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ALL HANDS

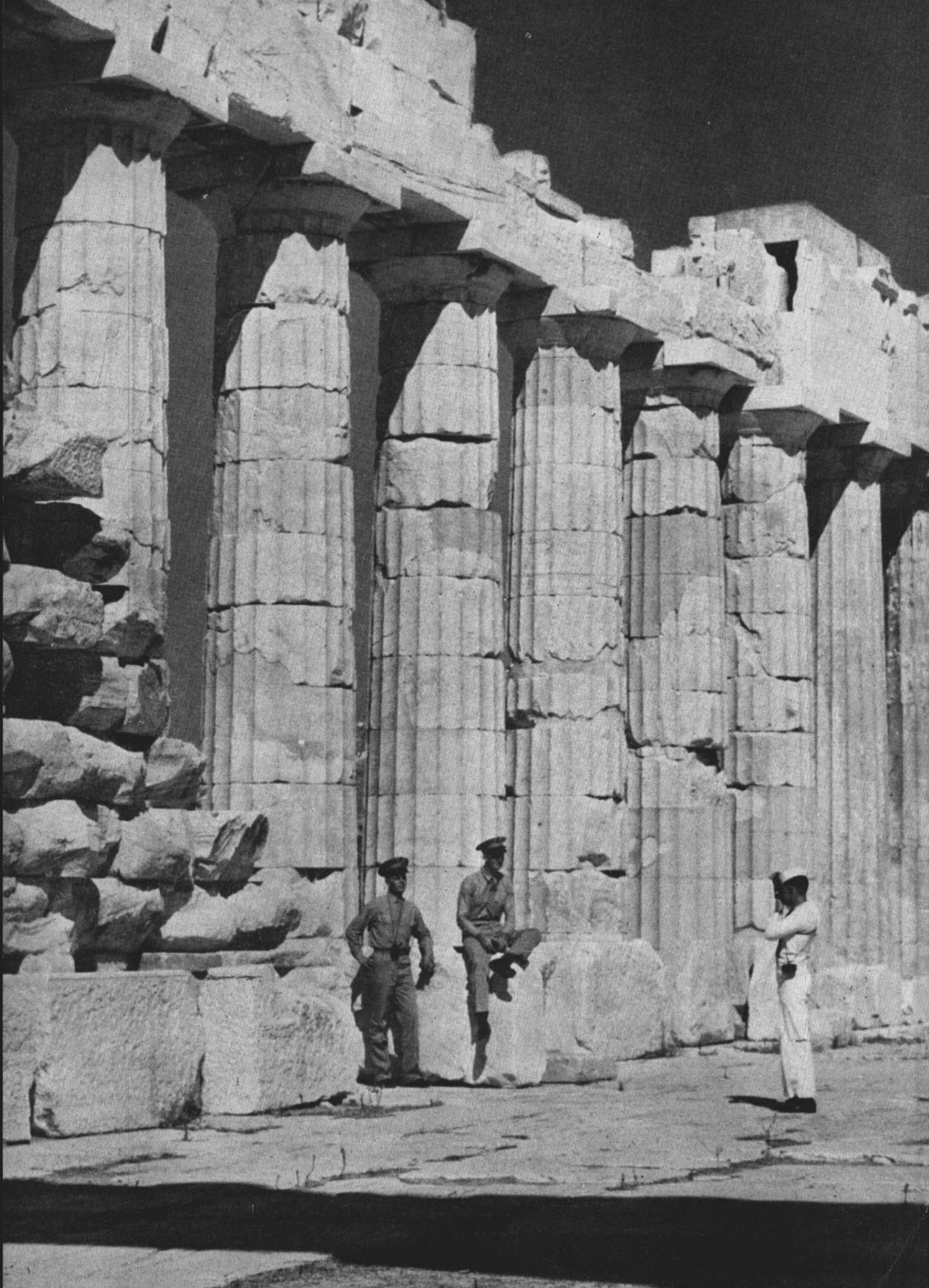
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-0



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SEPTEMBER 1949



**PARTHENON
POSE**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1949 Navpers-O NUMBER 391

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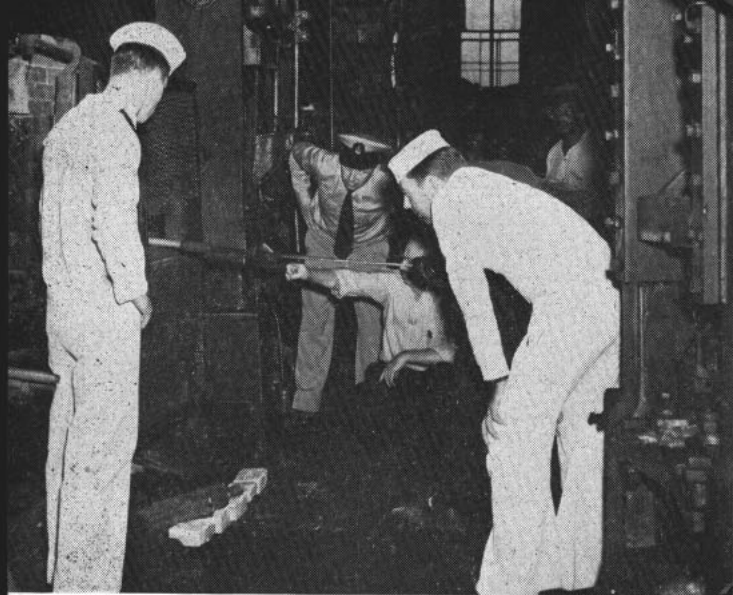
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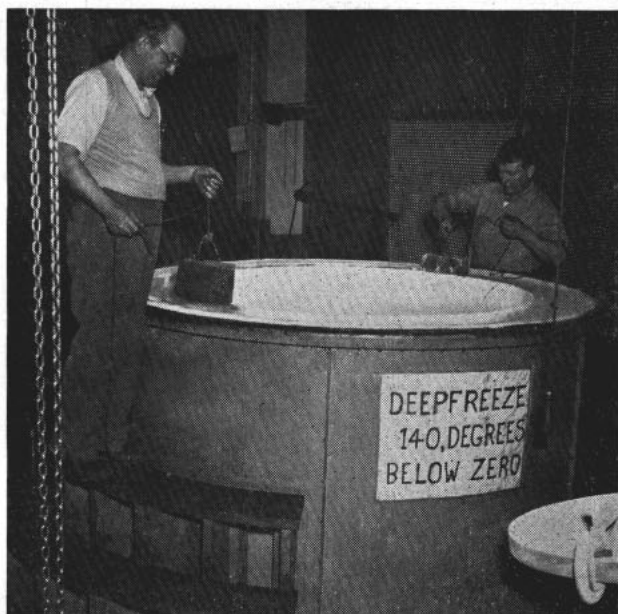
● FRONT COVER: A group of Navy men get a closeup of work on one of the big guns at the Naval Gun Factory, Washington, D. C., which celebrates its 150th anniversary during the week of 26 September through 2 October.—*All Hands* photo by Joseph Kassler, Jr.

● AT LEFT: A sailor photographs two of his marine friends against a background of ancient ruins in Athens, Greece, during a visit of USS *Huntington* (CL 107) to that city. This picture was made in the historic Parthenon.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photographs unless otherwise designated: p. 32, upper right, AP; pp. 40-41, Coast Guard, except upper right; p. 63, Naval Historical Foundation.



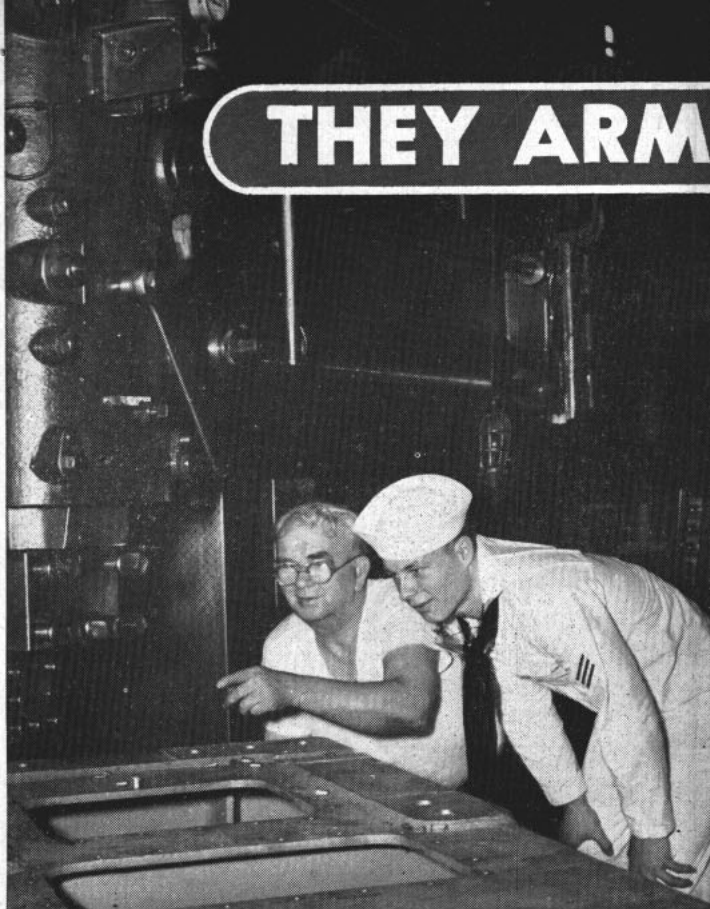
INCANDESCENT steel rod is drawn from oil furnace as men look on—standing clear of blast of heat (above).



PREPARATION is made to lower materials into freeze chamber. Below: Men in optical shop check equipment.



THEY ARM



WORKMAN demonstrates vertical lathe (above). Below: electrician explains complex wiring within a terminal box.



THE FLEET

ONE DAY 148 years ago, passers-by happening near the Anacostia River in the District of Columbia perceived that something new was being added. A stack of fresh, fragrant lumber stood upon the grass near the foot of 8th Street, Southeast, and the sound of hammers rang in the air. Those that inquired learned that the first building was going up in the Washington Navy Yard.

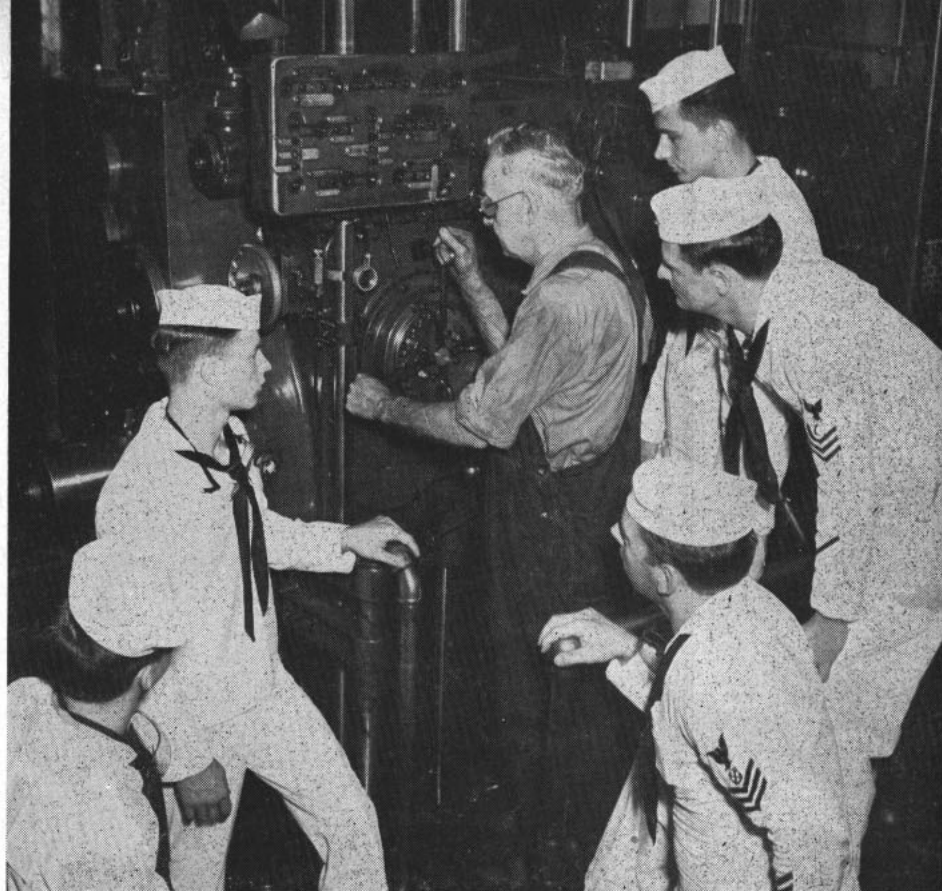
Actually, the Navy Yard had come into being almost two years earlier — on 2 Oct 1799. But the house that was constructed in 1781 — the “Second Officer’s House” — was the first structure to be built within its boundaries.

Much has been accomplished in the past century and a half in the area bounded by 1st, 11th and M Streets, Southeast, and the Anacostia River, District of Columbia. Many other buildings grew up around the Second Officer’s House as the years went by. Many ships were repaired, rebuilt and remodeled. Then in 1886, the activity changed from a Navy Yard to an ordnance plant. It was still called the Washington Navy Yard, however, until 1945. In that year the present name of Naval Gun Factory was applied.

This year — from 26 Sept through 2 Oct — the Naval Gun Factory will conduct a gala event to celebrate its 150th anniversary. Visitors trooping through the historic grounds and buildings will find an activity that has kept pace with the times. The Gun Factory’s open house policy during the week will permit the guests to throng through all 35 shops. There they will see the most advanced armament-making machinery in the world.

Let us suppose the visitor begins his tour in the northeast corner of the yard, at the Aircraft Armament Shop. There he will find the latest types of armament for fighting planes and the machinery to develop it and improve it. New types of bomb shackles and releases, aircraft rocket launchers, machine guns of all sizes and calibers, aircraft flare containers, weapon controls and many similar devices come under study and research there.

Strolling down to the center of the yard, the sight-seer might look into Shop 1 — the gun carriage shop.



VETERAN Navy Gun Factory machinist moves the controls which guide a ponderous boring machine in its exacting task as five sailors watch intently.

Here he will get a look at some of the heavyweight equipment with which the yard abounds. He will see standing in the long L-shaped building such mechanical mastodons as the following: Gear planers capable of handling gears up to 20 feet in diameter, planers with beds 15 feet wide and vertical boring mills with a capacity of as much as 25 feet. Here 390 men per shift have been employed, in as many as three shifts a day.

If John Visitor is still tracking down the biggest and most spectacular things to see, he might trek next to the assembly shop — Shop 5, just north of the gun carriage shop. Here is the assembly point of main battery ordnance and large broadside mounts such as the “5-inch twins” and 5-inch 54-caliber mounts. The 8-inch rapid fire turrets for *Salem* class heavy cruisers were assembled here, as well as the 5-inch 54-caliber mounts for *Midway* class carriers. Another proj-

ect of this shop is the V-2 rocket launcher.

Farther west, near the north edge of the yard, the guest would enter Shop 7, the gun shop — probably more truly the heart of the yard than any other building. Here he would gaze upon the finest gun-making equipment in the world. If they were in operation, he would no doubt find the 10 great electrically-heated shrinking pits the most awesome sight in the yard. These terrifying holes in the ground are employed in inserting and removing the liners that go in our naval guns. The pits can be heated to 800° Fahrenheit, and are large enough and deep enough to receive the biggest shootin’ a rns the Navy has. The big rifles are lowered away vertically.

There, too, he would see a number of turning lathes big enough to handle work seven and one-half feet in diameter and 94 feet long. Also to be gasped at in this shop are machines capable of boring a 56-inch diameter hole 86 feet long and others that can create hydraulic pressures of 125,000 pounds per square inch. The shop has overhead crane facilities whose hooks can rise 120 feet above the

**Gun Factory Anniversary
Marks 150 Years Of
Advancement and Growth**



DEVELOPED by the Navy Gun Factory, the highly efficient 3-inch 50 caliber testifies to our continuing world leadership in the field of naval ordnance.

ground. A standard shift at the gun shop consists of 255 men.

Other plants which, if busy, will make the visitor's eyes pop or his ears ring are the foundries, the forge shop and the boilermaker shop. But the tourist would be making a mistake if he devoted all his attention to the yard's most dramatic sights. He might miss what is actually the yard's biggest activity, measured in man power — the building trades shop which can employ 1,500 persons per shift. Also, he would miss all the quiet, exacting activities such as the optical shop with its school, the pattern and joiner shop, the plating shop and the electronic shop.

Vast but not as spectacular from a sight-seeing standpoint as some of the other departments is the supply department. This activity occupies 14 principal buildings at the Gun Factory and across the river in the Bellevue Annex. All told, the buildings provide 32 acres of floor space. Except for certain gun mounts and large assemblies, all the output of the Naval Gun Factory is treated for preservation and is crated by the supply department.

Also at Bellevue is the Naval Magazine, another activity of the Naval Gun Factory. Here, two large buildings house ordnance equipment. One of the structures is specially equipped for storing fire control equipment. The other is an unusually large build-

ing arranged and equipped for storing heavy ordnance. This second building has a standard-gauge railroad track inside it and overhead crane facilities to all bays. Large items such as 6-inch triple slides and complete 5-inch mounts can be moved about at will under its roof.

Back at the Naval Gun Factory proper, John Visitor will also see some interesting places and things not connected with the production of ordnance. For instance, there is the Deep Sea Diving School with, as a special attraction, its little museum of American and foreign diving equipment. Under the same roof is the Experimental Diving Unit where some of the Navy's unsung heroes daily risk their lives and health to make diving safer and more effective.

A few hundred feet down the river lies — most of the time — the gleaming white Navy yacht *uss Williamsburg*. This ship is maintained expressly for the use of the President and his guests. Across the road from *Williamsburg's* pier is Willard Park, where many war mementoes are on display.

The week of hospitality will include many special attractions. A few of them are special exhibits, band concerts, a night marine pageant and a power-boat regatta.

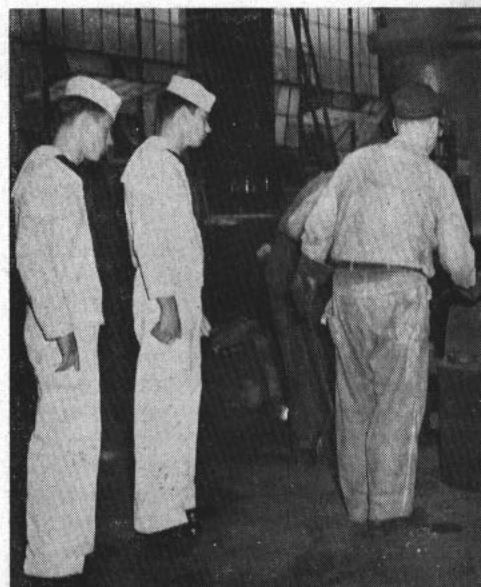
Despite the accent on *today*, many visitors will find their imaginations going back to the yard's beginning.

Maybe some will imagine that the ghost of Benjamin Latrobe is walking beside them over the ancient paving stones. . . .

Benjamin Henry Latrobe was just about the first person to have anything to do with the Washington Navy Yard — except for Thomas Jefferson. Latrobe was a sort of universal genius, and Jefferson had a scheme that would make use of that genius. The scheme — to be put into practical form by Latrobe — was to have a basin 800 feet long and 175 feet wide built on the bank of the Anacostia River, with its bottom about level with the river's surface. Ships would be floated into it through a lock, and then the main basin would be drained.

The purpose of this huge dry dock was to be an early form of preservation. It was computed that 12 frigates — practically the entire Navy of that day — could be accommodated by the basin at one time. Under the roof that was to be built over it, the ships were expected to endure the passage of time "as well as the beams of a house." Cost of the whole project was to be only \$1,000,000, but Congress turned it down. Advocates of the Navy were opposed to having the Navy stored away where it couldn't be used for training crews. Opponents of the Navy didn't want to spend the money to preserve it.

Work on the yard went ahead, though — even though the super-shed for ships was lacking. The north wall was built and the timber shed begun in 1805. The gate and guard house



POWER HAMMER delivers a blow on an

ALL HANDS

was built in 1806. Offices of the yard, the joiner shops and the timber shed were completed in 1807 and the blacksmith shop was begun. In 1808 the foundry and the blacksmith's, plumber's, armorer's and tinman's shops were finished. The rolling mill and "tilthammer" were begun that year, as well as shops for riggers, painters, guncarriage makers, and storehouses.

The brig *Vixen* was hauled out in the fall of 1810, and as far as records show, that was the first ship overhaul job the Washington Navy Yard handled. The brig's underwater area was completely coppered, and she was relaunched on 5 Jan 1811. While work continued on *Vixen*, the brig *Hornet* was hauled out on 10 January.

The frigate *Constitution* — *Old Ironsides* — entered the yard in April 1812. After having her armament and other equipment removed, she was careened and newly coppered. (Careening was a practice of laying a ship on its side so that half the bottom at a time would be exposed.) A new bowsprit and foremast were installed, many of her spars were altered, and the ship was refitted with new sails. After her overhaul, *Constitution* was equipped for sea and sent to join other American ships for the War of 1812.

Heart of the old yard was a steam engine of vast power and proportions. This busy engine drove the tilthammer, blew the blacksmith's fire, rolled iron plates, milled lead for sheathing and ballast, sawed timber, bored pumps and drove the ma-



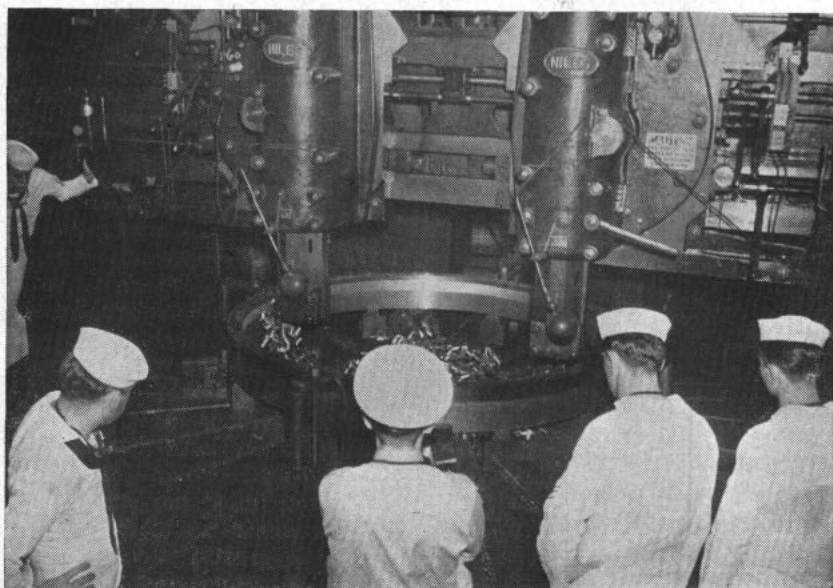
SCIENTIST in overalls peers into an instrument as precise as any watchmaker's as the Navy's latest anti-aircraft gun receives its final adjustments.

chinery for making blocks for use in tackles. All this it did while bolted securely down in one spot. The maze of shafts and pulleys required to transfer its power about the shops often gave trouble, however. Also, lube oil for its 18-inch cylinder and other points of friction was hard to get. So, regardless of the \$5,200 of Government money the engine represented, it wasn't used for long.

By that time the yard was in high gear, however — even though its great engine was not. — And it has

never shifted into neutral or reverse through all its century and a half. Today almost 10,000 workers stream into its shops each morning. In time of emergency that number almost triples. The Naval Gun Factory bears its years lightly and is strictly in step with the times as some of her latest projects in guided missiles and electronics would prove.

As she rolls on toward her bicentennial, the Naval Gun Factory expects to remain the foremost manufacturer of naval ordnance in the world.



ingot of glowing metal (left). Right: As Navy men watch, a double-headed lathe peels shavings from a large steel ring.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **REQUIRED READING** — The Deputy Chief of Naval Operations (Logistics) has prepared a brochure on the subject of logistics which is being distributed to all ships and stations. Of interest to all officers of all ranks, it is considered by the Chief of Naval Personnel to be mandatory reading.

The booklet is light and readable and outlines the entire logistical function. Requirements, procurement, distribution to the operating forces and the influence of logistics on international relations are some of

the phases covered in the new pamphlet.

Senior officers will be interested in the discussion of policy and organizational matters with which they are normally concerned. At the same time the booklet will acquaint them with the type of problems with which their juniors are confronted in logistical planning and execution.

The brochure is not intended to replace the more detailed manuals and publications covering the subject. It will, however, provide a better mutual understanding between the line

Leader of USS Boxer's Prize Band Retires

With ruffles and flourishes by the band he recently had led in winning musical honors, Chief Musician Samuel Offenbach, USN, strode briskly across the gangway, returning the salute of eight fellow CPOs acting as sideboys.

After 30 years and 19 days of active naval service, Chief Offenbach was retiring.

The commanding officer of USS *Boxer* (CV 21) personally escorted

the retiring chief to the gangway where he was piped over the side by the CPO sideboys and *Boxer's* band burst forth with "Auld Lang Syne."

Chief Offenbach will settle down at his home in Orlando, Fla., with his wife and son.

In a sense, Chief Offenbach took care of his replacement, for his 17-year-old son Kenneth enlisted in the Navy for a career shortly before his dad retired.



PIPED OVER the side with eight CPOs as sideboys, Chief Samuel Offenbach, USN, swings down *Boxer's* gangway to strains of 'Auld Lange Syne.'

and staff corps of their relationships and responsibilities in the total logistical effort.

The Naval War College soon will distribute a logistics correspondence course and eventually officers will be responsible for certain logistical knowledge in connection with promotion examinations. Until this course becomes available the Chief of Naval Operations recommends this book to all officers for their individual studies in the logistical field.

• **CHIEF STEWARDS** — Chief stewards — SDCs and SDCAs — are now considered as chief petty officers and are to be accorded the prerogatives of the CPO status as prescribed by U. S. Naval Regulations and the BuPers Manual.

BuPers Circ. Ltr. 115-49 (NDB, 30 July 1949) announces the change in status of chief stewards. Appropriate changes to the Bureau of Naval Personnel Manual will be made available by the Bureau in the near future.

• **CODE NUMBERS** — Officers being ordered to new duty will now have their qualification code numbers printed on their orders so that COs will have advanced information concerning the types of experience that a newly reporting officer has acquired.

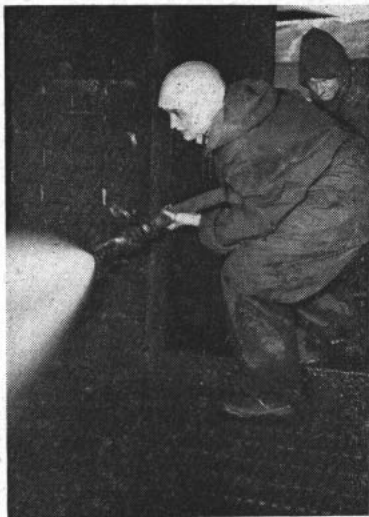
BuPers Circ. Ltr. 119-49 (NDB, 30 July 1949) is the directive which calls for the new procedure. The letter states that "Commencing about 1 Sept 1949 duty orders issued by the Bureau of Naval Personnel to officers of the rank of commander and below, with the exception of newly commissioned ensigns and staff corps officers, will include code numbers to identify the officers' most significant skills and qualifications." The directive also states that the publication called NavPers 15006 (revised March 1949) — The Code for the Classification of Naval Officers' Qualifications — is being issued to all ships and stations.

Code numbers will appear on orders in the following locations:

• Dispatch orders — at the end of the dispatch following the abbreviation "Qual."

• Letter orders — at the bottom of the letter in a column headed "Qual." (An officer may have as many as five code numbers, depending upon his experience.)

• Multiple address orders — as in the foregoing two instances, with the



FIRST WOMAN to take course at NavScol Fire Fighting at Pearl Harbor is LTJG W. Goodhart.

Nurse Aboard a Transport Learns How to Fight Fire

If a fire ever breaks out aboard the naval transport *uss General H. W. Butner* (AP 113), every crew member will be prepared to fight it — and we do mean *every* crew member.

While in Pearl Harbor not long ago, *Butner's* CO sent to fire fighting school all members of the ship's complement who had not attended a two-day fire fighting course previously. Ashore to battle smoke and flame went the following personnel: 14 enlisted men, one dentist, one chaplain and one nurse.

Nurses are carried aboard *General H. W. Butner* to care for women and children passengers. Let motion-sick passengers be warned not to shout too loudly for water in the middle of the night. Imagine a white-clad figure approaching on the dead run with a hissing fog nozzle instead of a tinkling glass.

officer's last name indicated immediately before the code numbers that apply to that officer.

The CO is no less free than before in deciding which duties will be assigned to a newly reporting officer, the circular letter points out, "nor does it decrease a commanding officer's responsibility of providing for rotation of an officer's duties in order to round out his experience."

• **HEALTH PAMPHLET** — How to keep yourself physically fit is the subject of an illustrated pamphlet soon to be distributed to the fleet.

Entitled "Feel Alive," the booklet will contain the basic facts of exercise and diet and is being prepared jointly by BuPers and BuMed.

It is intended primarily for use by naval officers and will be given wide distribution.

• **PUBINFO CENTERS** — Unification among the armed forces was given an added boost with the announcement of the establishment of two additional joint Army, Navy and Air Force Public Information Centers.

The two new Armed Forces Public Information Centers are to be at Seattle, Washington, and New York, N. Y., to bring the total to four such offices in the U. S. to date.

Late in 1948 the first unified PIO set-up was established in the San Francisco, Calif., area and was followed a little later by the establishment of a similar office in Los Angeles, Calif.

The joint offices have been set up to improve liaison between the services in public information matters of mutual concern and will be more convenient for the press.

• **HOUSING AID** — Personnel transferred to the Washington, D. C., area may request housing assistance from a joint Armed Forces Housing Office located in the Pentagon building.

Established on recommendation of the Munitions Board, the joint office assists officers and enlisted personnel of the three services in their search for permanent or temporary housing. Prior to the establishment of the joint office, each service maintained a separate office for its own personnel.

Upon arrival in Washington, personnel desiring housing are advised to call the armed forces housing office, REpublic 6700, extension 74115. The office maintains listings of rooms, apartments and houses available in the Washington area.

For temporary housing, such as a hotel room, a telephone call will suffice. For permanent housing a personal interview is necessary. The office is in room 3A482 of the Pentagon.

Personnel desiring advance information before they arrive should write to Armed Forces Housing Office, room 3A482, Pentagon, Washington 25, D. C.

HERE'S YOUR NAVY



People who visit the Naval Gun Factory, Washington, D. C., during its 150th Anniversary celebration beginning this month will hear the famous U. S. Navy Band. Home base of the group is the Gun Factory's Sail Loft, which is the site of many of the band's practice sessions. From there, too, is broadcast the weekly "Navy Hour" in which the band often takes part.



A forebear of today's U. S. Navy Band was the band from the battleship *USS Kansas* which was moved ashore at the Washington Navy Yard in 1916. By 1923 this group boasted a roster of 63 musical artists. On 4 Mar 1925, President Coolidge signed a special act of Congress which made the organization the official permanent band of the Navy. On that day its present name was created.



The United States Navy Band has played on more than 3,500 radio broadcasts in the past 25 years. It has appeared in 601 cities and 45 states, as well as in Canada, Alaska, Puerto Rico, Panama, Jamaica, Haiti, and the Virgin Islands. Almost 100 musicians constitute the world renowned group. It has a selection of more than 20,000 numbers, including all types of music—swing as well as martial and the classics.

Deep-Sea Peace Is Disturbed

ALTHOUGH FISH actually have been going around making noises for millions of years, people never realized it until recently.

But science has now stepped into this intellectual void and we are finding out a lot about what Nature has known all these years but never told.

As a matter of fact a pretty complete catalog of noises of fish from Scotland to Guadalcanal has been prepared from painstaking research done by Navy scientists and others during World War II.

This "Who's Who in the Fish World" has been compiled from actual recordings of fish voices that were made by experts on sound propagation and marine life from the Naval Ordnance Laboratory near Washington, D. C., working in collaboration with scientists from several universities.

It all started in 1942 when the Navy was in the final stages of development of the acoustic mine which was later to wreak such havoc with Japanese shipping in the closing years of the war. This mine — as its name implies — was designed to detonate as the result of the noise of a ship passing over it.

Although Navy ordnance masterminds were prepared for some "background noise" — as they call it — from surf pounding on the shores and from other sources, they were caught with their earphones down when it came to fish noise.

The survey has turned up many significant facts, among which are these:

- Fish make all sorts of sounds from a barnyard-like cackle to an after-dinner burp.
- Fish noises cover a broad frequency range.
- They are generally louder in some locations than in others.
- The mating season is a great

stimulation to the racket under the sea.

• Depending on the location, scientists can predict roughly the amount and prevailing frequency of fish noise that may be encountered.

As these and other facts began to emerge from the preliminary steps of the survey, Navy ordnance men found that these undersea noises could conceivably set off an acoustic mine, cause a homing torpedo to careen wildly off its course or foul up submarine listening and detecting devices to a fare-thee-well.

That decided it. The Navy went into the fish noise recording business with a vengeance.

What the experts found in the far-flung survey contributed mightily not only to the practical work of developing undersea weapons for warfare but also to pure research into fish noise — research which was skimpy until the Navy became interested in the field.

Universities and research institutions are now continuing this work which was given a big stimulus by the evaluation of the data collected by the Navy.

To gather this data, naval ordnance men and civilian scientists and biology experts combed the East Coast from Cape May to Miami with their hydrophones (underwater microphones) and disc and tape recorders, making records and taking measurements on everything that could swim.

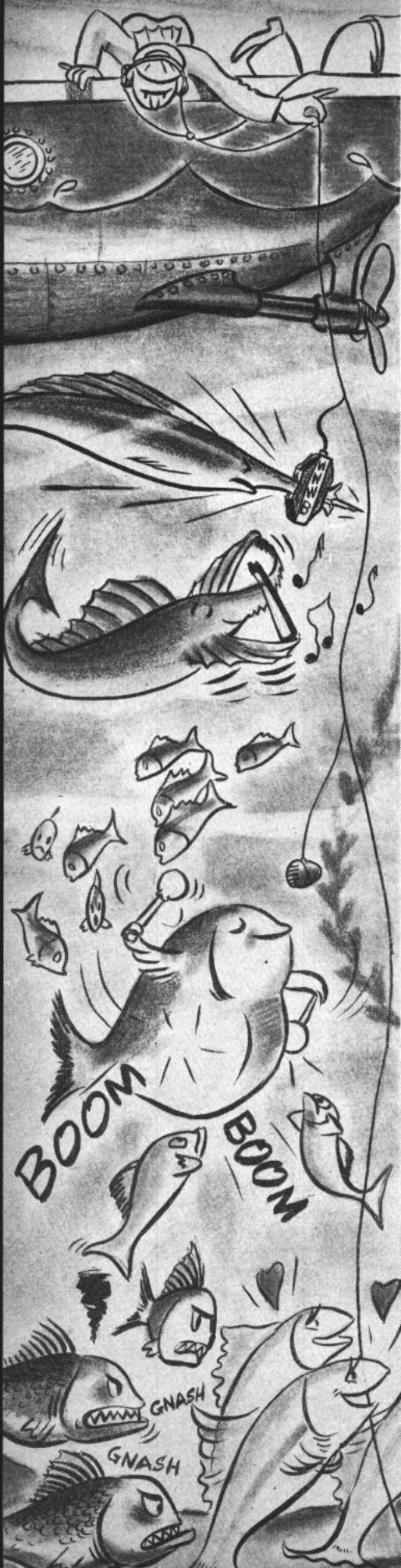
Other experts were dispatched to a wild-life laboratory at Beaufort, N. C., where they recorded the noises of fish in segregated pools, away from their friends and other background clatter.

Yet another group took off for Chicago where they set up shop in the Chicago Aquarium and stuck their hydrophones in every glassed-in pool in the place to get their collection of noises and statistics.

A fourth group went aboard *uss Saluda* (IX 87), a 95-foot Navy sailing yawl, and cruised around in the Gulf Stream from Miami to the Bahamas, taking recordings at eight locations.

As a topper, an expert was dispatched to the South Pacific where he installed his apparatus on *uss Sumner* (AGS 5), a destroyer converted to a survey ship.

Dangling his hydrophone from a



by Noisy Fish

float which he dragged behind a small boat piled high with disc recorders, amplifiers, meters and other complicated equipment, this one-man Gallup poll took down the verbal opinions of fish in Pearl Harbor, the Ellice Islands, Nouméa, Guadalcanal and the Russell Islands.

His survey covered 11,000 miles of Pacific Ocean and took six months to complete.

As this information began filling up its files, NOL set to work analyzing and cataloging it. More information, collected by the British in different parts of the world, was a valuable addition to the work of the U. S. scientists.

In its report, NOL lists these fish as the worst offenders of underwater silence:

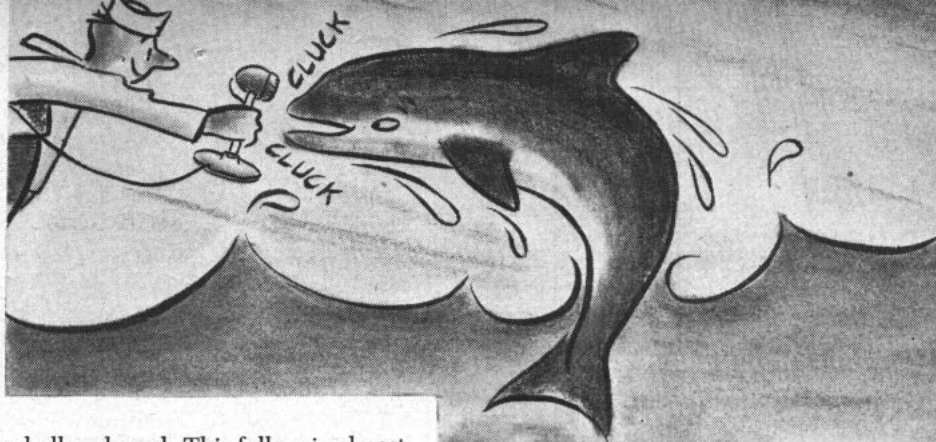
- **Croaker** — The croaker is the most common of the so-called "drumfish." Drumfish make their noise by flapping their drumming muscles against an air bladder, thus setting up resonant vibrations in the water which can be distinctly heard as far away as 25 feet. The croaker himself makes a noise which sounds for all the world like an electric drill savagely attacking a tough piece of asphalt roadway.

- **Toadfish** — A sluggish, ill-tempered, nest-building bottom dweller, this remarkable fish holds the world's record for loud noises underwater. Taking his cue from the ships topside, the toadfish makes a noise like a subdued steamboat whistle, a low-pitched sound of a half-second duration. He is strictly a bass and bleats in an unvarying monotone.

- **Spot** — Another of the drumfish, this fish makes a significant contribution to the racket at the bottom of the sea. A solitary fish who likes to be by himself — and for that reason is easy to pick up — he is a bit quieter than most but his raucous honk can be heard by the hydrophone.

- **Sea Robin** — This colorful little fish makes a sound like a musician plucking a string on his harp which he has absent-mindedly forgotten to tune. Or like a well-trained cowhand consistently hitting the spittoon at the corner saloon.

- **Sea Catfish** — Another significant noisemaker, the catfish gives out with a sound like that of a soft-shoe dancer tapping out a fast step on the top of



a hollow barrel. This fellow is almost always heard in company with a chorus of croakers and other sonic species.

- **Hogfish** — An easy winner on an amateur hour, this fish fairly bursts with talent. Take him out of the water and he oinks like a pig (see name). Put him back in and his mood changes and he makes a harsh, rasping sound like the teeth of a saw being dragged across a strip of steel. He does it by gnashing his teeth together in bursts of four or five rasps. Scientists say, however, that the gnashing noises are not as bad as the drumming ones.

- **Porpoise** — The sleek, streamlined porpoise that dives so gracefully under the Navy's ships in tropical waters is no friend of the underwater acoustic expert. He makes an unholy racket like a barnyard full of squawking chickens.

- **Snapping Shrimp** — These noisy samples of marine life are found lining the bottom of the sea in warm waters and make their distinctive noise by banging one big claw against another smaller one. The result, listeners say, is a cross between a crackling and a buzzing which is a cinch to identify.

Inevitably, all sorts of fishy suggestions have turned up in the wake of the Navy's underwater noise study.

Why not install hydrophones on fishing vessels so they could track a school of fish like a bird dog tracks a pheasant? Or how about an artificial mating call tuned to the frequency of the fish you want to lure into a trap?

Some of these suggestions may some day find a practical application. Many results of the survey already have been put to work in the Navy's acoustic undersea work.

In any case, the Navy has proved that the bottom of the sea sounds more like a New York subway at rush hour than the quiet, watery tomb it is generally thought to be.



Your Career Is Personnel Man's Job

AS ALMOST everybody knows, one of the new rates born on 2 Apr 1948 was the rate of personnel man — PN.

Behind the origin of the new rate, in part, were great advances in personnel administration. Among these advances were new personnel accounting and classification systems with their accompanying machine installations. (See *ALL HANDS*, August 1949, p. 8.) In short, the rate was created to fill a need for enlisted personnel specially qualified in personnel administration duties along with other duties of a clerical nature. Some primary duties laid out for the new rating are to:

- Act as assistants to executive officers and personnel, classification, training, welfare and morale, and recruiting officers.
- Maintain officer and enlisted records.
- Prepare required personnel data reports.
- Analyze, evaluate and classify naval billets.
- Recruit, test, classify, assign and counsel enlisted personnel.

At the end of World War II the Navy began instructing certain ratings in classification and interviewing procedures. To do this, a school was set up at the Naval Training Center, San Diego, Calif. This school was designated an in-service school, later

designated as a Class C-1 school. It will be described further in the portion of this article concerned with advanced training.

The purpose of the new school and the training it provided was to give the Navy a nucleus of qualified personnel administrators by the time the post-war rating structure became effective. In general, requirements for entry were that the applicant have had previous experience in personnel work and that he possesses high test scores, emotional stability, maturity and a motivation for personnel administration duties. Graduates of this school were ordered to key classification billets or returned to the activity from which they were received. This school is still in operation — now on a larger scale.

So — the rate of PN came into being. For the most part, persons channeled into the PN rating were those previously trained in classification and interview procedures, and yeomen especially qualified in personnel administration.

The number of personnel whose ratings were to be changed to PN could not exceed the authorized allowance previously established by BuPers. The changes were made within the allowance of the individual activity in most cases. There was one minor exception, and that was this: Should an individual possess definite

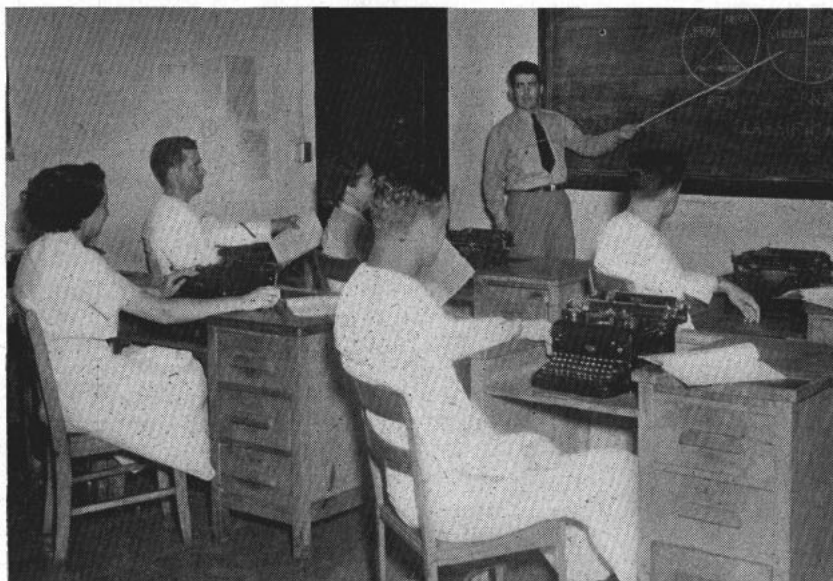
qualifications for the new rating but have no available opening in the activity's allowance, he could obtain authority from the activity's administrative commander to change his rate "in excess of allowance." When this was done, he was to be reassigned immediately.

Since the new rating structure changed the requirements of the individual ratings in many cases, a training program was instituted to fulfill the new requirements. As a part of the increased training program, two Class "A" PN schools were established — one at NTC San Diego and one at NRS Norfolk. Instructors selected for these schools were mostly high-standing graduates from the U. S. Naval School, Classification and Interviewing, Class C-1, at San Diego, or other personnel of demonstrated instructor ability. The first classes convened on 3 Jan 1949 — the first of their kind in the history of the U. S. Navy.

The mission of these schools is to train selected enlisted personnel in the requirements of the personnel man rating. Broadly, this covers two fields. One consists of the technical qualifications for second and third class petty officers, in accordance with the standard curriculum prescribed by BuPers. The other is to develop attitudes of pride in the rating with respect to accuracy, dependability and integrity in the performance of personnel work.

Ten weeks is the length of courses at the schools. Broken down, the subjects at present are the following: typing and operation of duplicating machines, naval organization, public relations, personnel administration, speech and interviewing, classification procedures, correspondence, recruiting, personnel accounting, training and educational services, training aids, welfare and recreation, and leadership. Information concerning the most important of these subjects follows:

- *Personnel Administration* — 55 hours. This course covers the functions of the executive officer's office and personnel office. Included are service records, leave, transfers, receipts, longevity, plan of the day, executive officer's memos and orders, all of the manuals and publications used in the Navy, discharges, reenlistments and



BASIC PRINCIPLES and theory of classification procedures are taught at the Class A schools. Qualified classifiers receive further specialized training.

extensions, family allowance, MAQ, advancement in rating, and straggler and deserter clerical procedure.

• *Personnel Accounting*—45 hours. This subject gives the student a well rounded knowledge of modern personnel accounting procedures with diaries and IBM machines. Actual practice with personnel accounting diaries is given. Also, the students are given a field trip to the local PAMI (personnel accounting machine installation) to find out personally what makes the accounting system tick. Both phases of this course are designed to give the student a feeling of confidence and a sense of responsibility in this important part of personnel work.

• *Typing* — 40 hours. The instruction in this subject is designed to provide training in touch typing to attain a speed of at least 20 words per minute — minimum requirement for PN3. Higher speeds are encouraged, and certificates are awarded to those who attain a higher speed and complete five unfamiliar tests on each of five different days, without errors. Accuracy is the primary goal in teaching typing at the school, as personnel diaries, disbursing forms and service records must be without mistakes.

Each student is also given instruction and practice in operating a mimeograph machine. He is also given an opportunity to visit the local printing installation to observe printing and other duplicating processes.

• *Classification and Interviewing Procedures* — 45 hours. Here the stu-



NEW USE is found for ubiquitous white hats. Students at NavScol, Personnel Man, Class A, Norfolk, Va., use their hats as copy holders in a typing class.

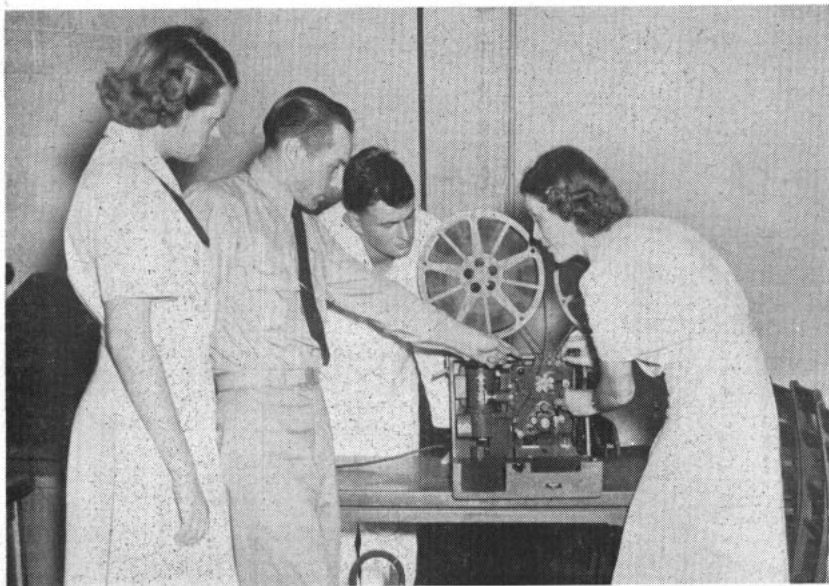
dent is shown the background of the entire classification program. More specifically, the following subdivisions are covered: job analysis technique; how to administer, interpret and use Navy tests; technique for completing pages 4A and 4B, procedure for assigning quality and school recommendation codes that appear on page 4B of service records, assignment and selection systems for enlisted personnel at recruit training centers, procedure in determining and assigning Navy job codes, the Navy occupational structure, ranks

and ratings and their abbreviations, the various corps, designators, and the enlisted rating groups with their normal paths of advancement.

The greater part of the knowledge of classification procedures attained by Class A students consists of basic principles and theory. Graduates of a Class A school are not qualified classifiers, nor are they expected to be. Before a personnel man is assigned to actual classification duty on a full-time basis, he must graduate from U. S. Naval School, Classification and Interviewing, Class C-1, at San Diego. Personnel men are placed on full-time classification duty at training centers, various district headquarters, receiving stations and other similar activities. They are assigned to such duty by BuPers.

Students selected for the two Class A schools fall into two categories — fleet personnel and selected recruits. Personnel eligible for these two schools are SN, SA, FN and FA. They must have a combined score in the Navy GCT and clerical tests of at least 110. They should be emotionally stable and have the ability to meet people. They must have an interest in people. They must express a desire to work in the field of personnel administration. Touch typists are preferred.

Personnel are required to have at least 18 months of obligated service at the time of entry and they must not previously have attended a Class A school. Fleet personnel should sub-



TRAINEES learn to operate movie projectors—useful for recruiting and training purposes as well as for their more obvious entertainment value.



TAKE FIVE—Students at the NavScol, Personnel Man, Norfolk, Va., use 5 minute class break to study training aid posters on the bulletin board.

mit requests for these two Class A schools to ComServLant or ComServPac, as appropriate, via the chain of command. Men on shore stations should submit requests to the Chief of Naval Personnel via their COs.

Recruits selected at Great Lakes are ordered to the Class A school for PNs at Norfolk, and those selected at San Diego are assigned to the PN school at San Diego. In general, fleet personnel of Atlantic Fleet ships and squadrons and east coast shore activities are ordered to the PN school at Norfolk. Likewise, most of those from

Pacific Fleet activities, west coast shore activities and Pacific bases are ordered to the San Diego school.

All students received at the schools from the recruit training centers under BuPers quotas are on a non-returnable basis. All fleet personnel are on a returnable basis as directed by the Commanders, Service Forces, Atlantic and Pacific Fleets.

The quotas for these schools vary from time to time. At the present time, however, the naval training center at Great Lakes has been assigned a quota of 20 enlisted men every four

weeks, and five enlisted women every six weeks. The quota for NTS San Diego is 14 enlisted men every four weeks. The selections made at recruit training centers are based on tests and classification interviews conducted at the training center. ComServLant controls a fleet quota of 13 students every four weeks. ComServPac controls a fleet quota of eight students every four weeks.

Upon graduation, all personnel received on a non-returnable quota basis are assigned to duty as directed by BuPers. All personnel attending on a returnable quota are, of course, returned to their previous duty stations. School graduates have been ordered to nearly every type of duty, including large and small ships, aircraft squadrons, shore stations and personnel accounting machine installations.

During the 10 weeks a student spends in one of the Class A schools, he enters into a healthful, well organized program of competitive sports. The classes are given code names such as "Gunnery," "Fighters," or "Hotshots." These names are retained throughout the school course and designate the team organized by the class, as well as the class itself.

The games selected are usually of seasonal popularity — softball, fieldball, basketball or volleyball. One hour each day is allotted to sports. The hour begins with a few minutes of calisthenics, after which come the scheduled games. In addition to the regular organized athletics, there are hobby shops, swimming pools, boxing rings, wrestling mats and many other popular items of athletic equipment for students' use during off-duty hours.

The U. S. Naval School, Personnel Man, Classification and Interviewing, Class C-1, San Diego, Calif., offers instruction on a higher level than do the Class A schools. The high-level training covers the following fields: Techniques of job analysis, psychology of interviewing; administering, interpreting and evaluating Navy tests; determining and assigning quality and school recommendation codes which govern the selection and assignment of recruits, use of the Dictionary of Occupational Titles, determining of Navy job codes, and many other technical aspects of the classification program.

Rated PNs, preferably those of the upper pay grades, with at least 12 months' obligated service at time of



PROPER METHOD of holding an interview must be learned. In conjunction with this students are taught background of the entire classification program.

entry are eligible for this school. The course is eight weeks long, broken down as follows: five weeks of classroom study, one week of performing job analyses and two weeks of actual practice in recruit interviewing. The interviewing is done under strict supervision.

The school's curriculum aims toward one goal — that the graduate be able to use scientific methods to determine a person's best field of specialty. This must be to the best possible advantage of the Navy and the man himself. The classifier must consider intelligently and conscientiously such items as test scores, hobbies, interests, education, school and job likes and dislikes, experience, age, physical characteristics, preferences, attitudes and many other factors that will reveal a man's proper field.

Does the man being interviewed spend his spare time making woodcuts? Perhaps a potential patternmaker is indicated. . . . Writing short stories . . . ?

Still, the classifier must go deeper than the surface. Possibly the woodcut maker could never endure to measure anything, or the short-story writer says he hates digging up facts and checking them for accuracy.

A personnel man, upon graduating from this school, would be likely to serve a tour of duty where he would be engaged in classification work. This might be at a training center, a receiving station or at any of several other types of activities. After completing such a tour of duty, he would return to sea where he would perform a more general type of personnel work. The knowledge gained in this school is of great value in everyday Navy life, particularly with regard to dealing with individuals and their individual differences.

The Class C-1 school at NTS San Diego convenes every two weeks. Service Force Commanders control fleet quotas assigned by BuPers. ComServPac and ComServLant each have a non-returnable quota of three for each class in this school. Fleet commands should address requests for enlisted quotas to the Service Force Commander concerned. Shore activities should request quotas direct from the Chief of Naval Personnel (Attn: Pers-637).

Personnel who can qualify to strike or train for personnel men will find the rate among the most interesting in the Navy. — F. R. Lancaster, PNC, USN.



LENGTHY career of Frank Oliva, BTC, is reviewed for Margie Kent, JOSN. Oliva, who shipped over for another hitch, has been in 35 years.

Old Salt Interviewed by Sugar and Spice

Side by side they sat on the leather settee — the chief with eight gold hashmarks and the Wave with no hashmarks at all. The Wave turned to address the CPO, and placed a scratch-pad upon her knee. "How long do you plan to stay in the Navy?" she asked, poised her pencil in readiness.

Frank Oliva, chief boilerman, USN, paused to concentrate. "I haven't given it much thought," he said after a pause. Then he had to smile at his own words. His current job, ironically, was civil readjustment — lecturing and discussion for the benefit of men leaving the Navy for civil life. — And aside from that, a man with 34 years and more in the Navy would usually have *some* plans for retirement. "No," he said, "I really couldn't say."

"Some of my duty stations and billets—? Well, I enlisted in the Navy on the ninth of October, 1914, at Salt Lake City. My first sea duty was aboard the old *uss Pennsylvania* as a coal passer.

Dignified-looking in his spotless blues, the graying-haired chief went on to tell of decades of duty aboard Navy ships. Patrol duty off Key West during World War I . . . later service aboard *uss Cincinnati*, *uss Lake Crescent*, *uss Pensacola* (CA 24), the new *uss Cincinnati* (CL 6), *uss Gold Star* (AG 12) and *uss Los Angeles* (CA 135) . . . 12 years

aboard the heavy cruiser *uss New Orleans* (CA 32).

"One time, before you were born, I served for awhile on horseback," Oliva reminisced. "That was during the 1928 elections in Nicaragua. I was assigned as an interpreter to explain the process of voting

"Sure, I had close calls during the war," he said, "but they were just like everyone else's." And that was the end of that subject.

The 57-year-old veteran's sleeve was not the only part of his uniform which was weighted with emblems of his service. On his chest was an array of battle ribbons including the Good Conduct ribbon with four stars, World War I ribbon with one star, the Mexican Campaign bar, and ribbons designating service in the Nicaragua and Honduras.

"—And where do your parents live?" asked the Wave journalist-seaman.

"My mother lives in Burbank, California."

Thereupon, the Wave who had no hashmarks at all thanked the CPO with eight of them, gathered up her notes and hurried off to the 13th Naval District Public Information Office (Seattle).

—And the chief with 34 years and nine months in the Navy went back to his job at Seattle's receiving station, interviewing and advising men who are hurrying off to civilian life.

Getting Shipboard Savvy



SIGHT is taken on the pelorus by one midshipman as another records data. Visits were made to England, France and Cuba by the two practice squadrons.



THE SECOND echelon of midshipmen to take the regular summer cruise this year will return soon from Cherbourg, France, and Guantanamo, Cuba.

The annual cruise this year was split into two parts: 800 Naval Academy and 400 NROTC midshipmen left in early June for Plymouth, England, and Guantanamo, Cuba, returning July 25; the second group of 800 Naval Academy and 400 NROTC midshipmen left in early August for Cherbourg and Guantanamo and are scheduled to return to Norfolk, Va., 22 September.

First and third classmen from the Naval Academy took part in the cruise. Naval Academy second classmen, meanwhile, were participating in the first annual "air cruise," a tour of naval aviation installations in the U. S.

Ten ships, led by *uss Missouri* (BB 63), formed Task Force 61 which embarked both sections of midshipmen for their seven-week tours of duty at sea. Destroyer Division 81 and Mine Division 2 accompanied *Missouri* (see ALL HANDS, June 1949, p. 33).

Realistic exercises were run off by the task force to demonstrate strategy and tactics under simulated battle conditions.



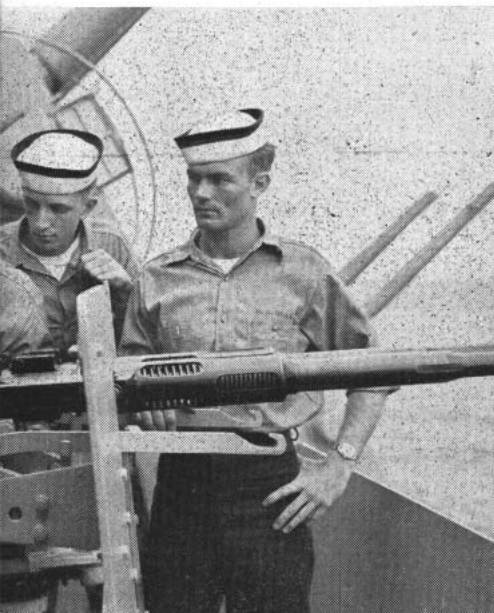
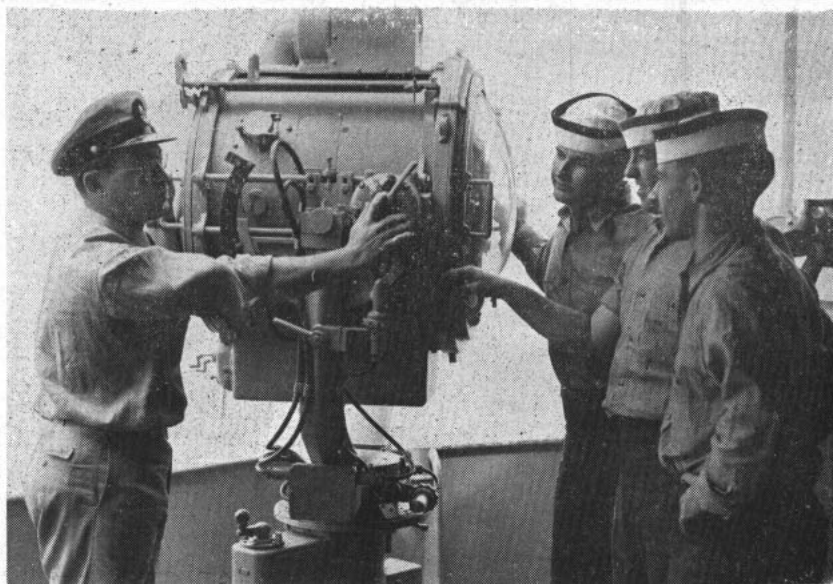
HAULING on line (left), midshipmen on *Missouri* assist in refueling the ships of



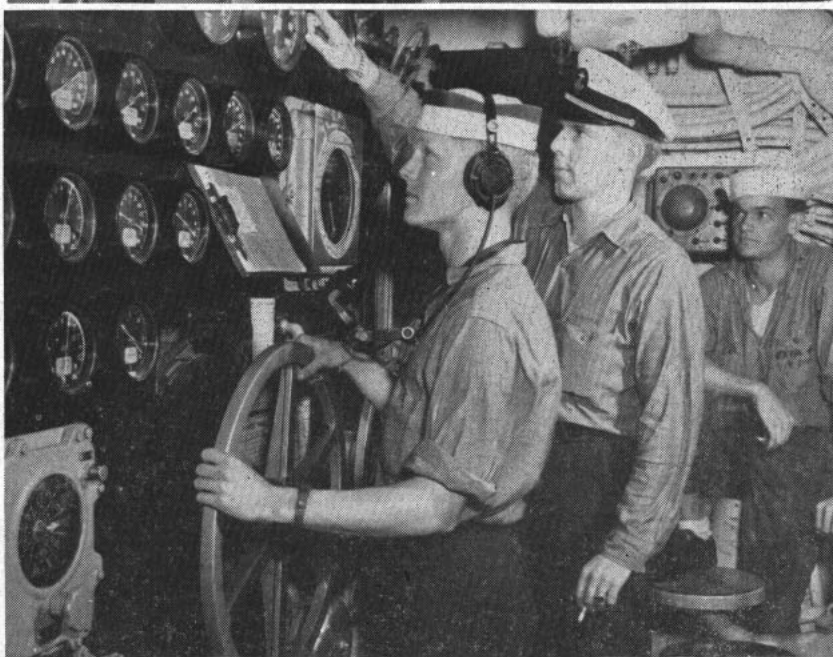
MIDDIES stand watch in the boiler room on board USS *Missouri* (BB 63) during the annual summer midshipmen cruise.

Right: A Regular Navy man—a chief quartermaster, instructs future officers and Reservists in the use of the signal light.

Below right: Under the supervision of a qualified fireman, midshipmen are checked out on *Missouri's* engine room throttle.



Task Force 61. Above: Marine gives middies the word on 20mm. anti-aircraft gun.



Roundup of the All-Navy Winners

TWENTY-TWO All-Navy championship events have been held since the postwar revival of Navy sports. The program got underway late in 1946 with the first All-Navy championship event taking place at Naval Training Center, Great Lakes, Ill., early in 1947 (All-Navy basketball).

Since that time All-Navy title events have been staged at such widely separated places as Jacksonville, Fla., and Pearl Harbor, T.H., providing Navy personnel with the finest in sports entertainment. An estimated one million spectators have witnessed these championship events during this time.

Here is the record of postwar All-Navy sports competition:

Basketball

1946-47 - Won by Naval Hawaiian Area team. Runner-up: Second Marine Division, Camp Lejeune, N. C.

1947-48 - Won by Marine Corps Schools, Quantico, Va. Runner-up: West Coast Marines.

1948-49 - Won by Norfolk Flyers, Air Force, U. S. Atlantic Fleet. Runner-up: Submarine Forces, U. S. Pacific Fleet.

Football

1947 - Won by Marine Corps Schools, Quantico, Va. Runner-up: Naval Air Station, Alameda, Calif.

1948 - Won by Marine Corps Schools, Quantico, Va. Runner-up:

Marine Corps Recruit Depot, San Diego, Calif.

Baseball

1947 - Won by Marine Corps Schools, Quantico, Va. Runner-up: Naval Training Center, San Diego, Calif.

1948 - Won by Marine Corps Schools, Quantico, Va. Runner-up: Submarine Forces, U. S. Pacific Fleet.

Softball

1947 - Won by Naval Air Station, Alameda, Calif. Runner-up: Naval Air Station, Jacksonville, Fla.

1948 - Won by Fleet Air Groups, Alameda, Calif. Runner-up: Naval Air Station, Dallas, Texas.

Bowling

1948 - Won by William S. McCormick, AE3, USN, AVG5, NAS San Diego, Calif. Runner-up: Henry F. Ahrens, DKC, USNR, Naval Reserve Training Center, Huntington Park, Calif.

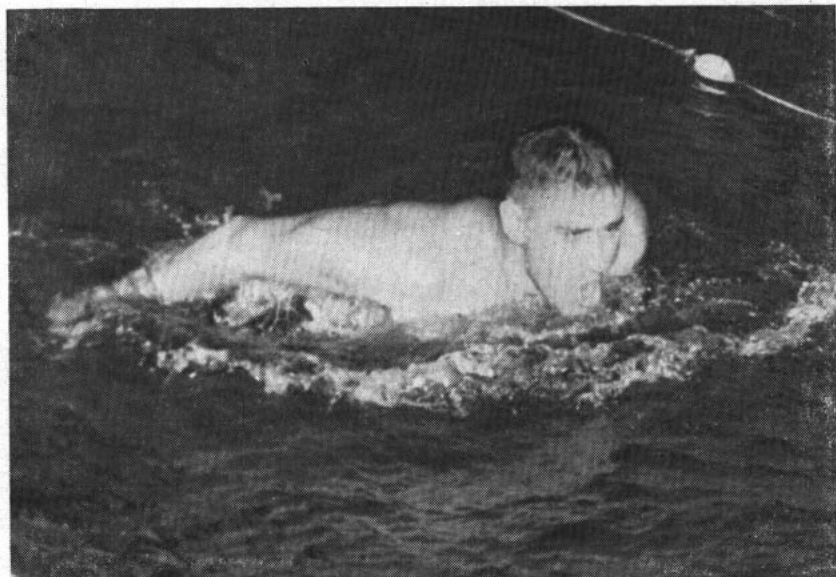
Boxing

1947 - Champions by weight divisions were: heavyweight - Maynard Jones, S1, USN, NAS San Diego, Calif. Light-heavyweight - Dan Bucaroni, S1, USN, Naval Training Center, Great Lakes, Ill. Middleweight - Herman Ike Patton, S1, USN, Receiving Station, Pearl Harbor, T.H. Welterweight - Horace (Hank) Herring, StM1, USN, USS *Samar* (ARG 11). Lightweight - Eddie B. Moran, S1, USN, Naval Training Center, Bain-

bridge, Md. Featherweight - Don Nelson, Cox, USN, Amphibious Base, San Diego, Calif. Bantamweight - William Bossio, S1, USN, Amphibious Force, Little Creek, Va. Flyweight - Jose M. Olivovalentin, S1, USN, NATB Pensacola, Fla.

1948 - Champions by weight divisions were: heavyweight - Jack Woods, AOC, USN, Naval Air Station, San Diego, Calif. Light-heavyweight - James Depena, TN1, USN, Severn River Naval Command. Middleweight - Otis Perry, TN, USN, Atlantic Fleet Team. Welterweight - Horace (Hank) Herring, SD1, USN, 11th Naval District Team. Lightweight - John Aguilar, AM2, USN, Naval Air Station, Alameda, Calif. Featherweight - Jimmy Ithier, SN, USN, USS *Mississippi* (AG 128). Bantamweight - William Bossio, SN, USN, USS *Albany* (CA 123). Flyweight - Jimmy Quinn, SA, USN, Hospital Corps Schools, Great Lakes, Ill.

1949 - Champions by weight divisions were: heavyweight - Joseph R. Connell, PFC, USMC, USS *Mississippi* (AG 128). Light-heavyweight - Doss S. D. Oliver, TN, USN, NAS Pearl Harbor, T.H. Middleweight - Sam E. Williams, SN, USN, NOB Kodiak, Alaska. Welterweight - Albert Anderson, TN, USN, FAWTUPac, Barbers Point, Oahu, T.H. Light-



ALL-NAVY champion LT John Higgins won 400 meter freestyle in 1947, 200 meter breaststroke in '48 (left). Right: CAPT James M. Farrin, Jr. (left) and LT Kendall K. Jones stroked way to tennis doubles championship both years.

weight — Earl L. Williams, AN, USN, FAWTUPac, Barbers Point, Oahu, T.H. Featherweight — Samuel E. Williams, AN, USN, FAWTUPac, Barbers Point, Oahu, T.H. Bantamweight — Dorcey L. Fears, PFC, USMC, Camp Lejeune, N. C. Flyweight — Myrven R. Davis, CPL, USMC, Camp Lejeune, N. C.

Golf

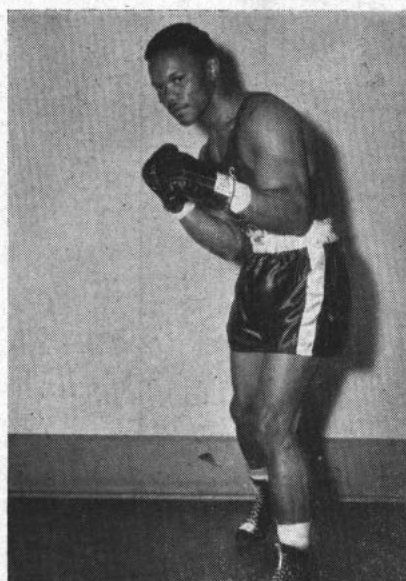
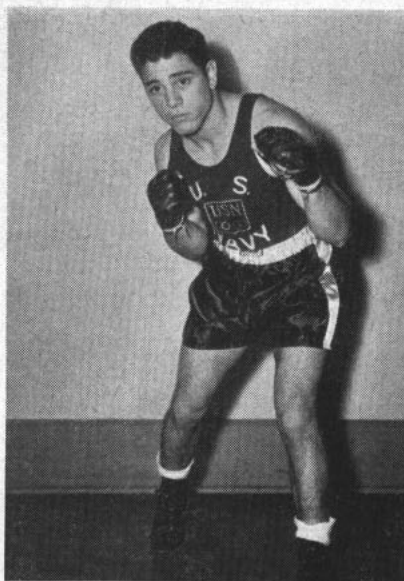
1948 — Won by Dick Lytle, CSC, USN, USS *Dixie* (AD 14). Runner-up — Major Robert L. Conrad, USMC, Marine Corps Schools, Quantico, Va.

Shooting (Pistol)

1948 — Won by John A. Young, GMC, USN, USS *Iowa* (BB 61). Runner-up: Charles R. Knapp, Sgt, USMC, Marine Corps Supply Depot, Camp Pendleton, Oceanside, Calif.

Swimming

1947 — Champions by events were: 1500 meters freestyle — R. M. Gielow, Pvt, USMC, Camp Lejeune, N. C. 200 meters freestyle — Ralph Grabisch, S1, USN, Naval Training Center, San Diego, Calif. 400 meters freestyle — Lieutenant John Higgins, USN, Naval Air Station, Pensacola, Fla. 100 meters backstroke — Ensign Robert J. Tribble, USN, Pearl Harbor Team. 200 meters breaststroke — T. A. Schaure, USN, Naval Training Center, Great Lakes, Ill. 100 meters freestyle — Ralph Grabisch, S1, USN, Naval Training Center, San Diego, Calif. 800 meters freestyle — R. M. Gielow, Pvt, USMC, Camp Lejeune, N. C. Three-meter springboard dive



BOXING champs in their respective divisions in both '47 and '48 were 'Billie' Bossio, SN, bantamweight (left) and 'Hank' Herring, SD1, welterweight (right).

— Lieutenant L. Stauffer, MC, USNR, USC, Los Angeles, Calif.

1948 — Champions by events were: 1500 meters freestyle — Robert Lastinger, ETSN, USN, Electronics Material School, T.I., San Francisco, Calif. 200 meters freestyle — Lieutenant Jerry Siefert, USN, Naval Training Center, Great Lakes, Ill. 400 meters freestyle — Charles A. Carroll, SA, USN, Naval Air Station, Jacksonville, Fla. 100 meters backstroke — Albert Machael, SA, USN, NATTC Memphis, Tenn. 200 meters breaststroke — Lieutenant John Higgins, USN, Naval Air Station, Pensacola,

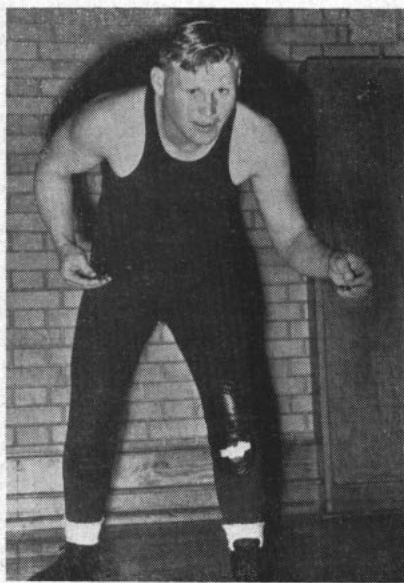
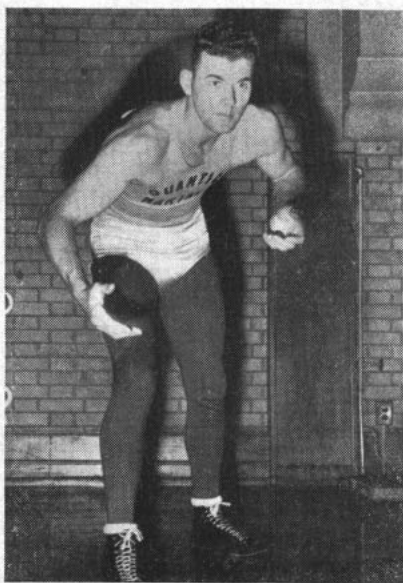
Fla. 100 meters freestyle — Albert Machael, SA, USN, NATTC Memphis, Tenn. 800 meters freestyle — Charles A. Carroll, SA, USN, Naval Air Station, Jacksonville, Fla. One meter diving — Raymond Trindade, SR, USNR, Naval Air Station, Jacksonville, Fla.

Tennis

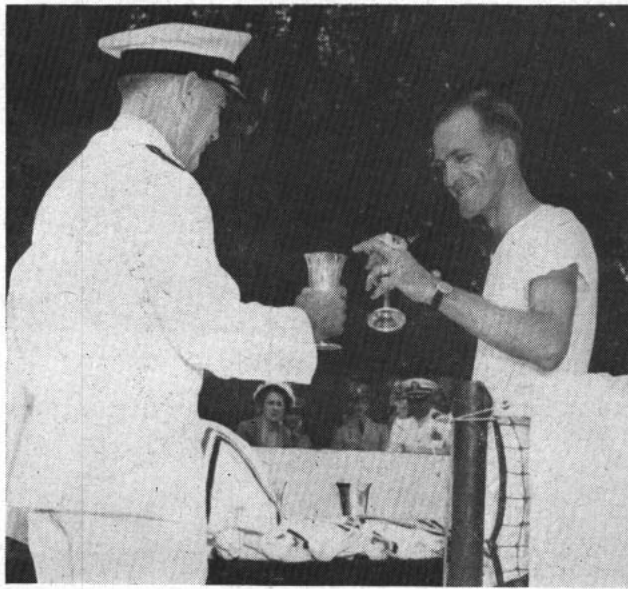
1947 — Singles — Won by Lieutenant Commander J. R. Behr, USN, Naval Air Station, Kwajalein. Runner-up: Lieutenant Elston Wyatt, USN, (Com 5). Doubles — Won by Captain James M. Farrin, USN, Bu-Ships, and Lieutenant Kendall K. Jones, USN, Potomac River Naval Command team. Runners-up: Lieutenant R. William, USN, and Lieutenant (junior grade) Gorens, USN, 9th Naval District team.

1948 — Singles — Won by Lieutenant Kendall K. Jones, USN, Naval Air Station, Anacostia, D. C. Runner-up: Lieutenant Elston Wyatt, USN, Staff, ComServLant. Doubles — Won by Captain James M. Farrin, USN, and Lieutenant Kendall K. Jones, USN, Potomac River Naval Command team. Runners-up: Lieutenant Commander J. D. Behr, USN, and Lieutenant Commander A. W. Angstadt, USN.

1949 — Singles — Won by Lieutenant Elston Wyatt, USN, General Line School, Monterey, Calif. Runner-Up: Lieutenant Kendall K. Jones, USN, VR-44, NAS Moffett Field, Calif. Doubles — Won by: Lieutenant Elston Wyatt and Lieutenant Kendall



WRESTLING champions William Norris, CPL, unlimited class (left) and Raymond Hamm, CPL, whipped all comers in 1948, repeated triumphs in 1949.



TROPHIES are presented LT Elston Wyatt (left), 1949 All-Navy tennis champ, and runner-up, LT Kendall K. Jones, by RADM John W. Roper, Deputy Chief of Naval Personnel. Head of athletic program, CDR E. F. Steffanides, assists.

K. Jones. Runners-Up: Lieutenant Gordon S. Hodgson, USN, ComAirPac Staff, and Ensign James H. Doyle, Jr., USN, USS *John W. Thomason* (DD 760).

Wrestling

1948 — Champions by weight divisions were: Unlimited — William G. Norris, Cpl, USMC, Pacific Fleet team. Light-heavyweight — Raymond J. Hamm, Pvt, USMC, West Coast team. Middleweight — M. C. Skinner, Cpl, USMC, West Coast team. Welterweight — J. Godek, S1, USN, East Coast team. Lightweight — I. V. Renner, ACMM, USN, Atlantic Fleet team. Featherweight — D. C. Hutchinson, FC3, USN, East Coast team. Bantamweight — M. Kleinman, AMM3, USN, East Coast team. Flyweight — L. Baum, Atlantic Fleet team.

1949 — Champions by weight divisions were: Unlimited — William G. Norris, Cpl, USMC, Marine Corps Schools, Quantico, Va. Light-heavyweight — Raymond J. Hamm, Cpl, USMC, Marine Corps Recruit Depot, San Diego, Calif. Middleweight — Wilford S. Eckles, EMFN, USN, USS *Nereus* (AS 17). Welterweight — Alfred E. Good, Jr., HA, USN, Hospital Corps Schools, San Diego, Calif. Lightweight — John T. Patrick, SN, USN, NTC, San Diego, Calif. Featherweight — Richard K. Collyar, SR, USN, Naval Training Center, San Diego, Calif. Bantamweight — Frank A. Giglitto, Pfc, USMC, Marine Corps Recruit Depot, San Diego, Calif. Flyweight — Robert Templeton, AA, USN, NATTC, Memphis, Tenn.

Wyatt Wins All-Navy Tennis

Lieutenant Elston Wyatt, USN, stationed at the Navy's General Line School, Monterey, Calif., is the 1949 All-Navy tennis single champion. He defeated Lieutenant Kendall K. Jones, USNR, from VR-44, NAS Moffett Field, Calif., 4-6, 6-2, 6-0 to win the title that has been almost in his grasp for the last three years.

To make the day a complete success, Wyatt and Jones teamed up to win the doubles title by defeating Lieutenant Gordon S. Hodgson, USN,

and Ensign James H. Doyle, Jr., USN, in straight sets, 6-3, 6-2.

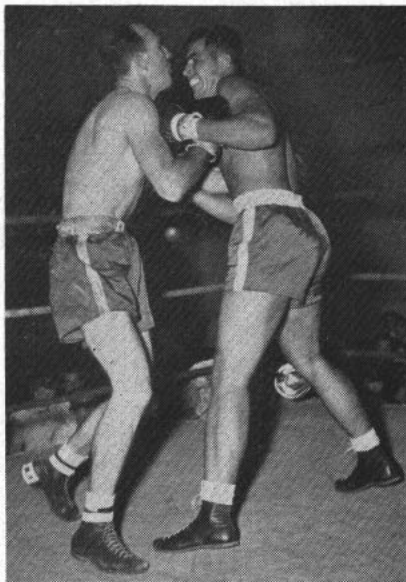
This is the third year that Lieutenant Wyatt has been a finalist and the second year in a row that he has met Lieutenant Jones in the payoff match. Last year Jones captured the title by besting Wyatt in two sets, 10-8 and 7-5. This year it looked like a repeat of the 1948 finals until early in the second set when Wyatt staged a comeback and won 12 straight games.

Jones won the first set 6-4 and was leading 2-0 in the second set when Wyatt settled down to business. Sizzling serves, accurate placement shots and brilliant net play cracked through Jones' steady defense and Wyatt took the next six games to even the match at one-all.

The further the match progressed, the better Wyatt seemed to control the play. Three times Jones rallied to deuce games in the third set but the twice-defeated Wyatt was not to be denied and copped the deciding set, 6-0.

In the championship doubles match, the Wyatt-Jones combination representing the West Coast Group, was too much for the Pacific Fleet Group finalists, Lieutenant Hodgson and Ensign Doyle, and it was over in straight sets, 6-3, 6-2. Hodgson is stationed with ComAirPac Staff and Doyle is stationed on board USS *Thomason* (DD 760).

The matches were held at the U. S. Naval Academy, Annapolis, Md.



JOLTING body punch is handed Gil Harris (left) by Julio Zayas during a benefit scrap held in Jacksonville.

Navy Loses Leech Cup

Air Force tennis players won possession of the Leech Cup, symbol of the inter-service tennis championship, by defeating Navy netmen 7-2 in matches held at the Army-Navy Country Club, Arlington, Va.

The Navy, defending champions in the tourney, scored both their victories in the single competition. E. J. Serues, YNC, USN, gained the first Navy win by defeating Lieutenant Colonel Andrew J. Evans, USAF, 6-3, 6-3.

Lieutenant (jg) C. L. Anderson, DC, USN, scored the most decisive victory of the tournament by defeating First Lieutenant William H. Shivar, USAF, 6-1, 6-1, to account for the only other Navy tally.

Top tennis players from the Army and Navy have met in the Leech Cup competitions 15 times with the Air Force entering the play two years ago. This year's win was the first for the Air Force while the Navy has taken the title 10 times and the Army has won four times.

The Air Force defeated Army netmen 9-0 for the right to meet the Navy team in this year's finals.

Sailor Is Jai Alai Expert

A one-man naval task force has successfully invaded the Mexican realm of one of the world's fastest sports — jai alai.

Carey J. Nelson, RD2, USN, stationed with FAETU at NAS North Island, San Diego, Calif., became in-



EX-ALL-AMERICAN Ensign Don Whitmire, USN, shows his SubPac charges how to get distance in punts. Observers say SubPac is powerful this year.

terested in the sport while watching professionals in action at Tijuana, Mexico.

Four months later Nelson teamed with a Mexican player to play and win his first game.

Rafel Hernandez Galicia, one of the top professionals in the sport, says that the Montgomery, Ala., sailor is fast becoming one of the top amateur players in both the United States and Mexico. Nelson is also a charter member of the Jai Alai Amateur Club which was organized by Galicia.

Pronounced Hi Li by *norteameri-*

canos, this sport is one of the oldest in the world. The name in Spanish means "merry festival."

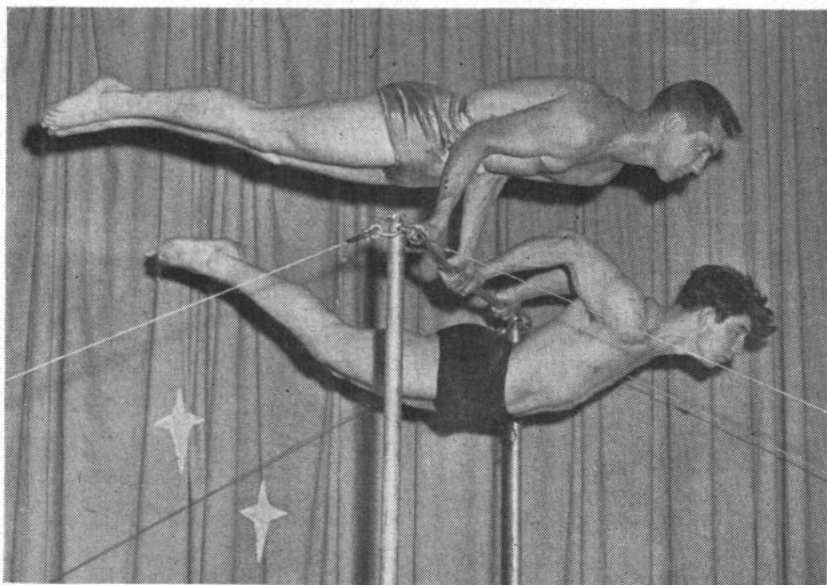
Resembling a jet-propelled game of handball, the players use a "cesta" (a large, elongated, curved, woven basket) to catch and return the "pelota" (a hard rubber ball covered by goat skin and about the size of a baseball). During fast action the speed of the pelota often reaches nearly 100 miles an hour. Failure to catch and return the speeding ball in one motion of the cesta results in a point for the opposition.

A court similar to a handball court is used. It is 100 feet long and 40 feet wide and has no right wall. The absence of the wall makes it possible for spectators to view the action and in Mexico, where the sport has reached its greatest popularity, pari-mutuel betting on games and individual contestants is legalized.

Coaching School

Navy grid coaches had the chance to study under a master craftsman during the last two weeks in July as the Marine Corps held a two-week coaching school at Camp Pendleton, Oceanside, Calif.

Lieutenant Colonel Bernie Bierman, USMCR, of Big Ten fame, headed the school that was open to two members from each command. Among the offensive and defensive strategy discussed was the use of single wing, double wing, "T" formation and man-in-motion plays for an offensive backfield.



SKILLED GYMNASTS Phil Skiff, PH2, USNR, and Martin Bennett, SN, USN, demonstrate difficult doubles act regularly in Navy shows and club events.



SIZZLING SLIDE is by Wave Jennie Peacock in practice session at NavBase Charleston, S. C. Barbara Holliday attempts tag as Eileen Bachman watches.

Wave Softball Teams

Waves are making a drive for athletic recognition. The lady sailors are walloping softballs and sliding into bases in expert fashion.

An example of the high-powered Wave teams found all over the country is the feminine nine of Naval Station, Norfolk, Va. These fence-busting gals are riding on the crest of an unbeaten season with 12 wins and no losses against some of the toughest competition in the area.

That this Wave team goes after rivals with blood in its eye is indicated by the game scores, which often read more like football than softball results. Sample scores: 15-1, 23-2, 22-2, 15-0, 17-7.

Mound duties are handled by the three-woman staff of Mary Fortner, Gwen Grebbel and Betty Nelson.

The team is coached by Andrew Femino, RDC, USN, who formerly coached the Wave team of the Naval Station, Treasure Island, Calif.

Another up-and-coming team of female sluggers is the softball nine of Naval Base, Charleston, S. C. Named "Hornets," the smooth-fielding gals buzzed through local opposition to place second in the Charleston Girls Softball League at midseason and are coming in strong for the top position as the season draws near its end.

Sparkplug of the Charleston Wave team is Betty Ann Vladeff, YN2, USN, who initiated its organization and currently is its leading hitter (.577) and home run slugger. Arriving at

Charleston from Jacksonville, Fla., where female teams abound, Wave Vladeff was disappointed that no Wave softball teams were organized, promptly rounded one up. The enthusiasm generated by its members has drawn the team a host of rooters from the CO on down the line.

Coaching the team are a brace of CPOs, Chief Jimmy Sward and Chief Jimmy Collins. Occasionally the "Hornets" take on one of the local men's softball outfits, and while they seldom win, the male sailors usually know they've been in a tough game.



ACTION-PACKED play at home involves futile slide by second sacker 'Babe' Fink. John Coxen tags him out during intramural game at NAS Jacksonville.

Tin Can Has Picnic-Smoker

It's a tough job for an almost daily-operating destroyer to muster enough men and money to hold a picnic-smoker ashore for all hands and their families but the crew of *uss Sarsfield* (DD 837) did it.

Refreshments, games, activities for the youngsters, a championship softball game, movies and a four-bout boxing card highlighted the day's entertainment.

Sensation of the day was the introduction of "Miss Key West of 1949." After a long introductory build-up the bathing beauty turned out to be the ship's barber suitably attired for the occasion - dainty blue panties, a set of falsies and other accessories.

No spam or cold cuts were in evidence when the call for "chow down" was sounded. The ship's commissary department went all out in preparing a royal spread to fit the palate of everyone - much to the delight of the children.

The showing of a Dorothy Lamour-Bing Crosby-Bob Hope motion picture added the finishing touch to a perfect day. - C. L. Burros, MMC, USN.

Waves in All-Navy Sports

Waves may now participate in five All-Navy individual sports - golf, tennis, pistol, swimming and bowling.

Although there was nothing in All-Navy sports rules previously that indicated women were ineligible to compete, a statement pointing out they may vie for All-Navy titles is

being included in Change No. 1 to the All-Navy Sports Program Policy and Rules Book.

This first change to the rule book also clarifies the status of personnel of one service on duty with another insofar as athletic competition is concerned. The correction states that, "personnel of Army, Air Force and Coast Guard detachments of Navy units are to be considered as naval personnel insofar as the intra-group athletic competitions are concerned; however, in All-Navy eliminations and championships and Inter-Service championships they cannot be considered as such."

Other corrections to the rule book include a clarification to the "combining" rules to the effect that, "combined teams (of fleet and shore-based personnel) must participate in the shore eliminations."

This change to the rule book will be distributed to the Navy in the near future. It will be entitled, "Change No. 1 to the All-Navy Sports Program Policy and Rules."

Boxing Shows Telecast

The "standing room only" sign is hung out at Naval Station, Treasure Island, Calif., when the armed forces get together and put on their television boxing show three times a month.

This latest example of unification among armed forces in the sporting world began last February when the Sixth Army held their eliminations at Letterman General Hospital, San Francisco, Calif. The bouts were telecast and immediately made a big hit with the video fans.

After that show they became a regular feature on KGO-TV with all services sending boxers to compete. An estimated 100,000 fans have seen fights on the TV screen while another 6,000 have jammed in at the Treasure Island ringside.

When the show was in its planning stage, a suitable site for TV transmission presented a big problem. Naval Station, Treasure Island, in the middle of San Francisco Bay, proved to be the ideal location and the Navy immediately volunteered the main gym and its facilities for the show.

The fight cards have become so popular among service boxers that it is a problem to arrange enough bouts to please everyone. Fighters come from installations as far as 75 miles away to compete and a night's card is usually 10 or 11 three-round bouts.

SIDELINE STRATEGY

When the muscular, leather-lunged sailors competing in the 1500-meters event of the 12th Naval District swimming championship climbed from the pool their faces were red, but not necessarily from exertion. The reason for their embarrassment: Drying herself daintily with a towel was Wave Shirley Brooke, SA, USN, Naval Station, Treasure Island, who also had competed in the event—and finished a length-and-a-half ahead of the nearest male competitor. She became the first woman ever to win a 12ND title in competition with men.

Evidently All-Navy 1500-Meters Champion Robert Lastinger, ETSN, USN, Electronics School, Treasure Island, did not compete in that event this year, or has slowed down from the record 21:24:4 time that won him his title last season. (Wave Brooke's time: 25:48:6).

★ ★ ★

An interesting thing about the All-Navy tennis tournament was that most of the same players who captured top honors in All-Navy competition in the previous two years of competition showed up again at the finals this season. Also worthy of note is the fact that most of these top-seeded netmen are officers.

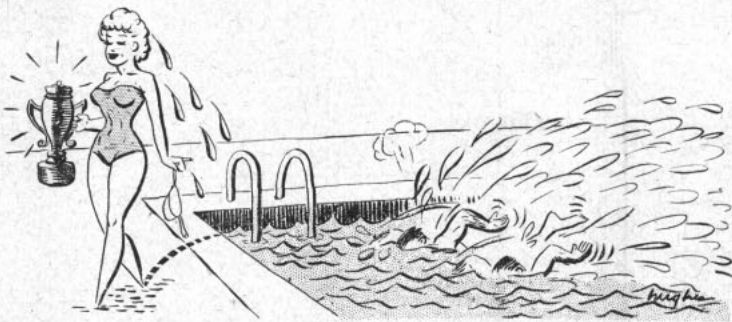
While it is commendable that these individual officers succeeded in defeating all competi-

tion along the rocky road to the finals, there is, in this sport—more than in any other on the All-Navy calendar—a lack of top-notch players from enlisted ranks.

This is a matter of some concern to top Navy officials, who like to see a balanced mixture of officers and enlisted personnel wearing All-Navy sport crowns. So far no one has been able to discover why more sailors aren't developing their latent talent with a racquet. Tennis is a game requiring as much skill, coordination, competitive spirit and is as much fun to play as any of the All-Navy sports. It requires no unusually expensive equipment, courts are obtainable for use at most naval bases for free, and in practically all cities for a small fee.

★ ★ ★

Glen E. Friese, SN, USN, started playing a baseball game on Ponape Island and ended up on Guam. A foul ball konked him on the noggin and the next thing he knew he was on a plane headed for a Guam hospital. A volunteer crew flew the 14-hour round trip to take him to the nearest X-ray machine, which disclosed no fracture. Other than a sore head and some unexpected flight time, he is all right.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



The Largest

The Navy's search for the ideal shape for a torpedo or a submarine will get a big boost with the completion of what will be the world's largest water tunnel.

The unique tunnel is being built under contract from the Bureau of Ordnance at Pennsylvania State College in central Pennsylvania and will be ready soon for its first tests.

A water tunnel is to hydrodynamics (the study of the action of water) what an air tunnel is to aerodynamics (the study of the action of air). Both operate on the principle that for purposes of observation and experimentation it is easier to push air or water past an object than to move the object through the air or water.

There are several water tunnels now in operation in the U.S. and the Navy is using most of them but it needs something bigger. The Penn State tunnel will permit testing of models up to eight inches in diameter and up to eight feet in length.

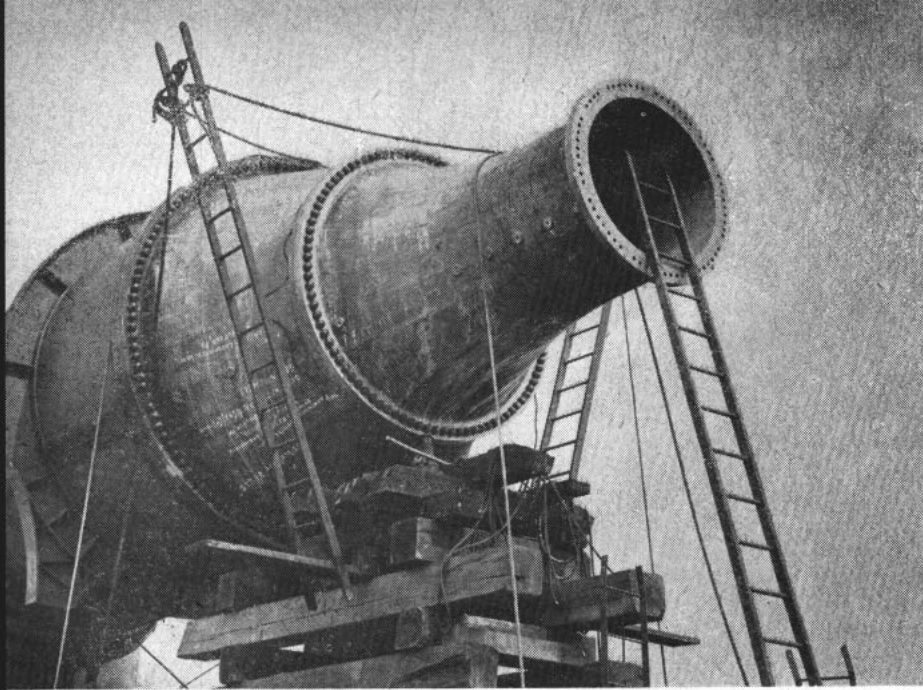
When the huge tunnel has been fully tested and all of its kinks have been ironed out, scientists will be able to look through a Plexi-Glas observation window into the "working section" or smallest part of the tunnel and watch the reaction of a model as water rushes past it at speeds up to 41 miles per hour.

A model of, say a torpedo, will be mounted on a removable strut which is in turn mounted on a removable segment in the bottom of the tunnel. A hydraulic lift arrangement will enable the research men to replace the model without draining the water from the tunnel.

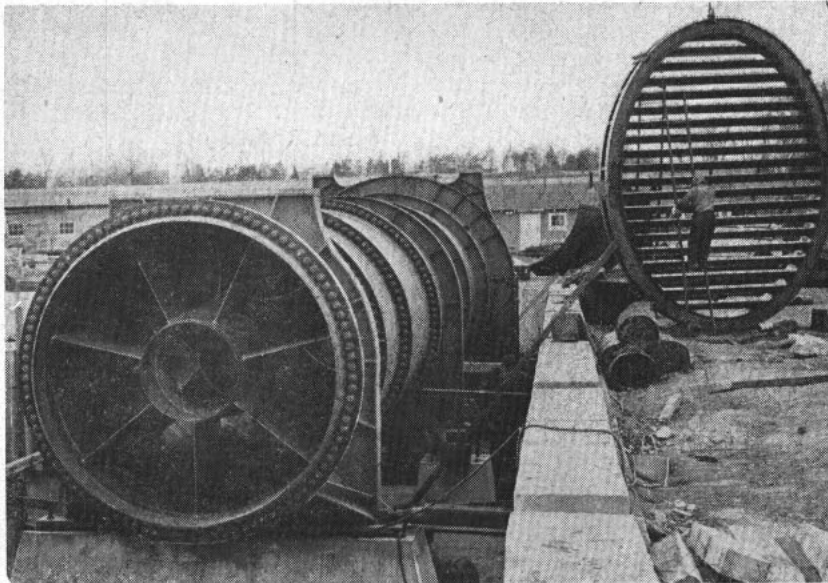
As the water spurts past the model, the scientists from their glassed-in vantage point will adjust a myriad of dials set up on a giant control panel. They will also be able to flood the working section with light and take high-speed photos as the model reacts to the variations of pressure forced upon it.

Lying on one side in its foundation like an oversize but square doughnut, the tunnel is designed to propel 100,000 gallons of water around the loop every 18 seconds. Special vanes are used at the corners to turn the mass of water to its new direction.

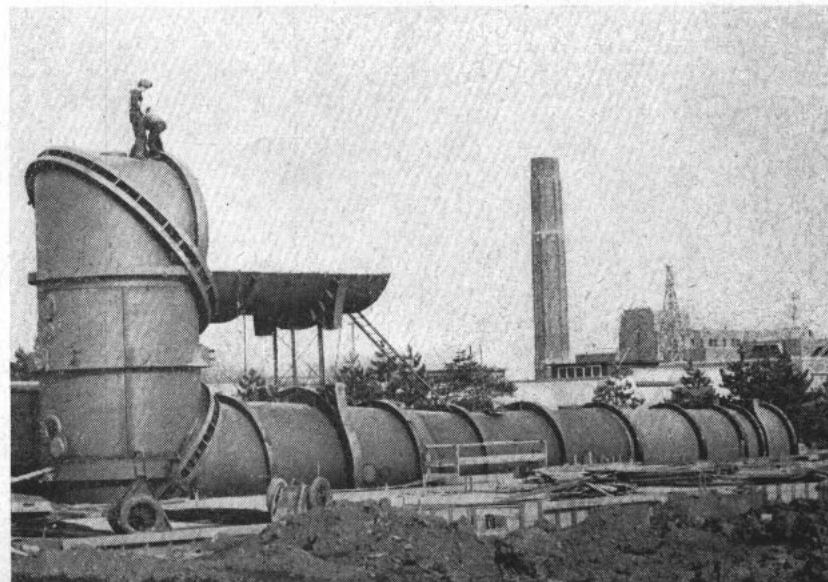
With their new facilities, scientists may be able to learn a lot more about



NOZZLE upstream of the test section reduces the diameter of the huge tunnel from 12 feet to 4 feet. Made of brass, it weighs over 55 tons.



IMPELLER will drive water through the tunnel at speeds ranging from 6 feet to 60 feet per second (above). Below: Workmen tack-weld tunnel sections.



Water Tunnel

that peculiar force, cavitation — the formation of high-pressure underwater bubbles that burst around a propeller and chew up the blades as if they were made of soap (See ALL HANDS, April 1949).

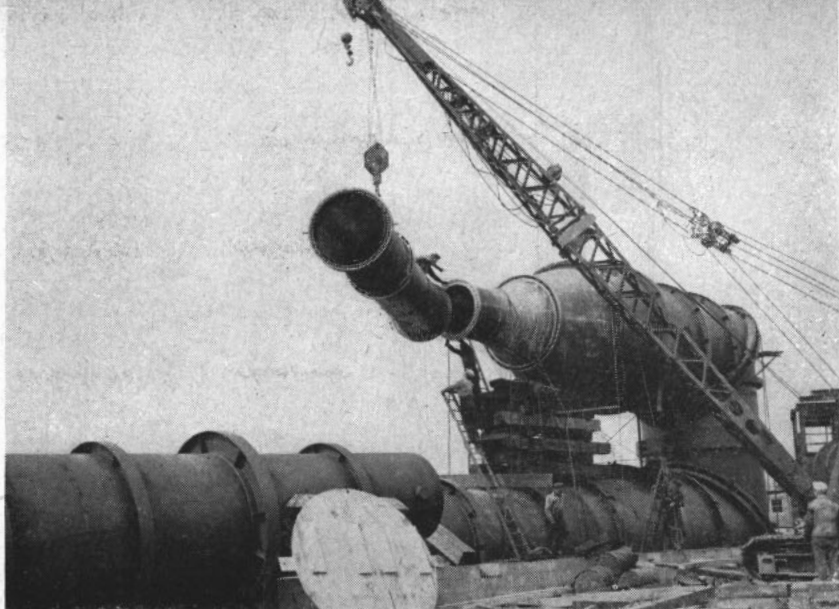
Cavitation around a poorly designed propeller can chew it up beyond recognition if given half a chance and send the ship into drydock as a result.

The old *Mauretania*, for example, had to go into drydock after two round trips to have her scarred propellers replaced.

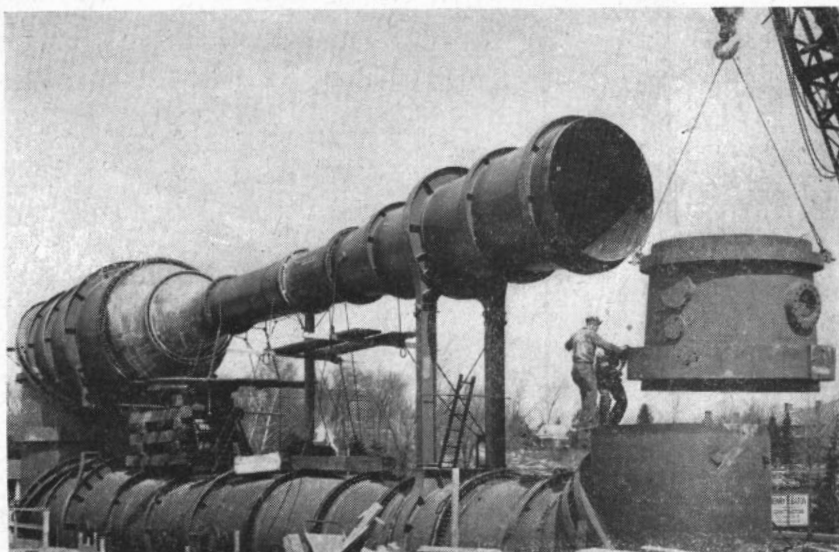
The French ship *Normandie* could make only one trip across the ocean and back before hydraulic repairs were necessary. Engineers have improved propellers since the day when the lovely *Normandie* used to ply the Atlantic but periodic repairs are still required. It is toward lessening this drydock time that Navy research is directed.

Cavitation also has some very important effects upon submarines. Cavitation bubbles are noisy when they collapse. When they burst underwater, they produce a boom like air rushing in to fill a vacuum created by the bolt of lightning that causes thunder.

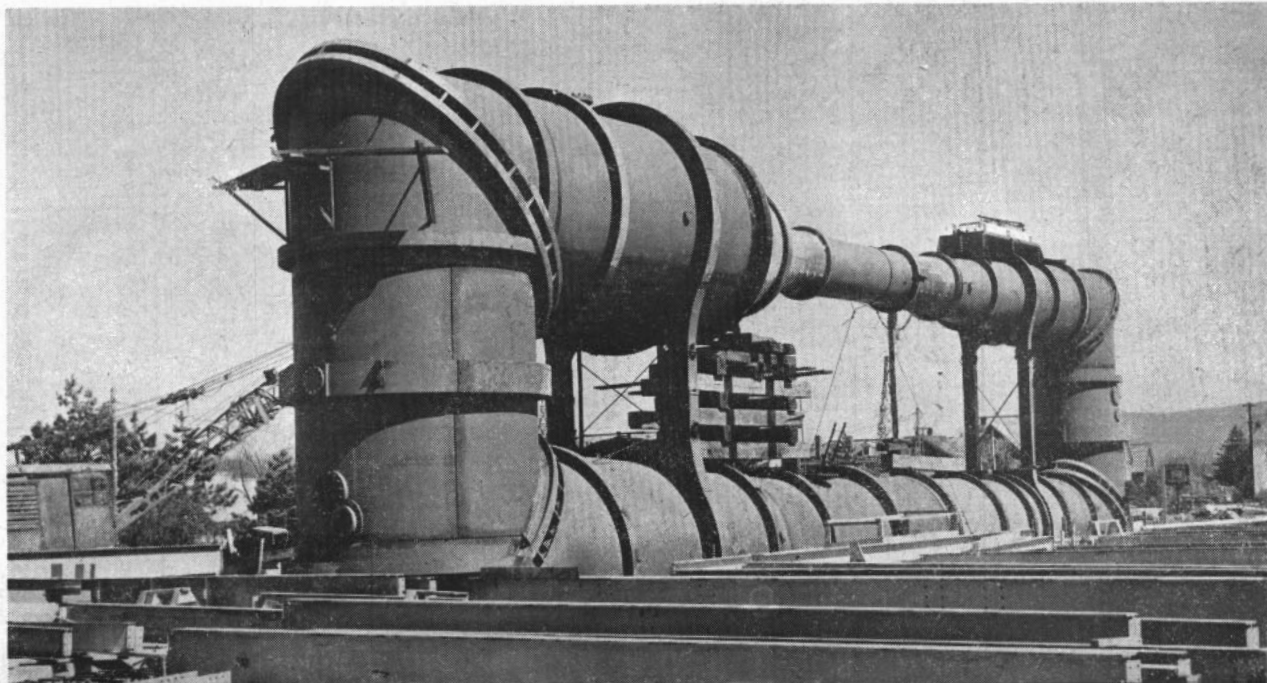
Naturally, if a sub generates much of this kind of noise it will be a simple matter for an enemy to detect it with acoustic listening devices. Scientists hope that with their big new water tunnel they will be able to provide some of the answers to the riddle of cavitation.

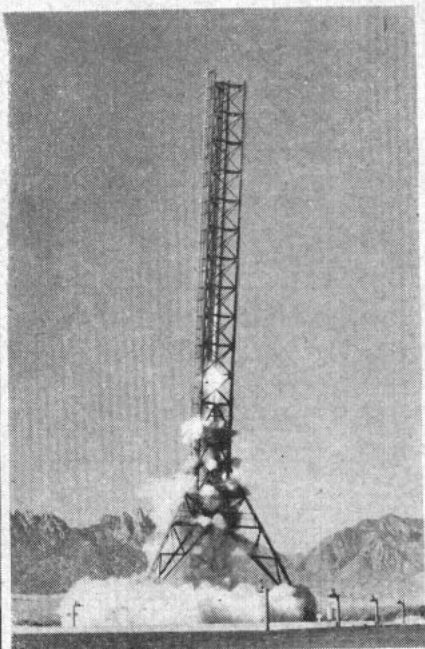
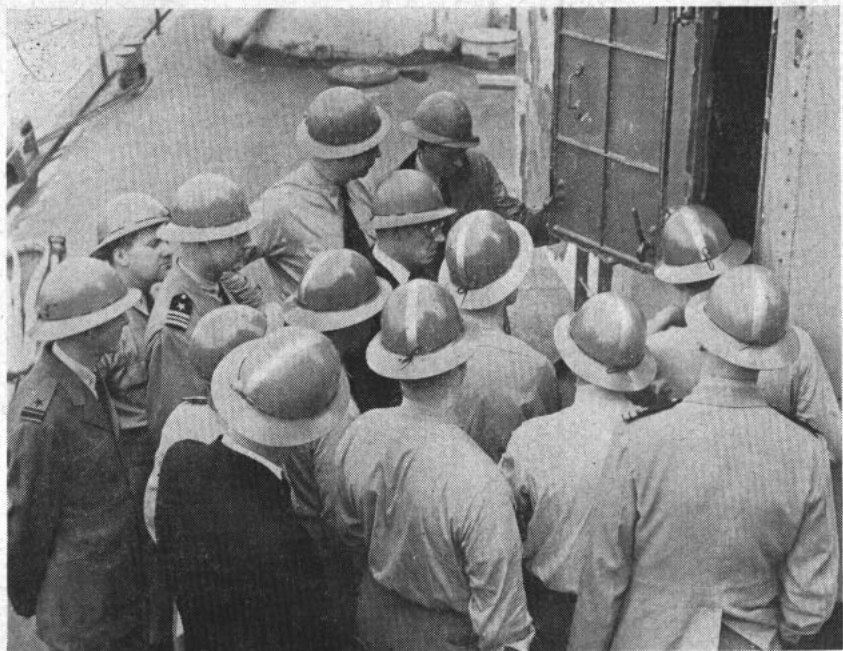


DUMMY test section is hoisted into place. Glass ports in the actual test section will not withstand the high pressures to be built up in tunnel trials.



ASSEMBLY nears completion (above). Below: Fully-assembled, the giant tunnel will eventually be housed in a brick, laboratory-filled research building.





MASTERY of modern ordnance problems aboard ships (left) and on proving grounds is vital to Reservists' training.

Ordnance Reserve Covers a Wide Range

A FEW months over half a century ago, the United States emerged in the family of nations as a recognized "first class power," following its great naval victories of the Spanish-American War.

At the same time, by destroying the Spanish Fleet, U.S. Navy gun power and naval ordnance developed an international reputation almost overnight.

Progressive-minded Navy men foresaw the need for adequate ordnance and constant development in all phases of gunnery. They sparked a program which started modern naval ordnance on its upward path.

Challenging administrative red tape, lack of funds and die-hard old timers, they made progress in surface, air and underwater munitions until today we have earned the right to our reputation for having the finest naval ordnance in the world.

The Navy intends to keep it that way. To counteract the letdown that has followed practically every war since Revolutionary days, the Navy has inaugurated a program aimed to maintain ordnance in the Regular Navy and to keep up the interest of veterans and civilians in the Naval Reserve Ordnance Component.

Mission of the Volunteer Ordnance Reserve is to "provide an adequately trained force of ordnance officers (in-

cluding Waves) and enlisted personnel of allied ratings who shall be available and mobilized in the event of an emergency."

With a scope extending from pyrotechnics and aeroballistics to the still secret realms of atomic warfare, naval ordnance has need for physicists, chemists, mathematicians, and spe-

cialists in electrical design, aerodynamics, torpedoes, mines and depth charges, guided missiles, fire control, nets and booms, underwater ordnance, degaussing and chemical warfare.

These are the key personnel of the Ordnance Reserve, along with the enlisted ratings eligible to join — fire controlmen, gunners' mates, torpedomen, aviation ordnancemen, electronics technicians, minemen and radarmen.

The youthful Ordnance Reserve program already boasts of more than 50 volunteer units, about one third of its goal. To date the membership of 1,000 in the volunteer drilling units is made up largely of officers, but a campaign is under way to interest enlisted ratings in the volunteer units.

Enlisted ordnance personnel are also trained in the Organized Naval Reserve, in which specific activities provide instruction in particular rates. In the organized units drills are scheduled on a once-a-week basis, with members receiving pay for attending each drill.

The VOUs of the Volunteer Reserve meet in a voluntary non-drill pay status, with meetings usually scheduled once or twice a month.

The Volunteer Reserve program includes round-table sessions, with speakers from private industry and



SUPERIOR rockets and air armament make Reserve planes and pilots potent striking force of the fleet.

representatives of the armed services, correspondence courses, training films, weekend trips to inspect ordnance activities, industrial plants and naval vessels, and annual two-week training at research laboratories, ammunition depots, torpedo stations, and a variety of naval schools.

A total of 133 movie films, both sound and silent, are available to volunteer ordnance units upon request.

Featured in lights on the marquees of the Reserve meeting house are such long standing hits (with all star casts) as "The Bat", "Tiny Tim", "The Fleet That Came To Stay", "Combatting Suicide Plane Attacks", — and "Gyroscope Creep and Precession in Torpedoes", and "Aircraft Torpedo MK 13".

Largest of the Ordnance Reserve units, and the first to be organized in the nation is Volunteer Ordnance Unit W-1, in Washington, D. C., with members drawn primarily from scientific, research and administrative jobs in civilian fields.

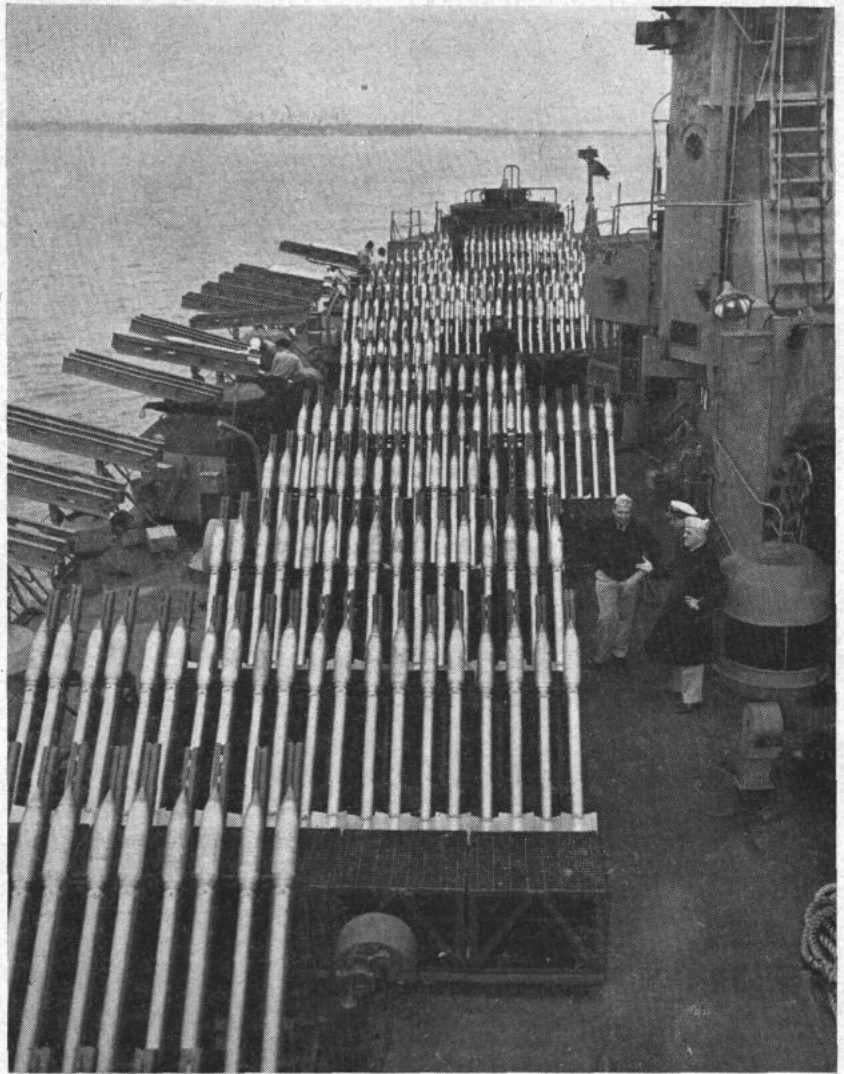
Typical of the Reserve group is VOU 9-1 Detroit, Mich. Its members are all veterans of World War II and belong to the Detroit Society of Mechanical Engineers. Meeting twice each month for round table discussions and training sessions, they pioneered the idea of weekend cross-country trips.

Journeying hundreds of miles aboard military planes flown by weekend warriors of the Naval or Air Force Reserves, the members of VOU 9-1 have visited ordnance laboratories, shipyards and other naval activities, to study at first hand such problems as fire control, dehumidification of ordnance equipment in "mothball ships", and general ordnance troubleshooting.

The Training Section of BuOrd in conjunction with the Training Division of BuPers has prepared a training curriculum for use by the volunteer units.

This is the ambitious course of study of the Ordnance Reservist during his volunteer drill meetings, which indicates how far naval techniques have advanced in the past 50 years (the order of study and method of treatment are subject to adaptation according to local conditions):

Materials and Handling — plastics, rubber and non-metallic materials, lubricants, preservatives, packaging and material handling, moisture and fungus-proofing, mobile handling equipment.



IMPRESSIVE sight is rows of loaded rocket-launchers. These mobile and self-propelled missiles are deadly weapons in the hands of skilled Reservists.

Ammunition and Explosives—Jato, pyrotechnics, chemical warfare, primers, cartridge cases, rocket components, high explosives, amphibious munitions, underwater research, propellants.

Projectiles — Armor projectiles, bombs, ballistics, rockets and war heads, including applications, surface, aircraft and underwater problems.

Fire Control—Target designations, synchros, general fire control systems, stabilization and surface computers, underwater ordnance, optics and infra-red, radar, guided missiles.

Gun Mounts and Missile Launchers — Barrels, interior ballistics, stress analysis, turrets, power drives, launchers.

Underwater Ordnance—Torpedoes, control mechanisms and explosives, tubes, racks, steam and electric prob-

lems, special weapons, mines and depth charges, nets and booms, degaussing.

Aviation Ordnance — Aircraft guns and cannons, rocket launchers and recoilless guns, aircraft pilot fire control, bombardier and gunner fire control.

Guided Missiles, Jet Propulsion and Countermeasures—Guidance and control, missile forms and aerodynamics, propulsion, power plants, bodies and accessories, launchings, noise, beam-riders, VT fuses.

Of the 50-odd volunteer Ordnance Reserve units, perhaps the one whose members are closest to their potential mobilization assignment is VOU 11-1, Inyokern, Calif.

Stationed in the sandy, sagebush and greasewood wastes of Indian Wells Valley, south of the barren Mojave Desert, Inyokern is the site of



MYSTERIES of underwater warfare are explored by student divers as men and equipment are tested under actual conditions during phase of training.

a naval ordnance test station whose primary function is the research, development and testing of all types of weapons.

Most of the members of the Reserve unit there are civilian experts in rockets and guided missiles. In addition to their regular activities as members of the Volunteer Reserve unit, they have served as hosts to other units on weekend trips from west coast naval districts, conducting tours and lectures on their own time.

A two-day familiarization tour of Inyokern NOTS provides Reservists with a unique inspection of a 12½ million dollar, nine-acre research center, the Michelson Laboratory, which contains all types of rockets and ordnance equipment used by the Navy.

The China Lake Pilot Plant at Inyokern is built at some distance from the inhabited area to insure safety of personnel in the preparation and handling of rocket propellants. Reservists study how the raw propellant material is processed, and prepared for loading.

At Baker 4, an aircraft firing range, they may inspect a rocket-propelled sled mounted on a mile-long track, which is used for carrying aircraft targets and testing airfoils and ballistic material.

Situated among the arid canyons and sun-baked hills is a range equipped with a steel-railed 1,500 foot ramp, which serves as an outdoor wind tunnel for testing rockets rang-

ing from two-inchers to the huge "Tiny Tim".

In between is a high velocity aircraft rocket—"Holy Moses"—which gives a Navy fighter plane the firepower equivalent to a destroyer salvo.

Inyokern NOTS has also established a course for Reservists during their two-week annual training.

Annual training, as planned by BuPers and put into effect by naval districts, provides for refresher instruction of Reservists, enabling them to keep up with their wartime jobs and their many Navy associations.

For enlisted men in associated

fields of ordnance are the following schools:

Naval School, Explosive Ordnance Disposal, Indian Head, Md.

Naval Schools, Fire Controlman, Great Lakes, Ill., San Diego, Calif., and Washington, D. C.

Naval School, Fire Control Technicians, Washington, D. C.

Naval School, Gunner's Mates, Washington, D. C.

Naval School, Mine Warfare, Yorktown, Pa.

Naval School, Nets, Tiburon, Calif.

Naval School, Torpedoman's Mates, Newport, R. I.

Naval Unit, Chemical Warfare, Edgewood Arsenal, Md.

Officers are eligible for special two-week courses given at naval ammunition depots, torpedo stations, shipyards, ordnance plants, offices of inspectors of ordnance, naval magazines, and naval air stations. Special instruction is also available to officers at the following:

Bureau of Ordnance, Washington, D. C.

Naval Ordnance Laboratory, White Oak, Md.

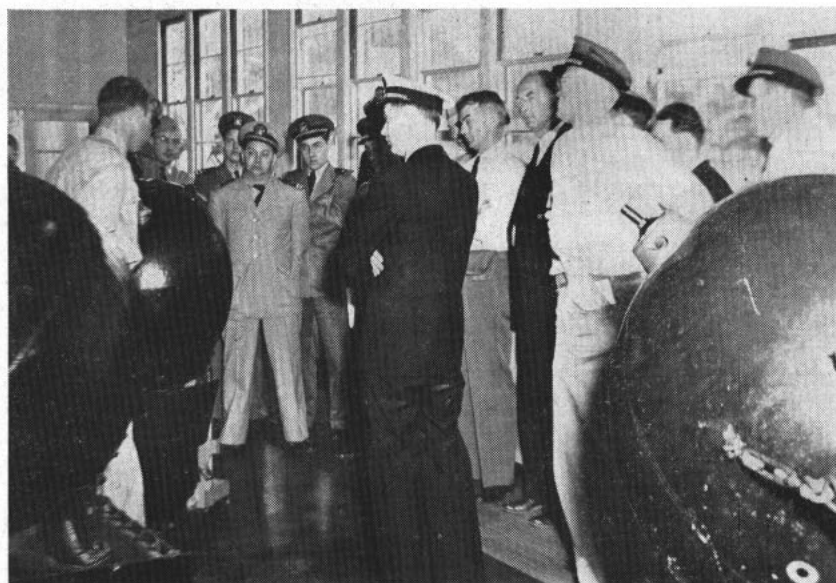
Naval Gun Factory, Washington, D. C.

Naval Proving Ground, Dahlgren, Va.

Naval Mine Depot, Yorktown, Va.

Explosive Ordnance Disposal Unit, Naval Powder Factory, Indian Head, Md.

Aviation Ordnance Test Station, Chincoteague, Va.



LECTURES broaden the knowledge of members of the Volunteer Ordnance Reserve who combine study with practical experience in trouble shooting.

Gunnery Officers Ordnance School,
Naval Receiving Station, Wash-
ington, D. C.

Naval Station, San Diego, Calif.

Naval Powder Factory, Indian
Head, Md.

Ordnance Test Station, Inyokern,
Calif.

Naval Unit, White Sands Proving
Ground, Las Cruces, N. M.

Naval Ordnance Development
Unit, Applied Physics Laboratory,
Johns Hopkins University, Silver
Spring, Md.

In addition, seminars for Reserve
ordnance officers are held annually at
locations on the East and West coasts.

"Home-study" rate training courses
for enlisted men who are unable to
join drilling units are now ready (or
will be available by the end of this
year) for all grades in the rates of
fire controlman, gunner's mate, or
torpedoman's mate. They may be ob-
tained by writing to commandants of
naval districts (via commanding
officers of drill units, if an individual
is attached to one.)

For officers and chief petty offi-
cers, the first of four correspondence
courses — *Ordnance and Gunnery*
(NavPers 10712) — is available. Now
in the process of preparation are
Ordnance Equipment, Ordnance Es-
tablishments and Airborne Ordnance.
These are obtainable by sending re-
quests via local commanding officers
and commandants of naval districts,
to Naval Correspondence Course
Center, Building 4, Naval Shipyard,
Brooklyn, N. Y.

This long range plan is designed to
provide realistic training for the Vol-
unteer Ordnance Reserve, and calls
for the activation of units in every
large city or locality where men in
allied ordnance fields are concen-
trated. Ordnance training officers
have been ordered to active duty in
each naval district to assist in organ-
izing and developing this program.

Pleasant Community Life

At U. S. Naval Schools, Mine War-
fare, Yorktown, Va., married person-
nel attached for duty find comfort-
able homes and pleasant community
life at Robley W. Clark Terrace, on
the station.

The housing project was named
after Captain Robley W. Clark who
was a pioneer in developing defen-
sive mining of Pacific atolls during
World War II. Captain Clark lost his
life during a kamikaze attack on his
ship off Okinawa.



BOX-LIKE stabilization system, attached outside the hull of *Peregrine* to minimize structural changes, is designed to reduce her roll by 80 per cent.

New Stabilizer Will Reduce Ships' Roll

Wouldn't it look funny to see a
destroyer knifing along without roll-
ing more than five degrees, in a
roaring sea that would normally put
a battleship's scuppers under?—And
it would look even funnier to see an
aircraft carrier rolling 30 degrees
each way while anchored in a glass-
smooth harbor.

Both of these strange sights may
be seen one of these days, although
the second would occur only during
experiments or tests.

What the whole thing amounts to
is a new ship stabilization system
which has been under study by
naval architects and engineers for
some time. It has been installed in
a temporary manner in the mine-
sweeper uss *Peregrine* (AM 373),
and is being tested at sea, in rough
weather.

Preliminary tests consisted of
operating the system by manual
control on smooth seas to produce
artificial roll, and of running the
mechanism in dry dock. Through-
out the tests, scientific instruments
have recorded such data as power
consumption and stresses and strains
on the anti-roll machinery. Motion
pictures are recording the findings.

Here is how the system works:
Large tanks are installed at each
side of the ship and half filled with
water. Each tank is connected by a

large transfer duct to a tank at the
opposite side of the ship. Inside
each duct, near the bottom of each
tank, is a large variable-pitch pro-
peller. That makes two impellers in
each duct.

Let us say the ship starts to roll
to starboard. Instantly, an electronic
controller sets the electrically pow-
ered impellers into motion. Before
the ship has rolled more than a
couple of degrees, enough water has
been pumped into the port-side tank
to prevent further rolling to star-
board. Pretty soon a wave comes
along which tries to roll the ship to
port. In a jiffy several hundred
thousand gallons of water go squirt-
ing into the starboard tank. The tilt
to port dies a-borning.

Better shooting for all warships
and better plane handling for car-
riers is expected if use of the stabiliz-
ing system spreads throughout the
Navy. It is estimated that the "acti-
vated tank stabilizing system" would
comprise one per cent of a new
ship's weight. It would increase a
ship's cost approximately three per
cent and would require only two
per cent of the ship's propulsive
power to operate.

The new control system was de-
signed and constructed at the
Navy's David Taylor Model Basin
at Carderock, Md.

LETTERS TO THE EDITOR

Striking for Yeoman

SIR: I am interested in striking for yeoman but I'm not familiar with the references I should use nor the procedure I should follow. My trouble is that I don't know how to type, but I want very much to be a yeoman. If anyone is planning to stay in the Navy for a career, he should strike for rate wanted, which is my case. Please tell me how I can go about applying for this training. — J. L., SA, USN.

• *You should see your head of department and your executive officer. If your record is good and if your general classification test marks are above average, you should be able to strike for yeoman eventually. However, you should take steps to learn the fundamentals of typing as soon as possible.* — Ed.

Enlistment in Marine Corps

SIR: I have been in the Navy for two years, and am thinking of joining the Marine Corps when I am discharged from the Navy a year from now. Would you be so kind as to answer a few questions? My rate in the Navy is airman. Could I go into the Marines as a corporal? I know that the Marine Corps hashmark is for three years. When I enlist in the corps I'll have three years in the Navy. Do I rate to wear it? Any information you could give me would be helpful. — PLP, AN, USN.

• *The answer to both of your questions is "no." All men enlisting in the Marine Corps for the first time are enlisted as privates regardless of the rank held upon discharge from any other branch of the armed forces. Regarding hashmarks, you were evidently misinformed. In the Marine Corps, as in the Navy, enlisted personnel wear one service stripe for each four years of service. You would rate a hashmark after one year in the Marine Corps if you enlisted in the Marine Corps after serving three years in the Navy.* — Ed.

Intelligence Billets Open?

SIR: In a recent issue you state that a limited number of billets are available in Naval Intelligence for enlisted personnel and you give the chain of command for forwarding an official request. Can you tell me if there are any such billets available to an AD2? — J. T. S., USN.

• *There is no allowance for the rating of AD2 for duty with Naval Intelligence. There is, however, a very limited number of billets for ADCs, ALIs and ADC(AP)s.* — Ed.

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 letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

EMs at Intelligence School

SIR: Is it possible for an enlisted man to receive an appointment to Naval Intelligence School, Naval Receiving Station, Ancon, D. C., to take the linguistic course now open to officers? I am interested in languages and would appreciate any possible chance to take this course.

Also, is there any dope on a first class petty officer being able to take an examination for the rank of warrant officer? — W. C. P., AD1, USN.

• *Enlisted personnel are not eligible to attend the Naval School, Naval Intelligence, Receiving Station, Washington, D. C.*

Regarding advancement to warrant grade, the subject is receiving much thought at present in the Bureau of Naval Personnel. The Bureau now is in the process of developing means of evaluating candidates for LDO and warrant status. Until this project is completed and some of the uncertainties worked out, the Bureau considers that it would be unwise to make any announcement regarding advancements to warrant grade. — Ed.

Credit for Unused Leave

SIR: If a man has 60 days' leave to his credit at time of discharge, is it possible for him to get paid for 30 days and transfer 30 days to his new record if he immediately reenlists on board the same ship or station? Or is it possible for him to get paid for 30 and to take 30 days' leave at the time of reenlisting? — C.L.E., SKC, USN.

• *The answer to both questions is "negative." Regulations governing cash settlements for unused leave are given in the BuPers Manual (6701 — 6714). It will be noted that no authorization for "splitting" accrued leave at time of discharge is contained in these articles. A man may, of course, take some leave immediately before discharge and either take a cash settlement for the rest or transfer the rest to his new enlistment. Also, he may take a cash settlement for his unused leave, then take reenlistment leave and charge it against leave to be earned on the new enlistment.* — Ed.

Benefits Due Fleet Reservists

SIR: I am retiring 1 Aug 1949 with 20 years service and would like to know (1) if my pension check is taxable? (2) Am I eligible for the "52-20 club"? (3) Will I be able to attend school under the G.I. Bill of Rights? — A.C.D., ADC, USN.

• *(1) It is presumed that by the "pension" on "retiring after 20 years service" you refer to the retainer pay of enlisted personnel transferred to the Fleet Reserve after 20 years service. Under present laws the retainer pay of an enlisted man transferred to the Fleet Reserve and released from active duty after 20 years service, and who is not retired from the naval service for physical disability resulting from active service, is subject to Federal income and withholding taxes. He may claim the same withholding exemptions allowed any other taxpayers by Federal income tax laws. The Field Branch, Bureau of Supplies and Accounts, will annually furnish him with a statement showing the total amount of his retainer or retired pay and the amount of tax withheld, if any, for use in filing his Federal income tax return for the year. (2) and (3) Readjustment allowances ("52-20 club"), education, and loan guaranty benefits of the G.I. Bill are available to retired personnel provided they had 90 days or more of active service anytime after 16 Sept 1940 and prior to 26 July 1947.* — Ed.

Counting Reserve Time

SIR: I enlisted in the Navy in October 1942 and was discharged in August 1946. I was in the inactive Naval Reserve from August 1946 till April 1948, when I reenlisted in the regular Navy. Do I have to make up my Reserve time in order to retire on 20? I now have nearly seven years in the Navy. I have four years of active service and 20 months of inactive Reserve service. Do I have to be in the Navy for 16 more years to make up my 20? — R. F. S., BM3, USN.

• *All active Federal service counts for transfer to the Fleet Reserve, provided you continue on active service and are in the Regular Navy on completion of 20 years' active Federal service. Since your 20 months in the Naval Reserve were not spent in active service, that time cannot be counted toward the necessary time for transfer to the Fleet Reserve. If your personnel man will lend you a copy of the BuPers Manual, you will find the authority for this in Article C-10320 (3) (b).* — Ed.

Somebody Fed Us a Line

SIR: I refer to the inside cover picture which appeared in the April issue of ALL HANDS showing the *uss Massey* (DD 778) being fueled by the *uss Leyte* (CV 32). The caption says that the "towing cable has been passed along with other lines will keep the ships together to prevent parting of the hose." Actually, the lines passed between the two ships serve two purposes, to pass the loading line, and to pass mail between the ships and fresh foods and cigarettes from the big ship to the less fortunate can. Preventing the parting of the fuel hose depends entirely on the skillful handling of their ships by the respective conning officers.—A. C. R., LT, USNR.

• Comparing arrangement of lines in the picture with descriptions in USF83, the lines appear to be (left to right): (a) "Inhaul Line" which has been passed from the CV to the DD and is used to haul over a trolley to which a provision-bag is hung; (b) "High Line" which has been passed from the CV to the DD and is used as a trolley wire upon which the provisioning trolley travels; (c) "Telephone Line" which has been passed from the CV to the DD. Telephone wire is strapped to it.—Ed.

Eligibility for GI Bill

SIR: I enlisted in the Regular Navy in November 1946 and am still on active duty. Am I eligible for all benefits under the GI Bill of Rights? —D.O.N., PN3, USN.

• Yes, provided that you get a discharge under conditions other than dishonorable. You will be eligible for benefits which will include education or training (education or training must be begun within four years after your discharge and completed by 25 July 1956); readjustment allowances if you are unemployed or self-employed of up to 52 weeks duration which are payable within two years from your discharge but before 25 July 1952; a guaranty or insurance for a loan (until deadline date of 25 July 1957).

The amount of education and training for which you will be eligible depends upon your time in service before the deadline of 25 July 1947. —Ed.

Looking at Your Record

SIR: (1) Which of these are given upon the effective date of a two year extension of enlistment; shipping-over money, payment for unused leave, reenlistment leave or leave with furlough travel allowance granted. (2) What are the regulations pertaining to enlisted men looking through their own service record? —J.H.B., RM2, USN.

• (1) Shipping-over money—yes payment for unused leave and reenlistment leave or leave with furlough travel allowance granted—no. (2) Enlisted men may look through their own service records at the discretion of the commanding officer or executive officer who are charged with the custody of the service records of the enlisted personnel under their command.—Ed.

Rate Revocation After Authorization

SIR: We would like some information concerning the legality of a man's rate being revoked after being authorized by the Bureau and effected. In this case the man was given a deck court in March and was awarded six months' probation. In April he was recommended for advancement and had a 3.5 mark in conduct for that quarter. He took and passed the examination in April and was notified of his advancement on 16 May, but on 23 May he was notified that his rate had been revoked by the CO. The reason given was that his probation period had not lapsed and that he would have to wait out the remaining probationary time to be advanced. (1) Was his "break" legal? (2) If so, will he automatically receive his rate at the end of his probation? —D.A.B. and R.W., USN.

• (1) Article 47, Articles for the Government of the Navy, provides that, as a punishment for a single offense, commanding officers may reduce an individual if the CO has established that rating himself. As phrased in your inquiry, no opinion can be expressed as to the legality or as to the possibility of administrative error. (2) At the end of probationary period, the "broken" man must follow normal procedure for advancement in rating. Advancement is at no time automatic. —Ed.

Reenlistment Leave

SIR: As stated in BuPers Manual Art. C-6305, reenlistment leave "normally should be taken upon reenlistment. However, reenlistment leave may be taken later during the period of the new enlistment if the individual so elects, but the time of taking such leave will then be at the discretion of the individual's commanding officer."

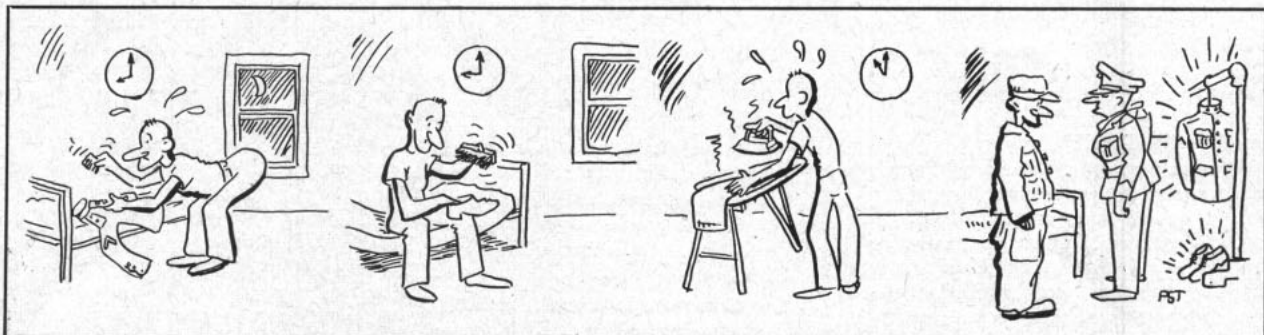
From this it is not understood whether an individual may or may not, at his own option, depending on the favorable or unfavorable factors present, proceed to take other leave (i.e., emergency, annual and/or delay en route) prior to taking leave marked as "reenlistment leave," thus serving to forestall the taking of reenlistment leave and consequent receipt of emoluments commensurate therewith. Can this be clarified? —C. L. L., PN1, USN.

• The article quoted states that the time of granting reenlistment leave when not taken upon reenlistment will be at the discretion of the commanding officer. However, it is expected that the first leave granted subsequent to reenlistment will normally be classed as "reenlistment leave," except in unusual circumstances such as when the commanding officer cannot spare the individual sufficient time to travel to desired leave address and return. Furlough travel allowance will be paid in accordance with Art. 7501 U. S. Navy Travel Instructions when reenlistment leave is taken.—Ed.

Courtesy in the Brig

SIR: Is or is it not compulsory to "sir" prisoner guards when in a prisoner status in a Navy brig? —L. E. & J. P., YN2, USN.

• It depends on the brig regulations as approved by the Commanding Officer. He is authorized and required to issue detailed instructions in writing for the guidance of prisoners, and is required to furnish each prisoner with a copy of these instructions and also to see a copy is prominently displayed in places accessible to prisoners. Since it is a custom of the service to use "sir" in addressing anyone in authority, most brig regulations contain the stipulation that guards will be addressed as "sir," by personnel in a prisoner status. —Ed.



GLOBE, CAMP LEJEUNE, N. C.

Mustering-Out Pay

SIR: In July 1948 ALL HANDS, p. 45, you stated that personnel separated from the naval service under honorable conditions between 7 Dec 1941 and 3 Feb 1944 now have until 3 Feb 1950 to apply for mustering-out pay. I was discharged on 14 Jan 1942 and reenlisted on 15 Jan 1942 under honorable conditions. A claim for MOP was sent to the General Accounting Office, Claims Division, Washington, D. C. and forwarded to BuSanda, who in turn forwarded it to me stating that Public Law 190, 79th Congress, Section 7(c) was retroactive to 1 Feb 1945 for purpose of paying MOP on enlistments, reenlistments and appointments in the naval establishment effective on or subsequent to that date, therefore making me ineligible to receive MOP. What I would like to know is, will I lose out altogether if I am retained as an USN(T) after 3 Feb 1950?—R. R. C., LTJG, USN(T).

• The article in the July 1948 ALL HANDS made reference to Public Law 539-80th Congress, approved 19 May 1948, which provides only for persons who were considered to have been permanently separated from the naval service between 7 Dec 1941 and 3 Feb 1944 and who had not made application for MOP before 3 Feb 1946. Under this Act such persons now have until 3 Feb 1950 to file application for MOP.

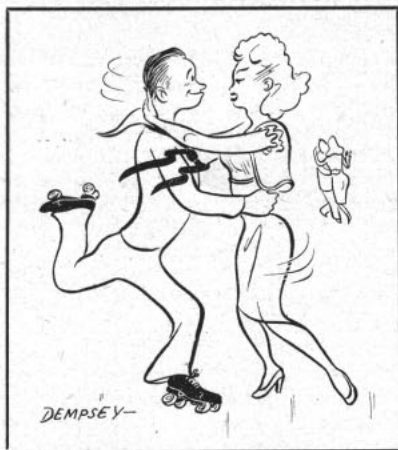
The Act made no provision for persons who had been discharged prior to 1 Feb 1945 and immediately enlisted, reenlisted, or accepted an appointment in the Regular Navy. If otherwise eligible for payment such persons will be entitled to MOP, computed on all active service on and after 7 Dec 1941, at the time of a subsequent discharge or final separation. Therefore, a person who enlisted, or reenlisted, in the Navy in 1944,

No 'Convenience' Discharges

SIR: I am a USNEV and my enlistment expires 29 Sept 1949. I intend to enter the fall term of college and have been informed that the college opens the 15th of September. Since I will have 18 days coming at the end of my enlistment, is it possible for me to be discharged 18 days early so I may enter the fall term?—W.H.W., USNEV.

SIR: I would like to return to college without losing time or waiting for the following semester to begin. Is it possible for me to obtain a discharge two months before my regular enlistment expires?—J.L.G., ET3, USN.

• Enlisted personnel including USNEV's are expected to serve until the expiration of their enlistments unless discharged sooner for meritorious cases of dependency or family hardship. Early discharges are not authorized for reasons of own convenience such as returning to school.—Ed.



"My what a smooth dancer."

for a period of six years, will be entitled to MOP at the time of discharge in 1950, if otherwise eligible for such payment.

A person who reenlisted in 1942 and subsequently accepted a temporary appointment as a commissioned officer will be entitled to MOP if he reverts to his enlisted status, if discharged on or after 1 Feb 1945, and reenlists or accepts a permanent appointment as a commissioned officer in the Regular Navy. Persons who are transferred to the Fleet Reserve or placed on the retired list, with retirement pay, will not be entitled to MOP.—Ed.

GCM a Bar to WO?

SIR: I have heard through rumors that it is impossible for an enlisted man once convicted by a general court-martial to achieve the rank of warrant officer or any commissioned rank in the U. S. Navy. Is there any truth in such a statement?—R. B., AK1, USN.

• There is no statute which would bar the appointment to warrant or commissioned rank in the naval service of an enlisted man who has been convicted by a general court-martial. His application would be reviewed and examined with particular consideration accorded to the nature of the offense or offenses of which he was convicted. His application would be accorded equal consideration with similar applications submitted by other enlisted men with unblemished records. However, the likelihood of acceptance would naturally be less.—Ed.

Reenlistment Allowance

SIR: I enlisted as a stationkeeper for four years in 1946. I was discharged after two years of service and reenlisted within three months at another station. Am I entitled to reenlistment allowance or does that apply only to the Regulars?—C. S., USNR.

• Reenlistment allowance is payable only for reenlistments in the Regular Navy on or after 1 Feb 1945.—Ed.

Too Long on One End

SIR: I intended to make the Navy a 20-year plan but now I would like to know if I could be transferred to the Army to complete my time. I like the Navy very much but I am too tall for the kind of ship I am on and need a higher ceiling or overhead so to speak. I stand six feet, five inches in my stockings and weigh 210 pounds. Lately my friends have been telling me that I am getting round-shouldered and bent. They are right too because the overhead is only six feet, two inches high. I have been in this position for nearly four years now and have not been able to get a transfer. As I said, I like the Navy and my sole reason for requesting a transfer to the Army is that my height makes the standard of living aboard ships too small. I am not broke but you will agree that in my present billet I am badly bent.—J. C. R., USN.

• Your height of 77 inches falls within the specified requirements for enlistees in the Navy. To authorize early discharge for this reason would not be fair to many other Naval personnel in the same status who, like you, are performing valuable service in the Navy. There is no provision in the prescribed discharge standards common to all the services which allows an enlisted man of one service to be discharged for the reason of enlisting in another service prior to the normal expiration of enlistment. It appears that your desire to become a member of another service will have to be postponed until after the expiration of your current enlistment.

BuShips states that the minimum clearance on all ships of the type your letter indicated you are on is six feet, six inches. And that is only where there are main structural members. At all other places the clearance is considerably more. This, of course, does not include hatchways or doors—even the shortest sailors have to bend for those.—Ed.

Agreement to Extend

SIR: The question has arisen as to whether or not an agreement to extend enlistment, NavPers Form 604, is legal and valid if all copies have not been signed. Article C-1406 (5) states requirements for this form to be legal and binding, one of the requirements being that all copies must be signed. In the case in question, only the original was signed.—D. R. R., YN3, USN.

• The original of an agreement to extend an enlistment, when executed on the authorized Form NavPers 604-Nav-Sand 513 and signed by the individual concerned and the officer administering the oath, is legal and binding, notwithstanding the fact that the copies may not have been signed as required in BuPers Manual.—Ed.

\$1.14 a Day for Meals

SIR: I am aware that authorization to receive commuted rations has to be approved by the commanding officer, but does he also have the authority to charge an enlisted man more than \$1.05 per day? Civilians are now charged \$1.14 per day due to a late change and according to the disbursing officer here, who collects for commuted rations, enlisted men also have to pay \$1.14 per day, but continue to draw only \$1.05 per day—S.E.M., USN.

• *Monetary values for rations are established by SecNav on the basis of recommendations from BuPers in the case of commuted rations and from BuMed in case of hospital rations. SecNav established value of hospital ration at \$1.14 per day effective 1 April 1949. Enlisted men drawing commuted rations may purchase meals from a general mess or a hospital mess but if meals are purchased from a hospital mess the daily charge is \$1.14.*—Ed.

A Hand for the Band

SIR: I have had four years service in a band of another service branch and would like duty with a naval band. Are there any schools that a seaman may enter for training of this type? — F.A.S., SN, USN.

• *Qualified personnel may apply for the basic course at the U.S. Navy School of Music, Washington, D.C. Requests for assignment must be submitted to the Chief of Naval Personnel via (1) the commanding officer, (2) Officer in Charge, U.S. Navy School of Music, Receiving Station, Washington, D.C.*

Applicants must have at least two years obligated service. Form applica-

Concerning CB Rates

SIR: Some questions have arisen here concerning construction rates and personnel striking for CB rates aboard air stations. BuPers Circ. Ltr. 155-48 states in paragraph 3 (c) that construction men can be advanced in occupational group VIII only. Now, here are the questions:

(1) Is a construction man any person in pay grade 5 or 6 who is striking for a CB rate?

(2) Can a seaman (general service) strike for CB rates aboard shore activities?

(3) Is special training such as service schools required before a man in pay grade 5 or 6 can strike for and advance to construction rates?—W. H. H., YN2, USN.

• (1) *No, a construction man is a person holding that rate (CN) in pay grade 5. (2) No. (3) The special training you mention is not an absolute requirement. However, it is currently being given and is a practical requirement. Naval Construction Schools are at Port Hueneme, Calif.*—Ed.

tions for entrance to the Navy School of Music must accompany requests for assignment. These forms may be obtained by writing to: OinC, NavScol (Music), RecSta, Washington, D.C.

Sight-reading requirements and information on other courses are contained in BuPers Circ. Ltr. 118-47 (AS&SL, Jan-June 1947). — Ed.

Regain Temporary Rank?

SIR: Is it possible to get my temporary rank back? If so, what is the procedure to follow in effecting it? I reverted from lieutenant to chief petty officer to accept what appeared to be a golden opportunity in civilian life. Since then, however, I have changed my plans and desire to remain on active duty until I complete 30 years' service.—J. L. S., GMC, USN.

• *At the present time there are no procurement programs open for appointing enlisted personnel to warrant or commissioned rank for temporary service. At such time as a future directive should invite recommendations for either temporary or permanent appointment of enlisted personnel to warrant or commissioned rank, you may be recommended by your CO in accordance with such policy.*—Ed.

Should Man Be Rated?

SIR: An item of such interest and argument has come up that you might be able to clarify it for us. A man takes an examination for advancement in rating on 31 March. On 27 April he is recommended for trial by GCM. An advancement in rating letter comes out with the man's name listed as being eligible for advancement in rating. The letter states that after a specific length of time the rate becomes invalid. The question is, should the man be rated? If so, by what authority; if not, by what authority?—K. I. C., PN3, USN.

• *The conduct mark assigned as of the date of the offense for which later, on 27 April, he is recommended for GCM trial would prevent his advancement of 16 May. Refer to Article C-7820, BuPers Manual and to enclosure (A) of BuPers Circ. Ltr. 155-48.*—Ed.

Uniform Allowance

SIR: A CPO (PA) was reduced in rating through action of a summary court-martial which was approved by the convening authority. The "bust" was published and read to all hands at quarters. The chief sold his uniforms in order to buy a complete "white hat" outfit. Then several weeks later a bureau order came back disapproving the reduction in rating. Is it possible that the CPO could get a reinstatement allowance of \$250, the same as when he originally got a CPO rating?—J. J. K., CSC, USN.

• *No provision for such payment exists.*—Ed.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Franklin (CV 13):* A reunion is being planned for the near future for former members of the carrier. Contact Robert A. Ladewig, 1309 Nelson Street, Chicago 13, Ill.

• *uss Butte (APA 68):* A reunion is being planned of former personnel on board this ship, with the date and place scheduled for St. Louis, Mo., sometime in 1950. Those interested should contact Robert N. Bradbury, 1145 Diaz St., St. Louis, Mo.

• *uss Thomas Jefferson (APA 30):* The second annual reunion of former shipmates will be held on Saturday evening, 24 Sept 1949 at the Penn-Sheraton Hotel, Philadelphia, Pa. For information contact Michael T. Sullivan, 3926 Locust St., Philadelphia, Pa.

• *uss Purdy (DD 734):* A reunion will be held in New York on the weekend of 17 Sept 1949. For detailed information write to Lewis A. Helphand, 28 Marine Avenue, Brooklyn 9, N. Y.

• *uss Ticonderoga (CV 14):* A reunion of all former crew and air members of the "Big T" is planned for the weekend beginning Friday, 16 through 18 Sept 1949 in New York City. All persons interested should write to Warren A. Burr, Jr., 1764 Dorchester Avenue, Dorchester 24, Mass.

• *uss LST 213:* A reunion will be held for all officers and enlisted personnel who served on board this ship, on the weekend of 12 Nov 1949 in New York City. Contact Bernard T. Poor, Post Office Box 671, Woonsocket, R. I., for detailed plans.

• *uss LST 539:* A reunion of all former crew members is planned this fall at the American Legion National Convention in Philadelphia, Pa. (Ends 3 Sept. 1949.) All interested personnel should contact George C. Gibbs, R.F.D. No. 3, West Paris, Me.

• *uss Santa Fe (CL 60):* Third Annual Reunion Dinner will be held 15 Oct 1949 at Hotel Capitol, 51st St. and 8th Ave., New York City, with dinner scheduled at 8 P.M. Guest of honor will be CAPT H. C. Fitz, USN. Bid for the reunion dinner will be \$7.00 and the affair will be stag. Send money to Joe Lupo, 7807 84th St., Glendale 27, New York City, N. Y., or to John McGrath, 9514 97th St., Ozone Park 16, New York City, N. Y. Room reservations should be applied for in advance.



TODAY'S NAVY



Navy Will Take Over Army Ships 1 Oct In Line with Sea Transportation Policy

The new Military Sea Transportation Service to be initiated on 1 Oct 1949 will have a total of 223 personnel transports, cargo vessels and tankers for carrying service personnel, dependents and supplies to overseas bases.

The Navy takes over from the Army 129 vessels—66 passenger transports, 58 cargo ships and five tankers. Added to that number will be 94 Naval Transportation Service ships, consisting of nine personnel transports, 12 cargo vessels and 73 tankers.

Ordered by a directive from the Secretary of Defense, the move is in line with the policy of assigning responsibility of sea transportation to the Navy.

Operation of jointly used military

land transportation—which includes highway, railroad, pipeline and inland waterways—was assigned to the Army on 15 Mar 1949, with details still to be worked out and submitted to the Secretary of Defense.

In addition to the Army ships assigned to MSTS, which will be under the command of a Navy flag officer, all personnel, facilities, equipment and funds previously provided the services for sea transportation will be transferred.

Personnel transferred to the administrative control of the Navy under the new plans include Civil Service workers presently employed as crewmen and officers on the Army vessels. They will continue in their present occupations.

The MSTS vessels will continue making their present runs to Europe, Asia and other parts of the world. The scope of operations will thus be much wider than was that of the Naval Transportation Service vessels, none of which made runs to Europe.

Chest X-Rays for Civilians

It is an established fact that Navy personnel are among the healthiest people in the world. Now the Navy is making it possible for its civilian employees to claim that distinction also.

In the past year over 262,341 chest x-rays and examinations have been given by Navy Medical Department activities to civilian employees.



← The Navy in Pictures

THE BIG 'E' is taken out of mothballs for overhaul at New York Naval Shipyard (above right). Top left: Army, Navy and Air Force families gather in Seattle, Wash., hospital where the three wives became mothers on the same day. The husband of Mrs. Harland Barrett, in bed is a petty officer on board USS *Dixie*. Center left: Youngsters visiting USS *Albany* take an early interest in their future. Below left: Pretty Waves at NOATC Pensacola celebrate their seventh birthday at the Annapolis of the Air. Lower right: Miss Jacqueline McCutchen, first woman in the 15th ND to be enlisted under the new recruiting program is sworn in by CDR Ellis B. Rittenhouse, Director of Naval Reserve.

YESTERDAY'S NAVY



Second Battle of Philippine Sea 24-25 Oct 1944 where U. S. Navy sank 59 Jap ships. Navy War College established 6 Oct 1891. Historic Battle of Trafalgar 24 Oct 1805 altered tactics of future sea warfare.

OCTOBER 1949

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



CONGRATULATIONS are extended Floyd Taylor, SA, by UnderSecNav Dan A. Kimball for outstanding performances in boxing tourneys this season.

Canadians Train at Quonset

Naval Air Station, Quonset Point, R. I., has become the home port of two Canadian Navy air squadrons for a three-month combined training program.

The two squadrons, comprising the Eighteenth Carrier Air Group, flew from their base at Dartmouth, Nova Scotia, to Quonset Point for training in American carrier landing techniques and antisubmarine procedures. Ground crews and engineering officers arrived aboard two destroyers and a supply ship of the Canadian Navy.

Memorial to James Forrestal

A bust of James Forrestal is to be cast in bronze and placed in the Pentagon building, the headquarters of the National Military Establishment.

Voluntary contributions toward the bust from Mr. Forrestal's old associates "from top to bottom" are being received by the office of SecDefense Louis Johnson. No contribution may be more than one dollar.

The idea for the bust, to be a memorial tribute to the man who was the first Secretary of Defense and Secretary of the Navy from 1942 to 1947, was proposed by Senator Milard E. Tydings, chairman of the Senate Armed Services Committee.

The bust, Senator Tydings said, would honor a man whose death "was caused in large measure by the strain imposed on him as Secretary of Defense when he was constantly con-

fronted by difficult and conflicting points of view on problems of the first magnitude. These he had to resolve with the welfare of the country in mind.

"None of us can express adequately our gratitude for Forrestal's work for his country nor can we voice the deep sympathy which his tragic death evoked in us all. (We should not) let the matter pass without some adequate expression on the part of those who served with him in at least establishing a memorial to his gallant, efficient and sacrificial service."

Fire-Resisting Paint

Navy pilots — as do all pilots — have always had a deep-seated fear of being trapped in a burning plane and having the gas tank explode in their faces.

Thanks to a new fireproof coating material that can be brushed on a gas tank like a thick paint, this risk will now be considerably reduced.

The new compound is a combination of the latest thing in fire-resisting paint and certain elements of rubber and will stand up under intense heat (up to 1800 degrees Fahrenheit).

The new coating will keep a gas tank cool in the face of the hottest blowtorch. This was proved in a test on two of the Navy's self-sealing, rubber aircraft gas tanks which had been installed for the test in the wing of an obsolete plane and filled with high-octane gas. One tank was coated, the other uncoated.

Two firefighters, swathed in protective asbestos suits, blazed away at the two tanks with a torch. After a few minutes the uncoated tank began to smoulder and the fuel burst into flame. The fuel in the "painted" tank remained safe and the tank later showed little surface damage.

The best thing about this new coating, the Navy says, is that it can be applied not only to rigid gas tanks but also to these flexible, self-sealing tanks.

The Navy has for some time had fire resistant paints that would not



CREW'S LOUNGE affords pleasant relaxation to a group of sailors enjoying 'off hours' on board USS *Albany* during summer Reserve training cruise.

burst into flame in the face of intense heat, but the new compound is the first application of the same principle to flexible surfaces.

In further tests with aluminum tanks, the new substance withstood the heat of the torch for 28 minutes without burning. The same tanks without the protective coating had holes burned in them in less than two minutes.

Gas Well Located in Alaska

Natural gas in commercial quantities has been found by the Navy near Point Barrow, Alaska.

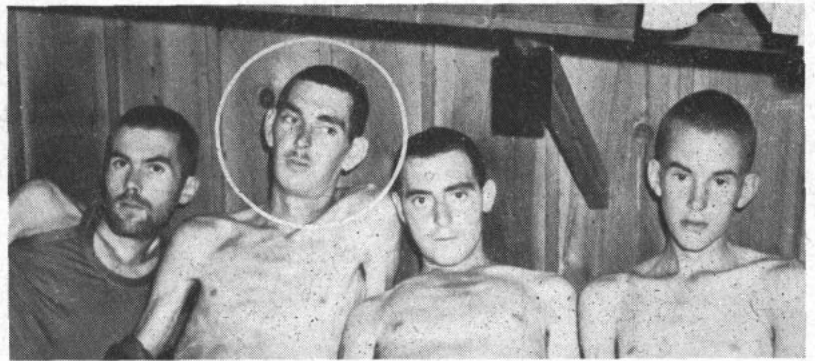
Known as "South Barrow No. 2," the natural gas well is located in the Arctic Basin of Naval Petroleum Reserve Number 4, about six miles south of Point Barrow.

The well is now providing enough gas to meet the fuel requirements of naval installations at Point Barrow and will mean a tremendous saving in the cost of transporting fuel from the U. S. for heating and cooking purposes.

The Navy's oil explorations began in the Arctic Basin over four years ago. The first drilling was done by Navy Seabee units and after the war Navy-employed contractors carried on the work.

Discovery of the natural gas well and the "shows" of oil that have been taken from other wells drilled in the area, lead to the belief that oil fields large enough for commercial operations exist in the area.

Another fact established by the Navy's research is that gas and oil deposits are far more widespread in the area than was originally anticipated.



Do You Know the Identity of This Man?

Do you know the man second from the left (circled) in the accompanying picture?

This picture was taken on 29 Aug 1945 in a prisoner of war camp at Aomori, Japan, when U. S. Navy men rescued the inmates. Seeing the photo in a newspaper, a lady in California was convinced that the liberated prisoner encircled here was her son who had been listed as missing almost two years before.

The newspaper did not identify the prisoner and a check with the photo files in Washington also left him nameless. And no word came to the California mother whose son, if this is really he, should have been recuperating in a state-side hospital.

If you can identify the serviceman, or think you can, drop a line to the Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Washington 25, D. C.

Navy's Underground Hospital

In a shallow valley at the base of a low hill in Guantanamo Bay, Cuba, lies the Navy's only hospital which is completely underground.

Built in 1942-43, it consists of four reinforced concrete, quonset-like structures covered with the earth and natural vegetation of the surrounding countryside. As well as camouflaging, the earth-covering also helps make the subterranean hospital practically bomb, shell and hurricane proof.

Each of the four units have a

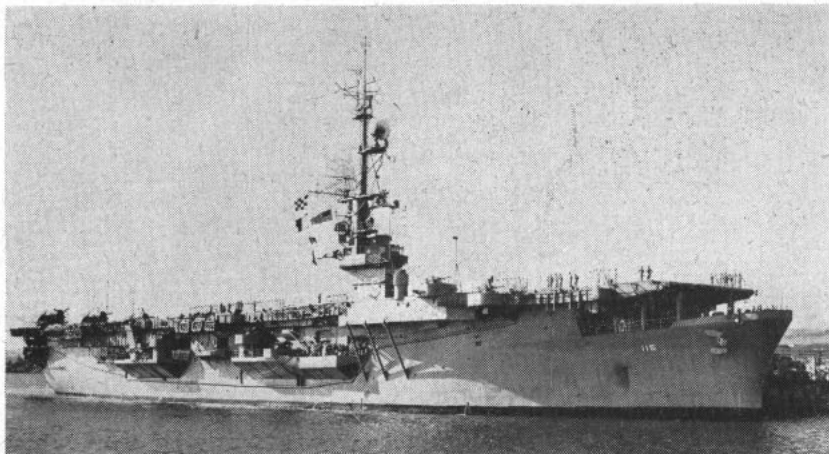
capacity of 30 beds and are set up and equipped to make it a self-containing hospital in case of an emergency. Two of the units have operating room facilities while an X-ray developing tank, with a portable machine for radiographic work, has been installed in one unit.

Between units one and two, and three and four, in concrete and steel enclosed revetments, are self-contained Diesel generator motors that furnish partial air conditioning and electric current. Emergency water storage in each unit is provided by GI cans and in addition, electricity and water are provided by the base utilities.

During peacetime the hospital is kept in a permanent state of readiness to handle emergencies and is occasionally used as an overflow ward to prevent overcrowding in the main hospital.

In the event of a hurricane the beds in two of the units can be removed to other hurricane structures and be replaced with chairs for women and children. These two units then become shelters that can accommodate a maximum of 400 people.

In case of the destruction of the main hospital and medical storerooms, enough supplies are stored in these units to make them self-supporting for an indefinite period.



TRANSPORTING personnel of Composite Squadron 25 for instruction with FAWTU, the escort carrier USS *Bairoko* (CVE 115) arrives at Pearl Harbor.



SMILING Fermin Himrod, SDC, is at 46 one of the youngest men to retire from the Navy after 30 years service. J. Loeser, AOC, is interviewing him.

Rockets from a Ship

uss Norton Sound (AV 11) was steaming 700 miles off the west coast of South America with a strange-looking structure on her after deck. As the first ship ever to be specifically equipped to fire large rockets she fired missiles from her decks for the greatest distance — more than 65 miles above the ocean — of any ship in history.

The missiles fired — the liquid-fueled Navy Aerobee — were equipped with 150 pounds of scientific equipment for recording data on the upper atmosphere. The Navy scientists were particularly interested in obtaining information on cosmic rays, the extremely high frequency rays that continually bombard the earth's upper atmosphere and are caused, it is believed, by the transmutation (changing from one form to another) to atoms.

When the Aerobee rocket from *Norton Sound* hurtled through upper space telemetering apparatus in its nose transmitted information on cosmic rays it contacted to receivers on board *uss Anderson* (DD 411) and *uss Agerholm* (DD 826), which accompanied *Norton Sound*. Later this recorded information was studied by scientists who, for the first time, were able to measure the impact of cosmic rays on the earth in the region of the equator.

After a preliminary study of this information, Navy scientists announced that previous scientific cal-

culations on the ray intensity of cosmic rays were very much inaccurate; that cosmic ray intensity above the atmosphere at the geomagnetic equator is twice as great as had been estimated.

Cosmic rays are so powerful they make the man-made atomic bomb look puny. The energy produced by these rays from outer space is millions of times greater than that produced by the explosion of an atomic bomb. Happily, the earth's atmosphere filters out the damaging intensity of the rays before they reach the surface of the earth.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Harry W. Hill, USN, Commandant, National War College, Washington, D. C., ordered as Chairman of General Board, Washington, D. C.

Vice Admiral Russell S. Berkey, USN, Commander, Naval Forces Far East, ordered as Commander, Seventh Task Fleet.

Rear Admiral Charles A. Pownall, USN, Commander, Marianas, ordered to Naval Operations for duty.

Rear Admiral Morton L. Deyo, USN, Commandant, First Naval District, Boston, retired 1 August.

Rear Admiral Ralph W. Christie, USN, General Inspector, Commander Western Sea Frontier, retired 1 August.

Rear Admiral Charles T. Joy, USN, Commander, Naval Proving Ground, Dahlgren, Va., ordered as Commander, Naval Forces, Far East.

Rear Admiral Paul Hendren, USN, Commander, Naval Base, Los Angeles, Calif., retired 1 August.

Rear Admiral William M. Callaghan, USN, Commander, Training Command, Atlantic Fleet, ordered to Naval Operations for duty.

Rear Admiral Fred D. Kirtland, USN, Commander, Amphibious Training, Atlantic Fleet, ordered as Commander, Training Command, Atlantic Fleet.

Rear Admiral Walter F. Boone, USN, ACNO (Strategic Plans), Naval Operations, ordered as Deputy Com-



FAMED Liberty Bell is visited by Naval Reservists off the carrier *USS Kearsarge* (CV 33) during a training cruise to the city of Philadelphia.

mander, Operational Development Force, Atlantic Fleet.

Rear Admiral Edward C. Ewen, USN, Commander Fleet Air Guam, ordered as Commander, Marianas.

Read Admiral John E. Whelchel, USN, Commander, Amphibious Group Four, retired 1 August.

Rear Admiral Robert E. Blick, Jr., USN, General Board, Washington, D. C., ordered as Commander, Carrier Division 14.

Navy Mines Its Own Business

One of the biggest American mine-laying and minesweeping training operations since World War II took place in the waters near New London, Conn., this summer.

Three mine fields were laid. The first field, laid by the submarine *uss Spikefish* (SS 404) served to show how a foreign submarine might sneak into our territorial waters and lay mines. These mines might be equipped with arming delays that would not permit them to "ripen" for perhaps six months or any other predetermined period. The mines laid by *Spikefish* were of the magnetic type. That is, the magnetic field of a ship passing over the mine will cause it to explode.

A second field was laid across Napeague Bay, a portion of Block Island Sound. This was an air-laid field. P2V *Neptunes* from Patrol Squadrons 7 and 8 at Quonset Point, R. I., dropped enough mines during one day to block completely the entrance to the bay. These mines were also of the magnetic type and were equipped with parachutes to ease the impact of hitting the water when the mines were dropped from high altitudes.

The third field was sewed with moored mines by *uss Waxsaw* (AN 91). The mines were of the contact type. That is, the hull of a ship must touch the mine casing before the mine will explode. This field was laid across the center of Block Island Sound.

A large group of minesweepers gathered in the sound to take care of the clean-up operations. The high-speed destroyer-minesweepers *uss Ellyson* (DMS 19) and *uss Gherardi* (DMS 30) were assigned the task of clearing the surface-laid moored type field. When they had cleared the field, these ships provided antisubmarine protection for the rest of the force.

The fleet minesweepers *uss Tanager* (AM 385), *uss Tumult* (AM 127), *uss Tercel* (AM 386) and *uss Wheat-ear* (AM 390) cleared the submarine-

Meritorious Mast Honors Jacksons' Actions

They held meritorious mast aboard the communication ship *uss Mt. Olympus* (AGC 8) one day this summer — a double feature meritorious mast. Both of the recipients of commendations had the same last name, too — Jackson. Here are the details:

One of the two Jacksons was Chief Boatswain's Mate L. C. Jackson. He was commended for conducting rescue operations when a civilian plane got into trouble on North River, New York City. The official account of the rescue reads as follows: "The Piper Cub sea plane, which made a forced landing in the river during a severe wind storm, was blown on the rocky shore. By his alert action and superior seamanship, Jackson, L. C., quickly towed the plane off the rocks and moored it to a nearby buoy. This action saved the plane from probably total destruction and the resultant damage to the plane was negligible."

Chief Jackson was acting as boat officer of an LCVP at the time. An unofficial account of the incident credits him with saving the pilot's life.

The other Jackson was Charles E. Jackson, BM3. His action also concerned life-saving under dra-



L. C. Jackson, BMC C. E. Jackson, BM3

matic and perilous circumstances. Here, too, the official account is tersely gripping: "When a young visitor (an eight-year-old girl) was stepping into a ship's boat she lost her footing, fell into the water and was swept under the accommodation ladder by the river current. Without any thought of personal danger to himself, Jackson, C. E., BM3, USN, jumped into the water, located the submerged child and brought her to safety. His action, beyond a doubt, resulted in the saving of the child's life."

After being taken to the ship's sick bay, the girl was given first aid. Twenty minutes later, she was none the worse for the experience.

Boatswain's Mate, Third Class, Jackson is himself the father of four children who, with Mrs. Jackson, live in Washington, D. C.

laid mine field and assisted the DMSs in clearing the moored field. As the AMs and DMSs cut the mooring cables of the mines, the mine cases popped to the surface and were destroyed by gunfire.

The biggest job in the operations was assigned to the smallest ships — the auxiliary minesweepers *uss Ostrich* (AMS 29), *uss Goldfinch* (AMS 12), *uss Crackle* (AMS 13), *uss Grosbeak* (AMS 14), *uss Grouse* (AMS 15) and *uss Hawk* (AMS 17). These comprised the task unit whose job it was to clear out the highly sensitive magnetic air-laid field. The AMS, a wooden hull ship, is the best vessel in the Navy today for sweeping these super-sensitive mines.

A realistic drill mechanism had been installed in each of the magnetic mines. When the magnetic sweep passed over each mine a rocket fired and a green smoke pot came to the surface, indicating that the mine had exploded. Rigid rules were established that would have declared a ship out

of action if any part of its magnetic field other than the field generated by the sweep gear set off the mine. Skillful sweeping prevented any ship from being declared out of action.

Other ships taking part in the exercises were the ocean-going fleet tug *uss Mosopelea* (ATF 158) which assisted in recovering the mines, and the underwater locator vessel *uss AMCU 11*.

Upon completion of the exercises, the task force spent four days in New York City. After that it returned to the home of the mine forces at Charleston, S. C.

The only unfortunate happening of the exercises occurred when the ships ran into a storm enroute home. For two days the task group battled the weather. On the third day, when the skies cleared and a muster was taken, *Hawk* found one member of the crew missing. It was Terry, the ship's mascot, a black and white spotted dog which apparently had been washed overboard during the storm.

Flexible Navy Needed to Carry Out Mission Now and in Future

Indoctrination of naval personnel in the principles of "right thinking" is a primary task for Navy leadership today, Vice Admiral Robert B. Carney, USN, Deputy CNO for Logistics, said in a well-received speech at the Naval Ordnance Laboratory.

"In these times of rapid and radical change, it is vital that we understand the meaning of the past but not confuse it with the trends toward the future," he said.

While the principles of sea power in the best traditions of Mahan remain the same today, its tools are changing, the admiral pointed out.

"We may never see another World War II fleet. Its spirit will march on, but geography, technology and the potential of future enemies may require different measures for the achievement of victory," he said.

Traditions, the admiral stated, are a powerful source of inspiration, but although John Paul Jones and Farragut and Dewey furnish good criteria of the fighting man's character, the lessons derived from their deeds should not be carried so far as to let contracts for more of the antiquated ships in which they gained their successes.

"Blind adherence to the past is a waste of precious time and energy," Vice Admiral Carney said. "Our brain power and effort must be directed toward continually remodeling a flex-

ible Navy carefully tailored to carry out the modern and future versions of our classic mission: To gain and maintain control of the sea and to deny its use to our enemies."

While this is the foundation of the Navy's "basic philosophy," he stated, the meaning is often lost through lack of plain talk.

In the most forthright of terms, the admiral pointed to the following principles to be kept in mind by all Navy personnel:

- The Navy's only reason for existence is the furtherance of the national welfare and security.

- The Navy needs the tools to defeat any obstacle to our control of the sea, whatever these tools may be. As experts in sea power we are convinced that this is so and will unswervingly adhere to our convictions.

- Do not bemoan the passing of the past: Devote yourselves to finding economical and efficient solutions to the myriad problems of the present and the future.

- Work to perpetuate the Navy's rightful pride in its thoroughness, integrity, loyalty-up and loyalty-down.

- Learn all you can about the Army and the Air Force. Unification is a fact of life, and there are countless new inevitable tangencies with the other services and with the coordinating staff of the Secretary of Defense.

- Subordinate your corps or specialty to the general welfare of the Navy. To exercise sea power we need many and variegated elements in the naval service, but every component must bow to the need for coordinated effort under over-all Navy command.

- Subordinate your Navy partisanship to the laws, rules and regulations of unification in furtherance of the goal of an American military team. Competition is healthy and esprit de corps is vital to any fighting unit, but good judgment is needed to prevent esprit de corps from degenerating into unproductive isolation.

- "Do the best you can with what you have." If circumstances give the Navy less than you think is needed, find new ways of maintaining our high and uncompromising standards.

- Perfect yourselves in every job to which assigned: Knowledge is the foundation of strength and usefulness and leadership expected of you as you ascend the ladder of command.

- Learn the art of command by seeking opportunities to lead, and by sitting at the feet of command in the performance of staff functions.

- Be frank and fearless in your considered counsels. No valid exception can ever be taken to forthright and mature opinion, and yet there need be no inconsistency between honest beliefs and loyal compliance with the dictates of superior authority.

- Strive constantly to find better ways of performing your part in the Navy's business of controlling the seas. If we all so strive, we will not only lick the problems of the future but we may well influence the very shape of the future.

"We should squarely face the fact that since V-J Day, segments of opinion have opposed some of the Navy's earnest beliefs," the admiral said.

"It would be odd indeed if we needed a Navy identical to the one that held the seas in September 1945. We need our surface fleet, our carrier aviation, our Marine Corps, our submarines, our antisubmarine forces, our Seabees and all the other ancillary components of sea power . . . but the details of naval requirements cannot and will not remain static."

The parallel of today's need for a strong Navy is found in the comparison with the invasion of Okinawa. Japan's fleet was impotent, the ad-



THE WATER'S FINE!—USS *Catamount* makes a unique swimming hole for NROTC midshipmen being trained in techniques of amphibious warfare.

WHAT'S IN A NAME



The Fore Royal

The names applied to coffee run the gamut from the familiar java, jamoke and joe to the many perhaps more descriptive, though less flattering appellations (see *ALL HANDS*, August 1949, p. 2).

One term less well known is the one formerly used to designate the early morning mug of coffee on shipboard: the fore royal.

Just why the eye-opener should be named for the topmost sail on the foremast is not known. But like many nautical terms, fore royal is apt—a fitting name for such a spirit-rousing drink. The fore royal was consumed early in the morning and undoubtedly it, like the coffee royal of today, often had a bit of rum in it to ward off the early morning chill.

miral pointed out, but a great naval effort was needed to protect the Army's air flank and to support the Army's operations.

"Today we need a Navy to police the peace, and a ready Navy capable of promptly suppressing — on D-Day — any threat to our worldwide commerce or to our sea-borne and sea-dependent operations in event of emergency," he stated.

Award for Squadron Design

To strive and win is the natural instinct of a healthy man, and for the most satisfying results there must be keen competition. Knowing this, the CO of VC-3, a fleet all-weather training squadron based on the west coast, set out to secure the best possible design for a squadron insignia.

Best approach to the problem, he decided, would be through a contest. A successful contest must end with a desirable prize, so he made the prize in this case one which anyone would work for — an expense-paid "48" in Hollywood.

A total of 29 entries came in before the deadline—most of which were

carefully and artistically prepared. A committee of 12 men, chosen from a cross-section of the squadron's ratings, picked four finalists from the 29. Then the squadron's entire complement voted on the finalists.

The winning insignie design shows a bulldog mounted on a lightning bolt which is emerging from a cloud and descending upon an unsuspecting foe. It was chosen as being the most interesting, imaginative, and typical of the duties of the all-weather flight training group. If the design is officially approved by the Bureau of Aeronautics it will be applied to the forward section of each of the unit's planes. Until it is officially approved, it is only a suggestion.

The winner, William Carter, AN, USN, spent a highly enjoyable 48 in Hollywood, with a visit to a busy movie set and night spots as highlights.

New Speed Record

A new international speed record for straight-line flight model airplanes has been established at Naval Air Station, Alameda, Calif.

A local Alameda youth, Eugene Stiles, sent the monoplane model, "Sodbuster," zooming over the 100 meter course twice and broke a world's record that has been held by Russia since 1940.

The course was laid out by naval personnel of the station who also acted as ground crew and supervised the technical details required for proper timing of an international speed record attempt.

The "Sodbuster," built by Henry Struck of Brooklyn, N. Y., was timed at 68.597 miles per hour in the first run and 94.577 miles per hour on the second run for an average of 81.587 miles per hour.

This new record exceeds by more than 15 miles per hour the old mark of 66.536 miles per hour set by Russia in 1940.

Weighing two pounds three-and-one-quarter ounces, the record-smashing model has a wingspan of 39 inches and is powered by a .51 inch Atwood Triumph gas engine.

With the full cooperation of the Navy, representatives of the Academy of Model Aeronautics were present to insure that all requirements for a record attempt were observed. The officials also represented the Federale Aeronautique Internationale at Paris, France, the final judge of all model speed records.

QUIZ AWEIGH

We offer no prizes. You'll have to win the admiral's barge answering someone else's questions. What we can do is help you find out how much you know about the Navy. Let's go.



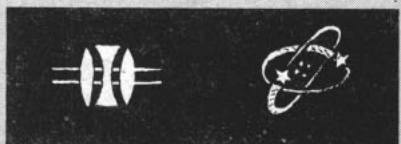
1. This charming young miss is obviously aboard (a) destroyer (b) submarine (c) Navy's giant *Constitution*.

2. The handles she holds controls (a) torpedo tubes (b) main vents (c) cargo hoists.



3. All zoomies and air and ground crewmen should know these hand signals cold. The one on the left means (a) cut No. 2 engine (b) prepare for catapult shot (c) start both engines.

4. The one on the right signifies (a) spread wings (b) cut all switches (c) lower your landing gear.



5. Sailors entitled to wear the specialty badge on the left are (a) range-finders (b) telemen (c) opticalmen.

6. Men wearing this new device on their rating badges are (a) electrician's mates (b) electronics technicians (c) I. C. electricians.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

A MACHINE which automatically notes down the time that each message has been sent out and by whom the message was sent has been invented by the Army Signal Corps.

A complex device that will relieve teletypewriter operators of the job of keeping a running account of their messages as they peck them out, the new "message timer," as it is called, is now monitoring 100 circuits of the Signal Corps' global communications system at the Army Communication Center, Pentagon Building, Washington.

The first model of the new timer was built in a month by a former Army Chief Warrant Officer with the help of five assistants. By the addition of more circuits, the message timer can be enlarged to serve more machines than its present capacity of 100.

★ ★ ★

A SINGLE-MOLD fiberglass helicopter blade has been developed by the Cornell Aeronautical Laboratory for the U. S. Air Force.

The 22-foot blades are about 20 inches in width and are molded in a single operation.

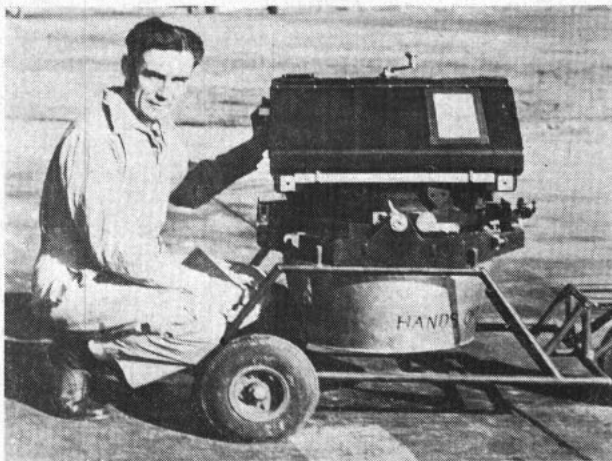
Indications are the new blade will be more efficient due to its extremely smooth surface and rigidity, and will give the helicopter increased lift. The rigidity of the blade prevents it from being deformed by structural stresses applied in flight.

★ ★ ★

THE AIR FORCE has on order a new jet fighter which will be able to operate in most kinds of bad weather and at night — by radar.

The new jet fighter (as yet unnamed) carries the designation XF-94. It will closely resemble the TF-80 *Shooting Star*. The biggest difference will be an extended nose on the XF-94 which will house its radar gear.

Air Force jet night fighters will operate on the same tactical principle as Navy night fighters. A radar ground



ONE AND ONLY camera of its kind in world, 9-lens wonder of Coast and Geodetic Survey is valued at \$100,000.

control unit (instead of a CIC aboard ship) will pick up enemy planes, then direct the fighters to the vicinity where the plane's radar will take over and track the bogey down.

In addition to its standard jet engine, the XF-94 will have an auxiliary source of power known as "afterburning." Comparatively simple in design and in operation, afterburning is simply a process of introducing fuel into the exhaust pipe where it is ignited by spark plugs.

The gas shooting out of the plane's exhaust pipe is increased in mass and velocity thereby giving the plane an added push. Although fuel consumption jumps when afterburning is used, the rate of climb is increased with no increase in the speed or temperature of the jet engine.

★ ★ ★

AN AIRCRAFT DETECTION exercise involving thousands of American citizens will take place in September 1949.

Manning 1,300 ground observation posts strategically located throughout 10 states, these volunteer observers will assist in a six-day exercise to measure the efficiency of a combination of ground observers and radar stations in operating an aircraft detection and warning system. Duty periods at each post will be divided among approximately 20 people.

Aircraft simulating enemy attackers will be tracked and information provided for issuing warnings to the civilian populations and for Air Force interception purposes. No public alarms or warnings will actually be issued.

Termed, "Operation Lookout," the regions covered will comprise northern Delaware, eastern Pennsylvania, New Jersey, southeastern New York, Connecticut, Rhode Island, Massachusetts, eastern Vermont, southern New Hampshire and southern Maine.

★ ★ ★

OVER THE SUMMER months, a team composed of U. S. Coast Guard and U. S. Coast and Geodetic Survey personnel ran another in a continuing series of aerial map-making flights over Alaska. Since photos of snow-covered terrain are of no value in making maps, photographing of the Alaskan wilds must be confined to summer months.

The work of the Coast Guard and Coast and Geodetic Survey crew goes on for eight or 10 months out of the year, however. When not taking map-making pictures over the unphotographed areas of Alaska, it is usually occupied elsewhere.

The heart of the aerial mapping team's equipment is a marvelous nine-lens camera. This camera is the only one of its kind in the world, and \$100,000 would be required to replace it. From the pictures the camera takes, the Coast and Geodetic Survey organization makes precise maps and charts for use in navigation and for national defense.

High-level transportation for the camera and operating personnel is provided by the Coast Guard. The aircraft used is a Coast Guard PBI-G especially modified for its job. The Coast Guard PBI-G is the plane more widely known as the B-17 Flying Fortress.

Because characteristics of terrain constantly change, aerial mapping is expected to go on indefinitely. Espe-

cially variable are areas including rivers and coast lines. While a map of a "quiet" area may be accurate for 10 years or more, a map of an "active" area may no longer show current conditions after six months have elapsed.

While pictures are being taken, the Coast Guard plane flies at a constant high altitude — usually 13,750 feet.

★ ★ ★

THE U.S. AIR FORCE has accepted the first of a new line of Flying Boxcars, formerly known as the C-82, Fairchild cargo plane.

The latest in the Flying Boxcar line is distinguished from its forerunners mainly by greatly increased power. The two engines produce 3,250 horsepower each at take-off. They have a normal continuous rating of 2,650 horsepower up to 6,000 feet and 2,300 horsepower up to 18,000 feet. The C-82s were powered by engines with a rating of 2,100 horsepower for takeoff and low-altitude flying.

Units in the Continental Air Command are receiving the first of the planes, known as the C-119 *Packet*. One hundred thirty-six C-119s will be built for the Air Force under the present contract. The same craft is also used by the Navy, called the R4Q-1.

★ ★ ★

THE COAST GUARD has tested and demonstrated a new method for launching lifeboats from ships at sea. The innovation used—a "cradle crane"—cuts lifeboat launching time from up to two minutes to a total time of about five seconds.

The cradle crane's name describes its construction to some extent. The boat rests in a cradle which is supported by a twin-boomed crane. The crane lowers the boat rapidly to the water, keeping it in a level position all the way down. The boat is swung downward and forward in such a way that it is already traveling forward when it contacts the water. This momentum propels the boat clear of the cradle almost instantly.

Besides providing greater speed, the new launching method cuts down on necessary man-hours. Two men



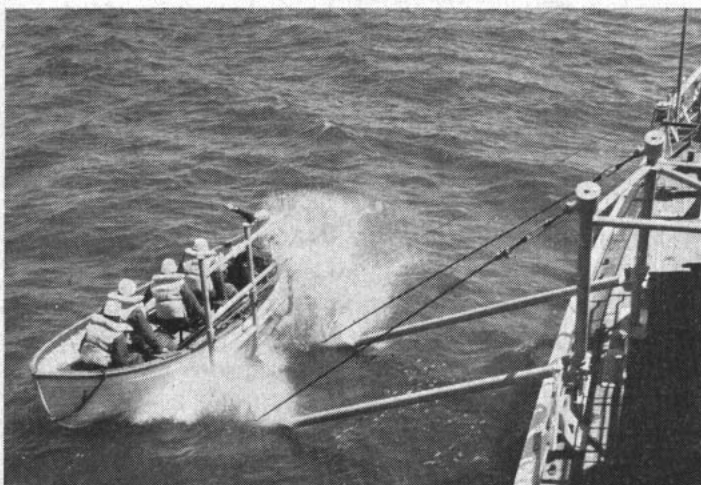
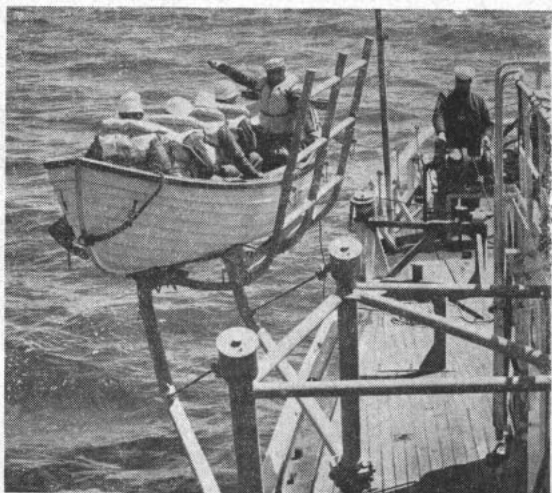
TROOPER inspects torpedo tube on submarine *USS Drum* during visit of 82nd Airborne to Washington, D. C.

can put a boat into the water using a cradle crane, where it takes five with the conventional davit method.

As in other procedures for launching lifeboats, the new method lowers the boat already manned. Because of the speed of lowering, only seasoned boatmen were employed in the Coast Guard tests. As boat crews become accustomed to being dropped into the sea, along with their boats, at the new rapid rate, they will not be likely to experience any difficulty.

To hoist the boat, the cradle is lowered into the water, the boat is floated onto it, and the cradle with its lifeboat rises into the air. Because of the shape and motion of the cradle, sailors with a rural background are often reminded of a hay-stacker hoisting a quantity of alfalfa onto a hay stack.

The cradle crane has been tried in moderately heavy seas and found satisfactory. The Coast Guard Cutter *uss Cuyahoga* made dozens of launchings and boat retrievings with the cradle crane without mishap, although the Coast Guard points out the operation is still in an experimental stage.



NEW TECHNIQUE using cradle instead of davits enables Coast Guard to launch lifeboat in 5 seconds underway.

THE BULLETIN BOARD

Application Forms for NSLI Dividends Now Available; Checks Start Early in 1950

Application forms for the National Service Life Insurance special dividend are now available. Naval personnel may obtain the form from their benefits and insurance officer or from any post office, Veterans Administration office, or veterans service organization.

The applications are a three-fold card form with printed instructions on how to use it. No other writing or explaining is necessary other than that required on the form. If an applicant does not know his policy number it is not necessary to write the Bureau of Naval Personnel or VA. The applicant can be identified by service number, rank or rate, and the exact name used during service with the armed forces.

According to Carl R. Gray, Administrator of Veterans Affairs, 70 million of the forms have been printed and mailed to all parts of the country for distribution. They will go

Captain C. K. Fink Retires; Helped Build Naval Reserve

A key figure in building the postwar Naval Reserve into a force of more than a million men, Captain Carl K. Fink, USN, has retired after 31 years in the Navy.

Captain Fink was Assistant Chief of Naval Personnel for Naval Reserve from February 1947, to his retirement in June 1949, during which period much of the administrative foundation of the present Naval Reserve was laid.

In the three years since reactivation of the postwar Naval Reserve, its strength has grown to 1,030,000.

Captain Fink served overseas in both wars. As commanding officer of the heavy cruiser USS *Baltimore* (CA 68) in World War II, he was awarded a Legion of Merit and a gold star in lieu of a second. The cruiser participated in supporting operations in four Pacific invasions and in raids on eight Japanese-held bases.



CHEVRON, SAN DIEGO
"Tell me, lieutenant, did the natives seem to pick up any of our customs?"

to some 16 million present and former policy holders who will collect over two billion dollars in special dividends that have been piling up since 1940. (See ALL HANDS, August 1949, p. 50.)

The checks should start to flow out in January 1950 and it is expected that the mailing will reach 200,000 daily.

The first big step in preparing for the vast dividend operation was to use high-speed microfilming machines to photograph more than 22 million premium cards. This operation was completed late in July 1949 and was second only to the wartime V-Mail program in volume.

Now hundreds of employees in Washington, D. C., are busy producing and processing millions of punched cards which will later compute the amount of dividend to which each policy holder is entitled.

The entire operation is a mechanical one with more than three thousand intricate machines being used. This is the largest single concentration of such machines in the country.

The dividend operation is now in its second stage according to Administrator Gray — setting up master files and records so that applications may be handled promptly after they are received.

Personnel are warned not to use any form other than the one provided to file applications. The forms provided are of special size and stock to fit the machines and any others will be thrown out of the production line, causing a long delay in payment of the dividend to the policy holder.

Shore Billets Are Increased For Men in 'Crowded' Rates By Revision of Allowances

Revision of the allowances of many shore stations is resulting in a large increase in the shore billets available to personnel in the "crowded" ratings groups, such as boilerman and gunner's mate. These are "crowded" in the sense that there are many men on the shore duty eligibility list but only relatively few billets ashore.

Early this year BuPers requested shore commands to review their allowances and attempt to exchange certain billets requiring personnel of the "short" rating groups, such as yeoman, storekeeper, etc., with substitute billets calling for personnel of the "crowded" rating groups. This would accomplish two things: more personnel in the "short" ratings would be available for sea billets where they are badly needed, and a greater number of shore billets would be created for men holding such ratings as gunner's mate and boilerman.

All the recommended changes in allowance have now been received by BuPers, and changes in the allowances of certain shore stations have been authorized accordingly. The chart below shows how many extra billets have been authorized ashore for "crowded" ratings, and also the number of "short" rating billets eliminated. The ultimate result of these changes is that the sea-shore rotation of personnel of all ratings will be more nearly equalized.

• New Billets Established Ashore

Fleet Reserve Association Holds 22nd Convention

The Fleet Reserve Association, composed of temporary officers and enlisted men on active duty in the Navy as well as those who have served, will hold its twenty-second annual convention at Annapolis, Md. 3-6 Sept.

Commanding officers are encouraged to grant regularly authorized leave to temporary officers and enlisted personnel who are members of this organization (BuPers Circ. Ltr. 113-49).

For "Crowded" Ratings:

	Shore, Other Than Air	Air	Total
SO	3	0	3
QM	41	20	61
TM	7	8	15
GM	74	45	119
FC	7	2	9
OM	12	1	13
RM	17	25	42
MM	33	164	197
MR	13	29	42
BT	73	75	148
EM	37	31	68
IC	10	0	10
FP	19	26	45
ML	2	16	18
SV	5	0	5
CE	0	2	2
CD	12	19	31
ME	13	54	67
TOTALS	378	517	895

• "Short" Rating Billets Ashore Eliminated:

	Shore, Other Than Air	Air	Total
BM	300	262	562
ET	2	0	2
TE	20	25	45
SK	10	0	10
EN	12	8	20
DC	32	45	77
YN	4	0	4
AD	0	127	127
AT	0	2	2
AB	0	19	19
AE	0	27	27
TOTALS	380	515	895

The effect of these changes in allowance has already been felt all over the Navy. During the first 30-day period following establishment of the new billets and elimination of the others, 210 per cent more machinist's mates and 306 per cent more boiler-men were ordered ashore than during the previous month.

A new survey of sea and shore billets is scheduled to begin soon in order to analyze changes which have occurred.



THEO H. TENNANT, YNI

"I got a nephew in the Navy. Tall, curly-headed kid, seaman by the name of Jones. Do you know him?"

Navy Booster, 11, Gets Real Navy Service

Like John Paul Jones, who knew at age 12 he wanted to go to sea, little Gary Cullen has his heart set on the same goal.

If eagerness is what it takes, Gary is a lead-pipe cinch to make it too.

Gary is 11 years old, but his youth doesn't diminish one bit his desire to get into this man's Navy.

As they opened the mail bag one morning at Naval Base, Seattle, Wash., this letter fell out. It was from Gary. It read:

*Gentlemen,
I would like some information concerning the navy. And some pictures on navy aircraft. And I expect an immediate answer.*

*Your friend,
Gary Cullen*

P.S. I am eleven years old and wish to join the navy when I am old enough — GC.

The letter was referred to Rear Admiral Howard H. Good, Commandant, 13th Naval District, who took the time to sit down and write out a personal reply to the anxious youngster.

"Dear Gary," he wrote in part, "I am certainly glad you plan to join the Navy when you are old enough. The Navy is a grand team, and it always has a place for young fellows who are in a hurry to get ahead. But remember this: the Navy takes only the best young men — those in top physical condition, those who have studied hard and can make a real contribution to our national security. So if you want to serve in the air over the sea, on the sea or under the sea with the Navy, you'd better get in and dig.

"Let's hope we serve together in the Navy someday," the admiral concluded, "I'll certainly enjoy meeting you."

To be sure Gary was occupied in the meantime, the Navy forwarded post haste (1) a set of aircraft recognition cards (2) a set of signal cards (3) a Morse Code device (4) the brochure U. S. Navy War Photographs, and (5) a reproduction of Arthur Beaumont's famous painting Our Fighting Navy—swell for any little boy's den.

New Procedure Is Listed For Transfer of USNEVs

USNEVs — 18-year-old one-year enlistees — can now be transferred to the Naval Reserve upon discharge from enlistment in the Regular Navy without the execution of new Shipping Articles. Previously, USNEVs were required to execute Shipping Articles immediately before discharge.

The new procedure is authorized by BuPers Circ. Ltr. 111-49 (NDB, 15 July 1949), which cancels a portion of BuPers Circ. Ltr. 6-49 (NDB, 15 Jan 1949). The letter gives detailed instructions for discharge and transfer to the U. S. Naval Reserve of USNEVs who are eligible for honorable discharge or discharge under honorable conditions. It also gives instructions for discharge of USNEVs without transfer to the Naval Reserve, and for immediate reenlistment in the Regular Navy.

The term "USNEV" stands for "U. S. Navy Enlisted Volunteer." If eligible for an honorable discharge or a discharge under honorable conditions upon completion of their one-

year enlistment, and if not desiring to reenlist in the Regular Navy, USNEV personnel are transferred to the U. S. Naval Reserve for a period of six years or until sooner discharged by competent authority. This obligation may be fulfilled by serving four years in a unit of the Organized Naval Reserve or in the Naval Reserve Officers Training Corps.

On SDEL? Then Let BuPers Know Your Present Address

Are you on the shore duty eligibility list? Then keep the Chief of Naval Personnel (Attn: Pers-6305) informed of your current address and present rating. A penny postcard will do — be sure to give full name, rate and service number. This is the *surest* way to get a fast set of orders to a normal tour of shore duty when your name reaches the top of BuPers' shore duty eligibility list.

Address your card to: The Chief of Naval Personnel, Attn: Pers-6305, Navy Department, Washington 25, D. C.

Here's a Roundup of Legislation Affecting Naval Personnel

With the end of a long session in sight, Congress moved at increasing tempo to clear important legislation for the President.

Following is a list of bills of interest to the naval establishment:

Retirement Approval — S. 1639: Approved as Public Law 184; provides that the Secretary of the Navy, instead of the President, be authorized to approve or disapprove decisions of Navy retiring boards.

Construction Aid — S. 1184: Passed by House and Senate; to encourage construction of rental housing on or in areas adjacent to Army, Navy, Marine Corps and Air Force installations. (Purpose of the bill is to encourage private enterprise to construct rental housing to serve the needs of personnel, primarily through providing a special form of mortgage insurance, leasing of sites by the Military Establishment free from the right of revocation, and by providing utility services from the Military Establishment on a long-term basis.)

Reserve Retirement — H.R. 5508: Passed by House with amendment, passed by Senate, but vetoed by the President; to amend Public Law 810 so that each year of service as a member of a Reserve component prior to 1 July 1949 shall be deemed to be a year of satisfactory service for retirement pay purposes. (The amend-

ments are designed to provide relief for Reserve personnel who may have suffered because of their own failure, through no fault of their own, to receive timely notice of the obligations imposed on them by the law with respect to the number of credits which must be earned annually through performance of Reserve duties. Following the bill's veto by the President, the House Armed Services Committee was considering re-introduction of the bill after removing some controversial features.)

Pay Advances — S. 1536 and H.R. 4050: Passed House with amendments, reported favorably by Senate as committee; to authorize advances of pay to personnel of the armed services upon permanent change of station. (This bill extends to officer and enlisted personnel of all the armed services the privilege previously limited to Navy and Marine Corps officers of drawing up to three months' advance pay on being ordered to and from sea duty, and to and from shore duty outside the continental limits of the U. S.)

Terminal Leave Pay — H.R. 540: Passed House with committee amendment; to provide terminal leave pay for certain officers of the Navy and Marine Corps. (Purpose of this proposed legislation is to restore to former Reserve officers of the Navy

and Marine Corps who were given Regular commissions in the Navy or Marine Corps leave or compensation to which they would have been entitled had all of their active duty after 8 Sept 1939 been performed as Regular officers. Many of these officers had accrued leave which could not be carried over after accepting their Regular commissions.)

Justice System — S. 857 and H.R. 4080: Passed House with amendments, favorably reported to Senate; to establish a Uniform Code of Military Justice. (Purpose is to provide a justice system uniformly applicable to the Army, Navy, Air Force and Coast Guard in time of peace and war. Among its provisions are such items as enlisted personnel serving as members trying courts martial cases and participation of trained lawyers in the defense.)

Marine Secretary — H.R. 5407: Introduced; to create the office of Assistant Secretary of the Navy for the Marine Corps, and to fix the personnel strength of the U. S. Marine Corps in relation to that of the other armed forces. (Under this proposed bill, personnel strength of the Regular Marine Corps will be not less than six per cent of the combined personnel strengths of the Regular Army, Regular Navy and Regular Air Force.)

Officer Adjustments — H.R. 5238: passed and approved as public law; to authorize the adjustment of lineal position of certain officers of the Regular Navy and of the Naval Reserve in order to bring about uniform, equitable and fair treatment with regard to promotion of such officers on active duty, and to extend the period during which limited duty officers may originally be appointed in grades not above that of commander. (Under present provisions, officers of the Naval Reserve when assigned to active duty are given precedence with Regular officers in accordance with the length of active duty in the grade which they hold at the time of assignment to active duty. Effect of this procedure is that a Reserve officer, when recalled to active duty and placed on the lineal list, takes precedence with Regular officers having the same amount of active duty in the same grade. Thus the Reserve officer loses precedence relative to Regular officers during the time he is on in-

WAY BACK WHEN

Ram

Few naval weapons probably have had the ups and downs of the ram which at various points in history has been in positions of prominence only to give way to newer developments.

The ram had its origin in antiquity when the man-powered galleys of the Mediterranean were fitted with beaks capable of successfully ramming enemy vessels. Thus it was an important part of the naval armament for several centuries.

With the coming of sailing vessels, however, the ram was shelved, since the wind-powered ships did not lend themselves to such attachments. Then came steam power and this gave the ram a big lift in effectiveness. The Confederate's *Merrimac*, for example, was fitted with an enormous cast-iron ram and it was with this that it did its greatest damage.

Up to the time of the Spanish-American



war, the ram ship was still listed on the Navy's active list. But the advanced use of the torpedo once again eliminated need for the ram.

active duty. This bill will give such Naval Reserve officers when assigned active duty precedence with Regular officers in accordance with their dates of rank as stated in their commissions, thereby equalizing their opportunities of promotion with the Regular officers with whom they are serving. Reserve officers assigned to active duty and placed on the lineal list will have their precedence adjusted, and if adjustment entitles them to promotion they will be promoted.)

Record Survey — S. 780: Introduced; to authorize the Secretary of the Navy to review the records of commissioned naval officers who failed of advancement during the war. (This proposed legislation provides that the Secretary of the Navy is directed to appoint a board for review of records of commissioned Navy and Marine Corps officers, active or retired, who failed of advancement at any time between 30 June 1942 and 7 Aug 1947 to determine if there was any error, administrative delay, oversight or injustice that caused the officer concerned to fail of advancement in grade or rank which would otherwise have been made.)

Midshipman Increase — S. 2209: Introduced; to increase the number of midshipmen allowed at the United States Naval Academy from the District of Columbia. (This proposes an amendment to existing law, increasing the number of midshipmen from the District of Columbia from five to 15.)

Enlistment Benefits — S. 672: Reported; providing educational benefits to veterans who enlisted before 6 Oct 1945 on the same basis as those who enlisted within one year after 6 Oct 1945.

Gift Importations — H.J. Res. 242: Reported; to extend for two years the existing privileges of free importation of gifts from members of the armed forces on duty abroad.

New Medal — H.R. 2737: Approved as Public Law 178; establishes the Medal for Humane Action for award to persons serving with the U. S. armed forces participating in the Berlin air lift.

Marines' Day — S.J. Res. 115: Introduced; requesting the President to declare 10 Nov 1949 a day for observance of the creation of the U. S. Marine Corps.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs*, *Navacts*, and *BuPers Circular Letters*, not as a basis for action. Personnel interested in specific directives should consult *Alnav*, *Navact* and *BuPers Circular Letter* files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; *Navacts* apply to all Navy commands; and *BuPers Circular Letters* apply to all ships and stations.

Alnavs

No. 70 — Concerns temporary appropriations for fiscal 1950.

No. 71 — Additional information concerning clothing allowance of enlisted men.

No. 72 — Announces change to *SecNav Ltr.* 48-73 concerning foreign claims.

No. 73 — Advises discontinuance of all stock of Hoffman-Laroche *Presidon* tablets and powder.

BuPers Circular Letters

No. 108 — Announces change in officer designator numbers.

No. 109 — Officers of Navy and Naval Reserve appointed to grades indicated therein.

No. 110 — Cancels *Circ. Ltr.* 90-48

Four Annapolis Graduates Seek Rhodes Scholarships

Four ensigns — all recent graduates of the Naval Academy — have been selected to compete as naval officers on active duty in the 1949 Rhodes Scholarship competition.

In the next step of competition these officers will appear before their home state's Rhodes Scholarship committee. If selected by a state committee they will then be examined by one of the eight district committees that select the 32 U. S. citizens that will attend Oxford University.

The four officers selected are: Ensign William L. Bryan, *USN*; Ensign John F. Leyerle, *USN*; Ensign Dennis C. Stanfill, *USN* and Ensign Charles G. Strahley, *USN*.

Last year over 60 young officers were selected by the Navy to compete for the coveted scholarships. Only one of these finally received a scholarship. Reason for the small number selected to compete this year is a new requirement that all applicants must be between 19 and 25 years old and unmarried.

NCO of Iwo Jima Battle Seeks Reserve Commission

The only non-commissioned officer in his company to survive the battle for Mount Suribachi on Iwo Jima in 1945, Roy Larsen is now working toward a Reserve commission as second lieutenant in the Marines.

Larsen was a squad leader of a machine gun section of Company E, Fifth Marines, which was at the vortex of the white-hot battle for the summit. It was Larsen's section that "covered" the Marine and Navy men who planted the flag on the crest of Suribachi.

Now studying mining engineering at the University of Nevada, the ex-Marine gunner attended ROTC summer camp this year at Fort Lewis, Wash.

which requested applications from Reserve officers on active duty for assignment to flight training.

No. 111 — Procedure for discharge of *USNEV* personnel.

No. 112 — Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 113 — Concerns leave to attend twenty-second national convention of the Fleet Reserve Association.

No. 114 — Announces policy of American Red Cross for providing a separate fund raising campaign.

No. 115 — Announces new status of chief stewards who will hereafter be accorded prerogatives of chief petty officers.

No. 116 — Concerns distribution and use of Marks Card (*NavPers* 618, Rev. 6-49).

No. 117 — Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 118 — Lists officers whose designator has been changed from 1350 to 1100.

No. 119 — Gives information concerning the code for the classification of naval officers qualifications.

No. 120 — Contains revised regulations and information concerning Armed Forces Information School, Carlisle Barracks, Carlisle, Pa.

No. 121 — Lists officers authorized to compete for 1949 Rhodes Scholarship Competition.

Many Unclaimed Bank Accounts Found

Although only four naval district commandants have notified BuPers thus far of the unclaimed bank accounts of naval personnel being held in banks within their districts, \$5,873.73 has been restored to naval personnel or their dependents.

Because many naval personnel forget about accounts deposited in local banks after being transferred elsewhere, or in other cases lost their lives during World War II, BuPers has undertaken the job of screening the unclaimed accounts of banks all over the nation for those belonging to Navy men. Thus far 872 unclaimed accounts of officers and enlisted men have been discovered, containing an average of \$93.23 per account.

The idea for a nationwide screening of unclaimed bank accounts was originated by Rear Admiral Thomas R. Cooley, USN, who made the suggestion to Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel. The job of tracking down the personnel who had forgotten about their accounts was assigned

to Wave Elizabeth Torok, YN1, USN, of BuPers' Dependent's Services Branch. Wave Torok is credited with accomplishing an outstanding job of locating account-holders scattered all over the world, and relating the good news about the forgotten money.

Several of the accounts discovered were turned over to needy dependents of deceased Navy personnel. One of these accounts contained over \$2,000.

In view of the large amount of money involved, the Chief of Naval Personnel is anxious that the naval districts, river commands and fleet commands who have not obtained these lists of unclaimed accounts from banks within their areas to do so as soon as practicable, and forward this information to BuPers.

Naval personnel, or their heirs, who have reason to believe there may be such an account awaiting their claim may write to the Chief of Naval Personnel (Attn: Pers 534), Navy Department, Washington 25, D. C.

Eligibility Rules Changed For Clemency, Restoration To Duty of GCM Prisoners

Changes in clemency and restoration to duty eligibility for general court martial prisoners serving short sentences have been announced by a SecNav letter addressed to the Navy's continental shore establishments. These changes provide for a longer period of study before recommendations are made.

By allowing prisoners of sufficient promise to return to further useful naval service after serving all or a portion of their confinement, the Navy will enable them to earn the right to be discharged under honorable conditions.

The letter also points out the Navy Department policy that "those prisoners not suited for or not desiring retention in the naval service be accorded such clemency as may be in the best interests of the prisoner, the naval service, and of society."

In addition, the directive summarizes rules governing clemency or restoration to duty, or both, of all GCM prisoners.

Provisions by which GCM prisoners may request consideration for either or both clemency and restoration are:

- Prisoners sentenced to confinement for 12 months or less are eligible to request restoration to duty, in lieu of the discharge adjudged, upon completion of confinement.

- Twelve to 24 months - Initially eligible to request reduction in the adjudged period of confinement or restoration to duty, or both, after eight months of continuous confinement.

- Sentence of more than 24 months - Initially eligible to request reduction in the adjudged period of confinement or restoration to duty, or both, upon completion of one-third of the sentence or upon completion of one year in continuous confinement, whichever is shorter.

- Prisoners in naval custody are eligible to request consideration of their cases semi-annually after initial consideration during the current confinement.

- Probation violators are eligible to request clemency or restoration to duty, or both, after one year in continuous confinement or upon release date, whichever is sooner.

New Flight Course Opened For Navy's Jet Fliers

In the future, the men destined to fly the Navy's jet planes will undergo a special course of training before they report for duty with the fleet.

An advanced course in what jet fliers call the "hot ships" has been inaugurated at Pensacola under the Naval Air Training Command. Heretofore, pilots learned to fly the new

jets only after being assigned to an operational squadron.

Under the new plan, a selected group of students who have completed the Navy's advanced training program at Corpus Christi, Tex., and have been awarded their Navy wings will be ordered to Pensacola for further training in jet aircraft before they report to their fleet squadrons.

Students will fly the TO-1, a training version of the F-80 *Shooting Star*. They will fly from North Whiting Field, an airstrip near Pensacola.

In another move to augment the training program at Pensacola, it was announced that the "Blue Angels," the Navy's crack flight exhibition team, would shift its headquarters from NAS, Corpus Christi to NAAS, Whiting Field.

The "Blue Angels" were organized in 1946. Its skilled fliers demonstrate precision flight patterns - usually performed only at high altitudes - close to the ground where they can be easily seen by students.

Fliers with the "Blue Angels" are all instructors in the training command.

200 Ground Officers Assigned General Line Duty

Approximately 200 aviation ground officers have been assigned to general line duty as a result of a reduction in aviation personnel.

The officers in this group have had their designators changed from 1350 (aviation ground officer) to 1100 (general line officer). All of them hold temporary commissions and permanent ratings as enlisted men or warrant officers.

The directive authorizing this change in designators is BuPers Circ. Ltr. 108-49 (NDB, 30 June 1949).

• In special cases, recommendations regarding clemency or restoration to duty, or both, may be forwarded to BuPers by the CO at any time, without regard to limitations. The merits of these cases must be fully explained.

Naval prisoners in the custody of the Department of Justice are eligible for initial clemency consideration after the same periods as prisoners in naval custody. Thereafter, they are eligible annually to request clemency.

Naval prisoners under parole supervision are eligible for clemency consideration after one year on parole. They are eligible annually after that, except when consideration for clemency would occur within three months of release from confinement or supervision.

The letter includes instructions for COs of disciplinary barracks and retraining commands, in preparing prisoners' cases to be submitted for initial clemency consideration.

Additional Benefits Provided To Members of the Reserve

Members of the Reserve Components of the armed services are now entitled to additional disability benefits while engaging in training duty or drill, according to a law recently signed by the President (Public Law 108, 81st Congress).

Previously only Reservists on extended active duty, more than 30 days) were eligible for benefits equal to those received by active duty personnel of the Regular forces of the armed services.

The new law provides that Reservists who suffer disability or death as a result of injuries while performing authorized drill or training duty or active duty for any period of time, are entitled to receive the same pensions, compensation, death gratuity, retirement pay, hospital benefits, and pay and allowances as are provided for personnel of the Regular services.

If disability or death is incurred as a result of disease, a Reservist has the same rights and benefits as Regular personnel providing he has been ordered to active duty for longer than 30 days. There are no changes in existing regulations covering disease incurred when on duty for shorter periods.

Here are the benefits not heretofore provided:

Unsung Hero Honored — 93 Years Later

Everyone has heard the term "sailor on horseback," but few people have heard about the U. S. sailor who lost his life fighting early American redskins. He wasn't on horseback, though. He was on foot. Here is how it happened —

In June 1856, more than 1,000 Northern Indians came down from what is now Canada and attacked Seattle. Later that summer the steam frigate *USS Massachusetts* and another Navy ship went to Puget Sound to aid the settlers and the Army.

On 20 Nov 1856, *Massachusetts* sent a party ashore at Port Gamble Bay to parley with the Indians. The Navy's selling point was this offer: If the savages would bury the hatchet, the Navy would give them a free ride back up north. The Indians said no.

The following day *Massachusetts* again sent a delegation ashore. Among the others was a coxswain named Gustave Englebrecht who had joined the Navy just the year

before. The cold war turned hot that day, and lead began to fly. Englebrecht felled one of the foe, then stood up to see what he had done. Thereupon, one of the foe felled him. The only other Navy casualty was a shipmate.

They buried Gustave Englebrecht, coxswain, USN, at Tekaleet Cemetery, Port Gamble, Washington Territory. This summer — almost 93 years later — a new headstone was erected at Englebrecht's grave. The ceremonies were sponsored by the Fleet Reserve Association and the Kitsap County Historical Association. Personnel of the U. S. Naval Base, Bremerton, and of the Naval Torpedo Station, Keyport, took part.

An eye-witness account of the rites provides the following tribute: "The ceremony and exercises were dignified and impressive, as befitting a naval hero who lost his life in the service of his country and who . . . had received no recognition."

1. Pay and allowance during hospitalization.

2. If injury results in death, beneficiary is entitled to a death gratuity equal to six months' advance pay and allowances in the pay grade held by the Reservist at the time of death (minus certain benefits already received from other government agencies).

3. Retirement with pay under the same conditions as for corresponding grades in the regular armed services. (This is applicable under present law to officers only, retirement pay being based on duty rate of pay. Enlisted personnel who are discharged for medical reasons may apply to the Veteran's Administration for compensation.)

If a Reservist is entitled to the benefits of the new law and is also eligible for a pension from the Veterans Administration, compensation from the Bureau of Employees' Compensation of the Federal Security Agency, or retired pay for being on the Honorary Retired List, he must elect which benefit he will receive.

The law is retroactive to 14 Aug 1945.

Armed Forces Chaplains Board Formed to Set New Policies

A new board known as the Armed Forces Chaplains Board has been established to coordinate policies and activities of the chaplains corps of the Army, Navy and Air Force.

The Chiefs of Chaplains of the Army, Navy and Air force, plus one additional member from each of the three services, will form the six-man board.

One of the duties of the new board will be to establish a policy for the exchange of the services of chaplains between the three services where bases and stations of the Army, Navy and Air Force are in close proximity. Supervision of standards, training and assignment of military chaplains and maintenance of relationships with civilian church organizations and the clergy also will be responsibilities of the board.

The chaplains corps of the three services have been working in close contact for some time on an unofficial basis and establishment of the new board was based on recommendations from the three services.

Aviation Cadet Program Accelerated; Requirements Liberal

The naval aviation cadet program is rolling along, with new, slightly liberalized qualification standards now in effect for enlisted men of the Navy, Naval Reserve, Marine Corps and Marine Corps Reserve who are now on active duty. It is planned that approximately 1,500 men will be given flight training under the program between 1 July 1949 and 30 June 1950.

New provisions for applying for NavCad training, pertaining to men in the categories above, are established by a joint BuPers-MarCorps letter of 18 July 1949 (NDB, 31 July 1949). In addition, the letter re-states all unchanged rules concerning applications for the training to be submitted by these men.

(Members of the Naval Reserve and Marine Corps Reserve on inactive duty are eligible on the same basis as civilian applicants and will be processed at offices of naval officer procurement in accordance with the instructions contained in procurement directive 3-48.)

Many requirements for applicants now on active duty remain the same as before, but because of the pro-

gram's importance, all requirements and qualifications are listed here:

To be eligible, the applicant now on duty in the Navy or Marine Corps must —

- Be a natural born citizen of the U. S. or naturalized for a period of at least 10 years.

- Have completed education as follows: At least two full academic years — 60 semester hours or 90 quarter hours — of passing work at an accredited college or university, or have graduated from an accredited high school or secondary school and attained high standard classification test scores. For high school graduates without two years of college, minimum test scores on the standard classification tests are, for naval personnel, GCT plus ARI—120; Mech—58. For Marine Corps personnel minimum scores are GCT—120; MA—116. Previously, completion of two years' college work was mandatory.

- Have reached his 18th birthday but not have passed his 27th birthday on the date his application is submitted.

- Agree to remain on active duty for four years including the period in training as a NavCad, unless sooner released by the Navy Department.

- Be unmarried and agree to remain unmarried until commissioned.

- Attain at least a "C" grade in the aviation classification test and mechanical comprehension test and at least a "D" grade in the flight aptitude rating test.

- Be physically qualified and aerodynamically adapted for duty involving flying and the actual control of aircraft. The current edition of the Manual of the Medical Department, U. S. Navy, gives the required standards in this respect.

- Be strongly motivated to fly.
- Possess potential officer-like qualities.

The Bureau desires that commands make a careful review of the basic qualifications of applicants, and that commands not having a flight surgeon make a preliminary physical examination. This, the letter points out, will reduce the amount of paper work necessary for processing. Also, it will eliminate unnecessary travel expense for candidates who are obviously unqualified. When it has been deter-

mined that the applicant meets the basic requirements for flight training as a Naval Aviation Cadet, Class V-5, USNR, he will be ordered to the nearest Navy or Marine Corps activity having a flight surgeon. This will be for the purpose of taking a flight physical examination and the flight aptitude tests.

District publication offices and printing offices have a supply of the necessary application forms — NavPers 953A.

The letter calls on all commands to be meticulous in selecting candidates for NavCad training. They should bear in mind that the men nominated are potential candidates for a commission in the Navy or Marine Corps. On the NavPers 953A the CO of the nominating activity must make a specific statement that the man is eligible and recommended for flight

HOW DID IT START



Shipmaster

The captain has not always been captain of his ship.

Back in the days of Queen Elizabeth, the captain on a man-of-war had over him a commander who was a landsman, a soldier. The captain, as the "shipmaster," had under his direction the sailors on the ship but was not in command of the ship. The seamen officers under him were lieutenants and corporals.

Stanley Rogers in his book on Sea-Lore relates, "On the Spanish men-of-war during the Armada period the actual navigating officers on board were little better than underlings, and so much the victims of the whims and orders of their military superiors, who were fighting men and not sailors, that one does not wonder that so many galleons piled up on the rocks during the summer of 1588."

10 Plank Owners on Board As BB Celebrates 5th Year

When the *uss Missouri* (BB63) celebrated her fifth anniversary in commission, only 10 members of the original crew were among the 2,500 officers and men who commemorated the occasion with a special anniversary dinner.

The "Mighty Mo" was enroute to England with 900 midshipmen on board at the time of the anniversary and the 10 "plank owners" were a proud lot of sailors.

All 10 of the original crew now on board are USN men. They are: F. M. Connelly, BM2; A. Bush, SD2; L. R. Services, BT1; D. F. Stack, GM3; N. J. Santucci, CT1; Lieutenant (junior grade) J. L. Rothermel; R. N. Day, CTC; Lieutenant Commander R. E. Dillon; J. C. Mannion, BTC; and Lieutenant I. B. Ramsey.

Two of the plank owners, LT Ramsey and Santucci, returned to *Missouri* after having served on other ships and shore stations.

training and that he is considered desirable officer material.

The documents listed below must be executed and attached as enclosures to NavPers 953A. When an applicant is found to be qualified in all respects, the original application — complete with enclosures — will be forwarded for final action to BuPers, Attn: Pers-3635, via the Bureau of Medicine and Surgery. A duplicate will be filed in the individual's service record. Here are the documents required:

- An application (NavPers 953A) for naval aviation cadet training, V-5, USNR.

- Naval Aviation Cadet Contract Form (enclosure A to the joint letter).

- If less than 21 years of age, Naval Aviation Cadet Consent Form must be included (enclosure B to the joint letter). This form is for the use of parent or guardian of the applicant in giving consent for the applicant to serve for a continuous period of four years unless sooner released by the Navy Department.

- Educational transcripts of all college and high school work completed. High school transcript must indicate the date of graduation.

- Report of physical examination for flying (Standard Form 88) and report of medical history (Standard form 89). Flight aptitude test scores will be indicated on Standard Form 88. Where applicants have previously taken these tests, the CO should request scores from the Aviation Psychology Section, BuMed, if the scores do not appear in the individual's record.

- Loyalty certificate. These should be prepared in accordance with instructions given in BuPers Circ. Ltr. 4-49 (NDB, 15 Jan 1949).

If an applicant decides that he no longer desires to be considered for NavCad training he must submit written notification of withdrawal of application to BuPers (Attn: Pers-3635). This he may do at any time before he receives orders to report to the Naval Air Station, Pensacola, Fla., for training. Such notification of withdrawal will be approved by the Bureau without prejudice.

Candidates who violate their contract by marriage before receiving their commission will be dropped from the flight training program. Nav-

Decommissioning Record Set by Mare Island Shipyard

A new record for decommissioning ships was set by the Mare Island Naval Shipyard, Vallejo, Calif., when four vessels were assigned to the reserve fleet in one hour.

Ships decommissioned during the one hour mothball speed-run were *uss Renville* (APA 227), *uss Bronx* (APA 236), *uss Skagit* (AKA 105) and *uss President Hayes* (APA 20).

Cads who fall below the required standards in ground school training, in flight training, physically, or in conduct or aptitude will also be dropped from training. NavCads who are discharged from the Navy for misconduct will not be enlisted or reenlisted without specific approval of the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate.

Any men separated from flight training — except for misconduct — may select one of the following options, as appropriate:

- Discharge from the naval service.
- To be transferred to his previous rate and classification and returned to inactive duty in the Naval Reserve.

- If a former member of the U. S. Navy, to be discharged from the U. S. Naval Reserve to reenlist immediately in the Navy in his previous rate and classification if fully qualified.

- If a former member of the U. S. Marine Corps or Marine Corps Reserve, to be discharged from the U. S. Naval Reserve to reenlist immediately in the rate previously held in the Marine Corps or Marine Corps Reserve, if fully qualified.

Men who previously have been dropped from any military flight training program by reason of flight failure are not eligible to apply. Also ineligible are those who previously have qualified as a naval or military aviator.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of the action taken in his case. The names of eligible applicants will be placed on a priority list, in accordance with their qualifications, from which men will be selected for the training. In selecting candidates from

this list, the Bureau will be governed by quota allowances. No specific information can be given as to when an individual will be ordered to flight training. Accepted applicants will be ordered by the Bureau or by the Commandant, U. S. Marine Corps, to report to the Chief of Naval Air Training, Naval Air Station, Pensacola, Fla. Upon reporting, they will be processed for enlistment in or transfer to the grade of Naval Aviation Cadet, Class V-5, USNR.

Men who applied for flight training in accordance with the joint BuPers-MarCorps letter of 22 July 1948 are not required to resubmit an application.

NavCads who successfully complete the flight training course will be appointed as ensigns, ALL, USNR when they receive their designation as naval aviator. Within authorized quotas NavCads are permitted to volunteer for selection and appointment as second lieutenant, USMCR.

Upon fulfillment of their contract after four years of service, candidates selected under this directive will be released to inactive duty. At that time, should vacancies in the service permit, a limited number may be permitted to continue on active duty — subject to their own request. After 18 months of commissioned service in the Naval or Marine Corps Reserve, a limited number may be appointed to the regular Navy or Marine Corps. This, too, is subject to the needs of the service.

Nisei and Indian Receive Appointments to Academy

Two more "firsts" will be written into the record books of the United States Naval Academy, Annapolis, Md., this fall when the first Nisei (American-born Japanese of naturalized parents) and the first full-blooded American Indian enter the plebe class.

Takeshi Yoshihara, who spent the war in an Idaho relocation center, and Sidney F. Mason, YN3, USN, full-blooded Indian, have both received appointments to the Naval Academy.

This makes the third such "first" for the Naval Academy in 1949. Ensign Wesley A. Brown, USN, who graduated in June, was the first Negro to be commissioned from the Academy.

Ship's Service Stores to Be Exchanges; Commissaries Close

New armed services interdepartmental regulations to govern the operation of post exchanges, ship's service stores and commissary stores have been approved by the House Armed Services Committee which has been investigating military resale activities.

Two sets of regulations have come out of the committee's work. One will be issued as an "Armed Services Exchange Regulation," and will apply to armed services exchanges within the U. S. The other will be an "Armed Services Commissary Store Regulation," and will apply to all armed services commissary stores, wherever located.

The two primary aspects of the new regulations, in regard to their effect upon the customer, are these:

The federal excise tax on all items subject to the tax must be collected by ship's services as in any other retail store. This ruling went into effect 1 August. As the federal excise tax

is 20 per cent on articles classed as luxuries, a box of chocolates which previously set you back \$1.25 now costs you \$1.50.

Commissary stores located in areas where commercial facilities are conveniently available at reasonable prices will be disestablished — closed, that is — at or before the end of 1949.

Also, after 1 Jan 1950, ship's service stores will no longer be called "ship's service stores." They will be called Navy exchanges. Other military stores of a similar type will be called Army exchanges, Air Force exchanges or Marine exchanges, as the case may be. They won't be called "post exchanges" any more. That is regulation number one of the Armed Services Exchange Regulation.

2. A single list of authorized patrons is established.

3. Provision is made for a uniform method of identifying patrons.

4. Provision is made for a standard list of facilities — barber shop, cob-

bler shop and similar facilities — which exchanges may operate.

5. A standard list of authorized resale items is established. This list represents a considerable curtailment in many of the lines of merchandise which exchanges and ship's service stores previously have been authorized to sell.

6. The regulation permits the operation of a grocery section by an exchange only when commercial facilities are not available or when necessary because of other factors deemed important. Only the secretary of the department concerned may grant authority to operate a grocery section.

7. The special order system is abolished — as of 1 Oct 1949.

8. Each service is required to have an annual audit of its exchange system by a certified public accounting firm or firms.

9. Collection of the federal retailers' excise tax on all items subject to the tax is required — effective 1 Aug 1949.

10. All exchanges are required to use a sales slip to record the sale of single items of merchandise bearing a sales price of \$5.00 or over. These sales slips must be signed by the patron at the time the sale is consummated. Each slip will include a statement certifying that the merchandise listed thereon is not for resale and that it is for the personal use of the purchaser or his dependents, or is for use as a bona fide gift.

11. Exchanges are required to be self-sustaining with respect to the payment of salaries of civilian employees, the purchase of operating equipment and supplies, the maintenance of equipment, and the cost of utilities furnished by the government. Available equipment of the government may be utilized provided all operating and maintenance costs of such equipment are paid by the exchange using the equipment.

12. The regulation will become effective on and after 1 Oct 1949 except with respect to the following: Redesignation of post exchanges and ships' service stores as "exchanges" to be effective 1 Jan 1950; the list of authorized resale items which will be published as soon as practicable, and with respect to purchases by exchanges shall be effective upon re-

Open-Toed Shoes for Dogs on Polar Duty

Sailors who see the Navy's excellent motion picture *The Secret Land* will see something unusual if they don't spend too much time batting the breeze with their shipmates.

Of course, the whole movie is unusual, having been filmed during Navy exploration work in the Antarctic. But the "unusualest" part, according to some people who have seen it, concerns shoes — open-toed shoes for dogs.

In spite of all the new wrinkles in exploration, polar exploration still has a job for sled dogs. Sled dogs, even if they're hard-muscled and thick-calloused, are likely to get their feet cut on sharp ice when they go to work pulling heavy sleds. The solution—? Shoes.

But not just any sort of shoes will

do for sled dogs. The most logical kind, one would think, would be something on the order of Bull Durham socks, made of leather. — Or maybe a set of draw-string coin purses of the kind tradition has farmers carrying. But no. Experience has shown that such simplified foot-wear has its draw-backs — or at least its slip-backs. No traction.

The Navy runs on research, a person might say — and research came up with the answer in the case of the canine kicks. The answer, of course, was open-toed moccasins. Thus shod, the huskies had their bare-skin soles safely separated from the lacerating ice. In case of a hard pull or a quick stop, the traction-aiding toe-nails could be used as nature intended.



ceipt; and payment of the federal retailers' excise tax, made effective 1 Aug 1949.

Ship's service or post exchange profits provide approximately 85.5 per cent of the funds for support of armed services welfare and recreational programs. Continental exchanges provided approximately \$15,500,000 for welfare and recreational purposes during 1948 and a similar amount was donated by activities outside the U. S. Approximately 14.5 per cent of the cost of running armed services welfare and recreational programs is derived from funds appropriated by Congress.

Navy officials say that the new regulations should remove all cause for legitimate complaints against military sales activities.

Here are the rules designated as the Armed Services Commissary Store Regulation:

1. Commissary stores located in areas where adequate commercial facilities are conveniently available at reasonable prices will be disestablished not later than 1 Jan 1950.

2. Effective not later than 1 Jan 1950, commissaries will be designated as Army commissary stores, Navy commissary stores, Air Force commissary stores, and Marine Corps commissary stores.

3. Provision is made for a uniform method of identifying patrons.

4. A standard list of stock categories is established.

5. With the exception of Army and Air Force commissary stores — which are required by law to sell at cost — the regulation requires that the stores be self-sustaining with respect to the purchase of operating equipment and supplies, and the cost of utilities furnished by the government. Equipment not purchased from commissary store income may be utilized, when available, provided all operating and maintenance costs of such equipment are paid by the commissary store using the equipment.

6. All purchases by individuals must be made for cash, except where charge sales are specifically authorized in overseas areas by the secretary of the department concerned.

7. The regulation will become effective on and after 1 Oct 1949 except with respect to the change in name and the disestablishment of commissary stores which are to be effected not later than 1 Jan 1950.

Naval Reserve Fliers Will Soon Get Jets

Naval Reserve fliers at five air stations will have access to jet fighter planes in the near future. The air stations at Oakland, Calif.; Willow Grove, Pa., and Floyd Bennett Field, N. Y., are slated to receive from two to three jets by the end of this month with more to come later.

Also scheduled to receive jet fighters at a later date are the Naval Air Stations at Los Alamitos, Calif., and Norfolk, Va. All the jets now scheduled for delivery to Naval Air Reserve squadrons are to be on the job by next 31 March.

The high speed jet planes are to be of two models — FH *Phantoms*

and FJ *Furies*. The *Phantom*, the first all-jet Navy fighter, was introduced in 1945. It is powered by two axial flow turbo jets. The *Fury* is a single jet plane.

Also to be delivered to Naval Air Reserve squadrons before next April are 100 latest-type conventional fighters—F8F *Bearcats*. These planes will go to Glenview, Ill.; Olathe, Kans.; Atlanta, Ga., and Squantum, Mass.

The F8F, a fast-climbing, carrier-based fighter, was developed toward the end of World War II and did not enter combat. It replaced the F6F *Hellcat* in carrier service.

VA 115 Dive-Bombing Champs In PacFleet Competition

Outside El Centro, Calif., a crowd of spectators craned their necks watching tight formations of Navy dive-bombers circling overhead at 15,000 feet. When the bombers peeled off, streaked earthward and cut loose their "eggs" the crowds kept gazing, undisturbed.

They were watching the best Navy dive-bomber pilots in the Pacific Fleet bomb it out for the Pacific Fleet Dive-Bombing Championship — and no one was worried about these precision egg-layers missing the target.

For the first time since prior to World War II the annual bombing competition was revived. Competition was first held within each Pacific Fleet dive-bomber squadron to pick the four pilots most adept at keeping their bombs within a 50-foot bulls-eye. Then area eliminations were held, with the winning four-plane divisions moving on to the finals.

In the finals, each pilot made 16 dives from 15,000 feet at the circular target.

After the dust settled it was found the four eagle-eyed pilots representing Attack Squadron 115 (VA 115) had racked up the high score. Following close was the Marine team representing VMF(N) 513, which averaged placing its hits within six feet of VA 115's winning bomb craters. VA 115's team is composed of Lieutenant Commander William H. House, USN; Lieutenant Edward

W. Gendrom, USN; Ensign Donald L. Miller, USN and Ensign William G. Sizemore, USN.

Individual high score was compiled by Ensign Edward F. Christiansen, USN, of Attack Squadron 155, who had a lot of trouble doing it. Christiansen's plane developed a serious oil leak after his second dive, forcing him to return to the airfield where he swapped planes with the team alternate. Returning to the range he completed his runs, but complained to the judges he was afraid he had ruined his team's chances by flying an unfamiliar plane. Ensign Christiansen was unofficially crowned, "Best Dive-Bomber in the Pacific Fleet."

Officially only the winning four-man VA 115 team was recognized, since the emphasis in Navy air tactics is on combat teamwork.

5 Youthful Essayists Win Cruise Aboard Pasadena

Five high school boys who love the sea are glad now they wrote that essay for a Navy contest.

As a reward for the five best essays about the Navy, the West Coast youths got a six-day cruise aboard the light cruiser *uss Pasadena* (CL 65) from San Francisco to Long Beach, Calif.

The essay contest was sponsored by the Navy league last Navy Day. Following their six-day cruise, the contest winners were flown back to their homes with salt spray thick in their hair.

Battle Efficiency Awards For 1949 Won by 65 Ships And 13 Aircraft Squadrons

Personnel on board 78 ships and aircraft squadrons can start sewing "Es" on their upper right sleeves.

The Navy has announced the names of 65 ships and 13 aircraft squadrons winning battle efficiency pennants for the competition year 1949.

These prize-winning ships are eligible to hoist the battle efficiency emblem — a red triangular pennant on which is centered a black ball — at their fore trucks. A facsimile of the pennant may be painted on each plane assigned to the winning squadrons.

Enlisted personnel assigned to these units will also receive prize money — expected to be about \$20 per man — provided they meet the eligibility requirements. Basically, these requirements are that to be eligible for prize money a man must have been assigned to the vessel or squadron for at least six months during the competition year, and still be on active duty. Men can collect prize money only once during a competitive year, even if they served on two prize-winning ships or squadrons. Marines assigned to the winning units are also eligible for prize money, provided they meet the requirements. Officers are ineligible to receive prize money.

In this second postwar year of battle efficiency competition the winning

Fighting Leathernecks Acquire Rugged Reservist

With all its reputation for rugged personnel, the Marine Corps would be hard put to find another rookie Reservist with a record like Robert Bishop's.

The small, wiry Bishop — now 29 years old — fought for six years with the famous British Commandos. He saw action on the beaches of Salerno, served on Marshal Tito's private bodyguard, and raided enemy positions from Africa to Norway.

Later, Bishop served in the Canadian army — as a major.

Bishop, who now works as a railway engineer and lives in Washington, D. C., recently enlisted in the Marine Reserves as a private. "I figured I'd be at home with this

outfit," he said. "I can teach them a few things about the work of assault troops on the continent (of Europe) and can learn the methods the U. S. Marines used in the Pacific."

The Reserve leatherneck was born in Baltimore, but moved to England with his parents at the age of three years. Before entering military service he obtained a degree in engineering from Birmingham University, England. He was mobilized for war service in September 1939. Part of his commando training consisted of making 67 parachute jumps and swimming a mile in full regalia.

Bishop refused a commission in the U. S. Army to enlist in the Marine Corps Reserve as a private.

ships and aircraft squadrons are:

- Battleships — *uss Missouri* (BB 63).
- Cruisers — *uss Fargo* (CL 106); *uss Springfield* (CL 66).
- Destroyers — *uss Wiltsie* (DD 716); *uss Compton* (DD 705); *uss Lloyd Thomas* (DD 764); *uss Putnam* (DD 757); *uss McKean* (DD 784); *uss Everett F. Larson* (DDR 830); *uss Noa* (DD 841); *uss Fiske* (DD 842); *uss Harold J. Ellison* (DD 864); *uss Furse* (DDR 882); *uss Newman K. Perry* (DDR 883); *uss O'Hare* (DD 889); *uss Keppler* (DD 765).
- Minelayers — *uss Shannon* (DM 25); *uss Endicott* (DMS 35).

- Carriers — *uss Franklin D. Roosevelt* (CVB 42); *uss Valley Forge* (CV 45); *uss Rendova* (CVE 114); *uss Mindoro* (CVE 120).

- Submarines — *uss Charr* (SS 328); *uss Clamagore* (SS 343); *uss Cusk* (SS 348); *uss Dogfish* (SS 350); *uss Queenfish* (SS 393); *uss Piper* (SS 409); *uss Runner* (SS 476).

- Destroyer Tenders — *uss Yellowstone* (AD 27); *uss Dixie* (AD 14).

- Submarine Tenders — *uss H. W. Gilmore* (AS 16); *uss Sperry* (AS 12).

- Auxiliaries — *uss Hyades* (AF 28); *uss Lioba* (AF 36); *uss Alstede* (AF 48); *uss Errol* (AKL 4); *uss Towhee* (AM 388); *uss Gull* (AMS 16); *uss Ostrich* (AMS 29); *uss Mulberry* (AN 27); *uss Mispillion* (AO 105); *uss Waccamaw* (AO 109); *uss Namakagon* (AOG 53); *uss Cavalier* (APA 37); *uss Freemont* (APA 44); *uss Henrico* (APA 45); *uss Okanogan* (APA 220); *uss Carpellotti* (APD 136); *uss Hector* (AR 7); *uss Amphion* (AR 13); *uss Bolster* (ARS 38); *uss Mataco* (ATF 86); *uss Alsea* (ATF 97); *uss Pine Island* (AV 12); *uss Mt. Katmai* (AE 16).

- Landing Craft — *uss LST 533*; *uss LST 980*; *uss LST 1126*; *uss LSM 399*; *uss LSMR 401*; *uss LSMR 403*; *uss LSMR 517*; *uss PC 1172*; *uss PC 1263*.

- Aircraft Squadrons — VA-65; VC-23; VF-41; VF-152; VMF-542; VP-28; VA-55; VA-175; VF-32; VF-91; VMF-223; VP-23; VP-49.

Transport's Crew Builds Incubator for Baby on Ship

The scene was the Navy transport *uss President Adams* (APA 19). The cast was a hard-boiled black gang and a Navy doctor — and a mother-to-be. The time was short, and passing swiftly. A new character was about to face the footlights — and sooner than called for by the script.

"An incubator!" the doctor said. "We'll have to have an incubator!"

The engineers dragged out some sheet metal, and found a sheet of plexiglas. In practically no time at all they had as good an incubator as one could wish for. For humidity it included a cup of water and a medical-gauze wick; for heat, an electric light bulb. Oxygen was

piped in through a rubber hose and liberated through a rubber flannel near the baby's face.

It was all almost routine to *President Adams'* crew. "About a year ago we built an incubator of white pine," one member said. "It wasn't much of a success, though. The baby didn't like the smell of wood."

The latest incubator proved to be odorless and fully satisfactory to its small inmate. With a few refinements, it may become part of the ship's permanent equipage for use in case any other ahead-of-schedule passengers arrive in mid-ocean.

President Adams makes regular trips from Norfolk to Trinidad by way of San Juan, P.R.

Initial Clothing Allowance Is Changed for Enlisted Men in Certain Ratings

The initial clothing allowance for enlisted men in certain USN and USNR ratings has been increased in some instances and decreased in others, according to Alnav 71-49 (NDB, 15 July 1949).

The regulations are essentially the same as authorized in Appendix A of volume 5, BuSandA manual, the current directive, with these changes:

- Initial clothing allowance for enlisted men in ratings other than CPOs, cooks, stewards, and members of the Navy, Naval Academy or Coast Guard Academy bands has been increased from \$128.70 to \$145.70, (section 1 (b)).

- Initial clothing allowance of enlisted men (except band members) advanced to chief petty officer, cook or steward within 30 days of date of enlistment or reporting for active duty has been reduced from \$171.30 to \$154.30, (section 2 (b)).

- Initial clothing allowance of enlisted men assigned to duty as band members (except those holding CPO ratings on their first assignment) within 30 days from date of enlistment or reporting for duty has been reduced from \$171.30 to \$154.30, (section 3 (b)).

Enlisted men of the Marine Corps and Coast Guard are not affected by Alnav 71. MarCorps General Order 21, as amended, effective 1 July 1949, gives instructions governing changes pertaining to marines.

A major change made to clothing allowances reduces the time enlisted men must remain on active duty before becoming eligible to receive the quarterly cash clothing allowance. It provides that certain enlisted men (new first enlistees and those reenlisting under broken service) become eligible to receive the maintenance money after nine months of active service—"without regard to any loss of time."

This provision replaces the former one year's waiting time before eligibility was established for the allowance.

Allowance payments in this category start with the first day of the quarter following the quarter in which the nine months' active duty is completed.

Thus, a man enlisting for the first

Cachet Marks Mail from Arctic Ships

Letters home from sailors on board the 11 ships steaming through the iceberg dotted Arctic Ocean to deliver supplies to Point Barrow, Alaska, were stamped with a unique design.

The design shows a polar bear sitting on a cake of ice with the top section of the globe in the background and "Point Barrow Resupply Expedition" written across the top. It was rubber-stamped on envelopes passing through the post offices of the supply expedition vessels.

The supply expedition, consisting of *uss George Clymer* (APA 27), *uss Union* (AKA 106), *uss Seminole* (AKA 104), *uss Oberon* (AKA 14), *uss Achernar* (AKA 53), *uss Neches* (AO 47), *uss Burton Island* (AGB 1) and the LSTs 1110, 1123, 1126, and 1146, delivered approximately 45,000 tons of supplies to military facilities in northern Alaska.

The expedition is made annually, principally to supply the personnel

of Navy Petroleum Reserve No. 4, an area of land lying within the Arctic Circle. The ships make a quick dash into the area during the summer months to unload supplies, then hurry out again, as the sea route is blocked with ice most of the year.



DISTINCTIVE cachet will mark mail posted by personnel on the 1949 Point Barrow Resupply Expedition.

time on 1 January would become eligible for the allowance as of 1 October of the same year. If he were to enlist (or reenlist under broken service after 90 days from date of last discharge) on 1 March, his eligibility would begin on the following 1 January, that being the first day of the quarter which follows the quarter period in which the necessary nine months of active duty had been completed.

Similarly, men become eligible for their first quarterly check of \$20 from the annual \$80 allowance nine months after promotion to chief petty officers.

Constitution Makes Good

The Navy's giant air transport *Constitution* is passing its operational tests with flying colors.

Constitution recently completed a 10,000-mile around-the-nation flight, stopping at 19 cities, with nothing more wrong with her than a worn carpet on the second deck of the plane.

The carpet had good reason to be worn. More than 546,000 visitors had shuffled along it on their way through the plane, gawking at the complex

instrument board and peering with wonderment down the stairway which leads from the upper to the lower deck of the huge craft.

Nothing more than routine repairs, however, had to be made. One day a week during the seven weeks of the tour was set aside for a complete operational check-up. A cracked manifold section on number two engine that was later replaced was the worst that any of the check-ups could reveal.

QUIZ ANSWERS

Answers to Quiz on Page 39

1. (b) Submarine. Picture was taken aboard *uss Trumpetfish* (SS 425) one of the Navy's most modern fleet-type submarines.
2. (b) Main vents. Pictured at the hydraulic manifold, she is about to open the main vents which will flood the tanks and dive the submarine.
3. (a) Cut No. 2 engine. Engines are numbered from port to starboard looking dead ahead from the pilot's seat. Number of fingers extended on the left hand indicate engine to be cut.
4. (b) Cut everything.
5. (c) Optical men.
6. (b) Electronics Technicians.

Correspondence Courses Available to Regulars and Reservists

Approximately 50 correspondence courses are now available to Regular and Reserve officers of the Navy, Marine Corps and Coast Guard and to certain enlisted men. More than 50 others are expected to be completed within the next 12 months — many of them before the end of 1949.

After 1 Jan 1950, completion of certain courses will be required before Naval Reserve officers can be promoted. Also, completion of correspondence courses will earn Naval Reserve officers credits for retirement.

For Regular Navy officers, completion of courses will in many cases provide exemption from taking various portions of professional examinations for promotion. BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949) gives a complete coverage of examination plans for Regular Navy officers. This circular letter reveals which examinations can be omitted by virtue of

having completed correspondence courses. When an officer has completed a correspondence course, a certified copy of the completion certificate will be included in his qualification record jacket at the Bureau of Naval Personnel.

For Reserve officers, the correspondence courses are intended solely as home study courses. They must not be used as part of a curriculum for drill periods. Courses are

issued and assigned only to individuals — not to activities for use in joint endeavor. Upon completion of a course, the enrollee will be required to sign a "certification of individual effort."

While any officer can obtain almost any available course, ALL HANDS has listed below — under the heading of "eligible officers" — the classifications that will receive promotion credits by completing the course listed opposite. Completion of correspondence courses will be given full consideration in the future assigning of a Reserve officer's classification.

Only one course may be taken at any one time.

These courses are also available to CPOs by direct application through official channels, and to other enlisted personnel who are recommended by

240 Correspondence Courses Readied for Enlisted Reservists

Enlisted Naval Reservists will have access to 240 correspondence courses by mid-1951, according to plans being carried out by BuPers and the University of Chicago. The courses are being designed primarily for volunteer Naval Reserve enlisted personnel who are unable to use the facilities of the Organized Reserve.

The courses, to be prepared by the University of Chicago, will be based on present and planned Navy training courses used by enlisted personnel throughout the Navy and Naval Reserve for advancement in rating purposes. They will be specially adapted for home study without supervision. In a few cases, the courses may be used by Naval Reserve officers in addition to enlisted personnel.

Like the officers' correspondence courses, those for enlisted personnel will enable student Reservists to qualify for advancement and to acquire points toward retirement.

In announcing the project, the Chief of Naval Personnel said, "Reserve personnel today fit into our armed services as did the Minutemen of the Revolutionary War.

U. S. Ships Visit Canada

Canadian people who live 300 miles inland along the St. Lawrence River got their first look at a United States Navy aircraft carrier when *uss Saipan* (CVL 48) paid an informal visit to the cities of Quebec and Montreal.

Accompanying the carrier on her Canadian caper were the destroyers *uss Zellars* (DD 777) and *uss Massey* (DD 778).

Here's How to Request Correspondence Courses

In forwarding a request for correspondence courses "via official channels," the following will serve as a guide:

- Officers of the regular Navy, Marine Corps or Coast Guard should forward their requests via their COs.

- Reserve officers of the Navy, Marine Corps or Coast Guard who are on active duty or who are associated with authorized reserve units should forward their requests via their COs.

- Reserve officers of the Navy, Marine Corps or Coast Guard who are not on active duty nor associated with authorized Reserve units should forward their requests via their home district commandants.

- If not on active duty and if residing in a foreign country, Naval, Marine and Coast Guard Reserve officers should forward their requests via U. S. Naval Attache and the Chief of Naval Operations (Director of Naval Intelligence).

Form NavPers 992 should be used in applying for courses administered by the Naval Correspondence Course Center.

After 1 Jan 1950, USNRs Will Need Promotion Points

Beginning 1 Jan 1950, Naval Reserve officers selected for promotion will be required to have earned promotion units before their promotion can be put into effect.

The chief method of earning the units will be through correspondence courses. The number of units needed before promotion will increase until a standard number is reached on 1 July 1951.

A self-explanatory table follows:

Date Selected For Promotion	Required Promotion Units Basic Specialty
1 Jan 1950-30 June 1950	2 0
1 July 1950-31 Dec 1950	2 2
1 Jan 1951-30 June 1951	3 3
	(2 for ensigns)
1 July 1951-	4 4
	(2 for ensigns)

An average of six months will be allowed for completion of one promotion unit. Each unit will consist of approximately six assignments. Assignments should be completed and submitted at the rate of one a month — more frequently if the enrollee wishes.

Qualifications for promotion of Naval Reserve officers — including those on active duty — eligible for promotion before 1 Jan 1950 will be determined by a review of their records.

their CO as potential officer candidates. In addition, development of enlisted correspondence courses is planned, beginning immediately.

It is estimated that the basic enlisted courses will be available by January 1950. All—approximately 240—are expected to be ready by April 1951. ALL HANDS will publish complete information about these courses as they become available.

All applications for correspondence courses should include full name—with middle name—rank, file num-

ber, classification if Reserve officer, and full and correct mailing address.

Before requesting a course, each prospective student should study the new reference book "Administration and Use of Naval Correspondence Courses" (NavPers 10840). A copy of NavPers 10840 is being sent to each Naval Reserve officer and to each ship and station.

NavPers 10840 contains full information about all present and prospective correspondence courses and about their administration and use.

In addition, it covers:

- Seminars and classroom courses for Reserve officers.
- Information concerning credits for courses that are being replaced by other courses.
- Course requirements by officer classifications.
- Scope of correspondence courses.
- NRMAL 54-48. (Information on Naval Reserve retirement.)
- A number of application blanks for applying for correspondence courses.

The following courses are now available at the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

<i>Courses</i>	<i>NavPers No.</i>	<i>Retirement points</i>	<i>Eligible officers</i>	<i>Promotion units</i>
Basic—				
Naval Orientation	10900	12	All officers	1
Military Law	10716	12		1
Navy Regulations	10740-A	24		2
General—				
International Law	10717	12	All officers	1
Foundations of National Power	10770	12		1
Elementary Nuclear Physics	10775	12		1
Deck—				
Deck Officer Communications	10920	6	D, DL, DM, DML	½
Ordnance and Gunnery	10922	18		1½
Seamanship	10923	12		1
Navigation B-40	10730	12		*1
Navigation A-39	10731	12		*1
*To be superseded by: Marine Navigation, Parts I, II	10921	12 (each part)		
Engineering Officer Afloat—				
Theoretical Damage Control	10937	12	E, EL, EM, EML	1
Diesel Engines	10938	12		1
Engineering—				
Naval Shipyard Duty for Engineering Specialists	10940	12	SE, WE, SE1, SE2, SE3, SE4	1
Civil Engineering—				
Mission, History and Organization of the Civil Engineer Corps	10909	12	CEC, CECS, CECR	1
Cold Weather Engineering	10910	12		1
Supply—				
Introduction to Supply	10978	3	SC, SCS, SCW, SCM	¾
Supply Afloat	10980	12		1
Disbursing and Navy Travel Instructions	10979	24		2
Supply Ashore	10983	24		2
Communications—				
General Communications	10916	24	C, CL, WC, SCOM, SC2, WC2	2
Ordnance—				
Ordnance Equipment	10962	12	SO, SO1, SO2, SO3, SO4, SO5, SO6	1
Aviation—				
Refresher Course for Aerologists	10953	24		2
General Course for Aviation Specialists	10950	24	A, AL, SA, WA, SA1, SA2, SA3, SA4, SA5, SA6	2
Recognition	10955	24		2
Photography	10957	18		1½

THE BULLETIN BOARD

The following courses are available by applying via official channels to the Bureau of Medicine and Surgery, Navy Department, Washington, D. C.

<i>Courses</i>	<i>Retirement points</i>	<i>Eligible officers</i>	<i>Promotion units</i>
Clinical Laboratory Procedures	36	MC, DC, MSC, NC, HC	3
Special Clinical Services—General	32	(officers and enlisted)	3
Tropical Medicine in the Field	32	MC, DC, MSC, NC, HC	2½
Combat and Field Medicine Practice	32	(officers only)	2½

The courses listed below will soon be available by applying via official channels to the Bureau of Medicine and Surgery, Navy Department, Washington, D. C.

Medical Department Administration	12		1
Medical Department Orientation	12		1
Functions of Officers of the Medical Department	This course and all below are to be evaluated for retirement points and promotion units.	MC, MCS, MCW, DC, DCS, MSC, MSCW, HC, HCS, HCW, HW, HS, NC, HR	
Submarine Medicine Practice			
Physical and Psychological Standards and Examinations			
Aviation Medicine Practice			

The following courses are available by applying via official channels to the Department of Correspondence Courses, Naval War College, Newport, R. I.

<i>Courses</i>	<i>Retirement points</i>	<i>Eligible officers</i>	<i>Promotion units</i>
Strategy and Tactics	36	All classifications for which general electives are prescribed.	3
International Law (Regular Course)	36		3
International Law (Advanced Course)	24		2

The following course is available by applying via official channels to the Commanding Officer, U. S. Naval Intelligence School, U. S. Naval Receiving Station, Washington, D. C.

Naval Intelligence	36	SI, WI. Also ACI, until the Air Intelligence Course is ready.	3
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The following courses are available by applying via official channels to the Commanding Officer, U. S. Naval Submarine School, New London, Conn.

Basic Submarine Course	12	Submarine officers	1
Advanced Submarine Course	24		2

The following courses are available by applying via official channels to the Director, Selective Service System, 1712 G. St. NW, Washington, D. C.

Background of Selective Service	4	Reserve officers earmarked for selective service duty.	¼
Selective Training and Service Act of 1940, as amended	12		¼
The Selective Service Act of 1948	6		½
Organization and Functions of Selective Service	10		½

Certain courses are also available for SC2 and WC2 officers by applying via official channels to the Chief of Naval Operations (20-2), Navy Department, Washington 25, D. C. Information concerning these courses may be obtained from the same source.

Besides the correspondence courses now available, a large number of courses are in the process of preparation or production. These are listed below according to NavPers numbers, with approximate availability dates.

<i>Courses</i>	<i>NavPers No.</i>	<i>Retirement points</i>	<i>Eligible officers</i>	<i>Promotion units</i>	<i>Approx. date</i>
Naval Command and Administration Leadership	10901	12	All classifications	1	Jan 1950
	10903	12		1	Jan 1950
The Navy Chaplain	10905	24	CHC, CHCS, CHCP, CHCR	2	Sept 1949
History of the Chaplain Corps	10906	24		2	Oct 1949
Postwar CEC Developments		12	CEC, CECS, CECR	1	July 1950
Advanced Base Construction and Maintenance—Desert		12		1	Indef.
Continental Construction and Maintenance		12		1	Indef.

Shipboard Communications	10918	24	C, CL, WC, SCOM	2	Jan 1950
Marine Navigation, Parts I and II	10921	12 (each)	D, DL, DM, DML	1 (each)	Jan 1950
Fundamental Naval Electronics, Part I	10925	12	Designators T3 through T9	1	Late 1949
Fundamental Naval Electronics, Part II	10929	12			
Fundamental Naval Electronics, Part III	10932	12	Designators T and T3 through T9	1	Jan 1950
Naval Electronics, Administration and Supply	10926	12	Designators T, T1 and T2	1	July 1950
Naval Search and Fighter-Director Radar	10927	12	T, T1, T2, T3 and T9	1	Jan 1950
Naval Communication Equipment		12	T, T1, T2, T4 and T9	1	Indef.
Naval Sonar Equipment	10928	12	T, T1, T2, T5 and T9	1	Jan 1950
Electronic Aids to Navigation	10930	12	T, T1, T2, T6 and T9	1	Jan 1950
Naval Fire-Control Radar	10931	12	T, T1, T2, T7 and T9	1	Jan 1950
Electronics of Controlled Missiles		12	T, T1, T2, T8 and T9	1	Indef.
Elements of Naval Machinery	10934	24		2	Late 1949
Engineering Operation and Maintenance	10935	12		1	Jan 1950
Practical Damage Control	10936	12	E, EL, EM, EML	1	Sept 1949
Engineering Administration		12		1	Indef.
Shipboard Electrical Systems	10991	12		1	Jan 1950
Bureau of Ships Duty for Engineering Specialists	10939	12	SE, WE, SE1 through SE4, also any of these with the designator T	1	Jan 1950
Field Duty for Engineering Specialists		12	SE, WE, SE1 through SE4, also E and EL with the designator T	1	Indef.
Duty Afloat for Engineering Specialists	10941	12		1	Jan 1950
Office of Judge Advocate General	10986	24		2	Late 1949
Advanced Military Law	10987	24		2	Late 1949
Navy Contract Law	10988	24	SL, WL	2	Late 1949
Navy Real Estate Law	10989	12		1	Jan 1950
Navy Administration Law Problems	10990	12		1	July 1950
Naval Aviators, Course I	10948	24	A1, through A6, A1L, A2L, A3L, A4L, A5L, A6L	2	Late 1949
Naval Aviators, Course II	10949	24		2	Jan 1950
Air Intelligence	10951	24		2	Late 1949
Photographic Interpretation	10958	24		2	Oct 1949
Special Devices	10956	24		2	Oct 1949
Air Navigation	10959	24	A, AL, SA, WA, SA1 through SA6	2	Nov 1949
Aircraft Overhaul and Repair		24		2	Indef.
Reciprocating Aircraft Engines	10961	12		1	Sept 1949
General Aerology	10954	24		2	Late 1949
Jet Aircraft Engines	10985	12		2	Late 1949
Combat Information Center	10952	24	All officers with designators R, X and N	2	Nov 1949
The Ordnance Establishment	10963	24	SO, SO1, through SO6	2	July 1950
Airborne Ordnance	10964	12	SO, SO1 through SO6, A, AL, SA, WA, SA1 through SA6	1	Jan 1950
Commissary	10981	6		½	Late 1949
Clothing and Small Stores, Ship's Store, Commissary Store	10982	6	SC, SCS, SCW, SCM	½	Late 1949
Accounting	10984	24		2	Nov 1949
Naval Overseas Transportation and Shipping Control	10972	24	S, DM, DML, EML, and other overseas transportation officers	2	Sept 1949
Education and Training	10966	24		2	Nov 1949
Island Governments	10967	24		2	Sept 1949
Personnel Administration	10968	12	S, W	1	Late 1949
Welfare and Recreation	10969	24		2	Nov 1949
Administration of Officers' Messes	10970	12		1	Sept 1949

The following course will be available later this year by applying via official channels to the Chief of Naval Operations (20-2), Navy Department, Washington, D. C.

Communication Supplementary Activity		36	WC2, SC2	3	Late 1949
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BOOKS:

FICTION'S THE FARE FOR FAIR SEPTEMBER

FICTION is the main course in our reviews this month, with something for almost every taste. Look them over for leisure-hour enjoyment.

• *Live With Lightning*, by Mitchell Wilson; Little, Brown and Company.

This is the story of Erik Gorin, who began his adult life as a research fellow at Columbia University. Intense, impatient, moneyless, he constantly urged his superior to hurry their project so that he could get a job and marry his Savina. . . .

Later, his ambition and impatience caused him to fluctuate between industry and pure science — caused him, too, to almost lose his wife.

Live With Lightning touches on many forces that shape American life today — ethical forces, romantic forces, marital forces. Also, it touches on the ever-present subject of atomic energy and the forces of good and evil that cluster about it. This novel was chosen as a Literary Guild selection.

* * *

• *The Lonely*, by Paul Gallico; Alfred A. Knopf.

"Catherine . . . Patches . . . love . . . marriage . . . Tell Patches: 'I love you, there's nobody on earth but you,' and hear her say: 'What about the girl you were going to marry at home, Jerry?' He couldn't even speak to Patches, much less go to her. He wasn't free. He was Lieutenant Jerry Wright of Westbury, Long Island, and the U. S. Army Air Forces, an officer and a gentleman, engaged to be married to Miss Catherine Quen-

tin in St. John's Episcopal Church in Westbury . . . orange blossoms . . . Sam Bognano for best man. . . ."

Here is a short, poignant novel of the "lonely." It's a novel of — as the foreword says — "the too-young conquerors of space and time, the boys-become-men who have lived between the worlds in the silver ships that sail to war and back through the frosty firmament."

It's an unforgettable story; to say more about it would be cheating the reader of some of the joy of discovering it for himself.

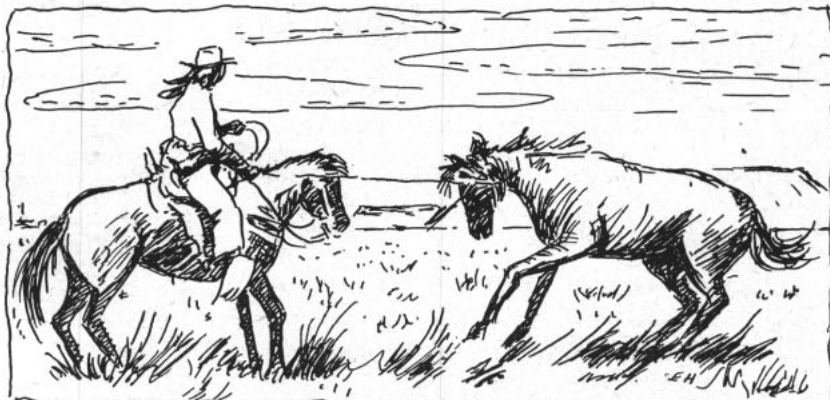
* * *

• *The Bubbling Spring*, by Ross Santee; Charles Scribner's Sons.

When Nathan Rogers' mother died, he left the small town where he had spent his earlier childhood and went west to live with his uncle. There a new life opened for him — a life which toughened his body, sharpened his mind and gave him freedom and independence of spirit.

He learned the lore of the mountains and plains; he learned cow punching and horse wrangling and the details that could mean the difference between life and death. When he saw his first trail herd strung out for a mile with the sun on their horns he knew what he wanted to do. And he learned that a man may ride the ranges for years, then suddenly find the spot he has been looking for all his life.

Here are characters — both human and animal — that you will remember



PEN AND INK drawings and warm prose are combined masterfully by Ross Santee to fashion in *The Bubbling Spring* an unforgettable picture of the West.

for a long time. There is Sleepy, the black mare that looked like a goat but could outrun any Indian pony ever born. There is the great Colorow — strictly a one-man horse; Apaches and Piegans, some friendly and some the worst enemy a man could have. And there are cowboys: Ol' Pedro and twelve-year-old Abner, big black-headed Tom, and the Texas kid, Dick.

This book is a "must" for all readers of westerns — and for many who may never before have read a western. The text and the more than 50 illustrations form an unforgettable picture of the vastness and vitality of the old cow country.

* * *

• *Fraternity Village*, by Ben Ames Williams; Houghton Mifflin Company.

For almost 30 years, Ben Ames Williams has been writing short stories about a place called Fraternity Village, up in Maine. Most of the stories appeared in *The Saturday Evening Post* — others in other periodicals. During all these years, people have been trying to find all the Fraternity Village stories in book form. That they — and you — can now do.

These stories make Fraternity Village live for the reader. There, true as life, one finds the storekeeper and his earnest assistant, the doctor, the neighboring farmers, and Chet McAusland, who more than anyone else, loves the rural countryside.

Some of the stories are action stories. Others are homespun character stories. All of them have the quality of reality which comes from authentic sights, sounds and atmosphere. A person knows, in reading them, that the author is 100 per cent at home in the territory he tells about.

This book will appeal to all men who like to swap yarns of dogs, guns and country people.

* * *

These books and other new ones chosen by BuPers are on their way to ship and station libraries.

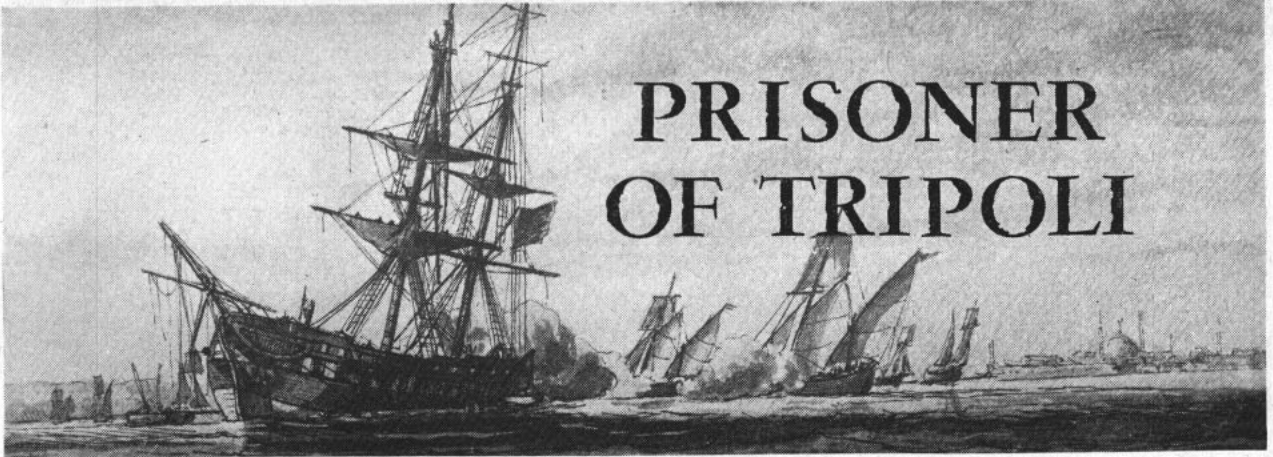
Release of Samuel Eliot Morison's new book *Coral Sea, Midway and Submarine Actions, April 1942 - August 1942*, reviewed in the August issue of *ALL HANDS*, has been delayed slightly. It is expected that the book will be included in the October or November shipment of new volumes to ship and station libraries.

PRISONER OF TRIPOLI



PERSONAL ACCOUNT OF SUFFERING

How the frigate Philadelphia was lost and its crew captured by the Turks during America's War with Tripoli in 1803 is told in this narrative by Elijah Shaw. From the book "Life of Elijah Shaw," published in 1843.



PRISONER OF TRIPOLI

To *Elijah Shaw* the call of the sea was something irresistible and ceaseless, like the breakers rolling in on the New England shore.

As a boy of ten in 1780, the first ship he saw was the notorious *Old Jersey*, famous in her infamy long since as a British prison ship. Here, in rags and chains, were his father and uncle, Revolutionaries captured by the British outside New York.

Even the memory of fetid *Old Jersey* failed to dissuade *Elijah Shaw* from naval service. Along with his country, he grew up in turmoil. When war came—often, during his lifetime—*Elijah Shaw's* name was to be found on the rosters of Navy ships, a growing family awaiting his return to the farm.

By trade he was a cooper, maker of casks and barrels. In the days of grog and salt pork and juniper water, the ship's cooper was a highly esteemed man. During battle his occupation was anything but envied, for his was the job of swinging over the side, his ship under sail and under enemy fire, jamming shot plugs into holes in the hull.

Men like *Elijah Shaw* made history, but there are few who made so much. His ship *United States* captured the magnificent French frigate *Insurgente* in 1799, one of the major battles of the naval war with France. On board *Philadelphia* during the War with Tripoli from 1802 to 1805, his ship was captured and he was imprisoned by the Turks.

On board the sloop of war *Wasp* in 1807, he saw their companion ship *Cheseapeake* stopped and two of its men

impressed by the British frigate *Leopard*, one of the causes leading to the War of 1812. When war opened, he was back on board *United States* during the celebrated victory over the English frigate *Macedonian*.

His ship later blockaded in port, *Elijah Shaw* transferred when his captain, *Stephen Decatur*, moved his flag to the frigate *President*, which promptly lost a battle to three British vessels. The remaining months of the war he spent in *Dartmoor Prison*, England, fully as vile as *Old Jersey* had been.

The years 1815-1816 found him back again on board *United States*, blockading the piratical vessels of the Dey of Algiers. From 1822 to 1826 he served on a hodge-podge fleet of barges and schooners in the Caribbean, exterminating more pirates. One of their first tasks was to build a naval base out of the sand at *Key West*, Florida.

Like the foretopmen, waisters, cooks and boatswains who served with him, *Elijah Shaw's* is an unknown name today. Of his character and his appearance, nothing is known.

But for a tiny, 86-page book you can find in the Library of Congress today, *Elijah Shaw* would not have found his way into these five pages. Aged 72 years, with dimming eyes and failing health, *Elijah Shaw* spent his last days in a county poor house in New York, writing for whatever his book might bring and looking forward to duty on one more ship—"the old ship *Zion*. . . . The same Commander who first sailed her, continues to sail her still. His name is *Jesus Christ*. The vessel is not, however, fully manned and is continually beating up for volunteers. . . ."

THE difficulties between the United States and Tripoli, one of the Barbary States, occurred, it will be recollected, in 1801. Our government had previously been obliged to pay some of the other Barbary States heavy tributes to induce them to cease their annoying attacks upon the American merchant vessels trading in the Mediterranean. The Bashaw of Tripoli, *Jessuf Caramalli*, offended because the tribute paid him was not equal to that paid some of his neighbors, became arrogant and insulting in his demands, and renewed his depredations upon our vessels. Such conduct was not to be tamely submitted to by our government; and a squadron was fitted out for the Mediterranean, not only to awe Tripoli by its presence, but the other Barbary States.

The squadron consisted of the following named vessels: the frigates *United States*, of 44 guns, *President* 44, *Con-*

stitution 44, *Congress* 36, *Constellation* 36, *John Adams* 36, *Philadelphia* 36, *Little Adams* 22, and *Little York* 22; brigs *Siren* 16, *Argus* 16, and *Vixen* 14; schooner *Enterprise* 14; besides some six or eight vessels for throwing shells and bombarding. The squadron, as is well known, was placed under the command of *Commodore Preble*.

I entered the Navy in the fall of 1802, after the war had been prosecuted for about a year, determined to try my fortune once more on the water. This was about three months after my marriage. When I first informed my wife of my intentions, it deeply affected her. It was some days before I could reconcile her to the idea; but at length she yielded, though in doing so it evidently cost her a great effort. And this is not to be wondered at. She had fondly calculated upon my leading a more domestic life than I had done before; and to be separated from her so

soon, was most trying to her feelings. At best, "*A life on the ocean wave*" is none the most secure; but when are added to it the dangers of war, and war, too, with a barbarous people, it becomes in the estimation of a young wife, one of unparalleled hazard.

I was transferred to *Philadelphia*, under the command of Commodore Brainbridge. I entered as ship cooper, my wages being twenty-two dollars per month.

My wife accompanied me to Philadelphia, where our vessel was built by a donation from the ladies of that city and presented to the United States, and where she was then lying. She finally sailed from New Brunswick, and permission was granted me to spend most of my time on shore with my wife. Before sailing, I gave her three hundred dollars, and a half-pay ticket, on which she could draw every three months one-half of my wages, viz. thirty-three dollars.

2

Sailing orders were at length received from the Secretary of the Navy. The squadron was to proceed to Gibraltar, and to await the orders of Commodore Preble. At the appointed hour, a farewell having previously been taken of our friends, anchors were weighed, and amid salutes and cheers from on board and on shore, our sails were spread to the wind, and we launched out upon the ocean.

The next day we lost sight of the American shore, tho' not until we had experienced some severe squalls; and on the forty-seventh day after, if my memory serves me, we arrived at Gibraltar. Some of the other vessels of the squadron, having sailed from other ports, arrived before we did, among which was our flag ship. We soon afterward received orders to proceed to Syracuse, in Sicily, to take in water and to make such repairs as were needed. Having done so, we weighed anchor for Tripoli—our orders being to take, burn, sink or destroy not only the vessels of the enemy, but all vessels that might attempt to supply them.

We cruised off Tripoli until the arrival of our fire ships, and commenced operations by throwing shells into the city, and by occasionally firing guns at the fort—our shots generally being returned, but without any damage to us. With the exception of the capture of a Greek vessel that was supplying the Turks with provisions, little, however, was done until the arrival of the gun-boats. The Turks had about one hundred and fifty gun-boats and row-gallies, some of which carried two long thirty-two pounders and thirty or forty men, but they appeared much better skilled in the use of the sword and cutlass than in that of guns.

Ship number four having no carpenter, I was called upon, one day, to go on board of her and make some slight repairs. Lieutenant Somers accompanied me. The vessel at the time was lying about twenty miles from the city, and some distance from the rest of the squadron. After the repairs were made, our commander proposed, if volunteers could be raised, to run in and exchange a few shots with the Turks. There were but eighteen on board, including the commander, all of whom readily volunteered.

There was about an eight knot breeze at the time. We run in near the battery, though not within reach of their guns, and lay off and on for some time, for the purpose of decoying them out, and soon had the pleasure of seeing two boats push out toward us. Each of these boats carried 36 men and two 32 pounders.

They ventured about four miles from the battery, but being resolved, apparently, not to get farther from their friends, we opened our gun upon them. I say *gun*, for we had only men enough to work one gun at a time—a thirty-two pounder. We had two of that class on board, and when one became hot, we used the other.

The boats of the enemy were very low, and we had to take as close aim as we would for a duck. Ninety-two shots were fired without any perceptible effect; but the ninety-third struck one of the boats between wind and water, and she immediately sunk. The other then steered for the harbor. We followed her, crowding all the sail we could.

We gained upon her rapidly. When within pistol shot, our large and small guns being well loaded, we received orders to fire. The fire did tolerable execution. I had taken deliberate aim at the Tripolitan captain, but unfortunately my musket exploded, injuring my left hand to such an extent as to render the thumb and one finger useless and breaking the first joint of one of the fingers on my right hand.

By this time the boats were along side, and we had orders to board. I jumped upon the bulwarks of the enemy's boat, receiving at the same time a blow from a cutlass, on the back part of my ankle.

Sprawling upon deck, and unable to rise, I discovered the Turk from whom I had received the first injury, sitting between me and the bulwarks. He was wounded in one of his legs, and was also unable to rise.

He made a pass at my head with his cutlass, cutting through my hat and a silk handkerchief, and leaving a gash some two inches long in my head. I partly recovered, and made a thrust at him. He parried the blow, breaking about two inches from the end of my cutlass, and making another hole through the fore part of my hat.

Thinking of my pistols, I drew one of them with my left hand, shattered as it was, being obliged to use my right in defending myself. I took as good aim as I could, and was fortunate enough to give the fellow the entire contents of the pistol—one ball and three buck shot. He immediately expired.

The rest of the enemy were by this time, killed, with the exception of seven, who had jumped overboard. We took our prize in tow as soon as possible, not being then very well prepared to risk a brush with a number of gun-boats which had just put out from the battery. These boats, however, did not venture very near, as some of our own vessels had already started to our assistance.

The next day I was taken on board *Philadelphia*, and my wounds were dressed. My messmates gave me three cheers as I reached the deck, and "spliced the main brace"—in other words, treated me to an extra glass of grog. There was but one of our men wounded beside myself. He received a blow in his right hand, by which he lost the use of it.

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Not long after the skirmish just narrated, we gave chase to a Greek vessel loaded with provisions for the enemy. After pursuing her as near the battery as we deemed it prudent, without being able to intercept her, our commander ordered *Philadelphia* to be put about.

While in the act of doing so, she most unfortunately ran upon a reef of rocks. Every attempt of the crew, on the spur of the moment, to get her off, proved fruitless.

We were out of reach of the batteries, but immediately

PRISONER OF TRIPOLI

one hundred or more gunboats and galleys put out from the shore, and completely surrounded us.

As our vessel careened badly, the guns on one side pointing into the air, and those on the other into the water, the commodore saw that resistance was worse than useless, and surrendered at once. Here let me remark, that this misfortune is not justly attributable to Commodore Brainbridge, as this reef was not laid down on the maps and charts of the harbor with which he had been furnished.

On board *Philadelphia* were a little over three hundred souls, about twenty of whom were officers. We were immediately forced on board the Turkish gunboats, taken ashore and confined in prison. We were stripped of our clothing, and each man supplied with a frock reaching the hip, and petticoat-trowsers reaching an inch or two below the knee. We were then ironed down to the stone floor, twelve men in a room, our feet about twelve inches apart, and our hands fastened to an iron passing across our breasts, so that we could not turn our bodies on either side.

Each morning our irons were loosed, and we were taken out into the yard. The prison was surrounded by a small wall about twenty feet high, the yard containing about an acre of ground. We were permitted to remain in the yard about an hour, during which time our daily allowance of food was served to us. This consisted of a biscuit of ground beans and barley, unsifted, and weighing about five ounces, three ounces of goat's meat, and one gill of sweet oil—making one scanty meal answer for three.

This was our manner of living for the nineteen months and seven days we remained prisoners. It should be added, however, that we always had as much water as we wished, and that, too, of a superior quality. At the expiration of the hour, the Turks would march us back to the prison, iron us down, and allow us to remain in that situation until about sundown, when we were again granted an airing of some fifteen minutes' duration, after which we would retire to our night's rest, if *rest* it could be called.

After being thus confined for about two weeks, we were put to work, some at carrying bags of sand, and others drawing stone, for the completion of the wall around the city. The city is about ten miles in circumference, and is surrounded with water, with the exception of a narrow neck that connects it with the main land. At that time, the wall was complete, except about half a mile across this neck. The wall was twenty-four feet high, being thirty-six feet thick at the bottom, and eighteen at the top. On the top of the wall, cannon were mounted which could be brought to bear in any direction. In the front part of the city, were three half-moon batteries, the center one mounting one hundred and fifty pieces of cannon and three tiers of guns, and the two wings seventy-five pieces each.

From forty to fifty men constituted a team for each cart. These were awkward, clumsy vehicles, the wheels being about ten feet in diameter. The weight of the stone ranged from two to four tons, some of them being sixteen feet in length and two feet square, and were hoisted underneath the axeltree by means of a jack-screw. They were of a soft nature, and a ball would bury itself. The distance we drew them, was about three quarters of a mile. We generally drew two loads each day.

A guard of twelve Turks, armed with muskets, and six drivers provided with whips, accompanied each cart. These whips were cruel instruments. They were about the size of our heavy rawhides, the tip end being split about eight inches, and three half-hitch knots taken in each strand. The Turkish drivers seemed to take great pleasure in the severe treatment of the "Christian dogs," as they called us. When they thought we did not draw hard enough, they applied their whips with an unsparing hand.

The road was a complete bed of quick sand, in which the wheels would settle at least a foot. We worked bare-headed and bare-footed. The climate being very warm, our necks and feet were burnt to a perfect blister. Add to this the soreness of our backs from the frequent application of the whips, and the famished condition of our bodies, and the reader can form some idea of our sufferings.

4

The first view we had of our ship, was one morning while loading stone on a height of ground overlooking the harbor. We learned that she had been got off a few days after we left her—a rise of the water, caused by a heavy gale, having done what the Turks had already despaired of doing. She was then lying within half a mile of the battery, and was manned by a large number of Turks, whose colors floated aloft over *Philadelphia*. That the sight called forth tears and the most poignant reflections, it is hardly necessary to add.

Some two months after this, Lieutenant Stephen Decatur asked permission of Commodore Preble to cut out or destroy *Philadelphia*. The commodore doubted the expediency of the undertaking but finally told Decatur that if he could raise, by volunteers, the number of men required for the hazardous task, he might venture upon it.

Lieutenant Decatur soon succeeded in raising the volunteers, for whose use four long boats were provided—each boat carrying sixteen muffled oars and twenty-four men, beside officers. The first favorable night he run in and cut the cables under water, and had towed her about a quarter of a mile before the watch discovered that all was not right. They then gave the alarm that she was adrift, it being so dark that they could not discover the boats. They supposed that she had dragged her anchors, but they soon found that they were mistaken, the cables having evidently parted. The boats having pulled for the shipping when the watch first gave the alarm, and being out of sight of the Turks in the morning, it was a mystery to them how the vessel could have parted her cables, especially as the weather had not been boisterous.

Not satisfied with this attempt, Decatur made another a few days afterward; but being discovered, he was again unsuccessful. The Turks had kept a closer watch since the parting of their cables, and having a number of gunboats anchored around the vessel, Lieutenant Decatur was compelled to return to the shipping again but did not do so without being fired upon. The shots, however, did no damage.

Some time in the early part of February, 1804, about a month after these attempts, Lieutenant Decatur proposed the destruction of *Philadelphia* by the application of fire to her.

Commodore Preble reluctantly yielded his assent. Obtaining by volunteers sixty daring Yankee boys, the *Intrepid*, a schooner of about ninety tons burden that had been taken from the Greeks, was assigned him. Putting

on board twelve barrels of spirits of turpentine, spirits of wine, etc., he prepared for a final attack.

To secure a favorable issue, a skillful pilot was indispensable. Among the prisoners of war, was a Greek, to whom the name of John Marshall had been given, and who had been a pilot in the service of the Turks. Decatur promised Marshall one thousand dollars per year for life, if he would pilot him safely, and continue true to the American cause. This he agreed to do. He could talk very good English, and also understood the Turkish language.

Decatur got everything in readiness, and on the 13th day of that month set sail with as resolute and determined a crew as ever met an enemy. About 12 o'clock that night, *Intrepid* arrived within four or five miles of *Philadelphia*. But as the wind was not favorable to enable them to lay in and out, they proposed to put to sea again and return the next night. The next night arrived and with it a favorable wind.

The officers and crew were dressed in Turkish style. Thirty of them were appointed as boarders, and the remainder were to hoist the fire-works on board. The casks were in slings, and could be hoisted at a moment's warning.

About 12 o'clock, the enemy were approached within hailing distance. They hailed, asking the name of the approaching vessel. The pilot answered in the Turkish language, and named one of the Turkish vessels, of about the same size, then lying in the harbor.

He said he had parted his cables, and being afraid he should drift on to the rocks, wished them to pass him a warp and haul him alongside until morning. Not mistrusting the truth of the pilot's story, they passed a warp as desired, and *Intrepid* was soon along side.

The pilot then gave the signal for boarding, and sprang up the gunway, closely followed by Decatur, with his sword in one hand and a pistol in the other, determined to take the pilot's life at all hazards, should he prove false.

As soon as he had gained a foot-hold, Marshall knocked down the sentinel standing at the gunway. Decatur, springing forward on the fore castle, also despatched the two sentinels who stood there.

There were but fourteen Turks on deck, and those of them who did not jump overboard were soon killed. The rest were below in their berths, and were prevented from coming on deck, by guards being stationed at the hatchways. The fire-works were then hoisted on deck, the heads of the casks stove in, and the liquid poured down the different hatchways and on the deck. A match was then applied, and in a moment the deck was one sheet of flame.

The boarding party immediately jumped into their boat and shoved off, no accident having befallen them. They had not proceeded more than a mile, before *Philadelphia* blew up.

It is supposed by many, that some of the Turks must have applied fire to the magazine, as the fire from the spirits could hardly have reached it so soon, the explosion having taken place within fifteen minutes from the time the vessel was fired. The guns were all loaded, and went off from the intensity of the heat, before the explosion. She was lying broadside to the city, and the shot did some execution. One ball struck the Bashaw's palace, considerably damaging it. The number of Turks on board *Philadelphia* was about nine hundred, only about sixty or seventy of whom were saved.

On rising the next morning, the Bashaw was struck

with amazement. He knew not how to retaliate, except by putting his prisoners to death. This, it afterward appeared, he dared not do.

We heard the guns and explosion from our prison, but did not know the cause. We supposed, however, that an attack had been made on the city, and that some vessel had been blown up. The next morning we were let out of our prison as usual to receive our breakfast, dinner and supper at one and the same meal, and could easily perceive by the increased harshness used toward us, that something had gone wrong with the Turks.

About 8 or 9 o'clock the next morning, we were brought out and seized up to be burnt!

Shirts, made of coarse hemp cloth, and well saturated with melted brimstone, had been provided for each man. These shirts were so stiff that they would readily stand up when placed on the ground. We were kept seized up until 4 o'clock in the afternoon, expecting every moment that fire would be applied to our combustible garments.

But our lives were saved by the commander. He threatened that if we were killed, he would not spare a life in the city—that all, high and low, old and young, should feel the retributive vengeance of the Americans. We were accordingly released, and conducted back to prison again.

During the remainder of the term of our captivity, it was easy to see that we were treated more rigorously, if possible, than before the destruction of *Philadelphia*.

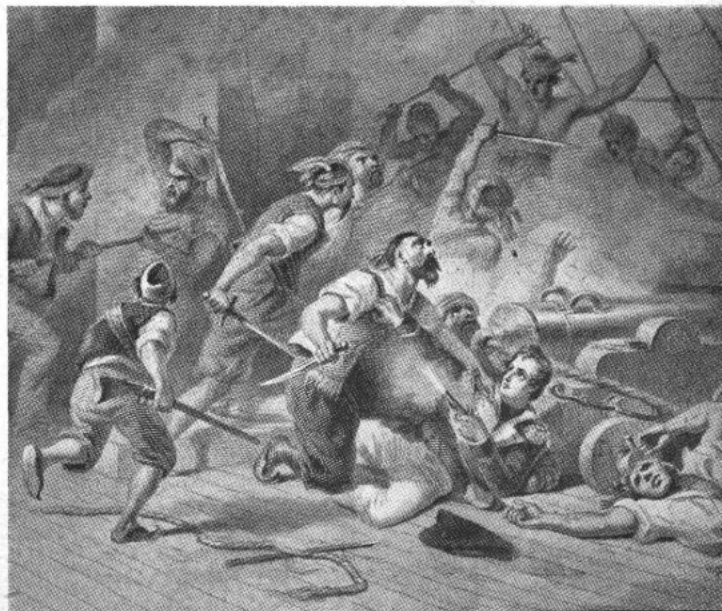
A few days after that event, as I was drawing as hard as usual at the cart, one of the drivers gave me a blow over the shoulders that set quite too snugly for comfort. My frock shirt being wet with sweat, and closely adhering to my back, the blow would hardly have injured me less had my back been bare.

In the rage of the moment, I gave him a blow with my fist under his ear that brought him upon the sand. He got up, and rubbing his head, muttered some threat that I did not understand.

The next night, however, I had a very striking translation of the Turk's threat.

After being ironed down, I received one hundred and eighty-two lashes on the bottom of my feet! The next morning, there were blood blisters on my feet as large as the palm of my hand and in this condition I was obliged to resume my work in the hot sand, bare-footed. On another occasion, one of my comrades received three hundred lashes for the same offence.

So much for Turkish mercy!



TAFFRAIL TALK

NEARLY everybody reads ALL HANDS.

Now its Mr. J. L. B. Jones. Mr. Jones, it seems, is a native of Cape Town, South Africa, and was much taken with the U. S. Navy when two ships of the fleet came to visit Cape Town last October (See ALL HANDS, February 1949, p. 3).

To learn more about it he got ahold of a copy of the magazine, read it through and liked it.

"I am going to approach the Superintendent of Documents for further copies," he writes, "and I have further resolved to visit your country at the very earliest opportunity to learn more of your distinct way of life, so very American."

★ ★ ★

It's getting so a fellow has to be extra-careful who he's tapping on the shoulder these days.

The captain of a transport, taking a turn about the deck on a recent cruise, looked into the radio shop and noticed a sailor in



dungarees facing the other way, tinkering with one of the circuits.

The captain stepped in and tapped the sailor on the shoulder. "Son, you need a haircut," he said.

Come to find out the haircut was strictly according to the books. Like all Waves, Patricia Tyrol, TE1, is allowed to wear it that way.

★ ★ ★

Few people know as many angles as recruiters, and one of the better fenaglers is A. B. Barclay, Jr. YNC, USN recruiter in Long Island, New York:

"Recently I've been selling a young neighbor on the Navy as a career. He was at the time a sergeant in the National Guard and being rushed by the Army and Air Force for the same reason. Therefore I felt the usual selling points wouldn't be applicable, as in general financial security, retirement, etc., as offered by all the services.

"So I dropped off a year's copies of ALL HANDS at the boy's home for him to look over. Three nights later he called on me, with three National Guardsmen in tow, for some information. The following day they all applied for enlistment at the Navy Recruiting Substation in Paterson, N. J. . . ."

Shortly thereafter, three new faces went through the paces at Great Lakes.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

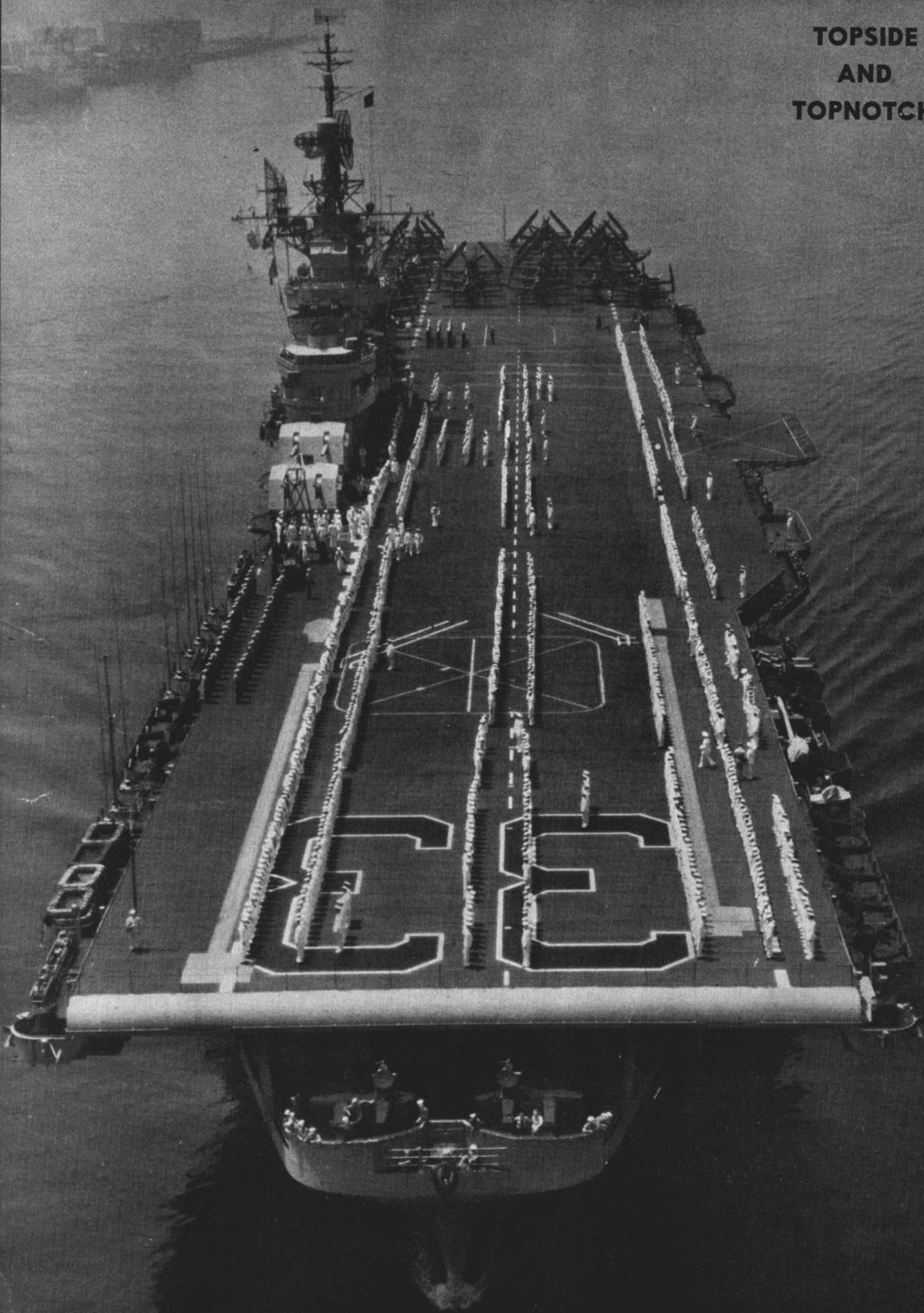
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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: This excellent aerial view of USS Kearsarge (CV 33) was taken from the ship's helicopter during personnel inspection while enroute up the Delaware river to Philadelphia during a Naval Reserve cruise.

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