

ALL HANDS

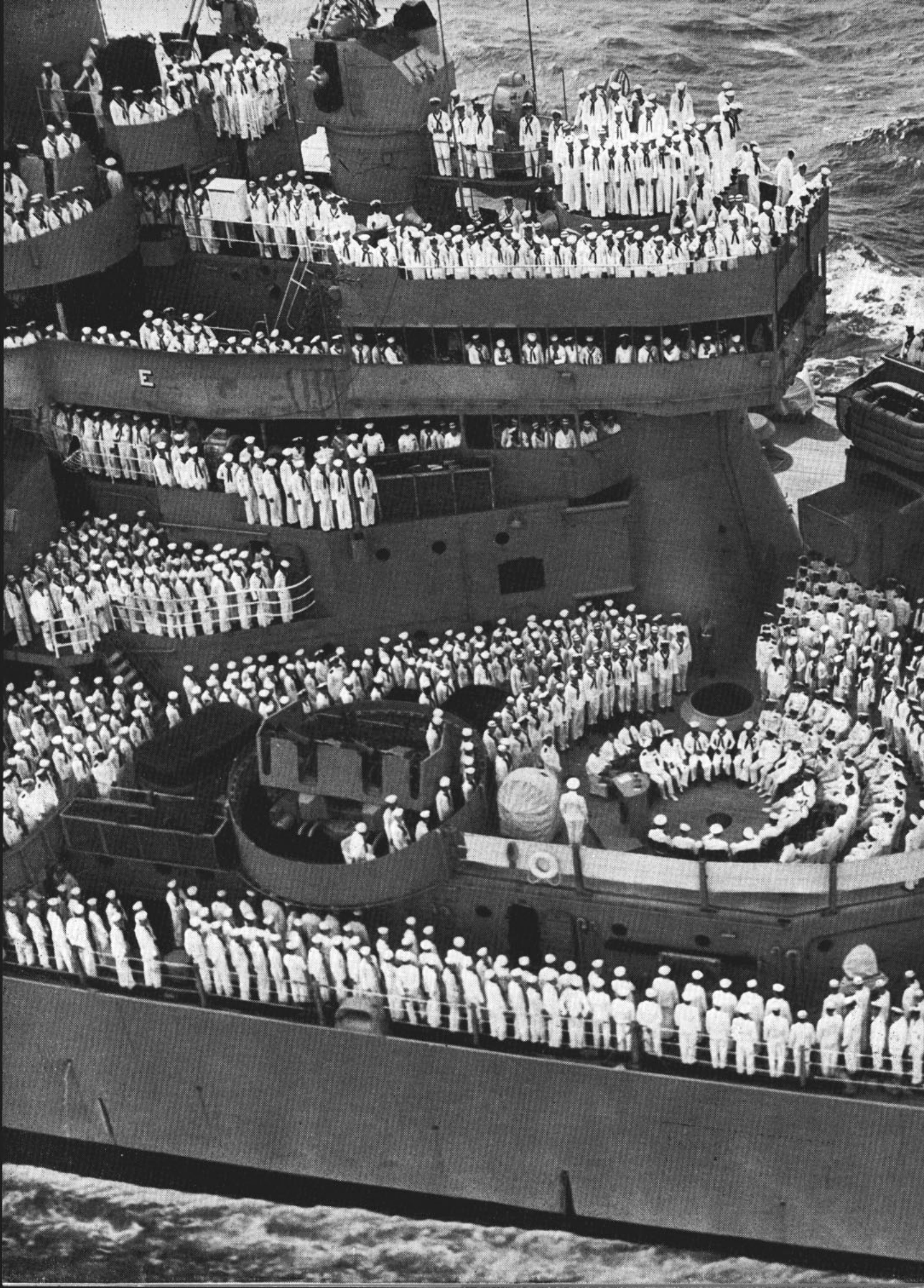
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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NOVEMBER 1949



DESIGN
FOR
VICTORY

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1949 Navpers-O NUMBER 393

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● FRONT COVER: Alert is the word for this Navy gun pointer on board the aircraft carrier USS *Coral Sea* (CVB 43) as he scans the sky for possible "enemy" planes.

● AT LEFT: Personnel serving in USS *Missouri* (BB 63) gather around the bronze placque marking the spot where the formal document of surrender was signed between the allied powers and the Japanese empire. The ceremony marked the fourth anniversary of peace since World War II.—Photo by E. H. Scott, PH2, USN.

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



SHORES are set up to seal a hatch sprung by blast from below (above). Center: Men check a hole made by a bomb in deck of living compartment.



DRENCHED damage controlmen work in spurts to stop leak in *Buttercup's* ruptured water line. Before it's fixed trouble will break out elsewhere.

BATTERED

MEASURED by the close whine of shells and "direct hits" below deck, *uss Buttercup* easily qualifies as the bustlin'est ship of the Navy, just trying to keep afloat. Even so, her damage control party practically never gets ahead of its work.

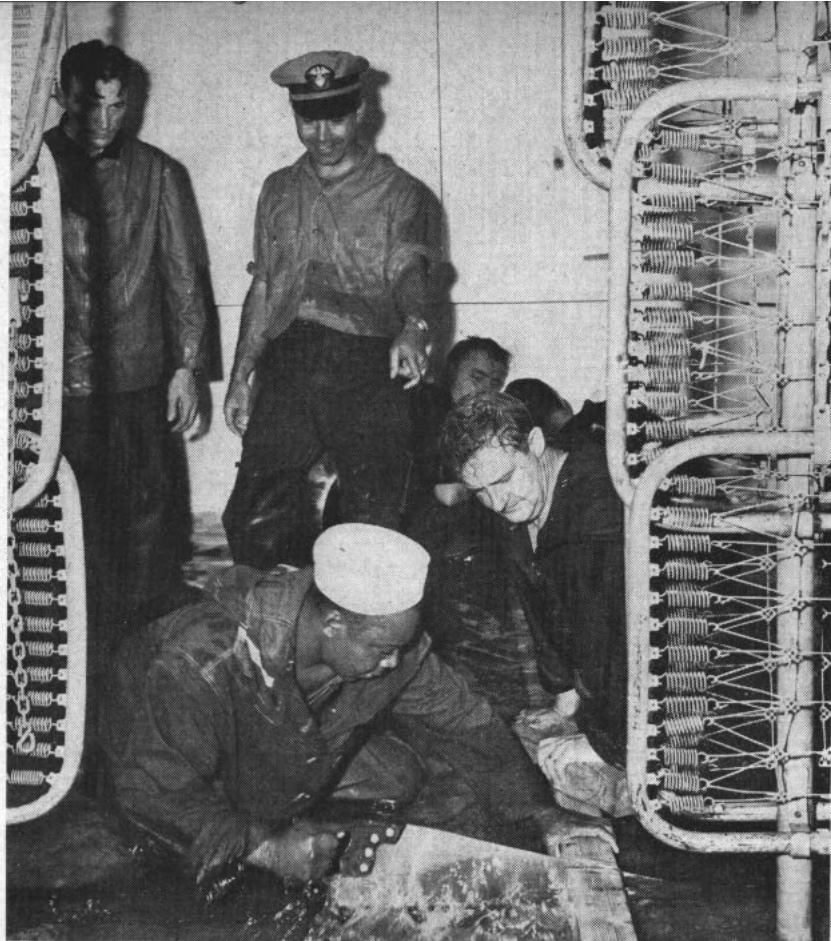
No sooner is a sagging bulkhead shored up or a ruptured water main stopped from gushing all over a compartment than something else goes wrong.

Despite all the damage, there's not much danger of *Buttercup's* sinking. She couldn't go down if she wanted to, even with her seams gaping wide open.

She's a fake.

A 40-ton training vessel, *Buttercup* floats in her own concrete-bottomed "sea" near the Navy's damage control school on Treasure Island Calif., serving as a real-life model for damage control training. Here students apply in shipboard action the lessons learned in classroom instruction.

Although her H-shaped structure is far from a direct replica of sea-go-



ANKLE-DEEP water in a battle damaged living compartment complicates job of sawing shoring. Training is as realistic as man's ingenuity can devise.

BUTTERCUP

ing naval vessels, *Buttercup* approaches a fair measure of authenticity below decks in her seven equipped compartments — cargo hold, living quarters, pumproom, switchboard space, ventilating room, generator compartment and damage control headquarters.

When the ship is "underway" with students on board, anything can happen — and usually does. The rasping call to general quarters is one of the more familiar sounds on board.

From then on, battle conditions are as real as human ingenuity can contrive.

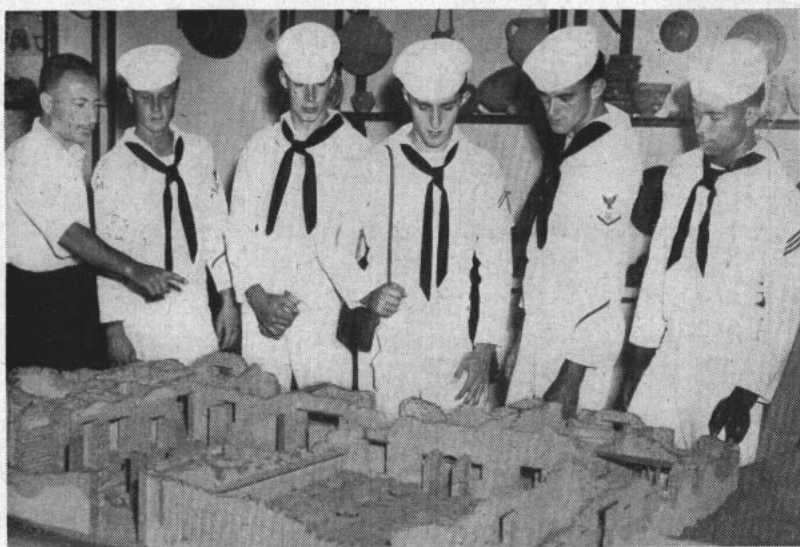
Down in the compartments, the men at battle stations go to work amid the sound of furious battle, complete with explosions of "direct hits" and "near-misses," — as piped below through loud speakers.

When fires break out in a compartment, the students climb into asbestos suits and gas masks and carry the latest fire-fighting equipment into the fray.

In other parts of the vessel, shoring



SHELL HOLE in *Buttercup's* battered bulkhead is plugged temporarily by a mattress stuffed in a box and held by an anxious trainee until shores are cut.



SCALE MODEL of home of wealthy wine merchant occupies the interest of sailors from USS *Juneau* who visited 25-century old ruins of Pompeii.

Juneau's Sailors View Ruins in Pompeii

Six sailors from the anti-aircraft cruiser USS *Juneau* (CLAA 119) turned the pages of time back almost to the front cover not long ago. They motored from Naples, Italy, to the nearby ruins of Pompeii which date back to 600 B.C.

Although Pompeii was stricken by an earthquake in 63 A.D. and by the terrific eruption of Mt. Vesuvius 16 years later, the original gateway to the city is still standing. Upon alighting from their automobile and entering the ancient portal, the six sailors felt that they were walking into a different world.



BRONZE STOVE before which ancients toasted their hands sparks the imagination of a modern sailor.

Before them lay the old city, largely in ruins but still silently descriptive of the days 25 centuries ago.

In the center of the city the group visited the huge square once used as a marketplace and a site for mass meetings. They viewed the remains of the Temple of Jupiter, king of the gods, which stands at one end of the square.

The party found many of the once-luxurious homes to be surprisingly well preserved. The outer walls of each home were discovered to contain fountains, statuettes and flowers — sometimes very attractive. Without difficulty, the sailors were able to visualize the mansions as they were long ago — lavishly furnished and decorated, and bearing paintings and mosaics on their walls.

Leaving the city, the bluejackets visited the small museum which exhibits some relics of Pompeii's heyday. There they studied a scale model of a wealthy wine merchant's home.

Since the day was bright and sunny, the men took a number of photographs to remind themselves — as well as friends and relatives — of the pleasant trip. The visit to Pompeii was a privilege which only a few Americans each year can afford, unless — like the *Juneau* party — they are members of the U. S. Armed Forces.

up operations are going on to bolster weakened bulkheads and sprung hatches. Telephone talkers in contact with damage control headquarters suddenly hear electric power has failed and emergency measures must be taken to work pumps and other electrically-run gear. Meanwhile time runs thin.

As the pitch of battle rises, ruptures in the fire main threatens to flood several compartments at once, and the students have to be quick about repairs or the ship will be "lost."

As much as two or more feet of water can flood a compartment without too much "danger," but if the damage control party is much slower, *Buttercup* will respond like a real ship and develop a list of about seven degrees — equal to 30 in a vessel at sea — and touch bottom in the concrete tank.

Her condition is then held to be "serious," and little can be done but to abandon ship. The students know they'll be back to try again, and with much practice under simulated conditions they soon become proficient damage controlmen, ready to handle real eventualities on their own ships.

Instructors on *Buttercup* have rigged up more than 100 variations of damage to test the skill of their trainees. Ruptures in the water main and broken seams in the hull are carefully masked with tape. Standard heavy equipment such as rows of lockers cover up shell holes. And every class has several students who grow red in the face tugging and prying and pulling at one deck hatch and one watertight door that won't budge. (They're sealed tight.)

With as many as two or three shell hits, several near misses and at least one torpedo hit during every two-hour drill, *Buttercup* is on her way to becoming one of the more battered vessels anywhere.

Only one other definitely exceeds *Buttercup's* mark and that's another *Buttercup*, used for the same purpose at the Philadelphia Naval Base. The Philadelphia training ship has been in use since 1944 and exceeds the Treasure Island *Buttercup's* damage by five years of frequent general quarters action.

In spite of their troubles, the two *Buttercups* are a durable duo and are likely to be around for a long time, receiving a battering from both "enemies" and students.

Music-Makers Harmonize Peace-Makers

JUST BEFORE *uss Winston* (AKA 94) got underway from the U. S. for a Mediterranean cruise plans were made to form a ship's orchestra. Be nice to listen to soothing music while cruising off southern Europe, the crew decided.

There was a sudden flurry of activity aboard the vessel. Shortly before departure a dock crane dumped several large crates of musical instruments on deck. Happily the crew stowed the gear away. Now they would have music.

Out at sea, the instruments were uncrated and inspected. A wail of dismay followed. The bass drum had no pedal, the snare no sticks. The wind instruments had no reeds, the clarinet could not be tuned and the alto sax was damaged beyond repair. Worst of all, there was not a sheet of music on board.

Undaunted, *Winston's* crew formed several "raider units" that pounced upon small music shops as soon as the ship arrived at Gibraltar. These raids were later repeated at every Mediterranean port in which the ship dropped anchor.

Eventually, after much wild gesturing, spirited bargaining and conversations of mixed Spanish, French, Greek, German, Turkish and English, the essential instrument parts were obtained.

Finally, *Winston's* skipper, who had been patiently waiting for the sound of soothing music, summoned the executive officer and casually in-

quired as to why the ship's orchestra had not presented a musical program. The exec said he would look into the matter.

He did.

Every man on board *Winston* who could tell the difference between a bass drum and a pie tin or a hockey stick and a saxophone suddenly found an instrument thrust into his hands. Slowly a few people who knew at least a little something about music separated themselves into a group. A third class aviation electrician's mate manned the sax. A marine corporal tuned up the guitar. An ensign practiced scales on the clarinet, a JG handled the trumpet, a steward's mate strummed the bass fiddle and a marine lieutenant and a steward's mate vied for the drums.

In the next few weeks many members of ship's company made emphatic requests for the ear plugs normally used during firing practices. Others complained the weird assortment of sounds emerging from the band practice room was driving them crazy. The reeds squeaked, the trumpets clashed, the piano was a half-tone flat and the music from 10 to 20 years old. The exec offered to play the piano, but it didn't help matters much. He played by ear, the others by note, and any recognizable harmony was sheer accident. Several enthusiastic suggestions were made to heave the works over the side.

After a shakey appearance at a ship's happy hour and several more

days of practice, the jittery orchestra — now held together by a newly acquired note-reading piano player — received word it was scheduled to play before delegates of the United Nations assembled on the beautiful island of Rhodes. The previous night these delegates had signed the treaty between Trans-Jordan and Israeli. Everyone on board *Winston* secretly wondered if the orchestra's appearance would precipitate a new crisis.

Sweating freely, the eight-piece orchestra mounted the bandstand as the lights were dimmed and the hubbub of conversation died out. Down came the baton and the international elite received their first taste of music a la *Winston*. Smooth, soft music flowed from the instruments — and they all were playing together.

Shortly afterwards people were dancing, laughing and humming the melodies. The orchestra played on and the tension disappeared. By midnight an English colonel was singing duets with a Greek maiden, and a young Arab was pleading for a chance to play the drums. Several officials took turns at the piano. Said the United Nations Mediator: "If this had happened two months ago, it certainly would have saved me a lot of work."

Winston's musical aggregation is no longer an unmentionable subject. Crew members will now proudly tell you the ship has an orchestra — and a good one. — Lieutenant J. B. McPherson, CHC, USN.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ITEMS FORBIDDEN** — All naval personnel are warned to avoid purchasing any items which bear the impressions of any type U. S. currency.

BuPers Circ. Ltr. 155-49 (NDB, 30 Sept 1949) states: "It has been reported that large quantities of metal cigarette cases and cigarette lighters which bear engraved impressions of genuine American currency have been confiscated as contraband. Most of these items were purchased by personnel stationed in the Far East.

"The Secretary of the Treasury has called attention to the fact that the introduction into the U. S. of material bearing the impression of U. S. currency or obligation is in violation of U. S. criminal statutes."

• **PERSONNEL DIARIES**—Logs of all changes in personnel aboard a ship or at a shore station should not be sent in to the Bureau of Naval Personnel, BuPers has reminded all commands.

Increasing numbers of these diaries,

states BuPers Circ. Ltr. 145-49 (NDB, 15 Sept 1949), have been forwarded to the bureau instead of to the cognizant personnel machine accounting installation.

• **EARLY MAILING** — Overseas Christmas parcels being mailed to personnel stationed outside the continental U. S., should be sent prior to 15 November if they are to reach their destination by the holiday season.

Weight limit on parcels has been set at 70 pounds with a maximum measurement of 100 inches, length and girth combined. Gifts should be packed in metal, wood, or strong fiberboard boxes and plainly marked, "Christmas Parcel." The address should be marked directly on the box and not on gummed labels that might become detached from the box during handling. An additional addressed slip, along with the return address and a list of contents, inside the box will insure delivery of the parcel if the outside address is obliterated.

• **BONUS FORMS** — Servicemen from Minnesota, Iowa, Indiana and South Dakota may obtain bonus applications on their ships or stations under a new plan in which commanding officers may requisition the forms from the district civil readjustment officer of the 9th Naval District.

The plan of acquiring a supply of the forms for eligible personnel of a whole unit saves individual correspondence of personnel with their home states, thereby speeding up payment in some cases.

Forms for applying for the Minnesota bonus, which has a maximum payment of \$400, become available for the first time during October 1949. Applications for Iowa, Indiana and South Dakota bonuses have been available for some time.

Details of bonuses for these four states and others were announced in previous issues. (See ALL HANDS, May 1949, p. 46 and August 1949, p. 51.)

• **PHOTO INTERPRETATION CENTER**—Officers and enlisted men in the Regular Navy and Marine Corps may apply for courses in photographic interpretation and photogrammetry.

Two courses—one in each subject—are open to Naval officers of the rank of lieutenant commander through ensign and Marine Corps officers of comparable rank as well as to a limited number of enlisted personnel in AF, PH or QM ratings of the third pay grade and above.

Each officer candidate must have had training on the college level in one of these fields: architecture, geology, cartography, photography, geography, or mathematics. Comparable experience may be accepted.

The courses have been extended in length to 20 weeks from 15 weeks. Photographic interpretation is considered a prerequisite for photogrammetry but qualified applicants may enter directly into the photogrammetry course.

Photo interpretation includes fundamentals of photographic interpretation (aircraft, cameras, scale, stereoscopy and mosaics) and detailed aerial photographic interpretation of industries, electronics, guided missiles, defenses, harbors and beaches.

Photogrammetry includes determination of geographic and astronomical control, cartography, optics, contouring, radial line plot and trime-

'Navy Man of the Month' Gets Free Tour

From among the thousands of naval personnel stationed in the Hawaiian area, each month the Hawaii Visitor's Bureau selects the "Navy man of the month" and fetes him with a full day of sightseeing and entertainment.

Along with the "man of the month" from the Army, Marine Corps and Air Force, the sailor chosen is allowed to bring along his wife or girl friend on the expense-free tour that includes visits to the top entertainment spots in Hawaii.

Selected as Navy man of the month during August was Wilbur Lee Adkins, BM1, USN, of the Inactive Floating Drydock Group at Pearl Harbor Naval Base. He was chosen for his outstanding abilities displayed in leadership, initiative and industry, in addition to his excellent appearance in military dress and bearing.



SELECTED Navy man of the month in Hawaii, W. L. Adkins, BM1, enjoyed tour with his attractive wife.

Pix of Navy Men in News Sent to Relatives at Home

People whose Navy relatives have been mentioned in the news often receive a pleasant surprise some months later. Upon arriving at the mail box one morning they find an envelope from the Fleet Home Town News Center, Great Lakes, Ill. Within the envelope are negatives and often printed photos — duplicates of the pictures earlier sent to home town papers.

The FHTNC does a large volume of business. The amount of material distributed monthly permits filing of news and photo releases for only a limited time. Then they must be removed from News Center premises. Believing that the practice is much better than discarding the material, the center now forwards it to interested persons.

Home town news negatives and file prints are retained by FHTNC for six months before being sent to appropriate persons.

trogen mapping, map projections, control mosaics and photogrammetric instrument operations.

Photo interpretation courses will commence hereafter each 1 March and 1 September. Photogrammetry courses will commence each 1 February and 1 August.

Only enlisted men with high Navy test scores or with demonstrated proficiency will be considered for these highly technical courses. Obligated service of 18 months is required. Requests for enlisted quotas should be addressed to Chief of Naval Personnel (Attn: Pers 6367).

Officer applications must reach the Chief of Naval Personnel (Attn: Pers 4221) not later than two months preceding the convening date of the course.

For more dope, see BuPers Circ. Ltr. 152-49 (NDB, 30 Sept 1949).

• **DRIVERS' LICENSES**—People in the Navy or the other American armed forces or the Merchant Marine who hold New York drivers' licenses will in most cases find their licenses to be good for a longer period than expected.

BuPers Circ. Ltr. 156-49 (NDB, 30 Sept 1949) gives the latest provi-

sions concerning motor vehicle operators' licenses and chauffeurs' licenses issued by the state of New York. The following paragraph, quoted from the circular letter, constitutes the heart of the matter.

"Chauffeur and operator licenses of persons in the armed forces who have served during the period from 16 Aug 1940 to 31 May 1949, if valid during such period, will be regarded as valid for a minimum of 60 days following discharge or release to inactive duty. Chauffeur licenses will be valid for at least 60 days from discharge to the following 31 May. Operator licenses will be valid for at least 60 days following discharge to the following 30 September."

The letter clarifies that paragraph with the following example:

Suppose a person possessing a New York state operator's license is discharged from the service on 31 July. He may regard his operator's license valid until 30 September of the same year. However, if he is discharged from the service on 2 August, the 60 days would extend beyond the following 30 September, and his license would be good until 30 September of the following year.

The same applies to chauffeur's licenses, except that 31 May of any year will be the guiding date.

There will be no automatic extension of licenses for anyone entering the service on or after 31 May 1949. For those who entered before that date and are still in the service and have current New York state drivers' licenses, there is a deadline beyond which their current licenses will not be good. It is 30 Sept 1951 for operators' licenses and 31 May 1951 for chauffeurs' licenses.

• **FLIGHT TRAINING**—From now until 30 June 1950, the Navy will accept approximately 1,200 unmarried male citizens for flight training as naval air cadets. Preference will be given to applicants who have graduated from an accredited college or university, or junior college graduates who have completed not less than half of the requirements for graduation in a four-year college course.

Applicants who successfully pass the physical requirements will be ordered to flight training. Upon completion of the course, successful cadets will be commissioned as ensigns in the Naval Reserve or second lieutenants in the Marine Corps Reserve.

HERE'S YOUR NAVY

Mathematical computing machines belonging to the Navy and the National Bureau of Standards possess such unusual names as Eniac, Edvac, Ordvac, Binac, and Raytheon Com-



puter. These machines are so complex that few people except master mathematicians can understand and fully appreciate them. The things they can do, however, are enough to impress anyone.

The Raytheon Computer, for example, is equipped with a memory which is originally capable of retaining 1,024 words, numbers or instructions. By adding attachments, the

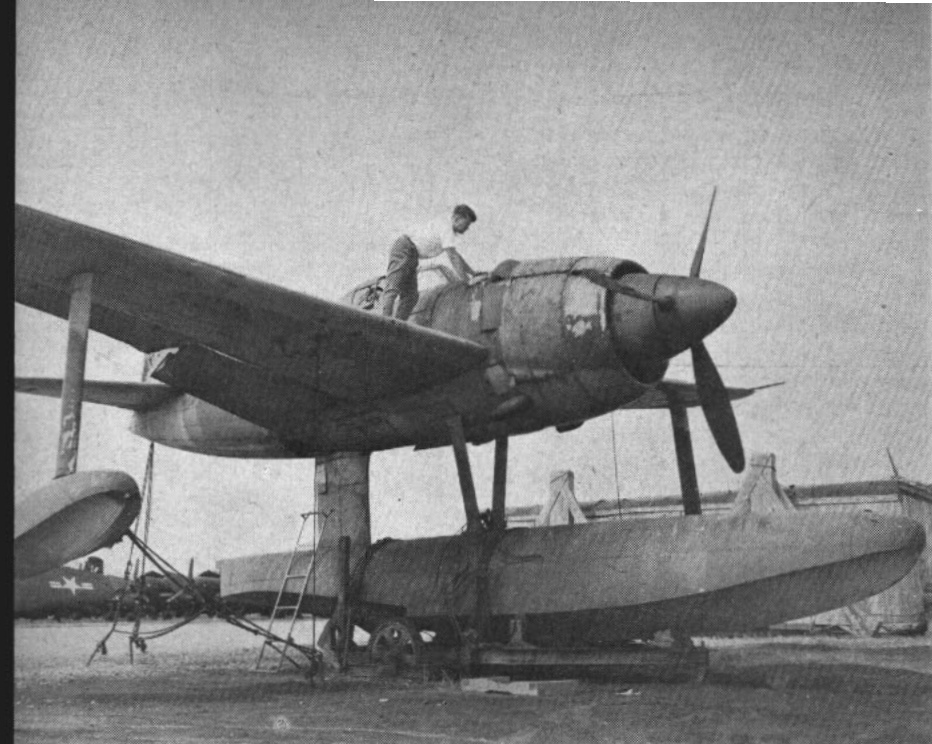


operator can increase the machine's memorizing ability four-fold, or to a total of 4,096 words, numbers or instructions. This computer has facilities for extensive self checking.

These machines are extremely valuable in solving the complicated problems that continually arise in scientific work. An easy task for an electronic computer would be to multiply



50,000 pairs of 10-digit numbers, add the products and come up with the correct answer in less than five minutes. The multiplication alone would take most of us more than two years if we used pencil and paper.



LATE MODEL Jap float plane (left) is readied for pickling. It will eventually be housed in the National Air Museum.

Navy Puts Enemy Planes in Mothballs

HAVING successfully worked out a method of preserving its own ships and planes in ready condition for any combat emergency, the Navy has undertaken to put in mothballs a dozen-odd captured German and Japanese warplanes.

The planes are types representa-

tive of those flown by our two former enemies in World War II and were captured intact by American forces in Germany and Japan at the close of the war. They were brought back to the U. S. on board Navy aircraft carriers and will eventually find their way into the National Air Museum

where the children of World War II can see what their daddies fought.

Once installed in the Air Museum, these planes will take their places beside such famous early aircraft as the Wright Brothers' *Kitty Hawk*, Charles Lindbergh's *Spirit of St. Louis* and American warplanes of World Wars I and II.

But until the Air Museum can find room for them, the planes must be stored and preserved. The Navy—which has plenty of experience storing and preserving its own fighters and bombers—has undertaken to keep some of these museum pieces in A-1 condition.

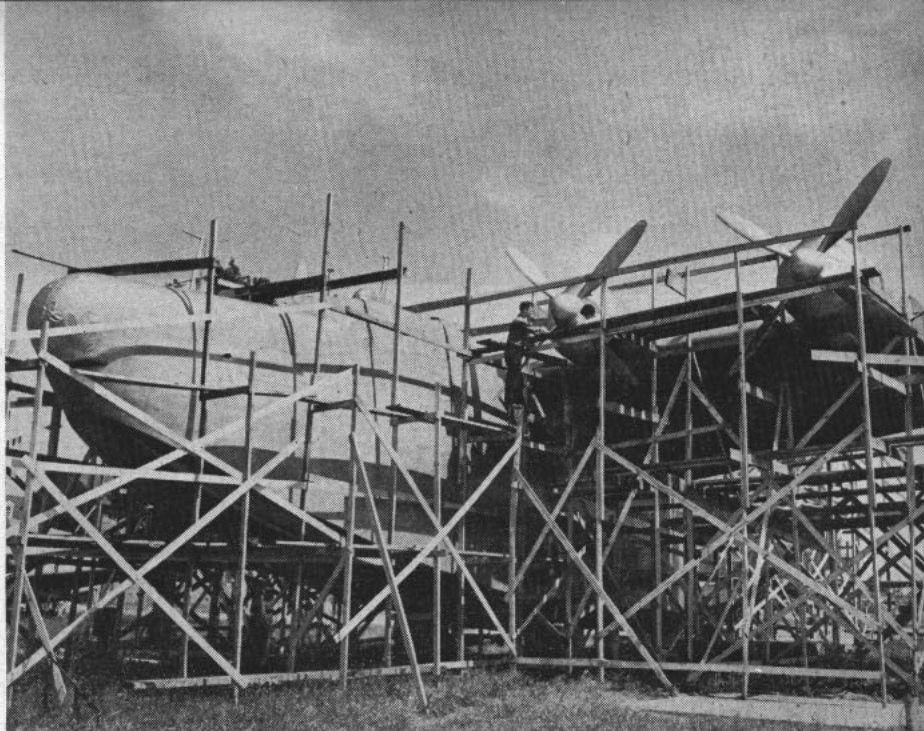
Naval Air Station, Norfolk, Va., has been given the task. At Norfolk, two types of preservation techniques are being used to keep Old Man Rust away from the captured airplanes. One is known as "cocooning"; the other is called "canning."

In cocooning, briefly, the plane first of all must have its cracks and crannies plugged up tight so that little outside air can get in. Then, a network of tape is woven around the parts of the plane that stick out—engine nacelles or landing gear.

To take the moisture out of any air that does seep into the plane, bags of silica gel are spotted around the inside. The gel must be replaced every few months by cutting slits in the side of the plane, replacing the



FANTASTIC Nazi bomber, the Dornier 335, has power coming and going—she has engines in nose and tail. It too is being fitted for a plastic overcoat.



CARRIER-BASED Jap bomber is inspected prior to mothballing (left). Right: *Emily* is preserved in a plastic cocoon.

bags with fresh ones, then resealing and spraying the fuselage.

Finally, to wrap the plane up tight, several coats of special plastic liquids are sprayed over the plane and its network of tape, enclosing the whole in a weird, shroudlike canopy of strong but flexible translucent plastic.

This method is used for the big planes like the Japanese flying boat *Emily*. With its wing sections outboard of the engine nacelles removed, *Emily* looks like a giant toad sitting in its plastic cocoon on the Norfolk airstrip.

The *Dornier* 335, a grotesque-looking medium bomber used by the Germans, is probably the oddest plane in appearance at the field.

The *Dornier*, a two-engined plane, has the conventional puller-type propeller in its nose with a pusher-type propeller and engine built into the tail. This strange specimen too is being fitted for a plastic cocoon.

Smaller planes like a Japanese twin-jet fighter are being "canned." To can a plane, a huge, oblong, corrugated steel box is built and the plane merely trundled into it. Some of these boxes are large enough to hold four fighters.

Once built, several of these boxes or cans are connected by circulating pipes which carry dry air into the cans and keep them dehumidified. Effective dehumidification, the Navy has found, means a humidity of no more than 30 per cent of saturation.

The experts say that cleaned up, well lubricated and wheeled into one of these low-humidity boxes, a plane will keep for an indefinite period.

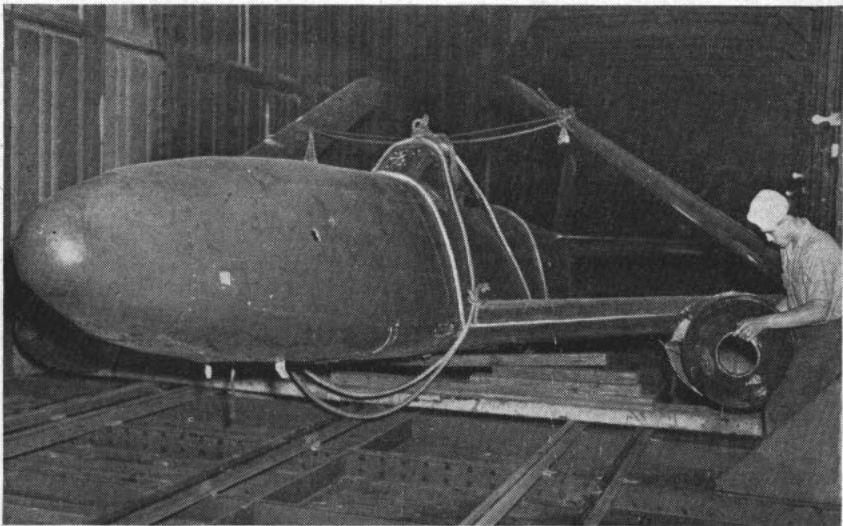
There is also one American plane at the field as well as the German and Japanese craft. It is an experimental observation plane, the XF5U-1, and it runs the *Dornier* a close second for the most grotesque-looking plane at the field.

Shaped like a giant pancake and powered by twin-engines, the plane was nicknamed "*Flapjack*" and was built to hover nearly motionless in the

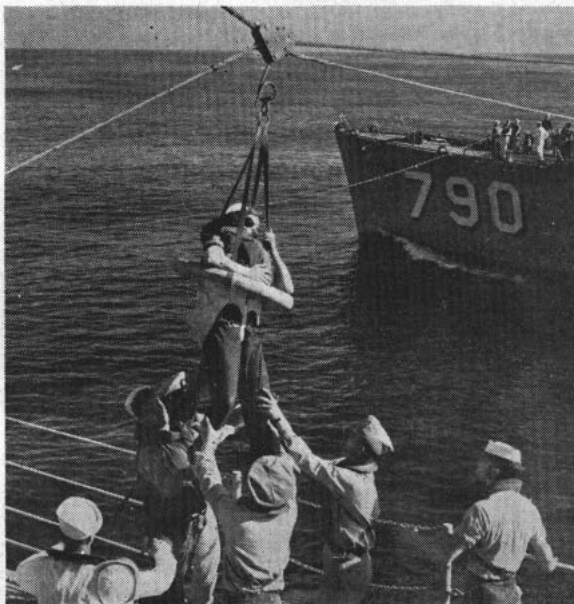
air to enable observers to spot points on the ground below. It can also really make knots when necessary.

Before the German and the Japanese planes were consigned to the Air Museum via their Navy cocoons, each one was given a thorough shaking-out by American airmen. The fly boys call this putting a plane "through the wringer."

"The wringer" consists of a series of the toughest tests the experts can devise. From these tests, the Navy and Air Force were able to diagnose exactly what the enemy had in his planes that the U. S. didn't.



TWIN JET Jap fighter, patterned closely after German counterpart, is checked before steel can is sealed and the dehumidification process begun.



INJURED seaman is transferred to *Toledo* from *Shelton*. Middie receives instruction on 40-mm. loading machine.

Cruiser Serves as Sea-Going Classroom

THE heavy cruiser *uss Toledo* (CA 133) entered a new phase of her naval career — that of a sea-going classroom — when she departed from San Francisco, Calif., with 420 midshipmen aboard.

Questions by the dozen bombarded the crew: "How do you get to compartment A-310-L? Where's the head? Where's number one fireroom? What time is chow? Where do I stow my seabag?" asked the midshipmen as they began their first summer cruise.

Another heavy cruiser, the flagship

Helena (CA 75) and four destroyers accompanied *Toledo* as she steamed past the docks of San Francisco. Cameras clicked and necks craned as the task group slid under the famous San Francisco-Oakland Bay Bridge, by the Federal Prison, Alcatraz, and then to the mouth of the harbor and under the world-famous Golden Gate Bridge.

Questioning glances were exchanged as the ship encountered the usual rough water just outside the harbor entrance. Was it always like

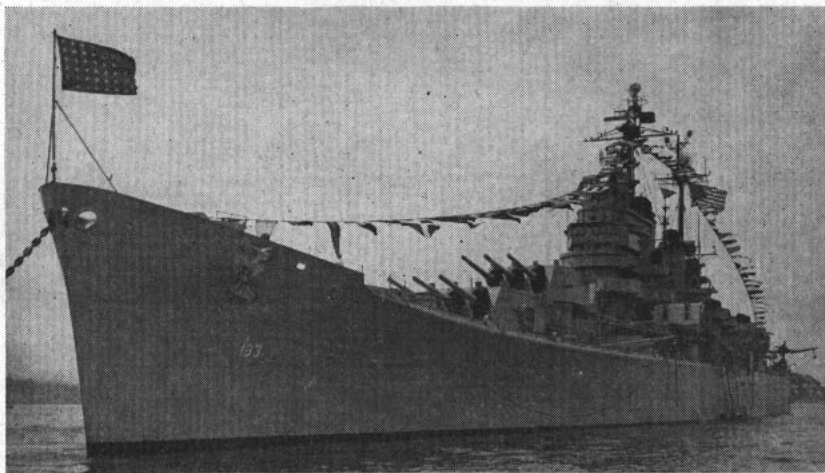
this? Some wished their feet were planted on terra firma.

Days fell into a smooth routine as prearranged programs, dividing them into different drill periods, went into effect. Movies, lectures and on-the-spot instruction soon increased the middies' knowledge. Each lecturer knew what his job would be — to teach the midshipmen as much as possible in the short time allowed. Midshipmen divisions attended classes in two-week periods as they absorbed lectures in departments to which they were temporarily attached — operations, gunnery or engineering.

Gunnery drills, battle problems and maneuvers filled the days as the future officers swung into their work with a will. Refueling at sea brought forth spectators from personnel of *Toledo* as well as the destroyers she refueled.

The task group entered Balboa, Canal Zone, 30 June 1949 and *Toledo* tied up alongside *Helena* at pier 18, just inside the entrance of the Pacific end of the Panama Canal. Liberty was plentiful and all hands swarmed ashore.

Souvenirs from all over the world attracted buyers in Panama. Ebony from India, jade, silks and cloisonné vases from China and Japan, alligator bags and shoes from Cuba and



CAPABLE CRUISER *Toledo* was made a sea-going classroom for the summer. She carried midshipmen on a two six-weeks, 7,500-mile training cruises.

Chief Error of the Terror Has Had Colorful Navy Career

Error, DCA, USN — chief dog, acting appointment — could tell some salty but nostalgic tales of World War II, if he could talk, and no doubt would keep the people of Charleston, S. C., entertained with his stories of the sea.

Error was shanghaied into the naval service in 1942 by a sailor who brought him aboard the minelayer *uss Terror* (CM 5) in his pea-coat pocket. Navy life proved to be to the liking of the young dog, and he was soon dubbed “Error of the *Terror*.” Although slightly underage for enlistment, he was officially made ship’s mascot. He was given a service jacket and a service number — 000 00 00 — and a clear record was made of his leave, absences and conduct.

Error grew to be a large brown dog capable of taking care of himself in any situation. He has taken part in brawls in foreign ports that almost equalled some of the Navy’s major engagements against the foe. When a lady was involved, Error usually trotted victoriously away with the object of his affections.

When Error’s ship, *Terror*, was decommissioned in 1947 and placed in the Charleston group, Error — by then a chief — was transferred to the high-speed minesweeper *uss Hambleton* (DMS 20). He took one cruise aboard *Hambleton* and decided that he was aboard the wrong kind of ship. He was seasick! But back ashore he held his head high as though he thought such a minor failing couldn’t lower the dignity of an old-time sailor with a record such as *his*, with all his war service and everything.

The closest Error ever came to spoiling his service record by being



SHIPMATES sit and swap sea stories with Error, DCA, USN, on board the chief’s ship *USS Arcadia*.

AOL was when he missed his ship in Tarawa. The morale of *Terror*’s men hit an all-time low when they had to weigh anchor without their beloved Error aboard. The captain sent the word by dispatch throughout the Pacific that Error of the *Terror* was AOL.

Before long, Error was located, and as an early example of unification the Army flew him back to his ship. It was said that he had acquired a family and was rather reluctant to return to duty. He was given captain’s mast, but since he hadn’t been fully instructed as to when his liberty was to expire, he got off with a warning.

In the Okinawa operation, while *Terror* was an anchor at Kerama Retto, the ship was struck by a Jap suicide plane. Error was right in the middle of things, but got off with superficial wounds.

After his postwar cruise aboard *Hambleton*, Error found duty closer

to home — and of a less rigorous nature. He reported aboard the destroyer tender *uss Arcadia* (AD 23) which is tied up alongside the inactivated *Terror*. His present duties consist mostly of barking at the tugs which pass his ship. Tugs are to him what motorcycles and noisy cars are to landlubber dogs. He rarely, if ever, misses one — and can tell when one is coming, even if he is dozing and the tug is soundless to human ears.

Chief Error goes independently on his way and seldom takes orders from anyone. Most of his real friends — those with whom he shared comradeship during the years of combat — are gone. He is left alone to care for the pride of his old buddies and himself — the minelayer *Terror*. Although usually gentle and almost listless, Error can spring into action with surprising speed — especially if he thinks his old home needs protection. Recently a high school class visited the Navy Yard and included an inspection tour of *Terror* in their program. Error made such a commotion about strangers being allowed on “his” ship that he had to be tied until the visitors left.

Error is getting a little older, and perhaps wiser. He doesn’t go on liberty quite so often now and is getting fussy about his food. If he and the cook aboard *Arcadia* have a falling out over the quality of the chow, Error goes to another ship to eat and is always welcome.

He shows a slight favoritism toward cooks and boatswain’s mates, but is not a one-man dog. He’s a one-ship dog, though — and his ship will always be *uss Terror* (CM 5) — George V. Johnson, JO2, USN.

Argentina, and perfume from France were plentiful.

Nearby Army and Navy facilities provided excellent recreation facilities. A sports meet was held at Balboa Stadium for the visiting task group. Swimming, track, softball, pistol matches and pole vaulting competitions were held. Tours were arranged to the Panama Canal and to the ruins of Old Panama City, destroyed by the pirate Henry Morgan in 1671.

The task group then departed Bal-

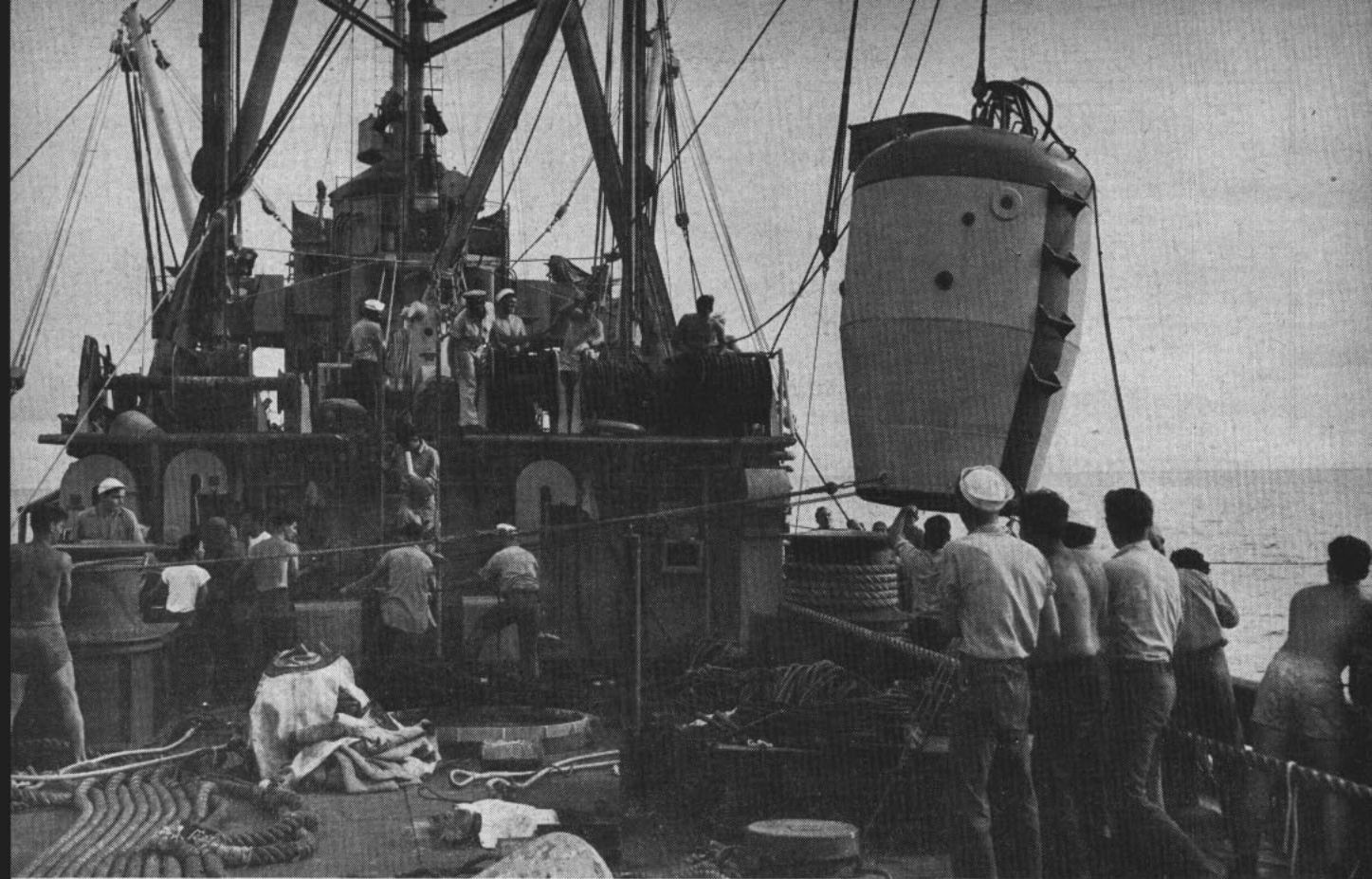
boa for Long Beach, Calif. The final phase of the cruise was spent in southern California waters. Concentrating on gunnery exercises, midshipmen received detailed instruction in firing procedures as eight-inch, five-inch and the 20s and 40s proved their worth in outstandingly successful battle problems.

The six-week cruise ended after the formation had steamed over 7,000 miles, when *Toledo* tied up at pier 7 in San Francisco.

As the midshipmen departed, they

left with the satisfaction of having learned a great deal about the job of being a naval officer.

Toledo, accompanied by the light cruiser *uss Springfield* (CL 66) and four destroyers, then got underway with 473 more midshipmen aboard for the second Naval Reserve Training Cruise which took them to Balboa, Canal Zone. This cruise returned to San Francisco in September to complete the 1949 NROTC west coast cruises. — Fred W. Doby, JOSN, USN.



FANTAIL during rescue operations becomes maze of lines and gear giving appearance of confusion to the lubber.

Sub Rescue Ships Have a Rugged Job

If you're ever steaming out of a harbor somewhere near a submarine base and see an out-sized tugboat moored well off-shore, don't be fooled by her appearance of inaction. If the ship is an ASR — a submarine rescue vessel — there's probably more going on aboard it than would seem possible in the available space.

What's a submarine rescue vessel and what's all the hustle and bustle about, aboard it. . . . ? To find the answer to these questions, let's start in the middle of the story.

Ten years ago in May the submarine *uss Squalus* sank during builders' trials off Portsmouth, N. H. When she reached bottom in 240 feet of water, 26 persons in the ship's after four compartments were already drowned. Thirty-three others were still alive in three forward compartments.

There was a time when if this had happened the 33 submariners in the sunken submarine would have been strictly out of luck. Later, with invention of the submarine escape

"lung," the men would have had a chance for survival if they had dared expose themselves to "air embolism," "the bends," and drowning. (The escape lung, while a very valuable piece of emergency equipment, requires the user to expose himself to these dangers.)

As it was, however, the 33 fortunate men were all up on the surface in less than 36 hours, physically none the worse for the experience. In the process of leaving the sub and rising through 40 fathoms of water they had not been exposed to water pressure or to the water itself. Within four months after the accident, the 1,400-ton submarine itself was raised from the ocean floor and put into dry-dock.

Both of these seemingly impossible feats — rescuing the men and later raising the sub — were done by a submarine rescue vessel and its muscular crew. While the ASR we mentioned back in the first paragraph might not have been carrying on an actual salvage job, it no doubt was going

through the motions. Except for the relative absence of drama in simulated rescue and salvage, it is little different from the real thing.

Now let's begin at the beginning.

On 25 Mar 1915 the U. S. submarine *uss F-4* sank in 306 feet of water off Honolulu. Descent to such depths by deep-sea divers was unheard of at that time, but Navy salvage men went to work on the 275-ton sub immediately. New records were made, some good divers were injured for life, and after four months of exhausting effort the salvagers brought the little sub into the repair yard. The salvage of the *F-4* is one of the most noteworthy undertakings of its kind ever attempted, considering the status of diving knowledge and experience at the time. Tricks of the trade learned on that job are still used by ASR crews today.

For many years the records established on the *F-4* job stood unchallenged. Yet, the submarine rescue picture was far from perfect. If any of the *F-4*'s crew were alive when

the sub came to rest on the ocean floor, there was no way to rescue them before the vessel itself was raised to the surface. They all were dead when that was accomplished.

Ten years later, in 1925, the submarine *USS S-51* was rammed by the steamship *City of Rome* off Block Island, just south of the Connecticut coast. She went down with all hands — except for 10 who went overboard as she was sinking — and she was not brought into port until almost 10 months had elapsed. A new technique for tunneling beneath sunken ships was developed here, as well as a method of ejecting water from flooded compartments to lighten a sunken sub.

A new type of ship came into being in the following year — an ASR, the pappy of the submarine rescue vessel you'll find near any spot where American submarines are operating today. The first ASR of all was *USS Widgeon* (ASR 1). This ship, like five other famous old submarine rescue vessels, was built originally as a North Sea minesweeper. The other five were *USS Falcon* (ASR 2), *USS Chewink* (ASR 3), *USS Mallard* (ASR 4), *USS Ortolan* (ASR 5) and *USS Pigeon* (ASR 6).

These were excellent little deep-sea ships with a standard displacement of 1,060 tons. Their length was 188 feet, beam 36½ feet and draft 10½ feet. As equipment was added in later years the draft increased considerably — especially aft, when the submarine rescue chamber or "diving bell" was aboard. The ships were equipped with wood-filled "blisters" on the sides of the hull, extending some distance above and below the waterline. Since the ASRs were certainly not designed as combat ships, the purpose of the blisters was often a deep mystery to visitors as well as newcomers in the crews. They had — and have — a definite purpose, though, as we shall see.

Widgeon was filled with machinery and gear to adapt her for her prospective job. Below decks were air compressors to provide air for divers and for forcing water out of salvage pontoons and out of the compartments of sunken subs. "Air banks" composed of a large number of pressure flasks were installed not far from the compressors. High-pressure piping was led from the air banks to topside, where it was attached to mani-

folds designed for attaching divers' air hoses and salvage air hoses.

Forward, below decks, was arranged stowage space for the thousands of feet of divers' air hose and telephone cable, the suits — or "dresses" as they are called in the business — the helmets, phone boxes, shoes, belts, tool bags, hand pumps and tons of other cumbersome gear that goes with the diving and salvage trade. Just above this hold a good sick bay was installed. Up behind the stack a recompression chamber was bolted down.

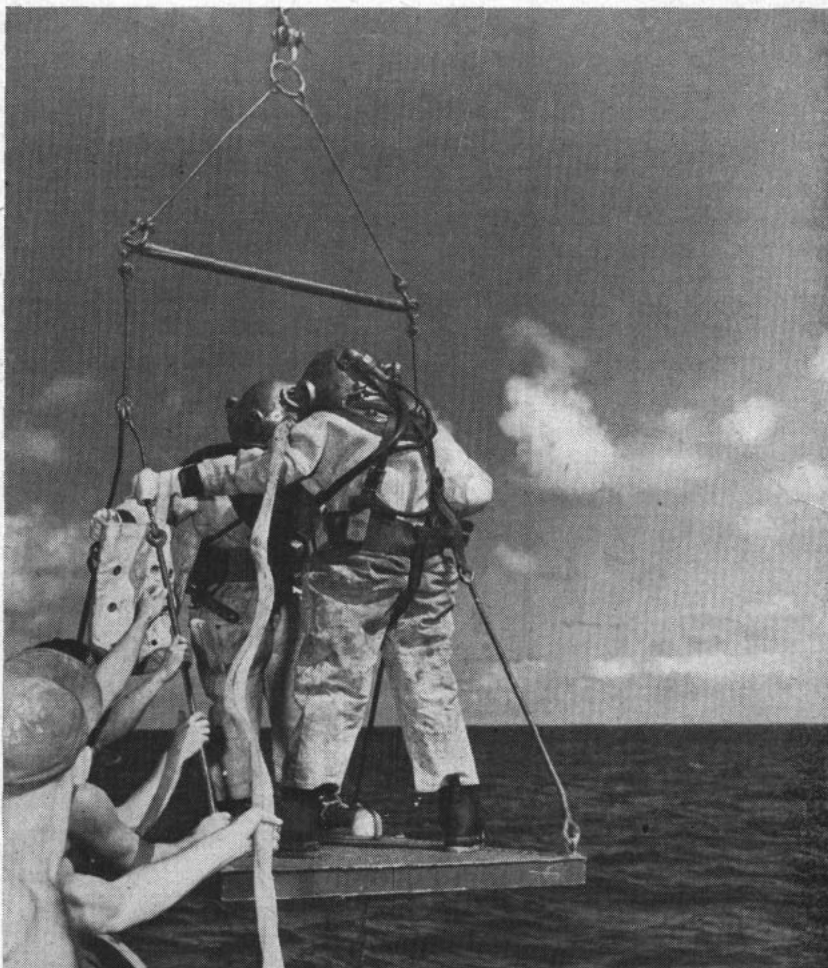
Aft was the "after hold," where hundreds of fathoms of eight-inch line was faked away. (Eight-inch line is rope which is eight inches in circumference, making it a little less than three inches in diameter when new and a little more when old.)

On topside, two powerful capstans were installed — one forward and one aft. Four heavy anchors were stowed on deck, aside from the two regular

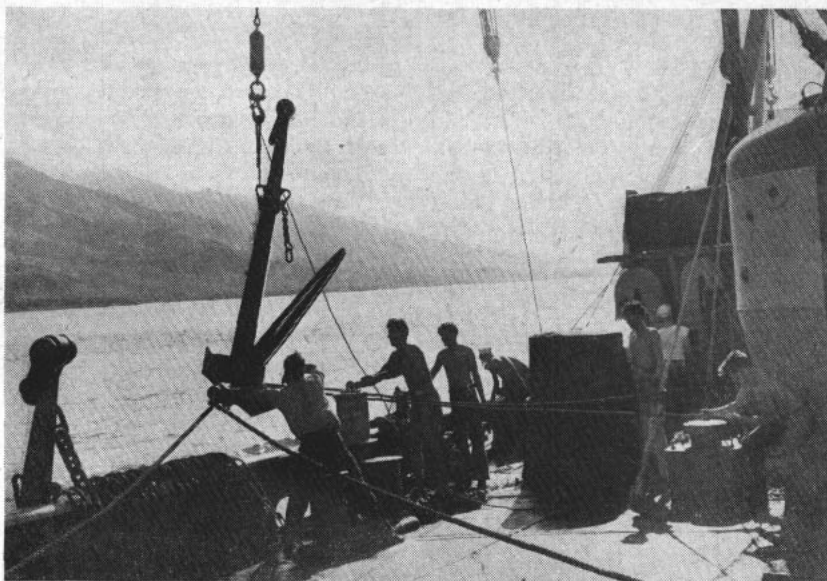
bower anchors which hung at the hawsepipes. Rolling chocks were installed at several points in the bulwark. A ponderous steam-powered reel of heavy wire rope went in beneath the after end of the boat deck. In conjunction with this were two gigantic reels of six-inch manila line which could be thrown into gear and turned by the steam "towing engine." With all this cargo of weighty gear, the chubby little *Widgeon* could plow along at 14 knots or so, her triple-expansion, up-and-down steam power plant hissing rhythmically.

In the same year, 1925, the Bureau of Construction and Repair began investigating ways and means of enabling divers to reach greater depths. To carry on this investigation, the Experimental Diving Unit was established at the Washington (D. C.) Navy Yard.

In the following year the Deep Sea Diving School was re-established in conjunction with the Experimental



DIVERS, upon whose knowledge and courage success of any salvage operation ultimately depends, stand on the diving stage prior to 'going down.'



FOUR-POINT moorings layed around the sunken vessel enables the ASR to locate herself securely—but not motionless, anywhere in quadrilateral area.

Diving Unit. Previously, there had been Navy diving schools at various times after 1912 at the Naval Torpedo Station, Newport, R. I., and aboard a small ship which operated in Long Island Sound. With the opening of the experimental unit and the new school, and the commissioning of another ASR — *Falcon* — the Navy's submarine rescue and salvage machinery was really getting into gear.

The need for such machinery was proven once more without much lapse in time. On Saturday, 17 Dec 1927, the submarine *USS S-4* operated for a time submerged off Provincetown, Mass. Rising to the surface at the end of her dive, she was struck by the U. S. Coast Guard Cutter *Paulding*. She rolled far to port under the force of the ramming, and went down in 102 feet of water.

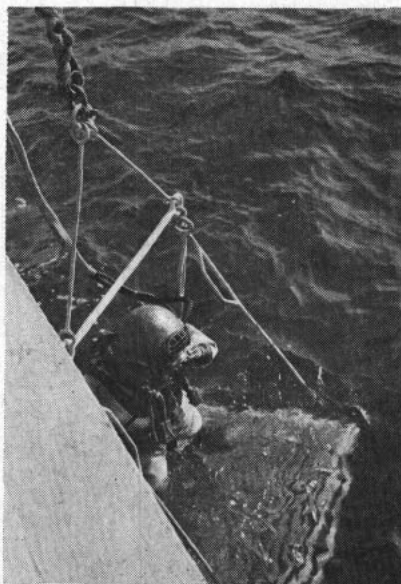
The submarine rescue vessel *Falcon* hurried to the spot and commenced rescue operations. A week later, having been delayed heart-breakingly by bad weather, the divers heard only silence from the submarine where at first they had heard signals indicating that six men were alive inside it. Work was begun toward raising the submarine itself. The method used, developed through salvage experience gained on *F-4* and *S-51*, was the same except for minor changes in gear as would be used in a similar task today. Three months later, *S-4* was towed into Boston Navy Yard.

It was almost 12 years later when

the Navy's ASRs at last proved themselves in a heart-stirring humanitarian way. That was after the *Squalus* disaster, mentioned earlier. In rescuing the 33 trapped submariners aboard *Squalus*, the divers and their stout little ship — here *Falcon*, again — justified the decades of expense and toil that had gone into creating their knowledge and ability.

Let's look briefly at the divers' log of rescue and salvage operations used on the *Squalus* job.

The log begins on 24 May 1939 —



DOWNHAUL cable by which chamber is controlled is carried down and attached to a 'sunken' sub by a diver.

the morning after the sinking. The heading says, "*USS Falcon, Off Isles of Shoals, Portsmouth, N. H.*"

"0646," the first entry states. "*Ship completed mooring over the sunken Squalus.*"

There is no mention in the terse line above of the night of labor which led up to the 0646 entry. First of all, it had been necessary to find the submarine. Earlier, a boat had picked up *Squalus's* telephone buoy and accidentally had snapped the connecting wire. Another boat relocated the sub by dragging with a grapnel.

Once the sunken submarine was definitely located, the rescue ship dropped four anchors in a rectangle around it. (Here's where those four big anchors stowed on deck were used.) Each anchor had enough wire rope attached to it to reach to the water's surface. At the end of the wire rope, to float on the surface, was attached a bright yellow buoy, known as a "spud."

Before these anchors and their wire rope and buoys could be dropped, they had to be hung outboard of the rail — along with their wire rope and buoys — in a very scientific manner. As one old salvage sailor said, "Anybody who thinks it's easy to get all that gear over the side and to let go of it without killing somebody, ought to try it sometime!"

Actually, the method of letting go of it is as follows: Everything is hung over the side by manila line, and a couple of husky sailors stand by with fire axes. When the skipper gets the ship in the right place to drop an anchor he toots the whistle, and the ax-men chop. There is a series of terrific splashes, and the entire crew holds its breath till the spud settles on the surface, indicating that nobody has fouled up.

ASRs spend a good deal of time practicing this job, which they call "laying a four-point mooring," and they get good at it. That is probably what will be going on if you ever see one of them steaming around off a submarine base without making much forward motion. If it's standing still entirely, the crew is no doubt practicing deep-sea diving. We'll get to that later.

After *Falcon* got her four anchors out, there was the matter of getting fastened to them. This is where the four big yellow spuds come in. As the ship lay-to somewhere between the four anchors, a motor launch towed

the eight-inch line out to the buoys as scurrying deck hands cleared it on deck and fed it overboard.

When all four hawsers were attached to the spuds by pelican hooks, *Falcon* could heave around on one or another with her capstan to locate herself anywhere within the quadrilateral area. With all four lines hauled taut and secured, the ship was moored as securely as though she were alongside a dock. She was not necessarily as motionless as she would be alongside a dock, though. ASR men can tell true stories about their ship "taking seas over the bow" while so moored.

"1017 — Diver reached bottom and attached downhaul cable. 232 feet."

Here, again, the log-writers were careful not to waste words. This marvel of brevity hides another interesting story.

First of all, there's this business of attaching the downhaul cable. A submarine rescue chamber — or Navy "diving bell" — is usually lighter than the water it displaces despite its 16,000 pounds of weight. Like a captive balloon, it must be *pulled* down if it is to go down safely. Until recently, downhaul cables were contained in the submarine rescue chambers. A diver had to take the end of it down and shackle it to the submarine hatch before rescue operations could begin. Later, an air-powered reel in the chamber winds up the cable, pulling the "bell" down onto the submarine hatch.

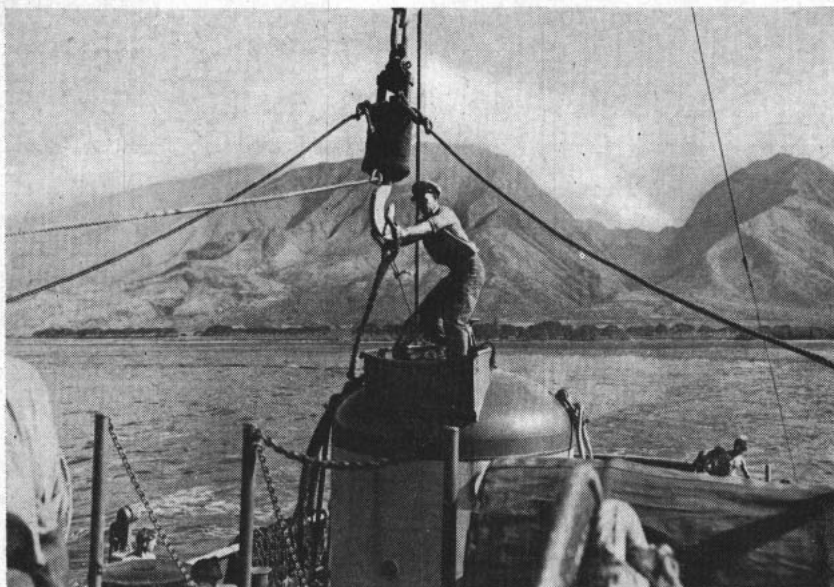
A new invention will enable a stricken submarine to release a buoy which will unreel cable as it rises. This cable will be attached to the reel in the rescue chamber, and rescue will proceed as before — but without the assistance of a diver. There are still plenty of jobs for divers in submarine salvage, however, so let's see what happened to this particular diver before 1017.

Navy divers work on a voluntary basis. The name of the particular diver concerned here is Sibitzky. At some time during mooring operations the diving officer said, "Do you want to make the first dive, Ski?"

"It's all right with me, sir," said Sibitzky.

"All right, go down to sick bay."

So Sibitzky went down forward to the sick bay, where he was welcomed by a commissioned Navy doctor and



HOOKING ON to eight or nine tons—Weight of chamber varies depending on the amount of water-ballast used to lessen strain on downhaul cable.

at least one pharmacist's mate. These gentlemen took a reading on Sibitzky's blood pressure and pulse — before and after exercise.

Satisfied that Sibitzky was in the best of health, the doctor turned him loose. The minute mooring was completed, Sibitzky's fellow divers and other shipmates got the diving gear out on deck. Meanwhile, air compressors were hammering away in the fire-room, getting the air banks up to peak pressure. On the fantail stood the high, gray rescue chamber, se-

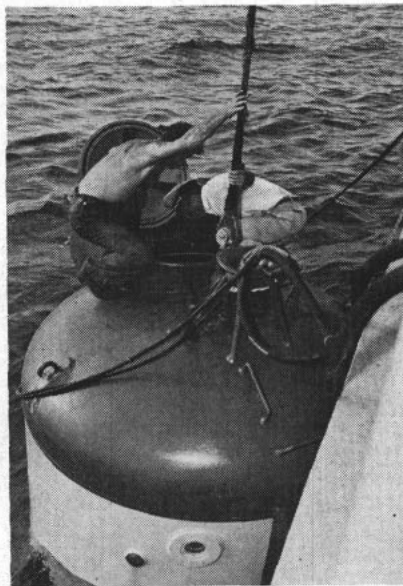
cured down to the deck with four guy-wires.

Seated on a wooden stool near the rescue chamber, Sibitzky pulled off his shoes. He put on a couple of pairs of heavy wool socks and tucked his dungaree legs inside their tops. He removed his wrist watch, if he was wearing one, and handed that and his fountain pen to a friend. Pressure might do them damage. He pulled on a heavy blue suit of "divers underwear" over his clothing — for it was going to be cold, 39 fathoms down.

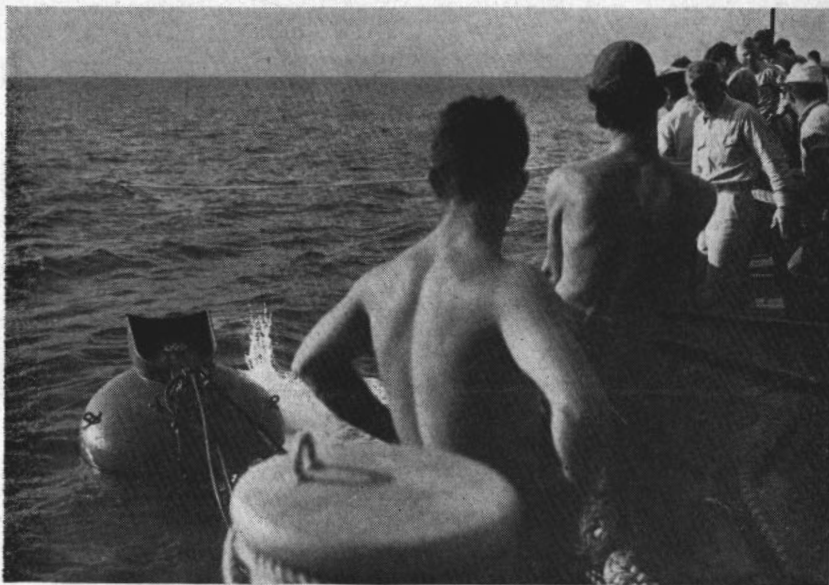
Assisted by two sailors, he climbed into the rubber-and-fabric suit — entering feet-first through the neck opening as a small boy might try to put on his pajamas without unbuttoning them. Now, while he stood on deck with most of the suit wrinkled about his waist, Sibitzky doused his hands and wrists with soapy water. This would enable him to get his hands through the tight rubber cuffs.

Having got the suit the rest of the way on, Sibitzky seated himself on the bench again. Now he was surrounded by nimble-handed tenders. While two men put his heavy shoes on his feet, another ringed his neck with a "horse collar" and tucked it over his shoulders to pad them for the load to come. Somebody picked up the breastplate and carefully lowered that about his head.

Next came the weighted belt — 100 pounds of lead and leather, lifted by two men and swung into place as deftly as could be. Sibitzky rose to



GOING DOWN—Rescue chamber is readied for descent to submarine lying on the bottom, 168 feet below.



MISSION COMPLETED—Rescue chamber surfaces after hour's trip to submarine and return. On ASRs, nature of work makes informal dress a necessity.

his feet as the buckles were tightened fore and aft.

"How does it feel?"

"Fine, fine." Sibitzky now had some 175 pounds of rubber, lead, leather and brass suspended upon him.

"O.K. Sit down and we'll get you buttoned up."

Seated again, the diver pulled his head in like a turtle while the helmet was lowered into place. A quarter turn tightened it down — two men twisting the helmet and two others holding the diver's shoulders to keep from twisting the diver. The life-line (telephone wire) and the air hose were led under his arms from the back to the helmet and were tied to the breastplate in front. The helmet was locked in place by a cotter-key.

"Can you hear me?" A tinny voice came over the telephone and rasped inside the helmet.

"Yeah, I can hear you."

Somebody spoke through the open faceplate. "Try your air, Ski."

The diver opened the air valve which was located on a level with the left pocket of his shirt. Fresh, cool air came in and whirled through the helmet, smelling faintly of rubber. A rushing sound hissed about the diver's head. "Air's O.K."

"What's that?" — from the telephone.

"Nothing. I was just telling them here that the air's O.K."

"Oh. O.K."

A last conference with the diving

officer through the open faceplate, and the faceplate was closed and bolted shut. Somebody slapped twice upon the brass helmet as a signal, and Sibitzky arose, aided by two tenders. Swaying grotesquely, he clomped to the diving stage. He stood on the metal grating which rested just inside the bulwark and grasped the vertical "bails." The diving officer gave a signal to the winchman on the boat deck and the stage rose into the air. Steadied by many hands, it swung out over the water and lowered away.



PONDEROUS diving gear requires that trained personnel assist each diver at all times while topside.

The diver felt his weight diminish to one-tenth his 400 pounds of a moment before as the water rose about his shoulders.

The diving officer gave another signal and the stage stopped descending. Suspended by his lifeline, Sibitzky was hauled forward to where the "descending line" came aboard from the sub. The descending line in this case was the line used by the launch earlier in the morning to find the sunken sub. The lower end of it was attached to the grapnel which was snagged — nobody knew how insecurely — somewhere on the sunken vessel.

The diver grasped the line with his right hand and hooked his legs about the line. With his left hand he adjusted his air supply, then reached up and pulled the lifeline two times. "Going down," he said over the phone. A tender pulled twice on the lifeline in answer. "Going down," the phone operator said.

As Sibitzky slid down the descending line he felt a "popping" sensation in his ears as pressure equalized behind his ear drums. From time to time he had to swallow to assist the equalizing process. Every few seconds he adjusted his air supply valve to keep his suit inflated properly. Soon he landed on the submarine's bow. Very shortly after that, the end of the rescue chamber's downhaul cable came down, shackled loosely to the descending line. With a little difficulty, and after losing the downhaul cable once, Sibitzky shackled it to the sub's forward salvage hatch.

With brief decompression under water, the diver was hauled to the surface, moved to the diving stage, and hoisted aboard. Decompression was completed aboard ship in *Falcon's* recompression chamber, which was now located above the starboard side of the fireroom, at the main deck level.

At 1130 the rescue chamber was hoisted out and set afloat alongside the ship. Twenty-nine minutes later it started down with two operators. At 1342 it returned to the surface with seven survivors from *Squalus*. At 1409 it started down again. At 1608 it returned to the surface with nine more survivors. At 1625 it was on its way down again.

On the way up from its fourth and last trip — at 2022 that evening — the rescue chamber ran into trouble. The downhaul reel jammed and would

not allow surfacing. The chamber was given "negative buoyancy" and placed on the sea floor beside the submarine while the downhaul cable was cut off. A stronger cable had to be attached to the chamber for lifting purposes, and it was not until 23 minutes past midnight that the last survivors reached the surface. Among the eight in this load was the submarine's CO.

ASRs are "built around" the submarine rescue chamber, for that is the heart of the submarine rescue "business." To give a true picture of the chamber's construction and operation would require a special issue of ALL HANDS, so a few fundamentals will have to suffice here.

First of all, unlike in a true diving bell, the passengers in a Navy submarine rescue chamber are in a sealed compartment, ordinarily, which has only normal atmospheric pressure in it. In a true bell, air pressure keeps the water from rising too far through the open bottom.

The downhaul cable pulls the chamber down over the submarine hatch where a rubber gasket "makes a seal" — if there are no obstructions. Water between the submarine hatch and the chamber's lower hatch is "blown out" by air pressure. The pressure is then "vented off" and the chamber's lower hatch can be opened. Holding-down bolts are attached as a safeguard, the downhaul cable is slacked off, and the submarine hatch is opened. Crewmen can then move from the chamber to the sub or vice versa. The procedure is reversed for taking the chamber to the surface.

Like laying four-point moorings, ASR crews spend much time and energy in practicing diving and rescue chamber operation. Often a submarine will lie on the bottom of the sea and pretend to be disabled while an ASR carries on "rescue operations." To see men come up from the sea that were not seen to go down is weird, to say the least.

During such mock rescue operations — like the real ones — the ship's fantail is likely to become very cluttered in appearance. Divers' hoses and telephone wires, mooring lines and all the other assorted ropes and cables are coiled and criss-crossed in a way that would confuse a landlubber. Working hour after hour with heavy, wet, often slimy, equipment — divers, tenders and deck sailors often shed all but the essentials in the way



INTENSE activity on the fantail marks rescue-salvage operation. As diver is swung overside on a stage, crew readies heavy gear for next phase of task.

of uniform. Especially in hot weather, a few hours of "heaving around" on weighty equipment makes an outside shirt-tail feel good in the breeze.

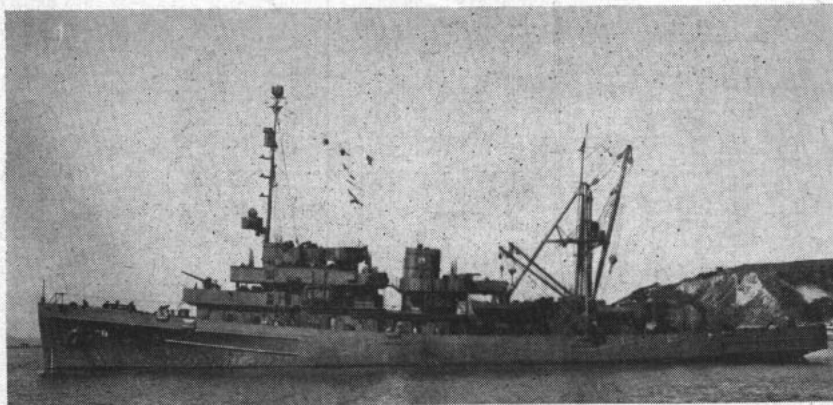
Turning to page 17 in the diving log, we see where on 2 June Lieutenant F. W. Laing left surface at 0714 to test helium-oxygen diving apparatus. . . .

Here is another ASR specialty that one could spend a good deal of time explaining. Suffice it to say that helium-oxygen diving is a Buck-Rogersish procedure where divers breathe helium and oxygen instead of air. It allows them to go deeper than they could while breathing air, and they have clearer minds at depths beyond 200 feet or so than they would have if breathing air. ASRs are equipped for helium-oxygen diving and have the trained personnel needed to operate

the helium-oxygen equipment. A good share of the diving on *Squalus* after early June was done with helium and oxygen for breathing.

Further along in the log we find some talk about pontoons — another part of an ASR's equipment. These salvage "tools" are like greatly overgrown oil barrels with a sheathing of wood on the outside for protection. Since these are 32 to 35 feet long and a dozen feet in diameter, they are not carried aboard.

As many as 10 pontoons were attached to *Squalus* at one time during the job of bringing the ship into port. These were attached to chains that divers had reeved through beneath the submarine, fore and aft. The pontoons were filled with water to cause them to sink. After they were arranged properly and attached, they



SPECIALLY designed for rescue-salvage work, USS *Coucal* (ASR 8) and ships of her class carry on gallant traditions of the original 'bird boats.'



Naval Personnel Getting Healthier

Navy men are getting healthier all the time, according to the latest BuMed reports.

During 1948 fewer sailors were sick or injured than during any year since the Medical Department began keeping records in 1850.

An average of 442.8 per 1,000 men were treated at Navy dispensaries and other medical facilities for all reasons during 1948. Included in this average figure are those personnel who were treated for colds, sore throats and other minor ailments.

The fight to stamp out venereal diseases continued to make progress during 1948. For each 1,000 men in the Navy, 66.6 cases occurred during 1948 as compared with the incidence rate of 85.8 per 1,000 men during 1947.

There was a marked decline in the number of tuberculosis cases, which, although usually comparatively small, are very important because of the seriousness to the man and the lengthy treatment required.

There was a slight decrease in the number of mental disease cases. This figure dropped to 7.6 cases per 1,000 men during 1948, bringing the incidence rate to its lowest level since 1940.

Casualties from injuries and

poisonings also were reduced slightly. Statistics for 1947 showed that 48.6 men per 1,000 suffered from injuries or poisonings during that year, while in 1948 the incidence decreased to 47.6 cases per 1,000 men.

An average of less than one of every 1,000 cases of diseases reported in 1948 resulted in death. The death rate among naval personnel for all causes in 1948 was one-tenth of one per cent higher than during the previous year.

Of significance is the fact that prior to 1923 the death rate for diseases was much higher than for injuries. Since that time the situation has reversed, with fatalities among diseased personnel constantly dropping. It should be noted that this change in percentage is not caused by an increasing number of fatalities among injured personnel, but rather by the decrease in fatalities among diseased personnel.

There was a slight increase in the 1948 percentage of deaths from injuries over the 1947 figure. In 1948, 35 of every 1,000 injuries reported resulted in death. In 1947 this ratio was 33 per 1,000.

These Navy health statistics were contained in the Surgeon General of the Navy's annual report to SecNav.

were freed of water by compressed air that was forced into them through hoses attached to *Falcon's* air compressors. Then they pulled upward, some arranged in clusters and others strung one above the other like beads on a string. *Squalus* was allowed to rest on the sea floor several times during the journey so that the pontoons could be re-arranged.

Salvage pontoons are massive affairs, as was mentioned a moment ago. On the surface in rough water, they can be extremely bruising. They are the primary reasons for the mysterious "blisters" on the sides of ASRs. A foot-thick padding of wood enclosed in medium-weight steel sheathing can be remarkably cushioning when bobbing pontoons start battering a ship's side.

Often ASRs are called upon to tow target rafts or to do other towing jobs. When the cruiser *uss Omaha* (CL 4) went aground in the British West Indies in 1937, the ASR *Mallard* hurried across the Caribbean to lend assistance. *Mallard* picked up a barge at Guantanamo Bay and continued on to *Omaha's* position southeast of Cuba. The barge was used to receive some of *Omaha's* weighty gear, then *Mallard* in partnership with a number of other sturdy ships heaved away at pulling *Omaha* off the beach. Destroyers raced by to create swells to rock the cruiser loose. Then *Mallard* accompanied *Omaha* to Hampton Roads, Va.

After the Pearl Harbor attack, ASRs and many submarine-rescue-trained divers took a great part in clearing the harbor and raising sunken ships.

Today all the original "bird-boats" — *Falcon*, *Mallard* and the rest — are gone. A new generation of ASRs has come into being. These, also bearing bird names — *Chanticleer*, *Floriclan*, *Coucal* — were built as ASRs from the keel up. They are somewhat larger than the old-timers, somewhat more comfortable, more scientifically designed. But they will have to "go some" to equal the legends built up around their forbears.

It's a rough and often dangerous job that ASRs and their burly crews perform. But if a man spends one enlistment in that type of work he seldom is satisfied in another. And if he *does* forsake the ASRs, he'll always remember his submarine rescue experience as the most fascinating part of his career.—H. O. Austin, JOC, USN.



Larger, Speedier, Tougher



TRIAL RUN of Navy's newest LST proved her superior in performance, more comfortable than wartime counterparts.

SHE may look like her old wartime counterpart, but under her freshly painted grey skin the Navy's newest LST has a soft heart for her crew.

There's a crew's reading room with comfortable chairs and magazines for relaxation, larger living compartments throughout, and, says her exec, "a galley which would be the envy of many ships half again her size."

During wartime, it was a common occurrence for a battle-scarred old LST to send out to other ships or tie

up alongside just to get enough water, plus whatever provisions could be spared.

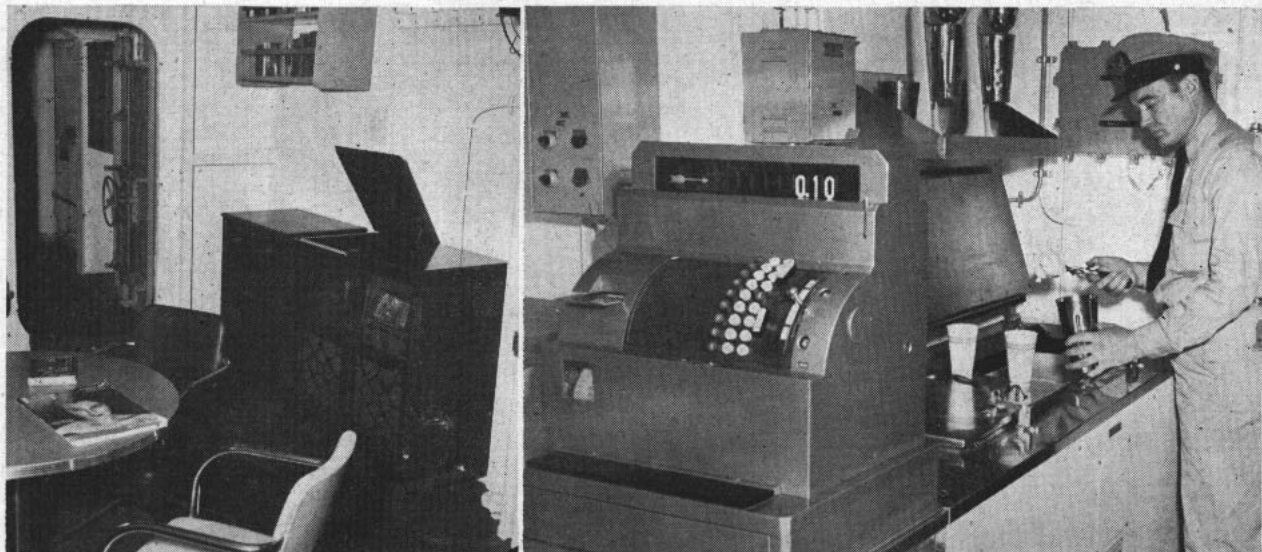
Commissioned in May and "shaken down" to Guantanamo, LST 1154 reported in at Little Creek, Va., to find her niche in the Atlantic Fleet Amphib Force.

Her steam turbine propulsion alone is quite an advantage over the older diesel-drive, increasing speed to about 15 knots.

Armament also is greatly improved,

with two 5-inch guns and several 40-mm. and 20-mm. guns, and the new-type LST is longer by 55 feet and wider by approximately three feet. Men of the LST 1154 are also proud of their bridge which, unlike the tiny bridge on the older LSTs, is modern and equipped with CIC and loran gear.

LST duty once was considered among the less desirable of any amphib ship, but never let an LST man hear you say that now.



COMFORTABLE crew's study (left), modern ship's store and ice cream maker (right) were unknown on earlier LSTs.

They're Working

NAVAL RESERVISTS are completing another successful year of training at sea. On ocean highways the ambitious and intensive afloat-training program has once again carried Reserves to interesting ports.

As in years before, the assignment of Regular Navy running mates to work with the Reservists has proved an effective method of supervision



RUNNING MATES and Reservists work together from turrets (above) to engine room (below) to assure desired practical training in shipboard skills.



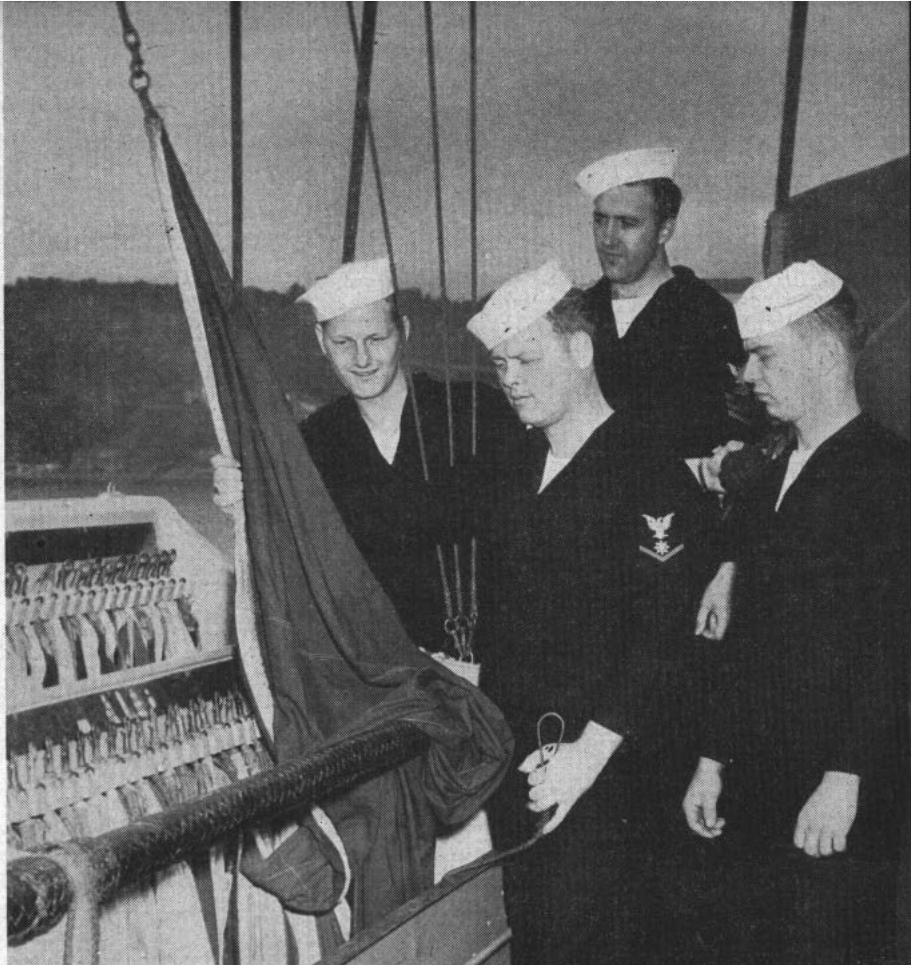
INSTRUCTION in use of aerial cameras is given by experienced photographic of-



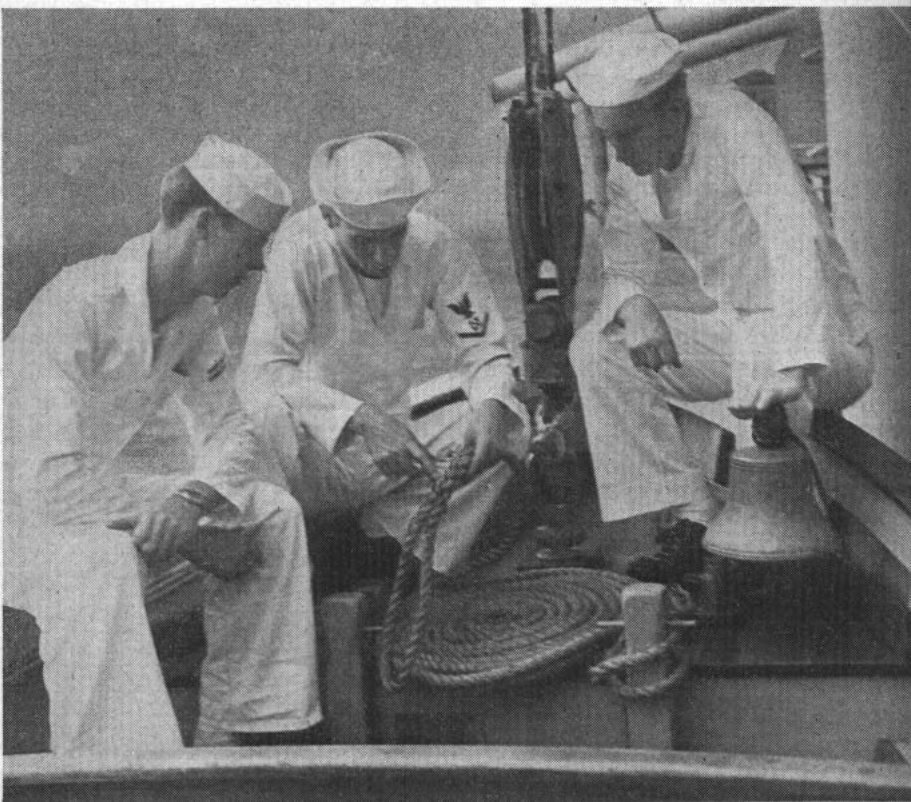
Together

and has assured the desired practical training in each department. Moreover, the system fosters mutual good will between the Regulars and Reserves.

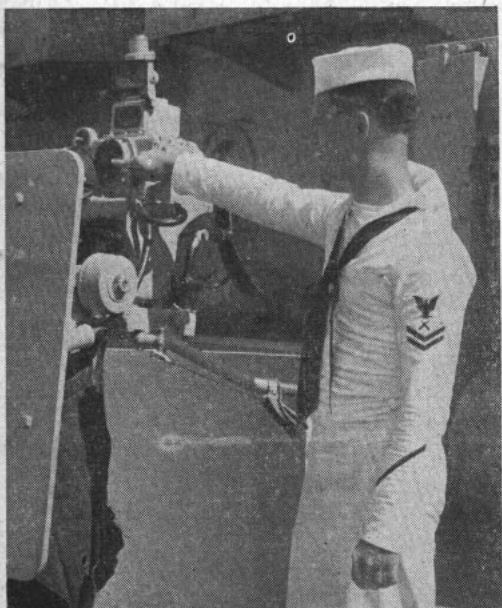
These photographs were taken aboard the carrier *uss Kearsarge* (CV 33), the heavy cruiser *uss Albany* (CA 123) and the light cruiser *uss Pasadena* (CL 65).



BEAN RAG is hoisted by Reservists on summer training cruise to Alaska (above). Below: Three Reservists practice ancient naval art of splicing line.



ficer (above). Below: Reservists get scoop on the 20-mm. from salty gunner's mate.





HOME RUNS in third game of series included one by D. Petros (left) and game-winning grand slammer by 'Hap' Ivey.

SubPac Defeats Quantico for All-Navy Crown

THE winner and new All-Navy baseball champion: Submarine Forces Pacific Fleet.

After a reign of two years as king of the Navy's baseball world, the Quantico Marines fell before the powerful bats of the augmented SubPac squad in the 1949 finals held at Honolulu Stadium.

The 44,000 fans who jammed the stadium for the three-out-of-five series saw the underdog Subpackers drop the first game to Quantico 5 to 3 and then come roaring back to win the next three straight and the title. Scores for the last three games were 5 to 2, 10 to 6 and 7 to 1.

Out to keep the title they had won for the past two years, the Quantico Marines sent their ace right hander, Captain James Pope, USMC, to the mound for the first game of the series.

The submariners countered with another right hander, John Quattlebaum, TM2, USN.

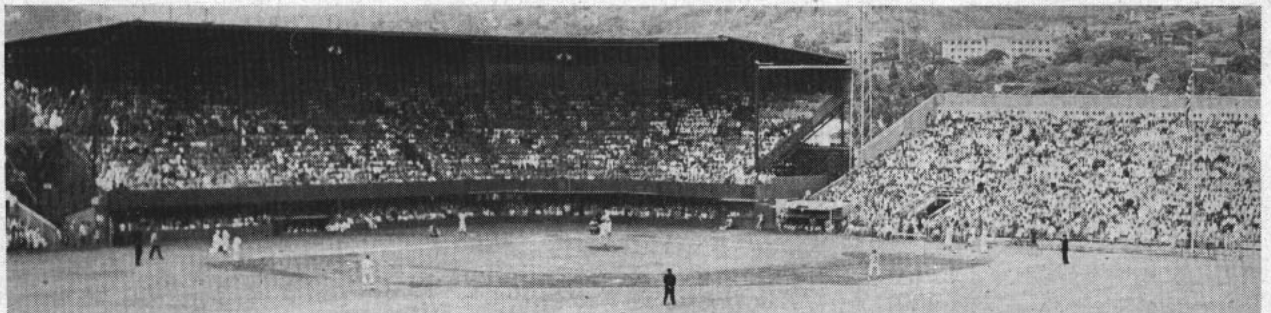
Two homers in the fifth inning salted the game for the marines as Ralph Russo, SSgt, USMC, and David Petros, Sgt, USMC, both connected for round trippers with no one on base. Quattlebaum was charged with the loss.

William Stewart, SN, USN, was SubPac's choice for the mound chores in the second game and he proceeded to notch a decisive 5 to 2 win by limiting the leathernecks to four hits. All the winner's runs came in the first inning on two walks, an error, a wild pitch, one single, and a home run by Howard Ivey, AN, USN. Frank Wall, Sgt, USMC, was charged with the loss.

The third game of the series de-

veloped into a scorekeepers nightmare with a Frank Merriwell ending. Thirty-one players saw action and the parade of pitchers saw seven chuckers do a stint on the slab. The marathon contest ended in the eleventh inning with SubPac on the winning end of a 10 to 6 count and Noel Winfield, TM1, USN, the last of three Dolphin pitchers to toe the slab, received credit for the win.

The hard hitting Dolphins scored one run in the second, four in the third and one in the fifth frame to lead 6 to 0 going into the sixth heat. The fighting marines then showed their power by collecting one in the sixth and two in the seventh. With two out in their half of the eighth they knotted the count at six-all on a homer by Gerald Donovan, Sgt, USMC, with one on and another round



RECORD crowds totaling 44,000 jammed Honolulu Stadium to witness series of SubPac and Quantico Marines.

tripper by the next batter, Dave Petros.

Quantico put men on the base-paths during the ninth and tenth frames but could not drive the tallies across the plate. In the final half of the fatal eleventh, SubPac loaded the bases with a double, an intentional walk and an infield single. With only one out the stage was set for a "hero" act.

Right into that role stepped "Hap" Ivey, who worked the Quantico hurler, Captain William Kohler, USMC, to the full count — three balls and two strikes. The next pitch came and went — into the 12th row of the right field bleachers as Ivey connected for a grand slam circuit clout that gave the Dolphins a 10 to 6 victory.

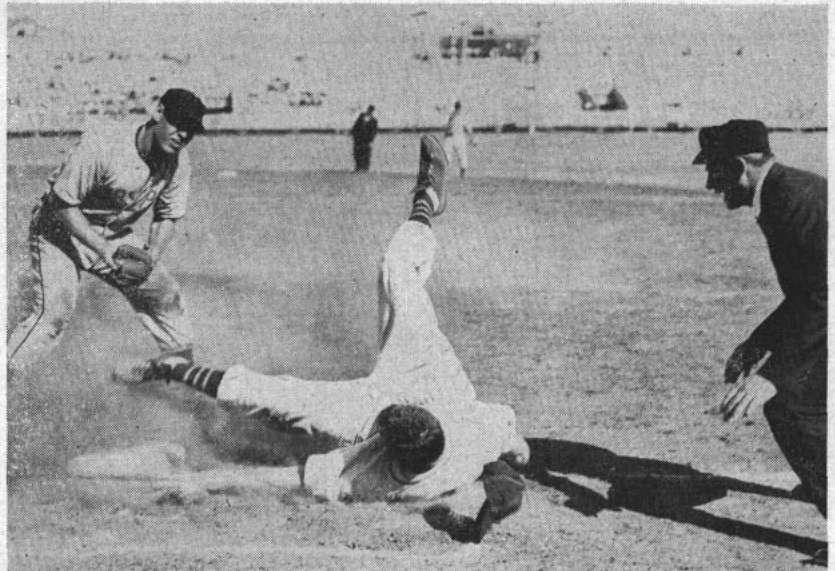
Needing only one game to clinch the title, the SubPac hitters went after it in the final game and pounded three Quantico hurlers for 10 hits and a 7 to 1 win. James Mooney, TM1, USN, chucked the final victory for the Pacific team and scattered seven hits to the Marine batters over the entire route.

The Dolphins won the game on the first three pitches as the first batter, Ernest Gonzalez, ME1, USN, second baseman and captain of the augmented SubPac team, laced out a double. The second man up, Arthur "Jack" Meacham, ENC, USN, then hit the longest ball of the series — a 415-foot homer into the right field bleachers that gave the winners a lead they never relinquished.

Jim Pope, Quantico's ace right hander who had won the first game of the series, started on the mound in the final game. After developing a blister on his finger he was relieved in the third inning and charged with the loss.

Outstanding during the four-game series was the hitting and fielding of the SubPac captain, Ernie Gonzalez. With six safeties in 13 trips, the Dolphin second sacker took top batting honor for the series with a lusty .462. He was also "pivot man" for six double plays, four of them in the fourth and final game.

Gerry Donovan was the leading sticker for the vanquished Quantico squad as he rapped out seven hits in 16 times at bat for a .438 average. The crowd of 14,000 attending the last game set a new record for baseball attendance at the Honolulu Stadium. — Hal Walton, AD1, USN.



HEADER is taken by Quantico right fielder 'Gerry' Donovan in wild scramble back to the bag and safety before SubPac's Jim Hodges can get ball on him.

Giant Fish Hooked — Twice

Shipmates of Herman C. Dossey, DCC, USN, smiled tolerantly when the chief excitedly described a giant fish that had gotten away.

It seemed that Dossey had been fishing with a special rig over the side of his ship, Auxiliary Repair Dock 22 (ARD 22), anchored at Kodiak, Alaska. This special rig consisted of a crank reel about 12 inches in diameter and eight inches wide.

Dossey had been fishing with a

baited herring for about an hour when suddenly the crank reel began to whirl. A big fish struck with the speed of a runaway locomotive and bolted for the open water. When all of the structural steel cable line reeled out the force of the fish's speed ripped the entire rig loose from the deck and pulled it into the sea, leaving a trailing wake behind as it disappeared beneath the water.

The next day Chief Dossey went fishing again, this time with a light casting rod. There was a sharp tug and when he tried reeling in, his pole began vibrating heavily. Dossey realized he must have hooked something bigger than his light pole could stand. Then his line suddenly went slack. He began reeling in, thinking the fish had gotten away.

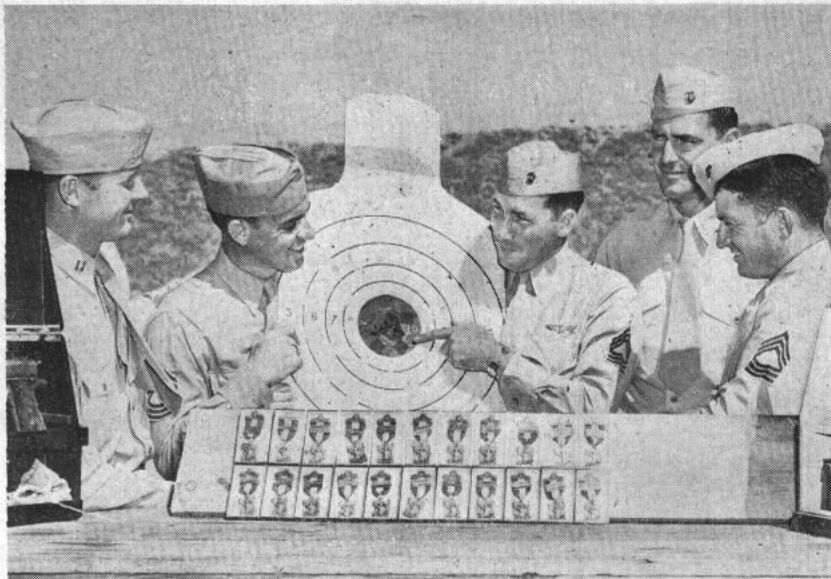
When his hook broke surface Dossey saw another line was enmeshed on it. Continuing to reel in, he stared in amazement at the line he had lost the previous day. Next came the dismantled reel and on the end of the line was a huge halibut, still fighting, but worn out from pulling the heavy rig on the bottom of the ocean for 24 hours!

The big halibut weighed 133 pounds, and, as Dossey pointed out to his chastised shipmates, was nearly six feet long.

Henceforth when Dossey tells about the ones that get away it is unlikely that any of his shipmates will dare to smile. — Don Collett, JO1, USN.



HUGE 133-lb. halibut was hooked twice before Herman C. Dossey, DCC, finally succeeded in landing it.



22 MEDALS were won during SoPac Regional Championships by sharp-shooting El Toro Marines (L to R) Blanchard, Wiley, Hoyt, Barclay and Parks.

Navy Pistol Marksmen

There were no All-Navy Pistol Matches held this year but Atlantic Fleet area and Pacific Fleet area matches were held, and the top marksmen from each eventually met in the National Pistol Matches held at Fort Sheridan, Ill.

Leonard M. Rizzolla, AFI, USN, Naval Photo Center, Anacostia, D. C., won the Atlantic Ocean Area title by firing a 541 out of a possible 600. A tie for second resulted between Chief Machinist Offut Pinion, USN, NAS Oceania, Va., and J. H. Lucas, ADC, USN, NAAS Charlestown, R. I.

Other team members of the Atlantic finals and how they scored were: E. L. Hesson, TSGT, USMC, MCRD Parris Island, S. C.—531; J. C. Forman, AO2, USN, NAS Grosse Ile, Mich.—531; R. C. Edwards, AN1, USN, NAS Patuxent, Md.—520; Lieutenant (junior grade) H. D. Trettin, USN, NAS Patuxent, Md.—519.

On the west coast in the Pacific



J. A. Young



L. M. Rizzolla

Ocean Area title matches John A. Young, GMC, USN, PacResFlt, Bremerton, Wash., copped first with a score of 534. Seven points behind him in second place was Luther W. Yocum, GMC, USN, USS *Piedmont* (AD 17), with 527.

Other team members and their scores were: L. A. Keys, MMC, USN, PacResFlt, San Francisco Naval Shipyard—522; Chief Warrant Officer Mark A. Pope, USMC, MCRD San Diego, Calif.—522; E. Rothcoski, AOC, USN, Staff, Fleet Air Wing Two—520; B. L. Broadway, ADC, USN, NAS San Diego, Calif.—512; Lieutenant (junior grade) H. W. Scott, USN, CIC TraCen, San Diego, Calif.—510; H. G. Stipp, HMC, USN, Fleet Marine Force, Pacific—509.

PacFlt Gunners Win

Firing the .45-caliber service pistol, the U. S. Pacific Fleet Pistol team defeated the San Francisco Olympic Club squad in the 10th annual meeting of the two teams.

This was the first Navy victory since 1937 and won possession of the Olympic Club Pistol Trophy for the fleet team.

High gun for the Fleet and for the match was Luther Yocum, GMC, USN, USS *Piedmont* (AD 17) who fired a 547 total. The four top shooters on the winning team were given gold medals while the losers received silver awards.

NAS Skeet Team Repeats

Competing against 24 of the best teams from all branches of the armed forces, the skeet team from NAS San Diego, Calif., won the National Service Skeet Trophy for the second consecutive year.

Only team to win the award two years in a row, the San Diego shooters broke 1,225 birds out of a possible 1,250 to gain two legs on the trophy. A win next year would give them permanent possession of the cup.

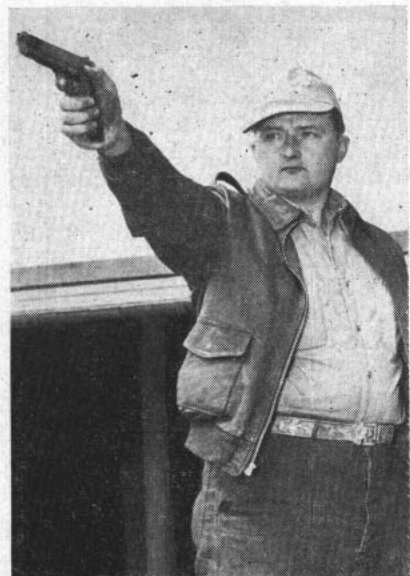
One round of shooting saw the NAS team equal the world's record for service teams as they shattered 496 out of a possible 500 birds.

Teams from the 11th and 12th naval districts won the A, B, C, D, and E classes in the Service Championships and also the B and C classes in the National Open Championships.

Ivan C. Kipp, AO2, USN, firing for the 12th Naval District won the National All-Bore Championship with a 245 out of a possible 250. He also won the championship in the National Senior Class C and the National Open Class C events.

Members of the winning San Diego team were; Lieutenant V. S. Brewster, USN; L. W. Hughes, AOC, USN; R. W. Fore, ATC, USN; H. P. Cady, AO1, USN, and Lieutenant A. E. Lewis, USN.

The matches were held at Dallas, Texas, and are slated to be held there again 5-7 August 1950.



HIGH GUN in the Pacific Fleet pistol team's triumph over the Olympic Club was L. 'Woody' Yokum, GMC.

AirPac '49 Softball Champs

Air Force Pacific Fleet, better known as AirPac, won three straight games from Naval Air Station, Columbus, Ohio, to annex the 1949 All-Navy softball crown. The scores were 1-0, 5-4 and 3-1.

Royal DeLand, ADC, USN, started the first game but was forced to give way to Robert Biddle, AOC, USN, who supplied smooth relief hurling to smother a potential Columbus rally in the fourth inning. After putting out the fire, Bob went the distance to post the first win of the tournament. The only score of the first game came in

the second inning when Richard Tucker, AA, USN, smashed a round-tripper to deep right field with the bases empty.

With AirPac using three pitchers and booting the ball around, the second tilt looked like a winner for the little Columbus station. Leading by a score of four to two, the Ohioans then contributed their share of errors and when the dust had cleared AirPac had their second win by a five to four count. AirPac had a pair of errors and seven wild pitches in the contest while Columbus had two wild pitches and five errors.

Pitcher George Loupe, SA, USN, the last of the AirPac chuckers to work the game, received credit for the win. The next night he again took the mound to win his second victory and the title for AirPac.

The 7,000 spectators at Linden Park, Columbus, saw Loupe hold the home team to only two bingles and win his own ball game with a double that scored the tying and winning runs. Score of the third and final game was three to one.

Loupe's battery mate, catcher James Dillon, AA, USN, lent a strong helping hand by rapping five doubles during the three games and batting .500 for the series.

Leading the losers at the plate as well as turning in a good performance on the defense was left fielder John Bulza, AA, USNR. His four hits in seven trips for a .570 average was the best of the entire tourney.

The little Naval Air Station, Columbus, (total complement - 450 officers and enlisted men, 90 per cent of them stationkeepers) gave the powerful AirPac team a stiff struggle for the title but lacked the all-around strength to come out on top.

Local interest ran high and total attendance at the three night games hit the 20,000 mark.

Playing his last game in a Navy uniform, AirPac third sacker, Robert Goodwin, ADC, USN, pounded out two timely hits in the series. Due to retire after completing 20 years service, Goodwin showed the youngsters how its done by playing the three games at the hot corner without an error.

Rear Admiral L. M. Grant, USN, presented the winners placque to AirPac representatives Lawrence Craft, ALC, USN, and Raymond Franks, TMC, USN. This is the third year that Franks has been on the



BATTERY MATES G. Loupe, SA, (left) and J. Dillon, AA, starred in AirPac's All-Navy softball triumph.

coaching staff of the All-Navy championship softball team.

Robert Oakly, AD2, USNR, coach of the Columbus squad, received the runner-up placque for the host team.

1950's All-Navy Events

Listed in the sports calendar this month is the complete schedule of All-Navy championship events for 1950.

Next year the All-Navy title events are to be held at locations designated prior to the beginning of the season (see calendar). Previously, only the general areas in which the events were to be held were assigned prior to the season, with designation of the actual locations coming after various levels of competitive play had been completed.

Purpose in designating the actual sites of tournaments in advance of the season is to give hosts ample time to make preparations for conducting these tournaments and, in most cases, to provide a neutral field or area for the events. Another important consideration is that long-range planning is necessary in order to obtain adequate transportation for teams. Cut-backs in air transportation indicated travel by air must be reduced to a minimum.

Pistol matches were not included in the All-Navy sports calendar because the rules covering this sport more severely limit the eligible partici-

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.



Bowling

13-15 Feb 1950
(telegraphic matches)



Basketball

Week of 12 Mar 1950
Norfolk, Va.



Wrestling

Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing

Week of 21 May 1950
NTC San Diego, Cal.



Tennis

Week of 16 July 1950
USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
NAS Glenview, Ill.



Swimming

Week of 20 Aug 1950
NAS Memphis, Tenn.



Softball

Week of 10 Sept 1950
Treasure Island, Calif.



Baseball

Week of 17 Sept 1950
Pensacola, Fla.



Football

Saturday, 16 Dec 1950
Washington, D. C.

SIDELINE STRATEGY

Approximately 3,000 basketball teams from naval activities and Marine Corps bases are priming for All-Navy basketball competition. Comes next March and one of these teams will be All-Navy champion.

You might think that each of these teams has an equal chance of winning the All-Navy crown, but it doesn't work out that way. This year — if it follows the pattern of other years — there will actually be about a dozen teams with a fair chance of gathering in the laurels.

The fact that most of these dozen or so favored teams are from activities with large complements is not, in itself, a valid reason for their success from season to season. Another reason: they try harder.

These "basketball hungry" activities try harder to obtain good players, try harder to get smart coaches and try harder to whip their players into A-1 physical condition. They also try harder to fire enthusiasm for their team among their own personnel and in the areas where they play by good publicity. It pays off in many ways.

What might be one of the best Navy basketball games of the year may take place before the All-Navy finals this year. It will involve the Norfolk Flyers, reigning All-Navy champs, and Quantico.

During the 1947-48 season

these two teams clashed, with Quantico nosing out Norfolk by a single point in a lead-switching thriller. The Marines moved on to take the All-Navy title. Last year they tangled again, and Norfolk trounced the Marines with a vengeance, then moved on to cop the All-Navy crown. What will happen this year — when they are likely to tangle for the Group championship — is anybody's guess.

"We will have most of our first string back, with the exception of Aggie Back (Lieutenant [junior grade] Adrian Back, USN)," says Lieutenant Commander Robert Shoemaker, USNR, head coach of the Norfolk Flyers. "We also have picked up a couple of tall airmen that should be some help." But, he adds, what made the Flyers click last year was their ability to make foul shots (an average of 64 per cent for the season) and conditioning.

"Another thing," LCDR Shoemaker remarked, "last year we were smarting under a defeat from the previous year and it gave the team a greater incentive — more drive — to win. We are champs now, and I believe that most championship teams have a tendency to coast the next season."

Whatever happens in Navy basketball this year, it will be worth your time to watch — and support — your home team. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.

pants, making the top-level matches more correctly designated as "U. S. Navy Pistol Matches" rather than "All-Navy Pistol Matches." A future issue of ALL HANDS will contain information on pistol competition next year.

Revision of the rules covering All-Navy bowling competition to the extent that some of the upper level and the championship matches will be telegraphic was in the interest of reducing transportation.

Win 3 Games in 1 Day

An astonishing performance was turned in by the softball team of Naval Base, Green Cove Springs, Fla., in winning the 6th Naval District softball championship.

The Green Cove iron men played three games in a seven-hour period and won all three—two of the games being no-hit, no-run affairs.

Of the original 10 teams involved in the championship playoff, all but three had been eliminated on the next to last day of tournament. All games scheduled for this day were postponed because of rain. The final day it was necessary to play at least two games and if Green Cove won both, to make it a triple-header.

All games had to be completed on the final scheduled day of the tournament in order for the winner to have sufficient time to journey from Charleston, S. C., scene of the tournament, to Chicago for the South-Central Group playoff.

In the first game Green Cove, behind the faultless flinging of pitcher Dodson, trounced the Charleston Group Atlantic Reserve Fleet team 6-0. Dodson was credited with a no-hit, no-run game.

In the second game against NAS Memphis, Green Cove pitcher Rowley repeated the performance of teammate Dodson by pitching nothing but goose eggs. His no-hit-no-run performance necessitated a third game against Memphis.

Back into the box came pitcher Rowley, still perspiring from his recently completed no-hitter, to twirl another game. At the end of six innings the Green Covers were leading 3-1 when down came a deluge of rain that ended the game. The dog-tired but happy Florida team limped off the field to be crowned 6th Naval District champs. — George V. Johnson, JO2, USN.



LETTERS TO THE EDITOR

The Word on Garrison Caps

SIR: I am confused on current uniform regulations and policy in respect to hats and caps. Are the terms "garrison cap" and "overseas cap" synonymous? Do they refer to the folding, flat, fore and aft type of cap derogatorily referred to as "popcorn salesman" hats or "boy scout" hats? Are such caps regulation? If so, in what colors and materials and under what circumstances?—D. B. T., LTJG, USNR.

• *The garrison cap is the same as the so-called "overseas cap". Officers are authorized to wear khaki or green garrison caps which should "match the corresponding uniform in color and material". In other words, they can be worn with service dress, khaki, the khaki working uniform or the aviation winter working uniform. Garrison caps may be worn unless the combination cap is prescribed.*—Ed.

Extension on Sunday

SIR: Can a man's extension become effective on a Sunday? If so to what type of discharge would he otherwise be entitled?—H. J. J., PN2, USN.

• *Article C-1406(8), BuPers Manual, states that an agreement to extend enlistment becomes operative on the date following that of expiration of enlistment. Therefore, an extension of enlistment may become effective on Sunday. The character of discharge to which you would "otherwise be entitled" depends on your past record for the enlistment concerned governed by the provisions of Article C-10303, BuPers Manual.*—Ed.

Duty in Modernized Carriers

SIR: In the August 1949 issue of ALL HANDS I read an article that said eight ships were being modernized. Among them is *uss Wasp* (CV 18). I helped put *Wasp* in commission in 1943 and would like to know how I can get back aboard her when and if she is put into commission again.—R.O., USN.

• *There is still no definite information concerning the crews for the modernized carriers. If these ships are to be commissioned, the crews would be taken from personnel in the fleets or from those available to BuPers for assignment. If the ships remain inactive and are retained in the Reserve Fleet, no additional personnel will be required from sources outside of the Reserve Fleet. We hope there will be further information on this subject in the near future.*—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.

Attending School of Justice

SIR: In the July issue of ALL HANDS I read an article on the Naval School of Justice. Who is eligible to attend that school and what are the requirements?—D. L. C., HM3, USN.

• *Quotas to the U.S. Naval School, Naval Justice, Naval Station, Port Huene-me, Calif., are administered by the commanding officer of the school. All requests for quotas should be addressed via official channels to that command. Ratings eligible are YN and YN strikers. Personnel must have 18 months' obligated service upon entry into this school.*—Ed.

Battalion Color

SIR: A point has just arisen in connection with the position of a battalion color during a military formation. In some organizations during military parades the battalion color is held at a lower angle than the national color while marching, during "eyes right" or otherwise. I believe I am correct in pointing out that both the national color and the battalion color should be carried at the same angle except during "eyes right," at which time the battalion color is dipped, while the national color remains at the carry.—D.McC., CAPT, USNR.

• *The regimental (battalion) color salutes in all military ceremonies while the National Anthem or To The Color is being played and when rendering honors to a flag or general officer, but in no other case. The national color renders no salute. In passing in review the color guard executes eyes right at the command of the senior color bearer. To a flag or general officer, the regimental color salutes at the command "Right," and resumes the carry at the command "Front." This information is quoted from Landing Force Manual, Paragraph 10-31. In the War Department Field Manual FM22-5, and in The Marine Corps Pamphlet "How to Respect and Display Our Flag," illustrations show the National Color in formation at the same angle as other flags except when rendering salutes.*—Ed.

School Requirements

SIR: I am a YN2 and desire to attend Class B yeoman school. This activity is under the assumption that I must have a GCT-ARI of 110 as required for Class A school. I maintain that two years obligated service and a rate YN2 or above are the only requirements. Am I right or wrong—F. C. V., YN2, USN.

• *You are more right than wrong. BuPers Ltr Pers-636-ohj-1 of 9 Feb 1949, copies of which were forwarded to the COs of all receiving stations and officers in charge of all service schools, states that the requirements for entrance into the Naval School, Yeoman, Class B are (1) a rating of YN2 and above, and (2) a minimum of 18 months obligated service. The test score requirements you mentioned are for Class A Service Schools only.*—Ed.

Writing a Novel

SIR: I am in the process of writing a novel on my four years in the Navy. (1) Is it permissible to use the actual names of ships which will appear in the book, or will I have to use fictitious names? (2) How do I get permission from the Navy to put this book into print?—A.B.K., FCSN, USN.

• (1) *If you write a non-fiction book, a factual book, you may use actual ship names. If your book is fiction, it is wise to use fictitious names in order to protect yourself from a libel suit.* (2) *There are no restrictions on writing in the Navy. If, however, you write on a naval or international subject, you must (on acceptance by a publisher or editor) send a copy of the manuscript for filing to the Security Review Branch, Office of Public Information, Department of Defense, Washington 25, D. C., via the chain of command.*—Ed.



Norval E. Paekwood, PFC, USMC

"It's that absent-minded carpenter again. He forgot he had a hammer in his hand when he saluted."

AF Boys Want Back in Navy

SIR: I am writing on behalf of a group of ex-sailors in this outfit who would like to get back into the Navy. (1) Is there any regulation whereby an ex-Navy man in another service can transfer back into the Navy? (2) Does the new age bracket (17 to 30) include us? Most of us will be over 30 years of age when our current "hitch" in the Air Force is completed. (3) Can an ex-Navy man ship back into the Navy if he has a hardship discharge from another service? — A. J. G., Sgt, USAF.

• (1) No, there is no regulation whereby an ex-Navy man in another service can transfer back into the Navy. (2) Yes, but current policy permits deduction of all previous Regular Navy and active Naval Reserve service from current age for the purpose of qualifying under maximum age restrictions for Regular Navy enlistment. (3) In order that a person's eligibility for enlistment in the Regular Navy may be determined, he must submit a formal written application at a Regular Navy recruiting station. — Ed.

To Be or Not to Be in Uniform

SIR: We Regular Navy enlisted men at this Reserve Naval Base wish to know what is considered uniform and what is considered civvies? A certain CPO here states that "levis" and clothing worn by people in the western states are part of the dungaree uniform, but insists that this clothing can't be worn in the line of duty. — USN Men.

• When the complete dungaree uniform is worn, including the dungaree jumper and with Navy anchor buttons, it is considered a distinctive naval uniform and should not be worn by anyone not in the naval service. Dungarees, without the jumper and consisting of chambray shirt and dungaree trousers without Navy buttons, are not distinctive and can be worn by anyone. Garments sold by civilian dealers, known as "levis," may be worn by naval personnel on duty only if they conform in material and manufacture to those issued by the Bureau of Supplies and Accounts. — Ed.

Age Limit for Tin Can Duty?

SIR: Is there a BuPers circular letter or directive that sets an upper age limit for men serving in destroyers? The general opinion on board this ship is that such a letter does exist but we cannot find it. — J. C. F., EMC, USN.

• The general opinion could lose a lot of bets on this one. No such letter or directive exists. As long as you are qualified for sea duty, you could be ordered to destroyers or any other ship. There are no "upper age limits." — Ed.

**Meal Subsistence Rate**

SIR: What is the per meal subsistence rate for enlisted men assigned temporary duty as shore patrol in Suda Bay, Crete? There is some question among us whether it should be \$2.75 per meal as it is in Greece, or 75 cents per meal. Twenty-two of us who served as SPs there were paid at the lower rate. The reason given was that Crete did not appear on the reference list. However, Greece does appear on the list and there is the same money exchange rate in Greece that there is in Crete and the same government controls both. — T. J. F., FCC, USN.

• In view of the fact that Crete is a part of Greece, not a separate country, the same rates that apply in Greece would apply in Crete. — Ed.

Pay for POW's

SIR: Public Law 896, 80th Congress, signed by the President and made a law on 3 July 1948, provides for the payment to all POWs of one dollar per day for every day that they were not provided with adequate food by their captors. I was a POW of the Japanese for 44 months and starved all the time. Have any of the ex-POWs received this pay to date? Was a commission formed by the President to take care of these claims? To whom should I make application in order to collect this claim? — D. R. W., USN (Ret).

• How did you get the word so fast? Your letter is dated two weeks before the War Crimes Commission was established by the President. It was commissioned on 14 Sept 1949 and had not had time to even set up an office before the queries started to come in. No claims have been paid as yet but forms will be sent out to all POWs as soon as they are available. For further details it is suggested that you write War Crimes Commission, Room 132, Tariff Building, Washington, D. C. — Ed.

Retirement Benefits

SIR: Can you give me any information regarding the retirement benefits of a commander, USN, who, upon reaching the statutory retirement age will have completed 14 years on active duty and eight years inactive duty in the Naval Reserve, and who has active duty service in both world wars. — S.A.K., CDR, MC, USN.

• If you are eligible in all other respects, you are entitled to retirement in accordance with either of the following formulas, whichever is higher: Public Law 305, section 9 — "When any officer of the Regular Navy or Marine Corps serving in a rank below that of fleet admiral has attained the age of 62 years, he shall be placed upon the retired list by the President with the highest rank, permanent or temporary, held by him while on active duty and with retired pay at the rate of 2½ per centum of the active-duty pay with longevity credit of the rank with which retired, multiplied by the number of years of service for which entitled to credit in the computation of his pay while on active duty, not to exceed a total of 75 per centum of said active-duty pay: Provided, that a fractional year of six months or more shall be considered a full year in computing the number of years of service by which the rate of 2½ per centum is multiplied."

Section 15 of the Pay Readjustment Act of 1942 (37 U. S. Code, supp. 115) — "The retired pay of any officer of the Navy who served in any capacity as a member of the military or naval forces of the United States prior to 12 Nov 1918, hereafter retired under any provision of law, shall be 75 per centum of his active duty pay at the time of his retirement." The Comptroller General has held that an officer of the Navy retired with pay computed pursuant to this section, shall have such pay computed at 75 per cent of the active duty pay of his permanent rank. (Comp. Gen. 1261 of 23 Aug 1943.) — Ed.

How to Enter Leave Records

SIR: A controversy has come up concerning how leave should be entered in the enlisted man's service record. If the leave papers read from 0800, 8 Aug 1949 to 0800, 29 Aug 1949 (20 days) and he takes it as such, should the dates on the page 5 under "From" and "To" read 8-8-49 to 8-29-49, 8-9-49 to 8-29-49, 8-8-49 to 8-28-49 or 8-9-49 to 8-28-49? — D. J. S., YN2SS, USN.

• If an individual's leave papers read from 0800, 8 Aug 1949 to 0800, 29 Aug 1949 (20 days) and he takes it as such, the entry on page 5 under "From" and "To" should read 8-9-49 to 8-28-49. — Ed.

Transfer to Fleet Reserve

SIR: I was transferred to the Fleet Reserve on 18 Dec 1946, holding a temporary commission as lieutenant at the time.

In ALL HANDS, July 1949, p. 24, the statement was made under "Highest Rank Held" that the subject CPO would be ordered to active duty (in case he was so ordered) as a CPO and, of course, would be required to be in chief's uniform. This is confusing to me. Although my temporary status terminated at the time I was transferred to the Fleet Reserve, paragraph one of my orders states: "Upon your release from active duty, your temporary status will terminate. Under recent legislation you are eligible to be advanced to the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appointment. Upon being placed on the retired list, you will become entitled to all the benefits of such rank provided by the legislation. Until such time you are authorized to assume the title and wear the uniform of a Lieutenant, U. S. Navy, when appropriate, in accordance with Naval Uniform Regulations."

I interpret the above to mean that I am to keep my lieutenant uniforms in shape. (1) If that is so, what if I should be called to active duty — would I have to do a fast job of converting my present uniforms in order to report in proper uniform? Should I disregard the paragraph quoted above and have my CPO outfit ready? (2) Since I received a uniform allowance when I was promoted from CPO to commissioned rank, will I also receive one going back to CPO in case I should be ordered back to duty? — T. C. H., CMM (PA), USNFR.

• (1) Since you were not a Fleet Reservist prior to your appointment, you are not entitled to assume the title nor to wear the uniform of a lieutenant in your present status. Until retirement, you are a chief machinist's mate, USNR, and should keep your CPO uniform in readiness. Many Fleet Reservists like you are confused about this situation; to help



"I like rural atmosphere."

NOVEMBER 1949

What's New on Promotion to Warrant Grade and LDO Commissions

SIR: In regard to promotion to warrant grade and limited duty commissions, what are the present plans of the Bureau? Should a man start to prepare himself for future examinations? Are examinations for warrant planned for the near future? Also, will examinations be given for limited duty commissions, thereby affording the best qualified people an opportunity to profit by their knowledge and ability? I am sure that quite a few other people in the Navy would appreciate some information along this line. — J. E. P., QMC, USN.

• No examinations for warrant rank are planned for the near future. However, applications for LDO commissions were invited by BuPers Circ. Ltr. 149-49 (NDB, 15 Sept 1949) and prospective applicants should notify their COs in writing immediately, or before 1 Dec 1949. A man should, by all means, start to prepare himself for future examinations.

A two-part examination will be given throughout the service on 15 Feb 1950 to applicants for selection in the 1950 LDO program. Beginning with the

1952 program, it is expected that this will be a three-part examination. In regard to "affording the best qualified people an opportunity to profit by their knowledge and ability," the Navy Department has made every effort in the past to do that, and will continue to do so. In noting the results of previous LDO selection programs, many have failed to perceive that the preponderance of temporary officers selected for LDO commissions resulted from that effort in that their original selection for temporary appointments can be considered a preliminary screening process. These were the best qualified candidates by virtue of their knowledge and ability. Although the LDO selection boards have not revealed their methods, it is believed that an added factor in favor of these applicants was this: Their performance as officers was known, while that of candidates who never had been officers would be "factor X," so to speak.

Be not discouraged, brother. The Navy is as interested in the best qualified people as can be imagined. Maybe more so.—Ed.

clarify the details, ALL HANDS has an explanatory article on p. 50.

(2) No. In accordance with the regulations of the Secretary of Defense concerning clothing allowances, temporary officers who revert to CPO and remain on active duty (or temporary officers who revert to chief petty officer, are paid off and then reenlist for active duty) are entitled to a monetary allowance of \$105. There is no provision for a person who is released to inactive duty. — Ed.

Cancellation of Agreement

SIR: If a man agreed to extend his enlistment for one year in order to get shore duty and did get the shore duty, staying there from 8 Oct 1948 to 15 Feb 1949 at which time he was sent to an overseas base for duty, can the Navy hold him to that agreement?—B. N. W., USN.

• Once an agreement to extend an enlistment is executed, the individual can be held to such an agreement. However, it is the enlisted man's privilege to submit, prior to the effective date of the extension, a request for cancellation of the agreement to BuPers for consideration, giving all the particulars of entering into the agreement.

Although no encouragement can be given that the agreement will be cancelled, it is possible that where the serviceman was not afforded the benefits for which the extension was executed, cancellation may be authorized prior to effective date.—Ed.

State Bonus Dope

SIR: In the article on the Minnesota State Bonus, appearing in the August 1949 issue of ALL HANDS, the last sentence states that no payments will be made to men who were in service the full five years prior to 7 Dec 1941. I entered the Navy from the state of Minnesota in December 1940. Am I entitled to the state bonus for the period 7 Dec 1941 to 2 Sept 1945?—S. J. M., TMC, USN.

• Eligibility for the Minnesota bonus is, of course, entirely up to the appropriate state bonus authorities. You would not, however, be barred from the bonus by that portion of the bonus law which prohibits payments to those who were in the service for the five years immediately prior to 7 Dec 1941, as you state you were in the Navy for only one year prior to 7 Dec 1941.—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 Quincy (CA 71) — Former crew members interested in staging a reunion of the Mighty "Q" are urged to contact Lloyed Paterson, 2121 16th Street, Niagara Falls, N. Y. It is also requested that addresses of all former shipmates be forwarded.

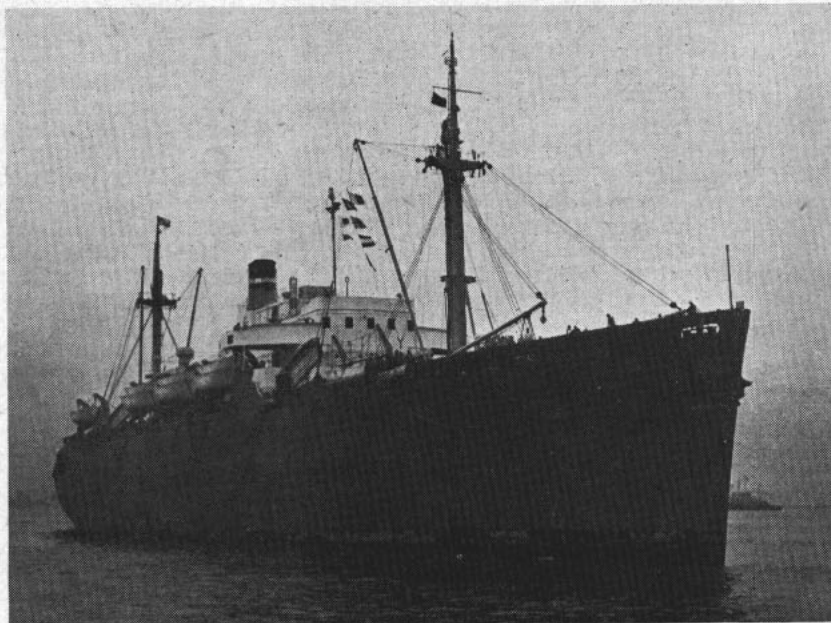
Military Sea Transportation Service

THE NUMBER of auxiliary ships operated by the Navy will be increased greatly between now and the summer of 1950 as Army transports, cargo ships, tugs and tankers are transferred to the new Military Sea Transportation Service. The MSTS, under jurisdiction of the Navy, will receive 227 former Army ships — assuming responsibility for them progressively during the next few months.

Of the 227 ships, more than 100 are large ships to be employed on trans-Atlantic, trans-Pacific, and Caribbean routes. Another 125 are smaller ships for shorter “intra-theater” runs. In addition, MSTS will include 94 ships which were already commissioned or non-commissioned Navy ships in the Naval Transportation Service.

The 227 Army ships to be transferred to MSTS consist of the following classifications: 62 transports, 122 cargo ships, 17 tankers and 26 tugs. Of the 122 cargo ships, 42 are classified as small freighters. Eighteen are LSTs or LSMs used for cargo carrying. The rest are large cargo ships, 62 in number.

MSTS will operate from three U. S. ports not frequently included in previous NTS schedules — Seattle, New Orleans, and New York City—in addition to the familiar Navy ports of San Francisco, San Diego, and Norfolk. This makes a total of at least six con-



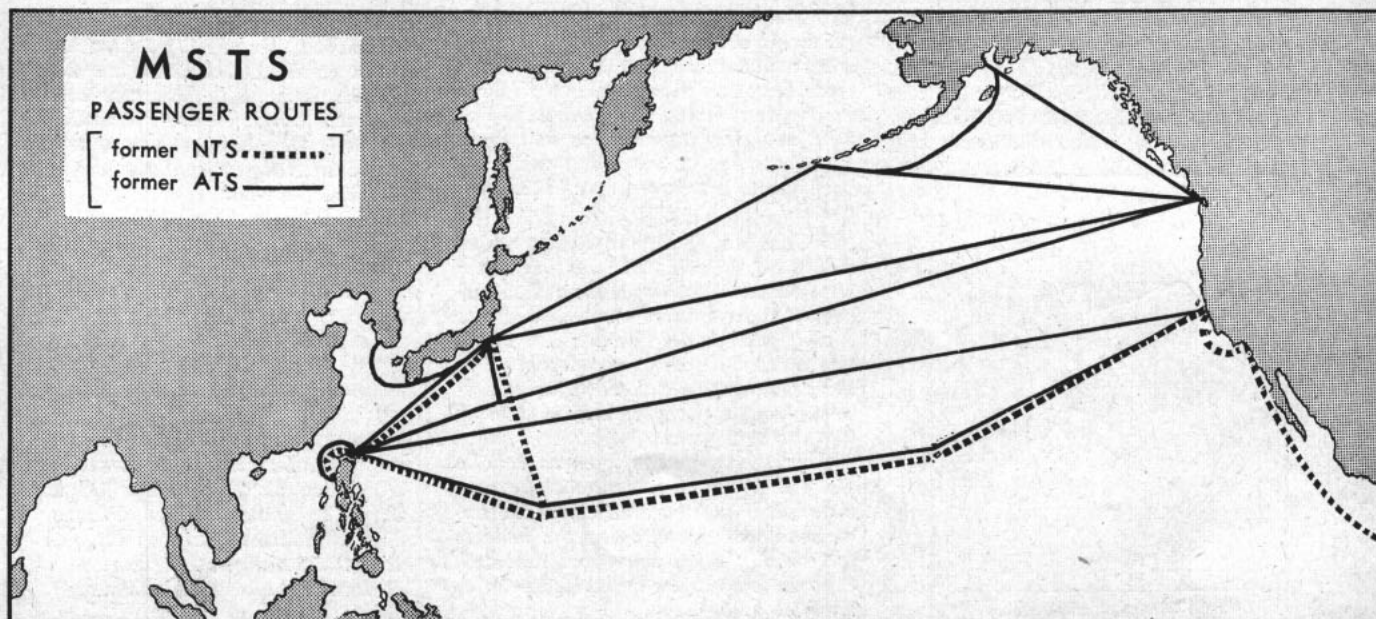
NEWLY FORMED MSTS, under Navy jurisdiction, will receive 227 former Army ships including many transports similar to *Fred C. Ainsworth* (above).

tinental U. S. ports to be included in MSTS routes. (See chart for overseas ports.) Alaska and Europe, included in MSTS routes, were seldom touched by scheduled NTS ships. The accompanying chart shows only the proposed routes for MSTS transports. Cargo vessels and tankers will touch at many ports not shown, as the need for their service may dictate.

The Military Sea Transportation Service will come under the Navy's

Chief of Naval Operations, with headquarters in the Navy Department, Washington, D. C. Rear Admiral William M. Callaghan, usn, has been designated as commander of MSTS, with Rear Admiral Augustus J. Wellings, usn, as vice commander. A deputy commander will be assigned to each of four field offices, at Seattle, San Francisco, New Orleans and New York City.

As before, the ex-Army ships will



be manned by civil service employees. In most cases, if not all, the same personnel which operated them for the Army will operate them for the Navy. The rights and interests of the former crews will be protected in all respects. Army chaplains, medical officers and nurses assigned to MSTS ships will be replaced by Navy personnel prior to 1 Apr 1950.

Army nurses on ships being assigned to MSTS are to be replaced by Navy nurses. Because of this, the Navy has opened approximately 50 sea-duty billets on transports for Naval Reserve nurses who will volunteer for at least one year of active duty.

MSTS has been established for the following purpose, a CNO directive points out:

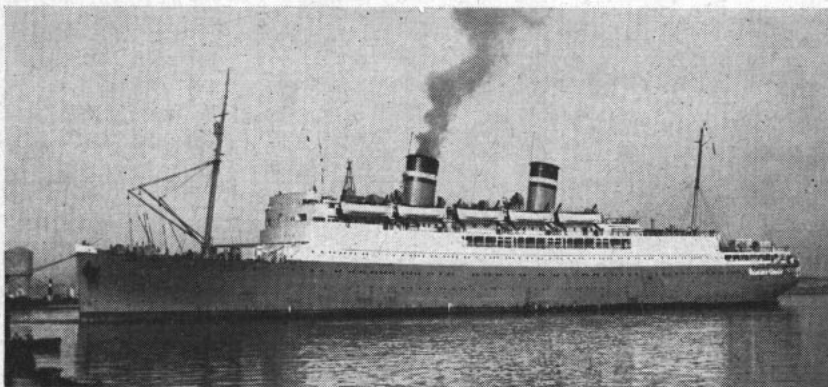
"To provide, under one authority, the control, operation and administration of ocean transportation for personnel, material, mail and other cargoes for all agencies or departments of the National Military Establishment."

Principal contact with MSTS by Navy personnel will be with the transports — most of which are splendid and comfortable ships. These will prove especially pleasing to men wishing to have dependents join them at overseas stations where quarters are available. Also, some Naval Reserve officers will be permitted to make training cruises on the *commissioned* MSTS ships.

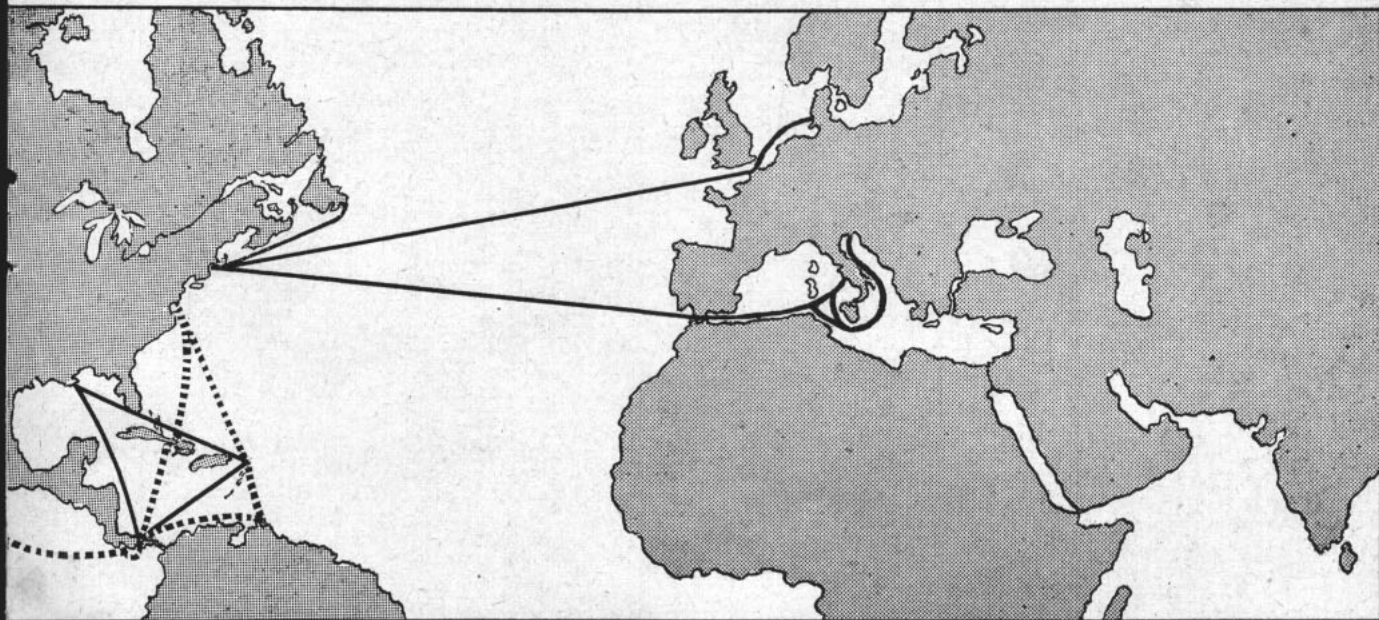
The Naval Transportation Service, known as NTS, was disestablished on 1 Oct 1949.



OCEAN TRANSPORTATION of cargoes for departments of NME will be made in MSTS bottoms. DPs arrive in New York in *General W. M. Black*.



SPLENDID and comfortable ships like *Thomas H. Barry* (above) will transport service dependents to and from ports of call the world over (see map below).





TODAY'S NAVY

Pay Bill Passed and Signed into Law; Quarters to Replace Family Allowance

The new Pay Bill has been passed by both houses of Congress and signed into law by the President.

Passage of the law climaxes three years of spadework within the armed services and discussion in the halls of Congress. It is known formally as the "Career Compensation Act of 1949."

The basic provisions of the new pay law are included in this month's Bulletin Board section of ALL HANDS (see pp. 44-46). To see how much you will make under the new law, turn to the chart on page 45 and run your finger along the line representing your pay level until you reach the number of years service you have accumulated. This figure plus what you receive in subsistence and quarters and extra pay will be your new pay total.

Of primary interest to enlisted men

is the provision in the new law which will gradually reduce the present "family allowance" and substitute for it a permanent "quarters allowance" which has been almost doubled in amount. The old family allowance was a measure passed during the war and was not intended to continue in peacetime.

But don't get excited. Some family allowance payments will continue up to the termination date which has been set for 1 July 1952. What's more, you will get a break during the interim change-over period — the Navy will allow you to draw either your old family allowance or the new quarters allowance, whichever is greater (see p. 44).

Many sections of the new law — like this section on the change of family allowance to quarters allowance — must now be referred for interpretation to such agencies as the Bureau of Supplies and Accounts, Judge Advocate General, the Bureau of Naval Personnel and other groups. As these interpretations of the basic law become available, ALL HANDS will carry explanatory stories on them.

High-Scoring Jet Gunnery

"Outstanding," the Navy's highest percentage rating for air-to-air gunnery, was achieved by Fighter Squadron 52 in the final tabulation of scores made during the Pacific Fleet intersquadron gunnery competition.

This was the first time any squadron has fired "outstanding" scores in

← The Navy in Pictures

SLEEK AND HOT F9F Panther jet fighters operate with the Pacific Fleet off the carrier USS Boxer (above right). Top left: Prizes and plaudits are awarded Marilyn Lannar, winner of Miss Kearsarge contest, and the runners-up at ship's dance in Boston. Center left: Drill platoon of NavScol Electronics, Treasure Island, executes difficult but spectacular Queen Anne salute. Below left: Three women doctors commissioned as Wave internes pick up some shipboard savvy on board PCE 894 in Chicago. Lower right: Francis A. Ametrano, BMC, proudly displays evidence of long and distinguished career to co-workers at Armed Forces PIO in New York City.

YESTERDAY'S NAVY



Japanese sank U. S. gunboat Panay on Yangtze River 12 Dec 1937. Island of Guam placed under control of Navy Department 23 Dec 1898. Congress authorized squadron to suppress piracy in Caribbean Sea 20 Dec 1822.

DECEMBER 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	31



TRADITIONAL turk's-head is wound on boatdeck ladder of USS LST 912 by Ernest W. Enzer, QMSN, USN.

organized competition since the end of World War II. Leading the way with the most hits was Lieutenant (junior grade) Joe M. McFadden, USN, while Lieutenant Wayne R. Cheal, USN, was only one hit behind in the final count.

Scores are figured by the percentage of hits made by a pilot on a target towed by another plane. Each pilot makes eight runs on the target while the commanding officer of a rival squadron acts as umpire. The competition includes both jet and propeller aircraft.

VF-52 used Navy TO-1 *Shooting Star* jet fighters to accomplish their record setting score. The sharpshooting squadron is commanded by Commander Edward J. Pawka, USN, who also competed with his outfit in the competition.

High-Speed Clay Pigeons

Pilotless aircraft that travel close to the speed of sound and maneuver like jet fighters will soon become "clay pigeons" upon which anti-aircraft gunners of the Navy can sharpen their eyes.

Designated KDM-1, the radio-controlled drone is a new improved version of the Gorgon IV guided missile and is powered by a circular ram-jet engine attached to the underside.

The engine has no moving parts and gets its thrust from the difference in momentum between entering air and the exhaust gases. Fuel is sprayed into the airstream and ignited by a sparkplug. The exhaust gases then provide enough power to enable the drone to reach a speed close to that of sound.

Gorgon IV was an all-metal, high-winged monoplane with a 10-foot wing span and an overall length of 22 feet. The new version, KDM-1, will be approximately the same size but will fly longer than the ten-minute duration of its predecessor.

The target drones can be launched from twin-engine bombers and remotely controlled by either the parent plane or a ship or shore station.

When the drone's fuel supply is exhausted, the target plane noses up, releasing a parachute for the descent. Past tests have shown that damage is slight in these landings and little repair is needed before the drone can be reflown.

'Great Man, Great Sailor'

In ceremonies held on board *USS Valley Forge* (CV 45) at San Diego, Calif., Fleet Admiral William F. Halsey, USN (Ret), presented the posthumous commission of full admiral to the widow of the late Vice Ad-



SPARE TIME study gets HS diploma for J. N. Donaldson, Jr., AFC, from CAPT J.R. Topper as family looks on.

miral John Sidney McCain, USN. At the same time, a chief petty officer who had served under Vice Admiral McCain presented Mrs. McCain with a flag bearing the four stars of a full admiral.

Private Law 250, passed by Congress and signed by the President, authorized the appointment and made it retroactive from 6 Sept 1945, the date of Vice Admiral McCain's death.

Speaking of the man who had served as his second in command during the war, Fleet Admiral Halsey said, "This is one of the very rare occasions where an honor of this kind has been given to a man after he died. No man deserved better of his country than John Sidney McCain. He was a very great man and a great sailor."



ON SHAKEDOWN cruise in Caribbean waters, Navy's newest cruiser USS Salem rides at anchor off Port-au-Prince.

MATS Has Successful Year

The Military Air Transport Service (MATS), successor to NATS and the Air Force's ATS, has completed one year of operation, a year in which MATS shouldered a heavy responsibility for the success of the Berlin airlift.

The bulk of the more than 300 planes that flew the airlift were provided by the newly organized MATS. These were all four-engined C-54s, or R5Ds as they are called by the Navy.

In July 1948, only a few weeks after the integration into one service of the Naval and Air Force transport components, MATS sent to Germany an initial complement of 72 C-54s and 2,500 personnel to take part in the Airlift. Later, an additional 73 C-54s, including two Navy squadrons (VR-6 and VR-8) were sent to supply blockaded Berlin.

As a result of this tremendous drain of the airlift, fewer planes than usual were able to fly the rest of the 70,000 miles of air routes maintained by MATS. Traffic on the trans-Atlantic, Caribbean, Pacific and Far East routes were cut back accordingly but all were kept open throughout the year.

Navy squadrons assigned to MATS compiled good records during their first year of operation under the integrated set-up. VR-6 and VR-8, flying the airlift, led all other squadrons in efficiency, in hours flown and in supplies carried for the five critical months of the lift from December 1948 to April 1949. (See ALL HANDS, August 1949, p. 33-34.)

Another Navy squadron, VR-3, which flew men and supplies across the Atlantic to keep the airlift running, was singled out for praise in the report as the mainstay of MATS Atlantic Division.

Integration, the report stated, has been successful — judging by its first year. Personnel of the two services have worked and lived together on bases with no evidence of friction on any level.

In addition, several overlapping routes have now been consolidated. So have certain air terminals and airfield facilities used by MATS. Wherever profitable, the report adds, techniques combining the best features of the old NATS and ATS have been combined and made official MATS procedure.

Despite its preoccupation with the



CHAPLAIN is swung by bos'n's chair to the destroyer USS *Haggard* where he held first Sunday divine services conducted by a chaplain on that ship.

Circuit-Riding Chaplains Serve Tin Cans

The idea of the circuit-riding preacher has been extended to destroyers of the Atlantic Fleet.

The plan of assigning a chaplain to a group of ships rather than to one ship alone was found to be sound from the experience of the first "traveling padres," assigned last year to Service Force, Atlantic (see ALL HANDS, June 1948, p. 35).

Now the scheme has been extended to destroyers with the assignment of two chaplains to Destroyers, Atlantic. Since destroyers are not large enough to rate a chaplain of their own, it was felt that a traveling salesman sort of preacher

would be a big help in the conduct of divine services in the fleet.

The two Service Force chaplains found that there were several other jobs besides preaching that needed doing. They pitched in as ship's librarians, personal counselors and as advisers on recreation.

One new idea that has resulted: Crew members on many ships are now briefed on what they will see and where they will see it when they go ashore in a foreign liberty port.

If the plan continues to show merit, the Navy plans to extend its circuit riders to the west coast.

airlift, however, MATS kept intact not only its world-wide air routes but also its Air Weather Service, Air Rescue Service and Airways and Air Communications Service.

New Medical Technique

Foreign bodies — as a shell fragment, a piece of glass or a wooden splinter — lodged in the soft tissues of the human body, and sometimes not visible in an X-ray, can now be located through the use of a new technique.

Developed by a Naval Reserve doctor on active duty, the new method involves the "echo" of high frequency sound waves that are sent

into the body by an instrument applied directly to the skin. As this ultrasonic energy bounces back from the foreign object, it is transformed into electrical pulses which are amplified and shown on a cathode ray oscilloscope screen.

Lieutenant (junior grade) George D. Ludwig, MC, USNR, who developed the technique, was assisted in the early stages by the Naval Research Laboratory, Bellevue, D. C. All experiments to date have been conducted on animals but demonstrations have proved that the intensity of energy used is not harmful to living tissue and an instrument is now being made for use in human experiments.



ONCE OVER is given 5-inch gun mount of USS *Kearsarge* by army personnel from the New England area who visited the big ship at the Boston Navy Yard.

Largest Amphib Maneuver

In the largest postwar amphibious maneuver ever held, the point Army-Navy Exercise MIKI took place in the Hawaiian Islands during October.

Over 500 Army, Navy and Marine Corps personnel acted as umpires for the maneuver which saw 50,000 men carry out an assault plan that was judged from the time the forces began to form in the U. S. until the operation was completed in Hawaii.

"Casualties" also were traced until

they arrived at rear echelon hospital units to see if the medical forces were operating at peak efficiency and speed.

Plus the land-based defending forces on the islands, 14 U. S. Navy submarines, including five new guppy-snorkel craft, were used as defensive outposts.

Data compiled by the umpires will be used by heads of the forces involved to determine how and where each armed service can be bolstered.

Crew of USS PC 572 Honors Simon Bolivar

During a good will cruise to Colombia, personnel of the patrol ves-



SALUTE is rendered in Bolivar's honor. Wreath was placed before hero's statue by skipper of PC 572.

sel USS PC 572 took part in a ceremony honoring Simon Bolivar, "the George Washington of South America."

Assisted by a U. S. Navy shore patrolman, the skipper of PC 572 placed a wreath before a statue of Bolivar in Cartagena. He also delivered a short address at the ceremony. Forty-two sailors — 21 from the Colombian Navy and 21 from the U. S. Navy — flanked the monument during the rite. After the wreath was placed, the Colombian Navy Band played the U. S. National Anthem and the Colombian national anthem to highlight a colorful ceremony.

Simon Bolivar, "The Liberator," distinguished himself in the early 1800s by leading several South American countries in their struggle for independence.

Naval Navajo

In 1917 a Navajo Indian left his Denver, Col., reservation and went on the warpath. He found a war too — as a matter of fact he found two of them and fought well in both as an enlisted man in the U. S. Navy.

Now, 32 years later, a veteran of World Wars I and II, Herbert K. Wilson, BT2, USN, has just reenlisted again for what he says will be his last hitch. After this one, he vows, he's going to go back to the old reservation and "just take life easy."

This real, full-blooded American who has done his fighting as a warrior in the Navy, survived the torpedoing of USS *Leedstown* (AP 73) when she was hit and sunk off the coast of Algiers, North Africa, in November 1942.

He is now serving in USS *Leyte* (CV 32). *Leyte* is a far cry from some of the Navy ships he has served in, Wilson recalls. The one he remembers best is USS *Kentucky* (BB 66). They had never heard of a reciprocating or steam turbine engine in those days. *Kentucky* burned coal and did all right on it too, he maintains.

Wilson likes the Navy. He likes it so well in fact that he didn't even realize his last hitch was up. When the Navy discovered the fact they quickly sent the veteran boilerman packing to St. Louis, Mo., to be separated.

But Wilson had his own idea about being separated. He wasn't for it. He reenlisted for another three years as soon as he got to St. Louis.

Not again, though, he says. Thirty-four years is a good, long, solid career, he thinks, and besides the old reservation keeps calling him back. After his present hitch, he figures he'd better go.

Chief Builds Midget Plane

There's a Navy CPO in San Diego who's really getting up in the world — on his own power, too, practically.

Chief W. E. White spent his spare time for eight months in his garage in S. D. One day he rolled out an airplane — one of the smallest passenger-carrying planes known to man. It was 14 feet long, had a wing span of 20 feet and was powered with a two-cylinder motorcycle engine.

Ceiling for the 400-pound aircraft proved to be 1,100 feet, but Chief White expects to increase it to 3,000

feet by using a different propeller. Fuel capacity of the "White Hi-Wing" is one and three-quarters gallons—somewhat less than that of the *Constitution*. Cruising radius had not been determined on last report.

It is believed by some that White's plane may start a new trend in sports transportation.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Harold B. Sallada, USN, retired 1 Oct 1949.

Rear Admiral Charles A. Pownall, USN, retires 1 Nov 1949.

Rear Admiral Roger W. Paine, USN, retired 1 Oct 1949.

Rear Admiral Dixwell Ketcham, USN, retires 1 Nov 1949.

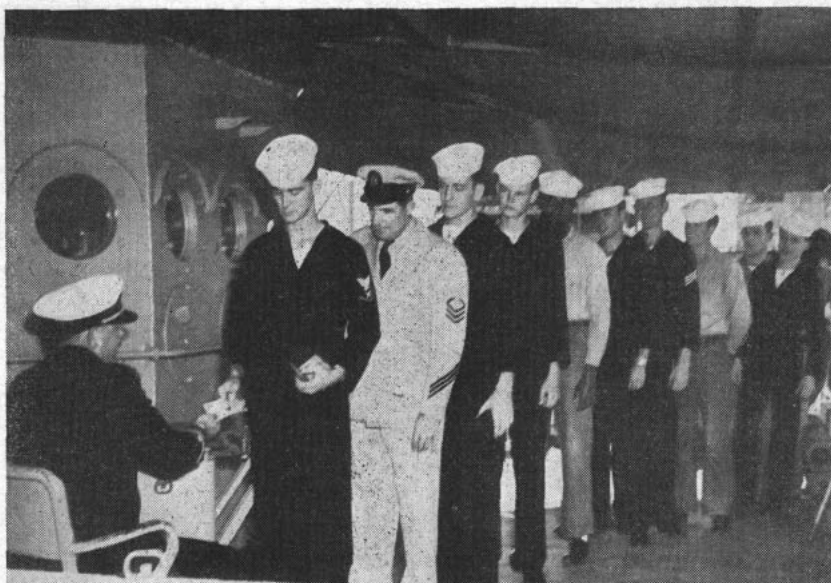
Rear Admiral Arthur C. Davis, USN, member, Joint Strategic Survey Committee, Naval Operations, Navy Department, ordered to Director, The Joint Staff, Joint Chiefs of Staff.

Rear Admiral Lawrence F. Reifsnider, USN, retires 1 Dec 1949.

Rear Admiral John H. Brown, Jr., USN, Commander, U. S. Naval Base, Portsmouth, N. H., ordered as Commander, Submarine Force, Pacific Fleet.

Rear Admiral Leslie C. Stevens, USN, U. S. Naval Attache and U. S. Naval Attache for Air, Moscow, Russia, ordered to Naval Operations for duty.

Rear Admiral William M. Callaghan, USN, Naval Operations, Navy



THE PAY OFF—Prize money for winning the Battle Efficiency Pennant is awarded enlisted men of USS LST 1126. Each enlisted man receives \$20.

Department, ordered as Commander, Military Sea Transportation Service.

Rear Admiral Stuart S. Murray, USN, Commander Naval Base, Pearl Harbor, T. H., ordered as Commander, Amphibious Training Command, Atlantic Fleet.

Rear Admiral Thomas H. Robbins, Jr., USN, Commander Carrier Division 17 ordered to Joint Chiefs of Staff for duty.

Rear Admiral Oswald S. Colclough, USN, Commander Submarine Force, Pacific Fleet, ordered to Naval Operations for duty.

Rear Admiral Wendell G. Switzer, USN, Commander, Naval Ordnance Test Station, Inyokern, Calif., ordered as Commander, Carrier Division 17.

Rear Admiral Frederick I. Entwistle, USN, Assistant Chief of Bureau of Ordnance for Research, ordered as Deputy Commander, Western Sea Frontier and Deputy Commander, Pacific Reserve Fleet.

Rear Admiral Augustus J. Wellings, USN, Assistant Chief of Naval Operations (Transportation), Naval Operations, ordered as Vice Commander, Military Sea Transportation Service, Naval Operations.

Rear Admiral Francis X. McInerney, USN, Commander Cruiser Division Five, ordered to Commander, Battleships and Cruisers, Pacific Fleet for further assignment by BuPers.

Rear Admiral Walter G. Schindler, USN, Chief, U. S. Naval Mission, Valparaiso, Chile, ordered to Bureau of Naval Personnel for further assignment.

Rear Admiral Frederic L. Conklin, MC, USN, retired 1 Oct 1949.

Rear Admiral William J. C. Agnew, MC, USN, District Medical Officer, 14th Naval District, Pearl Harbor, T. H., ordered as District Medical Officer, Ninth Naval District, Great Lakes, Ill.

Rear Admiral George W. Baurenschmidt, SC, USN, Assistant Chief for Logistics Plans Coordination, Bureau of Supplies and Accounts, Navy Department, ordered as Deputy Chief Bureau of Supplies and Accounts.



VISITING the Bremerton Group, Pacific Reserve Fleet, SecNav Francis P. Matthews, greets naval personnel from his home town, Omaha, Neb.

Dad and Son Serve Together in Repair Ship in Same Division



FAMILY AFFAIR—LT Roy M. Duke and his son, Roy Jr., FN, work as a team on board *Kermit Roosevelt*.

A father and son are working together as part of a team in the engineering division of an auxiliary repair ship, *uss Kermit Roosevelt* (ARG 16).

The father, Lieutenant Roy M. Duke, usn, a veteran of 23 years in the Navy as an enlisted man and officer, is the division officer. Roy M. Duke, Jr., FN, usn, enlisted in 1949 and was assigned to the same ship as his father.

The elder Duke has spent most of his Navy career in submarines, serving successively in the old *R-14*, *S-41*, *uss Skipjack* (SS 184) and *uss Bergall* (SS 320). He made four war patrols in Northern Japanese and Aleutian waters.

The younger Duke joined the Navy shortly after he and his mother and two sisters had been evacuated from Tsingtao, China, in the face of the southward drive of the Chinese Communists which occurred early this year.

Mrs. Duke, young Roy and the two Duke girls, Annamarie and Patricia, had gone to Tsingtao only a short while before to join Lieutenant Duke who was stationed there aboard *Kermit Roosevelt*.

Navy War Casualties

Naval personnel wounded during World War II didn't know it, but their chances of fully recovering and going back on active duty were better than seven out of 10.

According to BuMed statistics, 32,754 naval officers and enlisted men were wounded by enemy action during the past war. Of this number, 28,107 returned to duty. A total of 4,647 were invalidated from service.

However, another 36,488 naval officers and enlisted men were killed instantly in action, died as a result of wounds, or died while a prisoner of war. Of this number, 909 died while held as prisoners of war.

Altogether, naval personnel sustained 69,242 casualties between 7 Dec 1941 and 31 Dec 1946. Of this number, enlisted personnel suffered 62,487 casualties and officers 6,755.

Among officers, the enemy took the heaviest toll of lieutenants (junior grade). Two thousand one hundred and sixty-one officers of this rank were wounded or killed in combat. Next heaviest toll was taken of ensigns, with 2,140 sustaining casualties. Also wounded or killed were 1,492 lieutenants, 416 lieutenant commanders, 181 commanders and 45 captains. Eight admirals were wounded or killed.

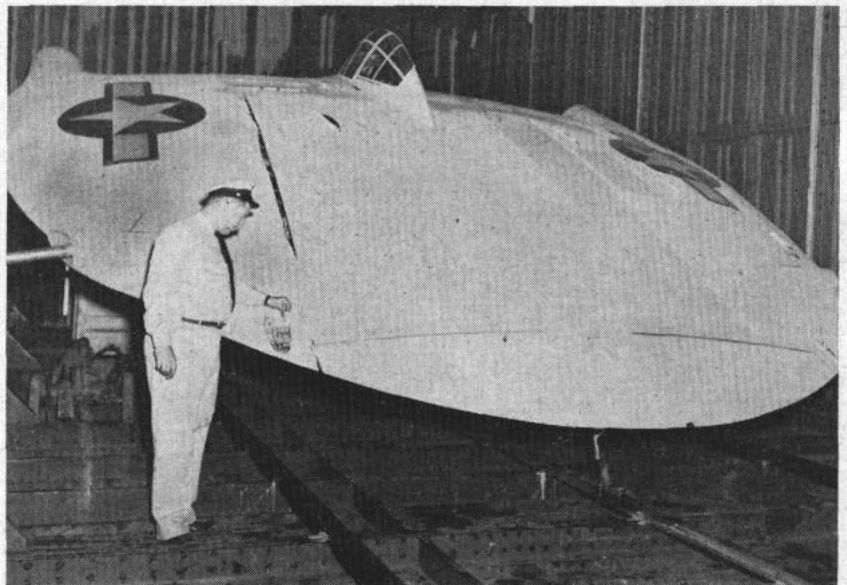
The Navy suffered the heaviest casualties of the war during 1945. During that year 22,913 officers and

enlisted personnel were killed or wounded. Next roughest year on Navy men was 1944, which saw 19,781 naval personnel become casualties of enemy action. In the 25 combat days of 1941 statistics show 2,592 men were killed or wounded—most of them at Pearl Harbor on 7 December of that year.

During the Battle of Guadalcanal—including naval actions in support of the campaign—the Navy suffered 9,813 casualties. Of this number 5,342 were killed in action, died of

wounds or died while prisoners of war. Of the total Navy casualties 876 or about nine per cent were officers, and 8,937 or 91 per cent were enlisted. Greatest loss of personnel by one unit was suffered by *uss Juneau* (CL 52), when 686 crew members of that vessel were killed when *Juneau* exploded after being torpedoed by a submarine.

During the Battle of Midway the Navy suffered comparatively light casualties—in respect to this great naval victory. A total of 490 Navy



FLYING FLAPJACK, the XF5U-1, an experimental observation plane, is put in mothballs at NAS Norfolk to await display at the National Air Museum.

personnel were wounded or killed, including 94 officers and 396 enlisted men. Three hundred and ten men were killed, including one man who died while a prisoner of war.

Very heavy casualties also were suffered by the Navy during the Battle of Okinawa. During this operation 9,131 naval personnel were wounded or killed. Hardest hit were the destroyers — primarily those on radar picket duty. On board these DDs 1,925 men were killed in action and 2,064 were wounded. Of the wounded, 76 later died and 222 were inactivated from service.

An interesting fact is that the average naval officer wounded during World War II was 28.1 years of age and had been serving on active duty for an average period of 49.5 months. The average Navy enlisted man wounded during World War II was 23.8 years of age and had been serving on active duty for an average period of 27.9 months.

Ships Shuffled

Ships on duty in the Mediterranean area have been relieved by other vessels reassigned from U. S. waters.

In September, 18 vessels departed East Coast ports for the Mediterranean, where they relieved 15 ships on duty there. The relieved vessels returned to East Coast ports.

The ships now on duty in the Mediterranean are: *uss Leyte* (CV 32); *uss Des Moines* (CA 134); *uss Worcester* (CL 144); *uss Tigrone* (SSR 419); *uss Algol* (AKA 54); *uss English* (DD 696); *uss Hank* (DD 702); *uss Wallace L. Lind* (DD 703); *uss John W. Weeks* (DD 701); *uss Ault* (DD 698); *uss Haynsworth* (DD 700); *uss Joseph P. Kennedy, Jr.* (DD 850); *uss William R. Rush* (DD 714); *uss Johnston* (DD 821); *uss Fiske* (DD 842); *uss Turner* (DDR 834); *uss Charles P. Cecil* (DDR 835); and *uss Newman K. Perry* (DDR 883).

Ships that completed a tour and returned to the U. S. are: *uss Coral Sea* (CVB 43); *uss Fargo* (CL 106); *uss Juneau* (CL 119); *uss Marquette* (AKA 95); LST 980; *uss Cone* (DD 866); *uss Stribling* (DD 867); *uss Meredith* (DD 890); *uss Vesole* (DD 878); *uss Leary* (DDR 879); *uss Dyess* (DDR 880); *uss Bordelon* (DDR 881); *uss Brownson* (DD 868); *uss R. H. McCard* (DD 822); and *uss Charles H. Roan* (DD 853).



SECRETS of jet propulsion are taught trainees by SGT P. H. Soucy, USMC, instructor who describes intricacies of jet engine model he built.

Marine Air Personnel Get Jet Training

Jet-propulsion, the phrase that has come to mean speed in modern aviation, has now become part of the technical training for aviation personnel at Marine Corps Air Station, Cherry Point, N. C.

For years Marine pilots made aviation history with their daring combat tactics in *Corsairs* (F4Us) and continued to keep pace with other engine-driven aircraft during the post war period with later models of the same plane.

With the advent of jet planes, the need was recognized for competent, trained ground personnel who thoroughly understood jet engines. Keeping abreast of the times, MCAS Cherry Point, opened its new school 15 Aug 1949.

The opening climaxed months of hard work, including intensive study by marine instructors at NATTC Memphis, Tenn.

Well equipped to train marine

students in all phases of the "whoosh" aircraft, the classrooms feature everything in the way of making the course both practical and complete. Two J-30 engines for assembly and disassembly, cut-away charts of the engine, visual aid charts, and drawings of J-30, J-33, J-34, J-35 and J-42 jet engines are on hand for use by the trainees.

Well qualified instructors, all having up to five years experience, conduct the three-week course. The morning classroom study is readily turned into reality by afternoon sessions of practical work.

To insure the maximum benefits from the new course, the results shown by men taking the first few courses will be carefully noted and any necessary or additional changes will be made in the curriculum.

With the exception of Quantico, Va., Cherry Point is the only other Marine base to conduct a school of this type.

Three high-speed minesweepers — *uss Macomb* (DMS 23); *uss Rodman* (DMS 21); and *uss Jeffers* (DMS 27) — accompanied *Leyte* and her escort vessels across the Atlantic for training in task force operations. After brief visits at Mediterranean ports they returned to the U. S.

The ships reporting to the Mediterranean were assigned to the Sixth Task Fleet.

Also reporting for duty with the Sixth Task Fleet were the Twenty-First Marines (Reinforced). This detachment relieved the Eighth Marines (Reinforced) which had been serving as the Fleet Marine Force of the Sixth Fleet for the previous four months. The relieved Eighth Marines returned to duty in the U. S. with the Second Marine Division, Camp Lejeune, N. C.



MEMBERS of USS *Power's* original crew, (L to R) F. Grisbaum, K. B. Bailey, A. G. Lanford and R. G. Lowery, sit poised, ready for the big celebration.

Plank Owners Honored at DD's Birthday

A birthday party took place aboard the destroyer *uss Power* (DD 839) one day this fall—a birthday party for the ship itself, which marked the fourth anniversary of her commissioning.

Power was built in Bath, Me., and commissioned in Boston, Mass., late in 1945. Subsequently, she spent considerable time in Mediterranean waters.

Of the more than 200 men now

aboard *Power*, only four were members of her original crew. A large birthday cake and other "celebration delicacies" were shared by these four enlisted men and two other of the ship's complement at a special table in the observance. The four *Power* plank owners are Frederick Grisbaum, BT2, USN; Kessler B. Bailey, FCC, USN; Alvin G. Lanford, SN, USN; and Richard G. Lowery, SN, USN.

17 Sailors Donate Blood

Sailors at NAS Columbus, Ohio, know how to react immediately in an emergency situation—and thus earned the everlasting gratitude of a 19-year-old Columbus girl.

Holiday routine was in order at NAS Columbus. That meant that only one-fourth of the complement (normally 450 officers and men) were on board that day.

Suddenly the public address sys-

tem came alive with this call — "Now hear this . . . University Hospital needs 10 pints of type 'O' blood to save the life of a girl who has been seriously injured . . . all hands desiring to donate blood report to the OOD's office on the double."

Fifteen minutes after the doctor had made his desperate appeal to the station, 17 sailors were enroute to the hospital to donate the blood that saved the life of someone they had never seen.

Ship-to-Shore Telephone

Would you like to call your mother in Kalamazoo, Mich., when you get out somewhere near the International Date Line? You soon may be able to do that — actually hear her voice and let her hear yours — while you're sailing along over the waves.

Service such as has been offered by the Coastal Harbor Radiotelephone Service can now be had on a much expanded basis by most Navy ships so desiring. The Coastal Harbor Radiotelephone Service has enabled men on ships subscribing to the service to call ashore and talk to any U. S. person reachable by phone. This in the past has been limited to calls from within a few hundred miles of the U. S. coast. The new service now available — called the High Seas Radiotelephone Service—makes possible telephone calls home from thousands of miles at sea.

Almost every commissioned Navy ship possessing the proper equipment is now a subscriber to the Coastal Harbor Service. At the time this was written the High Seas Service had just been authorized and no Navy ships had yet subscribed.

Collect calls through High Seas Radiotelephone stations are not accepted, nor is it possible to make calls from shore to the ships at sea. The charge for High Seas Service depends upon the location of the land telephone and that of the ship originating the call. Typical charges would be \$3.00 for a call to Baltimore from a ship near Puerto Rico, or \$6.75 for a call to Nebraska from a ship west of Hawaii. These figures are the "initial period" rates — for three minutes or a fraction thereof.

In general, the same equipment and procedure which has been used for making calls through the Coastal Harbor Service will apply to the High Seas Service. Extreme range of the High Seas Service will depend often upon atmospheric conditions.



SPANISH-SPEAKING enlisted man guides sailors and marines from Argentine Navy training cruiser *ARA Argentina* on a tour of NAS New Orleans.



BRUSHWORK by L. Ledford, GMI, keeps Seattle Reserve training ship *USS Puffer (SS 268)* in tip-top shape.

Procedures Standardized

To standardize procedures for Air Force officers who are performing duty with the Navy is the purpose of BuPers Circ. Ltr. 150-49 (NDB 30 Sept 1949).

A similar directive outlining procedures for Army personnel serving with the Navy has previously been issued (BuPers Circ. Ltr. 222-48, NDB 30 Nov 1948).

While on duty with the Navy, Air Force officers will wear the uniforms of their parent service and will remain under the administrative jurisdiction of the Department of the Air Force.

A normal tour of duty with the Navy for an Air Force officer will be from 18 to 36 months. The officer will be ordered to a specific Navy billet and will subsequently be returned to an Air Force activity on orders issued by the Air Force.

An Effectiveness Report (the Air Force equivalent of a Navy Fitness Report) will be completed by the commanding officer of the Navy activity and will be forwarded by him directly to the Air Force.

COs of Navy activities may also grant Air Force officers leave, awards and letters of commendation as prescribed by existing directives.

Other subjects covered by the circular letter are: personnel accounting, temporary additional orders, pay, reports required, hospitalization, promotions, demotions, release from active duty, correspondence and disciplinary action.

Nothing in the new directive, however, pertains to Air Force officers performing duty with any joint staffs, activities, agencies or committees, or who may be patients at naval hospitals.

Ex-EM Invented a Method of Refueling at Sea

A former enlisted man, whose invention of the "Elwood Method" of refueling at sea won for him the Bronze Star, has retired from the Navy.

Lieutenant Commander Ralph H. Elwood, USN, whose carefully worked out idea enabled fighting ships to refuel while underway on a direct course and at a fast clip, has completed 30 years in the Navy — most of them on destroyers.

In the "Elwood Method" of refueling, an overhead span line is used as a track for a trolley rig to which is attached the fueling hose. As the receiving ship draws apart from the oiler, the hose runs out with it on the trolley, forming several giant arcs, suspended well above the water between the two ships.

Greater speed, maneuverability and less obstructed use of anti-aircraft batteries by the ship being

refueled are cited as advantages of the war-born method.

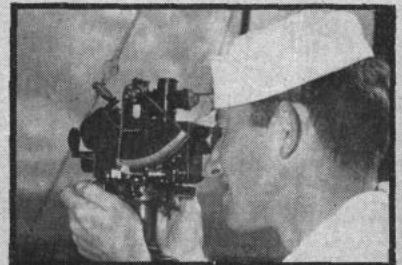
Although most of his time was spent in the "tin can" Navy (he served in *uss Somers, Marcus, Burns, Percival, Hull, Wasmuth, and Pope*), it was in *uss Cimarron (AO 22)*, where he spent most of his wartime duty, that Elwood developed his revolutionary fueling technique.

First trials of the new system were run from *Cimarron* the summer of 1944 and were later included in fleet doctrine. The "Elwood Method" now shares the spotlight with the "close-in" method which had been used universally in the fleet.

Lieutenant Commander Elwood has retired and will make his home near Bremerton, Wash. Not content, however, with his already substantial contribution to the Navy, he recently offered two more practical suggestions to BuShips.

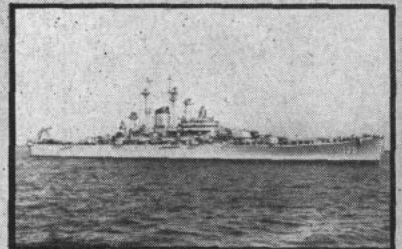
QUIZ AWEIGH

All hands who read **ALL HANDS** should find this month's quiz a snap. Dope on these several subjects has appeared in our favorite magazine. So if these questions seem tough, sailor, you just don't read enough.



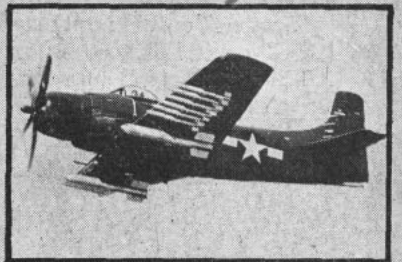
1. This man is squinting through an instrument known as (a) theodolite (b) octant (c) azimuthscope.

2. It is used in taking (a) sun sights (b) azimuth bearings (c) sights on weather balloons.



3. Powerful new heavy cruiser, sister ship of *Des Moines* and *Newport News*, she is (a) *Oregon City* (b) *Huntington* (c) *Salem*.

4. Her fully automatic main batteries are (a) 8-inch 55 caliber (b) 9-inch 47 caliber (c) 12-inch 50 caliber.



5. Bristling with rockets, this is the hard-hitting (a) *AM-1 Mauler* (b) *AD-1 Skyraider* (c) *BTJ-1 Annihilator*.

6. These single-engine heavyweights will replace the now outmoded (a) *Hellcat* (b) *Avenger* (c) *Helldiver*.

ANSWERS TO QUIZ ON PAGE 53

Brief news items about other branches of the armed services.

JUST TO SHOW that it could be done safely, an Air Force captain bailed out of a jet plane flying at more than 550 miles an hour.

Using the seat-ejection principle that "fires" the pilot out by means of an exploding 37-mm. cartridge, Captain Vincent Mazza, USAF, made his fastest-speed bailout at 555 miles an hour.

Floating down from about 10,000 feet, he landed in San Pablo Bay near Hamilton Air Force Base, San Rafael, Calif.

Earlier, Victor A. James, an Air Force staff sergeant, made a seat-ejection bailout at 405 miles an hour.

There were no ill effects either from acceleration of the seat as it left the plane or from wind blasts as he shot clear.

For the tests, their faces were completely covered by a standard oxygen mask and an experimental plastic eye visor attached to the crash helmet. Earlier Navy tests at Langley Field in 1946 proved that the unprotected human face is likely to suffer serious injury from wind blast and shearing effect.

Two Navy enlisted men, faces unprotected, experienced violent flapping of cheeks and skin distention at high speeds in the Langley Field wind tunnel tests. (See ALL HANDS, April 1949, p. 2.)

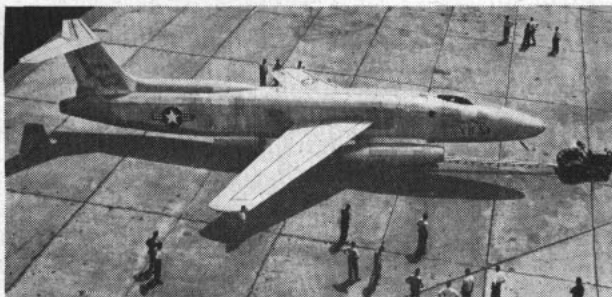
Because of possible injury to the unprotected face, the Navy's tests were stopped when the speed of wind through the tunnel reached 457 miles an hour.

A NEW LIGHT BOMBER, designed for short range tactical missions in support of ground forces, has been constructed for the Air Force and is now undergoing preliminary ground tests.

Called the XB-51, the new plane is powered by three turbo-jet engines, two mounted on the underside of the fuselage beneath the cockpit and the third mounted in the rear of the fuselage.

Built for a two-man crew, the plane has a pressurized cabin, air conditioning and pilot ejection seats. Horizontal tail surfaces are mounted at the top of the vertical stabilizer and both the wings and tail are swept back at a 35-degree angle.

"Spoilers" on the upper surfaces of the wing provide lateral control instead of conventional ailerons. The XB-51 is 80 feet in length with a wing-span of 55 feet.



SUPPORT of ground troops will be the primary mission of the USAF's new three-jet light bomber, the XB-51.

A BRONZE, hexagon-shaped pendant is being made available for distribution to Army and Air Force personnel holding the Commendation Ribbon.

Approximately 500,000 Army and Air Force personnel who have been awarded the green and white Commendation Ribbon as a token of meritorious achievement of service are eligible for the pendant. It will be worn on those occasions where personnel wear their medals instead of ribbons.

To obtain the pendant, Army and Air Force personnel must apply for it, including a copy of the commendation and the specific authorization for the award with each application. Army personnel holding the Commendation Ribbon should apply to the Adjutant General, Department of the Army, Washington 25, D. C. Air Force personnel should apply to the Director of Military Personnel, Headquarters United States Air Force, Washington 25, D. C.



AT THE REQUEST of General of the Army Douglas MacArthur, two special missions are being conducted in Japan and the Ryukyu Islands to study food economy and trade and business procedures.

The Department of the Army has sent a special group of economic and agricultural experts to the Ryukyu Islands to study the agriculture and fishery programs there in an effort to improve the diet of the island's residents. The mission will also study the home industries of the islands and introduce "money crops" to be grown and exported to help cover the cost of necessary imports.

The other special mission, to study existing trade and business procedures in Japan, will make recommendations on the basis of their findings to General MacArthur.

A CRITICAL SHORTAGE of housing for families of Air Force personnel stationed in Alaska has been somewhat relieved by 300 trailers.

Bought by the Federal Housing Administration for use during the Oregon and Washington floods during May 1948, the metal trailers were declared excess to the Public Housing Administration needs and turned over to the Air Force. Representatives of the Alaskan Air Command selected those suitable for use in the cold climate because they meet insulation and heating requirements.

To be used primarily for housing families of enlisted personnel, the trailers will be considered public quarters and occupants will not be paid rental allowances. Laundry and bathhouse units also are being shipped to the trailer camp sites for use by the trailer-tenants.

Before the mobile homes were shipped by sea from Vancouver, Wash., camp sites were prepared at the three bases that will utilize them — Elemendorf AFB, Anchorage, Alaska; Ladd AFB, Fairbanks, Alaska, and Eielson AFB, also at Fairbanks, Alaska.

UNITS of the Canadian Army and Air Force, along with units of the U. S. Army and Air Force, will conduct joint winter training maneuvers in the Yukon and Alaska areas during January and February 1950.

Scheduled for planning and operational purposes, the joint exercise will be of a local nature and will be a continuation of training programs now being conducted by armed forces in both countries.

The over-all allied commander of the exercise will be furnished by the U. S. and also the allied Army commander. Canada will provide the allied Air Force commander. Results of the maneuvers will be studied to determine the possibilities of using combined Canadian-United States armed forces in far north operations.

A one-battalion combat team from the Canadian Army and one from the U. S. Army will include infantry, artillery, engineers, signals, and other supporting services.

Royal Canadian Air Force planes and personnel will combine with the United States Air Force to provide fighter coverage, bombing and reconnaissance, and transport aircraft. Mobile radar and communication units of both air forces will be used in addition to any existing communications in the area.

TWO NEW TYPES of survival ration kits, one designed for the arctic regions and one for the torrid climates, have been developed at the Quartermaster Food and Container Institute for the Armed Forces, Chicago, Ill.

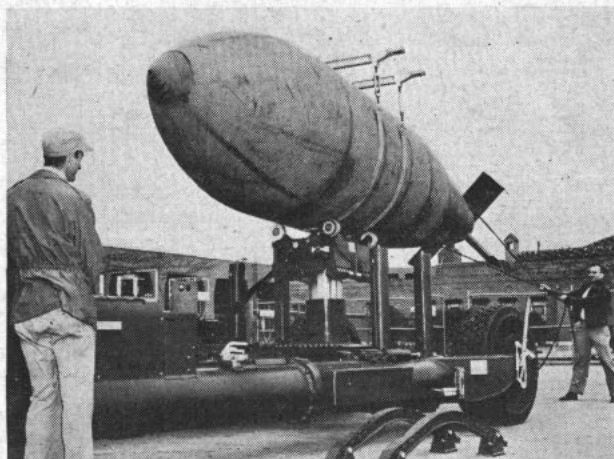
Although not considered the ultimate for survival under conditions of isolation in either of the two areas, the newly adopted rations are far superior to any previously used by the armed forces.

Packaged in a rectangular metal container weighing less than a pound and a half, the arctic type, SA-2, includes cereal, sweetmeats, fruit, almond chocolate, sweet chocolate, starch jelly in bars, soluble coffee and tea, bouillon, chewing gum, sugar tablets, cigarettes, matches, and protective bag for carrying rations after the can has been opened.

In the tropical version, ST-1, chocolate is excluded to provide an all-carbohydrate menu that supplies 400 calories per man per day.



HIT THE DECK—Simulated strafing attack sends Air Force ROTC students diving for ditches, AFB Orlando.



GIANT hydraulic bomb lift enables one man to raise 25-ton bomb into bomb bay of aircraft, adjust its position.

TECHNICIANS of the Army Corps of Engineers have designed two types of prefabricated troop shelters which can be easily and quickly erected in overseas areas of varied temperatures by troops not having specialized training in construction.

One is an arctic shelter, and the other is an all-purpose structure. Both are easily transportable, compact, and uniform as to space units. The basic unit is 20 feet wide, eight feet high, and 48 feet long, but is expandable or reducible as to length by units of eight feet.

Prototypes of the arctic shelter are now being tested, one at an arctic base in Canada and another in the climatic hangar at Eglin Air Force Base, Fla. Side panels are of honeycomb construction and are faced with skin-stressed aluminum. Locked into place with metal connectors, the panels form a frameless building.

This shelter is built to withstand wind velocity of 125 miles an hour. The temperature differential provided for is 135 degrees — plus 70 on the inside and minus 65 outside. Plexiglas windows of several thicknesses and an air lock make the building practically hermetically sealed.

The all-purpose shelter is still in the model stage. Through interchangeability of steel, aluminum and wooden parts, it can be made suitable for tropical, temperate or frigid zones. It is designed for use in climatic temperatures ranging from 120 degrees to minus 30 degrees.

"KILL THE UMPIRE!" may be a favorite phrase of spectators at America's favorite game, but the man who yells it during war games is in trouble.

There the umpires, numbering in the hundreds sometimes, are all powerful. During "Exercise Harvest," held in the American zone of Germany in September, the umpires had the power to "decide the effectiveness of the participants' importance, rule out illegal action, and call the plays as he sees them," said an Army announcement.

The 200 umpires for "Exercise Harvest" had undergone a 10-day training course under a special U. S. Joint Umpire School convened at Furth, Germany.

THE BULLETIN BOARD

Pay Increase Is Incentive Towards Career in the Services

When the U. S. Senate passed by apparently unanimous voice vote the bill authorizing a pay increase of some \$300,000,000 throughout the uniformed services, it represented the final major step toward the first general realignment of the military pay structure in 40 years.

Several times adjustments had been made within the general framework of the pay structure, with the result that laws concerning basic pay, special pay, allowances and retirement pay have gradually developed along separate lines.

This, said an earlier Senate Armed

Services Committee report, brought about "a literal hodge-podge that is so complicated and lacking in cohesion that it can be fairly stated that the Federal Government has no identifiable plan which governs the career compensation of persons in the uniformed services."

The new pay legislation undertakes to provide just that — an incentive toward a full career in the services. Its provisions regulate the pay of personnel in the Army, Navy, Marine Corps, Coast Guard, Air Force, Coast and Geodetic Survey and Public Health Service.

Before Congress started to work on the bill, the uniformed services had made studies for nearly two years, and a civilian body — the Advisory Commission on Service Pay, headed by Mr. Charles R. Hook — studied the situation for another full year before their report was handed over to Congress.

Among the major features of the new pay system that evolved out of this comprehensive thought are:

- Increases in base pay for all officer and enlisted personnel except seaman recruits with less than five months of service.

- A new system of longevity or inservice increases of as much as \$15 a month. The increases will be granted — if the person concerned is eligible to receive an increase — every two years instead of three, up to 18 years of service, and every four years from 18 years up to the end of his longevity increases.

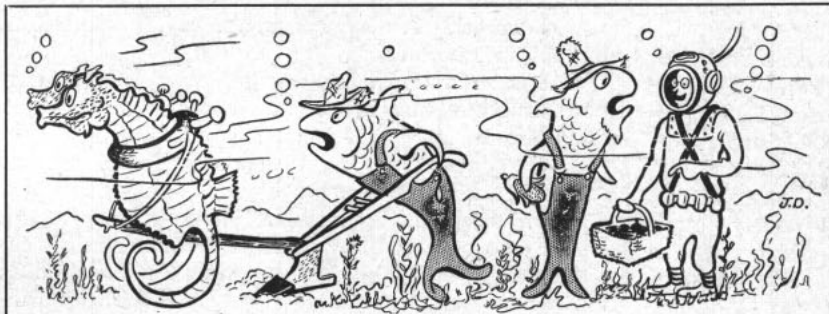
- Requirement of at least 30 per cent incapacity as a minimum for disability retirement of both officer and enlisted personnel. For lesser degrees of incapacity, a lump-sum severance payment will be granted as figured from the length of time in service and base pay up to a maximum of two years' base pay.

- A large increase in quarters allowance (from \$37.50 to \$67.50) for the three highest enlisted grades plus third class petty officers who have seven or more years of service. The allowance is payable to enlisted men having dependents and not occupying government quarters.

- Eventual elimination (in 1952) of the family allowance provided for in the Servicemen's Dependents Allowance Act of 1942. The law sets the procedure for "phasing out" the family allowance principle, which the committee report said was "too expensive for the permanent peacetime establishment," and replacing it with a permanent quarters allowance payable only to enlisted personnel in the higher grades.

A provision is made, however, that enlisted personnel with families

(Continued on Page 46)



Navy Begins Study of Ocean Floor

What the bottom of the ocean looks like is an item of special interest to the Navy.

More specifically, the Navy wants to find out what effect the bottom contours of the Pacific off the coast of Central California have upon currents and the upwelling of water from the ocean depths. It would like to know the geological character of the "continental shelf" where it slants downward into the ocean depths off the U. S. Pacific coast.

Under an agreement between the Office of Naval Research and the California Academy of Sciences, the first thorough study of the sea bottom off the central coast of California will soon begin. A five-man scientific team from the Academy will move on board *uss Mulberry* (AN 27) during the exploratory trips. The Navy will supply wire line, trawl buckets and other equipment necessary for the investigation.

Another objective of the ocean floor investigation is to study the amount and location of undersea life in relation to such factors as temperature and depth of the water. They hope to obtain practical information on the possible existence of food and mineral resources on the continental shelf.

In the process of the investigation the Navy team hopes to determine the character of underwater areas of San Andreas and the Farallone Islands. Sketchy information on the San Andreas "fault"—a fracture of the earth's crust accompanied by displacement of a segment of the earth mass at a different location — indicates it may form one of the greatest submarine cliffs known.

Most of the exploratory voyages on board *Mulberry* will take place within a three-month period, although the study is expected to continue until the summer of 1950.

Monthly Pay and Allowances of Naval Personnel - Officer and Enlisted

Commissioned Officers

Pay grade	Cumulative years of service													Allowances			
														With dependents		Without dependents	
	Under 2	Over 2	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 22	Over 26	Over 30	Subsistence	Quarters	Subsistence	Quarters
Admiral ¹	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	42.00	150.00	42.00	120.00
Vice admiral ¹	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	42.00	150.00	42.00	120.00
Rear admiral (upper half)	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	42.00	150.00	42.00	120.00
Rear admiral (lower half) and Commodore	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	42.00	150.00	42.00	120.00
Captain	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	42.00	120.00	42.00	105.00
Commander	456.00	456.00	456.00	456.00	456.00	456.00	456.00	456.00	456.00	456.00	456.00	456.00	456.00	42.00	120.00	42.00	90.00
Lieutenant commander	384.75	384.75	384.75	384.75	384.75	384.75	384.75	384.75	384.75	384.75	384.75	384.75	384.75	42.00	105.00	42.00	82.50
Lieutenant	313.50	313.50	313.50	313.50	313.50	313.50	313.50	313.50	313.50	313.50	313.50	313.50	313.50	42.00	90.00	42.00	75.00
Lieutenant (Junior grade)	249.38	263.63	277.88	292.13	306.38	320.63	334.88	349.13	363.38	377.63	391.88	406.13	420.38	42.00	82.50	42.00	67.50
Ensign	213.75	228.00	242.25	256.50	270.75	285.00	299.25	313.50	327.75	342.00	356.25	370.50	384.75	42.00	75.00	42.00	60.00

Commissioned Warrant and Warrant Officers

4	320.10	320.10	320.10	334.65	349.20	363.75	378.30	392.85	407.40	421.95	436.50	451.05	465.60	42.00	105.00	42.00	82.50
3	291.00	291.00	291.00	298.28	305.55	312.83	320.10	327.38	334.65	341.92	349.19	356.46	363.73	42.00	90.00	42.00	75.00
2	254.63	254.63	254.63	254.63	261.90	269.18	276.45	283.73	291.00	305.55	320.10	334.65	349.20	42.00	82.50	42.00	67.50
1	210.98	210.98	210.98	218.25	225.53	232.80	240.08	247.35	254.63	261.91	269.18	276.45	283.73	42.00	75.00	42.00	60.00

Enlisted Personnel²

Pay grade	Cumulative years of service													Allowances			
														With dependents		Without dependents	
	Under 2	Over 2	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 22	Over 26	Over 30	Subsistence	Quarters	Subsistence	Quarters
7 (CPO)	198.45	198.45	205.80	213.15	220.50	227.85	235.20	242.55	249.90	257.25	264.60	271.95	279.30	31.50	67.50	31.50	45.00
6 (PO1)	169.05	169.05	176.40	183.75	191.10	198.45	205.80	213.15	220.50	227.85	235.20	242.55	249.90	31.50	67.50	31.50	45.00
5 (PO2)	139.65	147.00	154.35	161.70	169.05	176.40	183.75	191.10	198.45	205.80	213.15	220.50	227.85	31.50	67.50	31.50	45.00
4 (PO3)	117.60	124.95	132.30	139.65	147.00	154.35	161.70	169.05	176.40	183.75	191.10	198.45	205.80	31.50	67.50	31.50	45.00
3 (SN)	95.55	102.90	110.25	117.60	124.95	132.30	139.65	147.00	154.35	161.70	169.05	176.40	183.75	31.50	67.50	31.50	45.00
2 (SA)	82.50	90.00	97.50	105.00	112.50	120.00	127.50	135.00	142.50	150.00	157.50	165.00	172.50	31.50	67.50	31.50	45.00
1 (over 4 months) (SR)	80.00	87.50	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	31.50	67.50	31.50	45.00
1 (under 4 months) (SR)	75.00													31.50	67.50	31.50	45.00

¹ Admiral and vice admiral also entitled to personal money allowance of \$2,200 and \$500 per year, respectively.

² Allowance applicable to personnel authorized to ration and live separately.

Generally intended for married personnel grades 7-5 and grade 4, with at least 7 years' total service.

³ Increased to \$67.50 after 7 years' total service.

(Continued from Page 44)

whose pay and family allowance under the old system would be higher than the new pay and quarters allowance may continue on their present pay basis until 1 July 1952, or until the expiration of their enlistment (whichever is earlier). On the other hand, if the new pay rates plus allowances for quarters and other purposes would give a man more money than the old pay plus family allowances, he is permitted to receive the larger amount.

- Establishment of nine types of duty as "hazardous" and authorizing incentive pay for their performance. These duties include submarine service, aerial flight, glider flight, parachute jumping, intimate contact with persons afflicted with leprosy, demolition duty, submarine escape training tank service, and duty at the Navy Deep Sea Diving School or the Navy Experimental Diving Unit. Payment is made of a flat monthly scale ranging from \$30 for a seaman recruit to \$75 for CPOs, \$100 for all warrant grades, and from \$100 for ensigns to \$210 for captains and back again to \$150 for flag rank officers.

- Special diving pay of not less than \$5 or more than \$30 per month for enlisted personnel (only) assigned to diving duties. In addition, special pay of five dollars an hour is provided for officers and enlisted men employed as divers in salvage or repair operations in depths over 90 feet or



Norval E. Paakwood, PFC, USMC

"Excellent job of camouflage, Jerkins. It fooled me completely."

under other extraordinary hazardous conditions.

- Special pay for sea and foreign duty for enlisted personnel only. Payment is made on a flat-rate basis ranging from \$8 per month for seaman recruits to \$20.50 per month for CPOs.

- Reenlistment bonuses which increase in proportion to the length of the reenlistment period. For four and six-year reenlistments (the only periods acceptable under the present administrative ruling), a bonus of \$160 or \$360 respectively is paid. The bonus is not paid for more than four reenlistments nor for any period which would extend the enlistee's service beyond 30 years.

- For officers, the subsistence allowance is set at \$42 per month, regardless of the number of dependents. The enlisted scale is the same.

- Under the law, the ceiling on per diem pay is increased from \$7 to \$9; monetary allowance based on mileage during travel is increased from five to seven cents a mile; and the ceiling on mileage allowance is raised from 8 to 10 cents per mile.

- Provisions for retirement for reasons other than physical disability or for transfer to the Fleet Reserve or Marine Corps Reserve are substantially the same as before.

The above points are by no means a technical discussion of the new pay legislation. This article is designed only to acquaint readers with a few of the outstanding points of the law. Many details must yet be interpreted by the services and agencies concerned. Your disbursing officer will get the word on these interpretations

as they are issued by these agencies.

In regard to the reenlistment bonus, many personnel will be wondering whether they will be eligible to collect both the \$50 per year allowance for previous service and the reenlistment bonus for future enlistments. Under the provisions of the law, you will have a choice of either one or the other — not both.

Thus, a man who will have been serving out a previous enlistment of, say, four years will have a choice of accepting the \$200 at the end of his enlistment or of signing for six years to get \$360. But if he were reenlisting for only four years, the bonus would be only \$160 and it would obviously be a better choice to take the \$200 for previous service.

For persons who extend their enlistments for two to six years, the payment under the reenlistment bonus clause is only \$20 per year of obligated service.

Thus the pay bill seeks to encourage the career aspect of the service, not only in its reenlistment bonus provisions but in others for longevity, increased pay scales and some of the allowances.

Among the laws specifically repealed in the new legislation are those pertaining to payment for:

- Navy messman duty.
- Enlisted men's travel allowance on discharge.
- Reenlistment furlough travel allowance.
- Mileage allowances in place of transportation to dependents of service personnel.
- Transportation of baggage of enlisted men discharged for disability in line of duty.
- Travel expenses of enlisted men incident to entry on or relief from active duty.
- Duty as aides to Navy rear admirals.
- Certain longevity credit for Naval and Marine Corps Reservists.

In the accompanying table, base pay for the rank of fleet admiral and comparable grades in the other services is the same as for admiral. However, the Chief of Naval Operations is awarded a personal money allowance of \$4,000 per year. The money allowance for admirals and comparable grades in other services is \$2,200 yearly, and vice admirals and comparable grades receive \$500 yearly.

Personnel in China Get Letters Via Navy Radio

After four mail-less months, naval personnel and members of the American Foreign Service at Shanghai, China, began receiving their correspondence again through the use of a Navy radio link.

The letters, limited to 200 words, are transmitted by Navy radio between Shanghai and Guam, and by regular mail between Guam and the U. S. Enclosed in each of the letters is a note stating that it was received by naval radio.

The delivery of mail to personnel in Shanghai was held up by the interruption of transportation to and from the area.

Here's the Word on How to Figure Your NSLI Dividend

Special dividend payments as high as \$528 are possible for some holders of National Service Life Insurance policies.

This select category is composed of persons who took out a \$10,000 NSLI policy at the age of 40 or less and kept it in force for 96 months, the longest possible period for purposes of computing the special dividend.

The \$528 represents the maximum individual share of the \$2,800,000 total dividend. Nearly 16,000,000 veterans and servicemen who took out NSLI policies before 1 Jan 1948 and kept them in force three months or more are eligible. First checks of the special dividend payment will be mailed by the Veterans Administration some time in January 1950, and will continue at the rate of 200,000

per day until all applications have been processed.

Following is the scale of payment, as announced by the Veterans Administration, based on each \$1,000 of insurance for each month the policy was in force prior to its anniversary date in 1948:

Age	Rate
40 and under	\$.55
41	.52
42	.49
43	.46
44	.43
45	.40
46	.37
47	.34
48	.31
49	.28
50	.25
51	.24
52	.23
53	.22
54	.21
55 and over	.20

The rate of payment is the same for both term and converted policies, and will be paid only for the period the policy was in force prior to the policy anniversary in 1948. Veterans Administration emphasized that no payments will be made for periods of lapse.

Here are two examples of how the dividend will be paid according to the factors of face amount of the insurance, length of time in force prior to its anniversary date in 1948, and age at the time of purchase:

- Seaman "Able" was 21 years old when he took out a maximum \$10,000 NSLI policy in October 1943, shortly after joining the Navy, and still holds the same policy. To figure his dividend payment, multiply \$.55 (rate) by 10 (per \$1,000 of insurance) by 60 (months from October 1943 up to the same date in 1948). This equals \$330, the dividend he will receive.

- Example "Baker" was 42 years old when he took out a \$7,500 NSLI policy in October 1943, which he allowed to lapse in August 1945. His dividend will be \$.49 by 7.5 by 22, which equals \$80.85.

It is striking to note that younger policyholders are receiving back a major portion of the amount paid in as premiums. For a young person who took out NSLI at the age of 21—such as Seaman "Able" above—the return is approximately five-sixths, or

\$.55 out of each \$.65 paid in as premiums per \$1,000 of insurance.

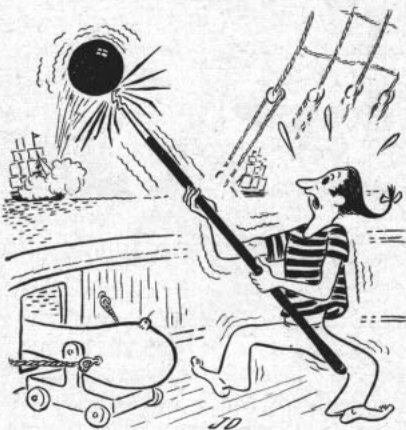
NSLI first became available on 8 Oct 1940, and the maximum period of 96 months is the period from 8 Oct 1940 or later to the same date in 1948, covering eight full years. The Veterans Administration could make no estimates on the number of persons who would receive the maximum dividend payment of \$528.

Contrary to widespread belief, the special dividend does not result from fewer war deaths. Under the law, the Government assumes liability for all claims traceable to the extra hazards of service in the armed forces.

The Veterans Administration points out that when the assets—built up from premium payments and other income—exceed present and potential obligations, the surplus becomes available for payment of dividends.

Normally, a mutual insurance plan such as NSLI makes an annual determination as to whether a surplus is available for dividends. "For a number of reasons," the VA announced, "including litigation which finally was resolved in favor of the Government by the Supreme Court, it has not heretofore been practicable to compute and pay a dividend."

WHAT'S IN A NAME



Boarding Pike

Throughout early naval history, an effective procedure in sea battles was to put a fighting force aboard the enemy vessel. As a result many weapons particularly suited to this type of fighting were developed. The boarding pike was one such instrument.

The boarding pike was a spear-like weapon and, as accounts of some historic battles relate, was especially useful in beating off enemy boarders.

One story from the War of 1812 tells how Capt. Samuel Reid who commanded the American privateer *General Armstrong* used boarding pikes—in defense of his ship against a vastly superior British force. The Americans in this battle inflicted losses on the enemy greater than in any other engagement of that war.

Reenlistments, Extensions Outnumber 1st Enlistments

Navy enlistments for August totaled 6,791, including all reenlistments and extensions along with new enlistments by both men and women. Navy strength at the end of the month stood at approximately 444,200, aside from Reservists not on active duty.

Enlistments in the Marine Corps came to 2,062 in August, with total Marine Corps strength at 85,700 at the end of the month.

Reenlistments and extensions in both the Navy and the Marine Corps far outnumbered new enlistments—by a ratio of approximately three to five in the Navy and by a smaller majority in the Marine Corps. Recruiting and numerical strength in both services were both somewhat lower in August than in the preceding month.

Services' Press Services Consolidated

Consolidation of the Navy Ships' Editorial Association and the Armed Forces Press Service has been completed in compliance with a directive from SecDefense Johnson.

Since March 1945, SEA had supplied Navy, Marine Corps, Naval Reserve and Marine Corps Reserve newspapers with a weekly news clip-sheet (the *Clipper*), precut stencils, mats and such technical publications as the *Navy Editors' Manual* and the *Watch*.

Last issue of the *Clipper* was dated 15 Oct 1949.

At its wartime peak, SEA was supplying Navy news to more than 1,200 newspapers.

BuPers Circ. Ltr. 151-49 (NDB, 30 Sept 1949) announced the consolidation and canceled BuPers Circ. Ltr. 118-48 and 240-48, (AS & SL, July-December, 1948).

Under the consolidation, the Armed Forces Press Service from New York City will supply all service newspapers with weekly clip-sheets, precut stencils, mats and technical critiques of periodicals when requested. Navy writers assigned to the

Armed Forces Day to Be Third Saturday in May

First "Armed Forces Day" will be 20 May 1950, in accordance with an announcement from the Department of Defense that the "unified" observance is to be held the third Saturday in May of every year.

Army, Navy and Air Force activities in the past have had separate "days," on 6 April, 27 October and 18 September respectively.

Last year, on 27 Oct 1948, the Navy held its 27th — and last — officially recognized Navy Day. The Air Force Day held last year was that service's first and last. From now on, all service branches are to hold their ceremonies on the same date.

There will be no Armed Forces Day or official Navy Day during the current year of 1949.

AFPS staff will prepare material of interest to Navy, Marine Corps, Naval Reserve and Marine Corps Reserve newspapers.

The consolidated AFPS is a responsibility of the Chief, Armed Forces Information and Education Division, whose operating agent is the Commanding Officer, New York Branch Office, AFIE Division, Office of the Secretary of Defense.

All SEA-serviced newspapers, including Reserve periodicals, were automatically placed on the mailing list to receive AFPS material.

Commanding officers who were not receiving the SEA *Clipper* can obtain AFPS for their newspapers by forwarding a request to the Armed Forces Press Service, 641 Washington Street, New York 14, N. Y. The request should include information regarding the printing process utilized by the command: letterpress, offset or mimeograph.

One copy of each issue of newspapers receiving AFPS will be forwarded regularly to the New York Office of the Armed Forces Press Service.

Newspapers no longer will be forwarded to the Ships' Editorial Association of BuPers.

16,000 USNR Officers Will Get Promotions

Approximately 16,000 Naval Reserve lieutenants (junior grade) will be selected for promotion to lieutenant within the next several months.

Six Navy selection boards have convened to consider for promotion to lieutenant some 30,000 eligible Reserve officers of the general line, Supply Corps, Medical Corps, Dental Corps, Civil Engineer Corps and Chaplain Corps.

Those eligible for promotion to lieutenant include Reserve officers on inactive duty and those on active duty and paid from the appropriation "Naval Reserve."

This is the largest number of officers in one grade to be considered for promotion since the launching of the Naval Reserve program and it is expected that the selection boards will be in session several months. Information on the boards' recommendations will not be available before early next spring. At that time the district commandants will receive from the Chief of Naval Personnel lists of those officers selected. Selection is based on past records, with no written professional examinations or completions of correspondence courses required.

WAY BACK WHEN

Fighting Row Boats

Twenty-eight men in row boats capturing a 10-gun schooner having a crew of 116—that was one of the feats of the



Revolutionary War that illustrates the dash and boldness of the budding U. S. Navy.

The incident took place on the Delaware River in February 1778 under the leader-

ship of Captain John Barry, a true sea-dog who became one of the early American naval heroes.

In a dash past British forces, Captain Barry and 27 men in four row boats one night went down the Delaware River to Port Penn where there was a small detachment of American soldiers. Barry and his party got there just after day-break and found on the opposite side of the river four British transports accompanied by a large schooner, the *Alert*, which carried 10 guns.

Despite the fact the enemy was greatly superior and that it was broad daylight, Barry made a daring strike against *Alert*. Before the British could gather their wits about them, Barry's boats had reached the schooner and his men were clambering up her sides, cutlass in hand.

Yelling like madmen, cutting and slashing in wild fury, Barry and his men drove the British sailors below. Without delay Barry clapped on the hatches and in a jiffy was master of the craft. He carried his prisoners to Port Penn and delivered them to the garrison there.

Applications Desired from Candidates for 1950 LDO Program

Applications are now desired by BuPers from candidates for the 1950 limited duty officer program. Selections and appointments will be made only for the grade of ensign. Prospective candidates must notify their COs in writing of their intent to apply prior to 1 Dec 1949.

Two BuPers circular letters—147-49 and 149-49 (NDB, 15 Sept 1949)—are devoted to the 1950 LDO program and subsequent LDO programs. While interested persons should read these directives carefully, ALL HANDS gives here a summary of the new information and rules which they furnish.

To begin with, a new type of application form must now be used—NavPers Form 953A as revised. You or your personnel officer can obtain these from any form issuing office. This must be submitted on 1 Feb 1950 for the 1950 program.

A number of the eligibility requirements are new, or changed from those of previous years, as follows:

- Applicants must not have passed their 35th birthday as of 1 January on the year in which the appointment can first be made—as of 1 Jan 1950 in this case. There is this exception: In the case of an individual who is serving in a temporary commissioned grade of ensign or above or who has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the maximum age limit is raised to 38.

- Those applying after 1 July 1951 must have satisfactorily completed the general educational development test, high school level. This must be taken by all applicants and the results must be available in the applicant's record.

- If in an enlisted status, the candidate must have a clear record as defined by Naval Courts and Boards, 1947, for a period of two years preceding the date of the written examination.

- The applicant must be able to meet the physical standards for original appointment in the Navy for the corps to which appointed. Previously, this was required prior to appointment, for successful applicants in enlisted status. Those in officer status were required to take the physical examination for promotion. However,

there is an exception. Those who were selected during the 1948 and 1949 programs and have delayed acceptance of their LDO appointments will be required to meet the physical standards for promotion at the time of acceptance.

- In the future, no person may apply more than twice for limited duty officer appointment. Applications submitted in the 1948 and 1949 programs won't be counted in determining eligibility under this provision. That is, applications submitted in the 1950 program will be considered the applicant's *first*, regardless of any he may have submitted in previous programs.

- No candidate is permitted to make application in more than one limited duty classification in a given year.

The procedure for furnishing sufficient information to selection boards is outlined in detail by BuPers Circ. Ltr. 147-49. In many cases, deviations from the prescribed procedure will

be permitted for the 1950 program. These deviations and exceptions are given in BuPers Circ. Ltr. 149-49. Much of this procedure is administrative, and out of the hands of the candidate.

The portion that is of especial interest to the applicant or which requires action on his part is outlined here:

- After the 1950 program, candidates for LDO appointments must in most cases declare their intent by 1 July of the year preceding possible appointment. In regard to the 10-year service requirement, applicants are eligible to declare their intent on 1 July if they *will have met* their minimum service eligibility requirement by the following 1 January.

- The CO will closely observe the applicant for a period of five months. At the end of that time he will prepare a special observation report to be forwarded to the Navy Department accompanying his endorsement on the application. Special provisions



New System Tells Amount of Sea Water in Fresh H₂O

Water tenders of the fleet will have little trouble in determining the amount of sea water in naval vessels' fresh water systems as a result of a new, simplified test method developed at the U. S. Naval Engineering Experiment Station, Annapolis, Md.

The test clearly shows the presence of chloride ion — which comes from sodium chloride (table salt) contained in sea water — in the fresh water distilled from sea water for ship use. If too much is present in the water system, corrosion and scale formation takes place inside the ships' boilers.

The present chemical analysis

shows the presence of chloride ion when a subtle color change from yellow to orange-red takes place in the test solution, a change which inexperienced personnel sometimes find hard to distinguish. In the new method, the color change from yellow to blue-violet is very definite, the station reports.

Water tenders are required to keep a close watch on the presence of chloride ion, testing at 15-minute intervals on shipboard. Bureau of Ships officials estimate the new method will be in widespread use by November, after new instructions have been prepared and mailed out.

apply to the 1950 program where time will not permit the five months' close observation, and also where the candidate changes duty stations.

- At some time during the observation period, probably during the last two months, the applicant will be given a personal interview by a board of officers.

- At some time during the observation period — here, too, probably during the last two months — the candidate will be physically examined by duly authorized medical personnel. If he is found not physically qualified he may nevertheless take the written examination if he so desires. However, if the Bureau of Medicine and Surgery agrees with the findings of the local medical board, his appointment will be withheld if he is selected.

- On 15 Feb 1950 a written examination will be given throughout the service to all limited duty officer applicants. The examination will be of the objective type, composed, this time, of two parts — an intelligence test (officer qualification test type) and a test on military knowledge and naval administration (A-N type). For the 1952 program and thereafter, a third part is expected to be included. This will be a technical examination based on broad technical requirements of the limited duty classifica-



"I see you've been in hot water again."

tion requested by the applicant. After the 1950 program, examinations will be given on 11 December of the year preceding possible appointment, or on another date set by the Bureau.

BuPers Circ. Ltr. 147-49 includes a chart of LDO titles, classifications, technical fields and the normal paths of advancement from enlisted rates to LDO commissions. An identical chart can be found in ALL HANDS, August 1948, pp. 48 and 49.

Besides studying the two letters mentioned here, persons interested in obtaining an LDO commission should read the information about LDO appointments given on the pages of ALL HANDS mentioned above, and also in the November 1948 issue, pp. 46 and 47.

Clarification of Rules Covering Uniforms for Fleet Reservists Made

For the benefit of Fleet Reservists who may be confused as to what uniform they should have in readiness for possible return to active duty, here is a clarification of existing regulations.

Many Fleet Reservists who held temporary appointments to commissioned grade before transferring to the Fleet Reserve have written of their perplexity to ALL HANDS as to whether they will be ordered to active duty — if such should occur — in enlisted or officer grade.

In a nutshell, here's the situation:

- If you were in the Fleet Reserve, were then recalled to active duty and eventually appointed to temporary commissioned grade, you go back into the Fleet Reserve at the highest rank held. Therefore, you should keep your officer's uniform ready.

- But if you made commissioned grade on a temporary appointment without ever having served in the Fleet Reserve, you will revert to enlisted status upon transfer to the Fleet Reserve and will remain in enlisted status until your retirement. Therefore, you should have your enlisted uniform — the CPO uniform, unless you made temporary grade without going through CPO — ready for possible recall to active duty until you retire from the Fleet Reserve. All of which leads to the point that when you do retire from the Fleet Reserve, you may assume the highest rank held — and therefore must keep the appropriate officer's uniform in readiness.

Much of the confusion arises from the fact that many personnel of this second group hold orders transferring them to the Fleet Reserve which, in the present interpretation of Public Law 305 of the 79th Congress, are incorrectly worded. However, at the time the orders were prepared, this interpretation of the law had not been made.

Paragraph 8 of these orders reads: "Upon your release from active duty, your temporary status will terminate. Under recent legislation, you are eligible to be advanced to the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appoint-

HOW DID IT START

Clocks

Predecessors of the modern time-keeping instruments that are so essential to navigation go back to the earliest times.

The sun-dial was probably the father of all time pieces. The Alexandrians and the Chinese invented various other devices. Most notable was the clepsydra, or water clock, which kept going by a flow of water.

Wheel driven clocks were a later invention and the earliest we know were made in the latter part of the 10th century. By that time clocks with wheels driven by weight were to be found in the wealthier monasteries and churches. St. Paul's in London had a clock in 1286 A.D.

Mechanical clocks were not sold to the ordinary citizen until the end of the 14th century and those early clocks were mighty crude instruments by today's standards.

Chronometers for ships were not designed with sufficient accuracy for deter-



mining longitude until the compensated spring was invented shortly before the 16th century.

ment. Upon being placed on the retired list, you will become entitled to all the benefits of such rank provided by legislation. Until such time you are authorized to assume the title and wear the uniform of a (highest grade satisfactorily held) when appropriate in accordance with Naval Uniform Regulations."

Although this wording is correct as pertaining to the orders of personnel who had served in Fleet Reserve before returning to active duty, it is not correct in the orders of personnel who had no previous service in the Fleet Reserve. The distinction was not made until after many orders had been issued over a period of several months following the war.

Instead their orders should read: "Upon your release from active duty, your temporary status will terminate. Under existing statutes, you are eligible upon retirement to be advanced to the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appointment on or prior to 30 June 1946. Upon being placed on the retired list you will become entitled to all the benefits of such rank provided by the legislation."

Some Fleet Reservists have addressed inquiries to the Bureau of Naval Personnel in regard to this and have received official correspondence pointing out their orders are in error and correcting them. However, Bu-

Woodworth and Kyne Help Celebrate Defenders Day

Two U. S. Navy ships, the destroyer *uss Woodworth* (DD 460) and the destroyer escort *uss Kyne* (DE 744), helped the state of Maryland observe Defenders Day, commemorating the defense of Baltimore and the writing of the Star Spangled Banner, by staging a mock attack on Fort McHenry.

It was during just such an attack on the fort 135 years ago that Francis Scott Key, an American hostage aboard one of the bombarding British warships, wrote the immortal words to our National Anthem.

The modern version of the "enemy ships" were manned by Naval Reserve sailors who had set sail on their annual cruise from Brooklyn, N. Y., for the "attack."

Panther, 600-mph Jet Fighter, Joins Fleet

Ten 600-miles-per-hour *Panthers*, F9F Grumman jet aircraft, officially became part of the Pacific Fleet when they made the first *Panther* landings on *uss Boxer* (CV 21) off the California coast.

The planes are attached to Fighter Squadron 51. The pilots claim the *Panther* will surpass previous records set by the FJ1, *Fury* jet aircraft. Capable of hitting speeds of around 600-miles-per-hour, the *Panther* has an estimated range of 1,500 miles.

The planes made their initial landing on the aircraft carrier for the purpose of qualifying 19 pilots of VF-51 in carrier operations with the speedy jets. Each pilot will make a minimum of eight carrier landings.

Pers does not feel an official correction is necessary as long as the personnel understand their status and are prepared to be called back to active duty as such.

The distinction between personnel with previous Fleet Reserve service and those with none was made on the basis of an interpretation of Section 10(a) of Public Law 305, 79th Congress, which reads: "Upon the termination of their temporary status such personnel on the active list of the Regular Navy and Marine Corps shall assume their permanent status and those of the retired list and of the respective Reserve Components, including the Fleet Reserve and Fleet Marine Corps Reserve, shall have, when returned to an inactive status, the highest grade and rank in which, as determined by the Secretary of the Navy, they served satisfactorily under a temporary appointment."

The phrase "... including the Fleet Reserve and the Fleet Marine Corps Reserve ..." makes it possible for personnel with prior Fleet Reserve service to retain their highest rank satisfactorily held — but, you will notice, there is no mention of the others who received temporary appointments. Therefore, they are excluded from the provisions of this law and must wait until they are placed on the retired list before assuming that rank and gaining its privileges.

JOs at FHTNC Keep Sharp On Regular News Beats During Personnel Shortages

Journalists assigned to the Fleet Home Town News Center at Great Lakes, Ill., are now being assigned regular news beats so that they can keep in trim as naval correspondents.

During their tours of duty at the News Center, many journalists have been required by personnel shortages to perform duties not usually connected with the journalist rate. Some have worked as addressograph machine operators and others as mail clerks — in tasks where news reporting ability might grow rusty. To offset this, most of the FHTNC men are assigned reporting duties which occupy a few hours each week. Some of the beats cover the various platoons in recruit training. Others cover the schools of the Service School Command, the athletic teams, the Marine Guard, the station band, the fire fighters.

The journalists edit their own copy, develop and print their own pictures, and do everything else expected of the correspondent in the field. The News Center's work does not overlap with that of the Training Center's own public information office.

Interview Recording Section Moved to Great Lakes, Ill.

Home Town News Recording Section, formerly in the Office of Public Relations, Navy Department, Washington, D. C., has been moved to Great Lakes, Ill., and will become part of the Fleet Home Town News Center.

Formerly part of the radio and television section of the Office of Public Relations, the recording section processes wire-recording of interviews with naval personnel into records for distribution to home town radio stations.

Jack J. Carlson, EMC, USN, who was in charge of the section at Washington, is supervising the installation of equipment at Great Lakes and will also direct it when it is completed.

Wire-recording interviews are submitted by field correspondents, checked and edited by the recording section staff, and then reproduced on unbreakable aluminum records for local distribution by Navy recruiters.

Requirements for Promotion Revised

Types of sea duty or foreign service required for promotion of certain officers to grades above lieutenant have been revised by BuPers Circ. Ltr. 144-49 (NDB, 15 Sept 1949).

At least two years of sea duty or foreign service are necessary for promotion to lieutenant commander and above for all Regular Navy line officers except those with engineering, aeronautical engineering or special duty designations. This requirement was established by the Officer Personnel Act of 1947.

Here are the types of sea duty and foreign service counting for promotion purposes, as revised in the directive:

- Service on ships and units of the active fleet, naval district vessels and service craft, and Reserve Fleet duty.
- Duty in fleet patrol reconnaissance and utility air squadrons, in fleet amphibious warfare units, in fleet training units, in fleet operating development force commands, in fleet administrative commands, and in seagoing units operating directly under the Chief of Naval Operations.
- While attached to any operating squadron or unit engaged in air logis-



"If you want him to do anything, I'll tell him."

tic support to the fleet or engaged in regular air transport service.

• All duty performed outside the continental United States. (Alaska, the Hawaiian Islands, the Canal Zone and all bases leased from other governments are included in this category.)

• As designated by the Chief of Naval Personnel, duty performed while attached to any unit operating directly under the Chief of Naval Operations or any bureau or office of the Navy Department, consisting of frequent but not continuous service at sea or outside the continental United States.

• As designated by the Chief of Naval Personnel, duty while attached to any unit or organization established for special operational missions and requiring frequent but not continuous service on foreign shore assignment, or in vessels and aircraft of the armed forces.

The directive points out that none of its provisions pertain to evaluating sea and foreign service for pay purposes.

Officers eligible for promotion but without having completed the necessary sea and foreign service requirements will not be promoted until after those prerequisites are met.

"In making duty assignments to officers," the directive says, "BuPers will endeavor to give consideration to their promotional status. Each officer, however, should take it upon himself to request appropriate assignment when it becomes apparent that he is not completing sufficient sea or foreign service for promotion."

Printer's Schools Open To Qualified Personnel; One on Each Coast

Two class A schools for printers have been established by the Navy.

The Naval School, Printers, Class A, for East Coast and Atlantic Fleet personnel is located at the Service Schools, Naval Receiving Station, Norfolk, Va. A similar school is located on the West Coast at the Naval Station, Treasure Island, San Francisco, Calif.

Commander Service Force, Pacific Fleet and Commander Service Force, Atlantic Fleet have each been assigned a quota of 10 trainees for each class of the school located in their areas. Each course will be eight weeks in length.

During the course of instruction students will cover the fundamentals of printing processes, hand composition and proofing, imposition and lockup, the printing presses and bindery operation.

Ratings eligible for the school are PI3, PISN, and selected SN and SA. Entrance qualifications are a combined GCT and Arithmetic score of 105. Experience in either linotype or intertype operation is desirable. Candidates must express a desire to attend the school.

Requests from qualified personnel to be assigned to the appropriate school should be submitted to the proper Service Force commander, via the chain of command.

12 Enlisted Waves Assigned To Overseas Duty in London

Twelve enlisted women, the first Regular Navy Waves to be assigned to overseas billets in peacetime, sailed for London, England.

The Waves were selected from a list of applicants from stations all over the U. S. and are only the first of their sex to fill similar billets in other parts of the world.

BuPers is now studying plans for assigning other small contingents of Wave officers and enlisted women to duty in Hawaii and Alaska. Personnel will be selected from the BuPers eligibility list (see ALL HANDS, July 1949, p. 46).

Enlisted women desiring overseas billets may address their requests to the Chief of Naval Personnel (Attn: Pers-6301). Eligibility requirements for overseas billets are outlined in BuPers Circ. Ltr. 80-49 (NDB, 15 May 1949).

Armed Forces Consolidate Hawaiian Fire Departments

Fire departments of the Navy, Army and Air Force in the Hawaiian Area have consolidated forces.

The move will represent an estimated savings of \$213,000 a year to the Pacific Command.

The move will also allow greater co-operative assistance between the military fire departments and the local fire fighters in the area. In making the announcement of the consolidation, Admiral Arthur W. Radford, USN, CincPac, stressed the importance of the armed forces being ready, willing and able to come to the aid of any civilian community in case of any emergency.

12,061 Take Navy-Wide Advancement to CPO Examinations

A total of 12,061 first class petty officers of all ratings took the last Navy-wide CPO examinations

Statistics showing the over-all percentage of personnel passing the examinations and other pertinent information were announced shortly after BuPers set the date for the next examination for advancement to pay grade 1A as 1 Dec 1949. (See *All Hands*, August 1949, p. 43)

Each of the previously administered CPO examinations was composed of two basic parts; one part concerning the military duties of the rating and the other with the professional duties of the rating.

Seventy-five per cent (or 9,035) of the petty officers tested passed the part of their examination dealing with military subjects. Forty-seven per cent (or 5,628) made a passing score on the professional part of their examination.

Thirty-five per cent (or 4,241) first class POs passed both the military and professional parts of their examination.

Nine per cent (or 1,041) of the total personnel who took the examination were authorized by BuPers to be advanced in rating to CPOA.

Other interesting statistics were released on the total naval service and service in pay grade 2 of those personnel who passed and those who failed their examinations.

Those personnel who passed the examination had an average of 7.96 years of naval service and an average of 4.21 years service in pay grade 2.

Personnel failing the examination had an average of 7.85 years of naval service and an average of 4.07 years service in pay grade 2.

The over-all average naval service of all personnel who took the examinations was 7.80 years.

Radarmen compiled the best average of successful candidates both in passing their examination and being advanced to CPOA. Eighty-six per cent of all the RD1s taking the exam passed it, all being advanced to RDCA. Coming in second were the sonarmen, with an average of 85 per cent of the SO1s passing the exam and all being advanced to SOCA.

Seven per cent of the 70 aviation

QUIZ ANSWERS

Quiz Aweigh is on page 41

1. (a) Theodolite.
2. (c) Sights on weather balloons. See *ALL HANDS*, June 1949, p. 2.
3. (c) Salem. See *ALL HANDS*, July 1949, p. 4; August 1949, p. 6.
4. (a) 8-inch 55 caliber.
5. (b) AD-1 Skyraider. See *ALL HANDS*, July 1949, p. 15.
6. (c) Helldiver.

storekeepers and 13 per cent of the 310 yeomen taking the examination made a passing score.

In those ratings in which more than five persons were examined, the smallest percentage of personnel passing the military test was stewards. An average of 22 per cent of the SD1s passed the military part of the exam. Also having a low percentage of successful candidates taking this section of the exam were the mechanics (CMs) with 50 per cent successful and the commissarymen, 50 per cent of whom passed this section of the examination.

No compiled information is available on just what section of the military examination gave personnel the

most trouble as the tests were graded electrically by IBM machines.

Opticalmen had the most difficulty with their professional examination. Nine per cent of the OM1s passed this section of their test. Fourteen per cent of the pipefitters (FPs) passed the professional part of their exam and 19 per cent of the boatswain's mates made a passing mark professionally.

Of all ratings examined, the one with the highest amount of both naval service and time in pay grade 2 was the musicians. The average naval service of the MU1s taking the exam was 11.6 years. Their average service in pay grade 2 was 6.0 years.

Rating having the least average amount of naval service (of those ratings in which over five persons were examined) were the drivers. Average total naval service of the CD1s taking the exam was 6.62 years; their average service in pay grade 2 was 3.75 years.

Mechanics (CMs) had, on the average, the least amount of service in pay grade 2 of any rating examined for CPO. The CM1s averaged 3.4 years in pay grade 2.

'Copter Puts Dunked Pilot Back Aboard in 4 Minutes

When Lieutenant Commander C. E. Smith, USN, took off in his single-engine plane from the flight deck of USS *Midway* (CVB 41), the engine quit and the plane nosed downward into the sea.

Four minutes after his plane splashed in the "drink," Lieutenant Commander Smith was back on the flight deck of the carrier.

In one of the fastest air-sea rescues on record, a helicopter from *Midway* swooped down, plucked the flier out of the ocean and set him back on board the carrier. Lieutenant Commander Smith was uninjured except for slight cuts on his head.

During air operations at sea *Midway* keeps a helicopter aloft in case a plane crashes. In the case of Lieutenant Commander Smith's crash the 'copter was hovering over his downed plane before he had a chance to inflate his life jacket. He



grabbed a dangling line from the helicopter and hoisted himself on board.

Use of helicopters for air-sea rescues has greatly speeded up the rescue time of downed aviators and released escort vessels that formerly were assigned this detail for other duty.

Expenses of Attending Drills Away from Home Deductible from Income

Expenses for travel, meals and lodging of Organized Naval Reservists while away from home to attend authorized drills are deductible from gross income for federal income tax purposes, a new ruling by the Commissioner of Internal Revenue states.

The judgement was made in response to a letter from the Bureau of Supplies and Accounts which pointed out that members of the Organized Naval Reserve do not receive compensation for travel, meals and housing under such circumstances, and that tax deduction of these expenses would be of considerable help.

Some Organized Reservists pay substantial amounts to cover these expenses, particularly members of aviation units who generally travel farther to perform training duties than do members of surface or submarine units. One example cited in BuSandA's letter pointed out that an Organized Air Reserve member from



"I recommend a throat swabbing."

Richmond, Va., would have to travel from his home city to the District of Columbia for training, running up travel, meals and housing expenses of about \$21 per month. In a year's time he would net approximately \$250 less than another Organized Air Reservist living within short distance of the training site.

Prior to 1 Jan 1949, all compensa-

tion for active service below the rank of commissioned officer and up to \$1,500 of the active service pay of a commissioned officer was entirely excluded from gross income, with drill pay being considered as active service pay.

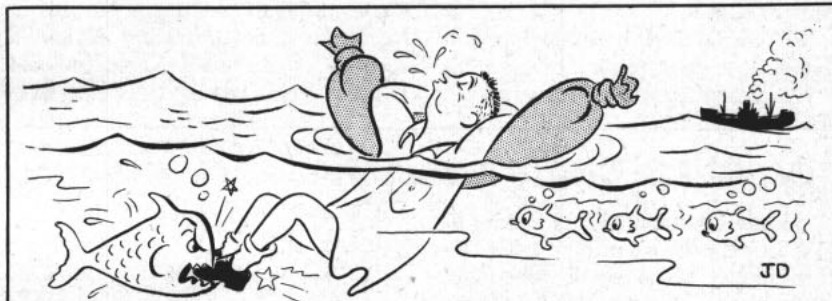
For the calendar year 1949, however, compensation for authorized drill as a member of the Organized Reserve does constitute gross income and must be reported on federal income tax returns — with the result, BuSandA pointed out in its letter to the Commissioner of Internal Revenue, that many letters are being received inquiring whether travel, lodging and meals expenses are deductible from federal income tax returns. Under provisions of the Internal Revenue Code, and other guides, BuSandA noted, federal employees of classes similar to Organized Naval Reservists could claim tax exemptions on these expenses.

The favorable ruling by the Commissioner of Internal Revenue stated that an Organized Naval Reservist who is "required to travel away from his principal post of duty and remain away over night in order to attend authorized drills for which he receives compensation is entitled to deduct his traveling expenses, including the entire amount expended for meals and lodging while away from home on such activity. Under such circumstances he may take his traveling expenses into consideration in arriving at adjusted gross income."

Thus, in order to be eligible to deduct travel expenses from gross income for purposes of federal income tax, you must fulfill these requirements:

- Be a member of an Organized Naval Reserve unit.
- Be required to remain away from home overnight in order to attend authorized drills.
- Receive pay for the drill.
- Keep an accurate, detailed record of deductible expenses for attachment to your Federal income tax return.

The ruling does not cover personnel who are merely associated with Organized Naval Reserve units, since they do not receive drill pay, nor does it cover Volunteer Reservists, Merchant Marine Reservists or Fleet Reservists.



Sailor Comes in on Dungarees and a Prayer

There's one Navy sailor who'll take literally that song about "coming in on a wing and a prayer" the next time he hears it. He rode out his big crisis on a pair of dungaree pants and a prayer—and didn't even lose his shoes during his unenviable solo voyage.

This adventure began when the sailor—William J. Toles, FA, USN—fell overboard from the aircraft carrier *USS Coral Sea* at four o'clock in the morning. Finding himself alone in the broad Mediterranean, Toles thought he might as well relax until someone came along to give him a lift. He removed his dungaree trousers, tied knots in the legs and inflated the garment. The resulting

life preserver kept him afloat comfortably until 1500 that day, when he was sighted by an American Export Lines freighter.

Toles credits his survival through 11 hours of solo floating, and his rescue, to several things—training as a Boy Scout and a seaman recruit, his blue denim pants, a change in the freighter's course, and to the prayers he said during his solitary saturation period. For his relative comfort during his long wet wait, he gives credit in part to his trusty oxfords. "I kept my lowcuts on so that the fish wouldn't nibble me," he said, "and they kept my feet from freezing and didn't weigh me down at all."

Rated Stewards to Be POs, Wear Regular EM Uniforms Beginning 1 Jan 1950

Beginning 1 Jan 1950, stewards first, second and third class will be considered petty officers of their appropriate pay grade.

A directive announces that effective 1 Jan 1950 stewards will wear the same uniform as other first, second and third class petty officers.

Petty officers of the steward's branch will be accorded the prerogatives of their status as prescribed by U. S. Navy Regulations and BuPers Manual, states BuPers Circ. Ltr. 141-49 (NDB, 31 Aug 1949). They will take precedence immediately after dental technicians first, second and third class, respectively.

Detailed information concerning the uniform change for stewards will be published by BuPers at a later date. In the meantime, the Bureau has requested that commanding officers advise stewards, first, second and third class, under their command of the prospective change in order that they may anticipate their needs in regard to uniforms.

Navy Personnel, Civilians Tops in Purchase of Bonds

The Navy is tops among federal departments and agencies when it comes to purchasing savings bonds through the payroll savings plan.

This was made known at the conclusion of the recent savings bond Opportunity Drive when the Department of the Navy was presented with U. S. Treasury's Distinguished Service Award "for leadership in building security for the people and the nation through U. S. Savings Bonds."

Of the total amount invested by federal employees in bonds, Navy military and civilian personnel accounted for 35 per cent. Over 193,000 military personnel are purchasing bonds through the military allotment plan while an additional 29,000 Marines are doing the same.

In August 1949, 64.1 per cent of the Navy's civilian employees were buying bonds, leading their nearest competitors, the Treasury Department, by 2.4 per cent.



A Not-So-Simple Case of Mistaken Identity

A Naval Reserve applicant in San Francisco, Calif., threw Navy, local, state and federal authorities into a frenzy of action.

As a routine check, names of all Naval Reserve applicants are sent to the Police Department for clearance. An attached note came back with one of them which stated: "This man is in San Quentin."

Eyebrows arched, wires buzzed, and a hurried call was put through to Warden Clinton Duffy. The Warden verified the story—the man was in San Quentin, and had been

since 1946 when he was sentenced on a charge of murder.

A little more than puzzled, Navy officials sent a second call out to the telephone number listed on the application. Sure enough, the right man answered the phone — adding to the confusion.

Further investigation by the authorities turned up an amazing coincidence — both the Naval Reserve applicant and the San Quentin inmate had exactly the same full name and birth date.

Wives of Armed Forces Personnel Aid Newcomers

Hundreds of servicemen's wives in the Washington, D. C., area are now acting as counsellors for new families moving into their neighborhood. All volunteer workers, the wives are part of the newly-formed Armed Forces Hostess Association.

In the past there has been an Army Hostess Association for the same purpose in Washington but it has expanded and changed its name to include wives of personnel in all branches of the armed forces.

In assisting new families in the area, the wives use a telephone network to keep the main office advised on any important developments that will aid the new arrivals. The main office is located in room 3A486 of the Pentagon. Two hostesses are on duty each week-day from 0900 to 1600 and can be contacted by calling REpublic 6700, extension 73180.

About the only thing the association does not concern itself with is housing. The housing office is right next door to the association headquarters and can be reached by calling REpublic 6700, extension 74115.

Not only do the wives try to make

the new arrivals feel "at home" in Washington, but they also perform such little services as helping find baby sitters, acquaint new wives with the city, explain the transportation facilities and even explain the best point-to-point route for inter-city auto traffic. A complete list of shops, stores, theater and entertainment activities are on file in the central office at all times.

Permanent Jet Squadrons Assigned to Alameda

The Naval Air Station, Alameda, Calif., is scheduled to get permanently assigned carrier jet squadrons in June 1950.

Thirty-four F9F *Panthers* are due at Alameda in December to replace conventional fighter aircraft now in use.

Officers and enlisted personnel at the station are now undergoing training in jet overhaul and maintenance. Civilian employees of the station have been receiving indoctrination in jets since early last year, when Alameda was designated West Coast jet overhaul base for the Navy.

Record Set (Reluctantly) in Bail-Out from Berserk Banshee

First man to test the shearing blast of a 600-mile-an-hour "wind" is a Navy aviator who, to the applause of the aviation world, is still around to tell about it.

It's quite a story, especially for a man who had just spent two years in a ho-hum job in Washington.

Flying in a murky overcast at 40,000 feet near Cherry Point, N. C., Lieutenant Jack Fruin, USN, was having huge enjoyment out of putting his twin-jet *Banshee* fighter through paces as only a *Banshee* can be put. Then all of a sudden the plane had found a mind of its own and, very much on its own, was flying itself. Mighty poor job of it, too. At about the time the lieutenant discovered the stick and rudder were dead as a garden hose, the *Banshee* flopped over into a steep spiral dive, going hell-bent as if it wouldn't stop until reaching there.

Since this was now no place for a man used to twirling around in an armchair, Lieutenant Fruin decided without further ado to abandon ship. A few thousand feet went by while he was making the decision. By the time he was ready to pull a protective curtain over his face, two miles of rarified but highly desirable altitude had slipped past the canopy, and the *Banshee* was now screaming as to justify its name in

Irish folklore more than somewhat.

A glance at the instruments was most revealing. Altimeter: 30,000 feet, under a rapidly swinging needle. Airspeed: above 600 miles an hour, and going up. At this speed of 10 miles per minute (although we should not expect the lieutenant to have figured it out at this time), the plane and the ground were due for a rendezvous in about 35 seconds, roughly figured.

Now at this point, it might be well to leave Lieutenant Fruin right there while we discuss the relative merits of escape and man's limited knowledge of such things. Item one is that no man, in the 6,000 or so years of man's history, had ever met up with a wind blast of 600 miles an hour. As for the Navy's experiments a few years ago at Langley Field, Va., the two enlisted men who volunteered to look into the teeth of a 450-mile-an-hour gale, as manufactured in a wind tunnel, soon found they would rather look down the throat of a shark, figuring it to have fewer teeth.

Item two is that while these two could un-volunteer at 450 miles an hour, Lieutenant Fruin found that he was nominated to try 600 miles an hour with no ifs, ands or even a but. Unless . . .

So he pulled the curtain, which

is also a trigger. Somewhere beneath the seat, a couple of shotgun shells (blanks) went off, and for a moment a force of about 20 Gs was applied to the bottom of his pants, lifting both the pilot and his seat right out slick as a whistle.

Normally, you would expect that at this point Lieutenant Fruin would utter some immortal words which would ring on down through the aeons of history yet to come, but the Navy press release which announced this escapade to the world in the characteristic aplomb of officialdom, was unimaginatively devoid of such mention. Perhaps it might have been a simple, "Oooof!" At any rate, the pilot probably found the rushing air about as soft as a hobnailed oak plank, or possibly a slab of granite.

After the *Banshee* had hurtled underneath and past, and his seat had stopped hurtling upward as if to make up for the lost altitude, Lieutenant Fruin detached himself from the seat, leaving it to find its own way homeward, and pulled his parachute cord. This, too, seemed to be in working order.

Lieutenant Fruin — blond hair, blue eyes, chubby cheeks and all — looks to be about the unlikeliest person in the world for such a thing to happen to.

Dry-Land Submarine Trains Under Realistic Conditions

Five enemy warships in battle formation were clearly visible through the periscope sight. Immediately "battle stations" sounded throughout the submarine as sailors rushed to their stations. A wartime situation? No, just part of the training aboard the Navy's latest "dry-land" warship.

The submarine attack teacher, complete in every detail, at Mare Island, Calif., Naval Shipyard will be used to train submarine men of the Navy.

Completely housed in a two-story building, the submarine attack teacher can permit intensified training no matter what the weather outside is like.

When the periscope is up, it's on

the level with a platform resembling the sea's surface. On the "sea" are enemy ships, remotely controlled by electricity. Five of these ships can be operated individually at the same time. Any and all maneuvers of an actual battle can be conducted in the trainer and a flick of a switch can make the sub either an old or new-type vessel.

All the normal operating controls, gauges, instruments, firing mechanisms and radar equipment are part of the installation.

Approximate cost of the trainer was set at \$1,000,000 and it has been under construction for three years. It is estimated that the project will pay for itself in a matter of months when compared to the cost of training personnel under the same conditions at sea.

This is the second project of this type now in use in the U. S. The other is located at U. S. Naval Submarine School, New London, Conn.

For the present, the Mare Island installation will be used to train Naval Reservists and personnel of submarines that are undergoing overhaul in West Coast ports.

Navy Band Tours Dixie, Visits 29 Cities

The Navy Band has completed a month-long tour of 12 southern states. The band, which periodically gives concerts in various sectors of the U. S., visited 29 cities in the South, traveling as far west as New Orleans, La.

Currently the Navy Band broadcasts every Saturday morning on a coast-to-coast radio network program, "The Navy Hour."

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. 89 — Authorizes the early discharge of certain enlisted personnel.

No. 90 — Cancels Alnav 82; continues Alnav 70 in effect through 1 Oct 1949.

No. 91 — Pertains to establishment of Military Sea Transportation Service.

No. 92 — Puts into effect Marine Corps Manual 1949 (revised).

No. 93 — Cancels Alnavs 167-47, 188-47 and 64-49.

BuPers Circular Letters

No. 144 — Outlines sea or foreign duty service requirements for promotion of officers.

No. 145 — Invites attention to erroneous forwarding of personnel

MarCor Air Reservists To Compete for Trophy

A trophy is to be awarded each year to the two best squadrons in the Marine Corps Air Reserve — one in the air, the other on the ground.

The trophy, a large silver one that stands nearly two feet high and is mounted on a mahogany base, will be presented annually to the best fighter squadron in the air and the best Ground Control Intercept squadron on the ground.

The trophy was donated by Mr. Herman H. Ridder, a Marine Reserve flier in World War II who is now publisher of the St. Paul (Minn.) *Dispatch* and *Pioneer Press*.

Competition based on a point system to determine the two most efficient squadrons for 1950 began in July. Each winning squadron will retain the trophy for five months. Each will also get a special miniature trophy for permanent possession.

Legislation Affecting Naval Personnel

In addition to passing H.R. 5007, the uniformed services pay bill, Congress also acted on other bills of interest to the naval establishment.

Pay Advances—H.R. 4050: passed by Congress and cleared for the President; to authorize advances in pay to personnel of the armed services upon permanent change of station.

Hospital Transfer—S. 2588: Introduced; to provide for the transfer of the Corona Naval Hospital at Corona, Calif., to the Veterans Administration and for the operation and maintenance of such hospital as a hospital facility for veterans.

Terminal Leave Pay—H.R. 540: Reported by Senate; to provide terminal leave pay for certain officers of the United States Navy and Marine Corps.

Newfoundland Memorial—H. J. Resolution 230: Reported by Senate; authorizing the Secretary of the Navy

to construct and the President of the United States to present to the people of St. Lawrence, Newfoundland, on behalf of the people of the United States, a hospital or dispensary for heroic services to the officers and men of the U. S. Navy.

Administration Study—H.R. 6170: Introduced; to create a commission to make a study of the administration of overseas activities of the government and to make recommendations to Congress.

Housing Aid—S. 2530: Introduced; to amend previous law so as to authorize the construction of single or duplex-type family quarters when, as determined by the Secretary of the Navy, such construction can be accomplished at a lower cost per set of family quarters than the pro rata cost of one set of family quarters constructed of the multiple or apartment type.

diaries with reference to the Navy Personnel Accounting System.

No. 146 — Lists presidential approval of officers recommended for promotion to grades contained therein.

No. 147 — Contains additional information for limited duty officers.

No. 148 — Concerns factors governing the reversion of temporary officers to permanent status.

No. 149 — Requests applications from candidates for the 1950 limited duty officer program.

No. 150 — Contains instructions for administration of Air Force officers serving with the Navy.

No. 151 — Announcing consolidation of armed forces news services.

No. 152 — Requests applications for photographic interpretation and photogrammetry courses.

No. 153 — Directs commands to report the end of three-year duty tours of enlisted women.

No. 154 — Promotion of officers of the Navy and Naval Reserve on active duty.

No. 155 — Calls attention to items bearing false impressions of U. S. currency.

No. 156 — Describes extension of auto permits by state of New York.

No. 157 — Requests commanding officers to request only as many state bonus forms as they need.

BuOrd Employs Disabled Vets, Finds It Pays Dividends

High on the list of federal bureaus and agencies that hire disabled veterans is the Bureau of Ordnance and its field activities. Approximately 3,100 physically handicapped personnel who served in the Army, Navy and Air Force are on BuOrd's payroll in all parts of the country.

In commenting on the excellent work done by government and industry in employing disabled veterans, Rear Admiral Albert G. Noble, USN, Chief of the Bureau of Ordnance, said, "This program is not a one-way street. The utilization of handicapped workers at our ordnance establishments has paid off handsomely. The workers have been hired for jobs they can perform, they do good work and appreciate the opportunity afforded them. Because of their courage and sincere efforts to do a job without special consideration, they have won the respect of all with whom they have come in contact and have inspired their fellow workers."

A survey disclosed that 127,000 disabled veterans are employed by government bureaus and agencies all over the U. S. In some BuOrd stations these workers comprise as much as 18 per cent of the civilian personnel.

BOOKS:

NAVY LIBRARIES GET THE BEST NEW BOOKS

THE FLOW of new books from the nation's best publishers to Navy ship and station libraries continues. Here are some of those which are arriving now at reading rooms ashore and afloat, having been reviewed and purchased by BuPers.

• *The Freeholder*, by Joe David Brown; William Morrow and Company.

To Horatio Tench, the noblest poem ever written was the Preamble to the American Constitution. He had first heard it from the lips of a stranger on the Docks of Yarmouth, England. He'd been an apprentice then to Tompkins, the bullying ropemaker. Now, in the South Carolina of 1820, he still was far from free. But freedom would come — and with it, perhaps, the right to win openly the black-haired Clover, daughter of General Jameson.

It's the story of a full and stormy life, by the author of *Stars in My Crown*.

• *Spending For Happiness*, by Elsie Stapleton; Prentice-Hall, Incorporated.

Here is a valuable book for almost anybody — at least, for anybody who

is married or intends to get married some day. A list of some of the chapter headings will give a hint of the volume's contents, as well as of its general tone:

Blueprint for Happiness, Where Does the Money Go, The Cost of Giving, Your Matri-Money, Budgets and In-Laws. (Unfortunately, there is no chapter headed "The Economical 72-Hour Liberty.")

The book is as readable as the semi-weekly sugar report from your home town — maybe more so. Lots of charts and sample budgets.

• *No Banners, No Bugles*, by Edward Ellsberg; Dodd, Mead and Company.

No Banners, No Bugles is the story of a little band of men in peril and distress, fighting against dismaying odds. As its title would indicate, it's not the story of men earning glory out in the wild blue yonder, led by banners and encouraged by bugles. It's the story of men who struggled and floundered in mud, blood, darkness and torn steel to keep ships afloat to work and fight, to keep harbors cleared and open to allied invading troops.

Captain Ellsberg and his books about divers, diving and salvage are widely known among Navy readers. While this book is devoted less to undersea work than are some of the others, all the drama and heart-breaking labor of salvage is present. It brings to pulsing life a thankless job, now finished, which received little acclaim while it was going on.

• *Fraternally Yours*, by Henry Von Rhau; Houghton Mifflin Company.

Big Sol Wexler stood upon a rooftop in the lower east side of New York City, watching his beloved pigeons circle about in the air. With him were his bosom friends Maybe Epstein and Charlie Brazil, and Brother Epstein would soon be there with beer.

Then, states *Fraternally Yours*, "The door opened. A man stepped out upon the roof. It was Rocco Proгато, a pigeon fancier from Suffolk Street. 'Cut that talk,' said Rocco

Proгато. 'It is my bird.' " (In a moment) " . . . Rocco Proгато's knee-joint hit the wall for a perfect back spill of six stories into the street . . . "

This novel is terse, tough and very funny. In spots it is tense and even tragic. You'll enjoy it if, like most men and many women, you enjoy the kind of stories Damon Runyon used to write.

• *Global Mission*, by H. H. Arnold, General of the Air Force; Harper and Brothers.

This is "Hap" Arnold's own story. It begins with his boyhood in Montgomery County, Pa., and carries through to his retirement at the end of World War II. It tells about the earliest pioneers of flight, the air lessons of World War I, and many other milestones on the road to American air power.

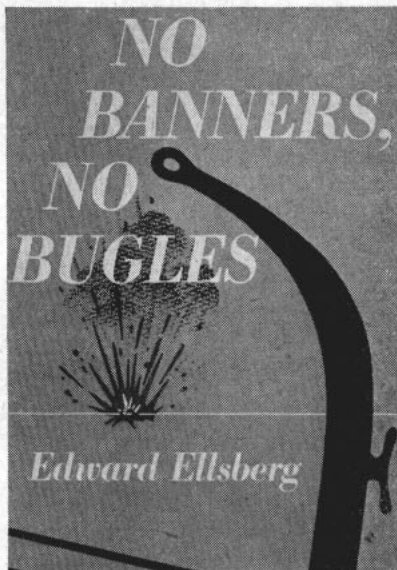
In an even more gripping way, the book takes the reader behind the scenes in World War II — in all theaters of action and at many levels of military and political rank. Through its pages walk many of the great figures of our time and also many lesser figures just as interesting. Incidents range from meetings of the awe-inspiring Combined Chiefs of Staff to a description of Joseph Stalin's private bottle.

Included are more than 30 illustrations — photographs of persons, places and things associated with two world wars.

• *The Way West*, by A. B. Guthrie, Jr.; William Sloane Associates.

One day a century ago a wagon train assembled in Independence, Mo., and set out on the long, long trail to Oregon. During the weeks which the train spent on the journey there were periods of tension, fear, boredom and passion. There were tragedies and joys, births and deaths, romance and frustration.

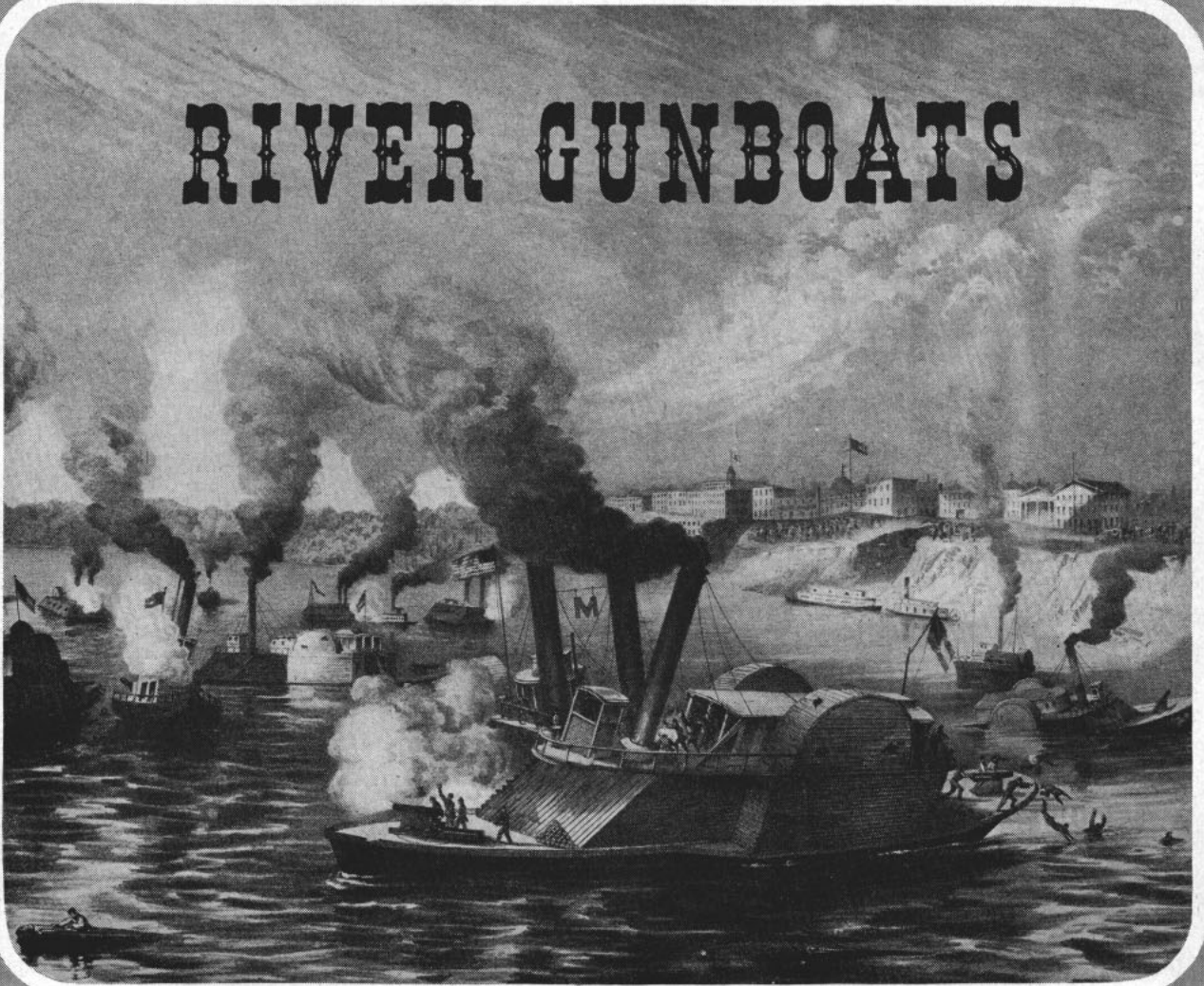
Many wagon trains set out from similar places to similar destinations in those days, of course, and the journey of each was filled with drama. In *The Way West*, however, each of us is privileged to go along if he wishes. That is a rare privilege, indeed. Those who read A.B. Guthrie's earlier book, *The Big Sky*, will remember the author for his detailed knowledge of the old West. Here is no "horse opera," but a serious historical novel of a day which is gone forever.



SALVAGE in blood and darkness is a great and tense story by Edward Ellsberg in *No Banners, No Bugles*.

ALL HANDS BOOK SUPPLEMENT

RIVER GUNBOATS



UNDERWATER RAMS PAY OFF

From the book "Four Years in Secessia," by Junius Browne, published in 1865, a yarn of Mississippi gunboats during the Civil War.

RIVER GUNBOATS

Some of the most unique naval fighting of all time took place on an equally unique site—the Mississippi River and its sidewaters during the Civil War.

At sea, the Union quickly set up their blockade early in the war. On the Mississippi it was a different matter. Restricted river waters forced a new kind of fighting, employing new warship types and new modes of battle.

Sailing vessels were out of the question. Only paddle wheel steamers could maneuver in the narrow river channels, and the classic concept of heavy broadside armament gave way to guns and underwater rams pointing forward.

To increase the number of guns which could be brought to bear directly ahead, the river gunboats were fat, nearly oval in shape, with a width nearly one-third the dimension of the length. Side armor and guns were light—with consequently high vulnerability.

Lightly protected steam boilers and paddle wheels often were hit, with disastrous results. While some of the Northern ironclads were protected with as much as two or three inches of iron backed up with 20 inches of solid oak, Southern boats suffered from the meager iron supplies. Many were "tinclads," armored with only one-quarter inch plating. Others had even less, receiving "protection"

from bales of hay or cotton. High smokestacks, necessary because the smoke had to be carried out by natural draft, often were hit.

In these restricted river waters, the ram was especially effective, steering a collision course for the enemy and sinking its iron beak deep into the side below the waterline. They were fast, highly maneuverable, lightly armed craft, strengthened by as many as three iron bulkheads up to 20 inches thick running from stem to stern. Equipped with only one or two naval guns, their main "artillery" was a group of sharpshooters firing from behind bales of hay.

As the Union forces advanced southward in 1862 along the Mississippi, the South found itself protected at times only by their small, outnumbered, converted river boats, lined up in battle array against specially built Northern craft. Sometimes, using surprise to good advantage, the Confederates inflicted great damage, such as in the action below Fort Pillow, Tennessee.

At other times, the Union flotilla and land forces bludgeoned their way to victory, as in the river battle for Memphis. Both actions are told here by Junius Browne, a war correspondent on board a Northern gunboat.

THE Confederates at Fort Pillow had so often made menaces of attack upon the National Flotilla that no one on board believed they had any idea of putting their threats into execution. It had generally been supposed that if the enemy designed to engage us, they would take advantage of the night and endeavor to surprise us in the darkness.

When five or six of the enemy's gunboats and two or three of his rams appeared, about seven o'clock on the morning of May 10, 1862, above Craighead Point, they created some little astonishment and we were taken at great disadvantage. Not one of our boats had anything like a full head of steam, and some of them barely had a fire in their boilers.

Cincinnati, Captain Roger A. Stembel, was about half a mile above the point guarding two of the mortars, and the other gunboats were at least a mile and a half further above him. The rebel gunboat *McRea* and three rams, *Van Dorn*, *Webb* and *Sumter*, immediately steamed toward the solitary guardian while the remainder of the hostile fleet stopped in the bend near the Tennessee shore after firing half a dozen guns.

It was evident from the beginning that the foe designed to make his fight with *McRea* and the rams, and not to expose his other gunboats to ours.

The enemy's gunboats (except *McRea*) were actually tow-boats cut down to the boiler deck.

McRea, formerly a schooner and very fast, was about one hundred and twenty-five feet long and a fine model. Her engines and boilers were protected by railway iron, and though it was supposed she had six, seven or eight guns, only two were perceptible.

Her bow and stern were covered with bales of cotton, which were also piled up some distance on her deck, acting as breastworks. Behind these was a large body of in-

fantry and sharpshooters whose duty it was to pick off whomsoever they could on our gunboats.

The three rams, *Van Dorn*, *Sumter* and *Webb*, were protected and ironed like *McRea* but were smaller and lower, being constructed out of tow-boats. *Van Dorn* was formidable, having a sharp, strong iron prow, partially under water the same as *McRea* and *Sumter* had, that must have proved very effective against the strongest vessel.

The two rams had stern and bow guns, and musketeers and riflemen protected by bales of cotton.

Two sailors were on the deck of *Cincinnati*, engaged in washing it when *McRea*, considerably in advance, went steaming rapidly toward her.

There was no time to get out of the way, but they fired the stern guns first and then a double broadside at her without changing her course. *McRea* struck her with great force on the port quarter, knocking a great hole in her, and immediately filling the shell-room with water.

McRea now backed off and prepared herself for another blow, but before she had started on her return our gunboat had fired her bow guns and another broadside into her at a distance of not less than one hundred and fifty yards. Of course, every shot struck her and some of the cotton bales were displaced, but she did not seem at all disabled.

By this time *Van Dorn* had arrived and although she was received with several guns, she struck *Cincinnati* in the stern. Less than a minute later, *McRea* had come a second time into collision with our craft, near the wheel-house on the starboard side.

Cincinnati was rapidly taking water and in a very unpleasant predicament. Some of the officers feared she would sink before *Mound City*, which was hastening to

her aid, and *Benton*, which was dropping down without steam, could come to her assistance.

Very soon, however, *Mound City* arrived at the immediate scene of action, having been firing very accurately at the three Rebel vessels while she was making her mile of distance.

Her shot struck *McRea* and *Van Dorn* again and again. As she moved up, *McRea* leveled her long guns at the bow and was on the eve of giving her a raking fire when the Union craft sent a thirty-six pound shell against the cannon and completely dismounted it.

Van Dorn now turned her attention to *Mound City*, leaving *McRea* to take care of *Cincinnati*, which would have been the recipient of a fourth thrust of the ram had not a broadside from *Benton* caused the enemy to veer around and miss her victim.

On the altered schooner the sharpshooters were active, trying to kill the officers at the same time they insured security for themselves. Their rifles were visibly protruding through the cotton bales and thrust over their tops, and numerous bullets whizzed by the ears of Union sailors. No human figure, however, could be seen except the man at the wheel. Captain Stembel, knowing how much depended on him, called for a gun and shot the pilot, who apparently fell dead.

A few seconds after, the pilot of *Cincinnati* halloed out, "There is a damned scoundrel getting ready to shoot you, Captain."

Stembel, who looked up and saw a man pointing a gun at his head, discharged his own piece and a pair of revolvers, and stepped forward to screen himself against the pilot house.

He was too late. Before he had half covered his body, the Rebel sent into his left shoulder a ball that passed out of his throat, about two inches under his chin.

The brave officer, whose principal fault was that he exposed himself too recklessly, fell to the deck and it was supposed at first that he was killed. He was picked up and carried below where he regained consciousness and every few seconds anxiously inquired as to the progress of the battle. His wounds were so serious, however, that he was not able to resume his duties for a number of months.

3

Cincinnati seemed to be settling. She was rolling from side to side and the inexorable *McRea* was, for the fifth time, running toward her.

That blow might have been attended with disastrous

circumstances, but as she was speeding to the crippled craft, *Benton* fired two of her rifled Dahlgren guns. One shell passed through *McRea's* boilers, which exploded with a tremendous noise that was only faintly heard above the roar of battle.

Her deck was observed to rise and piercing shrieks rent the air. A number of persons were seen to leap on the cotton bales and fall back wounded, dying or dead.

At that moment she hauled down her soiled Rebel flag and Captain Phelps of *Benton*, interpreting this as a signal of surrender, ordered his men to fire on her no more. *McRea* still floated down, and as she was turning the point she again hoisted her tattered ensign and disappeared behind the intervening land.

After *McRea* had disappeared out of sight and while *Van Dorn* and *Sumter* were engaged with *Mound City*, the tug *Dauntless* ran out to *Cincinnati* and towed her to the Tennessee shore.

Just before *McRea* exploded her boiler, Captain Stembel's crew had been prepared for resisting boarders, as it was thought some of the enemy's gunboats or rams would make an attempt of that kind. The sailors were ready with revolvers, cutlasses, boarding pikes and hand grenades.

Mound City fought *Van Dorn* and *Sumter* bravely. Captain Kilty was on deck all the while, firing at the Rebel pilots with a musket. Every man on the boat was active and watchful, and it was very strange no one was hit by the enemy, as a steady fire of rifles was kept up from behind the cotton bales.

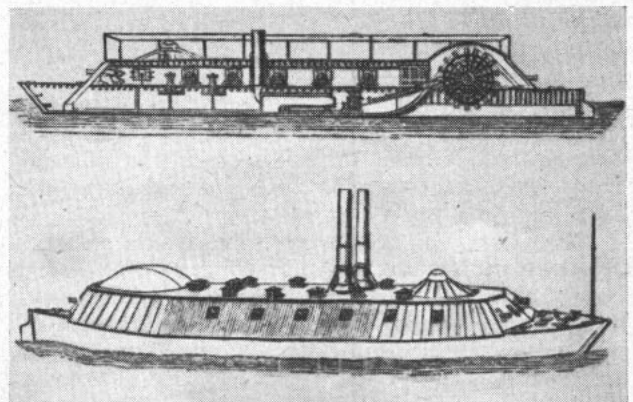
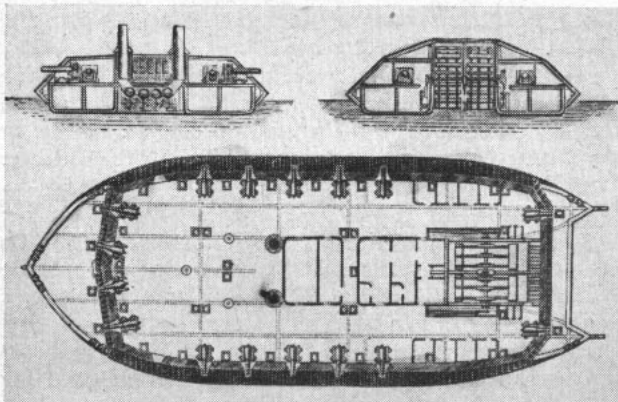
Mound City bore many marks of musket balls on her pilot house and paddle boxes, and the officers heard the music of small leaden vocalists more than once in close proximity to their imperiled ears.

Paymaster Gunn, although he knew nothing whatever of artillery or projectiles, seeing two pieces lying idle induced a couple of men to load them. Pointing the cannon at *Van Dorn*, only a hundred yards distant, had the satisfaction of planting two shells in the very center of the ram, which appeared to do excellent execution.

Sumter had struck *Mound City* twice with her prow but had done her little damage. On the other hand the Union gunboat had riddled the ram and so alarmed the sharpshooters that their fire was almost silenced.

Van Dorn finally had a favorable chance and struck *Mound City* with great force on the bow, causing a large leak. There was no time to attempt to stop it.

Benton was now near the rams and placed herself between *Van Dorn* and *Sumter*. In this position the flag-



DRAWINGS show top and beam of U.S. ironclad gunboat *Benton*. Reproduced from *Guns on the Western Waters*.

RIVER GUNBOATS

ship fired four or five guns at a third ram, which was running toward *Carondelet*, further up the river.

This ram was *Webb* and the shots struck her wheels and machinery, disabling her. She began floating off with the current and as she neared the point, *Benton* fired two of her fifty-pound Dahlgrens, and the next minute steam was pouring out of her. Soon after one of her boilers exploded, and she was half a wreck at the last glimpse we had of her, passing the first fortifications of Pillow.

Rebels in *Van Dorn* appeared to bear a particular hatred to the mortar rafts, which must have annoyed the enemy not a little with their perpetual firing over the irremovable Craighead. She even paused from her attack on the Union ships to fire two thirty-two pounders at the crew of one of the mortars, perforating the thin coat of iron as if it had been glass.

The mortar men were not to be bullied, so they loaded one of the monsters and sent a thirteen-inch shell at *Van Dorn*. The enemy was not materially damaged, for the bomb coursed off at an angle of forty-five degrees.

For four or five minutes *Benton*, under the control of a cool and skillful pilot, turned several times completely round as on an axis, firing in succession her bow, stern and broadside guns. The Rebels well knew and respected her strength.

The Rebel rams were often struck by *Mound City* and *Benton* before they could escape. The gunboats near the Tennessee shore stayed at a distance and finally steamed down the river, leaving the rams to fight their way out of it. Shortly afterward, *Van Dorn*, *Sumter* and *Webb* struck a favorable current and passed away from *Benton*, which was very unwieldy, and floated toward the point. The battle was over, no enemy remaining to be engaged.

Only three of our gunboats were engaged, but *Carondelet* and *St. Louis* fired a number of shots from their original positions off the Arkansas shore. It was not probable, at that long range, that they did any material damage to the foe.

The action did not last more than half an hour, and much of it was concealed by the heavy smoke that rested like a vast fog upon the river during the close, hot morning of the engagement. Our skiffs, yawls, and tugs were plying here and there, occupied by persons anxious to witness the fight.

4

A month later, between five and six o'clock on the morning of June 6, 1862, the most spirited and decisive battle that had occurred on the Mississippi was fought for the possession of Memphis, opposite that city.

The forces involved were five of our gunboats and two rams against eight of the enemy's gunboats. The engagement was witnessed by thousands of citizens, who expected, no doubt, to see the Unionists driven from the river.

The fight was a glorious one. The Union gunboats *Benton*, *Cairo*, *Carondelet*, *Louisville* and *St. Louis* and the rams *Queen of the West* and *Monarch* left their moorings below Paddy's Hen and Chickens (as the group of islands five miles above Memphis is called by steamboat men) about half past four in the morning and slowly steamed toward the city.

The morning was clear and calm, balmy and beautiful.

After passing a bend in the river, we saw the city in the distance, reposing very quietly upon the border of the broad stream. The river was clear of all craft. Not even a skiff skimmed its surface, and the officers of the fleet thought we might meet with no opposition to our possession of the city. After the engagement of the tenth of May, the gunboat crews felt as if that battle needed further continuation, and they were longing for action most anxiously.

The sailors' wishes seemed to be answered. The Flotilla was just opposite the upper part of the city when the boats of the Rebel Fleet were seen in a slight bend around the river, about a mile and a quarter below.

Commodore Davis did not wish to bring on an engagement at so early an hour, preferring that the men should eat their breakfast and thus be qualified to fight better than when suffering from physical depletion. He therefore ordered the five vessels under his command to retreat. The Rebels, perceiving that, evidently believed we were anxious to avoid a battle.

As we retraced our course, the enemy followed and in a few minutes the Confederate flagship *Little Rebel*, on which was Commodore Montgomery, fired a shot at *Benton*, which was in the van, and then a second and a third.

This braggadocio became intolerable, and Commodore Davis at once ordered an advance. *Benton* and *Louisville* assumed the front position and *Cairo*, *Carondelet* and *St. Louis* brought up the rear.

In addition to the Rebel flagship, their fleet was composed of *General Beauregard*, *General Bragg*, *Jeff Thompson*, *General Lovell*, *General Price*, *Sumter* and *General Van Dorn*.

First of our boats to fire a gun was *Cairo*, and she followed it up with two more shots that fell very near *Little Rebel* without striking her. *Carondelet* and *Louisville* imitated the worthy example and on the other side *Lovell*, *Thompson*, *Bragg* and *Price* took part in the nautical entertainment and lent the deep bass of their guns to the warlike concert.

In less than three minutes both fleets were engaged in a most animated action and every vessel was thundering away to the best of its capacity. The river and sky seemed to shake beneath the roar.

The Federal rams *Queen of the West* and *Monarch* appeared about half a mile behind the flotilla, and the enemy began to retreat. *Queen of the West* darted out at rapid speed ahead of its companion, heading for *Beauregard*, which fired four times without striking her opponent once, though in one or two instances she was not more than two hundred yards away.

Nothing disconcerted, the ram ran in boldly, designing to butt the Rebel near the bow, but the *Beauregard* moved suddenly to the right as the ram passed—the movement was very skillful and opportune—causing the latter to miss her aim altogether.

Finding herself foiled, the ram determined to test her capacity upon another vessel, and so turned her attention to *General Price*, hitting her heavily on the wheel-house before she could get out of the way and tearing off a good portion of her side.

Beauregard immediately went to the rescue and was steaming toward the ram when the latter reversed her engines and receded a few yards, causing the gunboat to collide with the injured *Price*, knocking a large hole in

her bow. This was more than *Price* could endure, for she had been leaking from her first injury and now the water poured into her in streams,

Beauregard seemed inclined to avenge her own mistake on *Queen*, and before the latter was well aware, struck her a heavy blow on the side that made her timbers crack and take water freely.

The water was quite deep at this point, and there was a probability that both Federal ram and Rebel gunboat would sink. But *Beauregard* was on the point of hitting the ram a second time when the close proximity of *Monarch* induced her to look out for her own safety.

Beauregard fired several times at *Monarch* and struck her once on the wooden bulwarks without producing any effect. *Monarch* then took charge of *Queen* and *Price* and towed them ashore to prevent them from sinking. Before she did, however, she rammed a large hole in the stern of *Beauregard*.

During the action in which the rams had taken part, the gunboats had continued firing steadily and heavily.

Benton was still in the van and within range of *Lovell* when Captain Phelps thought he would try one of the fifty-pound rifled Parrotts on the foe.

The conical shell went whizzing out of the long and formidable piece into *Lovell*, just above her waterline, cutting a deep hole in her and increasing the rate of her insurance frightfully. *Lovell*, it was immediately discovered, was leaking like a sieve and beginning to sink rapidly. Thirty seconds after she ran up a flag of truce, she went down in fourteen fathoms of water.

At least twenty five or thirty of the Rebels leaped overboard after the accident with the intention of swimming ashore. Some of them succeeded but the greater part perished in the stream.

From the first inception of the fight, the wharf and bluffs of Memphis had been crowded with interested and anxious spectators, and as the boats moved down the river the throng followed as if fearful of losing the smallest glimpse of the highly exciting battle.

Little Rebel was leaking more and more rapidly and had been struck several times with heavy shot. Commodore Edward Montgomery therefore ran the flagship over to the Arkansas side, where she was followed so closely by *Carondelet* that her officers had no time to burn her—as was doubtless their intention—but had ample leisure to leap on shore and escape through the woods.

Also struck a number of times, *Jeff Thompson* was so

severely injured that she also was run to the Arkansas shore, about a mile below the city, and was grounded there. A shell had set the vessel on fire, but the flames were extinguished—or it was thought they were—by some of the Union sailors in gigs, and the five uninjured ships of the National Fleet continued their pursuit of *Sumter*, *General Bragg* and *Van Dorn*.

After the gunboats had followed the now outnumbered enemy a mile further, firing steadily, and the Rebels replying, *Sumter's* pilot put her head to the Arkansas side and beached her, giving her valiant crew the means of escape through the wilds and swamps. *General Bragg* had received a shot through her wheel house early in the action and was unable to move about very rapidly, but she also contrived and reached the other side of the river.

General Van Dorn, the only boat now remaining of the Rebel Fleet, was still steaming toward President's Island, three miles below the city. *Cairo* and *Carondelet* followed her for two miles, hoping to cripple her with a shot, but neither of them succeeded and they at least gave up the pursuit.

Surely the Federal sailors ought to have been satisfied with the brilliant successes of that day. They had placed *bors de combat* seven out of eight of the insurgent vessels without considerable loss to themselves.

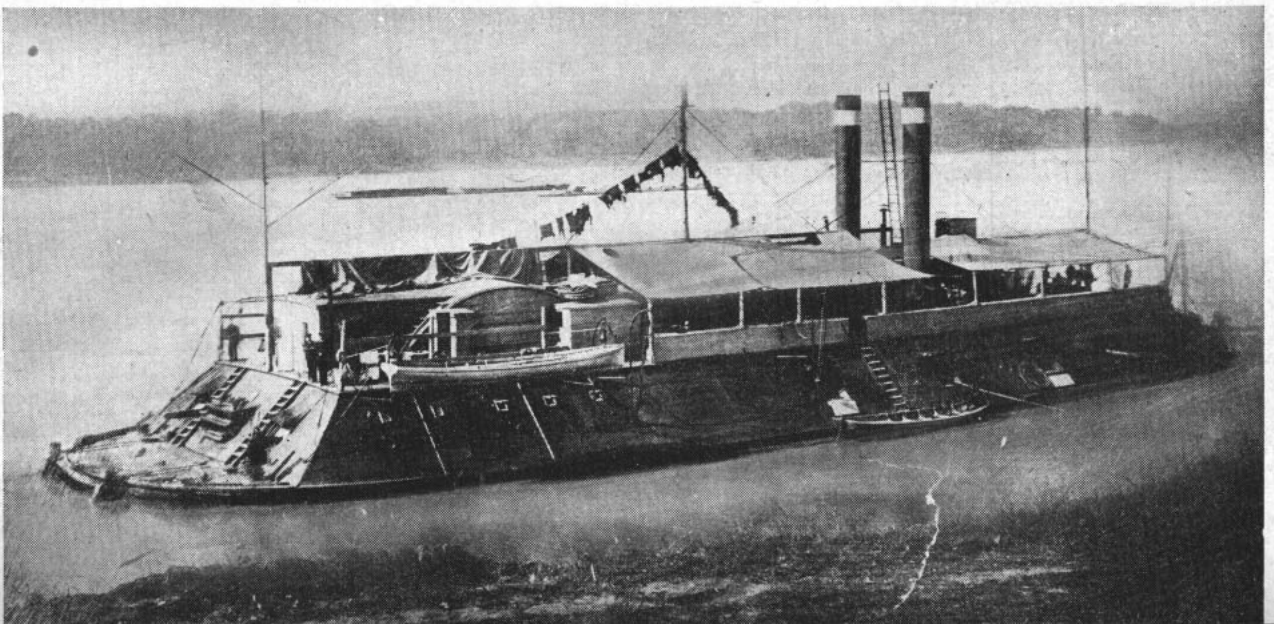
While the Union gunboats were on their way back to the city, they perceived that *Jeff Thompson*, lying off the Arkansas shore, was on fire again and the flames were pouring out all over her deck.

Cause of the conflagration was not positively known. Some persons declared the old flames burst out anew and others that the gunboat was set on fire by a party of Rebels who returned to the vessel.

The latter opinion was probably correct. *Jeff Thompson* was blazing higher and higher and it was supposed that the powder had been removed from the ship because it hadn't exploded before, when a tremendous explosion rent the air and an immense flame shot up into the radiant morning, while hundreds of heavy reports were heard in rapid succession half a mile above our head.

These were the shells of the gunboat, thrown upward with ignited fuses above the vessel, and bursting with the tremendous crackling sound that vast buildings give before they fall to the earth in ruins.

Looking over to the spot where *Jeff Thompson* was, we saw nothing but a few black and charred fragments on the water. She had been blown to atoms.



TAFFRAIL TALK

RESULTS were obtained by the item headed "Do You Know the Identity of This Man?" in the September issue of ALL HANDS, p. 35.

First of all, BuPers received a phone call from a man who said his wife had a picture just like the one in the ALL HANDS story, autographed by the young man on the reader's right. His wife, who is an ex-Navy nurse, cared for the four men after they were rescued from the Japanese prison camp at Ofuna — not at Aomori as previously believed. The other three men, she stated, were Britishers.

The Bureau wrote to the man who had presented the autographed picture to the nurse. This man — a former aviation radioman in the Navy — stated that his three companions in the picture were natives of the British Isles. He could not remember their names with any certainty, but said the picture was indeed taken at the Ofuna camp. He said that he believed the encircled man was a flier in the British navy.

Among the letters arriving at ALL HANDS was one from a Navy lieutenant who had been a prisoner at Ofuna. He said that the encircled man was a prisoner there at the same time that he (the U. S. Navy lieutenant) was, and that the man's name was Aldwell. He also stated that Aldwell was from Ireland.

A check through a BuPers list of Ofuna prisoners revealed a Lieutenant Basil W. Aldwell of Belfast, Ireland — a flier in the British navy! Like the weight of evidence that finally spells finis to a court case, the evidence concerning the prisoner of Ofuna was indisputable. Sad as it undoubtedly is to the California mother to learn that the man is not her son after all, perhaps she welcomes an end to uncertainty. ALL HANDS hopes so, and that it has been of some small service.

In this column some time ago we told you about ALL HANDS being used as a "prop" on the stage of a New York play. Now we're also in the comics and in the magazine digests — or rather reprints of ALL HANDS articles are. The comic books (and who would underestimate their reading public in the Navy?) reprinted stories on volcano research and the Navy's use of bells. The digest scheduled a piece on fish noises.

The All Hands Staff



POSITIVE identification was the result.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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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: A rescue party has just saved the life of Oscar, the ship's dummy, and is about to be hoisted aboard USS Albany (CA 123). Photo was made during a Naval Reserve training cruise to Guantanamo Bay, Cuba.

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ON THE BALL



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