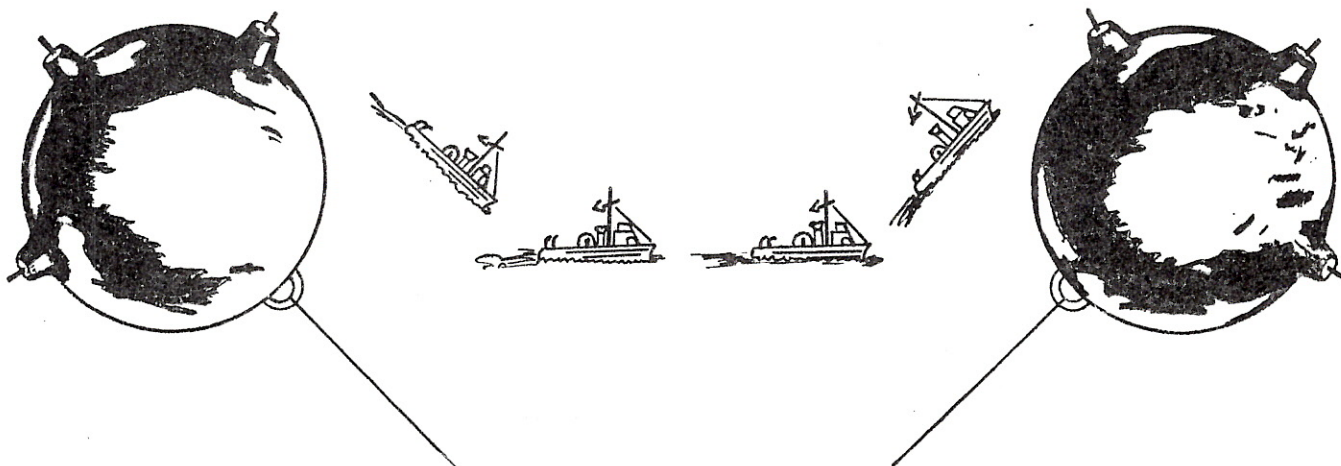
The role of minesweepers is well demonstrated by Mine Division 72, under the command of Commander Robert D. Rinesmith. The five ships of the division returned on July 17 to their homeport of Long Beach, California, after completing their tour with the U. S. Seventh Fleet in the Western Pacific.

Explaining his ship's importance, Lieutenant Commander Lee Baggett Jr., then commanding officer of the division's flagship, USS FIRM (MSO-444), said that mines will be important in case of another war.

"Mines have always played an important role in naval warfare," Commander Baggett said.

He referred particularly to the Russo-Japanese War. This war, which started in 1904, is familiar to minemen because a new concept in mine warfare was used during the conflict. Mines were laid in the open sea to influence the enemy fleet's movements.

by John Migilvary, JO3
Public Information Office, CINCPACFLT



Until this time, mines had been used mostly as defensive weapons in coastal regions, and to guard the entrance of harbors.

During World War I and II and the Korean conflict, mine warfare was used extensively by both allied and enemy forces. As a result, U. S. minesweepers became very busy and valuable ships.

At the end of both World Wars, most ships returned to normal peacetime operations. Minesweepers, however, had the dangerous task of clearing the world's sea lanes of all mines planted by both sides during hostilities.

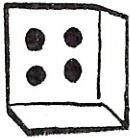
A mine, once planted, bears allegiance to no country. There are many cases on record of ships being sunk by their own country's mines.

"Mines can be laid by surface ships, submarines or aircraft," Commander Baggett said, "but they can be removed only by surface vessels."

The war in Korea pointed up the fact that mine warfare is and will continue to be important to any nation that wishes to control the sea.

The North Korean Navy, having few ships, resorted to extensive mine warfare to counteract the United Nations' superiority in seapower.

During the first two years of the Korean War, naval mines caused 70 percent of all U. S. Navy casualties. Mines were also responsible



for the only ship losses suffered by the U. S. Navy in Korea.

During the Korean war, new concepts in minesweeper operations were introduced.

The sweepers were forced to work at night, because enemy gunfire would not allow them to come close inshore during the day, and helicopters were used to spot mine fields from the air and determine the type of mines in the field.

One of the most common type of mines is the magnetic mine. These mines operate on the principle that steel ships have both permanent and induced magnetism. When a ship approaches the mine, the ship's magnetic field detonates the mine.

To protect minesweepers from this type of mine, the ships are constructed with wooden hulls and utilize non-magnetic equipment. Even the engines are made of a non-magnetic stainless steel alloy.

Five of these MSCs (ocean minesweeper (non-magnetic)) are on duty with the U. S. Seventh Fleet in the Western Pacific at all times. The ships are in the Far East for approximately six months, before being relieved by five other minesweepers.

This period with the Seventh Fleet is filled with activity. Mine Division 72 participated in various mine exercises with the navies of other countries.

They operated with units of the Philippine Navy in Operation "Lambat," a minesweeping exercise conducted off the Philippine coast. They also conducted mine exercises with units of the Chinese Navy off the coast of Taiwan.

Following this, the sweepers took part in the South-East Asia Treaty Organization exercise Operation Pony Express. Here the ships joined with British minesweepers



in clearing assault and transport areas off the coast of North Borneo.

During these exercises the sweepers used the latest minesweeping methods and sought ways to improve upon these methods.

So, while others in the Navy are putting added emphasis on larger ships, the men of the Pacific Fleet Mine Force know that there is still a need for the "small" ships, with the big job.





Help keep the PIO busy...call or send MINPAC news to:

Public Information Officer
Pacific Mine Force
U. S. Naval Station, Long Beach
Telephone extension is 559



1961 Major Difficulties Noted in Reporting Competitive Exercises

During the 1961 competitive year the biggest roadblock to accurate, realistic and meaningful evaluation of competitive exercises was the failure of some chief observers to properly support the numerical grade recommended in their comments.

The Force Competition and Training instruction requires that for exercises graded EXCELLENT or OUTSTANDING, the comments of the chief observer support the numerical grade recommended. The reasoning is simple. To insure that only the truly excellent or outstanding performances are awarded commensurate grades, the reviewers of the exercise reports must have some means of intelligently analyzing the reports in addition to the numerical grades. As it has turned out, in many cases, exercises have been downgraded by COMINPAC simply because the comments of the exercise observer did not support the numerical grade recommended. This ineptness on the part of the observer has resulted, unfortunately, in some cases, of lowering marks where the performance was truly excellent or outstanding. The blame is not all the chief observer's, however. The commanding officers of the exercising ships are presumably aware of this requirement and in all cases have failed to note the lack of comments -- when such were missing -- in support of grades assigned in their endorsements.

Another general area of error in reporting competitive exercises

has been the failure, apparently, of chief observers to read and follow the instructions contained in the evaluation sheets. Current instructions set forth the forms to be used and only these standardized forms are acceptable.

A misunderstanding that has been evident in reviewing the reports of competitive exercises deals with the term "penalty." In many cases, the fact that a chief observer fails to award maximum credit for a marking factor has been construed by some to constitute a penalty. This is a fallacy. Credit assigned a marking factor should reflect the level of performance for the factor evaluated. Maximum credit allowable should be assigned only for faultless performance. The term "penalty" applies to a deduction from credit already assigned. This deduction should be made for discrepancies noted that are particularly gross or for malpractices that are not covered by the specific marking factors set forth in the evaluation sheets. In all cases where penalties are assessed, the circumstances must be commented on by the chief observer.

The handling of controversial issues raised during the conduct of competitive exercises needs comment here. Normally (and properly) misunderstandings between the exercise ship and the chief observer are resolved on the spot and do not show up in the report of the exercise. Where the difference of opinion cannot be resolved, the commanding officer of the exercise ship should state his side of the issue in his endorsement to the exercise report. Division and Squadron Commanders who are forwarding addressees of the exercise reports should comment and make recommendations in each case of controversy. This is necessary if the Force Commander is to take all aspects of the case into consideration in his final resolution of the problem.

HISTORY WORTH REMEMBERING....

On September 2, 1775 George Washington started organizing his own fleet in Massachusetts to transport munitions for his troops. On that day he commissioned the schooner HANNAH, America's first fully commissioned warship.

THE ART OF SAYING NOTHING....

How often have you received a letter written to impress rather than express? How often have you used words more decorative than direct, unfamiliar instead of familiar, abstract rather than concrete, long instead of short?

Here are a few examples of the art of saying nothing.

A notice in the front of the Alexandria, Egypt telephone book proves that the problem of clear communication through the written word is not necessarily limited to the United States. This is the notice: "When reporting a conflagration, caller will please specify site of conflagration with precision."

From Chicago comes this example of municipalese. Walkers are warned at a busy intersection by this sign: "Pedestrians Please Cross at Signalized Intersections." The kids don't know what that means, but they do understand "Cross at the Lights."

Here's one from an official memorandum: "The implementation of the procedural recommendations will necessarily be attendant upon the vocational prerogatives of the ad hoc committee membership."

And there are more. Navy file cabinets abound with such phrases as: "Budgetary limitations preclude...upon recommendations from cognizant authority...please find herewith...etc."

It takes a certain amount of courage to lay your ideas on the line in direct, forceful prose. It may be even dangerous, but you owe it to yourself and to your reader, either military or civilian.

The paraphrase of J. A. Geurts, YN2, COMINPAC/Flag Allowance comes to mind:

"When you are in doubt between words to use, use the plainest and the commonest; avoid big words as you would a mid-watch and cherish the simple ones as you would a thirty day leave."

A related problem is tone and approach of official letters, especially those directed to the public.

First, read the reprinted letter.

**U. S. TRAINING COMMAND
ANY BASE, U. S. A.**

Mr. and Mrs. C. Howie Bellarz, Sr.,
Anytown, U. S. A.
Dear Mr. and Mrs. Bellarz:

A summary of your frequent telephone calls and letters of complaint has been circulated for information and consideration within this command.

We too are quite concerned about your son's very poor adjustment in military service. In fact, his performance here has been so marginal that he is being administratively discharged from our branch of the service.

Since his arrival here, Bellarz Jr. has insisted that he should have never left home. We believe him. He has never been sincere, like you, in the belief that we need him. Instead, he believes that he should be home with you. He will be there soon.

You have bitterly accused this command of failing to make a man of your son. We are sorry that you believe the popular fallacy that military service can make boys become men. We cannot make boys become men. We certainly believe that we can help boys become men, particularly when the boys are willing to help with the process. However, we are at a loss to do this unless boys have the essential requisites of manhood about them before they come to military service. Providing boys with these essential requisites is the parent's job, not ours.

Our job is protecting America's freedoms. It is our job to support and defend our Constitution and national

principles against all enemies. This is a big job, not to be taken lightly. It is not a job which just anybody can, or will, undertake. This job is of such importance and magnitude that it demands some selectivity. We try our utmost to do our job to the best of our ability. We take pride in doing so. Your son does not.

Very frankly, your son's behavior here has certainly not been that of a boy seeking to become a man, or trying to do a job well. He avoids both personal and assigned responsibility. He distorts truth so often that he cannot be trusted. He acts as if he had never heard the word "no", and he apparently refuses to accept the concept of its definition in his thinking. He shows no respect for our duly constituted authority. In short, he is not worthy of being in military service when he demonstrates these kinds of behavior. He is a liability, not the asset that we need.

Regarding your threats to communicate with your Congressman, please do. Upon investigation of your complaints and review of your son's record, he should be pleased with the action we have taken. Your Congressman believes that military personnel should be ready, willing and able to do their jobs. Your son has not indicated that he meets any of these conditions.

We do not feel that we failed with your son. Blame for his failure here lies elsewhere.

Sincerely,

LT H. J. Connery (MSC) USN
for the Commanding Officer

How does the letter strike you?

Do you say, "But we can't write letters like that!"? Or, "That's telling them!"? Have you ever written a similarly outspoken letter--or wished you could?

This is brought up here to make this point for letter writers in the Pacific Mine Force: honest answers, honestly given, are not only encouraged but demanded.

The tone of the letter above may shock some people. Others, may get the wrong idea of how to reply to people asking questions.

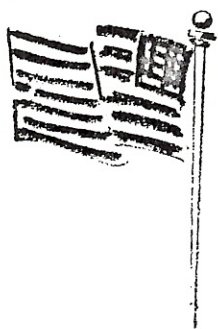
This letter deals with a personnel problem, an acute one and a recurring one for the command writing the letter. The tone and the facts are harsh, but the facts justify it and therefore the tone and the approach are correct.

The same approach can be both correct and advantageous to the Navy in other problem areas. Calling a spade a spade or a bum sailor a bum sailor is the best policy because honesty is still the best policy. However, a letter writer must be sure of his facts and his approach. A similar letter poorly supported in fact, a harsh reply to a simple public inquiry can, of course, do unpardonable harm to the Navy and the letter writer.

SECNAV, in a recent memorandum to the Naval Establishment, said we must always attempt to answer public inquiries in positive, not negative tones. He pointed out that too often our first response to a complaint or embarrassing question from the public is a defensive attitude.

To sum up, in clear language of the proper tone, the Navy will always be faced with questions from inside the government and out. Many will require you to write a reply. Your job is to give honest answers to honest questions in simple, easy to understand words.





THE PHILIPPINE GOODWILL SWEEP

"I am a southerner," the American naval officer announced in the soft accents of his native state of Virginia. "And in my part of the United States we say you have never experienced hospitality until you have seen southern hospitality." "I now know," said LCDR John P. Peterson, "that the same is true of the Philippines."

Captain Peterson was speaking with authority. As the commanding officer of the USS LUCID, he was completing a two-week goodwill tour of seven Philippine ports. His observations came in his farewell address to the citizens of Ozamis City. "I wish that every American Navy man could have the experience which we have been privileged to share," he said. The LUCID, the ENHANCE and the GUIDE, ships of Mine Division 93, toured the southern islands of the Philippines during August and September. The skipper of the ENHANCE, LCDR Carl F. Cronemiller, was in command of the visiting unit. The commanding officer of the GUIDE is LCDR Norbert L. Moriarty.

In all, more than 20 thousand visitors toured the ships, examining the modern minesweeping gear, viewing the bridge and pilot house, and having radar men point out their home towns from among the many blips on the ships' illuminated scopes. This total was achieved in spite of the fact that in three of the seven ports visiting was curtailed when it was necessary to anchor in the harbor rather than tie up at a pier.

At shipboard dinners the three commanding officers were hosts to

some 240 municipal, provincial and military officials at the seven ports. Over 13,000 youngsters and oldsters viewed American movies shown on piers and in community plazas throughout the cruise.

The trip began on August 21 when the ships sailed from Subic Bay to Calapan, Oriental Mindoro for a one-day visit. The following morning the three ships stopped at Gasan, Marinduque for the formal presentation of the United States' Medal of Freedom to a local patriot, Alfredo L. Siena, who in World War Two saved the life of an American sailor.



The ships then split into two units. With the GUIDE visiting Masbate, Dumaguete and Oroquieta, ENHANCE and LUCID made two-day calls in Bulan, Tagbilaran and Ozamis City. There were many more statistics compiled throughout the cruise, but to the American Navymen and their Filipino hosts, it was the fun and the friendship that counted. For the sailors, the greatest charmers of all were the children. In every port many a combat veteran of two wars could be seen romping with toddlers. Bluejackets learned for the first time the tastiness of native Filipino foods. Country boys from rural America recognized immediately the kinship between the reel and square dances of their homeland and the folk dances of the Archipelago. Many formal presentations were made including plaques, portraits, mementoes, and 120 cases

of "Operation Handclasp" text books from America. Still, what most delighted the men of the "Friendship Task Force" were the opportunities for impromptu service to the communities.

Hospital corpsmen quickly discovered the lack of fresh fruits for patients in hospitals and clinics. They attempted to provide cases of apples and oranges wherever possible. Navy electricians from the GUIDE remedied the power shortage and rigged emergency lighting for surgery in a Masbate hospital. School rooms were painted and athletic teams supplied with spare sports equipment. On the spur of the moment sailors became handymen, radio commentators, classroom lectures, and entertainers. The two weeks were activity-packed and the men of the three ships were noticeably tired as they sailed back to Subic Bay. But in conversations on the mess decks, in the bunkrooms and over a relaxed cup of coffee, the men reminisced about the parade in Ozamis City, the children in Bulan, the bright eyed beauties of every port. It was an experience for which they were happy and proud to have been selected.

CHOW HOUNDS PLEASE NOTE:

Pacific minesweepers have a reputation for feeding well. But when you compare a typical day's menu in the Navy at the turn of the century with today's food, you have another reason for being glad

you're in the new Navy.

In 1894 a typical menu on the PORTSMOUTH included: Breakfast: Prunes, hardtack, molasses, coffee. Dinner: Plumduff, salt horse, hardtack, coffee. Supper: Crackerhash, tea, hardtack, molasses.



MISCELLANY

You may have missed

The new edition of "The Petty Officer's Guide" is practically a new book, but the emphasis remains on what a petty officer can do to advance himself as a petty officer and as an individual -- and at the same time maintain the Navy as the greatest naval fighting force the world has ever known.

This 4th edition includes a detailed summary of important facts such as latest changes in uniforms, the latest word about rotation, advancement schools, courses, pay, personal affairs, family affairs, leave, liberty and travel. Even the glossary of naval terms has been completely overhauled.

-usn-

The Bureau of Naval Personnel has established a Certificate of Retirement which will be presented to retiring Navy officer and enlisted personnel.

A handsome 8½ by 10 inch document on parchment-type paper, emblazoned at the top with the Great Seal, it is suitable for framing. It is signed by the Chief of Naval Personnel.

It is an established naval policy that retiring personnel be honored with a retirement ceremony expressing the Navy's

appreciation for faithful and honorable service. In addition, commanding officers have long been encouraged to deliver to each retiring officer or enlisted member a personal letter summarizing his naval service and expressing appreciation. The new Certificate of Retirement will be an additional means of commemorating the retirement of Navy personnel.

-usn-

Development of two light-weight and portable atomic clocks has been announced by the Navy. Known to be accurate to less than one second variation in 300 years, they may prove to be accurate to less than one second variation in 1,500 years. One possible use of the new clocks would be to prove Einstein's relativity theory. Two atomic clocks could be synchronized and one placed in a satellite orbiting within the earth's gravitational field. If a difference in time appears, Einstein's general theory that time, as we know it, is changed by gravitational effects, would be confirmed.

-usn-

Shakespeare recommended the juice of the grape but the Navy has found that coffee can "lighten the mood (of) mortal men." The proof of this was demonstrated recently at a news conference aboard the USS PROTEUS at Holy Lock, Scotland. Wrote a reporter for the Manchester (England) "Guardian:"

There followed the appointed press conference in the PROTEUS. Everyone crammed into the ship's wardroom, swallowed the best coffee, surely, provided by any Navy in the world, and launched some indifferently guided missiles at the commander who intercepted them with little difficulty."

-usn-

Established on 1 December 1959, the Bureau of Weapons, comprising the former Bureau of Aeronautics and the Bureau of Ordnance, is now the Navy's largest single organized segment. It is now the Navy's largest employer of personnel and is the administrator of more of the Navy's dollars than all other Navy Bureaus and offices combined.

-usn-

The new automatic declassification system effective in the Navy and the other departments and agencies is the first such plan in the U. S. Government. Predetermined declassification dates are expected to reduce materially the number of documents which have to be safeguarded under the security system.

Chances of security breaches are lessened under the new system as the number of classified documents is decreased. In addition, it will cost less to handle and store unclassified material.

For the record, all classified documents originated henceforth must be assigned to one of four groups and the proper identifying notation must be affixed. OPNAVINST 5500.40A refers.

-usn-

The rescue of persons in distress at sea has always been an integral part of naval operations. Our ships and aircraft are well adapted to search and rescue due to their mobility and communications capability. The naval commander must be prepared to initiate SAR operations for his own command, and to rescue persons in distress regardless of their nationality or status when his forces can be spared from their military mission. Lookout proficiency, knowledge of search patterns, coordination of aircraft and ships to exploit the best characteristics of each, and good rescue technique are command responsibilities. Combined with

good planning and perseverance, these are essential parts of a successful SAR operation. They cannot be improvised after a distress occurs.

Prolonged SAR operations after all possibility of survival has been exhausted are wasteful. However, maintaining an efficient search as long as there is hope for survival will repay the Navy in high morale, the return to service of trained men, and the respect and gratitude of seafarers the world over. Many men are alive today because of "one more sweep through the area."

-usn-

There is a necessity for prompt and appropriate disciplinary action for offenses involving disrespectful or insubordinate action towards a superior, and failure to obey lawful orders.

The function of a Summary court-martial is to exercise justice promptly for relatively minor offenses under a simple form of procedure (para 79a, MCM, 1951). A cursory glance at the maximum punishments prescribed by the President of the United States for the offenses, Disrespect Towards a Superior Officer, Striking or Assaulting a Superior Officer, Insubordinate Conduct Towards a Noncommissioned Officer or Failure to Obey an Order or Regulation, gives some indication of their gravity. Proof of guilt of some of the offenses authorizes a dishonorable discharge and up to 10 years confinement at hard labor. The reasons for this are so obvious as to need little explanation. Respect for authority is the very essence of Command. Commands must be obeyed, authority must be respected, and these fundamental requirements must be understood by everyone. Officers and men must grasp mentally that respect for authority is an absolute essential to a Navy capable of defense of this country.

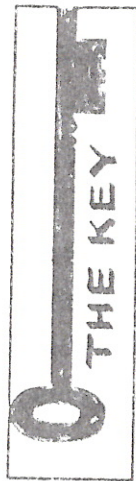
-usn-

EDUCATION IS YOUR KEY

It has been said that a person almost has to be a college graduate nowadays to get a job as a ditch digger. While this may be an exaggeration, in the Navy it is true that education can mean high benefits.

The Navy has long recognized the value of education and has stressed to all prospective applicants for enlistment that they stay in school at least until they receive their high school diplomas. For those individuals who do not finish high school, however, the Navy encourages participation in USAFI courses or the taking of the General Educational Development Test to establish the equivalency of a high school diploma.

Why is it important to have a high school diploma? The answer is a question. Are you interested in advancement? Are you interested in the other programs available so, then you should know or the equivalent (satisfactory completion of the USAFI GED Test) is a must.



Are you interested in advancement? Are you interested in the other programs available so, then you should know or the equivalent (satisfactory completion of the USAFI GED Test) is a must.

Personnel who have participated in service wide examination for advancement in rate will tell you about the increased emphasis on spelling, English and mathematics in their examinations. These are subjects all personnel desiring advancement should "brush up" on and this can be done through self-study courses obtained through USAFI. The difference between sewing on that crow or remaining stagnant could

well be the one or two questions in the examination you missed through poor mathematics, English or spelling.

The Education Specialist in the I & E Building Number 88, Naval Station, Long Beach has all the necessary facilities for enrolling personnel in the USAFI Program as well as administering GED Tests. Personnel are encouraged to take advantage of these facilities while in Long Beach area. Be smart, get your education and training needs fulfilled or completed.

The first rung on the ladder to success and promotion is education - take that step now.



WAR OF WORDS IS CONFLICT FOR MINDS OF MEN

Prop'-a-gan'-da is a word Mr. Webster defines as "any organization or movement to spread particular doctrines, information, etc." It sounds like a simple word, and yet, propaganda is the reason why the greatest war ever waged is going on right now -- the War of Words.

The War of Words is a quiet war; there are no sounds of bullets, bombs or rockets. No one gets killed; there are no wounded, but nevertheless it is a deadly war. To the victor will go the greatest prize of all -- men's minds.

Today, the forces of international Communism have a vast propaganda network spread throughout the world. It is designed to do three basic tasks: broadcast the Communist line, undermine free governments and peoples, and suppress the captive people already conquered by Communism. To achieve these aims the Communists spend billions of rubles and man-hours.

Are you making the most of your words, written and oral, in support of the cause of freedom?

closing the book.....

This second issue of MINPAC is a bit late, according to our calendar of quarters; but it is bigger and we believe more timely in content. However, we will strive to maintain an interval of three months between future issues, TAD, leave, orders and civil uprising notwithstanding.

We are interested in seeing your work if you're a cartoonist. Money and fame are not guaranteed, but we'll print your cartoons if they are funny.

There are several new by-lines in this issue, in case you didn't notice. LTJG Immel, now on board the ORISKANY, served as Engineering Officer in the CONFLICT. The Force Athletics report comes naturally enough from LTJG Countryman who is the Force Athletic Officer. LCDR Comet, Readiness Officer, provided MINPAC with the articles on competitive exercises last year and the changes for next year. The PEACOCK's professional notes are the work of her skipper, LT Nick Brown. Enlisted by-liner John Migilvary, JO3, works for CINCPACFLT and we thank him. J. F. Wood, YN2, writes about his work for the Force on page 17. "They Also Serve" has appeared in several different newspapers and magazines previous to its appearance here. But Bruce McLachlan, JO2, wrote it for MINPAC before he was transferred from our PIO to Armed Force Radio-TV-Press Service in New York.

MINPAC

The Quarterly Magazine
of the
Pacific Mine Force

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