

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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OCTOBER 1949



**CANNY TIN CAN**



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Navpers-O

NUMBER 392

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## TABLE OF CONTENTS

	Page
Ordnance Gear Shaken Well Before Use . . . . .	2
The Word . . . . .	4
Dry-Land DE . . . . .	6
Weather Sleuths Hunt the Hurricanes . . . . .	8
Camid Co-operation . . . . .	13
Mediterranean Maneuvers . . . . .	15
Medical Research on a Sea of Sand . . . . .	16
Everybody Wants to Get in the Game . . . . .	18
Navy Sports Roundup . . . . .	20
EMs Earning Reserve Commissions . . . . .	23
Letters to the Editor . . . . .	27
Today's Navy . . . . .	32
Servicewise: News of Other Armed Services . . . . .	40
Bulletin Board . . . . .	42
Latest Shore Duty Eligibility List . . . . .	42
Armed Forces Information School . . . . .	46
You Can Further Your Education . . . . .	48
200 EMs to Be Midshipmen . . . . .	53
Legislative Summary . . . . .	54
Directives in Brief . . . . .	57
Books: Fact and Fantasy for October . . . . .	58
Book Supplement: <i>Shipwrecked</i> . . . . .	59
Taffrail Talk . . . . .	64

● FRONT COVER: Mail call and a letter from home bring delighted expressions to the faces of (left to right) Darrell V. Porter, SN, USN; William Conners, SN, USN, and Philip R. Finger, GM3, USN.—*All Hands* photo by Walter G. Seewald.

● AT LEFT: The destroyer USS *Vogelgesang* (DD 862) comes alongside USS *Kearsarge* (CV 33) to drop off Admiral W. H. P. Blandy, CinCLant, for a short visit to *Kearsarge*. Photo was taken during Naval Reserve cruise to Halifax, Nova Scotia.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photographs unless otherwise designated.





# This Gear Is Shaken Well

**D**ID YOU EVER watch a plane whisk off a ship's catapult — stepping up from-zero speed to 90 knots in just a few feet?

Think *that's* acceleration — ?

Ever see a carrier's arresting cable bring one to a halt within the wink of an eye?

Think *that's* deceleration?

Ever stand over an off-balance propeller in a fast boat?

Think *that's* vibration?

Brother, you haven't seen anything! Nothing, that is, compared to what the Naval Ordnance Laboratory's mechanical evaluation division produces.

For instance, they're building a contraption called a rough-handling tester. The idea of the thing is to shake up live-loaded fuzes like they'll never be shaken again. The machine will jolt the attached fuze in 1,024 different directions at the rate of approximately one jolt per second. Between jolts, the fuze will be jerked backward, pushed forward, spun end-for-end and raised and lowered — all violently. The purpose of all this thrashing around will be to find any unsafe fuze conditions that might cause firing under rough handling in service. The fuzes will be set in the "unarmed" condition.

This machine is shaping up at NOL's big new layout at White Oak, Md., a few miles north of Washington, D. C. When this was written, much of NOL's shock testing equipment was still located at the Naval Gun Factory in Washington. That's where their four air guns were, al-

though they may also be out at White Oak by the time you read this. Wherever they are, these air guns are quite an affair. ALL HANDS carried a paragraph about them in Here's Your Navy in March 1949, but a paragraph isn't half enough.

Before looking at the air guns themselves, let's look at the reason for having them.

Now, take a mine. Often, mines are dropped from planes. They fall through the air, picking up speed as they descend. Then they hit the water. All of a sudden they slow down a lot, giving their contents a jolt. Then in the next few seconds they slow down a lot more, but they don't slow down as rapidly as they did at first.

Suppose a new type of mine is developed, or a new type of fuze for mines. Are these new developments going to put up with all this jolting, or are they going to go hay-wire?

The Navy *could* take mines containing the newly designed parts and fly them out and drop 'em in the drink. Then they would have to be retrieved by boat and shipped back to the Naval Ordnance Laboratory where experts could take them apart to see how they fared in the experiment. But that would require a lot of work and expense. So — they have these air guns that can simulate the motion of a dropped mine and a lot of other things. That way, they can put ordnance components through all conceivable stresses and strains without ever going outside the shop.

Supposing somebody developed a





# Before Use

new gyroscope to go in a guided missile. Naturally, it would be necessary to know whether the gyro would hold together under the *acceleration* of a guided missile. This would be another tailor-made job for an air gun.

The first thing the NOL scientists would do would be to bolt the gyro into a sort of piston affair — maybe the piston out of the 15-inch air gun. (They have four air guns — the five-inch, the 5.6-inch, the 15-inch and the 21-inch.) The piston, then, would be inserted into the muzzle. The muzzle cover would be bolted shut, and the piston would be shoved gently back to the breech by compressed air. Near the breech it would be latched, ready for “firing.”

Now air pressure would be forced into the breech area of the gun, behind the piston. The 15-incher is good for pressures up to 1,000 p.s.i. At 1,000 pounds per square inch, the pressure on the entire end of the piston is more than 173,000 pounds. Obviously, when the piston is released it takes off in a hurry. It takes off faster than a scared jack rabbit ever did — even faster, in fact, than the plane on the catapult.

Within a dozen feet or so, the 65-pound piston with its attached test specimen is going more than 300 miles per hour — and this is a relatively low-speed gun. The five-incher can provide a breech pressure of 15,000 p.s.i.! It is computed that the piston would attain a speed of 750 miles per hour if this gun were ever used at full pressure.

Why doesn't the piston and its test

specimen go out through the muzzle door and half way across the District of Columbia? Because air stops it in much the same way as it started it. Air trapped in front of the piston starts slowing it down just as soon as it reaches peak velocity. Before the piston reaches the end of the barrel extension, it stops and starts back again. It may shoot back and forth several times before it finally settles down. These oscillations are so mild, compared with the starting thrust, that they are of little importance.

The five-inch air gun is really a modified five-inch “shootin' a'm” with an extension bolted onto the muzzle. The other four were built as air guns from the ground up. The 21-incher employs some ordnance equipment in its makeup, though, with a torpedo-tube door on its muzzle. That “Big Bertha” has a barrel more than 90 feet long and can handle a test object weighing 200 pounds.

A couple other types of NOL material-punishers are centrifuges and various drop testers. Centrifuges put great strain on objects by whirling them rapidly around a circle. Drop testers jolt the daylight out of things by having them attached to a “carriage” which is dropped on an “anvil.” Sometimes the sudden stop is made slightly less sudden by cushioning with lead or with springs.

Actual drop tests at NOL can be performed from heights up to 40 feet. There is a device for use in the 15-inch air gun, however, that gives the effect of a drop from heights up to 1,200 feet. (See ALL HANDS, March 1949, p. 7.)

In the new laboratories at White Oak, NOL scientists have something

else in the line of testing equipment. These are vibrators — two kinds of them: mechanical and electronic. Most of these are approximately the size of a card table and have the machinery underneath.

The electronic vibrators shake the fastest. Some of them can produce as many as 20,000 movements per second. If a person puts his hand on an object which is shaking that fast, he can't feel any motion at all. The human nervous system is unable to keep up with it. Also, the sound created by such rapid wiggling goes past the range of human reception. The ears can't pick it up, because the sound-waves are too frequent.

Some of NOL's vibrating machines have little wooden sheds built around them for “climate control.” Inside these sheds one is likely to find any type of weather, from that of Yucatan to that of Little America.

“We're able to reproduce the conditions to which material may be subjected under any circumstances,” one NOL scientist said. “I suppose, if we wanted to, we could reproduce the conditions of travel by dog sled.”

The NOL people and their machines can undoubtedly do it. They can — and do — reproduce the motion of a torpedo jumping out of the water and in again. They can even make a fuze think it has struck the water and later the deck of a submarine.

When the Naval Ordnance Laboratory puts its stamp of approval on a piece of ordnance equipment, the equipment can be depended on to hang together until it is *supposed* to go to pieces. Then it can be depended on to go to pieces with a vengeance.





# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NEW UNIFORM** — Adoption of the new enlisted men's dress blue uniform (not including chiefs) has been authorized for wear on 1 July 1952. Between that date and 1 July 1954, wearing of the present style uniform will be optional.

A conventional zippered fly, hip and side pockets on the trousers, and coat styled sleeves on the dress blue jumper will be the new features of the future bluejacket garb. (See ALL HANDS, May 1948, p. 33.)

Basic style of the Navy enlisted man's uniform has been the same since the Navy began. There have been minor changes but only three major design alterations.

The first was the authorization of rating badges in 1886. Next was the elimination of the drop front on white trousers, and the third — the dress blue garb that will make its debut in 1952.

Contrary to a popular belief among some sailors, the dress white jumper has not been abolished. Wearing of the jumper (white, with blue collar and cuffs) was temporarily dis-

continued shortly before the start of World War II and has not, as yet, been authorized since that time.

• **SHELLBACKS** — The big shoulder of BuPers is no longer available for crying on about lost Shellback certificates. It won't help any more.

If you lose the original, you no longer can obtain a duplicate from BuPers showing you crossed the Equator to qualify as a Shellback, or you cruised beyond the Arctic Circle to become a Blue Nose, or you hied over the International Date Line and defied the Golden Dragon in his own realm.

BuPers had to suspend its previous service of hunting through stocks of papers to provide duplicate certificates. The large number of incomplete records on the subject and the closing down of ship's personnel offices as vessels join the Reserve fleets made it necessary.

So if you lose that all-important piece of paper and the card that goes with it, your brother Shellbacks will be all too happy to put the whammy on you again. That's the only way you can obtain replacement.

• **TRANSFER REQUESTS** — Because of two conflicting regulations appearing in the BuPers Manual on the subject of submitting requests for transfer to the Fleet Reserve, BuPers has authorized ALL HANDS to publish the following clarification pending a correction to its manual.

Article C-10322, BuPers Manual, states that requests for transfer to the Fleet Reserve may be submitted not more than six months prior to the effective date that transfer is desired.

Article H-9404, BuPers Manual, states that requests for transfer to the Fleet Reserve may be submitted not more than one year prior to the effective date transfer is desired.

Until a correction to the Manual changes these two articles to agree, BuPers is giving the benefit of doubt to the man requesting transfer to the Fleet Reserve — in other words, is accepting requests based on either authority, and will approve both those submitted one year in advance of the date transfer is desired as well as those submitted six months in advance of the date transfer is desired.

Another point BuPers would like to clarify is that while personnel transferring to the Fleet Reserve may submit requests for duty in their home naval district for their last six months of active duty, it does not mean the request will be automatically approved. The Bureau is required to detail rates to authorized billets and in many cases these billets are already filled from the shore duty eligibility list. Whether or not the prospective Fleet Reservist is actually ordered to his home naval district for his last six months of active duty depends upon the needs of the service.

BuPers received correspondence on this subject following a "Letter to the Editor" on page 29 of the August 1949 issue of ALL HANDS.

• **MARKS CARD** — Enlisted personnel now are getting their quarterly marks recorded on a new type marks card. This new card replaces the marks card (NavPers 618 Revised 4-45) which has been used since 1945. It is being issued to allow personnel to be marked as required by the new rules on marking contained in Article C-7821 of BuPers Manual, 1948. (See ALL HANDS, August 1949, p. 46-47),

Designated NavPers 618, Rev. 6-49, the new marks cards contain a section entitled "Navy Job Classifica-

## HOW DID IT START

### Oars

The use of oars as a means of propelling vessels is believed to have originated in the Mediterranean area.

Historians say that rowing was first practiced on the Nile. Boats with oars are represented in the earliest pictorial monuments of Egypt, and although some crews are paddling with their faces towards the bow, others are rowing with their faces towards the stern.

That paddling is the older practice is indicated in the hieroglyphs, the characters in the picture writing of the Egyptians of the earliest ages. One of the characters depicts two arms grasping an oar in the attitude of paddling.

The comparatively tranquil waters of the eastern Mediterranean as well as the ready availability of coasts and islands for shelter in case of storm no doubt contributed to the wide use of oars in the ancient ships. On the other hand, the Atlantic and the



North Sea where winds are more prevalent, where seas run higher and where the shore is often a danger rather than a refuge, provided the best climate for the development of the sailing ship.





### Admiral Piped Aboard Sub — 132 Feet Under Water

One of the oddest "piping aboard" ceremonies in naval history took place off the coast of Connecticut. Admiral W. H. P. Blandy, USN, Commander-in-Chief, U. S. Atlantic Fleet, was trilled aboard USS *Sablefish* (SS 303) — 132 feet under water!

Admiral Blandy rode a rescue diving bell down to *Sablefish*, resting on the bottom of Rock Island Sound, during submarine rescue exercises. The admiral got a fish-eye view of the operation of the diving bell and boarded the submarine 22 fathoms under the surface — without even dampening his uniform.

The rescue training operation was one of the exercises viewed by Admiral Blandy during his annual inspection tour of Atlantic Fleet commands.

tion Code." In this section of the card will be entered (at the same time marks are entered) the man's latest job classification code. Division or other officers responsible for marking personnel will review each man's job code at the time of assigning proficiency marks, revising or changing his job code as necessary.

Marks recorded on the new marks card will also be entered on page 5A-5B of the enlisted service record as has been done in the past.

Stocks of the new cards must be requisitioned from the nearest district printing and publication office, as no initial distribution of these forms will be made to ships and stations. Old marks cards (NavPers 618, Rev. 4-45) will be destroyed on receipt of requisitioned stocks of new marks cards (NavPers 618, Rev. 6-49).

• **SHORE DUTY** — Enlisted personnel on the Bureau of Naval Personnel Shore Duty Eligibility list are reminded to keep BuPers informed of any change in address, rating, or choices for shore duty.

When a man's name reached the top of the list, a set of orders is sent to him as quickly as possible — at his last available address. A change in address, rating, or choices for shore duty, not reported *immediately* to BuPers, will make the man a "victim of circumstances," by causing unnecessary delay in sending out orders for shore duty.

It is not necessary to resubmit a request for shore duty when reporting change of address, rating, or choices for shore duty. It is not possible to find out how you stand on the list by writing BuPers. Just keep BuPers up to date on any changes in your status — then sit back and wait until your orders arrive.

Address your card, letter, or information to: Chief of Naval Personnel (Attn: Pers-6305), Navy Department, Washington 25, D. C.

• **AIR SAFETY** — "Approximately 75 per cent of all aircraft accidents are attributable to pilot error . . . pilots found guilty of breaches of safety regulations such as low stunting or 'flat-hatting' over residential areas or buzzing commercial planes are subject to strictest discipline."

This is the theme of a stern reminder dispatched to all naval air commands by the Chief of Naval Operations.

The message, originally issued by ComAirPac to his pilots, was read-dressed to all naval air commands by CNO, with instructions to have all aviators on active duty refresh themselves on the Navys aviation safety rules.

The dispatch pointed out that existing safety regulations are adequate and that the individual pilot is responsible for observing these directives to prevent loss of life and damage to public property. The message stated that flight safety must be continuously stressed in all echelons of command.

"The casual remark that 'this would never happen to me' is not acceptable as an excuse for taking chances," the dispatch read in part. It stated that a fine sense of judgment plus well-ordered air discipline in carrying out safety directives will improve combat efficiency.

## HERE'S YOUR NAVY

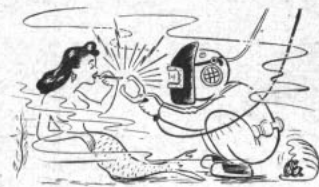
In wartime harbor clearing, Navy divers use a number of fascinating means for cutting submerged steel. One—which is now outmoded and fast disappearing—is the oxy-



hydrogen torch. This "gas torch" is distinguished from a top-side cutting torch mainly by a third supply hose. This furnishes compressed air to form a bubble in which the flame can burn.

★ ★ ★

A newer and more efficient cutting tool is the oxy-electric torch. This modern instrument employs a hollow, coated, steel electrode. An electric arc is formed between the



electrode's end and the steel being cut. High-pressure oxygen passes through the electrode's interior and ejects into the incandescent arc area, causing the steel to oxidize furiously.

★ ★ ★

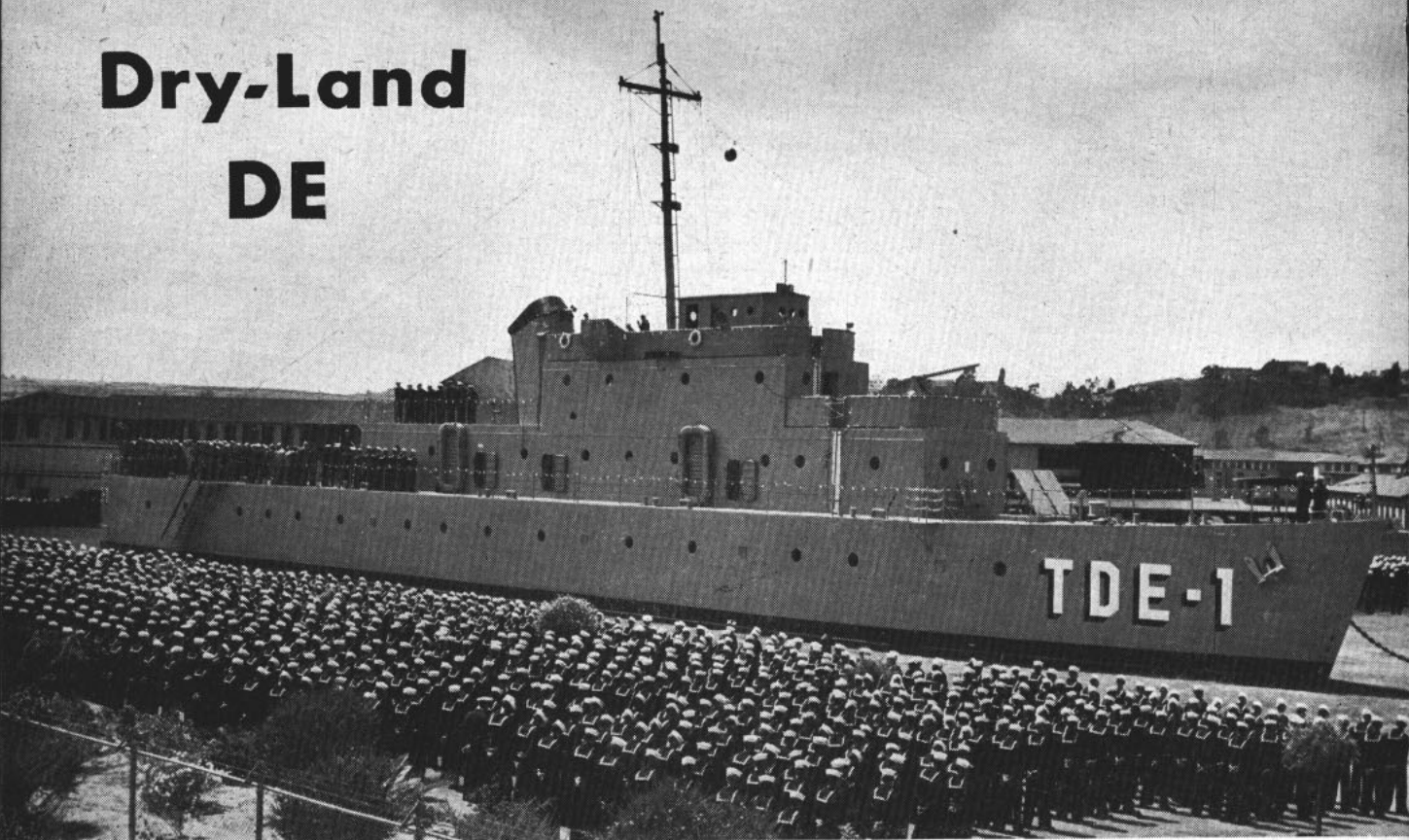
An even faster means of separating submerged steel members is through the use of "shaped charges." Scientifically designed units of high explosive are placed where the "cut" is desired. The



diver ascends and the charge is set off by electricity. A special wedge-like length of a shaped charge can separate a deck and bulkhead neatly with little disturbance elsewhere.



# Dry-Land DE



ONE of the strangest ships in the Navy — if not *the* strangest ship — is the craft designated TDE 1, based at San Diego.

TDE 1 looks like a destroyer escort. She has a mast, some armament, lifelines, port holes, a capstan, anchor chains, an anchor, and the letters "TDE 1" are painted on the

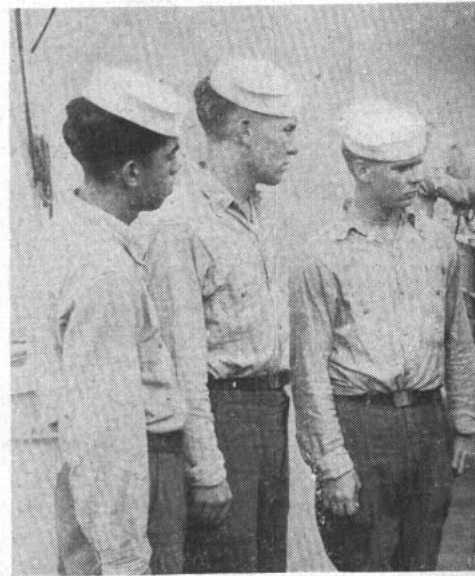
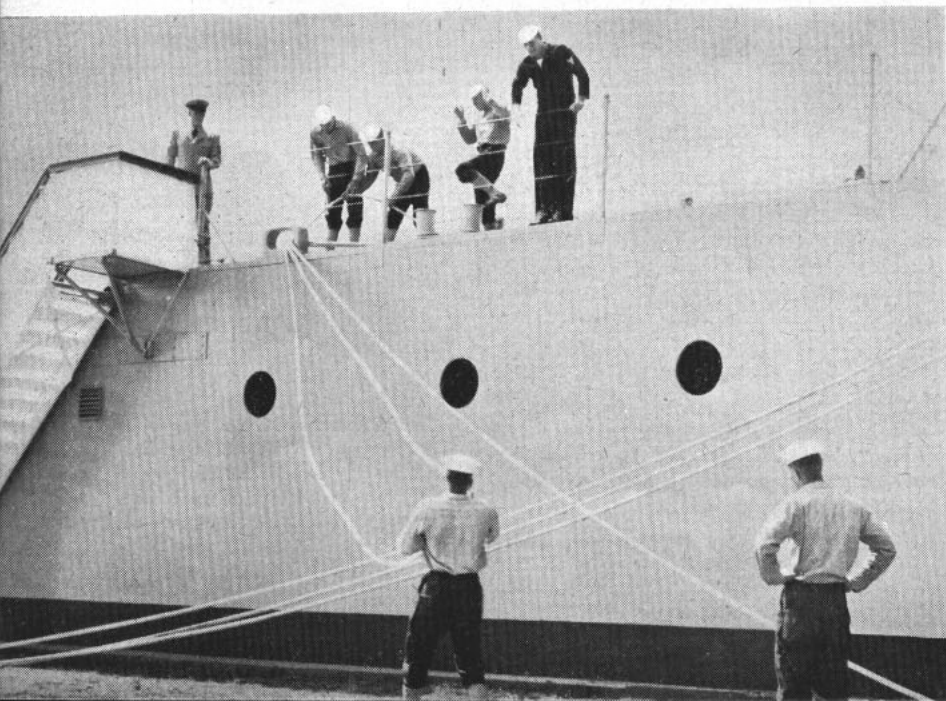
bows in a very nautical manner. But the thing that makes TDE 1 unique among active Navy ships is this:

She won't float.

TDE 1, also known as *uss Recruit*, is strictly a dry-land ship. She is located on Naval Training Center property at San Diego, Calif., and is used to familiarize recruits with

deck seamanship and shipboard routine. Classrooms are located below decks.

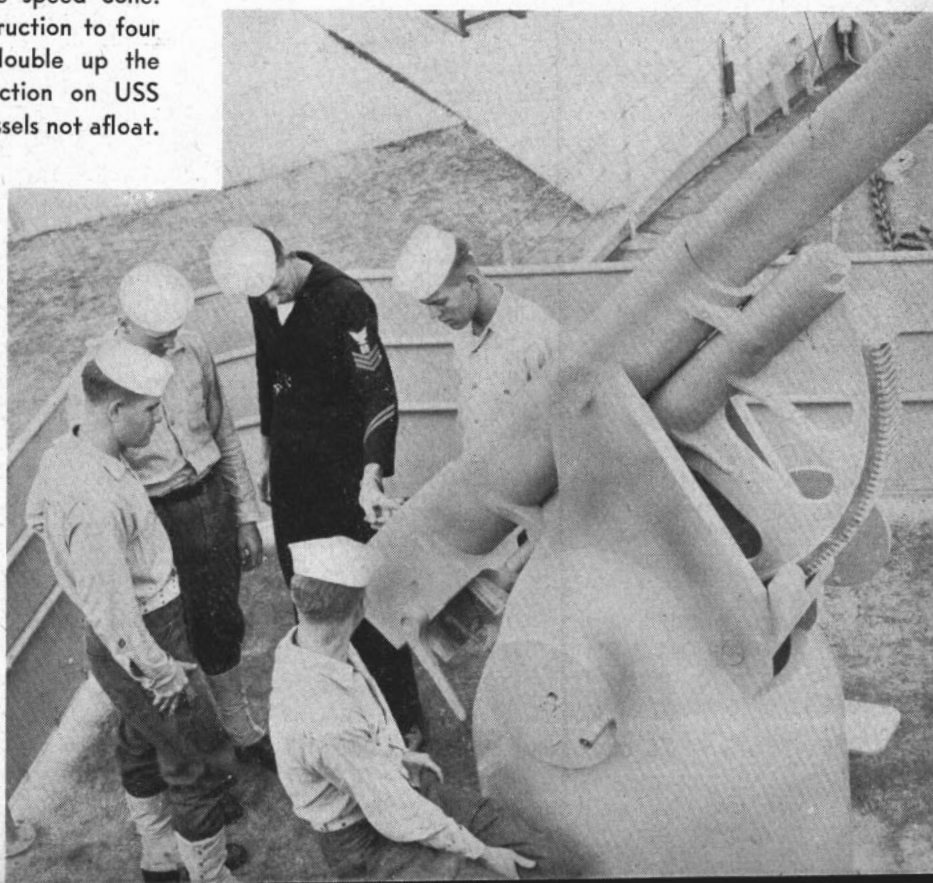
The public was invited aboard to attend commissioning ceremonies not long ago, when *uss Recruit* went into active service. The motionless "ship" has a full-fledged CO and executive officer.







COMMISSIONING ceremonies for USS *Recruit* are held at NTC San Diego (top left). Above: Recruits get the word on anchor detail. Top right: Anchor and most other fittings on *Recruit* are made of wood. Lower right: Dummy AA gun is used to give training in ordnance nomenclature. Lower center: Hoisting the speed cone. Experienced salt gives signal bridge instruction to four seaman recruits. Lower left: 'Boots' double up the quarter springs during mooring instruction on USS *Recruit* (TDE-1)—one of the strangest vessels not afloat.





# Weather Sleuths Hunt the Hurricanes

**A** FOUR-ENGINE landplane — a Navy PB4Y-2 — lifted into the air at Roosevelt Roads, Puerto Rico, and headed to sea. A buffeting wind rumbled out of the east and rain swept across the troubled water in sheets. This weather would bear investigation, for if a real tropical blow was brewing, the earlier the better for finding out about it.

An hour ago, the plane commander had received the following message from the Navy Hurricane Weather Central at Miami, Florida:

TAKE OFF AT 1030Z TO INVESTIGATE STRONG EASTERLY WAVE LOCATED 16 NORTH 73 WEST AT 0900Z X LOAD ENOUGH FUEL TO SEARCH ALONG TROUGH LINE FOR EVIDENCE OF CLOSED CIRCULATION X DEVIATE AT WILL X ACKNOWLEDGE

Inside the plane now — surrounded by the tempestuous weather, but still snugly protected from it — were such wondrous instruments as a radio altimeter, a highly sensitive aneroid barometer, a psychrometer and a radar camera. Inside it, too, were some of the country's most seasoned weather chasers. One of these was an officer found in no other plane crew, a flight aerologist. Upon his knowledge and judgment the success of the mission largely depended.

Ashore at San Juan, at the same

time, meteorologists were poring over the latest surface charts of the U. S. mainland and the Atlantic and Caribbean. "Ah, yes — a closed low south of Jamaica. . . . Too, Swan Island is reporting rapidly increasing microseismic amplitude. . . ." Anxiously the weather sleuths discussed their deductions as they awaited a report from the reconnaissance plane.

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## Storm Dangers Lessened By Constant Vigilance Of Navy Weather Central

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And a report was not long in coming. It was a well developed tropical storm, the message revealed. There was a "closed circulation," with forty-knot winds chasing tails around a central point. The wind speed had not yet reached the 65-knot velocity which would classify it as a hurricane, but there was every indication that it would.

At the Joint Hurricane Warning Center in Miami there was a hurried conference. Navy, Air Force, and Weather Bureau hurricane officers reached agreement on the position, intensity, and probable movement of

the storm. That afternoon a message went out from the Navy Hurricane Weather Central at Miami, Fla., to all Naval activities concerned with hurricane or destructive storm warnings:

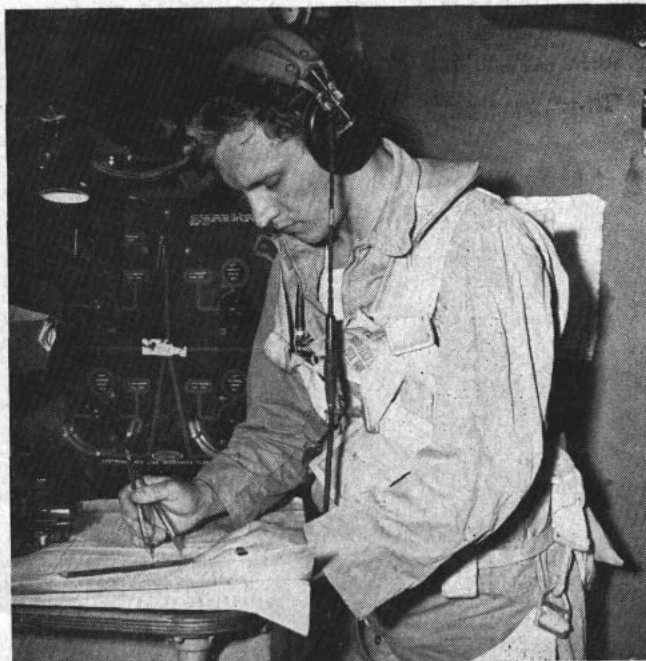
WARNING NUMBER ONE X TROPICAL STORM CENTERED SIXTEEN DEGREES NORTH SEVENTY-FOUR DEGREES WEST AT 1630Z MOVING WNW AT EIGHT KNOTS ATTENDED BY WINDS NEAR FIFTY KNOTS X MOVEMENT TO WNW WITH INTENSIFICATION TO HURRICANE FORCE EXPECTED DURING THE NEXT TWELVE HOURS

At sea a Navy destroyer and a Brazilian freighter altered their courses. In Palm Beach, Miami, Key West, New Orleans and Galveston, afternoon newspapers carried a paragraph near the weather forecast, giving the weather bureau's first advisory on the storm.

That evening another message went out from the Navy Hurricane Weather Central to Commander, Operational Development Force:

REQUEST TWO PB1-W PLANES BE MADE AVAILABLE IN MIAMI FOR TRACKING STORM X FIRST SEARCH TAKEOFF FROM MIAMI NEAR 0730 TOMORROW

Meanwhile, a steadily dropping barometer and a further increase in microseismic amplitude readings at



CHARTS are studied carefully by pilots (left) and navigator (right) prior to flying giant plane to hurricane's center.



Swan Island near the coast of Yucatan made it fairly certain that the storm was developing into a hurricane. Storm warnings were hoisted from Miami south to the storm area. Warnings were issued against high winds in western Cuba and the Florida straits, with their arrival estimated at 48 to 72 hours in the future. Naval activities in the Key West area prepared to evacuate aircraft, submarines and destroyers.

Early the next morning another PB4Y-2 roared out of Miami, heading southward. The storm by now had moved out of range of the Hurricane Squadron detachment in Puerto Rico, and would hereafter be tracked directly from the squadron's home base in Miami.

As the aircraft climbs over Biscayne Bay, let's pretend we are aboard it. . . .

The pastel-colored towers and mansions of Miami fade behind us as we wing out over the bay. Soon the northernmost of the Florida keys is below us to the right and we can see the Overseas Highway sweeping off to the southwestward. We climb as we cross the empty Gulf Stream, then far below us we see the sun-beaten towns and cane fields of Cuba. Sea again, and we drop from 10,000 feet down to 800 to get below a low cloud layer. The storm is close.

The sea is rough below us, and we can plainly see the wind streaks on its surface. Although we are still an estimated 100 miles from the storm's center, surface conditions and drift meter readings indicate a 40-knot wind. Turbulence still is not severe, but rain begins to fall, varying from a drizzle to a torrent.

We veer to the southwest for awhile, then southward and eastward as we fly out into quieter weather. Can this be all there is to weather reconnaissance? Oh, no. We are turning to the left now. The pilot is maneuvering to approach the storm center from the port quarter — the "left rear quadrant," in weather talk. Now again we enter the thick of things.

Since our last turn, the wind is on our plane's own port quarter. Thus, we are traveling with the counter-clockwise circle of the vast whirlwind, and at the same time edging in toward its center. Now the waves and troughs are awe-inspiring below us and their tops are whipped away in a flat white layer of spray.



CENTER of activity when the barometer drops and microseismic amplitudes soar is Navy Hurricane Weather Central at Master Field, NAS Miami.

Concentrating on his controls and his screen as he braces himself against the plane's jouncing, the radar operator fails to note the pilot's inquiring look. Soon, however, he has news. The eye, or dead center, of the storm is visible — distant about 20 miles, bearing 315 degrees relative. The radar operator "talks" the pilot inward toward the eye, taking constant readings. Navigation is almost impossible now. Air turbulence is shaking the plane so that it is impossible to read a drift meter — even though the instrument is gyro stabilized. Loran

would be good if there were stations operating in the Caribbean which would provide a good "fix."

Now the eye is very close, and unless the pilot wishes to enter into it one-wing-first, he had better change course. If he *should* edge into it diagonally, we might all be tossed about like dice in a cup. No — he's turning. Suddenly there are a series of hard jolts and the plane bursts into the hurricane's core.

Now the air is perfectly smooth. High above the plane is a layer of cirro-stratus clouds, through which



STORM DATA are received by teletype from sources throughout Caribbean area. These data can provide an over-all picture of hurricane's development.



**AIR FORCE** personnel, working in conjunction with Navy hurricane hunters, plot the storm's progress on a chart at Joint Hurricane Weather Central.

the sun shows like a round white ball. Below, the seas are confused and broken. We are under a pale, translucent, inverted bowl, about a dozen miles in diameter.

At this time, as ever since we first sighted the storm, we are sending out radio messages to the Weather Central in Miami. And now, as we circle inside the hurricane's eye and compile information here's what is happening elsewhere.

Navy Hurricane Weather Central has been busily evaluating the information we've been sending it and passing it on to the Air Force and weather bureau hurricane offices. After agreement is reached, the second advisory is released:

**WARNING NUMBER TWO X NAVY RECONNAISSANCE CENTERS STORM AT NINETEEN DEGREES THIRTY MINUTES NORTH EIGHTY-TWO DEGREES WEST MOVING NW AT 11 KNOTS ATTENDED BY WINDS OF 110 KNOTS WITHIN 35 MILES OF CENTER AND 65 KNOTS WITHIN 70 MILES OF CENTER X INDICATIONS ARE THAT STORM WILL CONTINUE NW MOVEMENT FOR NEXT 12 HOURS WITH A SLOW CURVE TO A MORE NORTHERLY DIRECTION AFTER THAT.**

The Weather Bureau has incorporated the same information into its own release and has notified newspapers and radio stations. Radio stations are issuing quarter-hourly bulletins and afternoon newspapers are reshuffling their front page layouts. The hurricane is now front page news with a diagram showing where the storm's current course will probably

take it — across Cuba, across the keys, and perhaps the lower Florida peninsula if the veer to the right continues.

Everywhere in the hurricane's possible path people are methodically battening down their hatches. There is no rush, no panic. There's time to spare. Planes — military and private — are flown to safety or put in hangars; awnings come down, shutters go up; campers, sportsmen, dwellers of lake-side lowlands travel to a place of security; poultry, live stock and harvested fruit are taken to sanctuary.

Back over the Caribbean, our reconnaissance plane is completing its



**AEROLOGICAL** officer studies the pressure pattern while enroute to the center of the raging hurricane.

task. Trained weather observers have compiled information of immeasurable value. The storm's magnitude, characteristics and speed are known as well as complex instruments and practiced eyes can appraise them. Landsmen and mariners alike are warned as far as radio and newspapers can warn them. Wherever its course may take it now, this hurricane will be no nameless blind terror such as killed thousands of unwarned people at a blow in years past.

Our plane is roomy, and only the pilot and copilot are not free to move about. Still, each of us feels the strain of tense hours as we fight our way back out through the wall of thudding wind. We shall have been out a long time by the time we again set down at Miami — 10 hours or more, much of it in the toughest flying weather known to man.

As we break out into clear weather, an Air Force RB-29 weather plane is headed toward the storm from its home base in Bermuda to take over where we left off. Like most other potential killers, this hurricane — and every hurricane threatening the U. S. east coast — is being shadowed with every means available.

They weren't always shadowed, though. In September 1938 a hurricane made an unannounced attack on the Atlantic coast from the Carolinas to Maine. Eleven hundred people were injured or killed, and property damage has been estimated at \$300,000,000. In 1900, a hurricane devastated Galveston, Texas, taking more than 6,000 lives; later, others struck elsewhere — usually if not always taking the populace by surprise and causing untold suffering that could have been prevented with sufficient warning.

Then, during World War II, even less hurricane tracking information than before was available. All merchant shipping was taken over by the Navy and all ships were directed to maintain radio silence. Also, weather reports from aircraft were almost nonexistent.

The complete absence of ship reports — and security regulations placed on all weather information required full cooperation on the part of the Army, Navy and the Weather Bureau. All information had to be pooled to permit locating, tracking and forecasting tropical hurricanes. Warnings and advisories had to be

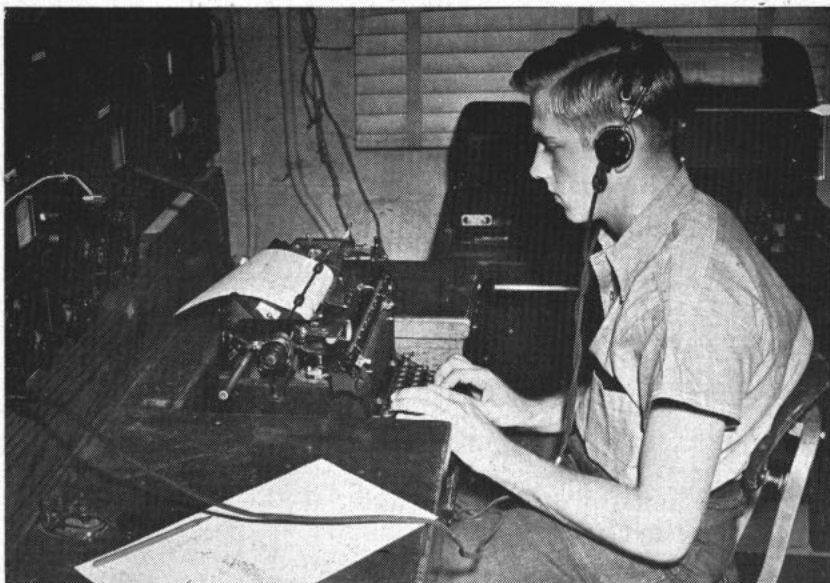


accurate, timely and issued simultaneously by the three services to prevent confusion and unnecessary delays.

In order to accomplish these aims the Navy, Army and Weather Bureau agreed to establish a Joint Hurricane Weather Central at Miami in 1943. Accordingly, the Weather Bureau Hurricane Forecast Center at Jacksonville, Fla., was transferred to Miami. The Army Air Forces and the Navy each assigned liaison personnel to the Miami central. The Navy unit, consisting of two officers and 10 enlisted men, was attached to the Headquarters of Commander, Gulf Sea Frontier.

Experience gained in 1943 showed the need for improved organization, and this was brought about in part during the following year. Comprehensive regulations for assigning responsibility and for coordinating warnings were issued, and improved warning service was realized. Still, the hurricane tracking profession was in its diaper-and-bootee stage. As no special aircraft weather reconnaissance unit existed, it was frequently necessary to request special flights from other commands. And, while all commands complied promptly with requests for flights, the results were not always entirely satisfactory, due to communication delays, and lack of specialized equipment and training.

Preliminary organization of Naval Weather Reconnaissance squadrons took place at Camp Kearny, Calif.,



**INFORMATION** radioed back from plane battling hurricane is recorded at Weather Central for study and evaluation by Navy aerological experts.

during the end of 1945 and the early part of 1946. A training syllabus for all pilots, navigators, aerologists, radiomen, radarmen, mechs and photographers in the squadrons was developed.

In 1945 and 1946, additional changes and improvements were made. The Navy unit remained attached to the headquarters of Commander, Gulf Sea Frontier until June 1946, when it was attached to Commander, Eastern Sea Frontier and organized as part of an Eastern Sea Frontier Task Unit. The CO, NAS

Miami, was assigned as the task unit commander. The Navy Hurricane Weather Central was located — as it still is — at Master Field, NAS Miami. Again new directives were issued by the Chief of Naval Operations dealing with the responsibilities and means for issuing hurricane and storm warnings.

During these years too, the use of seismographs for hurricane tracking was developed by the Navy. This system consists essentially of picking up minute earth vibrations caused by violent storms on the ocean through the use of super-sensitive seismographs, and obtaining bearings on their source.

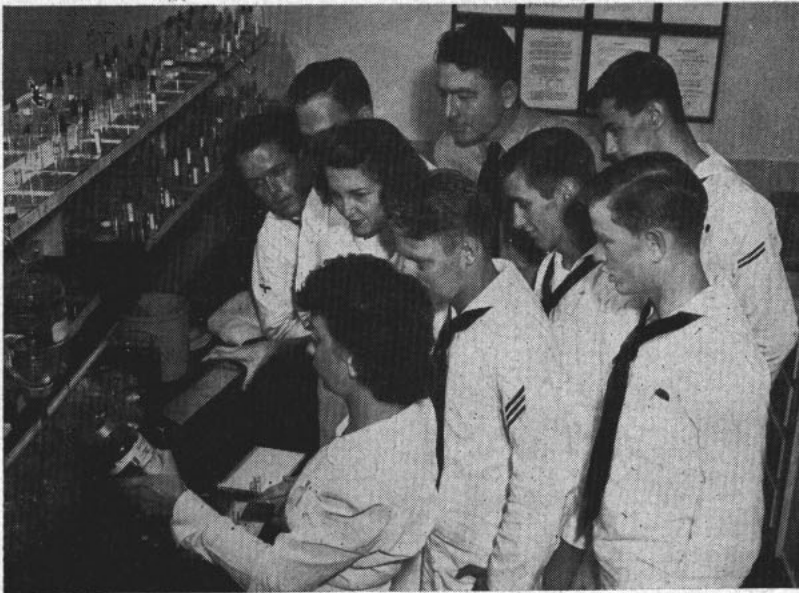
In 1947 considerable work was done in tracking hurricanes by long range radar.

PBI-W radar planes from Navy Development Squadron Four (VX-4) were used in two hurricanes which passed over Miami and one which passed near Bermuda. In the hurricane of 11-19 September, these planes proved of special value. They first tracked the storm on the night of the 15th, and again on the 16th. Since this was the critical stage of curvature for this hurricane, the position reports were of unusual value. The planes operated at night, when regular reconnaissance planes were not effective.

In general the positions obtained by the VX-4 planes are very accurate. The main flaw in this type of report is that there is no estimate of the



**PERIODICAL** advisories based on information compiled by the country's foremost weather chasers are incorporated into Weather Bureau releases.



**REAL CITIZENS**—Hurricane hunting squadron VP-23 at NAS Miami has been praised by local civilian blood bank as our most reliable donor group.

## *Their Good Blood Creates Good Will*

Miami, Fla., has just had a reminder that there is a lot of good citizenship among the naval personnel in the city's midst.

One of the local newspapers there prominently featured the fact that one of the most consistent and reliable group of blood donors for the local blood bank came from VP 23 — the "hurricane hunting" squadron stationed at NAS Miami. It is the only USN squadron at a station otherwise devoted entirely to reserve training activities.

On the morning that the newspaper cameraman appeared at the blood bank, 19 enlisted men from this one organization were awaiting the "needle".

Much of the credit for this building of additional good will between the service and the civilian population goes to the leading chief of VP 23, R. L. Harris, AEC, USN. The first enlisted man to be stationed here away back in 1930 when NAS, Miami, was forming, he became a civic-minded resident of nearby Opa Locka, the suburb at which the station is located. He aided in building up the American Legion post there and urged later-arriving naval personnel to join this and other community activities.

Returning here on his present tour of duty, it was natural that he

was called when there was an urgent demand for a rare type blood donor to help a local school teacher who had been seriously injured.

Chief Harris delivered, arranging for not one but a needed long list of "whole" blood donations.

When the teacher recovered, she wrote the squadron a letter of thanks. She said she had so much "Navy blood in her veins" that she "felt like Popeye the Sailor."

The entire squadron got a kick out of the letter, and little "selling" was required when further calls for blood donors.

No donor has "turned chicken" at the sight of the needle, nor has any one failed to return when notified that their blood type is needed again. Of course, the fact that some extremely pretty girl technicians are on duty at the bank may have something to do with this.

When, during the last hurricane there was a power failure at the blood bank and danger that the stoppage of the refrigeration system would spoil hundreds of blood donations, it was NAS Miami, that rushed a portable generator to the scene and saved the day.

From doctors down to janitors, you hear nothing but praise for the servicemen around the Miami Blood Bank.

storm's intensity. Since this is already available from regular aircraft, the teamwork provides a total coverage never before obtained in hurricane tracking.

Here is the hurricane warning picture as it was set up in 1948 and as it still stands:

The Navy, Air Force and Weather Bureau agree to operate from 1 June through 30 November a Joint Hurricane Warning Center at Miami, an emergency Sub-Center at Washington and Hurricane reconnaissance and other activities. The Navy bases Patrol Squadron 23 (the Hurricane Reconnaissance Squadron) at NAS Miami, with an advance detachment at NAS Roosevelt Roads, Puerto Rico. The Air Force bases the 373rd Weather Reconnaissance Squadron at Kindley Field, Bermuda.

The Hurricane Weather Central advises Commander, Eastern Sea Frontier and other commands having need for such information, regarding all hurricanes in the Gulf of Mexico, the Caribbean area and the Atlantic. Except in an emergency, no advisory, warning or other statement concerning a new tropical storm is issued by any office of the services without coordination with the Joint Center. Advisories, warnings and other information for public distribution are issued only by the Weather Bureau.

A new task was assigned to the Navy Hurricane Weather Central last year — the job of issuing small craft and storm warnings at all seasons of the year for storms in Eastern Sea Frontier waters south of Cape Hatteras and in the Gulf of Mexico. This has eliminated the seasonal nature of the work which previously existed.

Surface and ship reports were more numerous in 1948 than in any year since 1940. Research is going ahead in radar and seismographic storm tracing. The hurricane herders are on the job. Now and then there is a word of appreciation such as the following which was sent by a grateful task group commander:

AM PROCEEDING WITH SCHEDULED EXERCISES HAVING DODGED HURRICANE X THIS MAKES TWO HURRICANES AVOIDED BY THIS TASK GROUP DURING SEPTEMBER EXERCISES X REQUEST THANKS AND APPRECIATION OF ALL HANDS BE EXPRESSED TO NAVY WEATHER CENTRAL MIAMI FLEET WEATHER CENTRAL NORFOLK AND NOB BERMUDA FOR THEIR OUTSTANDING WORK.



# Camid Co-operation



**LARGEST** and most realistic Camid exercise ever held displays ultimate in teamwork between units of armed forces.

**W**ITH all the fury of a realistic wartime attack combined forces of the Army, Navy, Air Force and Marine Corps made an amphibious assault on Camp Pendleton, Va., as a climax to Operation Camid IV.

This, the greatest operation of its kind ever conducted in the U. S., was the fourth Camid exercise since the end of World War II staged as part of the training for midshipmen and cadets.

The landing force that hit the beach was composed of 880 "camids"

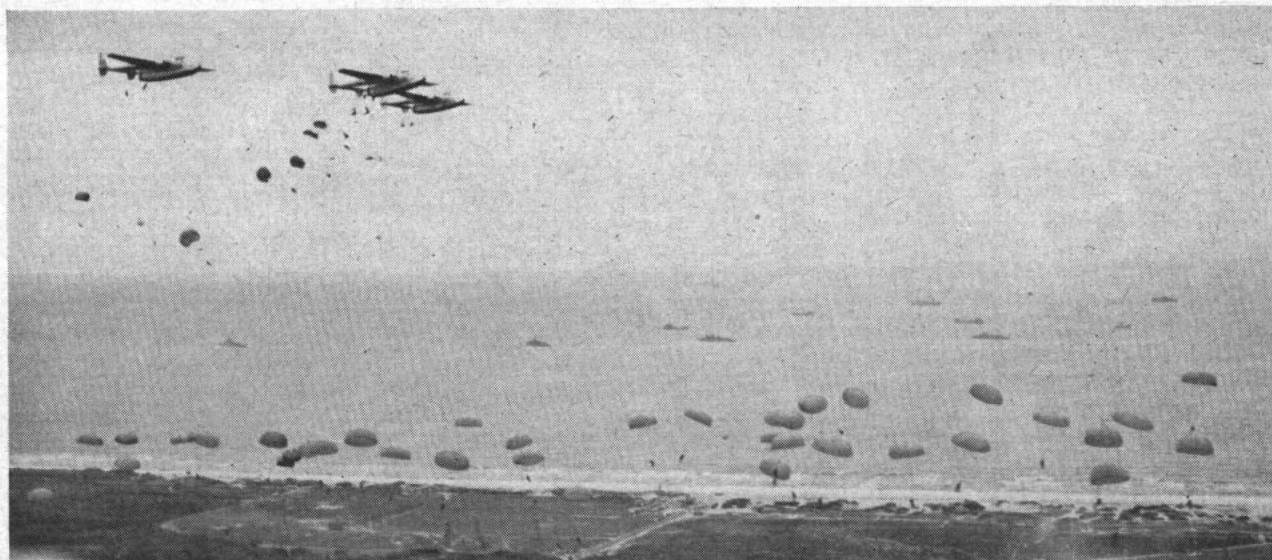
(cadets from the Military Academy, West Point and midshipmen from the Naval Academy, Annapolis, Md.) as the mock invasion displayed teamwork between units of the armed forces.

Rain and strong winds added a realistic touch as pre-invasion activities began at 0400 with mine-sweepers patrolling the off-shore waters. Behind them, under the protective cover of darkness, transports swung in to position to discharge the landing

boats and their invading forces of personnel.

In the gray dawn, Navy underwater demolition teams slid into the water and headed for the beach. At the same time, 0600, destroyers of the Atlantic Fleet began a simulated shore bombardment as the underwater teams carried out reconnaissance missions under cover of the protective barrage.

At 0830 the "softening up" process of the target area continued by air. Three squadrons of Navy Bear-



**LANDING FORCES** from sea and air combine in final phase of Camid IV to complete successfully mock invasion.



REACTIVATED Destroyer USS *Evans* lets go a depth charge. *Evans* is one of four DDs brought out of mothballs for patrol and hunter-killer duty.

## Navy Forms Deadly New Style Task Force

A new style of Navy task force is in the offing — a hunter-killer group designed for finding and destroying enemy submarines.

The nemesis of hostile undersea vessels in any foreseeable conflict will be U. S. Navy task groups consisting of specially adapted destroyers accompanying light, fast aircraft carriers. The carriers' planes will search out the submarines, making forays in all directions from the flattops. The destroyers—or hunter-killers, as they will probably be called — will do close-in sub hunting and make depth charge attacks, at the same time screening the carriers.

Four destroyers to be modified for patrol and hunter-killer services have come out of mothballs and have been manned and recommissioned. They are *uss Blue* (DD 744), *uss Evans* (DD 552), *uss Alfred A. Cunningham* (DD 752) and *uss Harry E. Hubbard* (DD 748). These ships were part of San Diego Group, Pacific Reserve Fleet.

Crews of *Blue*, *Evans*, *Alfred A. Cunningham* and *Harry E. Hubbard* were assembled largely from among personnel of deactivated carriers and cruisers.

On *Evans*' first run after reactivation — structural and maneuver-

ing tests off San Diego, the skipper stepped her up to 25 knots on two boilers, then ordered more RPMs. Soon *Evans* was making 31 knots and performing tight enough maneuvers to suit the saltiest destroyer man aboard. Before many minutes, civilian engineers aboard the ship advised less speed. The fun was over.

Another portion of the trial run consisted of dropping depth charges at low speed. The charges were set to fire at a shallow depth to shake up the ship's hull. *Evans* showed no signs of structural weakness after her period in preservation.

Except for bottom fouling, the destroyer showed no adverse effects from its nearly two years under wraps.

The ships went into drydock, however, for bottom cleaning and overhaul. Modernization while in overhaul will bring the ships up to the standard for active fleet DDs of the DD 692 class. They are slated for antisubmarine training and duty based at Tokyo Bay.

How fast can a destroyer go immediately after spending a year or two in mothballs? About as fast as it could go before going into mothballs, the destroyer *uss Evans* (DD 552) has proven.

*cats* (F8Fs) and a squadron of bombers began to make strikes on the area.

Hardly had the air attack ceased when 500 pounds of TNT, planted at strategic spots by the underwater demolition teams, began exploding. Meanwhile, four rocket-firing ships had swung into position off-shore and started a simulated barrage, timed exactly with the TNT explosions.

Defensive obstacles on the beach were demolished. Water, sand, rocks and debris were hurled into the air by the force of the hidden explosives as the "softening up" procedure continued.

At "H-Hour" 0930 the first wave of invaders broke through the surf and hit the beach. Simultaneously a squadron of "flying boxcars" from the Air Force's 16th Airborne Carrier Group roared overhead. Out of the planes poured 170 paratroopers of the 82nd Airborne Division from Fort Bragg, N. C.

Beach-landing forces combined with the air-landing paratroopers to complete the invasion successfully — the final phase of Camid IV.

Although it was a mock battle, heroic action by a quick-thinking paratrooper averted a certain tragedy. As the jumpers bailed out, a collision caused the parachute of Richard Rusk, PFC, to collapse. Eugene F. Cushing, PFC, with whom Rusk had collided, grabbed the collapsed parachute as Rusk plunged earthward.

Both men decended together on Cushing's parachute and landed in a freshly plowed field which cushioned their fall. Neither man was injured and Cushing was praised for quick-witted action that had saved the life of his fellow paratrooper.

An estimated 5,000 witnessed the entire Camid IV finale and were shown how inter-service cooperation would work in time of war.

## Women in Naval Hospitals

Now, for the first time, women interns are serving in U. S. naval hospitals. Three naval hospitals—at Bethesda, Md., Chelsea, Mass., and Great Lakes, Ill.—each have one woman doctor assigned as an intern.

The three women interns, all recent graduates in medicine, are lieutenants (junior grade).

Seventeen other women graduates in medicine have been assigned to civilian hospitals under the Navy's civilian intern training program.



# Mediterranean Maneuvers



MARINES assigned to the Navy's Sixth Task Fleet make an amphibious landing at Kaliva Bay on the northern coast of Crete (above).

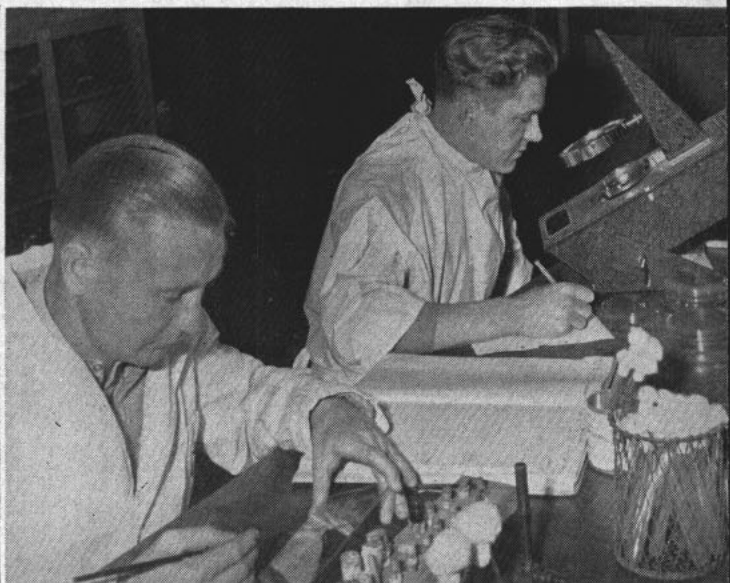
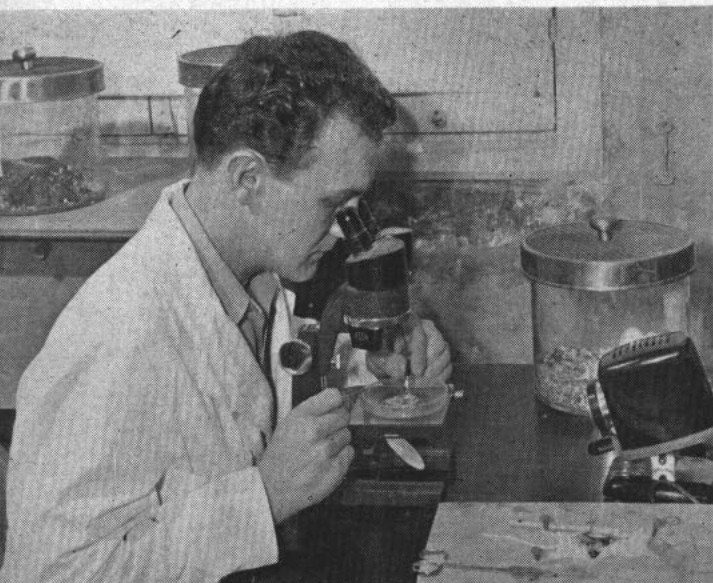
Communication center is set up during the maneuvers (right).

Under simulated battle conditions marines 'fire' a 30-caliber machine gun (below left).

Young marine takes to the tall grass for camouflage during the landing exercises (below right).

Exercise was held at eastern-most point in the Mediterranean that U. S. marines have ever made an amphibious landing.





STRANGE Middle Eastern diseases are being studied to determine the best methods of protection and treatment.

## Medical Research on a Sea of Sand

### SEA DUTY in a desert!

Although they seldom or never go aboard the well known "ships of the desert," the peevish camels—some 35 members of the Navy are on "sea duty" on the sands of Egypt. Actually, it is foreign service duty, but in everyday Navy language it's sea duty and qualifies a person for "sea pay"—like duty anywhere outside the continental U.S.A.

It all goes back to World War II, when the U. S. Typhus Commission

set up a research laboratory at Abbassia, a suburb of Cairo. At the end of the war, the laboratory was taken over by the Navy so that American contact with medicine in the Middle East could go on.

In June 1948 the U. S. signed a 25-year lease for some Egyptian land at Abbassia. On that property the Navy has built a modern laboratory—and that is the activity which provides these desert sea duty billets. Naval Medical Research Unit No. 3

is the name of it—usually boiled down to "NAMRU-3."

NAMRU-3 is manned by 29 enlisted men and five officers, on the average. In addition, there are usually four civilian scientists stationed at the unit—two Department of Agriculture men, one zoologist and one mammalogist. Two or three additional American scientists may be employed there in the future. In that connection, a system of rotating fellowships between Egypt and the U. S. is under discussion.

Research at NAMRU-3 covers the following tongue-twisting fields: bacteriology, biochemistry, dental research, entomology, parasitology and physiology. Some people might wonder why such things couldn't be studied just as well or better in Brooklyn or Long Beach. The reason why they couldn't is this: All these ologies are being researched in relation to the Middle East and its particular conditions.

For instance, there is a certain ailment called schistosomiasis. Thousands of sailors and Marines remember that danger of this disease prevented their swimming in Leyte Gulf, back in '45. . . .

A larval form of the "blood worms" which cause schistosomiasis have to dwell for awhile in a particular type of snail. While not found in Los Angeles harbor or the East River, these snails are found in Egypt. Members



FLY KNOCKDOWN test is recorded to determine the effectiveness of DDT against these vicious disease carriers whose life cycle the unit is studying.

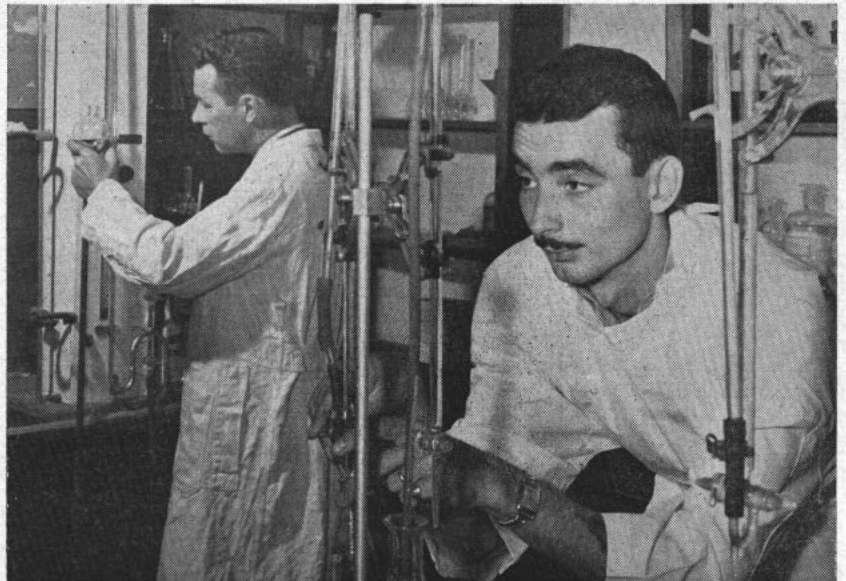


of NAMRU-3 are testing chemicals which will kill the snails and thereby wipe out the disease. Other aspects of schistosomiasis are being studied, as well.

In dental research, too, NAMRU-3 is concerned with diseases not common in the U. S. Chemical studies of human saliva were made during a cholera epidemic in 1947, when the research unit was located at the Abbassia Fever Hospital. The Dental Research Department has been studying other tropical diseases in relation to dentistry since then. The department works in close cooperation with the Egyptian Dental School at Fouad I University, Cairo.

It's the same way with the Entomology Department. Members of this department study the insects which spread the numerous diseases common in the Middle East. Investigation of the habits, life cycles and sources of such bugs will help in planning control measures. Experiments are underway in testing new insecticides more powerful than DDT. New methods of applying these insect killers are being tried out.

Typhoid and paratyphoid come under study at NAMRU-3, along with some less well known diseases whose names would tie knots in your vocal cords. Better methods of diagnosis and treatment are a principal goal of the laboratory. In wartime there is always a serious shortage of doctors and nurses. Simplified methods of diagnosis and treatment will conserve man-hours and prove to be an advantage to all concerned.



**BLOOD CHEMISTRY** of patients suffering from typhoid and paratyphoid is compared during illness and convalescence by biochemists of NAMRU-3.

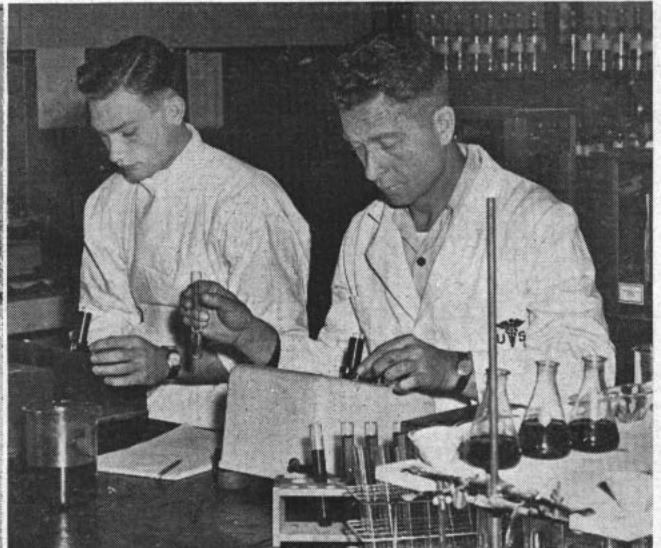
NAMRU-3 is considered "choice duty" by 'most everyone who knows anything about it. Many of the men on duty there have taken their families to Egypt.

Servants are available at modest wages, payable in Egyptian pounds. Many POs in the upper pay grades employ kitchen help for their wives, and some families engage French governesses for their children. Ancient Cairo and its surrounding territory offer many sight-seeing opportunities for NAMRU-3 men and their families.

Rates assigned to the unit are naturally those involving medicine and administration. So, gunner's mates and metalsmiths will have to look

somewhere else for extra-good shore-going sea duty. At the same time, not all the hospitalmen and yeomen in the Navy should put in for duty at NAMRU-3. This matter of French governesses and weekend trips to the pyramids is being published solely for interest and information — not as an abandon-ship signal for the sick bay crew.

Small as the complement is at NAMRU-3, the unit is doing work that will make life in the tropics safer for everyone. Especially in case they ever have to fight in the tropics again, American servicemen will owe much to Naval Medical Research Unit No. 3, at Cairo, Egypt.



**RESEARCH** workers in dental department (left) and physiological lab (right) are veterans of 1947 cholera epidemic.

# Everybody Wants to Get in the Game

THE present high-speed, year-round sports program at Naval Air Station, North Island, San Diego, Calif., is a far cry from the "Rope-yarn Sunday" of the 1920s when the principal organized sport was hunting rabbits.

In those days Wednesday afternoon athletics consisted of hunting the numerous jackrabbits that infested the area and dug holes in the dirt runway. The rabbit hunt was about as organized as any sport in that era.

Today the rabbits are gone, the runways paved, and green turf fields, a modern gymnasium, up-to-date bowling alleys and numerous other facilities make up one of the broadest athletic programs in the Navy.

As a result of this program, sailors and marines from North Island have developed the agreeable habit of winning titles in all phases of All-Navy sports competition.

Rarely does an All-Navy play-off come up that does not include a North Island team or individual participants from units of Naval Air or Fleet Air based at that activity. A good example of winning and holding a championship is the strangle hold North Island boxers seemed to have had on the All-Navy heavyweight crown.

In 1946, before the All-Navy program had been instituted, Harry Bil-

ski won the 11th Naval District title and was followed in 1947 by Maynard Jones, then a seaman first class, who slugged his way through an undefeated season to cop the All-Navy heavyweight belt.

Following along the line of established precedent, fighter-coach Jack "Dynamite" Woods, ADC, usn, won the 1948 crown and defeated a former pupil and teammate, Kirby Seals, SN, usn, Pacific Fleet titlist, in the semi-final bout. Seals went to the

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## High-Speed, Year-Round Plan Offers Fun and Fitness To North Island's Eager Athletes

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finals in the 1949 All-Navy boxing tourney.

Charles H. Richards, Jr., AMC, usn, was the Island's contribution to the 1947 All-Navy swimming finals, placing fourth in the 200-meter breaststroke and the following year it was Myron Martin, DC1, usn, who took second place in the 1-meter diving event at the All-Navy finals.

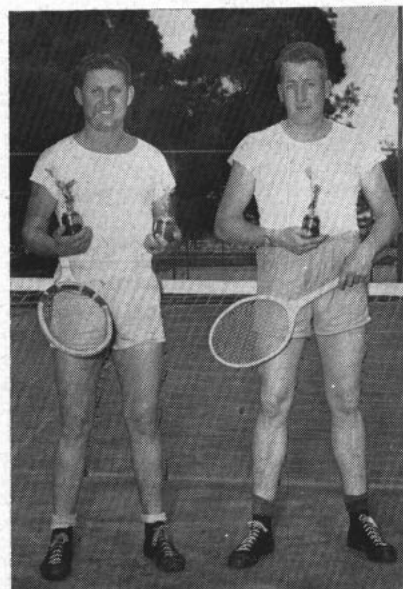
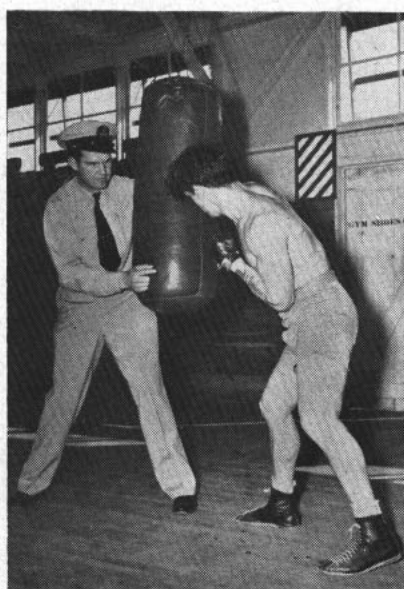
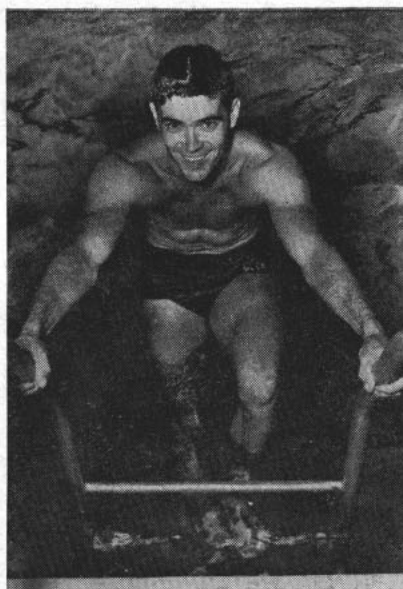
Bowling, long a strong point in the Air Station's sports program, came in for top honors at the All-Navy finals in Philadelphia, Penn., this year when William S. McCormick, AE3, usn, turned in the best individual per-

formance of the entire field. Always a dominating power in the 11th Naval District and YMCA tournaments held annually in the San Diego area, first, second and third place prizes were won by Fleet Air and Naval Air teams in the 1949 telegraphic bowling tourney.

To provide opportunities for all athletes of varying ability, a full Captain's Cup athletic program offers competition in all major sports and numerous minor fields. The Cup is presented every six months to the division with the most points and the presentation has come to be regarded as a big moment accompanied by appropriate ceremony.

With both Fleet and shore-based commands involved in the North Island athletic program, there is also an inter-league championship play-off series that includes tussles between the Fleet Air activities' champions and the Naval Air Station title holders in many sports. These inter-unit and intramural programs provide recreation as well as building morale, and have developed the 11th Naval District in both team and individual efforts toward All-Navy titles.

This year the Naval Air skeet team, in their first year of competition, topped the nation's best service teams and won the national championship meet at Las Vegas, Nevada. J. A. Leslie, AOC, usn, high man for the



SWIMMING, boxing and tennis are prominent and popular. North Island's sports program is one of Navy's broadest.



squad, won the class "B" Governor of Nevada Handicap.

During 1948, North Island teams won five of the six major championships in the Armed Services YMCA's well balanced sports program while five of the outstanding softball players were augmented with the Alameda based Fleet Air West Coast squad that won the All-Navy softball title at New London, Conn.

In the annual Eleventh Naval District General Athletic Excellency Trophy race, North Island athletes have never finished more than a few points out of first place and won the award in 1948.

Starting off the California Centennial year with a bang, the combined Fleet Air and Naval Air basketball team won the West Coast and Pacific Fleet titles to be one of the four teams in the All-Navy hoop finals at Pearl Harbor, T.H. The team boasted a record of 30 straight wins in service competition and also took the measure of some of the strongest civilian quintets in Southern California.

And from the looks of the number of hopefuls who turned out for the baseball and boxing squads for this season, the list of championships threatens to keep growing through the 1949 competition.

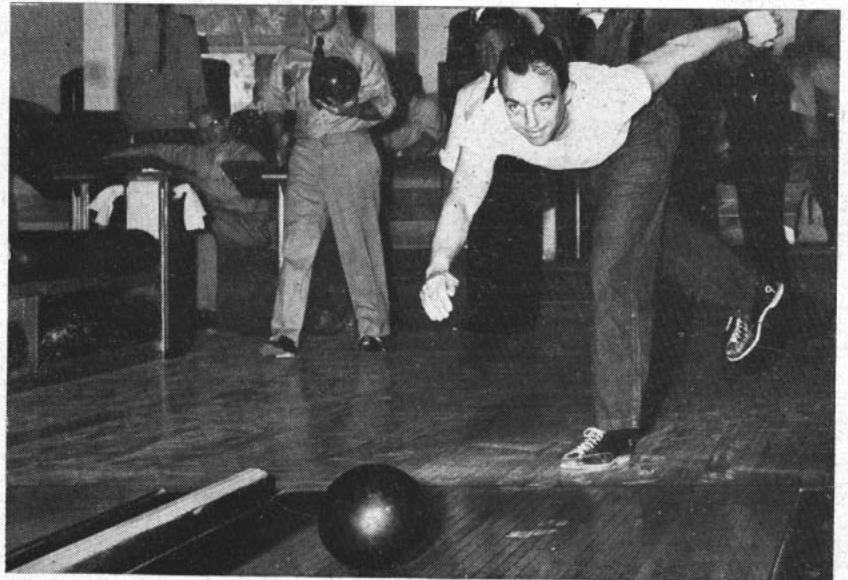
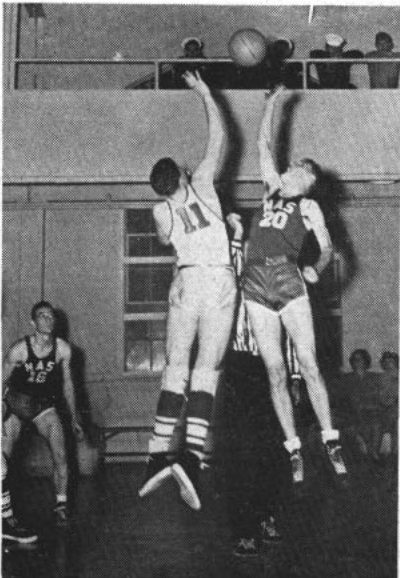
"An alert mind in a fit body" is indeed the by-word at Naval Air Station, North Island, and, although the Island athletes will not win them all, their opponents will know they have been in a hard fight. — Hal Walton, AD1, USN.



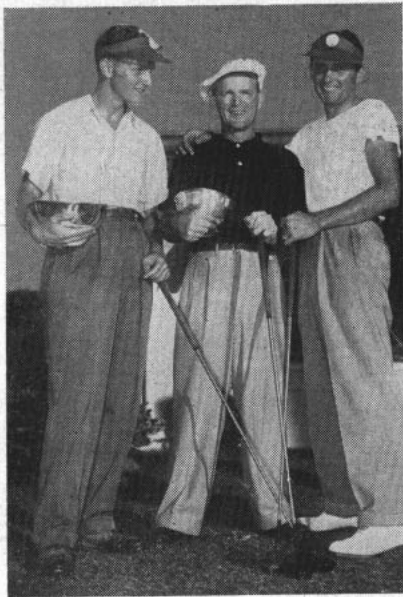
**TRACKMEN** have a consistently good record in West Coast competition.



**FOOTBALL** is always a great favorite with players and spectators alike.



**BASKETBALL** and bowling are important in sports program calculated to provide recreation as well as build morale.



**BIG THREE** in 1949 All-Navy golf are (L to R) Knight, the winner; Kinder, runner-up; and Mantoani, third.

**All-Navy Golf Winners**

Steady-stroking John R. Knight, SN, USN, 19-year-old representative of *uss Curtiss* (AV 4), is the new All-Navy golf champion. His 298 total for 72 holes over the new golf course at Marine Corps Recruit Depot, Parris Island, S. C., took top honors among 41 contenders in the second annual All-Navy golf tournament.

A tie for second place resulted when Lieutenant James W. Kinder, MSC, USN, NavGun Factory, Washington, D. C., and Gileano Mantoani, CSC, USN, FASron 111, Miramar, Calif., both ended with scores of 300.

Lieutenant Kinder won a special "sudden death" playoff for the second place award when he parred the first hole. Mantoani conceded after missing his fourth stroke putt on the par 4 hole.

The Parris Island course record of 70 strokes was shattered on the first day of play by a brilliant 68-stroke effort on the part of Bobby Joe Cupit, PNSN USN, Atlantic Fleet Staff, Norfolk, Va. Cupit collected three birdies on the front nine and picked up two more on the back nine to come in with a four-under-par 68 — a new course record.

The top 12 golfers in the tourney represented the Navy at the Inter-Service golf tournament at Montgomery, Ala., and a three-way tie made it necessary for a "sudden death"

play-off to determine the last two positions on the team playing for the James V. Forrestal Trophy.

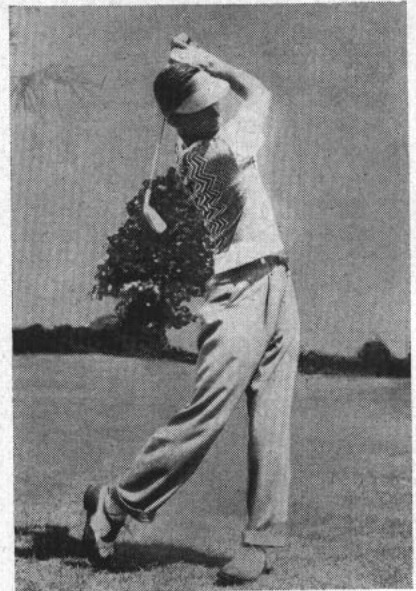
Although no award was given for the team championship, the Mid-Atlantic Group came out on top with a 1221 total. Following them in the team standings were Atlantic Fleet Group — 1223, Pacific Fleet Group — 1225, West Coast Group — 1242, South Central Group — 1264, Northeast Group — 1301, Hawaiian Group — 1317, and Far East Group — 1351.

The winning Mid-Atlantic team was composed of Cupit, Alton E. Greer, TSgt, USMC, MCS Quantico, Va.; Lieutenant Charles R. Lee, SC, USN, Naval Academy, Annapolis, Md., and Major Jack R. Rhoades, USMC, MCS Quantico, Va.

The top 12 golfers in the All-Navy tournament were: John R. Knight SN, USN, *uss Curtiss* (AV 4) — 298; Lieutenant James W. Kinder, MSC, USN, NavGun Factory, Washington, D. C. — 300; Gileano Mantoani, CSC, USN, FASron 111, Miramar, Calif. — 300; John C. Davison, MSgt, USMC, MCAS El Toro, Calif. — 301; Bobby Joe Cupit, PNSN, USN, Atlantic Fleet Staff, Norfolk, Va. — 302; Lieutenant Commander Edward K. Allis, Jr., USN, NAS Quonset Point, R. I. — 303; Alton E. Greer, TSgt, USMC, MCS Quantico, Va. — 303; William C. Scarbrough, Jr., AOC, USN, NavRecrSta, Portland, Me. — 303; Lieutenant Charles R. Lee, SC, USN, Naval Academy, Annapolis, MD. —



**WINNER** — 19-year old John R. Knight, SN, knocks a wedge shot out of a sand trap up close to the pin.



**COURSE RECORD 68** was shot by Bobby Joe Cupit, PNSN, in opening round of All-Navy golf tournament.

304; Robert F. Bissett, MSgt, USMC, MCAS El Toro, Calif. — 305; Lieutenant Anthony Grego, SC, USN, NAS Jacksonville, Fla. — 306; Joseph C. MacDonald, ADC, USN, Utility Squadron 10 — 306.

The defending All-Navy titlist, Richard A. Lytle, CSC, USN, *uss Piedmont* (AD 17), carded a 72-hole total of 313 and finished nineteenth in the final standings. Cupit and Kinder were the only two of last year's 12-man inter-service squad to gain a berth on the team again this year.

Prior to the start of the inter-service competition, a death in the family cancelled the participation of Bobby Joe Cupit. William A. Crump, BTC, USN, ComMinLant Staff, Charleston, S. C., was appointed to the Navy team to fill out the 12-man roster.

**Navy Third in Golf**

United States Air Force golfers retained possession of the James V. Forrestal Trophy as they won the second annual Inter-Service golf tournament in matches played at Maxwell Field, Montgomery, Ala.

In posting their second win in as many years, the Air Force team had a total of 2,326 strokes over the 72 hole course while the Army squad took second with 2,358. Navy finished in the final spot with a 2,402 total.

Captain Fred Moseley, USAF, 1948 individual titlist, shot a six-under-par 282 for the 72 holes to win top honors again this year.



## All-Navy Swimming Finals

For the second year in a row torpedo-fast swimmers from the South Central Group left other competitors floundering in their wake as they racked up an overwhelming victory in the All-Navy swimming finals.

Standing-room-only crowds at the Navy Athletic Field, San Diego, watched the South Central aquatic stars win eight of the nine individual events, then team up to capture both the 300 meters medley relay and the 800 meters freestyle relay events.

As usual, powerful-stroking Lieutenant Commander John H. Higgins, USN, Naval Pre-Flight School, Pensacola, Fla., paced the South Central tankmen. For the third successive year he won an All-Navy crown. This year Higgins was better than ever, winning the 200 meters freestyle, 300 meters individual medley and 400 meters freestyle events.

Another South Central swimmer came up with an All-Navy crown, as expected, although it was his first year in All-Navy competition. Ensign Robert E. Cowell, USN, holder of the world's record in the 100-yard backstroke and a member of the U. S. Olympic team last year, set a new All-Navy record in the 100-meters backstroke event, with a time of 1:08.8. Ensign Cowell is stationed at the Basic Training School, Pensacola, Fla.

Second All-Navy record to be smashed was the 11:07.0 time for the 800 meters freestyle event. South Central swimmer Allen Roedel, AR, USN, NRTC Great Lakes, Ill., sliced over three seconds off the old record and collected an All-Navy crown by



FIRST woman ever to win 12 ND title in competition with men, Wave Shirley Brooke, SN, splashed to victory in the gruelling 1500-meter free style event.

stroking through this event in 11:03.8. Roedel picked up a second All-Navy title by winning the 1500 meters freestyle event.

New All-Navy breaststroke champion is John W. Garrett, PFC, USMC, stationed at Camp Lejuene, N. C. Garrett also swam as a member of the South Central team.

The 100 meters freestyle event — always the most exciting from the spectators' viewpoint — was won by the Far East Group's Arthur N. Briner, ET3, USN, stationed at Naval Communication Station, Guam. Briner nosed out last year's champion, Albert Machael, SN, USN, NATTC Memphis, to take the title.

Absent from All-Navy competition

last season, 1947 All-Navy diving champ Lieutenant Floyd Stauffer, MC, USN, stationed at the School of Aviation Medicine, Pensacola, Fla., came back this year to recapture his crown. Top-flight diver Stauffer compiled a total of 142.43 points to win the three-meter diving event.

Final standing from a point basis of the eight sports groups was: South Central, 72; West Coast, 47; Far East, 18; Pacific Fleet, 20; Hawaiian, 8; Northeastern, 3; Middle Atlantic, 26; Atlantic Fleet, 10.

## True Big Fish Story

When Donald M. Clark, ADC, USN, goes fishing, he usually lands more fish during one trip than most people catch in a lifetime.

Chief Clark, who is stationed at NAAS Corry Field, Fla., pulled in 900 pounds of fish during one day.

For the past 10 years Clark has been an ardent spear fisherman. Using a spear he devised himself, the chief swims underwater until locating a target. Then, swimming as close as possible without scaring the fish away, he fires his spear and hangs on to the attached line.

In landing a 440-pound jewfish, Clark spotted the dark green sea bass lying under a buoy about 35 feet below the surface. When five feet away he fired his spear, scoring a perfect hit. Twenty-five minutes later he and three assisting spear fishermen hauled the giant fish ashore.

## Summary of Records Set by All-Navy Swimmers

The All-Navy swimming records:

• 1500 meters freestyle — 21:24.4; set by Robert Lastinger, ETSN, USN, Electronics School, Treasure Island, Calif., in 1948.

• 800 meters freestyle — 11:03.8; set by Allen Roedel, AR, USN, NRTC Great Lakes, Ill., in 1949.

• 400 meters freestyle — 5:13.4; set by Charles A. Carroll, SA, USN, NAS Jacksonville, Fla., in 1948.

• 200 meters freestyle — 2:23.8; set by Lieutenant Commander John Higgins, USN, in 1949.

• 100 meters freestyle — 1:02.4; set by Ralph Grabisch, SI, USN, in 1947.

• 100 meters backstroke — 1:08.8; set by Ensign Robert Cowell, USN, Basic Training School, Pensacola, Fla., in 1949.

• 200 meters breaststroke — 2:59.0; set by Lieutenant Commander John Higgins, USN, Pre-Flight School, Pensacola, Fla., in 1948.

• 300 meters individual medley — 4:17.9; set by Lieutenant Commander John Higgins, USN, in 1948.

• 800 meters freestyle relay — 9:53.4; set by South Central Group team in 1948.

• 300 meters medley relay — 3:33.4; set by South Central Group team in 1949.

# SIDELINE STRATEGY

"What swabbie scored the fastest knockout in 'Navy smoker history,' when and where?" That's what Nick Geroulis, PFC, usmc, Naval Hospital, Great Lakes, wants to know. ALL HANDS doesn't have any records on smoker fights, but All-Navy Lightweight Champ Earl Williams, AN, usn, FAETUPac, holds the record for the fastest K.O. in All-Navy competition. In the quarterfinals of the All-Navy championship bouts this year Williams flattened Roger Schofield, SN, usn, of NavSta, Dartmouth, N.H., with the first punch of the first round — a straight right to the jaw. The time: 16 seconds, including the count.

If anyone knows of a faster flattening, we would be glad to hear about it.

★ ★ ★

Comments in this column that it will be "the greatest year yet" for such-and-such an All-Navy sport may be getting repetitious, but that is exactly what is happening in the Navy's athletic competition from season to season.

Most of the Navy football teams scattered around the world have the burning ambition to win the All-Navy football championship and beat the Quantico Marines — which have come to mean the same thing. For the past two seasons the well-coached, power-packed Leathernecks have waltzed through service competition as well as the

medium-caliber college elevens tangled with.

This past summer there was much scuttlebutt in both Navy and other Marine Corps sports circles about powerful gridiron machines being whipped into shape to "beat Quantico." The general opinion is that the three teams best qualified to take on this man-sized job are the Pac-Flt teams, AirPac, DesPac, and SubPac. All three of these teams have good material and good coaching.

It's not going to make ambitious Navy teams happier to learn — if they don't know already — that Quantico is better than ever this season. If losing their ace back, Second Lieutenant Joe Bartos, usmc, hurt any, the 10 new football-playing Naval Academy graduates acquired since last season should help ease the pain.

★ ★ ★

Golfers at the All-Navy tournament griped about the wind sweeping across the course and spoiling their aim, but their off-course shooting was nothing when compared to that of an unidentified sailor at NAS Quonset Point, R. I. Playing on the stations course, he teed off with a beautiful drive that landed kerplunk in the cup for a hole-in-one. The only trouble was the ball had veered approximately 60 degrees off-course — and landed in the wrong hole. — Earl Smith, JOC, usn, ALL HANDS Sports Editor.



pound jewfish. (Jewfish grow as large as 12 feet long in some tropical waters. They are prized by anglers.)

Clark's spear gun consists of a five-foot spear with a detachable six-inch head housed in a five-foot wooden shaft gun. The gun is fired by four loops of heavy rubber band from a distance up to 20 feet. Once embedded, the shaft is detached, leaving the head of the spear in the fish. The line used is 20 feet of one-eighth-inch cable and 50 feet of three-fourths-inch manila hauling line.

An excellent swimmer, one of Chief Clark's underwater accomplishments is to catch live sharks by hand and beach them. He has spear-fished most of the shores of the U. S. and many of the South Pacific islands. Clark is up for membership in the famed "Bottom Scratchers Club."

## Fledgling Hot-Shot Shooter

Less than six months ago Fred McFarland, AD1, usn, from NAS Alameda, Calif., fired his first shot with a pistol. Since then other small-arms competitors have been gaping with awe at his bullseye-ringing aim.

A total of 31 medals have been won by the Alameda sharpshooter and his most recently acquired title is Pacific States All Around Marksman. McFarland won the title by topping the best service and civilian marksmen from the Pacific States in three days of open competition.

A feat unequaled during recent years was accomplished by the sailor marksman during this meet when he copped 16 awards in the three days of firing.

All the credit for his sensational success is credited by McFarland to his coach and team captain, Frank "Skip" Harris, AOC, usn,

Says Coach Harris of Pupil McFarland, "Mac is a hard worker and a very attentive pupil. I believe he ranks with the best I have ever developed and we all have great hopes for him in the National Pistol Meet this year."

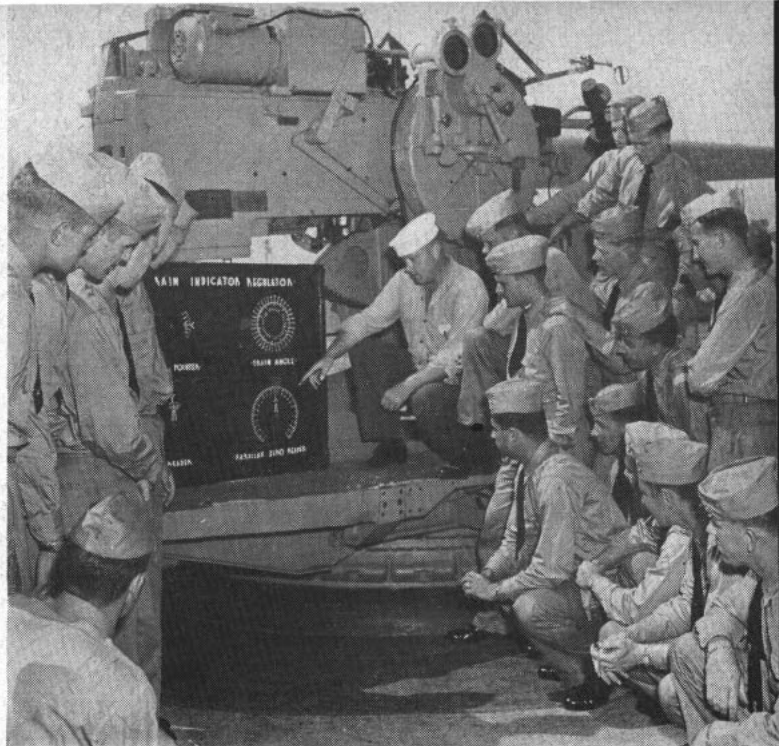
**All-Navy Sports Calendar**  
Here's the dope on future All-Navy championship events.

**Football**



Saturday, 17 Dec 1949  
Los Angeles Coliseum  
Los Angeles, Calif.





ROC INSTRUCTION in ordnance equips them with thorough knowledge of rockets and principles of sight setting.

## EMs Earning Reserve Commissions

SOME 46 per cent of the officers in the Regular Navy, according to a survey made last year, are former enlisted men.

This figure indicates that the Navy relies on its rated personnel as a basic source of future officer material.

Carrying this policy into the Naval Reserve components, the Navy has also established numerous opportunities for enlisted personnel — both men and women — to enter programs which lead ultimately to an officer's commission.

Inaugurated this year is the Navy's newest procurement program, labeled ROC — or the Reserve Officer Candidate plan — which has extended to 1,000 enlisted Reservists this year the opportunity of working for officers' appointments.

At ROCS, U. S. Naval Station, San Diego, Calif., and ROCS, U. S. Naval Training Station, Newport, R. I., the summer training program got under way in July.

The program is designed to "produce Reserve officers basically qualified and imbued with the interest and initiative to advance their professional qualifications in the Reserve to the end that they may readily and effectively enter active naval service, when called, in event of national emergency."

ROC training comes in two con-

centrated doses. During summer months officer candidates at ROC schools complete a basic course in naval subjects which lasts six weeks, and an advanced course which extends for a similar period.

To insure the necessary background, ROC candidates are chosen from enlisted men who are studying at accredited colleges and universi-



AMMO HOIST and other mock-ups give ROC students experience in the use of actual shipboard equipment.

ties, and who are attached to or associated with drilling units of the Organized Reserve and Volunteer Electronics Warfare Reserve. Now under consideration by BuPers is a plan to broaden the program by permitting Reservists in other components to apply for enrollments.

The program has the advantage of enabling a student to pursue his normal college career and at the same time earn a Reserve commission in summer while training with pay. It requires no military training during the academic year other than prescribed drills of Reserve units.

Although still in their youthful stages ROC schools have emerged — without any noticeable growing pains — into full fledged training activities. The students are already steeped in Navy tradition.

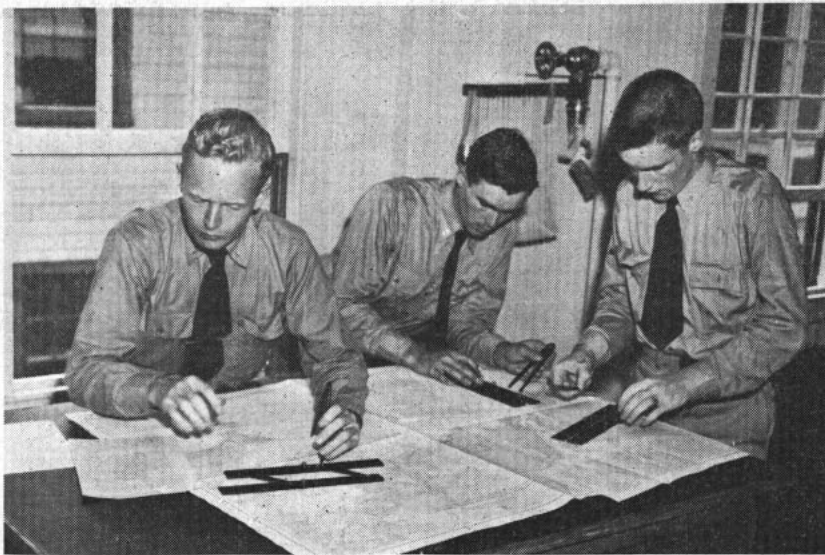
The beginners' class next year will be enlarged to accommodate 1,250 male students in the two coastal schools, and in addition approximately 200 enlisted Wave Reservists will be enrolled, training at a naval activity not yet designated.

After several months of planning the ROCS began to roll this June, when instructors, administrative and logistics personnel received their orders to NTS Newport and NavSta San Diego.

Made up primarily of Reserve offi-



ELABORATE training aids are used effectively throughout program. Above: A special model is used to demonstrate the use of ship navigation lights.



CURRICULUM includes intensive study of navigation (above). Below: Instructor explains operation of torpedo mechanism in a course on naval weapons.



cers who are World War II veterans, the staff members of the schools are men who possess the combination of wide experience at sea with the Navy and mature experience in the teaching profession.

This is a statistical picture of the staff of 50 officers at ROCS Newport: 33 hold masters degrees and six hold doctorates; there are 22 members of honorary scholastic fraternities such as Phi Beta Kappa; a Rhodes scholar; 8 college professors and 11 college instructors; 14 high school teachers; 3 heads of college departments; 12 outstanding athletes; and many battle-hardened veterans of World War II.

At ROCS San Diego, the instructors have an equally impressive educational and naval record.

During the first days of July ROCS began to arrive at the two schools in swelling streams. They came from all states in the union, as well as from Hawaii.

The first ROC to arrive was Eldon F. Beery, who reported to Newport from Organized Reserve Division 6-86, Memphis, Tenn., on 2 July, three days ahead of schedule.

They formed up into squads of 20 men each, then into platoons of eight squads each, next into companies and finally into a battalion. They presented a sight of shining newness, togged out in their khakis and garrison caps with the new ROC insignia.

That is — all except James J. Gyory of Herminie, Pa. Since ROC Gyory, an all-around athlete from Otterbein College, found it difficult to squeeze his six-foot four-inch, 240-pound frame into the ample uniforms the Supply Corps could find for him, he was sent to Providence to have one tailor-made.

In the meantime the largest size uniform that could be found on the naval base was that of CDR W. G. Chapple, USN, Executive Officer, NTS. Gyory will be proud indeed if he can live up to the tradition of this uniform because Commander Chapple, ex-Naval Academy heavy-weight boxer and football star, was one of the most decorated submarine skip-pers of World War II.

Clothing, book issues and physical examinations were completed on 9 July, at which time the schools were ready to start classes.

The first days of schools found the ROCS rising at 0600. The daily schedule was broken into seven periods, beginning at 0830 with class-



room instruction until 1700, when the students ended up an hour of physical education and sports.

The heavy curriculum included navigation, naval weapons, seamanship, communications, orientation and leadership.

Their days were full of Navy text's like Knight's *Modern Seamanship*, and *Naval Ordnance and Gunnery*. They studied great circle sailing charts, mercator projections, and worked with such training aids as fleet tactical maneuvering boards, breech blockups, model gyros and rocket launchers.

Their heads were crammed full with knowledge, and when they went to the films they saw "Rules of the Nautical Road", "Celestial Navigation", "White Signals", and "Ship's Nomenclature."

As the tight schedule of classroom instruction ended, drillmasters, experienced chief petty officers took over on the athletic field.

Supper was at 1815, followed by a study period from 2000 to 2200. When taps sounded at 2230, the ROCs needed no second invitation to turn in.

While plans call for a strenuous schedule of study, drills and practical work during the five and one-half day week, there is time for recreation and field trips to leaven each candidate's tour of duty.

Student dances are scheduled. Sports competitions are held. And they go to sea.

In San Diego this year ROCs



**SAILING** out of the San Diego Naval Station, ROC students learn to operate the sleek yawl *USS Saluda* as a part of their regular indoctrination training.

boarded the carrier *uss Valley Forge* for an inspection tour and a short cruise. In Newport they went aboard *uss Wright*, and also made a two-day excursion in the eight destroyers of DesRon 18, witnessing target practice, ship handling, gun operations and ship's routine.

Operation of a yacht, the auxiliary sailing vessel *uss Saluda* (IX 87) is included in the regular indoctrination of ROCs at San Diego. And in Newport, nine ketch-rigged whale

boats are not only a part of the curriculum for all ROCs but an important weekend recreation for all who can qualify as skippers.

Intra-battalion competition in scholastic standing, athletics and military drill rounds out the training. The best group in each phase is chosen as the honor company of the school.

After completing its first year of training, the Navy feels that ROC program has proved itself, in its aim to produce officers with the following qualifications: a good general education, basic knowledge of essential naval subjects, well-developed military, moral and leadership qualities, a fine sense and practice of naval ideals, customs and traditions, and a compelling ambition to enhance professional knowledge and qualify for promotion in the Naval Reserve.

The ROC supplements other means of Reserve officer procurement. It is not intended that the program will interfere with or duplicate in any way the NROTC program. It is designed to maintain a continuing flow of newly commissioned officers in numbers sufficient to keep the Naval Reserve at authorized strength.

Interested personnel may learn more about this program from the nearest Office of Naval Officer Procurement.

To qualify men must be over 17



**RECREATION** is not neglected by the program. Regularly scheduled dances allow the ROCs to test the effect of the omnipotent uniform on the fair sex.

years but less than 28, and women must be over 18 and less than 28. Candidates must be enrolled in the Naval Reserve (in a drilling status) and students in college (either freshmen, sophomores, or juniors.)

The same physical requirements which hold for the U. S. Naval Academy are maintained for ROC men, with the exception that vision of 18/20 correctable to 20/20 is acceptable. Women candidates must meet the current requirements stipulated in the Manual of the Medical Department, USN.

ROC candidates receive the pay of their rating, transportation, subsistence and housing, during the two summer periods, as well as certain items of uniform and clothing.

Courses in 1950 will generally run from about the end of June to the middle of August. Applications will be accepted during the first three months of calendar 1950.

## Naval Reserve Boots

Seaman recruits training under a new Naval Reserve program really had a gala day for themselves — on the last day of their eight weeks' course at NAS Los Alamitos, Calif.

More than 600 parents and relatives of the "boots" accepted invitations to attend the festivities.

Church services opened the program in the morning, after which the guests had dinner with their boys in the Navy mess halls. In the afternoon, they sat in specially provided bleachers to watch the final captain's inspection.

Later a local athletic club brought out a host of swimsuit-clad girls to perform an aquacade for the recruits and their guests. There were special comedy acts, diving, a swimming ballet and races of all kinds. Three of the recruits, picked for their swimming prowess, raced three of the

aquacade girls — with no details of the outcome publicized.

There was little doubt, however, that the center of attraction was the boots themselves. It was planned that way.

## High Temperature Metal

New metallic compound that will withstand extremely high temperatures has been developed under an Office of Naval Research project.

Designed to withstand the white-hot temperatures of modern gas turbines, jets and rocket engines, the new material stands up better under extreme heat than any substance thus far tested.

The new compound is composed of zirconium—a metallic element mined from minerals and isolated as a black powder or crystalline substance resembling white cast iron—and boron, a derivative of boracic acid.

## Hospital Theatre Built for Crutch and Wheel Chair Patients

The U. S. Naval Hospital at Great Lakes, Ill., has the nation's first theater especially designed for the comfort of patients using wheel chairs, stretchers and crutches. The theater accommodates 14 wheel chair or stretcher patients with their attendants, more than 50 crutch patients, and 567 other ambulatory patients and staff members.

Modification of the hospital's theater for the benefit of amputees and semi-ambulatory patients was sparked by the hospital's CO. He

felt that adequate entertainment, comfortably witnessed, is almost as important as proper medical care in hastening a patient's recovery. Remodeling of the theater cost approximately \$60,000, which was provided entirely from profits earned by the ship's service store at the hospital.

Patients in wheel chairs or on stretchers are accommodated at the center of the main floor, at the head of the main entrance ramp. Here seven wheel chairs can be located

at each side of the aisle and halted against a bumper which will keep them in place on the sloping floor. In place of some of the 14 wheel chairs, stretchers can be located in this area. The head end of the stretchers can be raised to place the patient in a comfortable position. Each patient in a stretcher or wheel chair is attended by a hospitalman seated immediately behind him.

Just ahead of this section there are two rows for patients who use crutches. The space in front of the seats is three times that of conventional theater seat rows. Each seat is equipped with a movable foot rest and a rack for crutches.

Seating in the remainder of the auditorium is conventional in style and spacing. There are plans, however, to install hearing aids at some seats for patients whose hearing is temporarily below par.

Before the new theater opened, motion pictures and stage shows at the hospital were presented in a combination gymnasium and auditorium. That compartment, unlike the new one, had a level floor and no balcony. Acoustics, visibility and lighting, too, were far less satisfactory. The entire audience used folding chairs and there were few provisions for amputees or patients with leg casts.



BUILT from non-appropriated funds, the new theatre's roomy ramps and aisles spare crutch and wheel chair patients many painful bumps and jolts.



# LETTERS TO THE EDITOR

## Accumulated Leave

SIR: I was discharged in December 1945 and lost 75 days accumulated leave which was not used prior to my discharge. I reenlisted in May 1946 and under the Armed Forces Leave Act of that year, I made out the necessary forms and was reimbursed for 19 days, having to leave 60 days on my records. When I was discharged at the end of that enlistment I had accumulated 97 days but was paid for 60. Actually the 37 days was leave which I was entitled to during my first enlistment but was never used or paid for. Can that leave be added to leave earned during my present enlistment or can I be reimbursed for it under the Armed Forces Leave Act?—G. M. N., RMSN, USN.

• *No. Armed Forces Leave Act of 1946 (Public Law 704, 79th Congress) states that no member of the armed forces shall be permitted to accumulate or to have to his credit, at any time after 31 Aug 1946, accumulated or accrued leave aggregating in excess of 60 days.*—Ed.

## Philippine Defense Medal?

SIR: During the war the Philippine Commonwealth authorized the wearing of the Philippine Defense Ribbon to those who were eligible. In the Alnav announcement it said that the ribbon was to be worn, and after the medal had been designed and minted, the medal itself would be distributed. At the present time does the Navy Department have any information on the minting and distribution of this medal by the new and independent Philippine Republic?—J. T. K., LTJG, USNR-O.

• *The Navy Department has no information as to whether the Philippine Government will issue a medal for the Philippine Defense Ribbon.*—Ed.

## No NavScols for Padres

SIR: Does the Navy have any schools for ministers or training for chaplains or chaplains assistants? If so, what are the requirements?—W. D. B., GMSA, USN.

• *The Navy does not maintain a chaplain's school for training either chaplains or chaplains' assistants. When a clergyman is appointed to the Chaplain Corps, he is expected to be fully trained for the duties which he will perform while in the naval service. However, he is given instruction and indoctrination in the means by which these functions are performed in the Navy way.*—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.

## Advancing in Rate

SIR: I would like some information concerning entrance to service schools Class A air control or Class C GCA (ground control approach) now situated in Olathe, Kans. I have held the rate of AC3 for over a year and have worked for the past two years in the tower at NAAS Monterey, Calif. This base claims no quota for school and having reenlisted I find that I am unable to advance in my rate without the necessary instructions obtained by attending the above mentioned schools.—J.M.McC., JR., AC3, USN.

• *Only a limited quota of trainees from fleets and shore establishment to air controlman school has been authorized by CNO. This small quota is assigned in advance to major commands such as ServLant, ServPac and CNATra. There is no additional quota available because of the large backlog of candidates now on board NATTU NAS Olathe, Kans., awaiting AC(A) school. Due to this backlog of non-rated candidates, AC3s are not eligible to attend for refresher courses. The AC(A) school prepares non-rated men for the technical duties of third class petty officer. All available quotas for GCA(C) school are assigned the Service Force commanders for granting to men now serving on sea duty. When you are reassigned to sea duty you can apply to Service Force commander for GCA(C) school. Your statement that you cannot advance in rate without instruction in one of these schools seems to be based on bum dope. We suggest you read carefully BuPers Circ. Ltr. 81-49 (NDB, 15 May 1949).*—Ed.

## What Happened to PCE?

SIR: Many of my ex-shipmates and myself, now back in civilian life but who still read ALL HANDS, would like to know what happened to the PCE 881 from 1946 until the present.—C. L. P.

• *PCE 881 was transferred to the Philippine Government on a loan basis in June 1948. She has been stricken from the Naval Vessel Register.*—Ed.

## Transfer Back to Seabees

SIR: I originally enlisted in the Seabees in 1944 and was honorably discharged in 1946 as a MM2. Upon reenlistment in the U. S. Navy as a MM3 in January 1948 I was assigned duty with the Fleet. Are there any provisions made which would facilitate my transfer to the Seabees—R. A. P., MM3, USN.

• *Maybe. If you desire transfer back to the Seabees, you may submit a request, setting forth your qualifications and experience, to Commander Service Force, U. S. Atlantic Fleet, Building 142, Naval Base, Norfolk 11, Va., via your commanding officer. (If you were in the Pacific Fleet the request would be addressed to Commander Service Force, U. S. Pacific Fleet.) The decision will be up to ComServLant and will be determined by Atlantic Fleet needs.*—Ed.

## Coast and Geodetic Survey Service

SIR: I spent the period from 7 Apr 1938 to 13 Nov 1949 with the Coast and Geodetic Survey, after being discharged from the Navy. Does this time count for retirement and/or longevity? I reenlisted 14 Nov 1939 after being out of the Regular Navy but in the Naval Reserve during this period of about two years and three months.—D.K.K., CSC, USN.

• *Regarding retirement, your service in the Coast and Geodetic Survey does not count toward your total time. Concerning longevity, the Comptroller General holds that there is no enlisted service in the Coast and Geodetic Survey within the meaning of the Pay Readjustment Act of 1942, as amended, creditable for longevity pay by personnel of the Naval Service. The only C&GS service creditable for longevity is that as a deck officer or junior engineer in excess of one year.*—Ed.



Norval E. Paakwood, PFC, USMC

"Is the inspection over yet?"

**Saluting Reservists**

SIR: A variety of reactions results when officers of the Naval Reserve on inactive duty in civilian clothes are saluted by the Marine guards upon entering the New York Naval Shipyard. Is it proper to salute? — A.H.F., ENS, USNR.

• It is considered that military personnel in uniform may salute civilian personnel on appropriate occasions. If the military personnel concerned recognize the civilian as an officer of the inactive Naval Reserve, it may be deemed appropriate for the military to render the hand salute even though the inactive Reserve officer is in civilian clothes. This is a matter within the discretion of the individual concerned. However, it is also considered that the proper action on the part of the inactive Reserve officer in civilian clothes would be not to salute, but to render some form of acknowledgment such as nodding the head coupled with a greeting ("Good morning," etc.). For a complete summary of rules of naval courtesy, see ALL HANDS, July 1949, p. 27. — Ed.

**Criminal Investigation**

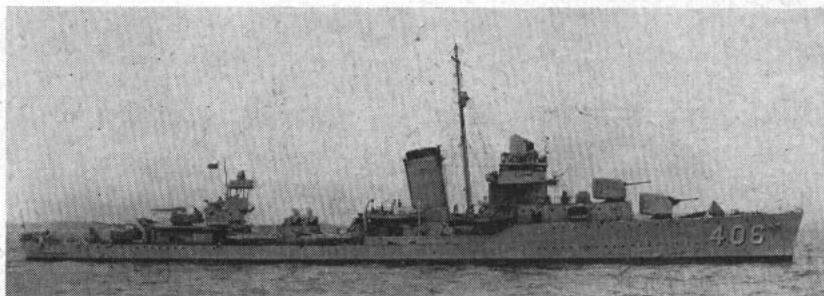
SIR: I am taking a very complete course in criminal investigation and would like to know if there are any branches of the Navy that need men who have this knowledge? — W.C.C., BM3, USN.

• No. However, your knowledge of criminal investigation could be of possible use if you are ever assigned shore patrol duties. — Ed.

**Stars and Status of Stack**

SIR: What campaign ribbons and battle stars are authorized for personnel who served aboard USS Stack (DD 406) from 20 Nov 1939 until 12 Dec 1945? What is the status of USS Stack? — W. W. P., YNCA, USN.

• Personnel serving aboard USS Stack during the period you mention are authorized to wear the following medals: American Defense Service Medal with bronze "A", Asiatic-Pacific Campaign Medal with 12 stars and the Philippine Liberation Ribbon with two stars. USS Stack has been stricken and disposed of. — Ed.



USS STACK—Veteran of Guadalcanal and other rugged Pacific fighting has been stricken.

**Wants Old Rate Back**

SIR: I held the rating of QM3 for three years and two months before being separated from the naval service after 60 days terminal leave with a dependency discharge. Counting my terminal leave, I reenlisted 10 days after the expiration of the maximum three months required for unbroken service. Under these conditions is it possible for me to be reinstated in my QM3 rating?—W. H. R., QMSN, USN.

• No, but you are eligible for advancement in rating as are all enlisted personnel. — Ed.

**Retirement Requests**

SIR: I will complete 30 years' day-for-day active service on 6 Apr 1950 and I'm planning to retire on or about that date. Must I wait till 6 Apr 1950 to submit my request for retirement or may I submit a request six months prior to that date?

Likewise, to be eligible for transfer to the Fleet Reserve after 20 years' service, must one wait until he has completed 19 years and six months of service or can one submit his request when he has completed 19 years' service?—C. R. E., RMC, USN.

• You won't have to wait till you have completed 30 years' service to submit your request for retirement. Two months in advance of prospective date of retirement would be about right for submitting your request.

Requests for transfer to the Fleet Reserve also may be submitted ahead of time. They should not, however, be submitted more than a year in advance. —Ed.

**Sea Pay and ComRats**

SIR: I would like to know if a married man drawing sea pay would be eligible to draw commuted rations if he is living on the beach with his family. — D.W., RMSN, USN.

• There is no prohibition against concurrent credit of commuted rations and sea and foreign service duty pay provided both such credits are otherwise proper. — Ed.

**Regs Concerning Retired Personnel**

SIR: Will you please help us settle an argument concerning retired servicemen who are drawing government pensions?

(1) If a retired serviceman is sentenced by a civil court to serve imprisonment, will he still be entitled to receive his pension while he is serving his sentence?

(2) Can a retired man be tried by a military court?

(3) In what cases, if any, can a retired man drawing a pension lose his pension?—N. W., SD1, USN; S. C., TN, USN; H. R. C., SD3, USN.

• In answering the first two of these questions, we are concerned with the categories of retired enlisted personnel, which we shall call "category 1" and "category 2."

Category 1 consists of enlisted personnel retired after 30 years' naval service and carried on the regular retired list. These people were members of the Regular Navy at the time of their retirement.

Category 2 is composed of the following enlisted personnel:

• Those who have been transferred to the retired list of the Regular Navy after a total of 30 years' combined service in the Regular Navy and in the Fleet Reserve (or the former Fleet Naval Reserves of the Naval Reserve and the Naval Reserve Force).

• Enlisted personnel transferred to the retired list of the Regular Navy from the Fleet Reserve because of physical disability.

• Those transferred to the honorary retired list of the Naval Reserve without pay.

Now to get to your questions —

(1) For personnel in category 1, conviction and imprisonment by civil authorities does not of itself terminate the right to receive retired pay. The retired pay, in this case, is not conditioned on the continued good behavior of the recipient.

Personnel in category 2, however, may be discharged in the discretion of the Secretary of the Navy, "when sentenced by civil authorities to confinement in a State or Federal penitentiary as a result of a conviction for a felony." In that case, the retired pay would be halted.

(2) A retired enlisted man in category 1, not on active duty, cannot be tried by court-martial nor can he be recalled to active duty in order to be tried by court-martial.

Personnel in category 2 are at all times subject to the laws, regulations and orders for the Government of the Navy. They may be ordered tried by court-martial for offenses within the jurisdiction of the Articles for the Government of the Navy.

Retired enlisted men of both categories may be recalled to active duty by the Secretary of the Navy in time of war or when a national emergency exists.



While on active duty, all retired enlisted men are, of course, subject to the Articles for the Government of the Navy. They may be tried by court-martial for violations of law committed while on active duty and discharged from the naval service pursuant to the sentence of such court-martial as a punishment for such offenses.

(3) There are no provisions of law or decisions of the courts or the Comptroller General of the U. S. which specifically cover the loss of retired pay due an enlisted man. The decisions in three court cases held that where the salaries of officers and employees of the Government are regularly appropriated for, such salaries cannot be checked without specific authority. The Judge Advocate General of the Navy therefore considers that the pay of retired enlisted men, regularly appropriated for, may not be lost by the retired enlisted man without special authority of law. Discharge from the U. S. Navy or the U. S. Naval Reserve would, of course, terminate all right to retired pay. — And retired personnel in category 2 can be discharged, as is pointed out in the answers to questions (1) and (2), as can those in category 1 when called back to active duty during a national emergency.

If you're going to get in trouble in civilian life, you had better put yourself in category 1, first, by serving 30 years in the Regular Navy. It's best to stay out of trouble, though — either in the Navy proper or on the retired list. — Ed.

### Info on Class A JO School

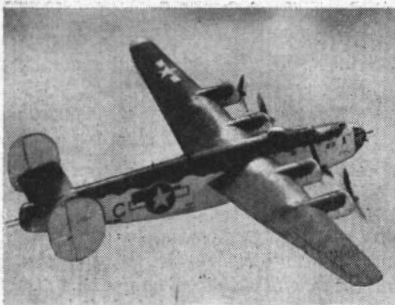
SIR: For some time now I have been trying to get some information on requirements for the Class A Journalism School. I have attended one Class A School in this enlistment and am under the impression that I cannot attend another one without extending or reenlisting. Is this correct? — H. W. M., YNSN, USN.

• No. You can normally attend only one class A school in any number of enlistments, inasmuch as the Navy does not consider it practicable to train a man in one rating, then have him switch to another. The only personnel eligible for the Naval School, Journalists, Class A, are JO3, SN, SA, FN and FA. — Ed.

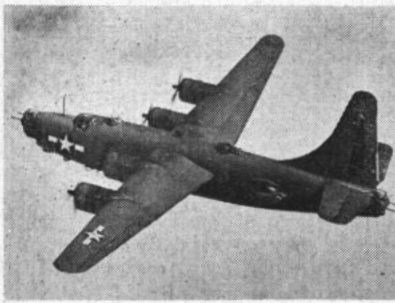
### Change YN Rate to PN

SIR: Is it possible for a rated yeoman to (1) attend Class C-1 Personnel Man School and (2) subsequently change rating to personnel man? — P. K. G., YN2, USN.

• (1) Waiver of rating requirements for entrance into Class C-1 PN School will only be granted to yeomen of pay grade 4 who have not attended Class A PN School. (2) Yes, when school has been satisfactorily completed. — Ed.



**LIBERATOR** — Flown by VPB-117 out of the Philippines during December 1944.



**PRIVATEER** — First flown in combat by VPB-118 during the early months of 1945.

### VPB-117 Flew Liberators

SIR: In the March 1949 issue of ALL HANDS you quoted VPB-118 as being the first PB4Y-2 squadron to fly in overseas combat from 10 Jan 1945 until 25 July 1945. I am not contradicting your dope but I wish you would check on VPB-117 and see if they operated off the beach in Leyte Gulf during December 1944. I am not familiar with planes and squadrons but I do remember VPB-117 as a PB4Y-2 squadron at that particular time. — R.L.S., RM2.

• Your memory of VPB-117 operating in the Philippines during December 1944 is correct. It was the first Navy shore-based long-range squadron in the area. However it was equipped with PB4Y-1s (Liberators), not PB4Y-2s (Privateers). VPB-118 remains the first squadron to take Privateers into action. — Ed.

### National Guard Service

SIR: I enlisted in the Tennessee National Guard on 9 July 1929 and served five years and four months. I enlisted in the U. S. Marine Corps on 11 Apr 1938. (1) Does the National Guard time count on 30 years retirement? (2) Do I rate hash marks for this National Guard time? — L.R.W., USMC.

• (1) No. Active service performed in a State National Guard is State service, therefore it does not count as active Federal service, unless such service was performed as a part of the U. S. Army. (2) No. Service stripes are authorized for prior honorable service in the Army, Navy, Marine Corps or Coast Guard when serving with the Navy — but not for National Guard service. — Ed.

### We're Outmaneuvered

SIR: I question your assertion on page 30 of the August 1949 ALL HANDS that the maneuver described as a "Williamson Turn" was originated in 1942 by a lieutenant of that name then on active duty.

At least as early as 1915 the commanding officer of USS *New York* (Captain Hugh Rodman, USN, later admiral) instructed his junior officers in the use of this maneuver, and how long before that time it may have been in use throughout the Navy I couldn't begin to estimate.

While the date of origin — and the name of the originator — may be lost in the obscurity of passing time, it is certain that first use of the maneuver was not anything recent. — J.E.D., CAPT, USN(Ret).

• It appears that ALL HANDS dropped the mooring board with the statement that Lieutenant John A. Williamson "originated" the maneuver now used in recovering a man overboard (see ALL HANDS, August 1949, p. 30).

From Rear Admiral T. L. Sprague, USN, Chief of Naval Personnel, (and several other flag officers) comes the gentle reminder that the maneuver was used long before World War II — or World War I for that matter. He says, "It was called a 'Torpedo Boat Turn' in those days and still is. While we are on the subject, 70 degrees is too far to turn most ships, particularly carriers and battleships, and then there's the wind to take into account, too. Sixty degrees is better. She'll go 10 degrees past anyway, before the reverse rudder stops her swing. In the days of wooden ships and iron men, they 'jibed' to accomplish the same result."

It seems the evolution was used in 1942 at the Submarine Chaser Training Center, Miami, Fla. — but not for the first time. As one letter writer states: "In addition to Navy use of the turn . . . I warrant that every third mate and above in the merchant service throughout the world knows the maneuver — but doesn't know it as the Williamson Turn. . . ."

Whatever you call it, ALL HANDS has executed the maneuver and is steady on the reverse course. — Ed.

### Merchant Marine Ribbons

SIR: I served in the Merchant Marine during the latter part of World War II and earned the right to wear various campaign ribbons. Is it permissible to wear these ribbons on my naval uniform? — C.E.B., SA, USN.

• Yes. In accordance with Uniform Regulations, Merchant Marine ribbons may be worn on the naval uniform after all other American ribbons. They are worn in the order prescribed by the Maritime Service. — 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 LST 845:** The second biennial reunion of all personnel who have served on board this ship will be held at the Morrison Hotel, Chicago, Ill., on 16-18 June 1950. All former crew members should contact LST 845 Reunion Committee, 2011 North Illinois St., Indianapolis 2, Ind.

• **National Eniwetok Veterans:** Former members of the 110 Seebees, 136 Seebees, 126 Seebees, NOB, NAB, CASU (F) 35, ACORN 22 Boat Pool participated in a reunion of Eniwetok veterans held in Chicago at the La Salle Hotel in August. Information on this reunion arrived too late to appear in an earlier issue. For information on future reunions contact N. O. Bigley, 237 Grant Street, Ottawa, Ohio.

• **University of Washington NROTC:** Reunions and functions of this unit welcome all former Compass and Chart members. For information write to Mrs. Grace Woodward, NROTC Headquarters, University of Washington, Seattle 5, Wash.

• **123rd Seabee Battalion:** First reunion of this unit was held in Chicago, Ill., last month. Notification arrived too late for publication in this column. For future meetings contact Jack Barrett, 3651 N. Janssen Ave., Chicago, Ill.

• **uss Butte (APA 68):** A reunion is planned in St. Louis, Mo., during 1950 of all personnel who served aboard this vessel. Former crew members are urged to contact Robert Bradbury, 1145 Diaz Street, St. Louis 23, Mo.

• **LST 845:** The second biannual reunion of all personnel who served aboard this vessel will be held at Morrison Hotel, Chicago, Ill., on 16-18 June 1950. Former crew members contact LST 845 Reunion Committee, 2011 North Illinois Street, Indianapolis, Ind.

• **uss Ommaney Bay (CVE 79):** A reunion is proposed for all personnel attached to this ship and VC-75. The reunion is scheduled for 4 Jan 1950 to commemorate the fifth anniversary of the ship's sinking in the Northern Sulu Sea. All personnel who served in this vessel are urged to contact Lieutenant (junior grade) John H. Cassidy, usn (Ret.), 64-36C 186th Lane, Flushing, N. Y. Suggestions as to time and place of the reunion would be appreciated.

## It Does Knot Seem Possible

SIR: Is there anyone in the Navy who can tie 1,000 knots in 500 seconds? — S. R., usn.

• *None of the sources we researched could produce anyone claiming such a knot-tying record. Your question did, however, start quite a controversy over just what type of knot could be tied at the rate of 2 per second for over 8 minutes. The majority seem to agree that it might be possible to accomplish the feat if tying simple overhand, half-hitch or slip knots. If you, or anyone else in the Navy, can tie 1,000 knots in 500 seconds ALL HANDS would like to know about it. — ED.*

## The Word on Commission Pennants

SIR: Is there any definite reason for a commission pennant having seven or 13 stars? What publication would give me information concerning pennants and flags? — A. J. E., QM2, usn.

• *These pennants date from the earliest days of our Navy and, up until 1933, they ranged in length from 70 feet down to the smallest which was four feet in length. The larger sizes had 13 stars and the smaller sizes had seven. The increased use of anti-aircraft guns and other equipment topside made it undesirable to fly the large pennants so on 30 Aug 1933 the Chief of Naval Operations approved two sizes, (7) which is four feet and size (6) is six feet. Each contains seven stars which have no special significance other than providing the most desirable display. A new edition of "Flags of the United States and other Countries," now in preparation, will have an article on the commission pennant. — ED.*

## Does Your Cigarette Taste Salty?

SIR: Recent tests between tax-free (sea stores) cigarettes of a certain brand and the same brand cigarettes purchased ashore here seem to indicate a difference in the taste, burning rate and texture of ash. (1) Is there any difference in quality or ingredients of the cigarettes sold tax-free (sea stores) and tax-paid (ashore)? (2) What is the estimated difference in storage time before sale in each case? — C.F.L., RMC, usn.

• (1) *The manufacturers have assured the Navy that all cigarettes are manufactured in exactly the same manner and are packaged before shipments are scheduled as tax-free or tax-paid. (2) The sea stores warehouse stocks are usually kept within a 30 day supply and stores ashore may restock as frequently as once every two weeks. Naturally an unduly long storage period will effect the quality of a cigarette and it is for this reason that every effort is made by sea stores warehouses and stores ashore to obtain fresh supplies as frequently as possible. — ED.*

## Status on Retirement

SIR: I have held a temporary rank of machinist since 15 Nov 1944. I expect to revert to my permanent rate, BTC, on 1 Feb 1951. (1) If I go into the Fleet Reserve will I be rated as BTC with BTC pay, or will I be a machinist with privileges of machinist and draw pay for BTC? (2) What will my status be on retirement after 30 years? — M.E.M., MACH, usn.

• (1) *Upon your transfer to the Fleet Reserve you will be reverted to your permanent status as BTC with the pay of BTC. (2) Temporary officers after being retired in permanent enlisted rating are advanced to the highest grade and rank in which they served satisfactorily under temporary appointments. You will receive retired pay computed in accordance with formulas shown in BuPers-BuSandA joint letter dated 20 Jan 1948 (NDB, 30 Jan 1948) based upon the pay of the higher rank. — ED.*

## Shellback's Record

SIR: I would like to know what I must do to have entered in my record that I am a shellback. I was aboard *uss Midway* (CVE 41), later changed to *uss St. Lo* (CVE 63). By transcript of service I was attached to VC-65, from 14 July 1943 until 13 Nov 1944. At that time I was in the Naval Reserve. The ship was sunk in the Philippines in October 1944.

I would also like to know what the chances are of getting on a ship that is making a world cruise. — J. L. C., AD3, usn.

• *If a man has been initiated a "shellback" upon crossing the equator, and the commanding officer of the ship in which the man is attached upon crossing has so stated by an entry on page nine of the man's service record that he has qualified as a "shellback," then a request may be made to the Chief of Naval Personnel via his present CO that a certified copy of this page be prepared and forwarded for inclusion in his present service record. This appears to be the procedure that should be followed in your case. This does not mean that BuPers will issue the actual certificate to the man. This is issued only by the CO at the time of crossing. Due to the tremendous workload it would involve, BuPers will not issue or reissue these shellback certificates.*

Concerning world cruises, the only vessel currently making world cruises are the AOs, and these are not on a scheduled basis. New runs are given the oilers each time they report back to their home base. (San Francisco) and circumstances at the time cover whether or not they make their cruise to several different ports around the world. There are no billets in the complement of an AO for an AD3. — ED.





ENCLOSED engines make possible repairs while in flight (left). Right: 'Joe' is served in upper deck galley of mock-up.

## Giant Blimp Will Hunt Snorkel Subs

**N**OW under construction, the Navy's newest blimp, ZPN, will be the largest non-rigid airship ever built and has been designed to carry a bigger load a greater distance than ever before.

The shore-based, long-range airship will carry the latest scientific equipment that will enable it to perform a variety of tasks, including the combat of snorkel submarines.

Overall length of the new blimp is 324 feet with an 87-foot control car. Moored on a regulation football field,

the blimp would stretch from goalpost to goalpost.

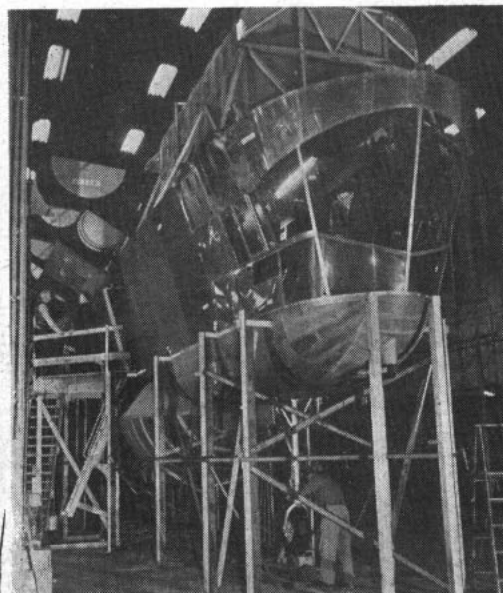
Two seven-cylinder Wright engines, housed inside the control car, provide speeds up to 75 knots. Two controllable-pitch propellers will be mounted on outriggers from each side of the gondola.

While being capable of speed and long range patrol over large ocean areas, the new blimp can also hover over one spot.

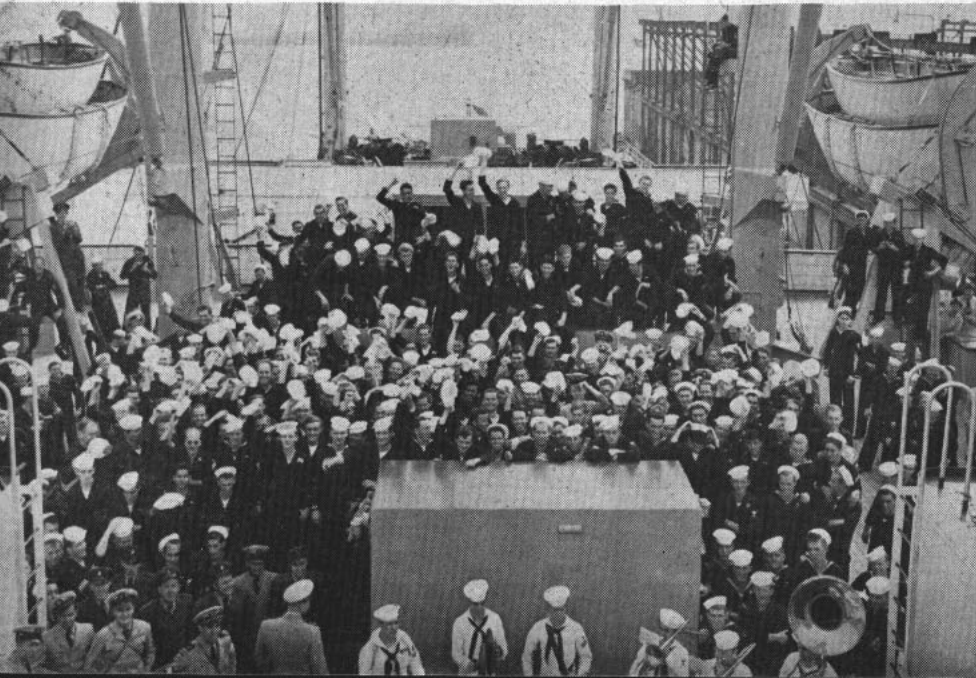
Special equipment on board the airship will permit it to refuel in flight

by dropping a fuel line to a surface ship, and to reballast by scooping water from the ocean. Flight controls will be manual or automatic, and the tricycle landing gear will be retractable.

Non-rigid airships are classed by the capacity of the bag. The N-type PZN's 875,000 cubic foot capacity exceeds that of the M-type (700,000 cubic feet) long range patrol blimp, and nearly doubles the capacity of the K-type (456,000 cubic feet) work horse of World War II.



CHOW DOWN in crew's quarters on upper deck of control car (left). A general view of the life-sized mock-up.





# TODAY'S NAVY

## Roper Named Chief of Naval Personnel, McMahon Deputy; Sprague ComAirPac

Two major naval organizations underwent changes of command this month and last.

Vice Admiral Thomas L. Sprague, USN, was relieved as Chief of Naval Personnel by Rear Admiral John W. Roper, USN. Vice Admiral Sprague moved up to the position of Commander Air Force, U. S. Pacific Fleet — as the relief of retiring Vice Admiral Harold B. Sallada, USN — and became vice admiral at that time.

Vice Admiral Sprague served as Chief of Naval Personnel since February 1947. Prior to this duty he was assigned to fleet aviation activities almost continuously for 26 years, commanding several carrier task forces during the war.

Rear Admiral Roper held the position of Deputy Chief of Naval Personnel for 31 months prior to being appointed head of the Bureau of Naval Personnel by the President.



VADM  
Thomas L. Sprague



RADM  
John W. Roper

Commissioned in 1918, he served on board many types of vessels and on the staffs of several fleet, force and type commanders. During the early part of World War II he was executive officer of USS *Chicago* (CA 29) and was operations officer on the staff of Commander South Pacific Force. Later, while serving as aide to the Secretary of the Navy, he participated in the invasion of the South Coast of France. He commanded USS *Wisconsin* (BB 64) during the assault and occupation of Okinawa and while she was a unit of the Third and Fifth Fleets, raiding the home islands of Japan.

New Deputy Chief of Naval Personnel is Rear Admiral Frederick W. McMahon, USN. Prior to his current duty Rear Admiral McMahon was Director, Aviation Personnel, Office of the Chief of Naval Operations. Rear Admiral McMahon has a background of many years of service in fleet aviation activities, commanding an escort carrier in the Pacific during World War II.

### ← The Navy in Pictures

SILHOUETTED against the sun, USS *Philippine Sea* stands out for another port of call during a goodwill tour of northern Mediterranean (above right). Top left: Crew member of USS *Dentuda* conducts Marvene Fischer, 'Miss Wisconsin,' on tour of the submarine. Center left: Marines from MCAS El Toro serve as honor guard for 'Queen for a Day,' Anna Pasquino. Below left: Members of Navy's record-breaking Berlin airlift squadrons return from Germany on *General Maurice Rose*. Lower right: Fond alohas are waved to Reservists aboard USS *John A. Bole* leaving Pearl Harbor on return voyage to Seattle, Wash.

### YESTERDAY'S NAVY



November 1942, 32 Nip planes attacked USS *South Dakota*; 31 planes were shot down. CDR Richard E. Byrd took off on a 1600-mile South Pole flight 28 Nov 1929. Marine Corps temporarily organized 10 Nov 1775.

### NOVEMBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
		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			



HONOR of flying battle efficiency pennant for 1949 has been won by 65 ships and 13 aircraft squadrons.

Reserve Submariners

Two groups of Organized Submarine Naval Reserve officers graduated from a special four-week course at the U. S. Submarine Base, New London, Conn., this summer. The first class consisted of 16 students and the second, of 21.

Approximately 40 per cent of the schooling received by the Reserve submariners consisted of on-board training. The remainder was given in classrooms ashore. The study afloat took place aboard conventional fleet type submarines and the latest guppy-snorkel type.

This phase gave the officers an opportunity to apply in real life what they had learned in the classroom and through correspondence courses. It was concerned primarily with problems in ship handling, attack plotting, navigation and piloting, and serving as diving officer of the submarine.

During the four weeks of intensive instruction the Reservists were familiarized with the construction, design and compartmentation of submarines. They learned the propulsion and electrical systems and the operations of radar and sonar equipment. They pored over fuel system charts and the complex compressed air and ballast systems. Altogether, the training was considered adequate to equip Reserve submarine officers to assume the duties of junior watch officers, in the event of mobilization.

Motel Aids Service Families

"Greatest single cause of financial distress to Navy families here," says an announcement from Great Lakes Naval Training Center, "was the expense of getting settled when first reporting."

The change to past tense occurred only recently, after a 21-family "motel" opened its doors to provide 30 days housing for newly arrived service families.

During that time, the new men can look around and find suitable permanent housing. Another use of the "motel" is to provide a place to stay long enough for men leaving the station to arrange for shipping household effects.

The building is a former CPO quarters, converted by station personnel after six weeks of steady work. Eight single rooms, seven bedroom-living room suites, and eight suites of two connecting bedrooms are contained in the structure.

Accommodations are hotel-type, except that the baby's milk can be heated in the building and coffee is almost constantly brewing in the recreation lobby. A laundry room is available and tenants do their own house cleaning.

Because the "motel" is listed as public quarters, quarters allowance is withheld from pay. But Navy men reporting on duty are more than happy about the situation.

Through the new housing plan, they are saved the expense of putting



FAMILY AFFAIR—Lolita New, DT3, is visited by her mother, WAF Sgt Mary E. New, at NAS Oakland.

up their families in a downtown hotel. They also have more time to look around for permanent rental housing, rather than take the first available.

The Great Lakes Navy Relief Society had noted the needlessly high number of families who had gone past their means during the first weeks of reporting, finding a place to stay, and settling down.

The new "motel" will be easy both on Navy Relief loan funds and on the family budget.



NON-DROPPABLE wing tanks on Navy's F9F-3 Panther have provision for jettisoning fuel in less than 40 seconds. Plane's speed eliminates fire hazard.



## 30 Years of Aviation Duty

The month of October 1949, marks 30 years of continuous duty in naval aviation for L. A. Brown, ADC, usn, leading chief of Patrol Squadron 44 (VP-44), based at NAS Coco Solo, C.Z.

"Brownie" entered the Navy in 1919 as an apprentice seaman for landsman and received his first "big boat" training on the famous NC-4 type aircraft during 1920.

An integral part of the air arm since its early days, Chief Brown's career reads like a history of naval aviation. He recalls flying in the "old days" with Lieutenant (junior grade) Thomas L. Sprague—now Rear Admiral Thomas L. Sprague, usn, Chief of Naval Personnel.

Thirty years ago he worked on aircraft engines which developed a maximum 400 horse power. Now the engines powering planes in his squadron, VP-44, are rated at 2,000 horse power.

## Memorial Services Held

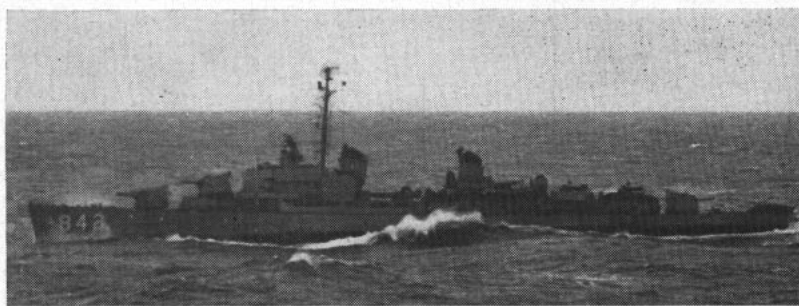
One day during World War II a man aboard the destroyer escort *uss Underhill* (DE 682) wrote his father a letter, and in it he said that he wished the crew of his ship could always stay together. On 24 July 1945 *Underhill* was sunk off Okinawa. Almost half the 234-man crew perished with the ship, and among those lost was the writer of the letter mentioned here.

Each year, however, the survivors are together again for a little while—as far as is possible. On the anniversary of the ship's sinking a memorial service is held at the chapel of the Naval Academy, Annapolis, Md. Surviving crew members of the ship, along with parents, families and friends of the deceased attend. After the service, bereaved families from all over the U. S. meet and learn to know survivors of the *Underhill* sinking and their families.

The chaplain who officiated at this year's memorial service stated in part, "Suffering is the supreme mystery in the world, and life's heart-rending experiences cannot be escaped."

## Academy Alumni Association

Those eligible for membership in the U. S. Naval Academy Alumni Association are reminded that dues for the year 1949-50 are now receivable.



USS FISKE (DD 842)—Her razor-sharp crew receives the Marjorie Sterrett Battleship Fund prize as being most deserving in the entire Atlantic Fleet.

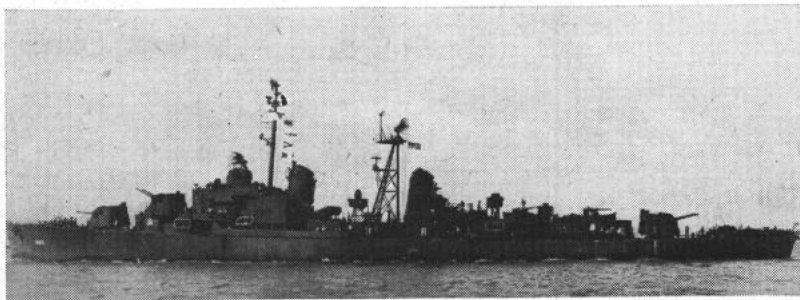
## Annual Sterrett Award Goes to 2 Tin Cans

The Marjorie Sterrett Battleship Fund prize has been awarded *uss Fiske* (DD 842) and *uss Newman K. Perry* (DDR 883). (See ALL HANDS, September, 1949, p. 52.)

The prize is awarded annually to one ship in each of the Atlantic and Pacific Fleet qualifying for a battle-efficiency pennant. It will be awarded to these vessels for the benefit of their enlisted personnel. The money will be placed in the ship's recreation funds and earmarked for expenditure for athletic equipment, prizes for athletics, repairs to athletic equipment, furniture and equipment of crew's recreation rooms, dances, picnics, musical instruments and phono-

graph records. It cannot be used for other purposes.

The "Marjorie Sterrett Battleship Fund" originated in 1917, when thirteen-year-old Marjorie Sterrett of Brooklyn wrote to the *New York Herald Tribune* enclosing her weekly allowance of 10 cents to help buy a battleship. A campaign was conducted by the *Herald-Tribune* and other newspapers, raising a total of \$22,178.57. The annual prize to the two most deserving ships (one in each Fleet) winning battle-efficiency pennants consists of the income from the fund. The Chief of Naval Operations selects these two vessels from the records of battle-efficiency competition.



USS NEWMAN K. PERRY (DDR 883)—Receives award in Pacific Fleet. To be eligible for prize, ship must be battle-efficiency pennant winner.

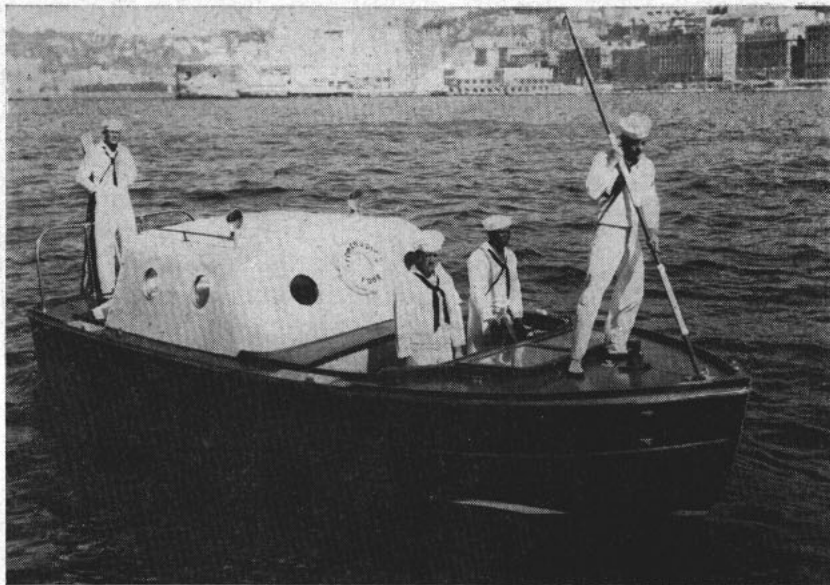
## U. S. Ships Visit Spain

For the first time in 13 years, U. S. Navy vessels are anchoring in Spanish harbors and U. S. sailors are going on liberty in Spanish towns.

Recently four ships of the Mediterranean and Eastern Atlantic Fleet, under the command of Admiral Richard L. Conolly, usn, CincNELM, steamed into the harbor of the coastal city of El Ferrol, Spain's principal

naval base. Crew members were granted liberty to visit the city and surrounding areas.

The four vessels visiting the Spanish port were *uss Bordelon* (DD 881), *uss Stribling* (DD 867), *uss Juneau* (CL 119), and *uss Columbus* (CA 74). The informal visit followed tactical exercises in the Mediterranean. Its purpose was to give U. S. Navy men the opportunity to visit another interesting foreign port.



EFFICIENT and alert boat crew brings barge of ComCruDiv 4 smartly alongside USS *Juneau* (CL 52) during the division's visit to port of Naples, Italy.

**Navy Literary Contest Winner**

Winner of the 1949 Navy Literary Contest is Major Andrew C. Geer, USMCR, of San Francisco, Calif. Selected by the judges as the first prize winner was his novel, *The Sea Chase*, which tells of the return voyage of a German merchant ship after eluding internment in Australia during World War II.

Major Geer's entry was one of 65 submitted by Navy and Marine Corps personnel on active duty in the third annual contest held by the Navy. He received the first place award — a fellowship to the Bread Loaf Writers' Conference at Middlebury, Vermont, where each year many of the nation's outstanding writers, editors and publishers gather for two weeks. Major Geer was issued temporary additional duty orders to attend the conference. His prize-winning novel has been published by Harper & Brothers.

An alumnus of the University of Minnesota, Major Geer joined the British Army soon after the outbreak of World War II, and saw service in India, Syria and Africa. When the United States entered the war he was released by the British and joined the U. S. Marine Corps as a captain. He participated in the Saipan and Iwo Jima invasions as a Marine. Major Geer is presently stationed at Marine Corps Headquarters, Washington, D. C.

Accompanying Major Geer to Bread Loaf will be Lieutenant (junior

grade) Arnold S. Lott, USN, who was one of the two winners of the Navy Literary Contest last year. LTJG Lott was unable to attend the conference after winning last year as he was in the Arctic at the time as a member of the Point Barrow Resupply Expedition. The other first-place winner in last year's contest was H. O. Austin, JOC, USN, an ALL HANDS staff writer who went to the conference in 1948.

**Exercise MIKI**

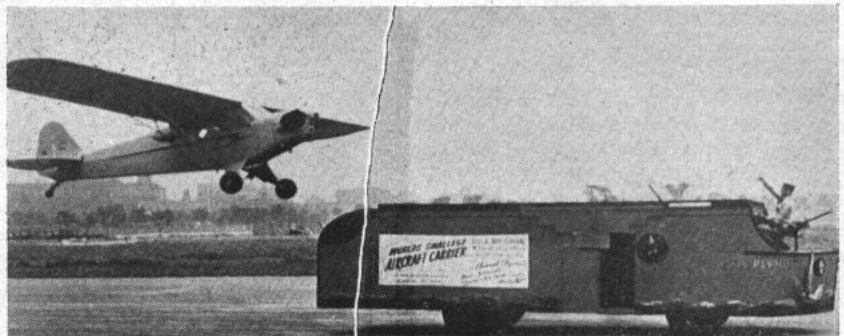
One night this fall — exactly which night is top secret — the darkened harbors of West Coast ports will blanket the muted sounds of thousands of soldiers and Marines boarding Navy transports. A massive array of tanks, amphibious craft, guns, etc. will be hoisted on board and over 100 naval vessels, ranging from landing craft to aircraft carriers, will sneak out to sea.

Somewhere far out at sea they will rendezvous to form the United States First Task Fleet. Its mission: To "attack" by amphibious landings and "capture" the island of Oahu, T. H., being held by an "aggressor" force.

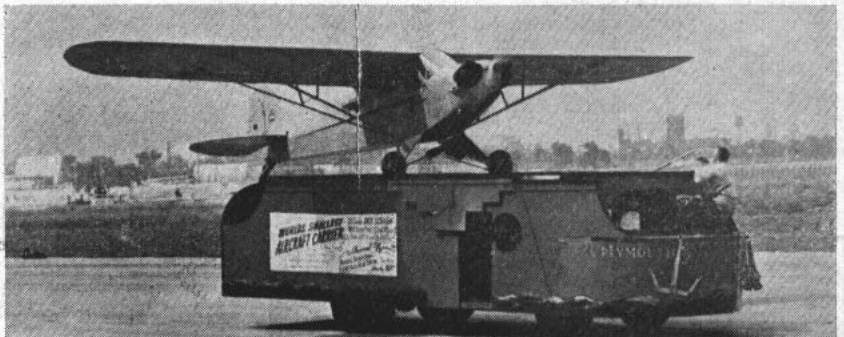
All phases of the mammoth peacetime training operation will be conducted with wartime realism and secrecy. The date of departure from the mainland for the assault on Oahu is a closely guarded secret.

Already large scale training operations are underway in preparation for the "invasion." At the Army's Fort Lewis (Wash.) thousands of soldiers are being taught to scramble up and down cargo nets the way their older brothers did during World War II. Navy and Marine Corps officers are burning midnight oil going over the thousands of details connected with a major joint amphibious operation.

While the bulk of the amphibious



MIDGET FLAT TOP—LCDR Richard Schram, USNR, gets the cut and comes aboard the world's smallest carrier during an air show at NAS Glenview, Ill.





troops will come from Fort Lewis, many other units of specialists will come from Fort Worden, Wash.; Fort Meade, Md.; Aberdeen, Md.; Fort Benning, Ga.; St. Louis, Mo.; Fort Jackson, S. C.; Fort Hamilton, N. Y.; Camp Stoneman, Calif.; Denver, Colo.; and Fort Bragg, N. C.

Meanwhile Oahu is stiffening its defenses in anticipation of the "invasion." Lieutenant General Henry S. Aurand, USA, head of Army forces in the Pacific, commands the "aggressor" force that is supposedly holding the island, and will direct its defense against the amphibious assault. Submarine and Navy air searches are being intensified and Oahu is humming with activity as the "enemy" digs in for a stubborn defense.

Vice Admiral Gerald F. Bogan, USN, will command the invasion fleet. Amphibious troops will be commanded by Major General Harry J. Collins, USA. General Mark W. Clark, USA, is in overall command of "Exercise MIKI," the joint operation designed to dislodge an imaginary "aggressor" force from the Hawaiian Islands. Altogether, over 40,000 soldiers, sailors and marines will be involved in the exercise.

### Former EM Retires

A former enlisted man whose naval career reads like a small-scale history of the modern Navy has retired after 30 years' service.

Lieutenant Commander Joseph E. Ardeeser, USN, 48, enlisted in 1919 in Washington, D. C., his hometown, and thereby got in on the ground floor of naval aviation in which in later years he spent most of his time.

As a young man, he served in aircraft squadrons of the Scouting Force operating on the East Coast and in Central American waters for two years. Those were the infant days of the naval air arm, the arm which developed into the mighty force which played a major role in bringing Japan to her knees in World War II.

An interesting variation in his career came when as an enlisted man he was assigned to duty with the Army Quartermaster General in Washington, D. C. This was the equivalent of present-day unification with its interchange of personnel for limited periods between the services.

In the years following, LCDR Ardeeser served in *uss Wyoming* (AG 17, then BB 32) while Admiral Wil-



RETIRING Chief of Chaplains, RADM W. N. Thomas, and RADM T. L. Sprague, Chief of Naval Personnel, congratulate RADM S. W. Salisbury.

## New Chief of Navy Chaplains Appointed

The Navy's Chief of Chaplains for the past four years, Rear Admiral W. N. Thomas, has retired after 31 years of active service.

Aside from his service as Chief of Chaplains, Rear Admiral Thomas is best known for his work at the U. S. Naval Academy. There he served approximately 15 years as chaplain or assistant Academy chaplain. Chaplain Thomas is a graduate of Millsaps College, Jackson, Miss., with B.A. and D.D.

degrees. American University of Washington, D. C., conferred on him the honorary degree of Doctor of Divinity.

The new Chief of Chaplains is Rear Admiral Stanton W. Salisbury, CHC, USN. Rear Admiral Salisbury served as an Army chaplain during World War I, and has completed 28 years as a Navy chaplain. He is a graduate of the University of Omaha and the Auburn Theological Seminary.

liam F. "Bull" Halsey was in command; in *uss Patoka* (AG 125, then AO 9) 1927-30; at Naval Receiving Station, Washington, D. C., 1930-32; on the staff, Governor of American Samoa, 1932-34; in destroyers of the Battle Force, 1934-36; in Patrol Squadron 15 and Patrol Wing 5, 1936-38; at Fleet Air Base, Coco Solo, C. Z.; and in the office of the Chief of Naval Operations, Washington, D. C., 1939-42.

Commissioned soon after the outbreak of the war, he served with Fleet Air Wing 5 and then as an aide to the Commandant, NOB Newfoundland, and at NAS Corpus Christi, Tex., before going to the European theater with Fleet Air Wing 15 in 1944.

He had been staff personnel officer for the Chief of Naval Air Advanced Training prior to his retirement. LCDR Ardeeser holds four letters of commendation awarded by CNO and by fleet commands.

### Good Job Completed

Planes and crews of two Navy air transport squadrons, VR-6 and VR-8, are back home again after serving for seven-and-a-half months as part of the Berlin airlift.

Both squadrons joined "Operation Vittles" on 9 Nov 1948 and the first Navy R5D was in the Rhein-Main to Berlin airlift pattern 12 hours after they arrived.

During their part of the lift, the two squadrons logged a total of 45,990 hours in the air while delivering nearly 130,000 tons of "vittles".

Each flight crew spent an average of 12 hours on duty and members of both squadrons who completed 100 round trips in the airlift have been recommended for the Air Force Medal for meritorious achievement.

After the planes were cleaned and re-equipped at NAS Moffett Field, Calif., the squadrons returned to their regular assignments.



SHIPBOARD life now part of the past, a wistful Jim is presented a new leash and harness prior to being piped over the side to join his master.

### Sea-Going Dog Gets Meritorious Mast

Jim, a trim, black cocker spaniel who is every inch a sailor, has been discharged from the Navy after 16 month's satisfactory service.

A veteran of cruises to Labrador, Newfoundland, Puerto Rico, Virgin Islands, Dutch West Indies and Cuba in LST 1032, Jim was put ashore to join his master, Arthur Mogel, BMC, who was released to the Fleet Reserve.

While the ship was at sea, Jim was kept plenty busy keeping up the morale of ship's company. His primary duty was listed as skylarking with collateral duties as watch-

dog. His duty station: the main deck.

At a meritorious mast held for the dog, his singular devotion to duty—and similar devotion to good food and lots of it—was recalled. Following the mast, he was piped over the side to rejoin his side-kick,

Jim was born at Norfolk in February 1948 and enlisted in the Navy shortly thereafter at the chief's suggestion. Released to the Fleet Reserve, he was presented by the members of the crew with a brand new set of "civvies"—a leash and harness of top grain leather.

### Flag Rank Orders

Flag rank orders for last month: Vice Admiral Oscar C. Badger, USN, Commander Naval Forces Western Pacific, ordered to Chief of Naval Operations, Navy Department, Washington, D. C. for duty.

Vice Admiral Arthur C. Miles, USN, Chief of Naval Material, ordered as Bureau of Aeronautics General Representative, Western District, Los Angeles, Calif.

Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel, to relieve Vice Admiral Harold B. Sallada, USN, as Commander Air Force, Pacific Fleet.

Rear Admiral John W. Roper, USN, to relieve Rear Admiral Sprague as Chief of Naval Personnel.

Rear Admiral Frederick W. McMahon, USN, to relieve Rear Admiral Roper as Deputy Chief of Naval Personnel.

Rear Admiral Willard A. Kitts, III, USN, Commander, Training Command, Pacific Fleet, ordered as Commander, Naval Proving Ground, Dahlgren, Va.

Rear Admiral Henry S. Kendall, USN, Commander Fleet Air Quonset, ordered to duty with Shore Establishment Survey Board.

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

Rear Admiral Thomas B. Inglis, USN, Director, Naval Intelligence, ordered as Commander, Training Command, Pacific Fleet, for duty.

Rear Admiral Edmund T. Wooldrige, USN, Assistant Chief of Naval Operations, (International Affairs), ordered as Commander Destroyers Atlantic Fleet.

Rear Admiral Felix L. Johnson, USN, Commander Destroyers Atlantic Fleet, ordered as Director, Naval Intelligence, Navy Department.

Rear Admiral Daniel V. Gallery, Jr., USN, Assistant Chief of Naval Operations (Guided Missiles), ordered as Deputy Commander, Operational Development Force, Atlantic Fleet.

Rear Admiral Walter F. Boone, USN, Assistant Chief of Naval Operations, (Strategic Plans), ordered as Commander Carrier Division Five.

Rear Admiral John P. Womble, Jr., USN, Commander Support Group Naval Forces Far East, ordered to Naval Operations for duty.

Rear Admiral Grover B. H. Hall, USN, Commander Carrier Division

### Stratospheric Balloons

In anticipation of the not-too-distant days when Navy pilots may be flying at 99,000 feet, the Navy weathermen have been busy perfecting instruments that enable them to examine the weather at that altitude.

Using a new-type plastic balloon, scientists from the University of Chicago, working under an Office of Naval Research contract, sent their temperature and humidity recording instruments nearly 20 miles above the earth and obtained an accurate and detailed sounding of water vapor concentrations at that height for the first time.

Until now the Navy has been using radiosonde instruments attached to

regular weather balloons to collect atmospheric data. (See ALL HANDS, June 1949, p.2). However, new-type Navy planes were beginning to fly above the maximum altitude these instruments could be depended upon, as they do not function properly in the low vapor concentrations and cold temperatures of the stratosphere.

A humidity measuring technique called "dew point hygrometry" is used in the new-type weather recorder. A transmitter attached to the balloon transmits information to receivers on the ground.

It was pointed out that in addition to its aid to flying, the new equipment will be able to collect information of great value to meteorologists.





**MOVIE** version of Iwo Jima invasion stars 3 members of the original cast in the famous flag-raising scene.

14, ordered to Naval Operations for duty.

Rear Admiral Herbert E. Regan, USN, Chief of Staff and Aide to Commander, Naval Force, Western Pacific, ordered to nearest Fleet Air Command, Continental United States, for further assignment to duty.

Rear Admiral Joel T. Boone, MC, USN, General Inspector of Medical Department Activities, ordered to office of Secretary of Defense for duty.

Rear Admiral Clarence J. Brown, MC, USN, ordered as General Inspector of Medical Department, retaining present assignment, as Assistant Chief, Bureau of Medicine for Research and Medical Military Specialties, as additional duty.

Rear Admiral Cato D. Glover, USN, ordered as Commander Fleet Air Quonset.

Rear Admiral Earl E. Stone, USN, Chief, Naval Communications, Navy Department, ordered to duty with Joint Staff.

Rear Admiral John R. Redman, USN, Deputy Commander Western Sea Frontier and Deputy Commander Pacific Reserve Fleet, ordered as Chief, Naval Communications, Navy Department.

### Famous Flag-Raising Filmed

Almost everyone in the U. S. is familiar with the famous picture showing five Marines and a Navy pharmacist's mate raising the American flag on lead-swept Mt. Suribachi. Soon, approximately six years later, they will get to see the epic incident recreated by the movies. Three of the

cinema flag raisers will be men who took part in the original hoisting of Old Glory on Iwo Jima.

To California to take part in filming "The Sands of Iwo Jima" have gone Rene Gagnon of New Hampshire, Ira H. Hayes of Arizona and John Bradley of Wisconsin—the three men in the renowned photograph who survived the Iwo Jima campaign. John Bradley was the only Navyman in the group; the other two were Marines. Today, all are civilians.

Other personnel of the famous 5th Marines also are taking part in filming the new picture. In addition, the original flag which was raised on the mountain has been taken to California from the Marine Corps museum at Quantico, Va., for use in filming the historic scene. More than 2,000 Marines of Camp Pendleton, Oceanside, Calif., are lending their assistance in creating the production. John Wayne, the well known actor, is carrying the lead role.

This is the third instance in which Gagnon, Hayes and Bradley have helped to set the Stars and Stripes flying. The second was at a war bond rally in Chicago.

### Marine Is Always a Marine

Believing that a marine is always a marine even if he leaves the corps, a new organization, the Third Marine Division Association, was established at Camp Pendleton, Oceanside, Calif.

Made up of former members of the wartime Third Marine Division, the association is open to any present or former marines who served at any time with the unit.

Major General G. B. Erskine, USMC, Commanding General of the First Marine Division and wartime commander of the Third Division, was elected acting president of the new association. The renewing of old friendships and, eventually, assistance to ex-members and their dependents, are the chief aims of the organization.

Applicants can send their names, addresses, and one-dollar yearly dues to the Secretary-Treasurer, Third Marine Division Association, Camp Pendleton, Calif.

A reunion has been planned for early in 1950 at which time permanent officers will be elected and the association incorporated. Date and place of the reunion will be announced later.

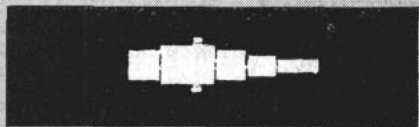
# QUIZ AWEIGH

It should be a matter of pride for every Navy man to possess a thorough, sure knowledge of his branch of the service. One sure way to learn for yourself whether you're sharp or slipping is to stand from under and take a crack at this quiz every month. You should know the answers.



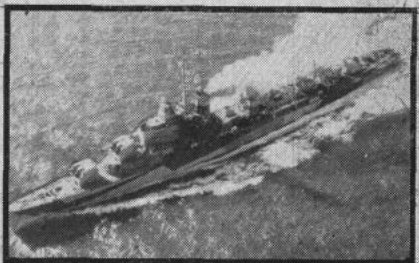
(1) The instrument through which this deck officer is squinting is (a) stadimeter (b) pelorus (c) theodolite.

(2) It is used (a) to track weather balloons (b) to determine distance between ships (c) to take bearings on approaching ships and identify them as friend or foe.



(3) This device identifies its wearer as (a) gunner's mate (b) expert gunner (c) gun captain.

(4) The device is (a) distinguishing mark (b) specialty mark (c) exclusive emergency service rating mark.



(5) Knifing along at nearly flank speed is USS Shearwater. Sharp eyes should help you identify her as (a) destroyer (b) light minelayer (c) destroyer escort.

(6) Conspicuously absent aft of the forward stack (a) are torpedo tubes (b) is the catapult (c) are searchlight batteries.

ANSWERS ON PAGE 53

# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

OLD AGE, the leveler of the masses, will have ill effects no longer. On quartz crystals, that is.

Scientists of the Army Signal Corps have come up with a new process that does away with the tendency of quartz crystals, just like humans, to become old.

There's hope for longer life in crystals because they can take super-heating to 900 degrees Fahrenheit. After this, they are cooled very slowly.

Jubilant scientists at the Fort Monmouth, N. J. laboratory say the new process may revolutionize the whole quartz crystal industry — which is not an inconsiderable statement.

More channels on radio, television, and communications gear will be available, and overlapping or drowning out of stations by adjacent channels will be greatly reduced. Radar, navigation and guided missiles control equipment also will benefit. The new crystals will be more efficient, too, resulting in smaller, lighter and "far better" walkie-talkies and combat radio gear.

★ ★ ★

HELICOPTERS have become amphibians in the Air Force, with a new landing gear combining floats for water and wheels for land.

The equipment has been installed on the H-5H helicopter.

Float-type landing gear appeared on 'copters early in World War II, enabling to land ashore, on shipboard or on the water. But, says the Air Force, "the landing floats were liable to be damaged when landing on rough ground, and it was difficult to move the float-equipped aircraft on the ground for maintenance work or into hangars."

The new gear will eliminate these troubles.

★ ★ ★

NAVAL AVIATORS training Air Force pilots to handle amphibious aircraft on rough seas may sound a little unusual but it is now being done at NAS Patuxent River, Md.

Eight AF pilots are being trained in the operation of the Navy's twin-engine Grumman *Albatross* (JR-2-F) as a prelude to the acquisition of 50 of the amphibious aircraft by the Air Force.

Under Air Force designations, the *Albatross* will be

known as SA-16. Capable of carrying 10 or 12 litter patients, the new plane is designed for rough-water operation on the open seas. Powered by two 1,425-horsepower engines, the plane has a top speed of 260 miles per hour and a service ceiling of 22,000 feet.

While cruising at 170 miles per hour, the SA-16 has a combat radius of 950 miles. Four 1,000-pound-thrust jato rockets, two under each wing, will assist the plane in take-offs from rough seas or short runways.

In its experimental stages, the *Albatross* was developed under Navy supervision and the 50 aircraft to be received by the Air Force were ordered through Navy procurement channels.

★ ★ ★

IF YOU HAPPENED to have traveled at high altitudes on a MATS plane in the past, you probably remember the necessary discomfort of wearing an oxygen mask.

The Military Air Transport Service didn't like the rubber masks either. They had to be checked out, fitted, checked in again and sterilized afterward.

Now the Air Force has come up with an efficient solution to the problem — a plastic and paper mask which you can throw away after use. The disposable item can be mass produced for about 25 cents each.

Oxygen is inhaled from a plastic bellows, after being led there through a plastic tube connected with the plane's oxygen supply. Exhaled gases escape through the porous facepiece. Light and easy to wear, the mask lies flat in a small envelope for facile stowage.

Effective only up to about 25,000 feet, the expendable masks are considered unsuitable for wear by pilots of fighters and bombers.

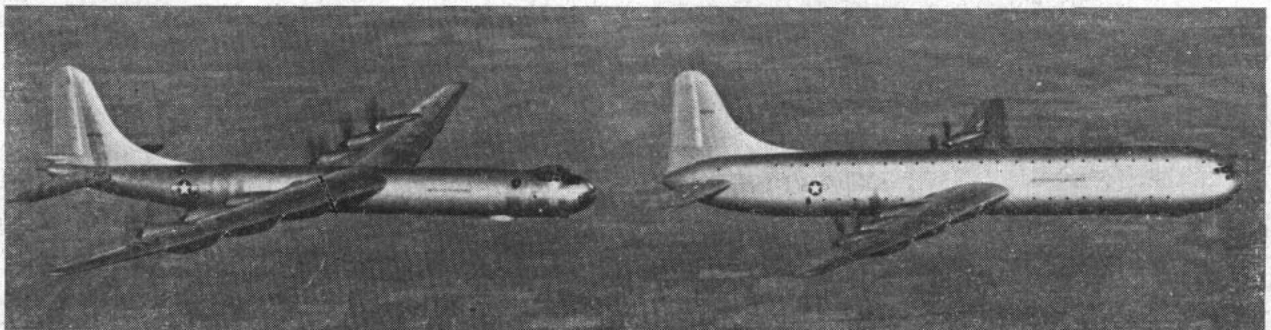
★ ★ ★

DO YOU HAVE blue or grey eyes, blonde or brown hair, and fair or ruddy complexion?

Then you may be more susceptible than others to cancer of the lip, according to a two and a half year study by Army dentist Lieutenant Colonel Joseph L. Bernier, of the Armed Forces Institute of Pathology.

These facial characteristics were found in a majority of more than 500 World War II soldiers with cancer of the lip. The study also brought out that 72 per cent of the cases studied were born south of the 40-degree parallel, where incidence of skin cancers is unusually high.

The study also said that "it is possible that 'sunburn' wave-lengths of solar radiation are a factor in developing



SKY MASTODONS — Ponderous B-36 flies formation on cargo counterpart, the XC-99, world's largest land plane.



lip cancer in persons who lack sufficient protective pigmentation or whose outer skin covering is thin."

Negro soldiers, among whom was found an extremely low percentage of lip cancer, have abundant pigmentation and thickness of skin as a racial trait.

The study is not completed as yet.

★ ★ ★

SEAFARERS who abandon ship in the future will have bigger and better living conditions in which to wait for rescue, thanks to a new "large economy size" version of the familiar aviator's emergency life raft kit.

Recently demonstrated off Long Island, N. Y., by the U. S. Coast Guard, the inflatable rubber lifeboat when packed into its compact "ready" form, weighs 186 pounds. A jerk on the ripcord automatically opens the zippered cover as CO<sub>2</sub> bottles inflate the boat to 14-feet-by-6-feet size in 30 seconds.

Capable of supporting 12 men inside, the new boat can also support 13 more clinging to lifelines over the side. It will stay afloat for days on the original shot of CO<sub>2</sub> and can be kept inflated with furnished hand pumps.

Plus the usual emergency equipment and supplies such as ration, water, sea dye, fishing kit, etc., a large nylon canopy is included that has many different uses.

Rigged up with the boat's oars and some line it becomes a 7-by-11-foot tent. Draped over the side with its cerise-colored side up, it becomes an eye-catching marker for searching airmen.

Designed for use aboard ships, the new rafts will supplement the conventional lifeboats and balsa rafts now in use. Previous tests of the rubber rafts, conducted on rough waters in the Great Lakes by the USCG, were declared highly satisfactory.

★ ★ ★

SPECIAL ATTENTION has been given to ease of loading in the design of the Air Force's new assault transport plane, the XC-123.

Jeeps and trucks can drive or be rolled right up a ramp into the plane's cargo hold — or the ramp can be lowered just to the level of the loading end of a truck.

For handling more cumbersome gear, a cable can be run down the ramp to the object while the other end is led out of the cargo compartment through the nosewheel well. Attached to a winch or other strong pulling mechanism, the cable can haul aboard the heaviest of objects.

In addition to hauling supplies, the mission of the twin-engine plane is to land and support assault troops and airborne engineers.

★ ★ ★

THE AIR FORCE has ordered 1,000,000 new-type food packages from commercial food processors for use aboard its bombers and reconnaissance planes.

The newly-developed food kits are packed in cardboard boxes approximately eight inches long, six inches wide and three inches thick. Inside each box are packed three small cans and an accessory packet. The cans and the packet, in turn, contain 1,200 to 1,300 calories in the form of tasty food.

One can in each unit contains the meat course. This portion of the meal can be obtained in seven different



CARE and handling of carbine is covered in course on weapons and marksmanship, Air Force ROTC students.

varieties: chicken, hamburger, beef and pork loaf, pork and apple sauce, ground meat and spaghetti, beef and corn, and ham and eggs. Another can contains crackers, a third contains fruit and the last is filled with dessert — cookies and candy discs.

The accessory packet encloses a can opener, soluble coffee, sugar, tea and milk, salt and pepper, a plastic spoon, a paper towel and napkin, and chewing gum.

The new combat food packet was under development for more than a year. It was designed by the Armed Services Food and Container Institute, Chicago, Ill. Cost of each unit is approximately 90 cents.

Food warmers connected to a plane's electrical system can be used to heat the food and beverage. The food may be served on paper plates or eaten directly from its containers.

★ ★ ★

THE DRAFT of a new bill to provide an additional Service Academy to supplement the U. S. Military and Naval Academies for basic education of junior officers for the three armed forces has been submitted to Congress by SecDefense Louis Johnson.

The proposed legislation would authorize the construction and maintenance of such buildings and facilities as are deemed necessary to operate the academy on a temporary basis, pending construction of a permanent academy.

Stressing the need for an additional academy, Secretary Johnson said, "One of the great problems confronting the National Military Establishment at the present time is the provision of adequate education to prepare officers for lifetime careers in the armed services.

"While the existing academies are able to provide for the career officer requirements of the Army and Navy, their facilities are inadequate to make available sufficient career personnel for the entire National Military Establishment, including the Air Force."

It is estimated that the cost of operating such an academy for the first year at a temporary site would be approximately \$5,000,000. Estimated total cost of the final permanent academy was approximately \$171,000,000.

# THE BULLETIN BOARD

## How You Stand on SDEL If You Have Requested Shore Duty

Here is the second tabulation of the shore duty situation. (See ALL HANDS, April 1949, p. 42). The list presented here is the picture of the present status of the BuPers Shore Duty Eligibility List.

The information contained in the tables should be considered only as a general guide, because the situation changes constantly as new requests are received by BuPers.

Some men are on the SDEL who have a greater amount of continuous sea duty than that listed for the top men in the following tables. Men in the categories listed below are not included in Table I or Table II:

- Discharged; no information on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Serving outside continental USA with dependents at duty station.
- Less than six months on board since returning from a naval school.
- Undergoing instruction at a naval school on returnable or non-returnable quota.



Chevron, San Diego

"You now have 32 hours of extra duty. Would you like to try for 64?"

- Less than three months on board new construction.
  - At receiving station when request was submitted and no information on present location.
  - Being held by BuPers for screening of jackets pending assignment.
- Personnel who have been placed on the SDEL, and have had a change

of address, change or advancement in rating since submission of original request for shore duty, or who desire to change their choices for shore duty, are advised to inform the Chief of Naval Personnel (Attn: Pers-6305) immediately, in order that there will be no unnecessary delay in sending out orders to shore duty.

It is presently intended to publish another tabulation of the shore duty situation in the April 1950 issue of ALL HANDS. The current directive concerning sea-shore rotation is BuPers Circ. Ltr. No. 101-48 (AS&SL, January-June, 1948).

Attention of commanding officers, executive officers, and personnel officers, as well as all men concerned, is invited to the requirement set down in BuPers Circ. Ltr. No. 101-48 to the effect that when a man receives orders to a normal tour of shore duty he *must* have at least two years obligated service or execute NavPers 604 (Agreement to Extend Enlistment), or reenlist, whichever the case may be, *prior* to actual transfer to shore duty.

I.  
Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.

II.  
Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."

I.  
Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.

II.  
Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."

Rate	I.		II.		Rate	I.		II.	
	Years	Months	Years	Months		Years	Months	Years	Months
BMC	15	3	13	8	GM1	11	1	9	0
BM1	12	3	14	10	GM2	8	9	9	2
BM2	9	3	6	9	GM3	7	11	7	3
BM3	12	2	7	3	FCC	13	2	..	..
QMC	11	11	9	8	FC1	17	8	..	..
QM1	8	10	7	8	FC2	6	0	..	..
QM2	7	5	7	1	FC3	..	..	..	..
QM3	6	11	7	11	FTC	..	..	..	..
RDC	..	..	..	..	FT1	..	..	..	..
RD1	4	7	..	..	FT2	..	..	..	..
RD2	6	11	..	..	FT3	..	..	..	..
RD3	7	10	3	8	MNC	14	11	..	..
SOC	..	..	..	..	MN1	..	..	..	..
SO1	..	..	..	..	MN2	..	..	..	..
SO2	2	4	..	..	MN3	..	..	..	..
SO3	..	..	..	..	ETC	6	7	..	..
TMC	13	10	11	7	ET1	..	..	..	..
TM1	8	9	9	3	ET2	..	..	..	..
TM2	6	6	5	5	ET3	..	..	..	..
TM3	7	11	..	..	IMC	..	..	..	..
GMC	17	10	13	2	IM1	..	..	..	..



Rate	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.		II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."		Rate	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.		II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."	
	Years	Months	Years	Months		Years	Months	Years	Months
IM2	..	..	..	..	EN3	3	11	5	4
IM3	..	..	..	..	MRC	12	3	..	..
OMC	18	6	12	9	MR1	7	11	..	..
OM1	..	..	..	..	MR2	..	..	..	..
OM2	..	..	..	..	MR3	4	8	..	..
OM3	..	..	..	..	BTC	18	1	15	8
TEC	11	9	..	..	BT1	17	6	9	10
TE1	6	7	5	7	BT2	9	5	8	4
TE2	4	2	3	8	BT3	11	11	8	1
TE3	4	11	..	..	EMC	16	2	8	0
RMC	9	10	..	..	EM1	6	8	7	3
RM1	8	2	..	..	EM2	6	7	3	11
RM2	5	6	8	2	EM3	..	..	..	..
RM3	4	2	3	8	ICC	14	10	8	3
CTC	..	..	..	..	IC1	7	11	..	..
CT1	..	..	..	..	IC2	4	1	..	..
CT2	..	..	..	..	IC3	..	..	..	..
CT3	..	..	..	..	MEC	18	7	9	8
YNC	4	10	..	..	ME1	8	9	..	..
YN1	2	7	..	..	ME2	4	8	5	7
YN2	4	3	..	..	ME3	5	10	3	5
YN3	6	2	..	..	FPC	11	10	8	3
PNC	..	..	..	..	FP1	7	0	..	..
PN1	2	6	..	..	FP2	5	6	6	7
PN2	2	9	..	..	FP3	5	5	5	8
PN3	3	9	..	..	DCC	4	4	7	11
MAC	..	..	..	..	DC1	7	6	7	5
MA1	..	..	..	..	DC2	6	10	..	..
MA2	..	..	..	..	DC3	4	0	4	0
MA3	..	..	..	..	PMC	..	..	..	..
SKC	14	11	2	9	PM1	8	4	..	..
SK1	7	3	3	0	PM2	..	..	..	..
SK2	5	7	..	..	PM3	..	..	..	..
SK3	4	1	3	10	MLC	..	..	..	..
DKC	9	6	..	..	ML1	..	..	5	2
DK1	5	6	2	5	ML2	3	10	..	..
DK2	4	7	4	1	ML3	..	..	..	..
DK3	3	9	2	5	CEC	..	..	8	3
CSC	13	3	18	2	CE1	..	..	..	..
CS1	9	10	4	11	CE2	4	6	..	..
CS2	6	4	4	10	CE3	..	..	..	..
CS3	4	4	5	0	CDC	..	..	5	5
SHC	..	..	4	7	CD1	..	..	..	..
SH1	8	11	7	5	CD2	3	2	..	..
SH2	8	0	4	3	CD3	..	..	2	10
SH3	7	9	5	9	CMC	9	9	17	3
PIC	..	..	..	..	CM1	..	..	..	..
PI1	10	8	..	..	CM2	..	..	..	..
PI2	..	..	..	..	CM3	4	0	..	..
PI3	..	..	..	..	BUC	3	5	..	..
LIC	..	..	..	..	BU1	..	..	..	..
LI1	..	..	..	..	BU2	..	..	4	1
LI2	..	..	..	..	BU3	..	..	..	..
LI3	2	6	..	..	SWC	..	..	10	3
MMC	18	4	15	8	SW1	7	5	..	..
MM1	11	10	9	11	SW2	3	0	..	..
MM2	9	11	7	4	SW3	..	..	..	..
MM3	6	10	6	10	CN	..	..	3	9
ENC	18	0	15	6	SN	4	8	..	..
EN1	10	3	..	..	ADC	11	8	9	5
EN2	6	8	5	1	AD1	9	9	..	..

Rate	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.		II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."		Rate	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.		II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."	
	Years	Months	Years	Months		Years	Months	Years	Months
AD2	7	11	..	..	AM2	..	..	..	..
AD3	3	6	3	6	AM3	3	6	..	..
ATC	3	6	..	..	PRC	6	5	..	..
AT1	..	..	..	..	PR1	6	9	6	9
AT2	..	..	..	..	PR2	6	6	3	5
AT3	..	..	..	..	PR3	3	2	..	..
ALC	16	2	4	5	AGC	..	..	..	..
AL1	6	9	2	9	AG1	..	..	..	..
AL2	6	5	..	..	AG2	..	..	..	..
AL3	3	5	..	..	AG3	..	..	..	..
AOC	15	3	15	3	AKC	6	7	..	..
AO1	11	1	..	..	AK1	3	2	..	..
AO2	8	2	2	10	AK2	3	10	..	..
AO3	5	0	3	6	AK3	2	5	..	..
ABC	13	6	..	..	AFC	3	9	..	..
AB1	3	10	..	..	AF1	2	6	..	..
AB2	5	10	..	..	AF2	3	3	..	..
AB3	6	9	4	7	AF3	3	10	..	..
AEC	11	6	..	..	AN	2	9	..	..
AE1	..	..	..	..	SDC	13	10	9	8
AE2	3	2	..	..	SD1	13	8	..	..
AE3	..	..	..	..	SD2	14	0	7	9
AMC	25	4	3	11	SD3	10	5	5	8
AM1	11	4	2	4	TN, TA	5	2	10	2

## 160 Commissioned Opened In Medical Service Corps

One hundred and sixty appointments to ensign and lieutenant (junior grade) rank will be awarded to candidates qualifying for various positions in the Navy's Medical Service Corps. Both service and civilian personnel may apply.

Appointments will be made in eight quarterly increments to fill a total of 50 pharmacy, 10 optometry and 100 allied sciences vacancies. Allied medical sciences covers the fields of bacteriology, biochemistry, bio-

physics, chemistry, parasitology, pathology, pharmacology, physics, physiology, radiobiology, serology, sanitary engineering, virology and public health (medical statistics).

Besides meeting other qualifications, applicants for ensign rank must have four years of college and a degree in the proper field. Lieutenants (junior grade) will be appointed from holders of DSc. or PhD. degrees.

Details are available in BuPers Circ. Ltr. 128-49 (NDB, 15 Aug 1949).

## Enlisted Waves Rotated Between Duty Stations

Enlisted Waves are now to be rotated between duty stations in accordance with a policy established by BuPers.

Normally, enlisted women will serve three years in the same geographical area of the United States before being assigned to another duty station within the continental U. S., states BuPers Circ. Ltr. 139-49 (NDB, 31 Aug 1949).

Before becoming eligible for assignment to overseas duty, Waves will be expected to serve the following minimum tours of duty within the continental U. S.:

- Pay grade 4 and above — three years.

- Pay grades 5 and 6 — one year.

A normal tour of duty outside the continental limits of the United States for enlisted women will be the same as for enlisted men.

All commands with enlisted women on board will be instructed by BuPers as to the procedure for reporting enlisted women who have completed a three-year tour of duty in the same geographical area within the U. S.

## Naval Air Reserve Units Honored for Performance

Naval Air Reserve activities in the Norfolk, Va., area took top honors in performance competition for 1949, winning both station and squadron awards.

By topping all other stations in efficiency, smartness and completeness of training during the year, the Naval Air Reserve Station, Norfolk, won the Edwin Francis Conway Memorial Trophy for 1949.

Runners-up stations in the yearly performance competition were NAS Jacksonville, Fla.; NAS Seattle,

Wash., and NAS Willow Grove, Pa., in that order.

Five Reserve air squadrons received miniature Noel Davis trophies for being the best in their class. The names of these five squadrons will be engraved on the large Noel Davis Trophy as the 1949 winners. They are: Fighting Squadron 62E, NARTU Norfolk, Va.; Attack Squadron 62E, NARTU Norfolk, Va.; Patrol Squadron 56, NARTU Jacksonville, Fla.; Transport Squadron 73, NAS Columbus, Ohio.



# Assignment of Marks Other Than at Regular Quarterly Period

Conditions under which personnel should be assigned marks at a time other than the regular marking period (quarterly) — and the effect such marks have upon the marks regularly assigned at the end of the quarter — have been more fully explained by BuPers.

ALL HANDS has been authorized to publish this explanation to clarify information contained in a previous article on the subject. (See ALL HANDS, August 1949, p. 46-50).

The following quoted sections of BuPers Manual are pertinent to this phase of assigning marks:

Article C-7821(12) states: "All marks in each subject which are assigned within a marking period (quarterly . . .) shall be averaged in arriving at the representative mark in each subject for the entire quarter . . . subject to the following:

"(a) Quarterly marks — the representative mark in each subject shall not exceed (be higher than) the lowest mark assigned therein in accordance with subparagraphs (6)(c) and (6)(e) of Article C-7821 during the quarter."

Subparagraph (6)(c) of Article C-7821 states: "Marks shall be assigned . . . as a result of offenses committed for which punishment is awarded by the commanding officer, a deck court or a court-martial. Marks shall be assigned in proficiency in rate and in conduct regardless of the elapsed period since the last entry of such marks. Appropriate marks in other subjects may be assigned if deemed desirable. In all cases the foregoing marks will be assigned as of the date of commission of the offense. . . ."

Subparagraph (6)(e) of Article C-7821 states: "Marks shall be assigned . . . whenever otherwise desirable to indicate outstanding or unsatisfactory performance of duty."

The actual effect of subparagraph (12)(a) of Article C-7821 is to prohibit the averaging of marks under the method prescribed by Article C-7821(12) whenever any marks are assigned "within the quarter" in accordance with Article 7821(6)(c) or 7821(6)(e).

Example of quarterly marks assigned a man who has been assigned



Propwash, NAS Whidbey Island

"What ya mean ya can't lend me five bucks? Been spending yer money foolish again?"

a "within-the-quarter" mark under Article 7821(6)(c): Man is assigned a conduct mark of 2.0 for an offense committed during the quarter for which he receives punishment. His conduct mark at the end of the quarter cannot be higher than 2.0. For this same offense — as it was of a nature affecting his proficiency — he is assigned a mark of 2.0 in proficiency. Both this proficiency and the conduct mark are entered in the record as of the date of occurrence. His proficiency mark at the end of the quarter cannot be higher than 2.0.

Example of quarterly marks assigned a man who has been assigned a "within-the-quarter" mark under Article 7821(6)(e): A petty officer commits an offense of insobriety during the quarter. He is warned at mast — or in other cases is not taken to mast at all, but has his conduct mark lowered because his conduct does not meet the standards set by BuPers Manual (Article 7821(9)) for 4.0 — and assigned a mark in conduct of 3.5 and a proficiency mark of 3.0, as the offense affected his reliability as a petty officer. Both of these marks are entered in the record as of the date of occurrence, with substantiating entries made on page 9 of the service record. The highest marks this petty officer can receive at the end of the quarter will be 3.5 in conduct and 3.0 in proficiency.

The *only* cases where marks assigned during the quarter and marks tentatively assigned for the remainder of the quarter may be averaged to obtain the actual end-of-quarter mark

under the method outlined in Article C-7821(12) is when the man is assigned marks upon transfer or discharge — in accordance with Article C-7821(6)(b) and (d), BuPers Manual.

At the end of the quarter the transfer or discharge marks in seamanship, mechanical ability and leadership, as appropriate, are then averaged with the marks in these subjects earned since reporting on board — provided it has been one month or over. However, the conduct and proficiency marks for the quarter can only be the average of marks assigned during the quarter in cases where these marks *have not* been lowered because of an offense for which punishment was awarded, or for reasons as substantiated by an entry in the service record.

As regulations on this subject now stand, to determine a man's eligibility for advancement in rating — insofar as proficiency and conduct marks are concerned — the "no less than (blank) mark in conduct and proficiency for (blank) months" is not actually computed from the date the man may have committed an offense — for which he received punishment or as substantiated by an entry in his service record — which caused his marks to be lowered, but *must* be computed from the end of that quarter.

## PO Club, Guantanamo Bay, Gets New 'Flamingo Room'

A face-lifting and the addition of a new room has changed both the looks and the atmosphere of the Petty Officers' Club at the Naval Operating Base, Guantanamo Bay, Cuba.

Sailors from ships in the harbor as well as from shore-based activities may now spend a pleasant afternoon or evening in the tastefully decorated club. Beautiful paintings adorn the walls of the new "Flamingo Room," and the club is completely equipped.

Most pleased of all with the new club are the base personnel, who now have a place with the suitable atmosphere and hospitality in which they may entertain guests.

# New Rules Concerning Armed Forces Information School

New regulations governing courses, eligibility and quotas to the Armed Forces Information School, Carlisle Barracks, Carlisle, Pa., have been issued by a joint Army-Navy-Air Force directive.

The school is being administered by the Department of the Army under the direction of the Secretary of Defense. It has the mission of training selected officers, enlisted personnel and civilian employees of the armed forces for public information and armed forces information and education assignments.

Four courses are being conducted at the school; two, for officers, warrant officers and civilians of equivalent status of 14 weeks duration; and two for enlisted personnel, six weeks in length. The four courses are divided into two categories — one officer and one enlisted course in public information and one officer and one enlisted course in armed forces information and education.

The 14-weeks-long officer courses will begin on the following dates: 4 Jan 1950; 3 May 1950; 6 Sept 1950; 3 Jan 1951. (One course is currently in progress.)

The six-weeks-long enlisted courses will start on the following dates: 5 Oct 1949; 4 Jan 1950; 1 Mar 1950; 3 May 1950; 28 June 1950; 6 Sept 1950; 1 Nov 1950; 3 Jan 1951. (One course is currently in progress.)

To be eligible to attend the school Navy officers, warrant officers and civilians must meet the following requirements:

- Must have a minimum of one year's military service (including em-



Guam News

"Say, Ed, run these bowls through with ya, will ya?"

ployment as a civilian with any of the Departments of the National Military Establishments).

- Regular Navy and Naval Reserve officers on active duty must have an anticipated two years' active service remaining.

- Naval Reserve officers not on active duty must be in the Active Reserve and must have two years' service remaining before becoming eligible for retirement for age.

- Age limits: Navy captains — no limit; commanders — 42 years; others — not over 40 years.

- Educational qualifications: have completed at least two years in college, or have the equivalent education. Possession of a bachelor's degree is desirable.

- Military record: must indicate suitability for advancement in rank or grade and suitability for staff and command assignments. A genuine de-

sire to attend one of the courses is a basis for priority in selection.

To be eligible to attend the enlisted course, personnel must meet the following requirements:

- Service: must have completed one year's active service.

- Must have GCT score of 50 or higher, or an average standard score of 50 or higher (sum of score divided by two) on the following tests: (1) reading and vocabulary; (2) arithmetic reasoning.

- Education: must be a high school graduate, or equivalent based on the appropriate general education development test.

- Must present a neat military appearance and possess good conversational ability. A genuine desire to attend one of the courses in a basis for priority in selection.

Commanding officers desiring to enroll personnel who wish to attend but who do not meet requirements as set forth above may submit a waiver through channels to the Chief of Naval Personnel, Department of the Navy, Washington 25, D. C.

## Assistant SecNav Becomes Third in Succession Line

Here's one for sea-lawyers: During the absence of higher Navy officials, who will be next in succession to act as Secretary of the Navy — the Assistant Secretary of the Navy for Air or the Assistant Secretary of the Navy?

If you're familiar with the 1948 Navy Regulations, your answer probably would be the Assistant SecNav for Air, in accordance with Article 1367.

You'd be wrong — now.

A new change in Navy Regs establishes the Assistant SecNav ahead of Assistant SecNav for Air in line of succession.

In the absence of the Secretary, Under Secretary, Assistant Secretary and Assistant Secretary of the Navy for Air, the Chief of Naval Operations is next in succession to act as SecNav, followed by the Vice CNO and Deputy CNOs in accordance with relative rank.

The modification was posted as "Change No. 2 to U. S. Navy Regulations, 1948."

## Quotas at the Armed Forces Info School

	Officers I&E	Officers PI	Enlisted I&E	Enlisted PI
Department of the Army.....	75	35	80	30
Department of the Navy.....	5	42	5	37
Department of the Air Force.....	25	45	26	40

Note: These quotas include those for Reserve officers not on active duty. Twenty-three additional spaces for either of the officer courses and 32 additional spaces for either of the enlisted courses are available to be allotted by either the Army, Navy or Air Force if desired.

Requests from major command and individual units must be forwarded to reach the Chief of Naval Personnel at least 30 days prior to the opening date on which enrollment is desired. Individuals may initiate requests for orders to the school through the chain of command.



## Former Naval Reservists Who Join Regulars Now Can Get Shipping-Over Leave

Former enlisted Naval Reserve personnel who were discharged while on active duty and immediately enlisted in the Regular Navy are entitled to certain benefits of the Armed Forces Leave Act of 1946.

This information was announced by BuPers following a decision of the Judge Advocate General as to whether personnel in this category were entitled to reenlistment leave as provided for in the Leave Act.

According to JAG's decision, former Naval Reservists may now be granted reenlistment leave as follows: Ex-Naval Reservists who — on or after 9 Aug 1946 and prior to the time that BuPers Circ. Ltr. 131-49 (NDB 15 Aug 1949) was received by the command to which they are attached — were discharged from the Naval Reserve while on active duty and immediately enlisted in the Regular Navy, may be granted reenlistment leave as outlined below, provided:

(1) They are still serving in the same enlistment made upon discharge from the Naval Reserve and (2) their service record shows that reenlistment leave has not been granted previously as a result of misinterpretation of leave regulations in force at the time.

- Dependent upon the leave credit shown in the service record when the former Naval Reservists enlisted in the Regular Navy, reenlistment leave may be granted in accordance with Article C-6305 (2) (a) BuPers Manual (not to exceed 30 days leave), or in accordance with Article C-6305 (2) (b) BuPers Manual (not to exceed 90 days leave), depending upon which of these options is appropriate.

- Naval Reserve enlisted personnel who currently (since receipt of BuPers Circ. Ltr. 131-49 by the command to which assigned) and in the future are discharged while on active duty by reason of expiration of enlistment — and who enlist immediately in the Regular Navy — may be granted reenlistment as authorized by Article C-6305(2), BuPers Manual.

- Naval Reserve enlisted personnel who currently (since receipt of BuPers Circ. Ltr. 131-49 by the command to which assigned) and in the future are discharged while on active

## Naval Reservists Complete ACI Basic Training Course

The first Air Combat Intelligence basic training course for Organized Naval Reserve Officers was held during July at the Naval Air Reserve Training Unit, NAS Anacostia, D.C.

Twenty-eight officers from 15 NAS and NARTUs located in all parts of the country attended the course designed for training reserve officers who have never received ACI training.

The student officers were given lectures by representatives of CNO, the Naval Intelligence School, ONI, and the Hydrographic Office.

Highlights of the course were trips to the Naval Air Test Center, Patuxent, Md., and to the Photographic Interpretation Center at NavRecSta, Anacostia, D. C.

Authorized by CNO, the course was sponsored by the Naval Air Reserve Training Command, Glenview, Ill. Similar courses will be held from time to time in the future as funds permit.

duty under the authority of Article C-10306(1) (a) or (f), BuPers Manual, for the purpose of immediately enlisting in the Regular Navy may be granted reenlistment leave as authorized by Article C-5305(2) (b), or, if appropriate, Article C-6305(3), BuPers Manual. Since these personnel are not discharged by reason of expiration of enlistment the earned leave credit at the time of such discharge must be carried over into the new enlistment on a continuous service basis.

In general, reenlistment leave must be granted so as to expire prior to the date the individual is eligible to be transferred for discharge from the enlistment which entitled him to it. Furlough travel allowance is payable in the case of enlisted personnel who are discharged on or after 1 June 1945 and who, upon later enlistment or reenlistment in the Regular Navy, are granted reenlistment leave.

Reenlistment leave is *not* authorized in the case of Naval Reserve enlisted personnel who are discharged from the Naval Reserve while on active duty and immediately reenlist in the Naval Reserve.

## Joint Military Operations Require Understanding of Things on World-Wide Basis

Officers should develop an understanding of strategy, logistics and naval tactics and their application in the field of joint military operations a new directive points out. A thorough knowledge of world geography, international politics, world history and economics, international law, and ethnology is essential to such understanding.

BuPers Circ. Ltr. 123-49 (NDB, 15 Aug 1949) — the directive concerned — states in part, "A thorough understanding of the fundamentals governing the successful conduct of war is essential to the exercise of high command. Every naval officer should, in the course of his career, develop his understanding of (the subjects mentioned above). Every officer must be able to interpret correctly the lessons of the past in the light of new developments and trends in the techniques of warfare, and finally he must develop the ability to think and to write clearly, to interpret correctly the directives of his superiors, to solve military problems and arrive at sound decisions, and to transmit his will and intent to his subordinates."

The letter lists and describes at length the various correspondence courses and resident courses available to naval officers. Every officer should obtain a copy of the letter and read it carefully.

### Joint Use of Equipment And Materials Approved

Adoption of new regulations concerning procedures will now make it possible for the Army, Navy and Air Force to obtain greater joint use of equipment, services and materials used by all the armed forces.

With all three of the services using the same method to determine charges and payments, many obstacles heretofore encountered by cross-use of equipment and supplies have been eliminated.

The new rules were adopted as the result of field studies conducted throughout the country on the elimination of duplication among the armed forces.

## You Can Further Your Education Through Seven Programs

There are seven different programs through which you can further your high school or college education — and benefit both yourself and the Navy.

By adding credits to your previous education, you place in your record important criteria for Navy advancement. Later, the added education will help you obtain a civilian job.

Even if you're not interested in adding credits for these reasons, the studies available will help you develop new pastimes — or qualify you as a household handyman after completion of such vocational-technical courses as *Plumbing, Carpentry* or *Auto-mechanics*.

Studies listed under the various programs number in the thousands, ranging from *Spoken Hindustani* to *Elementary Photography*, from *Plas-*

### Certificate Is Given; Entry Made in Record

For completing any USAFI course, you will receive a Certificate of Completion sent directly to you, and a statement of course completion will be entered in your service record.

In addition, educational services officers will enter into your record statements concerning off-duty classes, GED tests, and duty as instructor of voluntary off-duty classes.

*tics to American Life in Literature*, from *Farm Management to Spherical Trigonometry*.

You can prepare for eventual Navy retirement and a civilian occupation as factory foreman, real estate salesman, poultry farmer, arc welder, office manager and a number of others. If you think enough money will be available upon retirement, you can sign for study texts on establishing and operating an apparel store, dry cleaning business, laundry, metal working shop, retail bakery, hardware, drug store, service station and many others — even a sawmill, if you're so inclined.

And, if you're undecided as to what your civilian occupation might be, there's a guidance course entitled *Your Postwar Career*.

For the academically minded, for college graduates wanting additional credits, and even for aspiring seafarers, there are studies in the arts and sciences and a full range of normal college topics.

You name it, and more than likely the Navy can help you enroll for some kind of instruction in your chosen subject. An educational services officer is on either collateral or full-time duty at your ship or station to help you make arrangements. Enrollment, of course, is entirely voluntary.

During the first quarter of 1949, educational services officers in the field reported interviews with more than 47,000 personnel — or more than one in ten in the Navy — who were interested in some of the benefits of the Navy's program.

Not all of them signed up for

courses of one kind or another, but a substantial number did. Today the number of personnel taking voluntary instruction for their own improvement is steadily growing.

How far can you go in this type of off-duty studying? At least one chief personnel man, a high school graduate when he entered the Navy, now holds a master's degree in American history (which would take you an average of six years college attendance as a civilian to achieve) as a result of in-service studies. It all depends on the aims and determination of the individual.

Here, then, are the seven different programs for which you can sign up to improve your present educational qualifications:

- General Educational Development (GED) tests. For in-service applications, the Navy accepts successful completion of the high school level GED test as equivalent to high school graduation. Many Departments of Education in various states will issue high school diplomas or the equivalent upon proper certification. Other examinations — the college level GED and 2CX tests — will qualify you as having completed one or two years of college, for Navy purposes. Placed in your record, this certification will show your educational development to be equal to high school graduation or to one or two years of college thus greatly improving your opportunities for advancement and selection.

Completion of study courses before taking the GED and 2CX test batteries is not necessary.

- Organized study courses, in which instruction is given to groups of personnel using United States Armed Forces Institute standard texts.

- "Self-teaching" courses, using USAFI self-teaching texts for home study.

- USAFI correspondence courses, for home study.

- GI Bill correspondence courses, for home study.

- Correspondence courses offered by colleges and universities through USAFI.

- Off-duty courses for naval per-

### WHAT'S IN A NAME



### Idlers

It was once officially correct in the British Navy to refer to the ship's cook, carpenters, painters, sailmakers, and other artisan ratings as "idlers."

The idlers were so-called because they were required to devote all day to their specialized occupations, a fact which presumably earned them the privilege of sleeping all night. At any rate they were not required to stand night watches.

However, because it was "very inapt appellation for a highly skilled and hard-working body of craftsmen," the term was abolished from official use and the term "daymen" substituted.



sonnel at accredited colleges, universities and junior colleges.

End-of-course tests must be written upon completion of the organized study courses, the self-teaching studies and, except for a few cases, the USAFI correspondence courses.

In regard to the correspondence courses offered by colleges and universities through USAFI and the off-duty courses at accredited institutions, requirements of the particular institution determine whether a test must be written upon completion of the course.

In all but three states, high schools will grant credit toward a high school diploma for successful completion of studies taken through USAFI and the Marine Corps Institute, as evaluated by the American Council on Education. To gain credit, the courses must be validated by a USAFI end-of-course examination officially reported by either USAFI or MCI.

The three exceptions — Iowa, Maine and Rhode Island — grant the same credit to personnel inducted into service before a certain date. For Iowa, that date is 1 Jan 1949, for Maine 1 July 1946, and for Rhode Island 25 July 1947.

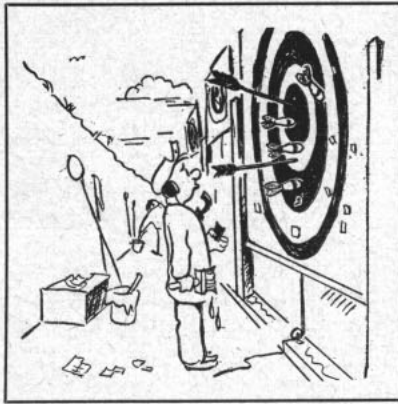
Each state has different policies and practices in regard to accreditation, and in some states, the policies vary between schools. Also, certificates issued for successful completion of GED tests have various designations — “High School Diplomas,” “Equivalency Diplomas,” and “Equivalency Certificates.”

Personnel taking studies for additional high school or college credits should write directly to the high school principal or the State Department of Education before enrolling in courses or taking examinations to be sure of qualifying under the proper authority. Your educational services officer will help you draft the letter and provide other advice.

Following are a few of the pertinent points in regard to each of the seven programs of in-service education. Further details can be obtained from your educational services officer:

#### GED and 2CX Tests

**College Credit** — This is the Navy's newest educational plan, designed to help qualified personnel increase opportunities for advancement and selection.



Scout, Oceanside

Are you as well educated as a person who has completed one or two years of college work? If you are, you now have a chance to prove it. And if you *can* prove it, the proof will go into your record and for all in-service purposes you will be considered as having completed one year or two years of college, as the case may be.

BuPers Circ. Ltr. 122-49 (NDB, 15 Aug 1949) is the directive which establishes equivalency of one or two years of college education for in-service purposes in the Navy. The letter describes first the tests which, if successfully completed, credit the Navy person with *one* year of college.

These tests, four in number, are called the “USAFI General Educational Development Tests, College Level.” The names of the tests and minimum passing scores follow:

- Correctness and Effectiveness of Expression — 55.

- Interpretation of Reading Materials in the Social Studies — 60.

- Interpretation of Reading Materials in the Natural Sciences — 61.

- Interpretation of Literary Materials — 57.

These tests may be taken at any Army, Navy, Air Force or Marine Corps general educational development testing center. Also, they may be applied for individually on NME Form 179 and taken under the supervision of your educational officer. Scores attained on these tests only — not the test described below — will be forwarded by USAFI to a civilian college or university, if desired, for possible accreditation by that institution. If the institution complies, you will be accredited for one year of college in all respects. Otherwise, assuming of course that your marks are the minimum or above, you will have established equivalency of one year of college for in-service purposes only.

The test which if successfully completed will accredit you with *two* years of college is called “USAFI Educational Qualification Test 2CX.” To be eligible for this test you must prove that you have completed the equivalent of one year of a standard college course or that equivalence was obtained by means of the College Level GED Tests described above. This test will not be stocked in Navy GED testing centers and must be applied for individually on NME Form

### Disenrollment Provisions for USAFI Courses Listed

In the three general types of USAFI instruction — the organized study classes, self-teaching studies and correspondence courses — you can enroll for elementary, high school, college, and technical or vocational subjects.

Before taking the courses, you should become acquainted with disenrollment provisions.

You will be disenrolled from a USAFI self-teaching course if you fail to write the end-of-course examination 12 months after the date of enrollment.

If you're taking a USAFI correspondence course, you will be disenrolled for not submitting any les-

son six months after the date of enrollment or for failing to submit a lesson assignment during any six-month period. The USAFI correspondence courses must be completed 18 months after enrollment.

You may request disenrollment at any time.

If you want to begin an additional course before finishing at least half of one in which you are enrolled and without returning the texts, you may request disenrollment from the old course and submit an application blank for a new course.

In this case, you must enclose a two-dollar reinstatement fee with the application for another course.

179. This form replaced USAFI Form A-68, but either can be used. Your educational officer should have the form and should apply for your test for you.

Examinees who fail in any of the tests will be allowed one retest only. In the case of the GED tests, they will be permitted to retake the individual test or tests which they failed, providing that at least six months have elapsed since the first testing. In the case of the Educational Qualification Test, the whole examination must be taken over again. Here the interval required between the original testing and the retake is 90 days.

Statements of successful completion of these tests, together with the college equivalence — one or two years, as the case may be — will be entered in the official records of the individuals concerned.

**High School Credit** — For in-service consideration, the Navy accepts successful completion of the high school level GED tests as equivalent to high school graduation. "Successful completion" means achieving a score of 35 or above on each of the five tests in the battery or an average score of 45 or above for the complete set.

If you plan on taking the GED tests to obtain a high school diploma or its equivalent from your high school, you should write to your high school principal or state department of education for guidance before taking the series. Educational services officers also have policy statements of the various states in regard to this matter.

In some cases, your educational services officer may advise you *not* to

**Submarine Takes Air Force, Army Personnel on Cruises**

As part of an "inter-service familiarization" plan, the Pacific Fleet submarine *uss Bumper* has been taking Army and Air Force personnel on day-long cruises once a week.

With a quota of 15 passengers, *Bumper* (SS 333) on three separate Fridays has loaded up with Army and Air Force men and proceeded to the vicinity of Farallone Islands, off San Francisco, for practice dives.

Thursday is registration day for the popular cruises, when the quota of passengers is submitted to Western Sea Frontier headquarters. Cruises on the next day last from 0815 to 1630.

Both officers and enlisted men of the other services are taken on the trips.

to take the GED tests because of an inadequate educational background. Instead, he may advise you to sign up for some of the study courses which can be applied to high school credit and which will help you prepare for the test battery.

If you fail to make a grade of 35 on each test or an average of 45 for the series of five, you can apply for a retest. Only one retest is granted and cannot be taken before six months have elapsed since the first one.

Don't confuse the GED test battery with the GCT (General Classification Test) series, which you already have taken to help the Navy get a slant on classifying you as to your various abilities.

No time limit is set upon writing the five comprehensive examinations, which consist of these subjects: Correctness and Effectiveness of Expression, Interpretation of Reading Materials in the Social Studies, Interpretation of Reading Materials in the Natural Sciences, Interpretation of Literary Materials, and General Mathematical Ability.

The GED test program, one of the more popular of the Navy's educational plans in the past (with more than 350,000 examinees since 1944), has passed its peak and is now declining in the number of participants.

This decrease can be attributed to the increasing numbers of high school graduates among the Navy's recruits. In addition, Educational Services officers, aware that in the past some applicants wrote unsuccessful tests because of inadequate educational background, are advising some personnel to defer writing the exams until additional studies are completed.

If you're really serious about the GED tests, you should take the word of an educational services officer as to whether your educational background and other qualifications are such that you stand some possibility of achieving a satisfactory score. You can take any number of courses — on his advice — that will bolster your education and help prepare you for an eventual GED exam.

Tentative plans for selection of LDO commissions provide that no formal education is required, but *all* candidates must submit satisfactory scores on the high school level GED examination.

Personnel considering submitting an LDO application will do well to proceed with this test now.

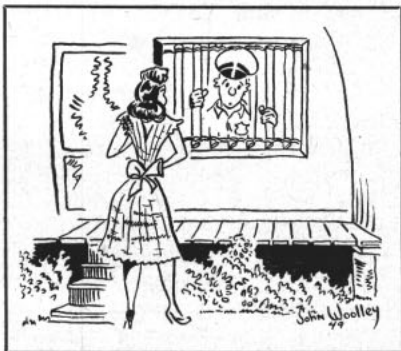
**Organized Study Courses**

Groups of personnel interested in the same subjects may receive instruction, under this program, from either qualified service personnel or civilians.

Under this plan, commanding officers of shore stations within the U. S. and overseas may hire civilian instructors for the class instruction of officers and men in any self-study or correspondence course listed in the latest edition of the USAFI catalog — if there are at least 15 applicants for each course. While dependents may take the courses also, the minimum group of 15 must be personnel on active duty in the Navy or Marine Corps.

Ships or squadrons based or stationed in one locality for a sufficient length of time may arrange for instruction of personnel through the local shore activity.

There are 319 texts — the total of USAFI self-teaching texts and USAFI correspondence courses — which can form the basis of instruction under this plan. The minimum class of 15 students applies only to instruction under a specially hired civilian. There is no restriction on the minimum size



Guam News

"Chief master-at-arms or not, put my ventional blinds back the way they belong."



of a group receiving instruction under active duty personnel.

Whether your instructor is an officer or a civilian, you should be formally enrolled with USAFI (WD AGO Form 824) so you can complete the course by self-study or correspondence if the classroom instruction is halted.

Upon enrolling for your first USAFI course, you pay a two-dollar fee by money order, cashier's check or certified check made out to: Treasurer of the United States, USAFI, Madison 3, Wisc. The fee goes with your application for the course, obtained through your educational services officer.

If you have enrolled once and paid a fee (and if you have not been disenrolled for unsatisfactory progress in your courses), you are eligible for additional courses and services without charge.

#### USAFI Self-teaching Studies

Self-teaching texts are paper-

bound books especially written as education manuals. They contain study suggestions and self-examination questions — with answers for proper guidance throughout the course — and the usual textbook materials.

Designed to provide a means of study without an instructor and without submitting lessons for review and correction, the self-teaching texts number a total of 170 available.

Both the self-teaching courses and the organized group courses require a passing score on the end-of-course tests, which are mailed to USAFI in Madison, Wisc., and graded there.

During the first quarter of this year, more than 31,700 education manuals were issued to Navy and Marine Corps personnel — a figure which marks this program as the most extensively participated in throughout the Navy.

#### USAFI Correspondence Courses

Lesson assignments prepared by the student and sent to USAFI for

marking and guidance form the core of this plan. Study materials include, in addition to the lesson assignments, a series of booklets or study guide and one more textbooks. USAFI not only marks your assignments but also points out errors and makes suggestions.

There are 149 of these studies to choose from.

In the USAFI correspondence courses for which no end-of-course test is required, an average lesson grade of 70 or above is necessary to complete the course.

#### G.I. Bill Correspondence Courses

Some 74 educational institutions offer correspondence courses through the GI Bill, for which many personnel on active duty are eligible. Enrollment is through the Veterans Administration office.

Personnel on duty ashore within the continental limits of the United States should see their civil readjustment officer, who will advise them of

## Luxurious Pearl Harbor EM Club is Colorful in History and Appearance

The Pearl Harbor EM Club, located on famous Kamehameha Highway just east of Pearl Harbor Naval Shipyard, is as colorful in history as in appearance. Opened on 21 Apr 1946, it faced a world in which multitudes of servicemen were returning to the mainland for discharge and home. Many thousands of these men stopped off at Pearl Harbor on their way in from the outskirts of the Pacific. To all these, as well as to men on duty in the Pearl Harbor area, the club threw open its doors.

Although the patronage has diminished since those hectic months, the club is still carrying out its mission of providing relaxation, entertainment and refreshments to its patrons.

The club is under the administrative jurisdiction of the Commanding Officer, U. S. Naval Receiving Station, Pearl Harbor. The food and beverage details are assigned to the Ship's Service Department, and the Welfare and Recreation Department is responsible for maintaining the buildings and grounds.

Facilities of the club include an elaborate hardwood refreshment counter, a stage, a covered lanai

(“outdoor living room,” to mainlanders), a lounge, a nursery for children, and an outdoor dance floor which covers 10,000 square feet. A bamboo fence completely encircles the club, adding atmosphere and privacy. Interior walls are also partly covered with varnished bamboo.

Palm trees, tropical plants and flowers planted throughout the club's grounds further tend to give it a romantic south-sea-island atmosphere.

The nursery, a recent addition to club facilities, is well equipped. It has 18 beds and keeps a qualified attendant on duty to care for the children of parents who wish to attend the club for an evening's entertainment.

Administration of the club comes under an officer in charge appointed by the CO of the receiving station. Along with the OinC, there is a board of governors composed of enlisted men from various commands in the Pearl Harbor area.

The weekly schedule of activities begins on Tuesday night, with “bingo.” Five nights a week — Wednesday through Sunday — there is dancing. (The club is closed on Monday night.) Music for dancing

is furnished by excellent service and civilian bands.

Special events are held frequently. For example, on 15 June 1949 a “date dance” was held, which attracted approximately 600 couples. All food and refreshments were furnished completely free by the welfare and recreation department of the receiving station. On the menu was cold baked ham, roast turkey, potato salad, baked beans, ripe olives, pickles and rolls. Before the event was a month past, sailors were awaiting the next date night and putting in early bids for tickets.

Earlier this year another type of entertainment was furnished for three successive nights. It consisted of the performance of a skating and vaudeville troupe from the mainland, and ran through two and one-half hours of solid entertainment. With its portable ice rink and stage, the brilliant production exceeded all expectations.

In the future, as well as in the past, the Pearl Harbor EM Club expects to afford whitehats, marines, soldiers and Air Force enlisted personnel an attractive and well managed club in which to while away balmy Hawaiian evenings.

their eligibility and refer them to the nearest regional Veterans Administration office.

Personnel serving afloat or on overseas shore duty should first ascertain from the civil readjustment officer their eligibility for the program, then write to the Foreign Operations Division, Registration and Research Service, Vocational Rehabilitation and Education, Munitions Building, Washington 25, D. C.

In writing to the appropriate VA agency, you should request the form entitled "Application for Course of Education or Training, Form 7-1950." Fill out items one through 20 and return it to the same VA agency with a certified or photostat copy of appropriate separation documents.

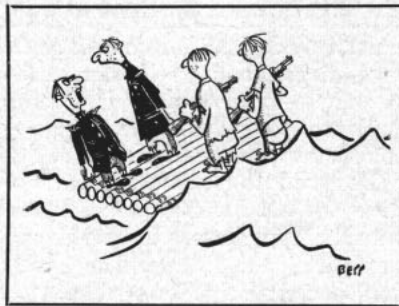
After determining eligibility for the program, VA will forward forms which you will fill out and send to the educational institution of your choice.

Both high school and college subjects are offered by the 74 institutions.

**Correspondence Courses through USAFI**

In the neighborhood of 6,000 courses are available from 54 colleges throughout the United States. The studies are offered under USAFI auspices, on a contract basis between the government and each co-operating institution.

Each student pays his own enrollment fee at the time he submits an



Chevron, San Diego

"I assure you, lieutenant, failure to hold a Saturday inspection will not go in your fitness report."

application for the course. This covers the administrative cost of enrollment and expenses for textbooks and materials.

Although this enrollment fee can cost you as high as \$44.00 for a course in *Architectural Drawing* from one college, the average enrollment fee is probably less than \$10.00.

This is your only expenditure, since the government pays for all the lesson service.

Money orders should be made payable to the college or university at the city where the school is located, but this must be sent to USAFI with two copies of an enrollment application which you can obtain from your educational services officer. Both high school and college courses are available.

**Off-duty Courses at Colleges**

Under this plan, you can enroll for night classes and other off-duty courses at your choice of some 600 colleges, universities and junior colleges, with the Navy paying \$15.00 per semester or quarter. The money must be applied toward tuition costs. All other expenses, including additional tuition, must be borne by the individual.

This amount furnished by the Navy formerly was \$25.00, but the reduction to \$15.00 was made because of limited funds. This announcement was made in BuPers Circ. Ltr. 132-49 (NDB, 15 Aug 1949).

Commanding officers review the requests for this type of instruction, restricting approval to courses which clearly contribute to improved performance of duty or professional capabilities of the individual. The educational services officer must be consult-

ed first, before applying for admission. You may enroll in or audit only a maximum of two courses during a semester or quarter.

Marine Corps personnel are not eligible for this program.

**Aviation Medicine Class Will Convene 15 November**

Medical officers of the Regular Navy and the Naval Reserve, active and inactive, are eligible to attend a new class in aviation medicine convening 15 Nov 1949.

Held at the School of Aviation Medicine and Research, NAS Pensacola, Fla., the new course will be limited to 30 students. An agreement to remain on active duty for one year after completion of the course must be included in each application.

Medical officers on active duty may apply for the course by letter or dispatch to the Chief of the Bureau of Medicine and Surgery. Inactive Reserve officers should also apply to the Chief of the Bureau of Medicine and Surgery via the commandant of their naval district.

The entire course will last nine months with the first six months consisting of an academic period. Students who successfully complete the academic course and meet all requirements are given a three months' additional course in flight indoctrinal training.

Those completing the entire course are designated flight surgeons and are eligible for extra compensation for the period of flight indoctrination and for duty involving flying.

The recently revised curriculum includes special training in the operational and field aspects of aviation medicine. Also included in the course is special training in the medical aspects of atomic warfare, problems of high acceleration (including indoctrination on the human centrifuge), effects of high altitude flight, use of emergency equipment, and low pressure chamber instructions.

An illustrated pamphlet entitled *Keeping the Balance*, which describes the functions of the Naval School of Aviation and Research, is available to interested medical officers. The booklet may be obtained by writing the Bureau of Medicine and Surgery, Attn: Aviation Medicine Division.

**Dog Walks 2,000 Miles To Join Marine Master**

After a vivid demonstration of canine fidelity, the Marine Corps war dog "Shults" is likely to remain with his master for some time to come.

"Shults" disappeared shortly after being shipped to the home of his master's mother in Wakarusa, Ind. A month or so later he turned up in Seattle, Wash., footsore and weary.

He had walked 2,000 miles in anticipation of being reunited with his master, Richard B. Anthony, PFC, USMC.

In Seattle, humane society officials found him and from information on his identification tag, contacted the marine stationed at Bangor, Wash. Now with his master, "Shults" is happy once again.



## 200 Enlisted Men to Be Selected as Midshipmen In Naval ROTC Program

Two hundred men now serving in enlisted status in the Navy and Marine Corps will become midshipmen in the Naval Reserve Officers Training Corps program next year — after they excel against stiff competition in service-wide examinations to be given 3 Dec 1949 and later achieve selection board approval.

Besides paying for tuition, textbooks, uniforms and other expenses, the Navy pays the midshipmen students \$600 a year to help defray costs of quarters, subsistence and necessary clothing. The students themselves must furnish from \$100 to \$600 a year, depending on the college.

NROTC middies take two summer cruises and one period of aviation indoctrination, each lasting eight weeks or more. After graduation, they must accept a commission as ensign, USN, or second lieutenant, USMC — if the commission is offered.

Two years of active duty in the Navy or Marine Corps follows, after which period they may apply for retention as permanent officers in the Regular Navy or Marine Corps. If they do not apply or are not selected, they must accept a commission in the Naval Reserve or the Marine Corps Reserve, if offered, and may not resign the Reserve commission before the sixth anniversary of the date of

## CPO Messes and EM Clubs Approved for NR Centers

Chief petty officers' messes (open) and enlisted men's clubs may now be established in Naval Reserve training centers.

Authority for operation of the clubs and messes at these centers was announced by a BuPers directive, which pointed out "the need to provide for adequate social and recreational facilities for Naval Reserve personnel in a drill pay status." The clubs and messes will operate under the same regulations that apply to activities of the Regular Navy, insofar as practicable.

Profits from resale activities of the clubs and messes will be used to provide for the recreational program of Naval Reserve personnel located at Naval Reserve training centers.

rank as stated in their first commission as ensigns or second lieutenants.

Applications for taking the service-wide competitive examination — the Navy College Aptitude Test — must have been received in the Bureau of Naval Personnel before 1 Nov 1949. Commanding officers make the nominations.

Applicants must be not less than 17 years old nor more than 21 by 1 July 1950, among other rigid requirements. If you're interested in the program, here's what you should do:

- Go to the personal office of your ship or station and ask to see BuPers-MarCorps Joint Letter dated 16 Aug 1949. Study all the requirements.

- If you believe you are eligible and qualified, see your ship or station personnel officer for advice as to further procedure.

Among the hundreds who wrote the tests last year, only 350 passed. A selection board then went over their qualifications and picked the 200 midshipmen students.

Men who pass the 3 Dec 1949 tests and are selected for the program will become NROTC midshipmen for the fall term of college in 1950. Actually, there are 2,000 new NROTC midshipmen every year, of which 10 per cent or 200 are from the lists of enlisted personnel on active Navy or Marine Corps duty.

## 24 Surface and Submarine Organized Reserve Units In Finals of Competition

In an all-out effort to be judged the nation's finest, the top 24 surface and submarine units of the Organized Naval Reserve are headed down the home stretch of the Naval Reserve annual competition.

Judged on three counts — training, personnel, and administration — the surface units will be shooting for the James V. Forrestal Trophy, while the submarine units vie for the Fleet Admiral Chester W. Nimitz Trophy.

The 24 finalists are the winners of the "General Excellency" awards for the continental naval districts and the Territory of Hawaii. Six submarine units and three surface teams are repeating competitors in this year's finals.

Last year's winner in the submarine division, Submarine Division 3-23, Brooklyn, N. Y., is out to try and make it two wins in a row. Repeat challengers who will compete against the defending champion Brooklyn unit in the submarine finals are Division 5-7, Baltimore, Md.; Division 6-43, Jacksonville, Fla.; Division 13-17, Seattle, Wash., Division W-8, Washington, D. C., and Division 14-3, Pearl Harbor, T. H.

## Enlistment, Shipping Over Hitches Now 4 or 6 Years

Enlistments and reenlistments in the Regular Navy must now be contracted for periods of either four or six years.

Seventeen-year-olds are not included in this new regulation. They must still be enlisted for only a minority enlistment terminating on their 21st birthday.

This new regulation, announced by Alnav 86-49 (NDB, 31 Aug 1949), was placed in effect on 1 Sept 1949.

Navy officials state the reason for increasing the minimum period of enlistment is that the Navy desires to return to a normal basis of input and losses. Having longer term enlistments permits better personnel planning and a more orderly control of overall strength. In addition the government will realize an increased return on the initial investment — to procure, outfit and train the individual.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

1. (a) Stadimeter.
2. (b) To determine distance between ships. In the hands of a skilled operator very close approximations of distance between the user and objects of known height can be made.
3. (c) Gun captain.
4. (a) Distinguishing mark. It is worn on the right arm between the shoulder and elbow and is not, as is sometimes believed, a part of any rating badge.
5. (b) Light minelayer.
6. (a) Torpedo tubes. USS *Shea* (DM 30, ex-DD 750) is one of 12 *Allen M. Sumner Class* destroyers converted into light minelayers in 1944. They were modified by removal of torpedo tubes, the addition of minelaying gear and other changes.

## Roundup of Legislation of Interest to Naval Personnel

The following bills of interest to the naval establishment were acted upon by the U. S. Congress.

**Reserve Retirement** — H.R. 5929: Passed by House and Senate; 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 a year of satisfactory service for retirement pay purposes. (H.R. 5929 is the same as H.R. 5508 except that the part of the latter bill which caused a veto by the President has been removed from the new bill. This objectionable part, Section 4 of H.R. 5508, pertained to National Guard and Organized Militia service, and its removal from the new bill has no effect on Navy provisions. These amendments to Public Law 810 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.)

**Flag Day** — H.R. Joint Resolution 170: Passed and approved as Public

Law 203; designates June 14 of each year as Flag Day, in commemoration of the anniversary of the adoption on 14 June 1777 by the Continental Congress of the Stars and Stripes as the official flag of the United States.

**Funeral Attendance** — H.R. 2662: Passed by Congress and approved by the President as Public Law 233; to grant time to employees of the executive branch of the government to participate, without loss of pay or deduction from annual leave, in funerals for deceased members of the armed forces returned to the United States for burial. (This law allows employees of the executive branch of the government who are veterans of the Spanish-American War, World War I or World War II to be excused for up to four hours in one day to enable them to participate as active pall-bearers or as members of firing squads or guards of honor in funeral ceremonies for members of the armed services who lost their lives in World War II and whose remains are returned from abroad for final interment.)

**School Matriculation** — S. 2453: Introduced; to authorize attendance of civilians at schools conducted by the Departments of the Army, Navy and Air Force, and joint-service schools. (Under regulations to be prescribed by the Secretary of Defense, civilians authorized to attend such schools may receive traveling expenses while away from their homes or regular places of business, including per diem in lieu of subsistence. The schools' equipment, billets, and messing facilities may be used for their training, housing and subsistence. Provisions of this bill pertain mostly to attendance of government officials at the armed services schools.)

**Posthumous Appointment** — H.R. Joint Resolution 281: Passed and approved as Private Law 250; to authorize the President to issue posthumously to the late Vice Admiral John Sidney McCain, USN, a commission as admiral, USN. (Provides that the posthumous appointment dates from 6 Sept 1945.)

**Induction Exemption** — S. 2407: Introduced; to exempt from induction and training under the Selective

Service Act of 1948 those persons who served overseas for six months or more between 16 Sept 1940 and 24 June 1948.

**Pay Equalization** — H.R. 5904: Introduced; to provide for equalization of flight pay for Navy and Marine Corps officers and former officers who did not receive flight pay equal to that of Army officers engaged in regular and frequent aerial flights. (Purpose of this bill is to provide that officers assigned to duty as technical observers and who actually served as flight crew members at any time after 1 June 1942, for which flight pay was

### WAY BACK WHEN



### Henry the Navigator

Pioneers of nautical astronomy were the Portuguese who in the 14th and 15th centuries rose to pre-eminence in the field. They took what had been learned in navigation up to that time and put it to practical use.

Much of the credit for the Portuguese work must go to a live-wire crown prince named Henry.

In 1420 A.D. Henry built an observatory on the headland of Sagres, one of the promontories which terminate at Cape St. Vincent, the extreme southwest point of Europe. There he set up a school of seamanship. For 40 years he devoted himself to his studies while at the same time equipping and organizing expeditions which won for him the title of Henry the Navigator.

For the preparation of maps, nautical tables and instruments he enlisted Arab cartographers and Jewish astronomers, employing them to instruct his captains and assist in piloting his vessels.

### Navy Gives Four-Fifths Of Forrestal Memorial

With some contributions yet to come, Navy personnel donated more than four-fifths of the \$26,275.31 to be used for erecting a bronze bust memorial honoring the first Secretary of Defense, James Forrestal. It will be placed in the Pentagon building, Washington, D. C., headquarters for the Department of Defense.

Out of the total reported shortly after the deadline date of 31 Aug 1949, contributions totalling \$22,468.62 came from Navy and Marine Corps personnel.

Army contributed \$2,638.27, Air Force \$633.07, Office of the Secretary of Defense \$336.25, and from miscellaneous sources came \$199.10. Donations were limited to not more than one dollar each.

Some of the outlying ships and stations were expected to report late.



less than that received by Army non-pilot rated officers, are entitled to receive the difference. Eligible are officers and former officers of the Navy and Marine Corps, Regular or Reserve.)

**Undergraduate Academy** — S. 2355: Introduced; to provide for the establishment of an additional service academy. (This academy will provide instruction and training on an undergraduate level, comparable to the Naval Academy and the Military Academy, for service in the armed forces. For the initial year of operation, the Secretary of Defense will transfer, with their consent, midshipmen and cadets from the second and third year classes of the Naval Academy and Military Academy to accelerate the establishment of the course of instruction and initial activation.)

**Administering Oaths** — S. 2394 and H.R. 5918: Introduced; to authorize commissioned officers of the Army, Navy, Air Force and Marine Corps to administer certain oaths. (Provides that Regular and Reserve officers are authorized to administer the oath required for enlistment, for appointment to commission or warrant officer grade, and any other oath required by law in connection with enlistment or appointment.)

### Special Board to Review Air Units' Performances

A special committee has been established by the Chief of Naval Operations to review the relative performance of aircraft patrol squadrons, land-based carrier type squadrons and inshore patrol squadrons, and to determine recommendations for the Presidential Unit Citation and the Navy Unit Commendation.

This committee has requested that responsible seniors and others, having under consideration official letters of recommendation involving the PUC or NUC covering aircraft units mentioned above, forward such letters through official channels so that they may come under the consideration of the committee.

All correspondence should be addressed to: Committee to Review Performance of Patrol Squadrons, Lieutenant Commander H. P. Kooy, Op-501D, Recorder, Navy Department, National Defense Building, Washington 25, D. C.

## AR's Granddad Aided Wright Brothers

Among the new airman recruits which the Navy has, there is one with an unusually long background in aviation. In fact, he has about as long a background in aviation as a person could possibly have. His granddad helped the Wright brothers with their aeronautics at Kitty Hawk.

Lewis J. Tate Jr. is the AR who enlisted at the U. S. Navy recruiting substation, Norfolk, Va. Grandfather is Captain William J. Tate, 79, who was serving in a Coast Guard station at Kitty Hawk, N. C. when the Wrights assembled their first glider.

Captain Tate's first contact with the Wright brothers was when he received a letter from them asking if Kill Devil Hill at Kitty Hawk had air currents suitable for heavier-than-air craft. Captain Tate described the place, and soon Wilbur Wright arrived and asked for lodging at the Tate home until the arrival of Orville from the Wright home at Dayton, Ohio.

The Wrights' first glider was assembled in the Tate front yard at Kitty Hawk. Captain Tate, with the assistance of his brother, helped launch the glider as frequently as 100 times in one day. Then on 17 Dec 1903 the Wrights flew their motor driven plane for the first time. Captain Tate has a copy of the following telegram sent by the brothers to their father in Dayton:

"Four successful flights today. Will be home in time for Christmas. Notify press." The press refused to believe the story of these flying sorcerers, however, until they got home and paid the newspapers a personal visit.

Grandfather Tate was a bit skeptical himself, at first, but now he likes to get in a little flight time whenever he can. Young Tate, on the other hand, is personally a new hand at aeronautics. He can't help wondering at times what sort of flying machines will be swooping around by the time he's Grandpa's age, if aviation keeps on advancing like it has in the past 50 years.



**BOOSTER** of naval aviation, air pioneer, CAPT Wm. J. Tate gives salestalk to grandson L. J. Tate, Jr.

### Important Info Published Concerning LDO Selectees

Here is important information for personnel who have been selected for LDO status but are still holding temporary officer rank.

Public Law 210 (81st Congress), which amends Public Law 381 (80th Congress), permits personnel accepted for LDO status to further delay accepting their LDO commissions. The final deadline set by the law is 1 Jan 1957, or until all temporary appointments to officer rank are terminated, whichever is earlier. Limited duty selectees now holding a higher rank or higher lineal precedence within rank in a temporary status than they will hold in LDO status will be es-

pecially interested. Thus a lieutenant (T) who has been selected for LDO status as a lieutenant (junior grade) would probably choose to delay accepting his LDO appointment. Also, Marine Corps service can now be counted toward the 10 years' minimum service needed to qualify candidates for LDO commissions.

The change brought about by Public Law 210 was published to the Navy in Alnav 75-49 (NDB, 15 Aug 1949). For a comprehensive earlier roundup of LDO information, see ALL HANDS, November 1948, pp. 46 and 47.

The rules governing eligibility are set forth in detail in the first of these articles.

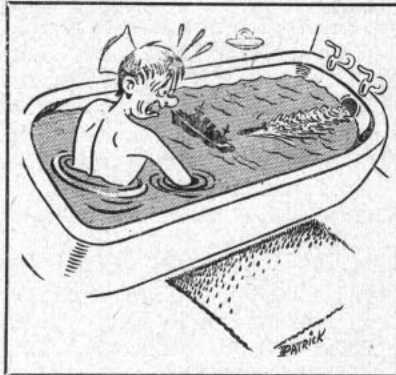
## Trophy Competition Features Marine Air Reserve Maneuvers

This summer's maneuvers of the Marine Air Reserves were the largest of any in the Marine Air Reserve Training Command's three-year post-war history.

Fourteen fighter squadrons and two ground control intercept squadrons spent two weeks on maneuvers at the Marine Corps Air Station, Cherry Point, N. C. These squadrons were from activities east of the Mississippi. Western squadrons — 13 fighter squadrons and two ground control intercept squadrons — operated for two weeks at Marine Corps Air Station, El Toro, Santa Ana, Calif.

During the 1949 maneuvers, emphasis was placed on the primary mission of Marine fighter aircraft — close support of Marine ground units in amphibious assault operations. Marines pioneered in this type of air support more than 20 years ago and have made it a specialty of leatherneck flyers. In addition, Marine airmen are trained to perform any of the air combat missions required by a Navy task force. Pilots concentrated on precision flying, including precision gunnery, rocket firing and bombing to deliver support fire with pin-point accuracy in front of advancing Marine infantrymen.

This year, for the first time, all squadrons taking part in the maneuvers competed for a trophy awarded to the squadron delivering the best all-around performance. This compe-



tion served to accelerate the pace of the maneuvers as a whole.

Highlighted during maneuvers at both locations was the performance of the Marine Reserve radar squadrons. The official title for these units is "Marine Reserve Ground Control Intercept Squadrons." They consist of mobile units containing devices for electronic spotting, tracking and plotting of approaching enemy aircraft. The purpose of the spotting, tracking and plotting is to direct interception by Marine fighter planes. The equipment of these radar groups is adapted for quick movement by air, road, rail and water. It can be installed quickly at advanced bases and at the front lines.

Climax of the summer maneuvers consisted of coordinated air-ground assault and defense battle problems. These brought into team play all arms of the Marine Corps: infantry,

air, amtracks, artillery, tanks, communications and engineers. The battle problems gave the Reserve groups a realistic taste of combat operations.

In its three years of existence, the Marine Air Reserve has produced an effective and efficient part of the nation's reserve armed might. Four points that Marine Air Reserve personnel point out as having been proven by their experience are these:

- Marine Air Reserve squadrons can be quickly mobilized and moved to any part of the country.
- Marine Air Reserve pilots, ground officers and enlisted men — because of constant training under simulated combat conditions — are ready for front-line operations in any emergency.
- Effective reserve air strength can be developed on a week-end basis, in the pattern of Marine Air Reserve training.
- The combat-ready Marine Air Reserve component has been built and maintained at very economical cost to the nation.

At present, the Marine Air Reserve Training Command consists of 30 Marine fighting squadrons and eight Marine ground control intercept squadrons. These are based at 25 U. S. naval air stations strategically located throughout the country. Present plans call for commissioning four more Marine Ground Control Intercept squadrons in the near future.

In its short history, the Marine Air Reserve Training Command has accomplished the following important things:

- It has absorbed an otherwise dormant and wasting supply of veteran Marine fighter pilots and ground crewmen. Now, as "week-end warriors," these men are drilling two week-ends each month and going on training maneuvers for two weeks each summer. Thus, they maintain and develop skills vital to the strength of the nation in an emergency.
- It has opened opportunities for young men with no previous military experience to receive aviation training and be paid for their time spent in learning.
- It provides the nation with a reserve pool of fighter plane specialists ready and able to take responsible positions in the event of emergency.

### Memorial Written for Midshipman Who Died at Sea

On Flag Day, 14 June 1949, a young student pilot named Midshipman Thomas H. Peters, USN, crashed-landed in the sea 33 miles from his base at NAAS Cabiniss Field, Tex., as a result of engine failure. His gunnery instructor watched helplessly from another plane as Midshipman Peters, possibly unconscious, was carried down with his craft.

Later, his grief-stricken mother, Mrs. T. H. Peters, of Passaic, N. J., wrote a short memorial poem in honor of Midshipman Peters — a poem which might be of condolence to mothers of other Navy men whose last resting place is the un-

known deep of the sea. Here it is:

#### A Mother's Prayer

*Sleep gently, my son,  
Where the waters are deep —  
God's Love does enshroud you  
Treasures you there —  
Lie peaceful, my son.*

*Sleep gently, my son,  
Where the waters are blue —  
God's bosom enfolds you  
Cradles you there —  
Lie peaceful, my son.*

*Sleep gently, my son,  
Where the waters run warm —  
God's angels wing round you  
"Eternal 'Roger,'" Loved one!  
Wait peaceful, my son.*



## 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. 74 — Authorizes provisions of Alnav 70-49 be continued in effect not later than 15 August regarding changes in All-Navy sports program rules.

No. 75 — Permits LDO appointees to delay accepting appointments.

No. 76 — Gives policy for Navy Day observance and urges cooperation of all armed forces in observing Armed Forces Day.

No. 77 — Praises the late first Secretary of Defense James D. Forrestal and authorizes contributions for a bronze bust in his remembrance.

No. 78 — Cancels Alnav 242-47 as of 1 Aug 1949.

No. 79 — Authorizes personnel to incur necessary obligations until Defense appropriation bill is acted upon and Public Law 196 approved.

No. 80 — Amends Alnav 69-49 concerning ration allowance of midshipmen, aviation midshipmen and naval aviation cadets.

No. 81 — Grants authority to commanding officers of staff enlisted personnel to convene summary court-martial, to order deck courts and impose commanding officer punishments.

No. 82 — Cancels Alnav 74 and 79 and directs provisions Alnav 70 to continue in effect through 15 Sept 1949.

No. 83 — Refers to Alnav 67 with reference to budgetary limitations and personnel reductions.

No. 84 — Extends authority for sending to continental U. S. customs free gifts.

No. 85 — Extends date for requesting Naval War College pamphlet, "Information Service for Officers."

No. 86 — Cancels Alnav 58-48 and advises terms of enlistment and re-enlistment in Regular Navy for men

and women will be for periods of four and six years.

No. 87 — Supersedes Alnav 27-49, thereby terminating selection of candidates for transfer to the Dentist Corps.

No. 88 — Outlines procedures for extensive reduction of telecommunication services.

### Circular Letters

No. 122 — Concerns establishment of equivalency of one or two years of college education for in-service purposes only.

No. 123 — Outlines program of study for exercise in command.

No. 124 — Concerns applications for special dividends of NSLI.

No. 125 — Authorizes leave for Jewish High Holy Days.

No. 126 — Describes liberty hint cards and reminds personnel of the importance of conduct while in foreign ports.

No. 127 — Designates specific activities entitled to employ stewards group ratings on shore.

No. 128 — Desires applications from qualified candidates for appointment in the Medical Service Corps, USN.

No. 129 — States Navy's policy with reference to name and address lists of naval personnel for use by commercial interests.

No. 130 — Announces presidential approval of promotion of officers.

No. 131 — Authorizes reenlistment leave in case of Naval Reserve enlisted personnel discharged while on active duty and immediately enlisted in the Regular Navy.

No. 132 — Modifies BuPers Circ. Ltr. 224-48 (NDB, 30 Nov 48) concerning off-duty course for naval personnel at accredited educational institutions.

No. 133 — Summarizes bonus benefits of certain states.

No. 134 — Extends authority to issue permanent change of duty orders to aviation officer personnel of the 1700 classification designated as LDOs.

No. 135 — Advises that requests for renewal of repeated travel orders reach BuPers (Pers-3118) not later than 14 Oct 1949.

No. 136 — Announces presidential approval of promotion of officers.

No. 137 — Gives procedure for

designation of USNEV personnel prior to transfer to Naval Reserve.

No. 138 — Amends Circ. Ltr. 49-49 (NDB, 49-226) with reference to monthly reports in ship's service stores.

No. 139 — Gives policy for distribution and rotation of enlisted Waves.

No. 140 — Contains latest revised list of phrase equivalents for use in despatch orders to officers and enlisted men.

No. 141 — Sets 1 Jan 1950 as effective date for appropriate change in the BuPers manual concerning new status of stewards, first, second and third class.

No. 142 — Lists officers eligible for promotion.

No. 143 — Instructs holders of Change I to Qualifications Manual be marked restricted.



### New Device Calculates The Pull-Out Altitude

Keeping abreast of an age of rapid aeronautical development, a Marine Corps sergeant has come up with a new device designed to calculate the altitude at which a plane would pull out of a dive after a bombing run.

The new-type range finder invented by Henry L. Berge, MSGT, USMC, has been forwarded to naval aviation officials for evaluation. Its main advantage is said to be elimination of pilot error in estimating the pull-out altitude before making the bombing run, resulting in greater accuracy and safety.

An enlisted pilot, Sergeant Berge is attached to the Marine All-Weather Squadron 513, First Marine Aircraft Wing at the Marine Corps Air Base, El Toro, Calif.

# BOOKS: FACT AND FANTASY FARE FOR OCTOBER

**NEW BOOKS**, selected by Bu-Pers for your reading pleasure and profit, are arriving every month at your ship or station library. **ALL HANDS** has sketched a few of the latest ones here to give you a capsule preview.

• *The Mature Mind*, by H. A. Overstreet; W. W. Norton and Company, Inc.

Here is a book that shows what it means to be mature. It describes how our immaturities of attitude and action cause most of our difficulties and conflicts, and how such immaturities, widely shared, have led to the confusions and tensions of our time. It shows how the process of becoming mature takes place and how maturity of mind can help us move forward into new confidence and wisdom.

The volume is divided into two parts — "The Maturity Concept," and "Forces That Shape Us." Some of the chapter titles, listed here, will give a more definite preview of the contents:

Part One — Psychological Foundations, Criteria of Maturity, Two Old Theories and a New One, and Mature Insights Lost on Immature Minds.

Part Two — A Heritage of Contra-



VIVID and informative is Willy Ley's new *Conquest of Space*. Sensational illustrations are by Chesley Bonestall.

dictions, Applied Maturity: A Test Case; What We Read, See and Hear; The Home as a Place For Growing, Toward Religious Maturity, and others.

Considering the high level of thought represented by the book, it is written in an extremely fresh and readable manner. For the person who wants or hopes to become a mature thinker or is already mature enough to wonder whether or not he actually is mature in mind, *The Mature Mind* should be a pleasant and profitable volume.

Dr. Overstreet is the author of four other books on psychology.

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• *The Conquest of Space*, by Chesley Bonestall and Willy Ley; The Viking Press.

Have you seen about all of this planet there is to see? Don't be discouraged if you have; this book tells us that we may soon be visiting new worlds. But in case a slow-down hits the space-ship factories, it will be well to have read this book. It shows us more planets and moons than are likely to be visited in anyone's lifetime, and shows them to us about as vividly as can be imagined.

Chesley Bonestall is an artist of the top level in his line. His more than 50 wonderful illustrations in this volume take us from the mountains of the moon to the rings of Saturn and back again. Willy Ley matches his work in prose. Almost all the book is in the language of all of us. Fascinating to look at and to read.

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• *The Wind Is Free*, by Frank A. Wightman; Duell, Sloan and Pearce.

"In fancy I used to see (my tiny ship) running in the big seas," the author writes. "Under a lowering sky and through a welter of angry water she fled, rising and falling, outlined in the whiteness of her speed, magical and swift. Sometimes she slept upon her own reflection off golden beaches which palm trees barred with shadow. And in fancy I was always with her. This was my refuge from the long littleness of life."

*The Wind Is Free* tells how Mr.

Wightman finally built his little deep-sea ship and how he sailed her across most of the world's seas, alone except for one companion. Factual reading as gripping as any fiction for the adventurer or escapist.

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• *Call It Treason*, by George Howe; Viking Press.

Young Happy, a German youth, was aflame with the love of freedom, though he grew up in Hitler's time. During World War II he gave himself to the U. S. Army Intelligence, although he knew full well the risks involved. While *Call It Treason* isn't strictly a spy thriller, the story of Happy's perilous journey across southern Germany to Mannheim is as thrilling as any romance of espionage. And at the same time it gives a revealing blow-by-blow picture of southern Germany on the verge of collapse.

The background of this book's publication is itself an interesting story. *Call It Treason* was chosen as the best book among 2,000 manuscripts submitted to a world-wide contest. The prize it received — \$15,000 — is the largest on record awarded for a single novel. The novel was written during five months that the author spent in a hospital after an automobile accident. The author drew upon personal experience in writing the book, and the plot is based on an actual episode of U. S. Army Intelligence work.

*Call It Treason* is a story of real and moving adventure in our modern world.

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• *United States Submarine Operations in World War II*, published by U. S. Naval Institute.

Here for the first time is told the complete and authentic story of legendary exploits of U. S. submarines in all types of operations — reconnaissance, attack, rescue, picket and other duties assigned the versatile undersea craft.

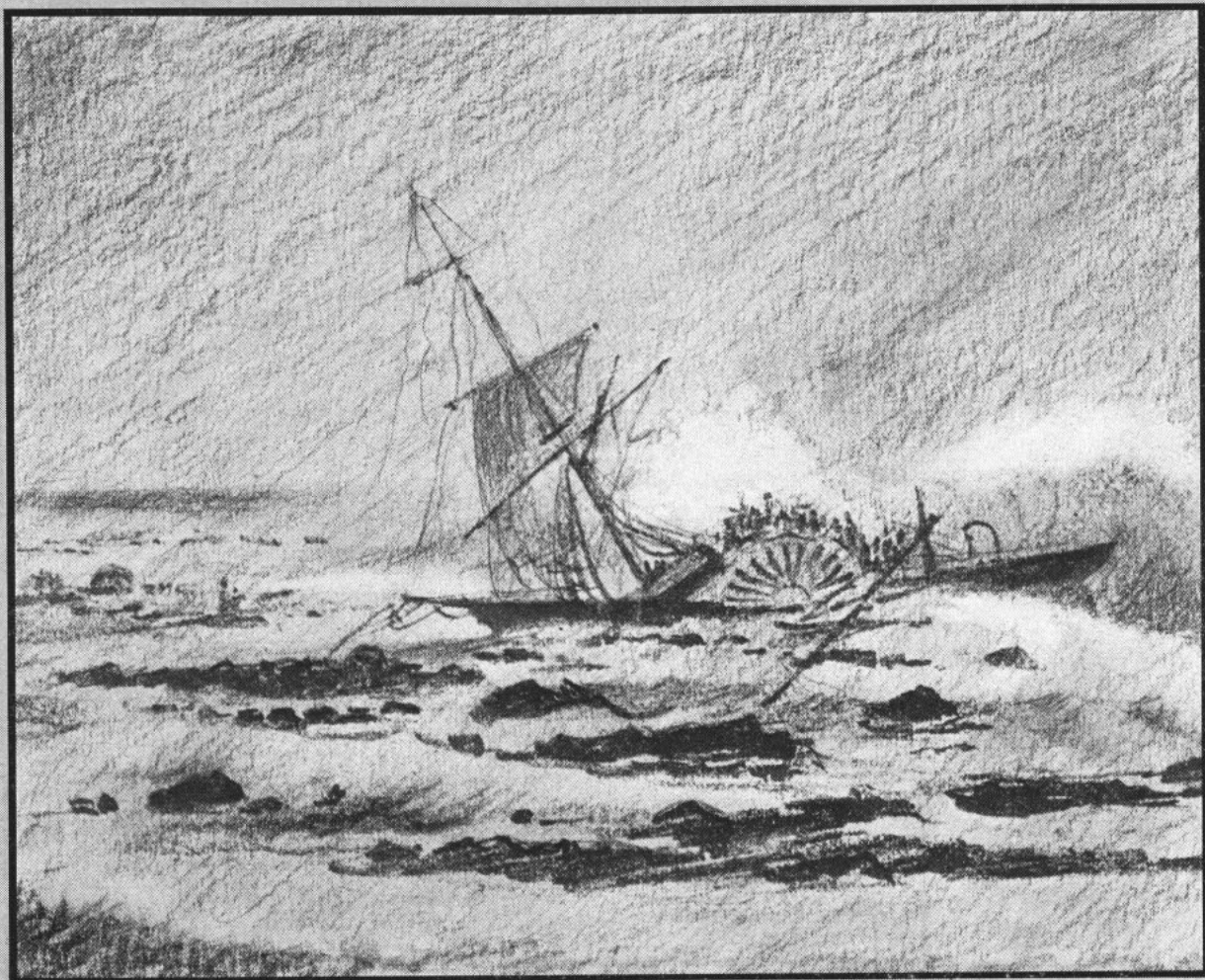
A few days after war was declared, U. S. submarines were in areas of Japanese naval and merchant ship concentrations, wreaking the havoc and terror that only the surprise strike can achieve. In addition to the descriptive text, more than 200 photographs, charts and original drawings make up the volume.

Publication is scheduled for 1 Nov 1949.



**ALL HANDS BOOK SUPPLEMENT**

# SHIPWRECKED



## OCEAN ISLAND: 1870

Told in two parts, by a paymaster and a coxswain, here's a saga of shipwreck and rescue in the lonely reaches of the Pacific. From the book, *The Last Cruise of the Saginaw*, by Paymaster George H. Read, USN.



# SHIPWRECKED

By 1870 steam propulsion had made its mark, in the Civil War and earlier, but advocates of the sailing Navy had a point: wind was often more reliable.

Accordingly, the Navy adopted a hybrid ship—a combination paddle steamer and two-masted sailing vessel. One of several of these was USS *Saginaw*, a supply ship.

Like many hybrids, however, *Saginaw* had inherited some undesirable qualities found in neither a good steamer or sailing ship. Against a headwind under both sail and steam, *Saginaw* would make "eight points to leeward"—or, as a landlubber would say, she would go sideways.

On October 27, 1870, Lieutenant Commander Montgomery Sicard brought his ship into Midway Island to take off a civilian construction gang which had been readying the place as a halfway coaling station for commercial traffic with the Orient. After six months on Midway, the construction gang was eager to leave the barren mound of sand, looking forward to a quick return to San Francisco.

The captain ordered the ship headed westward under reduced steam pressure and with topsails billowing full

in the light easterly breeze. It was the CO's intent to come within sight early next morning of Ocean Island, some fifty miles west of Midway, to verify its location and then head around for San Francisco.

Three hours after midnight, a severe jolt tossed sleepers out of their bunks. It was immediately followed by others of increasing strength. *Saginaw* was aground on Ocean Island's coral reef.

Sails were taken in and engines backed down—but the steam was too low to give more than a few feeble turns to the paddles. Within an hour, the jagged coral broke through the hull and flooded the engine room. *Saginaw* was beyond saving.

At daylight, the crew abandoned ship and went to the island. There was, of course, no radio or other communication. Supplies were low and chances of being picked up were slim. To summon help, the executive officer, Lieutenant Talbot, and four men volunteered to sail the 1,500 miles to the Sandwich Islands, the Hawaiian group, in the captain's gig.

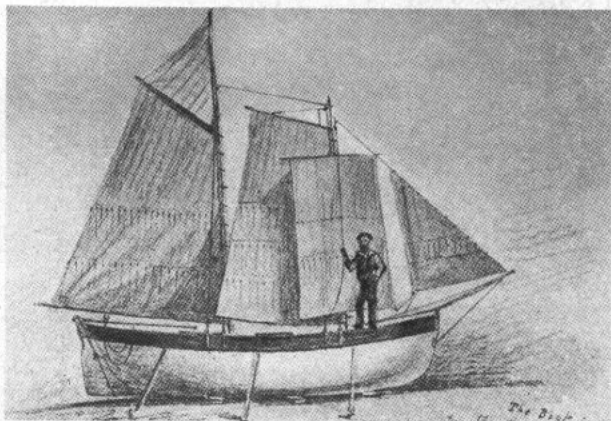
I. George H. Read,

Passed Assistant Paymaster, USN

Friday, November 18, 1870—With the navigating instruments and the clothing of the voyagers on board, the boat was pronounced ready and we went to dinner. There was little conversation during the meal.

Talbot seemed to be the most unconcerned of all, but as I watched him I felt he was assuming it to encourage the rest of us. I had a long friendly talk with him last evening, during which he seemed thoroughly to estimate the risk he was to take, and entrusted to me his will to be forwarded to his parents in Kentucky should he not survive the journey.

All hands have been given permission to send letters



GIG before launching. The sails were made on island.

by the boat, so all papers together with a bill of exchange for two hundred pounds sterling, which by order of the captain I have given to Talbot, have been sealed air tight in a tin case.

I sent the following letter to my home in Philadelphia:

"You will, of course, be surprised to receive a letter from this desert island, but it now has a population of ninety-three men, *Saginaw's* crew. In short, we were wrecked on the coral reef surrounding it, and *Saginaw* is no more.

"We left Midway Island on the evening of Friday, October 28, 1870, and the next morning at three o'clock found ourselves thumping on the reef. We stayed by the ship until daylight, when we got out three boats and all the provisions we could carry. We also saved the safe, part of the ship's books, about one fourth of my clothing, and my watch. If you could see me now you would hardly recognize me: a pair of boots almost large enough for two, ragged trousers, an old felt hat, and no coat—I keep that for evenings when it is cool. I have my best uniform, having rescued it to come ashore in. We had to wade about two hundred feet on the reef, and I stood in water about half the day helping to pass provisions to the boats, then went ashore and spread them on the beach to dry.

"We have been living on very short allowance, being thankful for a spoon of beans, a small piece of meat twice a day, with a cup of tea or coffee in the morning. I am indeed thankful that no lives were lost, and hope to see you all in three months' time. The gig has been decked over and is to start for Honolulu, tomorrow or next day for relief.

"I hope this will reach you before you get anxious about



us, for if the gig should not be successful we may have to stay here until the middle of March. I shall send this in her to be mailed from Honolulu. Our executive officer and four men go in her, and a perilous trip it will be, for she is only twenty feet long and the distance is nearly fifteen hundred miles. . . ."

2

The hour set for the boat's departure (four o'clock) arrived and we all mustered on the beach.

Prayers were read by the captain, after which final farewells were said and the brave men who were to peril their lives for us waded off to the gig and climbed on board.

They quickly stepped the little masts, raised their anchor, and slowly gained headway for the western channel through the reef. We watched them until the boat faded from sight on the horizon to the northward.

There were many volunteers for Talbot's crew of four, so the surgeon was ordered to select from a list given him four of the most vigorous and sturdy of applicants and report their names to the captain. There was considerable rivalry among them. I was accidentally witness to a hard-fought wrestling match between two of the crew who sought the honor of going and risking their lives. The defeated one was to waive his claim in favor of the victor.

The names of the five who will have to sail and pull some fifteen hundred miles are: Lieutenant J. G. Talbot, Coxswain William Halford, Quartermaster Peter Francis, Seaman John Andrews, and Seaman James Muir. The last two are contractor's men and were specially enlisted from the contracting party for one month.

3

*Thursday, November 24, Thanksgiving Day*—The noble bird, roast turkey, has not graced our tarpaulin-covered table. He has been replaced by a tough section of albatross. Nor was there any expression of thanks at the mess table until one of the officers, having finished the extra cup of coffee served in honor of the day, said, "Let's be thankful that we are alive, well and still with hope."

Last evening about nine o'clock we were given a flurry of excitement over expected relief. The storehouse sentry reported a light to eastward and in a jiffy our tent was empty. Sure enough, there was a bright light close to the horizon, which, as we watched, appeared to grow larger and nearer.

Captain Sicard was called and I joined him with Mr. Cogswell, our new executive officer since Talbot left, in front of his tent. After watching the light for a few minutes, the captain turned to us and said, "Gentlemen, it is only a star rising and the atmosphere is very clear. Better turn in again."

*Sunday, November 27*—Last Sunday and today we have had divine services led by the captain reading the prayers of the Episcopal ritual.

This morning the camp was roused to excitement by the loud cry of, "Sail ho!" I found on joining the crowd at the landing that the captain had ordered a boat launched and her crew were already pulling away in a northerly direction.

I could see nothing from the crow's nest at the mast-head, but the statement of one of the crew that he had seen a sail was positive, and the camp was full of nervous expectancy until nine o'clock when the boat returned with the disappointing news that the alleged sail was only a large white rock that reflected the sun's rays. As the sun

rose to a greater angle the reflection disappeared. An order was sent out at once that no one should again alarm the camp before permission from the captain was obtained.

*Sunday, December 25*—Christmas Day! Merry Christmas at home but dreary enough here. Still the salutation was passed around in a half-hearted manner. It is the first day since the wreck that depression of spirit has been so contagious and camp-wide. The religious services, as we stood in the sand bareheaded (some barefooted also), hardly seemed to fit our situation, and the voice of the captain was subdued and occasionally tremulous.

We borrowed a chart from the captain and followed in pure imagination the course of the gig; and when we folded it Doctor Frank said he believed Talbot had arrived at the end of his journey and we should be relieved. Talbot has now been away thirty-seven days, and our several estimates of the time he would consume have been between thirty and forty.

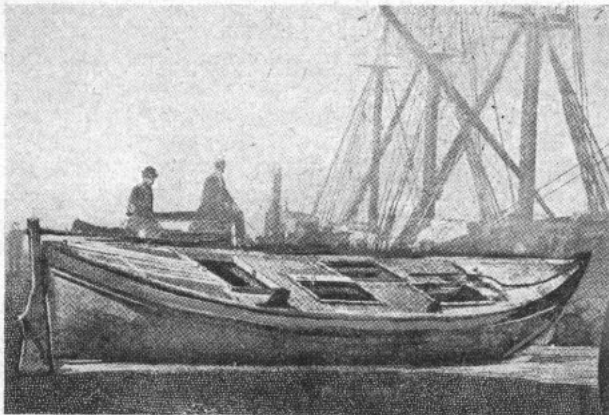
Every afternoon, when work is suspended for the day and we have repaired to the tent, the expression of Talbot's whereabouts is the first note of discussion, as though it had not been in our minds all the long weary day of work.

Twice every day I have climbed the rope ladder on the mast and searched with anxious eyes through my rescued opera glasses the shipless horizon, sometimes with such a hope and strain of nerves that phantom vessels plague my vision. The loneliness and solitude of the vast expanse of water surrounding us is beyond expression. Truly it is the desert of the Pacific ocean.

The rats are more in evidence of late. At first small and timid, they are now growing larger and bolder, running about and over us in the tents during the night. We are getting quite accustomed to their visits, however, and rolling ourselves in blankets or whatever covering we have, pay small attention to them. If we stay here for long, our attention to the rats will become more acute, for they begin to loom up in importance as a food supply.

The seal, on the contrary, are growing less in numbers, although great care has been taken not to frighten them away. Also, we have not attempted fishing on the reef lately, for fear of reducing their food.

Passed Assistant Engineer Blye today has been our Santa Claus and with several others I received a Christmas present of great value. As before noted, there came on shore from the wreck a box of Manila cigars, and it



DECK view of gig after eventful journey to Hawaii.

# SHIPWRECKED CONTINUED

has been supposed that they were all distributed by the generous owner and smoked. Today, however, Mr. Blye discovered that three of them lay in the bottom of his chest, and to be impartial he divided them into three parts each and doled them out.

Mr. Bailey and myself have for several days been having the joint use of an old clay pipe he had saved, and we have been trying to smoke the dried leaves and bark of the bushes around us. It is a failure with me. Now much has been said by learned men *for* as well as *against* the use of tobacco, but I do not hesitate to testify to its great value in conditions such as ours. It has been a cheerful companion to our thoughts in solitude and a comfort in depression of spirits. I have even seen one man offer his only coat for a piece of plug about the size of a silver dollar.

*Sunday, January 1, 1871, New Year's Day*—"Happy New Year!" I think no one but the sentry at the storehouse saw the birth of the new year or cared to. For myself I hope there will be no more holidays to chronicle here except the one which liberates us from these surroundings.

Talbot has now been away forty-three days and it seems almost beyond probability that he should have reached the Sandwich Islands before the food was exhausted.

4

*Tuesday, January 3*—At midnight. It is near an impossibility sanely and calmly to write my journal tonight. My nerves are shaken and my pencil falters. I have climbed into the storehouse to get away from the commotion in the tent and all over the camp. No one can possibly sleep, for I can see through a rent in the canvas that men are dancing around a huge fire on the highest part of the island, hear them singing and cheering while feeding the fire with timber that we have been regarding as worth their weight in coin. To lookers-on the entire camp would seem to have gone crazy. This is why:

At half-past three this afternoon I was working on the schooner near Mr. Mitchell, one of the carpenters of the contractor's party. I was handing him a nail when I noticed his eyes steadily fixed on some point seaward. He paid no attention to me, and his continued gaze induced me to turn my eyes in the same direction to find out what was so attractive as to cause his ignoring me.

I saw then, too, something that held my gaze. Far off to the northeast and close to the horizon there was something like a shadow that had not been there when I had last visited the lookout. It appeared as a faintly outlined cloud, and as we both watched with idle tools in our hands it seemed to grow in size and density.

Very soon he spoke in a low voice, as though not wishing to give a false alarm: "Paymaster, I believe that is the smoke of a steamer."

After another look: "I am sure of it."

Then he arose a shout that all could hear, "Sail ho!"

The order concerning alarms was forgotten in his excitement, but as the captain stood near, his face beaming with joy, no notice was taken of the violation. He directed me at once to visit the lookout, and I did so, rapidly securing my glasses.

By the time I reached the top of the mast I could see

that the shadow we had watched was developing into a long and well-marked line of smoke and that a steamer was headed to westward in front of it. I notified the eager, inquiring crowd at the foot of the mast and still kept the glasses trained on the steamer until her smokestack came into view.

She was not heading directly for us and I cannot describe the anxiety with which I watched to see if she was going to pass us by. My heart was thumping so loudly it could be heard. I could not believe she would fail to see our signal of distress that waved above me, and pass on to leave us stricken with despair.

When she arrived at a point to the north of us, I saw her change her course until her masts were in line, and then I shouted the fact to those below, for it was evident she was bound for Ocean Island.

The long dreary suspense was over. Our relief was near, and I slid down the Jacob's ladder pale and speechless. The few moments of tense watchfulness had seemed to me like hours of suspense, and it is slight wonder that it took some time to recover my speech. When I did so I acquainted the captain with all I had seen. By the time I had completed my statement the steamer was in view from the ground, and then I witnessed such a scene as will never be forgotten.

Rough-looking men—bearded and ragged and weak—were embracing each other with tears of joy running down their cheeks, laughing, singing and dancing.

The vessel was recognized as *Kilauea*, belonging to the King of the Sandwich Islands. She came within half a mile of the reef where *Saginaw* was wrecked, dipped her flag and then slowly steamed away in a southerly direction. This maneuver we understood—it was getting late in the day and our rescuers evidently were intending to return tomorrow and avoid the dangers of a night near the reef. Our captain has ordered a fire to be kept in good blazing order throughout the night as a beacon.

*Thursday, January 5*—*Kilauea* appeared at daylight and anchored near the west entrance of the lagoon, and very soon after her captain came to our landing place in a whaleboat. I recognized him as an old Honolulu friend—Captain Thomas Long, a retired whaling captain—and as he stepped from his boat, we gave him three rousing cheers while we stood at attention near the fringe of bushes around the camp.

Captain Sicard went down the beach alone to receive him and after a cordial greeting they conferred together for a few minutes. Together they came toward us, apparently in sober thought, and Captain Sicard held up his hand as a signal for silence. He uncovered his head and said in a tremulous voice:

"Men, I have the great sorrow to announce to you that we have been saved at a great sacrifice. Lieutenant Talbot and three of the gig's crew are dead. Only Coxswain Halford lived to carry the word of our disaster."

## II. William Halford, Coxswain, USN

When we left Ocean Island on November 18, we ran north to latitude 32 degrees and there took the westerly winds and ran east to, as Mr. Talbot believed, the longitude of Kauai Island. Ultimately we found ourselves not within a degree of that longitude and we then stood south.

Five days out we lost all light and fire and had no means of making either—no dry wood or tinder, although



we did have flint and steel. Not until shortly before the end of our voyage did we succeed in getting a light with a glass taken from an opera glass.

We suffered much from cold, wet, and want of food. The ten days' ration of bread in a canvas can was mostly spoiled. The two tins of cooked beans could not be eaten except to cause dysentery, as did also the boiled wheat. The gallon of molasses leaked out, and the sugar, tea and coffee were spoiled by wetting.

To the desiccated potatoes, five five-pound tins of which had been given us at the last moment when our rice was found spoiled, we attributed the preservation of our lives from starvation. For the last week it was all we had, mixed with a little fresh water.

We had heavy weather while running to the eastward. We hove to with the sea anchor twice and then lost it. We then made another drag from three oars, which also were lost. Then we made still another from two oars and a square of sail by crossing them. That lasted for three turns of bad weather, but the third time it broke adrift and all was lost.

Lieutenant Talbot was ill with diarrhea for seven or eight days straight. When he got better, he continued to suffer much from fatigue and hardship. He was somewhat cheerful the whole passage. Muir and Andrews were sick for two or three weeks. Francis was always well.

We failed to make land within a week of what we expected, and the first we saw was Kawaihua Rock, at the southern end of Niihau Island. This was Friday morning, December 16, nearly a month after leaving Ocean Island.

It was enheartening at least to know that we were nearing the end of our journey. Two days later we caught sight of our destination—Kauai Island—and that night we were off the Bay of Halalea on the north coast.

At eleven that night, on my watch, I called Lieutenant Talbot and told him that the night was clear and that I could see the entrance to Halalea Harbor. He ordered the boat to be steered for the entrance, but as we came near it clouded up and became dark, so we hove to again.

At one A.M. I called my relief. Andrews and Francis came on deck, as did also Mr. Talbot. After I went below the boat was again kept away toward the land for a short time and again hove to. At a little past two A.M. Sunday morning she was kept away again for the third time.

I remained below until I felt from the boat's motion that she was getting into shoal water. Then I awoke Muir and told him it was time we went on deck. He did not go, but I did.

Just as I got into the cockpit a sea broke aboard aft. Mr. Talbot ordered us to bring the boat by the wind. I hauled aft on the main sheet with Francis at the helm and the boat came up into the wind. Just then another breaker broke on board and capsized the boat.

Andrews and Francis were washed away and were never afterwards seen. Muir was still below and did not get clear until the boat was righted. When I next saw him he had all the symptoms of insanity.

Before the boat was righted by the sea, Mr. Talbot was clinging to the bilge of the boat and I called to him to go to the stern and there get up on the bottom. While he was attempting to do so, he was washed off and sank. He was heavily clothed and much exhausted. He made no outcry.

I succeeded in getting on to the bottom and stripped myself of my clothes. Just then the sea came and righted the boat. It was then that Muir put his head up from the

cockpit and I assisted him on deck. Soon afterward another breaker came and again upset the boat. Going over twice, she came upright the last time and headed onto the breakers. We then found her inside the large breakers, and most of the danger was past.

We drifted toward the shore at a place called Kalihi Kai, about five miles from Hanalei. I landed in water breast-high and took with me a tin case of letters and dispatches. On board there was a tin box with its cover broken containing navigation books, charts, Captain Sicard's instructions to Lieutenant Talbot, and other documents among which were Muir's and Andrews' discharge papers. The box also contained Francis' and my transfer papers and accounts destined for the Mare Island Navy Yard.

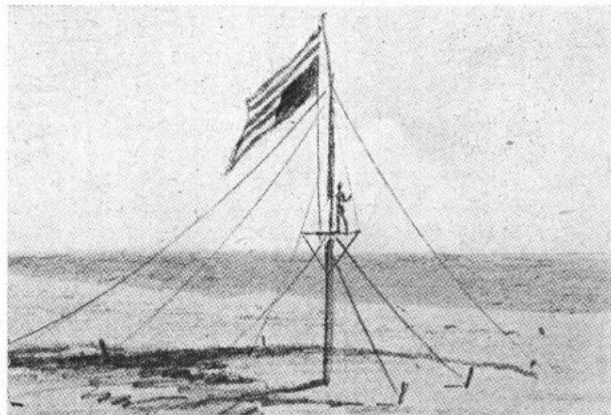
I landed about three A.M. but saw no one until daylight when, seeing some huts, I went to them and got assistance to get the boat on to the beach. I had previously, by making five trips to the long boat, succeeded in bringing ashore the long tin case of papers, the chronometer, opera glasses, barometer, one ship's compass, boat's binnacle compass, and had also assisted Muir to the shore. He was still out of his head, saying but little and that incoherently. He groaned a great deal.

I was now much exhausted and laid myself down to rest until sunrise, when I looked for Muir and found him gone from the place I had left him. Soon after I found him surrounded by several natives—but he was dead and very black in the face.

During the day I got some food and clothing from the natives. After resting, I and a native named Peter went on horseback to Hanalei and returned with a sheriff and a coroner to Kalihi Kai where an inquest was held over the bodies of Lieutenant Talbot and Muir, the former having drifted ashore just before I left. Mr. Talbot's forehead was bruised and blackened, apparently from having struck the boat or wreckage.

After the inquest the two bodies were taken to Hanalei, put into coffins and buried the next day in one grave at a place where a seaman belonging to USS *Lackawanna* had been buried in 1867. Before I left Hanalei for Honolulu it was reported by a half-white that Andrews' body had come ashore and had been taken care of.

Landing at Honolulu on board the schooner *Wainona* on December 24, I went immediately to the United States consul's office, where I saw him and the Minister President and told them my story.



FLAGSTAFF on island from which rescue ship sighted.

# TAFFRAIL TALK

FROM R. E. "Rocky" Falls, TMC, USN, recruiter at Wytheville, Va., comes a ringing challenge on the assertions made by ALL HANDS writer Earl E. Smith, JOC, USN, in an article on Navy coffee and its brewers. (See ALL HANDS, August 1949, p. 2.)

"Shipmate Smith," he says in an air of deep affliction, "should have given credit where credit is due. He gave an excellent article a bad send-off by stating that the bridge gang is seldom challenged as coffee makers. Who, may I ask, decided in the first place that a skivvy waver could make coffee? . . ."

"It may be a mystery as to how the word gets around about the bridge gang's coffee, as stated by Shipmate Smith. I sincerely



hope it remains a mystery, lest some unsuspecting torpedoman striker encounter a cup of it and remain fouled up for the rest of his naval career.

"How did the word get from the torpedo shack to the FC direct-or on *uss Rhind* (DD 404)? We needed no word. The fragrant aroma of that delicious brew would waft through the rigging (this, up to now, has remained a closely guarded secret; by releasing it I may have to change my rate) and curled the bunting just run up by the ever-vigilant bridge gang.

"A certain Llewelyn, FCI, knew with a seaman's eye, by the way the bunting wilted and faded, just when to make the last minute dash. For a cup of that torpedo shack coffee, Lew braved the wrath of the boatswain's mates by running through their wet paint, not to mention injuring several underground savages emerging from the fire rooms who were not agile enough to escape the dashing demon.

"By this time, Lew would appear at the shack, frothing at the mouth and with eyes rolling, to beg: 'Give me a shot, shipmate, buddy; one shot will save me.'

"Bridge gang coffee," Falls concludes, "Ha!"

All of which teaches a lesson: Good, bad or indifferent, Navy coffee always leaves good grounds . . . for controversy.

★ ★ ★

Each month, a thousand or more readers sit down and address a letter to this magazine. The daily rate averages from 50 to 100.

Some want answers to questions, part of which find their way into Letters to the Editor pages, others being answered by direct correspondence. Some have comments on previous articles — and pro or con, we appreciate them both.

*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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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.

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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: W. D. Bell, AF3, and J. B. Goery, Pfc, ask directions from a member of the Royal Guard during shore leave in Athens, Greece. The men were assigned to USS *Philippine Sea*, which made a goodwill tour of European ports along the Mediterranean.





**GETTING  
THE  
WORD**



# **GUARDIANS OF THE PEACE...**



**Our nation's security and destiny  
depend on the Navy's future...  
The Navy's future depends on you.**