

## From The Captain's Chair



The stops that we have made in Pearl, Yokohama and Iwakuni have been interesting and we look forward to visiting many new ports during the next three months.

As this issue of HUNKSTER comes off the press, we will be only two weeks from the halfway mark on our deployment to the Western Pacific. Operations which have demanded our best efforts have served to weld us together and we are performing more effectively as a ship, air group team.

I am well aware that we have made much headway in improving our skills and confidence, but I would be the first to admit that there is still much room for improvement. For us to realize our true potential during the remainder of the cruise, each of us must accept a continuing responsibility toward his job, his own safety and that of his shipmates. He must guard his health in order to be ever alert and able to cope with the hazards that go with our profession. If we keep well, stay happy and work hard, we are sure to hang up a record.



"There's a wrong - way, a right-way, a Navy-way of doing things, and now, there's the postal way."

The later is at the request of HUNK postal clerks who once a month wrestle with the many varied ways people fold the HUNKSTER to be mailed home.

"K. B." Clark, FC3, whose postal gang sorts some 1,000 or more mailing editions being sent home monthly, has asked that all HUNKSTERS be folded into three sections as follows:

- (1) Lay the paper flat, back-side down.
- (2) Fold the bottom and up until it's approximately one-third of the way from the top margin.
- (3) Fold the top end down, tucking it under the bottom fold.
- (4) Secure the fold with a staple in each bottom corner of mailer.

When ready for mailing, the magazine should resemble the size of a business mailing envelope. Before you send it off though, be sure that the proper amount of postage, listed in the upper right hand corner, is properly affixed.

## Multiple Is Major Factor In Servicewide Examination

MULTIPLE.....an often heard word around examination time and one that could possibly keep you from getting your next rate. The simple three-syllable word carries such impact on the final results that merely passing the written exam does not necessarily mean advancement.

While the written exam covers hours of studying, a man's multiple entails each day's performance of duty and the way he conducts himself.

A major pitfall of sailors going up for rate is that they try to cram their studying either the last week or night before the exam. Also, many fail to realize the importance of their semi-annual evaluation marks which are given during the waiting period prior to competing in respective Navy-wide examinations.

Being in competition with other men throughout the Navy

goes farther than just knowing the theory aspect of a rate. While 80 maximum points on the written exam make up a good portion of the total score, 100 points are left to be added.

These points come from your performance evaluation, awards (ribbons), total active service and time in pay grade.

The point system is based on the following scale:

MULTIPLE COMPUTATION	FACTOR	MAXIMUM POINTS
Exam Score	Times 1	80.00
Performance Evaluation	X 1	50.00
Total Service	X 1	20.00
Time in Grade	X 2	20.00
Awards (ribbons)		10.00
Final Maximum Score		180.00

Following the exam there's that waiting period of anxiety, wondering, "Well, did I or didn't I make it."

The Naval Examining Center  
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## The Silent Sailor

by

LT(jg) G. S. York

He couldn't teach a training class.  
He couldn't speak before a crowd.  
But when he swabbed, swept, and shined,  
All concerned were very proud.  
Although he could not speak a word,  
In such a manner that others heard,  
He listened well; he had a smile and he was always there.  
With all the shipmates whom he brought, by his example he had taught.