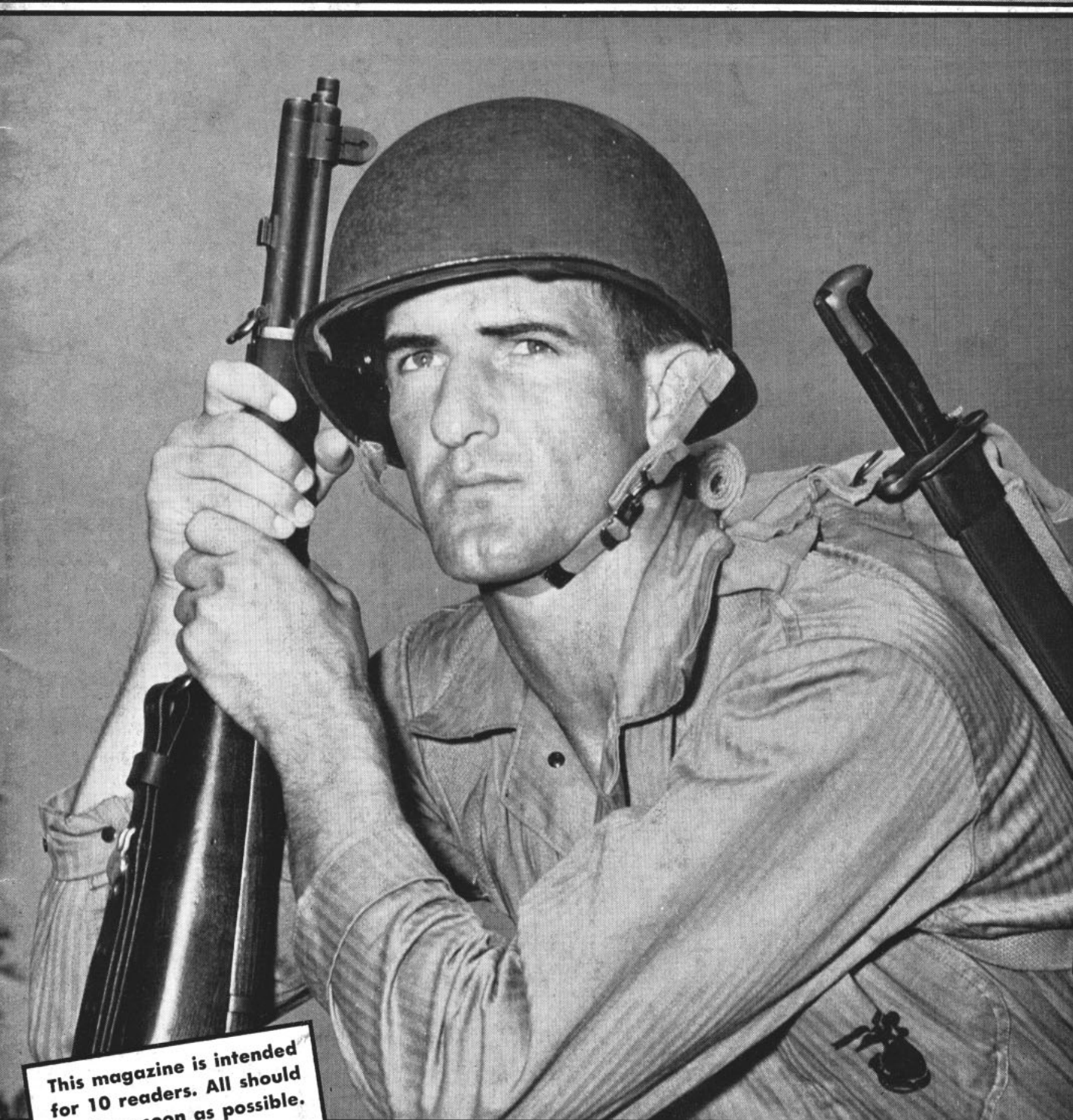


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

TWIN CANS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1950 Navpers-0 NUMBER 402

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

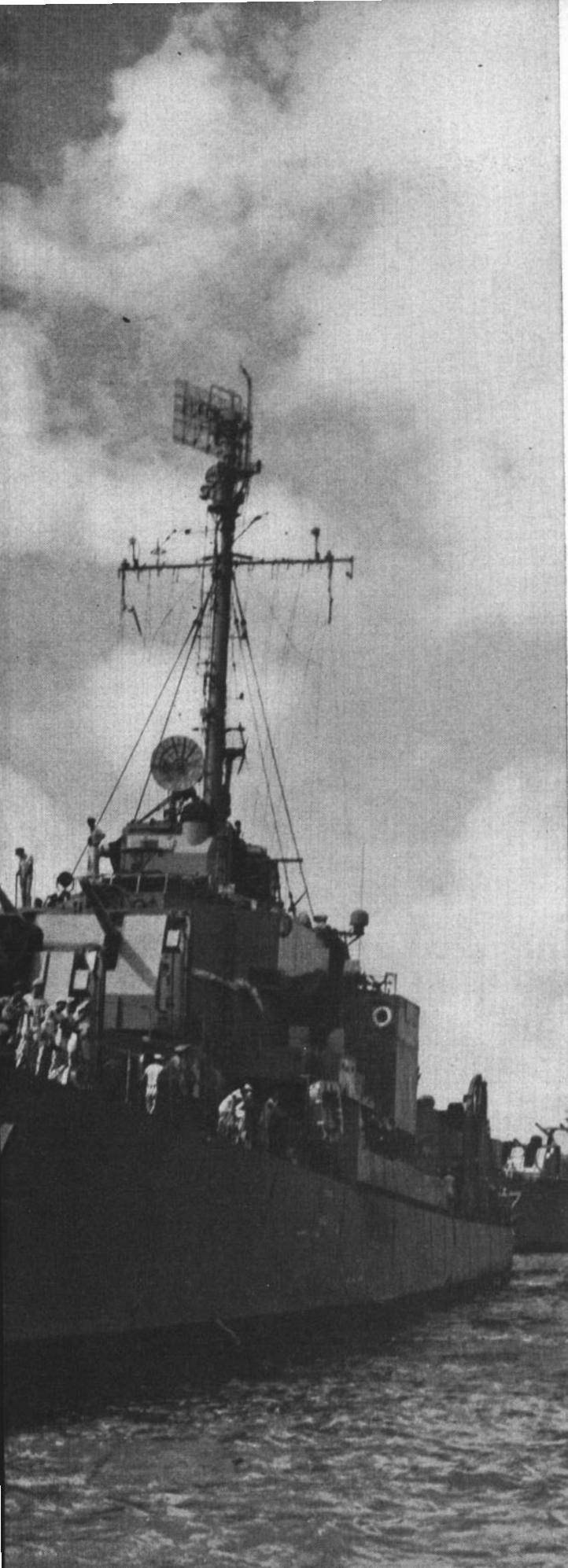
TABLE OF CONTENTS

	Page
Public Relations Is an All Hands Job.....	2
The Word	6
Ultimate Test of Discipline Is Combat.....	8
Copter Squadron	12
Navy Sports and Recreation Roundup.....	14
World's Biggest Little Airline.....	18
Bluejackets Teach 'Em the Navy Way.....	21
Motive Power at Sea: Oars to Atoms.....	22
Reserve Seamen Recruits in Skirts.....	24
Letters to the Editor.....	27
Today's Navy	32
Servicoscope: News of Other Services.....	40
Bulletin Board	42
Foreign Language Training.....	42
1,200 Permanent CWOs.....	43
NACP Officers' Education.....	44
Voting Information	46
Sea Pay and Saved Pay.....	52
Legislative Roundup	56
Directives in Brief.....	57
Books: Biographical Novel Featured.....	58
Book Supplement: <i>Incident at Algiers</i>	59
Taffrail Talk	64

● FRONT COVER: Every inch the man of action, Billy E. Crook, Cpl, USMC, of Asheville, N.C., here typifies the Marine Corps and the Navy, the nation's "first line of defense."

● AT LEFT: Coming alongside the destroyer USS *John R. Craig* (DD 885) at a mid-Pacific base is another destroyer, USS *Floyd B. Parks* (DD 884) of the Seventh Fleet.

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





THE WORLD OVER, friendly sailors wearing a smile and the correct uniform are best advertisements the Navy has.

Public Relations Is an All Hands Job

WHETHER you realize it or not, you are a public relations man.

Is that news to you? It shouldn't be. No point is emphasized more by the Navy's Office of Public Relations than this one: "Public relations is an all hands job."

This means you . . . and you . . . and you. Every man and woman who wears a Navy or Marine Corps uniform is a first-string member of a far-flung public relations team.

"What do I know about public relations?" you protest. "What is public relations anyway?"

Briefly, public relations as practiced by the Navy means keeping the American people informed about the Navy. It's as simple as that.

Here are the four objectives at which PubRel men level their sights:

- Satisfy the American public's justifiable interest in naval activities.
- Gain for Navy personnel the

public recognition to which they are entitled for their accomplishments.

- Ensure public support for the Navy as a whole.

- Promote and hold the public's interest in the Navy.

"Okay," you say, "but what does that mean to me?"

It doesn't mean that when you go home on leave you must buy a round of ice cream cones for every kid in town, a round of cigars for all the men, or flowers for all the women.

It doesn't even mean that you must join a den of the Cub Scouts, as an honorary member, as one Navy admiral did, in order to gain the public's understanding.

It *does* mean, however, that when you go home on leave you will wear your uniform neatly and that you will treat others in a manner that will inspire respect and admiration,

not only for you as a person, but for your outfit as well—the U.S. Navy and your country.

Remember that when you are in your home town, or somebody else's home town, or in a town in a foreign land, far from the ships, planes and other sailors of the fleet, that at these times you *are* the Navy.

The way you wear your hat, the shine on your shoes, the way you walk down the street, the way you talk with people, your whole attitude—these seemingly insignificant things are the things that determine what people will think of you and of your Navy.

In following these four public relations objectives, you should also make it a point to have something to tell folks about the Navy.

What people want is the broad picture. If you're on a carrier, people will ask you about carrier operations,

about how many planes you can carry, about how far a plane has ever flown from a carrier, or about when the first carrier landing was made.

Be able to give them a good answer. Don't be like the seaman who, when asked about what life was like in the Navy, began by saying, "Well, in the morning we have beans. . . ." Give them more than beans. Give them facts.

If you are an airman, for example, take a bearing on such facts as these:

- First take-off from a ship was from the scout cruiser USS *Birmingham* in 1910.

- First landing on a ship—USS *Pennsylvania* in 1912.

- World's long-distance non-stop record, 11,236 miles, held by P2V Neptune *Truculent Turtle* flying from Perth, Australia, to Columbus, Ohio, 1 Oct 1946.

- A Navy airman was the first to fly over the North Pole (Rear Admiral Richard E. Byrd, USN (Ret.), then a lieutenant commander, in 1926).

- Rear Admiral Byrd was also the first to fly over the South Pole, in 1929.

- First plane ever to make a transoceanic flight (even before Lindbergh)—a Navy plane which flew from Rockaway, L. I., N. Y. to Lisbon, Portugal.

- First GCA radar landing made by Lieutenant Bruce Griffin, USN, at



FASCINATING to children of all lands, the adventures of seafaring men make exciting listening, create unforgettable impressions of the U.S. fleet.

NAS Quonset Point, R. I., December 1942.

Similar interesting facts can be learned about the Marine Corps and about the surface and undersea components of the Navy. The man who can stow away some of these facts will find them plenty useful. Spreading these facts around is largely a personal job—that's where you fit in.

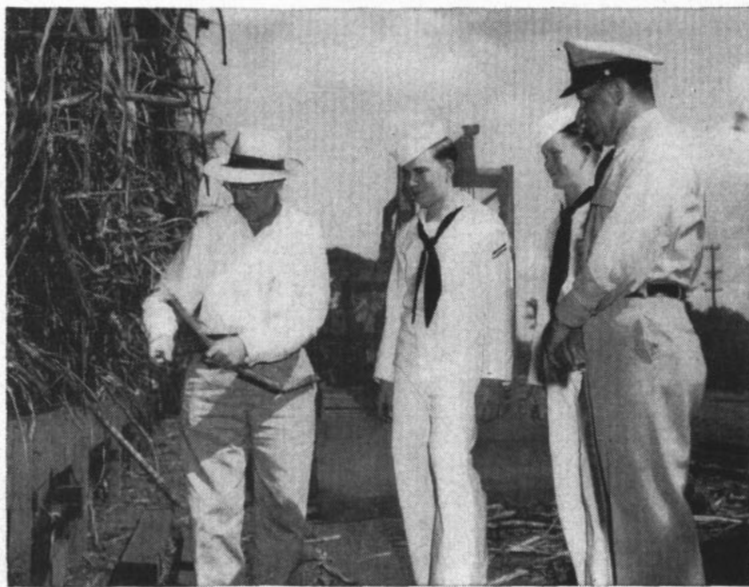
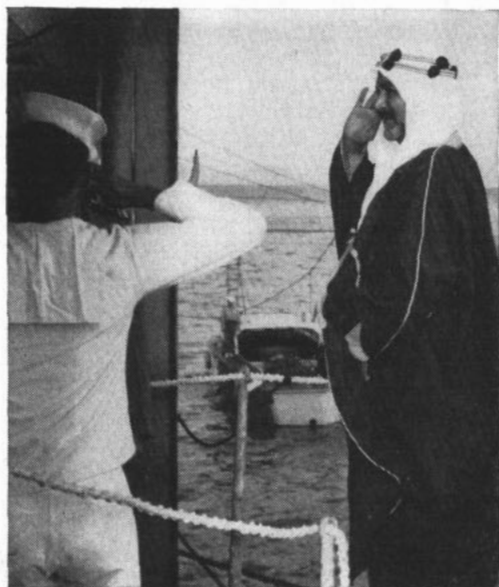
There are many ways to use facts such as these, ways that will tab you as an A-1 Navy public relations

man. Here are a few of the ways:

- *Talks in schools*—You may be asked to talk to a high school class or assembly. Accept the invitation. A talk is not nearly so difficult to give as you may imagine. All you have to do is stand up and tell a few stories of your experiences.

One electronics technician who worked with GCA at a Naval Air Station described to a high school physics class the basic elements of the ground control approach system.

A petty officer third class, re-



OFFICIALLY or unofficially, courtesy and interest pay dividends in good will and respect for you and your outfit.



AT HOME or abroad, people judge both the Navy and the U.S. by your appearance and actions. Make it a point to be a good sailor-salesman.

cently returned from a Mediterranean cruise, gave a short talk telling his listeners the differences in the customs of the people of Greece, Morocco, Turkey and Egypt.

A yeoman assigned to a Navy tug told a class how his tug and others succeeded in pulling *uss Missouri* (BB 63) off the sand bar where she had gone aground.

• *Talks on the radio*—A quartermaster second class, back in his hometown on leave after his ship

returned from a voyage to Australia, was asked to appear for a 15-minute radio interview.

Although scared half to death, he nevertheless agreed and gave a very creditable talk about Australia and about his ship, *uss Antietam* (CV 36). Soon his telephone began to ring with messages of congratulations from friends who had heard the program.

If you are asked for a radio interview, say yes. The announcer will

do most of the work—all you will have to do is answer the questions.

• *Newspaper interviews* — You may also find yourself sought out for a newspaper story, especially if you have recently returned from abroad.

Here again, there's no need for your knees to start knocking. Just step up and tell the man something interesting—within the bounds of security, of course. He will ask the questions—all you must do is supply the answers.

Smaller newspapers particularly are eager for news of home town boys, especially news with a foreign flavor. One Virginia newspaper was so eager that it printed letters sent by a sailor to his family from the Far East—printed them with the family's permission, of course.

• *Club meetings*—Sailors home on leave may also be invited to luncheon meetings of clubs or civic organizations such as Rotary, Lions, Kiwanis, Moose, Elks or Eagles. A luncheon such as this is an excellent opportunity to tell the story of the Navy.

Your talk need not be profound. It need not solve the problems of the world. Merely tell them what you do in your job in the Navy. Tell them about the last cruise you took and what life aboard ship is like. You will probably find that a short talk will generate more questions than the club president can handle.

• *Lend a hand in the community* —Many are the examples of Navy men who have made significant contributions to the life of a community.

In Alameda, Calif., naval aviation personnel officiated at a model airplane meet for the town's kids.

In New York City, sailors lent a practiced hand to a group of Sea Scouts readying their ship for a cruise down the Hudson River.

And in Washington, D. C., two Marines voluntarily gave blood to the Red Cross—by mistake.

It seems that the two walked into a Red Cross building to deliver a contribution of money which had been collected from their detachment. That was fine except they walked into the wrong office. Shortly thereafter, they came out—minus not only the money but a quart of blood apiece!

Just as you can play an important role in public relations by standing



TRIUMPH of *Bon Homme Richard* over the British Frigate *Serapis*—Every bluejacket should be familiar with history and traditions of the U.S. Navy.

up and telling folks in your hometown the facts about the Navy and about your specialty, you also can play an important part in the public relations scheme of things when you visit a foreign land.

It's a different part, but you're still the No. 1 actor. When you're abroad, you represent not only the U. S. Navy but the United States as well. In the eyes of foreigners, you *are* the Navy and you *are* the U. S.

What can the average bluejacket do to create a good impression for his country abroad? Mostly, just use good common sense. However, here are a few practical hints to guide you:

- Wear your uniform correctly. The hundreds of people who see you ashore get a lasting impression from the appearance you make in the uniform of the U. S. Navy.

- Conduct yourself as you would in your own home town. Englishmen, Frenchmen, Spaniards and Greeks like to have fun just as you do. But they know the limits. Be sure you do too—then stick to them.

- Recognize foreign customs—Foreigners have customs which sometimes puzzle Americans. But then Americans have customs which often puzzle a foreigner. It's a matter of give and take—do your share of giving.

- Treat others with respect—If a ship of the English fleet should visit your home town, you would want the English sailors to treat your mother and father, sister and brother with respect. They expect the same of you.

- Learn something of the country—You'll find most foreigners eager to learn about America. Are you as interested in learning about their country?

Abroad and at home, wherever you are seen in the Navy uniform, you are a representative of the U. S. Navy and the United States. People in your home town as well as the people of a foreign country will judge both the Navy and the U. S. by your appearance and actions.

At home you can play your part by acquainting people with the missions and methods of their Navy; abroad, you can create a favorable reaction to the U. S. fleet and the United States itself by recognizing the fact that you are a visitor and by acting accordingly.

Public relations is an all hands job. Be a good public relations man.



Foster Fathers

Enlisted men attached to Com-NavFE have "adopted" children of the Home of Affection orphanage near Tokyo, Japan. Navy men visit the home each week, bringing clothing, food, candy and good cheer to children who lost their homes and parents.

Grateful orphans, once ragamuffins on the streets and alleys of Tokyo, present cherry blossoms to a chief (above). Right and below: "Foster-father" sailors watch orphans opening presents.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **FAMILY ALLOWANCE** - Persons who have lost their eligibility to draw "family allowance" under saved pay will have to prove that they still have the same number of dependents if they regain their family allowance.

This means that if you became entitled to draw family allowance payments under saved pay as the result of a directive (Alnav 19-50, NDB, 30 Mar 1950) and have a Class A dependent, such as a wife, you must reestablish the dependency of your relative.

To do this, you must have a special certificate signed by your dependents. This certificate is described in a new Alnav, Alnav 52-50 (NDB, 15 June 1950).

Personnel who became entitled once more to a family allowance and who have only Class B or Class

B-1 dependents, however, need only fill out a statement listing their dependents.

• **GRADUATION LEAVE** - Orders issued to the members of the Naval Academy class which graduated on 2 June 1950 have been modified. The delay in reporting granted in such orders will be considered as graduation leave instead of advance leave of absence. Graduation leave, which must be completed on or before 2 Sept 1950, will not be charged to the leave earned after being commissioned in the U.S. Navy.

This modification of 1950 Naval Academy graduates' orders is announced in BuPers Circ. Ltr. 91-50 (NDB, 30 June 1950). The change is based on a provision contained in

Public Law 532, Eighty-first Congress, which was approved by the President on 2 June 1950. The provision is quoted in the circular letter.

• **NAVSCOL**—A Class B school for electrician's mates is to be established at the Naval Training Center, Great Lakes, Ill., with opening date set at 2 Oct 1950.

Planned capacity of the school is 150 trainees, with the course to be 20 weeks in length. Students will enter the school at the rate of 30 every four weeks. Persons familiar with the topography at Great Lakes will be interested to know that the school will be located in Building 312, Service School Command.

Initially, the school will be staffed by one warrant officer and 20 enlisted personnel, in addition to the Officer-in-Charge, U. S. Naval Electrical Schools, Great Lakes. It will be under the military command of the CO, Service School Command, and under the management control of the Bureau of Naval Personnel.

To be eligible to attend the school, personnel must be EM2 or above. Quotas are being assigned to Com-

Winning the Navy Cross Among Highlights of Chief's 32-Year Career

"If I had it all to do over again, I'd do the same thing," said Donald A. Graham, ADC, usn, on the day he retired.

It had, in fact, been more than 30 years since Graham first joined the Navy; 32, to be exact. It was in 1918 that he originally enlisted, in Scranton, Pa., where he was born. Late the following year he accepted a discharge, and obtained employment at a military academy in Indiana. But in 1920 he was overcome by the call of the sea.

The naval career really jelled that time, and Graham stuck with it until he rounded out a full 30. In the '20s, he went on several midshipman cruises and visited many places—for instance, Copenhagen, Paris, London and Naples.

The chief earned the Navy Cross during the Pearl Harbor disaster by releasing the lines of another ship moored alongside *Arizona* in a rain of bombs and machine gun fire.

A stirring ceremony was held for Graham the day he left the Navy. Eight CPOs at the Marine Corps Air

Station, El Toro, Calif., brought the event to a climax by serving as side boys while Graham, who had been transferred to that activity for sepa-

ration, passed between the two rows. The bos'n's pipe shrilled, and a long, successful naval career came to a close.



DISTINGUISHED career of Navy Cross winner Donald A. Graham, ADC, USN, closes as he is piped ashore with fellow chiefs serving as side boys.

Ships' Histories Mailed As Rapidly as Possible

If you're still waiting for that ship's history you requested—please be patient.

ALL HANDS announced in the April 1950 issue that histories of 800 ships which fought in World War II are now available on request from the Ships' Histories Branch of the Navy Department. Response to the announcement has swamped the Branch with more than 14,000 requests.

They're opening your mail as rapidly as possible and your mimeographed history will be mailed as soon as they can get to it. The histories are being mailed alphabetically by the names of ships.

One last request: Please don't write a second time. Your first letter is being handled and a second inquiry will only slow up the process.

ServLant and ComServPac. Applications may be forwarded to the Chief of Naval Personnel (Attn: Pers C1212) via the chain of command and ComServLant or ComServPac, as appropriate.

• **CLOTHING ALLOWANCE** — A new system of providing clothing for regular enlisted personnel is now in effect for the Navy and the other armed services.

The new system adopted by the Department of Defense closely follows the current Navy system of giving cash sums to enlisted personnel for the purchase of their uniforms. Briefly, it provides the following types of allowance with the corresponding cash values:

(1) An initial allowance of \$151.55 (for men) and \$252.10 (for women) for the new recruit. (2) A basic maintenance allowance of \$3.60 per month (for men) and \$4.50 (for women) from the end of the recruit period until the completion of three years' service. (3) A standard maintenance allowance of \$4.20 per month (for men) and \$6 (for women) from that time on. (4) A special supplementary allowance for chief petty officers, and for enlisted personnel assigned to special duties.

Under the new Defense-wide clothing allowance system, sailors

will have their clothing allowance included in their pay checks each month rather than each quarter as previously.

Don't worry, however, if your new clothing allowance is not included in your next pay check. It will take some time before your disbursing officer can receive the new regulations and can compute your allowance.

A clarifying directive, Alnav 57-50 (NDB, 30 June 1950), instructs disbursing officers to hold up payment of any clothing allowances except for those for new recruits, pending the issue of new instructions.

• **PEST CONTROL TRAINING**—

Here is an opportunity for a limited number of Naval Reserve officers of the Medical Service Corps who are entomologists and malariologists. They can receive two weeks' annual training duty while learning more about the methods and operation of insect and pest control.

Two-week training courses in insect and pest control began in July 1950, and will continue until June 1951. They convene on the first and third Wednesday of each month at the Navy's Malaria and Mosquito Control Unit #1, USNAS Jacksonville, Fla.

Eligible to enter this training are inactive Naval Reserve entomologists and malariologists living in the following naval districts: 1st, 3rd, 4th, 5th, 6th, 8th and 9th, and PRNC.

• **RESERVISTS** — Naval Reservists attending high school or college have been cautioned against taking the annual Reserve cruise requirement as an invitation to skip school for a while.

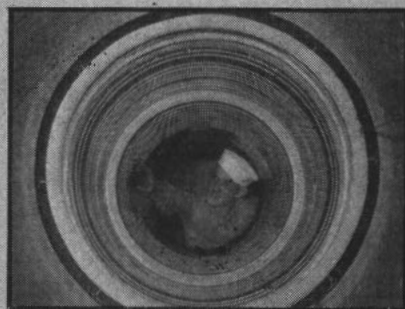
There is no intent in the Navy's policy toward its Reservists to take students out of school during an academic year and order them to sea for two weeks to meet their cruise requirement.

To the contrary, Reserve cruises are so arranged that students have ample time during vacations from school to take their annual two weeks' training duty as Naval Reservists.

Commanding officers of Naval Reserve units have been advised not to permit students to take cruises during the school year except in exceptional circumstances. The Navy wants them to stick to their books.

QUIZ AWEIGH

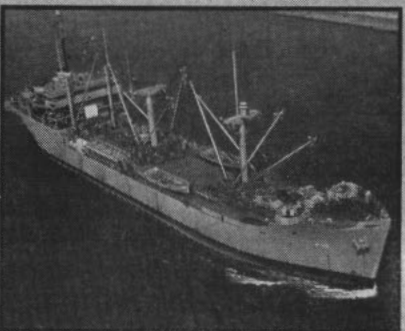
Your nautical knowledge will probably help you blast the last two questions but the first four are apt to prove curve balls. Batter up.



1. This sailor is looking through the business end of (a) thermacouple fitting on a high pressure steam line (b) chamber of 16-inch rifle (c) jet tail pipe section.
2. It is used (a) to measure temperature (b) to impart rotation (c) as an air duct cooler.



3. The flag at left is the official flag of (a) Congress of the United States (c) Department of Defense.
4. At right is the official flag of (a) Joint Chiefs of Staff (b) Secretary of Defense (c) National Military Establishment.



5. This ship, featured in an article in the January 1950 ALL HANDS, is (a) refrigerator ship (b) fleet oiler (c) repair ship.
6. This type vessel comes in three convenient sizes—small, medium and large. Loaded tonnage of the largest is (a) 22,000 (b) 15,000 (c) 7,000.

'Ultimate Test of Discipline Is Combat'

(Editor's note—The viewpoint of the top man in the Navy on the subject of leadership, morale and discipline was outlined to officers attending the Naval War College, Newport, R.I., by the Chief of Naval Operations, Admiral Forrest P. Sherman, USN. With the belief that the speech contains a message for every officer and man in the naval service, ALL HANDS here reprints the address in its entirety.)

I am gratified at the opportunity to visit the Naval War College. However, I must confess that it was with some hesitance that I agreed to add to the number of addresses to which you have listened during the year and to the vast number which are being given in various educational institutions at this season of the year. I well remember my own eagerness about 23 years ago to leave these surroundings and proceed to my next ship, the *Lexington*, then about to go into commission.

Partly because I remember that transition from the quiet study of the art of naval warfare to the problems of training the crew of a new ship, but more importantly because of the urgency of and seriousness of the subject, I want to talk to you this morning about a problem that concerns me greatly—a problem which you of the Navy and your contemporaries must solve. It is the problem of naval leadership. I believe that similar problems will confront the officers from other services who are here this morning.

The fundamental problem to which the command of the Navy and, in fact, the entire military establishment is devoting most of its energies is to achieve maximum strength with the money that is made available to us. Difficult as it is to increase effectiveness with reduced overhead, we are making headway and getting results. By eliminating activities which absorb funds without commensurate returns we are making more funds available for ships, airplanes, and men—but this is only a beginning. The combat effectiveness of our Navy derives more from the caliber and spirit of its officers and men than from the quantity and quality of weapons, and that caliber and spirit cannot be bought.

Those of us assigned to duty in the Navy Department are responsible for obtaining the material and the personnel that we need. The training, the morale, and the discipline of the Navy are the responsibilities of all those in authority from the most senior officer down to the leading seamen. At this time when you are about to return to a more active career, it is most appropriate that serious thought be given to the problems of leadership, morale, and discipline which confront all of us. Here at the War College your studies and problems can presuppose a high standard of personnel. Elsewhere it is necessary actually to establish high standards.

After the tensions of any war, there is a tendency

for morale and discipline to let down unless prevented by positive exercise of leadership. Such a let-down is the natural result of diminished national interest in things military; of abatement of the hardships and uncertainties inherent in service afloat; and of the natural human desire to devote more attention to family and personal welfare. That was true in 1781, in 1814, in 1866, in 1919, and in 1946.

In the early days of our nation, we fought—and won—against heavy odds. Our ships were few, and inadequate, but they were successful against the powerful nations which then ruled the world. They were able to succeed because those captains were able to inspire their men with the courage, the zeal, the enthusiasm, and the will to win which could decide the outcome before battle was joined. Each succeeding generation of officers enriched the fighting spirit of the Navy and added to our proud naval heritage primarily because of superb leadership, morale and discipline.

In the early days of the Navy, when our great traditions were first established, even down to the war with Spain, it was well understood that a sea officer was primarily a leader of men. Although years of sea experience and a high degree of intelligence and professional skill were essential, his usefulness was in large measure dependent on his ability to exercise leadership, to command the confidence of his subordinates, and to maintain morale and discipline both in battle and in the dull periods of peace.

During the last half century the rush of events has faced us with a bewildering array of technical skills to be mastered, a greater volume of professional information to be digested, and a most complex state of affairs in which naval officers must now be able to work with scientists, statesmen, industrialists, and administrators.

During these years the pressure of technical specialization, and the time required for even moderately adequate education and training of officers have interfered importantly with the traditional duties of sea officers, particularly with their attention to their men.

In this century our nation became more powerful. Our ships and our equipment became superior in many ways to those of our opponents. The productive capacity of our country, its scientific skill and ingenuity generated a powerful fighting force. But even in the last war when the United States had a preponderance of excellent materiel, our battles were won by men—by men inspired by their cause, by men who gained strength out of confidence and faith in their leaders. Mitscher, Callahan, Scott—were but a few of the many inspiring examples of men who fought well—and who were loved by their subordinates. Our leaders who fought so valiantly and won so many hard-earned victories had faith in their own ability, trust in their shipmates and reliance on the judgment and skill of their own superiors. All the good equipment, all the research skill of the country would have availed us nothing had our weapons not been manned by daring, courageous and skillful men. It is men who win battles.

In the peacetime Navy, it is again men who most influence the peoples of the world. Good equipment is an asset; but in the final analysis, the bearing of a



ADM Forrest P. Sherman

ship's crew has more power, more influence, than the technical excellence of the ships they man. Just as wars are won by men, so the ideals of freedom are maintained by men—not by masses of materiel. The world is still swayed more by the beliefs and the deeds of men than by production charts.

The material superiority enjoyed by the United States today may not always exist. We may be rigidly restricted in the use of certain materials. There may be severe shortages, our manufacturing dominance may not be so great as heretofore. These material inadequacies we must counterbalance by the quality of our equipment and superior men to use it.

We can be certain that we will not have the numbers of men available to our adversaries. We will have fewer men to fight and fewer men to work in our factories.

The restrictions of manpower may limit us in the number of ships we can man, in the number of planes we can fly, and in the number of bases we can use for support. We can compensate for smaller numbers only if each man is more skillful, is better trained, is more enthusiastic, and has more combat ability than the men he will oppose in battle. Therein is the greatest challenge to naval leadership which has ever existed.

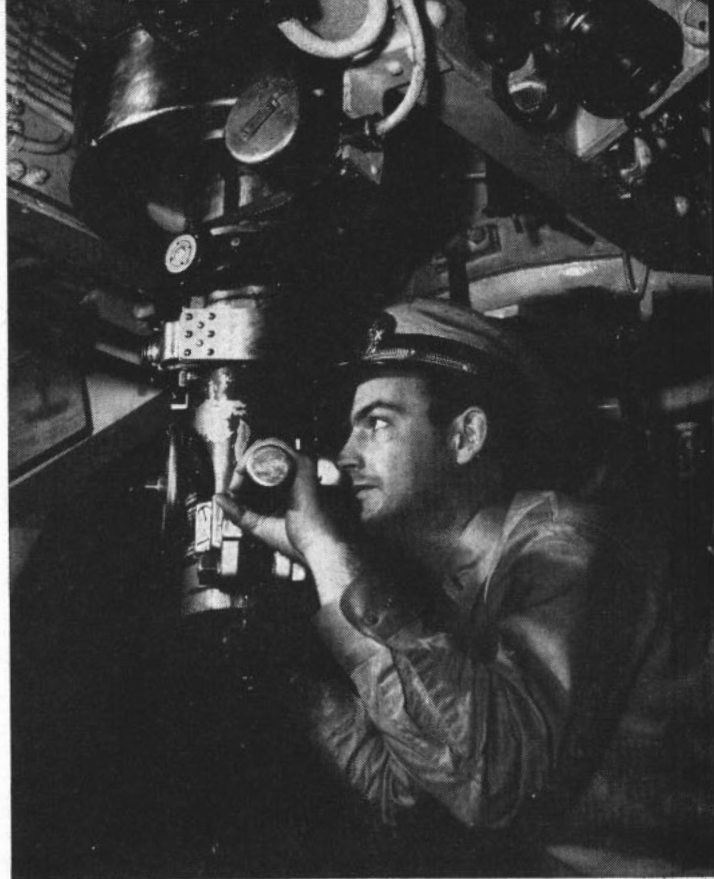
The wartime role of the Navy is clear-cut. It must maintain control of the seas, or the United States will not be able to support its own forces or those of our Allies overseas. It must take its part in carrying out the war to the enemy and in exerting our total military power effectively and victoriously in areas of our own choosing. We have an important task—a most critical one—and one which will not be easy to accomplish. We can accomplish it, but to do so we must maintain our combat ability at higher levels than ever before. We must maintain our officers and men in a state of superior readiness.

It is our responsibility as senior officers to achieve this state of superior readiness. It is our responsibility, collectively and individually.

The goal which we must reach is one which can be attained only by a well-disciplined organization. A well-disciplined organization is one in which all the members of the organization are taught to work willingly, enthusiastically, and skillfully as individuals and as a group, to fulfill the mission of the organization with an expectation of success.

The ultimate test of discipline is combat. The only discipline which will surely meet the test of combat is one that is based on the fact that all hands have pride in a great service, a belief in its purposes, a belief in its essential justice, and complete confidence in the superior character, skill, education and knowledge of its leaders.

Every experienced officer in the Navy knows the basic requirements of leadership. We all know what is necessary to make an outstanding ship and an outstanding Navy. But not all of us practice the things we know. I doubt that any one of us here in this room has done as much as he has within his ability to improve the discipline in our Navy. True, there are many good reasons for our shortcomings. Officers have too little duty afloat in combatant ships; they get lost in too many desk jobs; they spend too little time in command of numbers of men. But, in spite of all the difficulties, we must have the most effective organization, the best disciplined organization in the world, or the next war



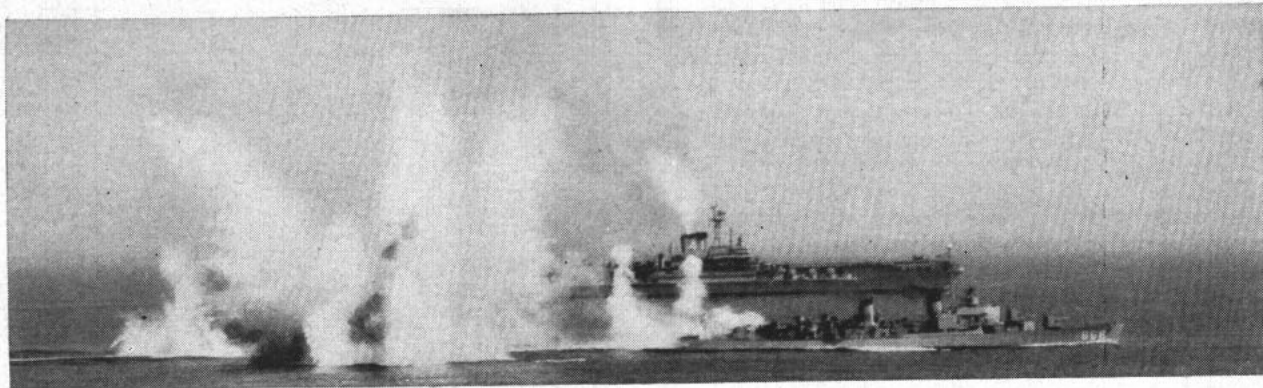
EQUIPMENT would avail us nothing unless manned by courageous and skillful men. 'It is men who win battles.'

may bring disaster. The senior officers of the Navy must exert their predominance, enhance their prestige, and assert their responsibilities by effective action.

What needs to be done to inspire the spirit of enthusiasm, understanding, and confidence that will produce a pre-eminent combat outfit?

One area in which considerable improvement is possible is the personal interest of senior officers in their junior officers and of junior officers in their men. Navies are unique in the close relationships which exist at sea between seniors and juniors, but in our diffused organization on shore, we have a tendency to lose personal touch with each other. Only by knowing their subordinates can officers both evaluate their talents and limitations, and stimulate their growth toward the high standards the Navy must demand from all who serve at sea.

It is essential that each officer in a responsible position understand thoroughly the group for whose training and performance he is responsible. The effectiveness of that group will largely depend upon the skill with which the leader causes each member to identify himself with his group. All leaders must have continuous concern for their subordinates. This concern must be evident at all times, not just when the subordinates get into trouble, or when the leaders want a special effort. Leaders must know their people as individuals, and their men must realize and appreciate that their leaders do know them. Foremost in each man's heart is the desire to be known, to be appreciated and understood, to be an individual in the eyes of his leader and not a nameless cog in the machine. This is an old, old story. I have repeated it only because there are signs that it



COMBAT EFFECTIVENESS is derived from caliber and spirit of personnel. That caliber and spirit cannot be bought.

is being forgotten.

It is said rightly that a good captain makes a good ship; good department heads, and good division officers are almost an equal requirement. Junior officers greatly affect the spirit of the Navy. Each one is an important link in the whole chain of command, important because it is his responsibility to deal directly with his men. But, he cannot carry this responsibility without the aid of his seniors. Division officers, for example, often do not have the means and time available adequately to supervise and counsel their men in the manner necessary to develop the mutual respect and understanding so important to morale and discipline. The solution to the problem lies in greater appreciation by senior officers of the relative importance of the multitudinous and diverse duties of their subordinates. The more senior officers must appreciate that the most important duty of their subordinates is the direction of their men and *not* paper work and administrative routing.

Our younger officers must be given a clear understanding as to their duties, and it is especially important that they be given duties in which they can acquire a sense of achievement, and thereby obtain the pride and professional self-respect which are essential to high morale in the officer corps. Junior officers should be continually encouraged to observe and profit by the example of the senior officers who are the best leaders.

Likewise we must be sure to maintain and inspire the relationship between officer and petty officer, and petty officer and non-rated men. We will thereby improve our petty officers and our combat effectiveness.

I believe that many of us have given too little effort to passing information both down and up. Our juniors and many of our men have, we hope, chosen the Navy as a life career. They want to belong to an organization that is progressive, that is successful and that is respected and honored by other professions. Factual information is the best means of convincing them that their profession is the best profession in the world—as it is. The plans, the purposes, and the future of the Navy should be explained and explained again—at every opportunity. Only by careful and thorough exposition of what the Navy is and what it expects to do can we build up a proud and well-disciplined organization, because only with knowledge and confidence can true discipline be achieved.

I cannot leave the subject of our younger officers without making the comment that we cannot expect

discipline and propriety of conduct among our men if we do not require it among the younger officers. It is still true that the discipline of the wardroom is the discipline of the fleet.

There has been a tendency for officers to be so lenient with minor infractions of discipline as to encourage the delinquent and discourage the outstanding. Each time we let an officer or an enlisted man become slack in his appearance, we do an injustice to those who maintain a higher standard and are proud of their uniform. However, we must distinguish between the faults of softness, timidity, or weakness in dealing with delinquencies and the virtues of understanding and compassion for others, which are usually the attributes of leaders who are firm and strong.

No really good man wants to continue in a military organization which is slack. We, ourselves, and all of our juniors, want to serve in an organization which distinguishes between good performance and poor performance—which rewards the former and penalizes the latter.

We all know that a taut ship is a happy ship. In a taut ship every officer and every man knows exactly where he stands. Each knows what is expected of him. Each has complete confidence in his associates and knows that an incompetent shipmate would be brought up with a round turn. In a taut ship there are no soft billets, and there is no man or group of men "getting away with it." The officers and men are on the job and they require others to be on the job. The shiftless are dealt with promptly—and dealt with while their offenses are still minor.

Another important factor affecting morale and discipline is stability. Stability of operating schedules, stability of personnel, stability of orders, all tend to increase the morale of an organization. This is true because the people know where they are going to be, what they are going to do, and how they are going to do it—and they can plan accordingly. For this reason I shall do all in my power to improve and increase stability in the Navy.

These four factors that I have just described are essential in a well-trained and well-disciplined service. However, such things as creature-comfort, adequate housing, medical attention for themselves and their families, the solution of family difficulties—cannot be neglected. Neither officers nor men can be proud of their organization unless that organization permits them

to live respectably, and unless they have an agreeable environment, and adequate food.

Any organization will have good morale and discipline if the command is adequate, for command, morale, and discipline are inseparable. Morale and discipline are functions of command, their problems are the problems of command. Military leadership requires that leaders exercise their responsibilities for morale and discipline, and that they exercise those responsibilities all the time. The duties of command cannot be delegated—they are yours—and they will remain yours individually as long as you wear the uniform of the Navy.

The United States' naval service has always been one of the best disciplined organization in the world. Because of this discipline, the Navy has been able to demonstrate its worth and its effectiveness in combat. Wars of the future will probably be against great numerical odds. Our competence must be superior to that of any enemy if we are to do our part in assuring the survival of the United States. The competence of a well-disciplined organization is not difficult to achieve, because we have a firm foundation upon which to build—we have the finest men of any military service in the world—but, each of us must do his utmost. The officers of the Navy are responsible for the Navy—that Navy will be just as good as we make it.

Each officer of the Navy must meet increasing demands for technical and professional skill. But first and foremost, he must maintain the traditional standards of loyalty, justice, tenacity of purpose, attention to duty, and sustained devotion to the ideals of leadership, morale and discipline which are the strength of our service.

Each must look on this great service of ours—and on the country we so proudly serve—in the same spirit that burns in Pericles' advice to the Athenians more than two thousand years ago:

"You must realize the power of Athens and feed your eyes upon her from day to day, till love of her fills your hearts; and then, when all her greatness shall break upon her, you must reflect that it was by courage, sense of duty, and a keen feeling of honor in action that men were able to win all this."



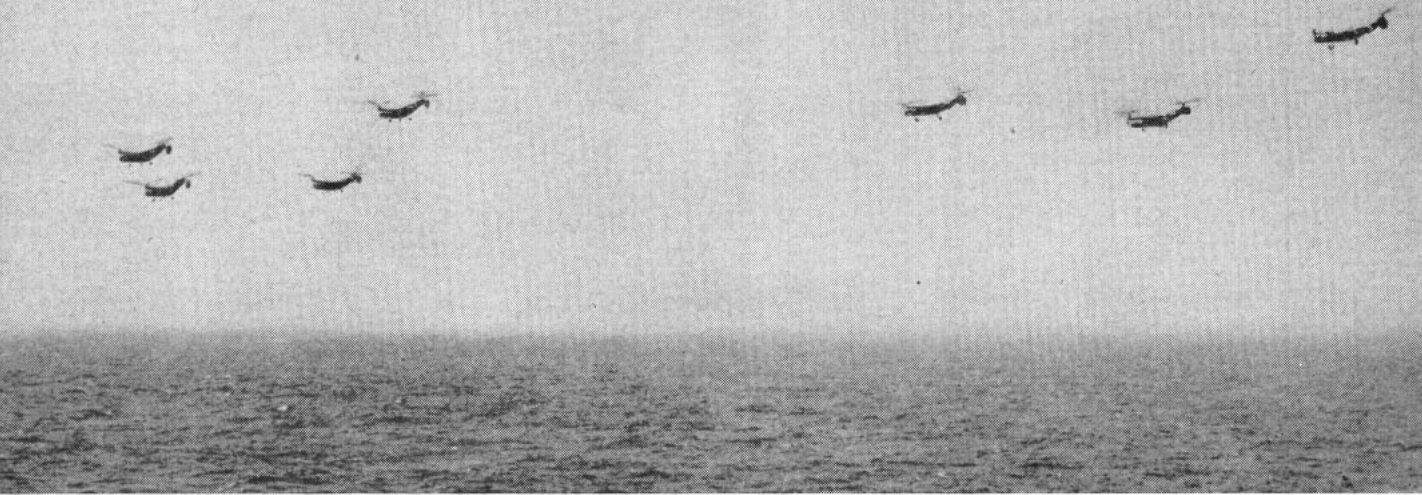
Laugh Therapy

Enough bright stars of the entertainment world appear at the Naval Hospital, Great Lakes, Ill., in the course of a year to form a ranking constellation.

The reason? An impartial survey of medical experts proves conclusively that a good time and a few laughs are bound to give a guy a big boost along the road to recovery. Performing are such well-known personalities as Joan Blondell (above), the one and only Jimmy Durante (right) and Frances Langford (below), and other top troupers.



COPTER SQUADRON



FORMATION of Marine helicopters leaves USS *Palau* transporting heavily armed assault troops to distant 'airhead'.

HELICOPTER ASSAULT, the Marine Corps-developed technique for storming a beachhead by troop-carrying helicopters, is proving to be a revolutionary development in the search for new and improved methods of waging amphibious warfare.

Basically, the tactics employed are to equip a number of ships with troop-carrying helicopters. When landings are planned for early morn-

ing, the helicopters would be loaded with combat-equipped troops while still as much as 150 miles from the destination and flown in under cover of darkness. The quickly-landed troops would gain an element of surprise in making the initial attack and an opportunity to secure the beachhead for the main body of troops, which would be landed by boat.

The versatile helicopter is well

equipped for this type of work, being capable of landing on rough terrain with ease. Eight of the Marine Corps' HRP helicopters can carry 56 combat-equipped troops. Other HRPs transport heavy equipment such as 75-mm. howitzers. The "egg-beaters" also lay wire, bring in ammo and other vital supplies.

The use of helicopters in amphibious warfare was demonstrated in





SWASH plate assembly, for control of by a civilian expert (left). Above: Mechan-



SIMULATED night flying time is logged by one of HMX-1's 23 pilots (left). Above: Ace mechanics keep the squadron's aircraft availability high.

Operation Parkard III. During this peacetime training operation eight helicopters were carried on board *uss Palau* (CVE 122).

During these operations, flown by HMX-1 from the air station at Quantico, Va., nothing developed either technically or tactically to indicate any unsoundness in the Marine Corps' concept of ship-to-shore assault by helicopter. Once again the 'copters proved themselves here to stay.  



COMBAT-RIGGED Marines board an HRP on *Palau's* flight deck prior to assault (above). Below: 'Copters are secured following the day's operations.



rotor pitch, is explained to Marine mechanics assemble helicopter transmissions.



An All-Out Sports Program Brings All Out

AN OBSERVER at the U. S. Naval Amphibious Base, Little Creek, Va., might think that maneuvers are in full swing on the day he happens to visit. On taking a closer look, however, he discovers the mass of men dotting the fields are Amphib sailors engaged in intramural athletics.

In sports, the Amphibs believe in quantity and quality. Sailors stationed on this base can—and do—take part in one of the most extensive sports programs—found anywhere in the Navy. On their mammoth 8,000-acre base are facilities for indulging in sports that range from lake fishing to indoor track and field events. The Amphib sailors—there are approximately 10,000 of them stationed on the base or on board ships of the Amphibious Force—see that these facilities are not left idle.

While Amphib varsity teams are well known and respected in an area that breeds some of the finest service squads in the country, the heart of the Amphibs' sports program is its intramural leagues. Well organized and highly competitive, these leagues provide hundreds of sailors a chance to loosen their muscles while taking an active part in their favorite sport.

The intramural program keeps in full swing the year around. Fielded are some 27 softball teams, 11 baseball squads, 29 basketball quintets,



"The fellow who rented me this suit said it was more my type."

16 bowling teams and other intramural teams in wrestling, boxing, tennis, golf and pistol. Contests are always well attended by enthusiastic rooters, and conducted on a business-like basis by competent officials. Complete uniforms are furnished to all intramural softball and basketball squads and, of course, playing equipment is supplied to all intramural teams. Presentation ceremonies are held at the end of each season with appropriate awards being presented to the champions by the Commander, Amphibious Forces, Atlantic Fleet.

Where the Little Creek Amphibious Base really excels is in its facilities. Available on the base are some 10 softball fields, a baseball diamond, handball and volleyball courts, two football fields, five sailboats, an outdoor rifle and pistol range, tennis and badminton courts,

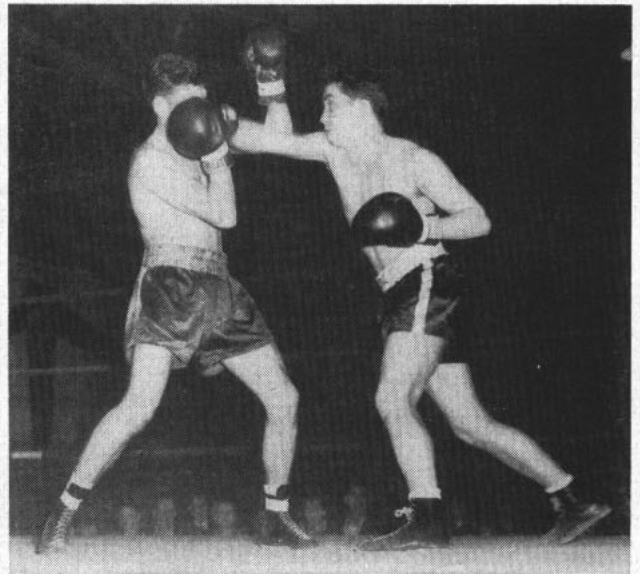
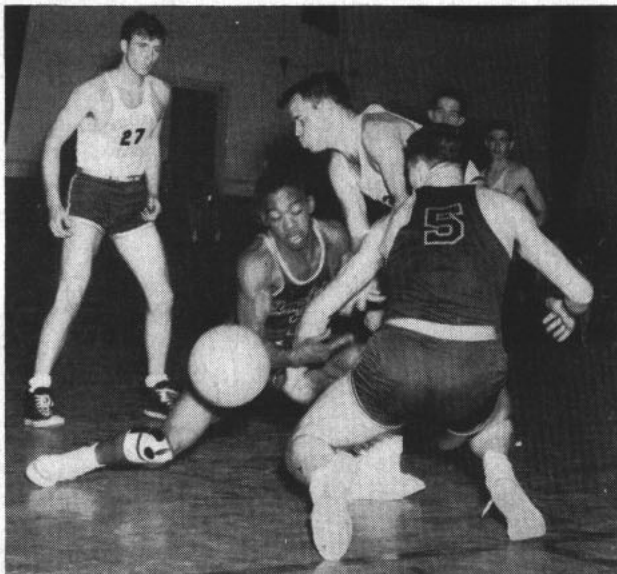
16 bowling alleys and a nine-hole golf course that will soon be completed.

On the base's expanse of coastline is an exceptionally fine beach, set aside for the exclusive use of recreation parties. Fishing equipment is available, and sailors spend many pleasant hours casting in the Atlantic surf, trolling offshore in boats furnished by the base, or bait fishing in two fresh water lakes located right on the base. Good catches of flounder, sea bass, pike, mackerel and spots are made.

For sailors who don't like to swim in the surf, the base has an outdoor swimming pool. Its huge gymnasium contains three basketball courts, boxing and wrestling rings, and ample seating for spectators. The base is so large you can go hunting without leaving its boundaries—using shotguns, rifles and ammunition furnished by the recreation department.

Varsity teams are fielded by the Amphibs in baseball, softball, basketball, football, bowling, wrestling, boxing, tennis, golf and swimming. These teams represent not only the Little Creek Amphibious Base, but the entire Atlantic Fleet Amphibious Force. Contests are scheduled against powerful Navy, Air Force, Army and collegiate competition in the area.

As these Amphib teams represent



INTENSE SPIRIT of Amphib Force athletes in team and individual sports has earned them respect in competition.

the entire type command, players are often drawn from many units to form a single team. In basketball, football and baseball, prior to pre-season practice, word is spread throughout the Amphibious Force that talent is needed for the team. Men attached to the various units of the Force turn out for these initial workouts. Sharp-eyed coaches look them over carefully, tabbing the prospects. These men return for further workouts, and gradually the squads are reduced to workable size.

In softball, after the intramural league champions have been determined, a tournament is held with a Force championship team emerging. Bolstered by outstanding players from other intramural teams, this team becomes the Amphib varsity squad, representing the Force in outside competition.

Boxers, wrestlers, bowlers and other individual sport athletes are selected for varsity squads in much the same manner as are team members of basketball, football and baseball squads. Under the guidance of the athletic department, they are whetted to a fine edge for outside competition as representatives of the Amphibious Force.

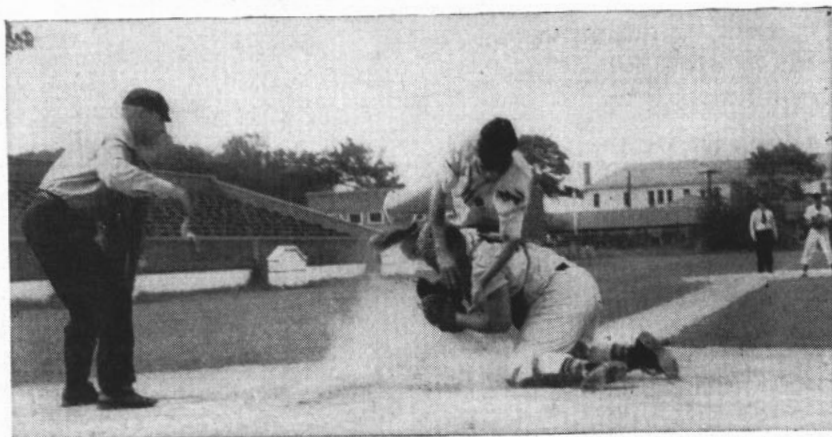
Amphib varsity teams play a rugged schedule in practically all sports. Contests against teams from NAS Norfolk, Norfolk Naval Base, Fort Monroe, Langley Field, MCAS Cherry Point, Camp Lee and the Quantico Marines are always colorful affairs because of the high caliber of play and the intense rivalry.

In Atlantic Fleet competition, the Amphibs have compiled a remarkable record. In 1948 and 1949 they won the Fleet softball crown. Again in 1948 and 1949 they won the Fleet football title, and by so doing, gained permanent possession of the Jonas Ingram Atlantic Fleet Football Trophy. In 1949 they added the Fleet baseball and basketball crowns to their collection. It was the first time a single organization had captured four Fleet titles in succession.

The sports program of the Amphibs is designed to benefit the largest possible number of its personnel, either by providing the opportunity to get into the game, or with the enjoyment of watching high caliber teams in action. On both counts, they appear to be doing quite well.



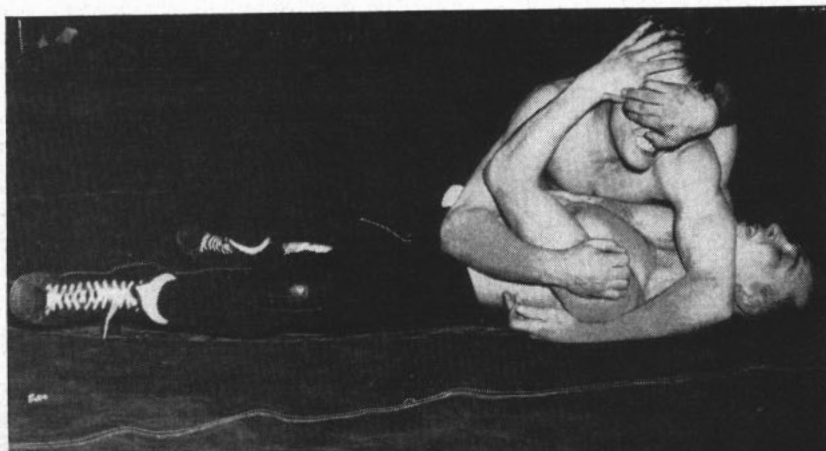
SOFTBALL, with 27 teams fielded, is one of the base's most popular sports.



BASEBALL and other varsity squads are selected from intramural talent.



FOOTBALL and wrestling are included in comprehensive sports program.



New Policy Puts Emphasis on 'All Hands' Participation in Sports

A new policy on participation in athletics by Navy personnel has been outlined by SecNav.

Greater emphasis is to be placed on conducting sports on an "all hands" basis under the new program. Commanding officers have been instructed to make every effort to promote sports at the intramural, intra-district, intra-type and area inter-service levels. Contests between Fleet and shore activities within a district or area are to be encouraged, according to the directive.

Here are the revised rules and regulations pertaining to the participation of naval personnel in athletic contests.

Eligibility

All officer and enlisted personnel ordered to active duty in the Navy and Marine Corps for periods of more than 90 days are eligible to participate in the Navy sports program, with the exception that commissioned officers and professionals may not enter boxing and wrestling competitions. Personnel ordered to duty for 90 days or less are ineligible. Full participation by the Coast Guard is invited.

Participation

In the team sports, the number of officers participating in a game at one time shall not exceed 50 per cent. This does not preclude the establishment of teams composed solely of commissioned officers, providing such teams do not represent the naval activity as a whole, and recreation funds are not used to support such teams in an amount exceeding the percentage of total commissioned as compared to total non-commis-

All-Navy Sports Calendar

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



Golf

Week of 6 Aug 1950
Pensacola, Fla.

sioned personnel attached to the activity.

To assure equitable competitive opportunities to members of all military services, the following general principles are provided for information and guidance in determining whether individuals or units of another service shall be permitted to participate in the program:

- Individuals or units of another service, whose parent service can provide adequate sports competition, will not be permitted to participate in the Navy sports program.
- When, in the opinion of the district commandant or area commander, suitable opportunities for individuals or units of another service are not available by the parent service, he may authorize their participation in team and individual sports competition through the district or area level.
- Personnel of another service attached to a Navy unit or a joint unit under Navy jurisdiction are permitted to compete as members of a Navy team through the district or area level. The total number of personnel of other services participating in a game at any one time shall not exceed 50 per cent.

Competition

- Contests with high schools, colleges or other bona fide amateur teams are permitted. When such games are played on facilities off naval reservations, every effort will be made to admit service personnel free of charge.
- Competitions in leagues conducted on facilities off naval reservations are permitted, providing such leagues are composed and directed by bona fide amateur organizations.
- Participation in sanctioned local, district, state, and/or national AAU championship events or other recognized amateur organizations is permitted, providing the individuals

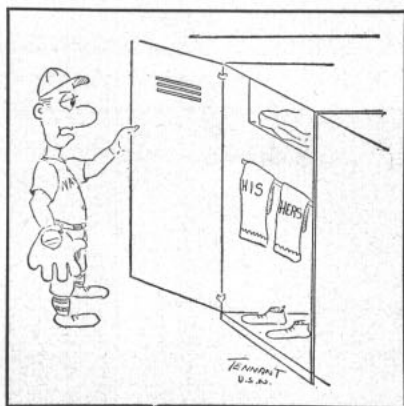
or teams represent the naval activity to which they are attached. According to AAU rules, service personnel and teams are not required to become members of the AAU, nor are their activities required to pay for sanctions. Activities must certify that their entries meet AAU eligibility requirements when participating in events governed by AAU rules.

- Competitions with professional teams are authorized only on naval reservations for the entertainment of naval personnel.
- Individuals competing in any contests off naval reservations must be identified as representatives of the U.S. Navy or U.S. Marine Corps and shall not accept money for such participation.
- Naval personnel are not permitted to compete in games, contests, or exhibitions conducted by promoters or groups operating for the purpose of personal or organizational financial gain.
- Normally, athletic games and exhibitions on naval reservations, involving non-naval personnel and conducted by promoters or groups for the purpose of personal or organizational financial gain, are not permitted. The Chief of Naval Personnel and the Commandant of the Marine Corps may authorize these competitions, however, at remote stations and in localities where commercial or civil athletic facilities do not exist.

Admissions

While admission charges for naval personnel to athletic contests are not encouraged, nominal charges are permitted in the following instances:

- For benefit contests sponsored in connection with the annual fund raising drives of charitable and welfare activities of recognized national scope, including Army and Navy Relief societies, providing net profits go to those organizations.
 - To cover expenses incident to the operation of a game, match, tournament or exhibition.
 - To augment depleted recreation funds (subject to approval by the Chief of Naval Personnel or the Commandant of the Marine Corps).
- The SecNav directive of 1 May 1950 states that any exception to this policy must be submitted to the Chief of Naval Personnel for deci-



"Oh, coach!"

sion if it concerns naval or Coast Guard activities, and to the Commandant of the Marine Corps if involving Marine Corps activities.

The new rules and regulations do not apply to teams representing the U.S. Naval Academy or student personnel assigned to Naval ROTC college units.

Angler's Haven on the Keys

"Fisherman's Paradise" is how sailors stationed at NAS Key West, Fla., describe duty at this activity. To prove their point, a verified report on a fishing party from the station landing 472 pounds of game fish in one day is sent along.

Located within a stone's throw of the Gulf Stream, the area abounds in game fish to battle, and food fish to eat. Among the game fish which can be lured into snapping at bait are sailfish, tarpon, dolphin, wahoo, and marlin. To tingle the taste buds, there is an abundance of groupers, yellowtail, jewfish, and several species of snapper.

At the air station are four specially constructed boats for deep sea fishing. These are available at all times to sailor-fishermen.

All-Marine Track Meet Results

Eleven new Marine records were established when Marine Corps trackmen competed in the third annual All-Marine Track and Field Meet, held at Marine Corps Schools, Quantico, Va.

The new marks were set in the mile run, two-mile run, discus throw, shot put, 440-yard run, 880-yard run, mile relay, high jump, javelin throw, 220-yard hurdles, and the pole vault.

Team honors were taken by the Quantico squad, which edged out the thinclads from Camp LeJeune, N.C., for top honors. Teams from 12 Marine Corps activities participated.

'Big E's' Bell Tolls Triumphs

Midshipmen at Annapolis have a new way of spreading the word whenever they defeat the cadets from West Point in the field of sports.

A battle-scarred ship's bell has been removed from *uss Enterprise* (CV 6) and transplanted to the Naval Academy. Whenever they score a victory over the West Pointers, the bell from the "Big E" will toll out the news.

SIDELINE STRATEGY

Passing time does not seem to dull the shooting eye of Thomas R. Mitchell, MSGT, USMC. Deadly with both rifle and pistol, Mitchell set his first Marine Corps record back in 1939, when he scored 296 out of a possible 300 to win the Elliott Trophy Matches.

In 1948 Mitchell won the Lauchheimer Trophy, which is generally considered the highest award for Marine marksmen. Now, some 11 years after breaking his first record, Mitchell is shooting better than ever. Recently he set a new Marine Corps record by puncturing out 573 of a possible 600 in the Marine Corps Rifle Match Course.

Golfers at NAS Alameda who seldom break 100 don't have to sit around and watch more accomplished linksmen compete in all the tournaments. These enthusiastic but erratic divot diggers have their own tournament.

Once each year "The Hackers Open," a tournament for sailors who never break par, is held on a local course. While the moles burrow deeper and fearless spectators brave a barrage of hooked and sliced balls, puffing contestants literally tear up the greens. Despite aches, blisters, and a divot-scarred course, this year the winning 5-man team scored an average of 92.2 for the 18-hole course. Not bad when you consider that only one golfer in three of the 91 en-

trants used the fairways to reach the greens.

Judging from West Coast reports, the relative strength of teams in the 12th Naval District Baseball League seems to be a little unbalanced. Results of a game between the San Francisco Naval Shipyard and the Port Chicago Marine Barracks are the basis for this conclusion.

Although the game lasted only seven innings, more action took place than normally does in half a dozen contests. The Shipyard team got off to a roaring start. Finally, in the fifth inning, the Marine pitcher was sent to the showers, having been touched for 27 runs. His team mates didn't help matters any by committing 13 errors. The relieving hurler fared better. Only six runs were scored off him. The Shipyard won 33-3.

Marine Colonel Paul D. Sherman is not a man to allow minor mishaps to deter him while doing battle. When fishing off Pearl Harbor, T.H., he hooked a big tuna on a 90-pound test line. For over an hour, fish and Colonel battled doggedly. Then the rod snapped. Colonel Sherman grabbed the broken rod, planted it in his stomach, and grimly reeled in. An exhausted 125-pound yellow fin tuna was finally hauled aboard.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.





'THE BIGGEST little airline in the world,' VR-24 flies high-priority-cargoes to the far-flung units of the Sixth Fleet.

The World's Biggest Little Airline

THE Berlin airlift has been over these many months, but in Europe the Navy continues to fly its own unique airlift.

Keeping its finger on U. S. warships that plow the blue-green waters of the Mediterranean, the Navy operates a fleet of transport aircraft which has been nicknamed "the biggest little airline in the world."

On broad wings of silver, R4Ds and R5Ds of this hard-working squadron roar off from their base near London, England, to deliver thousands of tons of rush cargo every month to ships operating in the far corners of the Mediterranean and on the European side of the Atlantic.

High-priority mail and blood plasma, Navy VIPs (Very Important Persons) and spare parts, reel upon reel of movie film and stacks of personal mail — all these make up the bulk of the cargo that is crammed into the bulging bellies of the squadron's planes.

Dogging the heels of warships as

they do, planes of this high-flying squadron land on many of the major airfields on the continent as well as on many more which scarcely show on a map. They fly into such widely separated points in the Mediterranean area as Nice, Naples, Rome, Venice, Udine, Athens, Ankara,

Istanbul, Salonika, Malta, Tripoli, Tunis and Algiers at the drop of a mail pouch.

That's not counting stop-overs they must make on the way. Fanning out from their London base toward these points south, pilots of this All-Navy airlift touch also at some of the biggest and brightest cities in Europe proper — Oslo, Stockholm, Copenhagen, Belfast, Edinburgh, Paris, Brussels, Amsterdam, Frankfurt, Bonn, Berlin, Zurich, Madrid and Vienna.

The official name of the biggest little airline in the world is Navy Air Transport Squadron 24 (or VR-24) and it was first organized in 1946 as a component part of the Naval Forces, Eastern Atlantic and Mediterranean (CinCNELM) under Admiral Richard L. Conolly, USN to provide logistic support to the far-flung units of the Sixth Task Fleet.

Since this unit (now Sixth Fleet) cruises all over the Mediterranean and beyond, VR-24 planes must



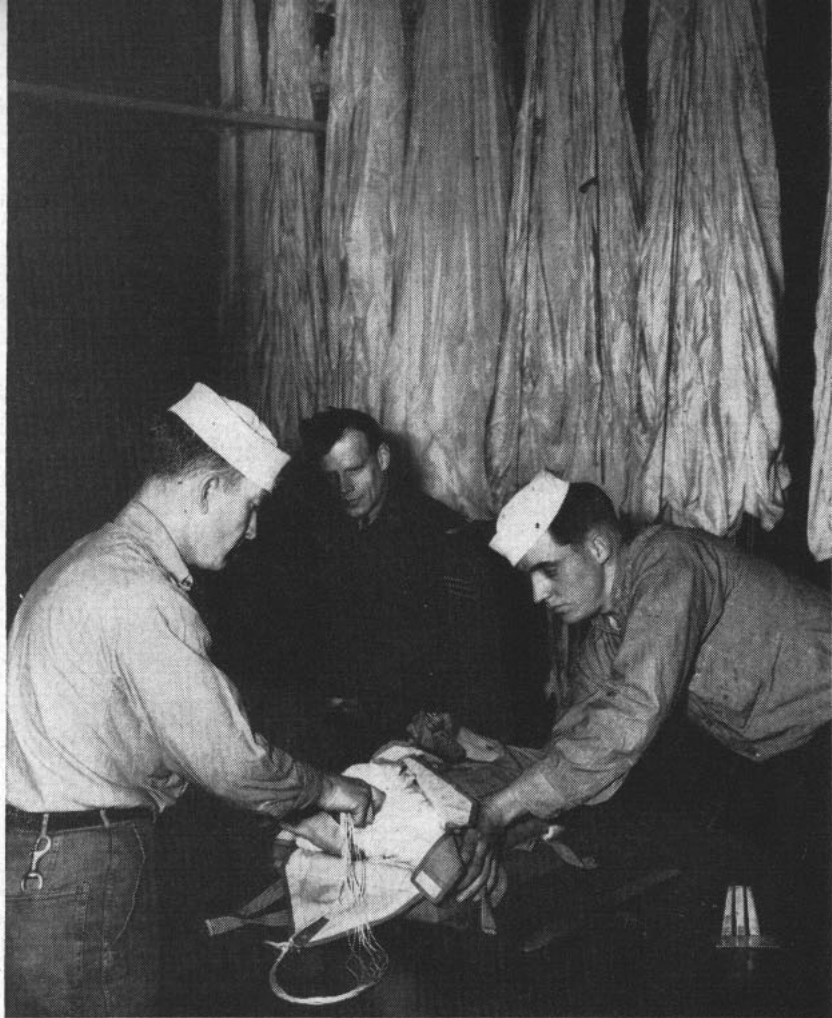
cruise all over the skies to keep up with them.

One "routine" flight, a faithful, lumbering R4D was flown to Cherbourg, France, to pick up a bluejacket who had suddenly contracted a serious case of infantile paralysis. From Cherbourg, VR-24 lifted this patient to Rhein-Main, Germany, where he was hurriedly placed aboard a fast cargo plane for a rush trip to the U. S.

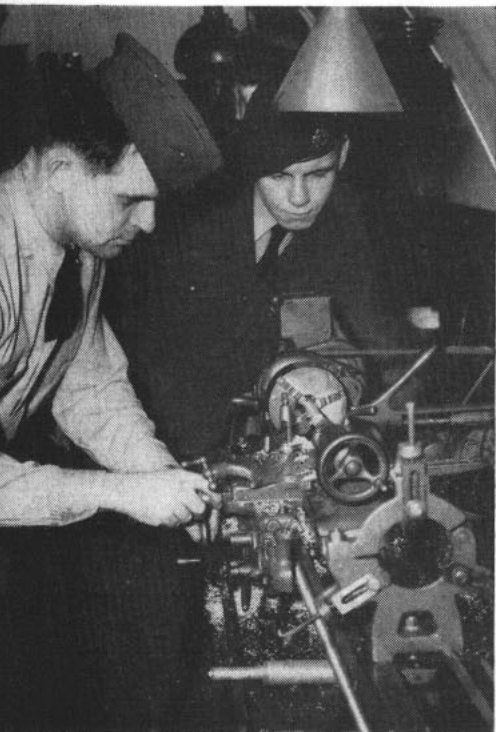
But "mercy flights" such as these are only a small part of the job being done by Transport Squadron 24. The main job is to carry critical spare parts and technicians to ships that need them in a hurry; to bring in replacement personnel and take out personnel being reassigned or discharged; to deliver high-priority and personal mail and other items such as medical supplies to Sixth Fleet ships; and also to provide an additional "flying pipeline" to bring in supplies for all Naval missions scattered across Europe.

In half a year alone, these hardy aircraft lifted slightly less than 1,500,000 tons of cargo a distance of 650,000 miles. To accomplish this, pilots and aircrewmembers spent more than 4,400 hours in the air and flew into more than 40 different countries.

Flying into a different airfield every other day as these pilots have to do makes for many incidents which the fly boys tell about with obvious relish



SQUADRON parachute riggers pack 'chute while British airman looks on (above). Below left: RAF air craftsman watches Navy chief operate engine lathe. Below right: Expert hands effect engine repairs on rugged old R4D.





when they return to their home base from a grueling "run."

A favorite yarn concerns the squadron pilot who one day circled a little used airstrip in central Italy. Taking a quick look over the side to see that all was clear for his approach and landing, the pilot banked his R4D sharply into the wind, made his glide approach and dropped easily onto the runway. He gunned the plane forward as he touched down in order to soften the landing.

No sooner had the big plane rolled to a stop when an irate Italian farmer ran out to the plane, brandishing a pitchfork above his head. It seems that the pilot had gunned his plane right through a full season's crop of beans which the farmer had been drying on the sunny runway and which had now been scattered far and wide over several acres of airfield!

Incidents such as this are apt to occur once in a while, but they fail to unsettle VR-24 pilots who in three years of keeping up with the fleet are used to just about everything from beans to bullets. 🇺🇸 🇺🇸 🇺🇸



ALL CLEAR given, pilot runs up starboard engine on one of VR-24's old reliables (top left). Left: Airmen from VR-24 board the 'Yankee Flyer' for the trip to London. Bottom left: Pilots are briefed for flight.



MAIL will soon reach men of the Sixth Fleet.

Bluejackets Teach 'Em the Navy Way

USING NAVY training devices to put across the point, several enlisted instructors are teaching the practical side of physics to high school and college students at the Special Devices Center, Long Island, N. Y.

The Center, operating under the cognizance of the Office of Naval Research, cooperates with the various training agencies in the development of training aids. During the last war SDC emphasized the development of synthetic training devices and became a unique establishment for consideration of the highly important field of human engineering. This field recognizes the necessity of considering the inter-relationship between man and the machine or man and his weapons.

The teaching program, carried on in cooperation with the Navy Recruiting Bureau, began during the spring months in New York City schools. The three enlisted instructors—A. M. Hassler, AL1, USN; D. E. Clausen, TD1, USN; and R. H. Smith, ET3, USN—demonstrate Navy teaching techniques at college instructor conferences such as the Industrial Arts Conference held at Millersville Teachers College, Millersville, Pa.

In New York the first reaction of the students was one of glee when they were told a Navy man was taking over classes for the day. They



INTEREST of students during a physics lecture at Forest Hills High School is due to sound instructional methods and also to eye-catching displays.

imagined the session would develop into some sort of an extra recess. Their second reaction was one of consternation, when they soon discovered that Bob Smith, ET3, was actually going to teach them physics.

The men use the "New Mechanical Principles Demonstrators"—four

panels which encompass the laws of basic physics, starting with the simple machines and ending with hydraulics. Each individual panel has six displays, each demonstrating a basic fact or a derived rule in the simplest way.

Several other teaching aids were used in covering the subject of physics. In order to demonstrate theories of electricity, individual wiring boards, upon which various circuits may be formed, were utilized. The physics of the atmosphere were brought into play with some three dimensional weather maps.

The teaching work is being done by the Navy as a public relations project. Hassler and Clausen, senior ranking men of the teaching group, said that often school personnel were suspicious of them, believing that they might urge the students to leave school to enlist. Although there were many questions asked about the Navy and how to join, all three Navy instructors urged students to stay in school and to get as much education as possible.

Washington, D. C., and Philadelphia high schools and selected colleges of these cities will be covered soon.—D. Allen, YN3, USN.



MECHANICAL PRINCIPLES are explained in the science lab at the Millersville State Teachers College utilizing graphic Navy training devices.

Motive Power at Sea: Oars to Atoms

AFTER discharging its passengers and crew on a summer afternoon in the year 1982, a ship moved down the harbor to the fueling docks. The bunkers needed "topping off." Ten years without a refill; almost a million miles of ocean cruising. Yes, she'd probably hold close to a gallon by now. A full gallon of Atomic Super-X would set the owners back a few bucks, but still—this would probably carry her until 1990, anyhow. By that time, the ship would be about due for scrapping.

Fantastic, yes. Impossible, no. Many things have made ships move, through the centuries. Atomic energy is probably no more mysterious to us than steam power was to those who first saw it in action. And no doubt many a seashore dweller was shocked and alarmed the first time he saw a Phoenician trireme going past—its three banks of oars moving like the legs of a centipede.

Let's thumb through the pages of time and see what has made ships go, throughout the years. . . .

Here it is the year 1650, and we're aboard a 150-foot French galley. We are moving across the blue Mediterranean at a steady three knots, propelled (indirectly) by some coarse bread and sour wine. This unusual fuel is being transformed into energy by 300 sweating galley slaves. The energy, in turn, is being applied to 50 ponderous oars, each of which is 50 feet in length. Six men are assigned to each oar, chained day and night to the bench upon which they sit.

The boatswain, equipped with a silver whistle, stands in the stern near the captain. One of his mates is stationed amidships and another near the bow. Each of these characters holds a whip in his hand, ready for

instant use. From here, let one of the slaves take over in describing the situation:

"No free man could row in this manner for a single hour without taking rest, but the galley slave is sometimes compelled to continue his toil 10, 12 or even 20 hours without the least intermission. On these occasions the boatswain or one of the other sailors puts into the mouths of the poor creatures a morsel of bread, soaked in wine, to prevent entire exhaustion. Then the captain cries out to the boatswain to redouble his lashes. If one of the slaves falls senseless upon his oar, without more ado he is tossed into the sea."

Let us turn to more pleasant sights. See the happy freeman poling, paddling or rowing his boat according to his own desires or necessities from the dawn of history. Along with him, in another vessel, is the sculling boatman who stands in the stern of his craft and propels it with a snake-like motion of a single oar. Nobody can say when oars, paddles and push poles originated.

The origin of sails is likewise lost in the haze of the ages. One tale tells that the principle of sails was discovered by a fisher-girl who was out boating with her boy friend. A storm came up, and the pair lost their oars in the turmoil. The young escort gave up the battle and flopped into the bottom of the boat to die. His lady-love, being of stronger material, elevated her veil in her hands to shield him from the weather. The wind filled the veil and blew the boat to shore.

Anyhow, the age of sail dates back to who-knows-when. And the age of sail—especially its last years—saw the ship at its best in some respects. Never was the ship as much a part

of nature itself as in the days of the graceful clipper. Never did man feel himself so much a part of the air and water as when harnessing the wind to carve the seas.

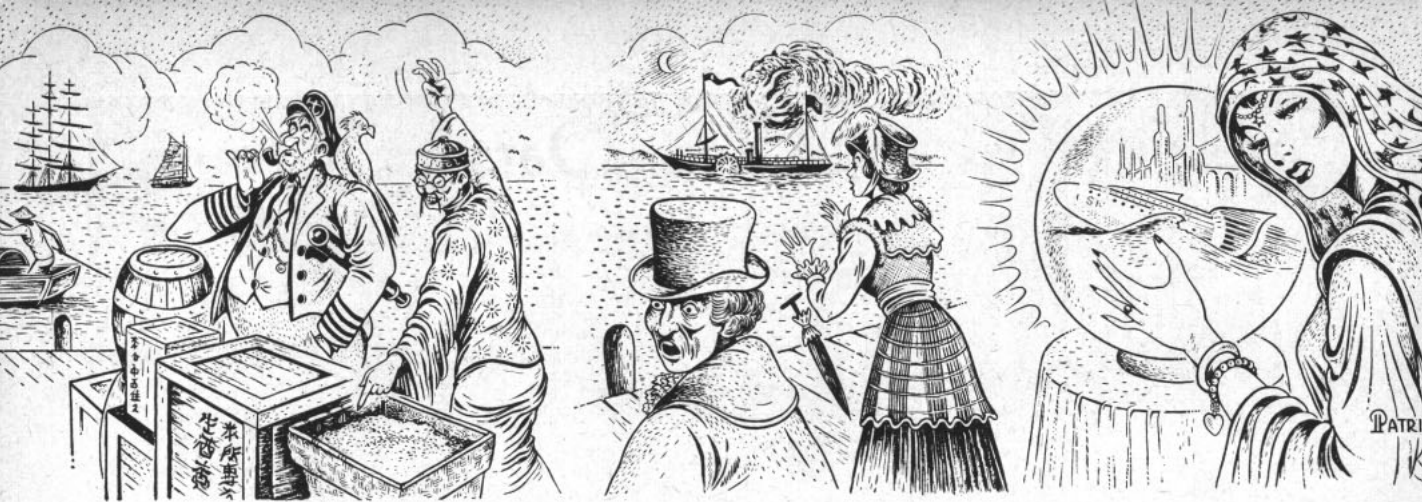
But it wasn't always that way. For a long time sails were crude affairs made of rushes, leather, rough fabrics or raw hides. These—triangular, square or round in shape—were hoisted on a single short mast. All sailing was done in a more or less down-wind direction, and the sailors probably didn't often think of themselves as masters of the elements. Poor sailing ability among seamen and poor sailing qualities among ships no doubt account for oarsmen being employed until such recent times. Especially in the case of warships, galley slaves provided the power—or at least part of it—for many centuries.

Viking ships of 1000 A.D. used oars, along with a single square sail, just as Egyptian ships did 26 centuries earlier. Then, only 500 years after the Viking voyages, Columbus and Magellan were getting all over the place by sail power alone.

As England grew to be "mistress of the seas," sails came into their hey-day. Full-rigged ships, worthy to be recognized as true ships by any modern sailor, began to appear on all the world's oceans. High-water mark in the development of the sailing vessel for beauty and speed was obtained by the Americans, however, in their famous Yankee Clippers of the 1840s and 50s.

Speed was the essence of the clipper ship. These vessels were built for speed from the keel up—to get cargoes to and from China and the East Indies without loss from spoilage or market fluctuations. They ranged from 150 to 300 feet and





more in length, and usually carried three tall masts. On each mast was five or more rectangular sails, in addition to which there were several triangular sails on the forestays. Other sails were added upon the various stays between the masts, and auxiliary sails called studding's were sometimes attached at the outboard ends of the spars.

All in all, a Yankee Clipper under full canvas was a sight such as was never seen before and seldom has been seen since. That cloud of sail cloth amounted to something besides ornamentation, too. Three hundred miles a day was a fairly common pace, and the record for a clipper ship—21 knots—is seldom equalled by today's commercial ships.

Although an unkind captain or changeable weather could keep the deckhands scampering up and down the rigging day and night, things were now much better for the crew than they were in the days of the oar.

But soon all that was past, or passing fast. Came the age of steam, and coal burners. The laborer of the sea swapped his oar and his marlin-spike for a shovel. The age of sail didn't have much of a chance after Robert Fulton got busy.

His *Claremont*, the first really successful steam-powered vessel, was launched in New York on the third day of October, 1807. But there had been many previous experiments in that direction. A man known as Hero the Alexandrian described a machine "moved by vapor" as far back as 130 B.C. Other instances of experiments in steam power pop up dimly in the B.C.s, but then disappear entirely until after the Dark Ages.

In the year 1543 (A.D.), a Spanish naval captain named Don Blasco de Garray put on an exhibition of steam power before Emperor Charles

V and members of his cabinet. His successful trial, involving a 200-ton vessel equipped with paddle wheels, took place in Barcelona Roads on the 17th of June that year. But, history states, "The grand treasurer, Ravago, took upon himself to discountenance the adoption of it in the royal (Spanish) navy. In his opinion, it was too complicated and too expensive, and moreover exposed to the danger of an explosion of the boiler."

Just about every imaginable method of propelling ships by machinery was tried at one time or another. Many of these ideas involved paddle wheels. The Egyptians are said to have used wheels in some of their boats, similar to paddle wheels used on American "side-wheelers" of the 1880s. They were turned by men on a tread-mill. The Romans tried the same idea, employing horses. Experiments were performed in moving oars—both the sculling type and the pulling type—by machinery. Somebody once tried to devise mechanical duck feet to make a boat go. Jet power—air-jet and water-jet alike—came in for some attention long before the screw propeller was invented.

But it took Robert Fulton to really make a success of steamboating. In 1807 he had his boat running between New York City and Albany, N. Y., a distance of 120 miles. This journey took from 30 to 32 hours—indicating that the ship didn't average more than four knots. Her first arrival at Albany really scared the inhabitants, as is told amusingly by a writer of the time:

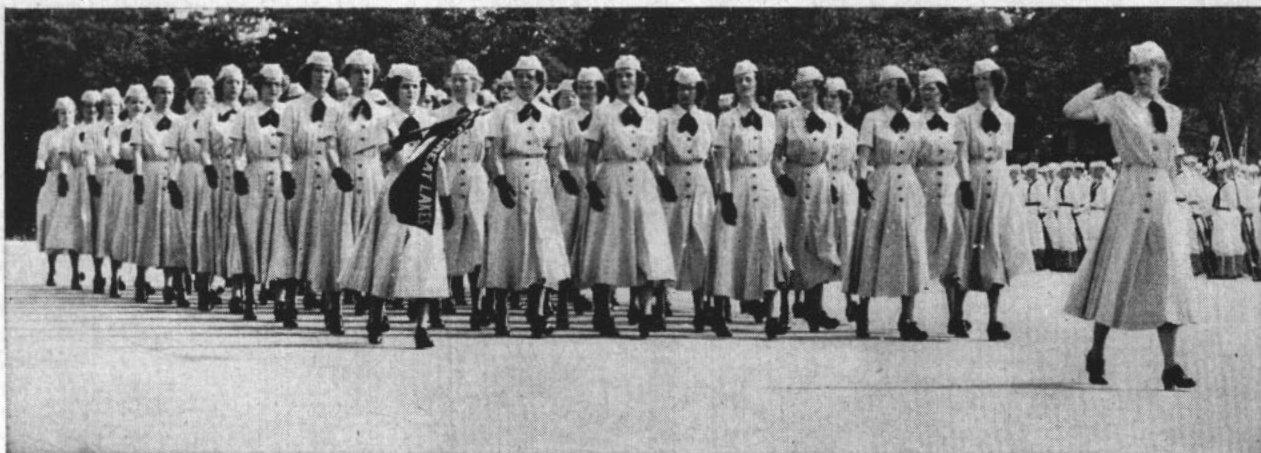
"She used dry pine wood for fuel, which sent forth a column of ignited vapor many feet above the flue. Whenever the fire was stirred, a galaxy of sparks flew off, and in the night had a very beautiful appearance. Notwithstanding the wind and

tide were adverse to its approach, they saw with astonishment that it was rapidly coming towards them. When it came so near that the noise of the machinery and paddles were heard, the crews (of other ships) shrunk beneath their decks from the terrific sight, or fled ashore. Others prostrated themselves and besought Providence to protect them from the terrible monster which was marching on the tide and lighting its path by the fire which it vomited."

Some people opposed the advance of steam power because of other emotions than fear. There was the sentimental attachment for sail, strengthened greatly by the lovely clipper ships. There was the matter of pride. *Anybody* could steer a ship across the ocean if machinery kept it going. But, brother, it took *seamanship* to make Liverpool 14 days out of New York by sail! British navymen objected to the "noise, smoke, tremor, soot, coal dust, rancid oil, and other disagreeables" of steam navigation. Nevertheless, even the most marline-stained sailor afloat soon had to admit that steam was here to stay.

Paddle wheels gave way to underwater screw-type propellers, except in the case of some river boats. Later, turbines took over the task of many piston type engines. Lately, internal combustion engines—particularly diesels—have come into the picture. Submarines, of course, like some pleasure boats, run for fairly long periods on electrical power stored in batteries.

Atomic power for ships before long? That's what a lot of people are expecting. There will be some opposition to it, of course. Brother, it took *brains* to keep those old turbo-electrics running, but shucks—*anybody* can press a button.—H. O. Austin, JOC, usn.



WAVE TRAINING program teaches recruits the rudiments of Navy life during intensive drills with local Reserve units.

Reserve Seamen Recruits in Skirts

AN ATTRACTIVE SEAMAN recruit, trimly attired in the dress blue uniform of the Navy's Waves, marched up the gangplank of an LSM, saluted the colors smartly, then repeated the salute to the officer of the deck with the traditional phrase:

"Request permission to come aboard, sir."

She was followed up the gangplank by two dozen more enlisted women, all of whom were granted permission to board the vessel. The Waves embarked, not as members of the LSM's crew, but as shore-bound bluejackets of the Naval Reserve who were making their first indoctrination cruise.

This single-day voyage in a naval warship was part of the annual two-week recruit training for Waves in the Reserve. The short cruise was sandwiched in between a series of concentrated courses on the Navy, plus marching drills, inspections and reviews, pistol-shooting, and tours of naval activities such as shipyards, ordnance plants or air stations.

This year, for the first time in the history of the Waves, each of the continental naval districts has organized an annual recruit-training program for women Reservists, designed to introduce the female enlistees to life in the Navy.

It has been a year of change and progress for the Wave Reservists. Until recently women were not eligible for full membership with Organized Reserve units except in special communication supplementary activities and intelligence programs. They

were, however, encouraged to associate with drilling units as volunteer personnel, serving in a non-pay status.

But as of 1 July, enlisted Waves are receiving training in surface units at 20 selected Organized Reserve divisions, located in large cities throughout the country.

Purpose of this new program is to provide rate training for the Waves in the same way that men are trained on their weekly drill nights. Eligible for this training-with-pay are the following ratings (including strikers): personnel man (PN), general storekeeper (SKG), disbursing clerk (DKO), hospital corpsman (HM) and radioman (RMN). Wave officers are also enrolled in these units for administrative and instructive duties.

In addition to rate training, administrative billets on brigade, battalion and wing staffs of Surface and Organized Air Reserve units may be filled by Waves, such as yeomen, personnel men and storekeepers.

Another change in the Wave program has been the policy, established in late 1949, of recruiting non-veterans as well as veterans into the Wave organization.

Women recruited directly from civilian life are eligible only to join organized or volunteer drilling units,

and it is primarily to give these new recruits a thorough Navy indoctrination that the two-week recruit training program was established.

A version of the training given Regular Wave recruits, this course condenses more than two months of instruction down to the bare essentials. But it serves its purpose well.

For two weeks these part-time Waves leave their civilian jobs in order to learn to think and talk "Navy."

As soon as the Waves are welcomed aboard, they are formed into companies, assigned quarters, checked for uniforms, learn the station rules and regulations, and receive their watch schedules.

Reveille starts their day at 0630. And they are on the go until 2230 when they're back in quarters with "lights out."

This is a typical day. From 0800 to 1030, the Wave Reservists attend lectures on military etiquette, identification of uniforms, insignia, salutes, customs and courtesies, and watch standing instructions.

Then they attend military drill, marching without arms, learning the standard evolutions such as opening and closing of ranks.

Following time off for dinner, they start in again at 1300, learning the essential details about enlistments, discharges, pay accounts and service records. They report to one lecture on naval benefits, another on allowances, allotments, dependents and educational services.

The last class of the day is in the swimming pool. Swimming receives

**New Wave Training Program
Recruits Non-Veterans;
Keeps the Old Hands Sharp**

a high priority since it is a required skill and training facilities may not be available in their home communities.

But even more than the classes, the experiences of the normal daily routine form the real instructional program of these recruit courses. How the trainees are greeted, fed and berthed is as much a part of their training experience as are the lectures, demonstrations, field trips and practical duties.

All this concentrated training could not, of course, be digested in a single two-week period, but it serves as an excellent supplement to Wave recruit training in drilling units at local Naval Reserve Training Centers. The regular drill training is scheduled on the basis of four drills per month (or one weekend per month) for a period of nine months.

In this combined training seamen recruits in skirts learn how to identify common bugle calls at their naval stations. They check themselves out on a service pistol, clean, disassemble and assemble it, and know the safety precautions connected with the use of small arms.

They know how to use a gas mask, how to administer artificial respiration, plus the essentials of first aid. They must also specialize in naval etiquette, be able to identify uniforms and insignia, learn the regulations regarding the security of classified matter, and familiarize themselves with the history of the Navy.

At the end of their annual training stint, the Wave Reservists draw two weeks' pay, plus certification of completion of recruit instruction. If they have passed all their "practical factors", they'll also be recommended for advancement to the rating of seaman apprentice.

And they discover that a great deal of this training can be put to good use in their civilian occupations—even if they join the ranks of housewives.

"You don't know a thing about housecleaning," said one Wave after reporting at 3rd Naval District's recruit course, "until you join the Navy and watch an OOD inspect a venetian blind with a white glove!"

Why does the Navy go so far in providing training for women?

The reasons for opening the naval service to Waves are simple:

- The demands of modern warfare call for the utilization of all



AIR RESERVE billets are now open to Waves in some squadrons. Here, at NAS Oakland, Wave seamen recruits man the oars on a slightly modified FJ-1 Fury.

available personnel, both men and women.

- The civilian experience of many women may be easily converted to military use.

- In the naval establishment as in the other military services there has been an increase in the number of non-combatant jobs ashore. (Waves are prohibited by law from serving in a duty status on combatant vessels, although they may now serve overseas.)

Here are the brief details on joining the Wave Reserve organization.

A woman may qualify to join the Naval Reserve as an enlisted Wave if she is an American citizen, has completed high school, is 18 years

or over and under 40 years. At the present time women who have had previous service in the Navy or Coast Guard can be enlisted in the V6 Volunteer Reserve as well as the Organized Reserve. Women with no previous service experience may also join provided they can fill billets as members of Organized or Volunteer Naval Reserve drilling units.

In order to qualify as a Wave officer in the Naval Reserve, a woman must be a citizen and have a college degree plus specialized training or experience. In cases where women have previously served in the Navy, up to two years of the college requirement is waived for an



ANNIVERSARY of Waves is celebrated in Charlotte, N.C. For the first time, an annual recruit training program for women Reserves has been launched.



NEW PROGRAM permits enlisting non-veteran Waves as well as encouraging veteran Waves to maintain proficiency.

equivalent period of wartime service. (However, in such cases where a college degree is lacking, women must be under 30 years to be considered.)

Waves who join the Naval Reserve, either as officers or enlisted persons, may be single or married, but must have no children (including wards, adopted or step children) under 18 years of age.

Opportunities for officers' commissions are open to enlisted Waves in the Naval Reserve under two specialized programs. This year a limited quota of women who are members of either the Organized or Volunteer Reserve, and who are now

enrolled in college, have been accepted by the Navy's ROC program.

This Reserve Officer Candidate program is open to Wave students who are 18 or older, and consists of two six-week training courses with pay, taken during college summer vacations.

The courses are held at NTS Great Lakes, Ill., and the ROC candidates receive their commissions as Wave ensigns in the Naval Reserve when they earn their college degree.

There are also opportunities for commissions for enlisted Waves in the Naval Reserve and civilians, in a program which provides for a large number of Reserve officers who are

specialists in their field. Generally, such specialists must have a college degree plus experience in their field. In some cases, high school graduates with considerable experience in their specialty (10 years or more, depending on their age) are eligible for Special Service Line and Supply Corps commissions.

Once enrolled in the Naval Reserve, Waves may participate in varying degrees, according to available time and facilities:

- *Organized Reserve Status.*—Open to a limited quota of enlisted Waves in 20 different cities for rate training-with-pay. Also open to a limited number of Wave officers and enlisted personnel in administrative billets, with brigade, battalion and wing staffs, and in certain specialized units (communications supplementary activities and intelligence.)

- *Associated Drill Status.*—Waves in the Volunteer Reserve may be associated with organized units throughout the country, either in a drill pay or non-drill pay status, within assigned quotas for each unit.

- *Volunteer Drill Status.*—Waves in the V6 Volunteer Reserve may join various different types of volunteer drilling units, which usually meet twice a month and offer training-without-pay on a less intensive and more general scale than organized units.

- *Inactive Reserve Pool.*—Wave Reservists who are unable to belong to drilling units may still keep up with their specialties through the medium of home-study.



WAVE RESERVISTS in Seattle explore Supply Depot's refrigeration section. The brief indoctrination courses cover many varied aspects of Navy life.

LETTERS TO THE EDITOR

Battleships vs. LCIs

SIR: I would like you to clear up a matter of firepower for two of us.

One of us states that the firepower of an LCI equipped with rockets has the same *destructive force* as the salvo of a battleship. By *destructive force* I would like to specify that we mean the destruction each ship could produce by firing as many shells as is possible for one to fire for 15 minutes or any other set time at the same target.

I believe that the battleships could cause more destruction than the LCI. I know the rocket salvos are greater and that more shells can be fired over a set time. Would you please elaborate and give the details on this matter?—J. S. S., ex-PHM3.

• *In terms of metal and explosive, the battleship will deliver many times as much as an LCI per minute of fire. As far as effectiveness of fire is concerned, the accuracy of fire, range at which it can be delivered, and types of ammunition that can be used must be taken into consideration. The LCI (R) is capable of delivering an effective barrage of rockets for a brief interval at relatively short ranges while the battleship can deliver accurate and devastating fire for prolonged periods at extreme ranges as well as short ranges.*—Ed.

MATS Duty "Sea Duty"—Sometimes

SIR: Are general service personnel who serve with an aviation squadron in the Military Air Transportation Squadron (MATS) credited with sea duty for purposes of advancement in rate and rotation of duty?—C. R. C., YNSN, USN.

• *Yes and no. For purposes of advancement in rate or change in status to permanent appointment, duty with MATS, whether you are on the ground or in the air, is "sea duty." (See BuPers Circ. Ltr. 12-50, NDB, 31 Jan 1950).*

For purposes of sea-shore rotation, for non-aviation personnel such as yourself, this duty is considered as duty with a "shore-based fleet activity within the continental limits of the U. S." and therefore is "shore duty." (See BuPers Circ. Ltr. 36-50, NDB, 15 Mar 1950).

If you are actually flying with MATS, you are entitled to "sea pay" for the periods of flight spent beyond the continental limits of the U. S. (See BuSandA Manual, Vol. V, Sec. 54302).—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 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Retirement Status

SIR: I am now a permanent commissioned warrant officer, W-4, in the Marine Corps, but from 31 May 1945 to mid-January 1950 I was a first lieutenant, temporary.

My question is: will I be allowed to retire, upon completion of 30 years' active service, in my present status of commissioned warrant officer W-4, or would I be retired as first lieutenant and receive retired pay computed at the rate prescribed for and based upon such higher rank?—M. M. S., CWO, USMC.

• *You will be allowed to retire, upon completion of 30 years' service, in your present status of commissioned warrant officer, pay grade W-4. However, you will be advanced to the highest rank satisfactorily held during World War II, as determined by the Secretary of the Navy. Your retired pay will be based upon the highest rate of pay to which you are legally entitled—the rate of pay for a commissioned warrant officer, W-4.*—Ed.

Flight Pay Equalization

SIR: Last fall an article in ALL HANDS made mention of the flight pay equalization bill, H. R. 5094. Under this bill, as you explained it, Navy and Marine Corps officers assigned to duty as technical observers, and who actually served as flight crew members at any time after 1 June 1942, are entitled to receive the difference if their flight pay was less than that received by Army non-pilot rated observers. The eligibility covered Navy and Marine Corps officers, Regular and Reserve.

I served as a technical observer with the Navy for about three years. Has the bill died or shall I keep up my hopes?—D. H. MacP., LT., USNR.

• *H. R. 5904 was introduced during the first session of the 81st Congress, but no hearings have been scheduled as yet. If and when further action is taken by Congress on this bill, ALL HANDS will provide full coverage in its monthly legislative summary.*—Ed.

Sea Squatters Club

SIR: Is there now in existence a club similar to the "Caterpillar Club" for airmen who have 'ditched' their aircraft in the water due to an emergency?

If so, is the club still active and accepting new members? What are the requirements for membership and whom do I contact for further information?—G. A. M., ADE1, USNR.

• *All United Nations airmen who have been forced down at sea are eligible for membership in the Sea Squatters Club. Your application should be addressed to Sea Squatters Club, 675 Main Street, Belleville 9, N. J. stating your branch of service as well as your name and rank or rating.*

The club is sponsored by a New York manufacturer of carbon dioxide inflation equipment for rubber life rafts and Mae Wests and was started in recognition of the courage and skill of airmen forced down at sea, as well as to provide some means of recognition and a bond among men who have had this experience.—Ed.

When Does Shore Duty Commence?

SIR: It seems that different commands have different interpretations of BuPers Circ. Ltr. 101-48 (AS & SL, Jan-June 1948), the authority for transfer to and from shore duty of enlisted personnel. The question: if a person is transferred from sea to a shore based school for a course of instruction of eight months duration and, upon graduating receives duty to a shore station, does his shore duty begin the date he reports to the school or the date he reports to the station for duty?—F. E. P., HMC, USN.

• *His shore duty begins the date he reports to school. The new directive, (BuPers Circ. Ltr. 36-50, NDB, 15 Mar 1950) which cancels BuPers Circ. Ltr. 101-48, (AS & SL, Jan-June 1948) says that "commencement of shore duty is the date of first reporting to any shore activity in the continental United States." See BuPers Circ. Ltr. 36-50, Part I, para.3(e).*—Ed.

Medals of Honor in WW II

SIR: Can you tell me how many naval personnel were awarded the Congressional Medal of Honor during World War II?—C. C.

• *Congressional Medals of Honor were awarded to 57 Navy, 79 Marine Corps and one Coast Guard personnel during World War II. The total is 137.*—Ed.

Changing Your Rating

SIR: Recent scuttlebutt has indicated that chief gunner's mates with the correct GCT and sufficient time left on their present enlistment could attend an electronics school and graduate as chief electronics technicians. (1) If this information is correct, please give me the references to allow me to study prior to submitting a request.

(2) Providing proper schooling is complied with, what other rates are open to transfer for excess rates such as BMC and GMC other than electronics technician?—C. S., GMC, USN.

• (1) As an experiment, two classes of chief petty officers have been ordered to electronics training. Special qualifications of graduates will be identified through the assignment of a special program-job code.

Small classes have also been selected for sonar and radar training, members of which will be assigned a special program-job code to identify their special training. Personnel for these classes were selected as far as possible from ships in the vicinity of the school involved and all met rigid selection criteria. It is not planned to convene additional special classes.

Change in rating as appropriate may follow on completion of subsequent experience in the new specialty.

(2) Except as noted above, no special projects exist for training chief petty officers with a definite view toward a change in rating. The Chief of Naval Personnel has, however, given favorable consideration to requests for changes from all petty officers when the request is justified by training or experience in rating requested, is favorable to the needs of the service and the commanding officer's recommendation indicates the individual's qualifications to be firmly established.—Ed.

Retirement of Reserves on 20

SIR: Would you please tell me whether Naval Reserve personnel on active duty as station keeper are eligible to retire on half pay at the end of 20 years of service?—R.M.P., YN2, USNR.

• To be eligible for honorary retirement with compensation, an enlisted Naval Reservist must have performed a total of 30 years' active service—or have had not less than 20 years' active service, the last 10 years of which must have been performed during the 11 years immediately preceding his transfer to the honorary retired list.

Personnel transferred to the honorary retired list with pay are entitled to 50 per cent of basic pay of rank or rating at time of retirement.—Ed.

Salute from Seniors?

SIR: Is a service man who has been awarded the Congressional Medal of Honor entitled, according to regulations, to a salute from all members of the armed forces, regardless of rank?—LTJG H. E. K., Jr., USNR (O).



Congressional Medal of Honor

• No. There is no truth in the fairly widespread belief that a man, regardless of rank or rate, is entitled to a salute from his seniors if he has been awarded the Congressional Medal of Honor.

No special privileges in regard to saluting are conferred upon Medal of Honor winners. At the present time, the only special privilege for Medal of Honor holders is free air transportation at government expense. For more information on this privilege, see ALL HANDS, March 1948, p. 45.—Ed.

Qualifications for NavCad Program

SIR: I am very much interested in the Navy's Aviation Cadet Program. However, para. 5(b) of BuPers-MarCorps Joint Ltr. (NDB, 31 July 1949) says that 60 semester hours or 90 quarterly hours from accredited college together with a high school diploma are required. Can these requirements be fulfilled under the USAFI plan of GED equivalent examinations for both college and high school? I meet all other requirements.—R. S., Jr., RD3, USN.

• Yes, the other requirements may be fulfilled under the USAFI plan. If you are otherwise qualified in all respects, you may be accepted for aviation cadet training with only a high school education, or evidence of having successfully passed the high school level GED tests, and if you have attained a minimum combined score of 120 on the General Classification Test and Arithmetic Test and a score of 58 on the Mechanical Test.

While college training is desired of all aviation cadet applicants, it is not required of enlisted personnel on active duty who are educationally qualified as outlined in paragraph 5 of the joint letter.

You may submit an application for aviation cadet training to the Bureau of Naval Personnel in accordance with instructions contained in BuPers-MarCorps Joint Ltr. (NDB, 31 July 1949) which establishes the procedure for the selection of enlisted personnel on active duty for assignment to aviation cadet training.—Ed.

Promotion of Reserve Officers

SIR: What promotion requirements must be met by Reserve officers on active duty in a Regular Navy billet? The classification concerned was A3, then A7 and now understood to be 1115.

(1) Is any sea duty required?

(2) Is completion of eight promotion units through correspondence courses necessary in lieu of the professional exam?

(3) Is it possible for an officer in the above category to fly with the Volunteer or Organized Reserve?—LT. E. J. F., USNR.

• (1) No sea duty is required.

(2) Promotion units must be earned as explained in NavPers 10840 (Administration and Use of Naval Correspondence Courses).

(3) Flying with Volunteer or Organized Reserve is not allowed. See Alnav 5-50, (NDB, 15 Jan 1950)—Ed.

Do "Spots" Count for Retirement?

SIR: As I will reach my retirement date after completion of 30 years continuous active service in the near future, I would appreciate knowing if retirement pay will be based on a "spot" promotion of the highest satisfactory rank held.

I was "spotted" from chief warrant officer to lieutenant (junior grade) on 7 Dec 1945 and subsequently reverted to my permanent enlisted status. Lieutenant (junior grade) was the highest rank I held.—D. W. R., YNC, USN.

• If service in the grade of lieutenant (junior grade) was satisfactory, your retired pay will be based upon that rank. Public Law 305-79th Congress provides that personnel of the active list of the Navy when subsequently retired, if not otherwise entitled to the same or higher grade and rank or retired pay, be advanced to the highest rank held satisfactorily on or prior to 30 June 1949 and shall receive retired pay based upon such higher rank.—Ed.

Fleet Reserve for Regulars Only

SIR: Can a Naval Reservist on active duty as a stationkeeper transfer to the Fleet Reserve after 20 years' active service with the USNR and receive the same benefits as a Regular Navy man?—R. P., FCC, USN.

• No, the Fleet Reserve is meant for members of the Regular Navy only. However, in general, a man who enlists in the Regular Navy after a period served in the U. S. Naval Reserve on active duty as stationkeeper can include such time toward his 20 years for Fleet Reserve. For full information, see BuPers Manual (C-10319).—Ed.

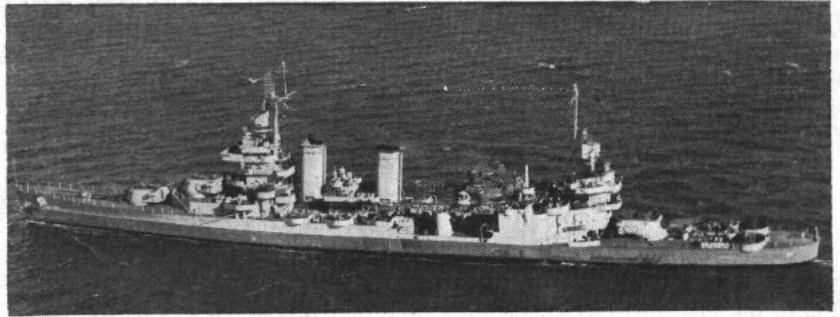
Efficiency Awards—Old and New

SIR: During 1936, 1937 and 1938, the heavy cruiser USS Tuscaloosa (CA 37), in CruDiv. 7, had a white "E" and two hashmarks on the stack. I am contending that this was awarded for engineering efficiency, but some of the "buoy swingers" stationed here say that the "E" on the stack was awarded for battle efficiency.

Would you please explain the true significance of the white "E" and hash marks on the stack of a vessel?—D. E. S., DKC, USN.

• Before World War II, ship training competition was broken up along ship department or functional lines. Thus, prizes—which were usually signified by an "E"—were awarded for one part of the ship such as engineering, communications, gunnery, fire control, and so on. In some cases it was broken down even further, to the extent that a single gun mount of a vessel might display the "E". The location of the "E" indicated what it had been awarded for.

Usually the "E" was white in color. In some instances the second prize or a special prize was indicated by a red "E". The rules were very complicated



USS TUSCALOOSA earned honors for engineering efficiency 3 years in a row.

and detailed. In addition to all this "E-winning," there was an overall battle efficiency award, normally awarded to only one vessel of a class. The winning vessel displayed the Battle Efficiency Pennant—better known as the "meat ball." The name undoubtedly came from its design—a black ball, resembling a meat ball, in the center of a red pennant.

Your contention regarding USS Tuscaloosa and her white "E" is correct. The "smoke pipe" was the designated location for display of the engineering award. Here is some more information which will help keep you up to date:

The prewar method of awards had the shortcoming that a ship might over-emphasize one department in its training, at the cost of integration. It might receive an award for that department for which it should be rightfully proud. Yet, that department might not be thoroughly integrated with all other departments, and hence the ship would not be an overall efficient fighting unit. For example, a ship might win awards for gunnery but tend to neglect its engineering. When the day of battle came, the ship—although an accurate-shooting ship—would find that due to poor engineering it would not be able to maintain its position in the line of battle. Thus it would not be able to deliver its accurate gunfire. Of course, a relative neglect of seamanship or communications or damage control, or of any other part of the training, could be equally disastrous.

To correct this, the Navy's concept of training, and awards for good results of training, has been changed. Today, Naval Operations awards only the Battle Efficiency Pennant. Such award is based on "the performance" of the ship . . . as a unit and not on the individual departments thereof."

The number of Battle Efficiency Pennants awarded each year is approximately equal to 10 per cent of the active fleet units and is distributed through all classes—combatant and auxiliary. Possession of this award is indicated in two ways—by display of the Battle Efficiency Pennant (the same old "meat ball") and by an "E" painted on the bridge bulwark.—Ed.

Retirement of Permanent CWOs

SIR: Will a chief warrant officer (permanent) whose date of rank is 4 Apr 1944 be eligible for retirement 10 years from that date, provided he has a total of 20 years' active service at that time?—T. W. C., CHPCLK, USN.

• A permanent chief warrant officer is eligible for retirement upon completion of more than 20 years' active service, 10 of which must be commissioned. Active commissioned service for retirement purposes is computed from the effective date of first appointment as a commissioned officer—namely, the date on which he starts receiving active-duty pay as a commissioned officer. A date of rank is assigned for precedence purposes and establishes a person's position with respect to all others of his grade. A date of rank has no significance as far as service is concerned unless it is the same as the effective date of appointment.—Ed.

Shipping Over at TAD Station

SIR: (1) Can an enlisted man be discharged and immediately reenlisted while attached to a temporary additional duty station? (2) Or does he have to be transferred to his permanent duty station for discharge and reenlistment? (3) If the man was reenlisted at a temporary additional duty station, would it be a legal or an illegal discharge and reenlistment?—R. L. A., PN1, USN.

• (1) A man can be discharged and immediately reenlisted while attached to a temporary additional duty station if permission is given by BuPers. Each case is considered on its own merits. Generally speaking, men should not be given TAD orders over a period when their enlistment will expire.

(2) A man should be returned to his permanent duty station for discharge and reenlistment when that station is near his temporary additional duty station.

(3) Legal. However, men should not be discharged and reenlisted at a temporary additional duty station without authority of the Bureau of Naval Personnel.—Ed.

Checkage for Excess Leave

SIR: Let us say that a man reenlisted on 3 Nov 1949 and was granted 30 days' reenlisted leave, which started him off on his new cruise with a minus 30 days' leave credit. Three months later, he was transferred to a new duty station and was granted nine days' delay in reporting, to count as leave.

It is my contention that the nine days' delay, to count as leave, is excess leave and that the man's pay and allowances should be checked for that period. Am I correct in this matter?—F. A. S., YNSN, USN.

• Yes. When 30 days' reenlistment leave is granted and results in a 30-day minus leave credit, no additional leave should be granted—other than emergency leave—until one year from date of reenlistment, on which date the individual would accrue sufficient leave to offset the minus leave credit. Checkage should therefore be made for any leave, other than emergency leave, in excess of the reenlistment leave during that time.

You will find instruction on this in Section 6f of the BuPers-BuSandA joint letter of 25 July 1947. This can be found on page 472, AS&SL, July-December 1947.

Articles C-6302 and C-6305 of the BuPers Manual contain instructions for granting of reenlistment leave in advance of accrual of leave, and the manner in which additional leave may be granted.—Ed.

Promotion for WOs

SIR: I was first appointed a warrant carpenter (temporary) on 15 May 1945. In November 1946 I was appointed a permanent warrant carpenter. Since that time I have been assigned to pay grade W-1.

(1) When will I be eligible for permanent chief warrant carpenter and will I be examined for that promotion? If I am examined and fail to successfully pass the examination, will I be permitted to resume my enlisted status or will I be required to resign from the Navy?

(2) If I am to be examined will the information relative to the books needed for preparing for the examination to chief warrant carpenter be promulgated? If so, when?—J. B. H., CARP, USN.

• (1) Warrant officers are eligible for consideration for promotion to commissioned warrant officer on the sixth anniversary of their earliest warrant date of rank, temporary or permanent. You would be eligible on 15 May 1951.

(2) Warrant officers eligible for promotion in the calendar years 1950 and 1951 will be examined on their record. No written professional examination will be required.—Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

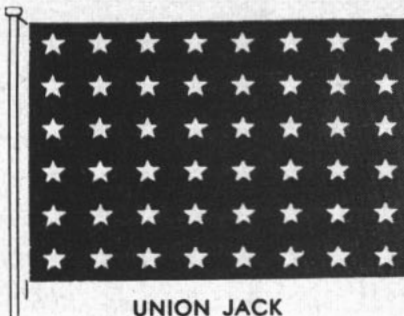
• **Sixth Seabee Battalion**—A book entitled *History of the Sixth Battalion* is now being published. It may be obtained by writing Mr. J. Paul Blundon, Chairman, History Committee of the Sixth Seabee Battalion Association, Keyser, W. Va. Price: \$10.

• Information has been received that souvenir books for eight Navy vessels are still available in limited numbers.

For \$4 souvenir books for USS *Hancock* (CV 19) and USS *San Juan* (CLAA 54) may be purchased.

Books for the remaining six vessels of the list cost \$5 each. These vessels are: USS *George F. Elliot* (AP 105), USS *Fanshaw Bay* (CVE 70), USS *Herald of the Morning* (AP 173), USS *Makassar Strait* (CVE 91), USS *Sanborn* (APA 193) and USS *Takanis Bay* (CVE 89).

Orders should be addressed to the Sterling Engraving Company, 2218 Fifth Ave., Seattle 1, Wash.



UNION JACK

Union Jack at Courts-Martial

SIR: Is it still required to fly the Union Jack from the yardarm during general courts-martial and courts of inquiry? If so, what is the authority?—R. E. R., ENS, USN.

• U. S. Navy Regulations 1920 directed that the Union Jack be flown during general courts and courts of inquiry and H.O. 89 also carried this information. However, it was not included in U. S. Navy Regulations 1948 and no authority for this display of the Union Jack is known.—Ed.

More on Rendering Honors

SIR: On page 27 of ALL HANDS, May 1950, is an answer to a letter to the editor under the title "Saluting When Honors Are Rendered" that may be incorrect. Article 2151.1(e) of Navy Regs 1948 states: "The visitor shall be piped over the side, and all persons on the quarterdeck, shall salute and the guard shall present arms until the termination of the pipe, flourishes, music, or gun salute, whichever shall be the last rendered."

Based on my service as an aide and flag lieutenant for the past 21 months, I feel that you have misinterpreted the above article. When Navy Regs were rewritten in 1948, the Navy came into line with the Army and Air Force. Now all the armed services require the recipient of honors to remain at the salute until the last note of any music has been played.—G. W. R., LCDR, USN.

• We (and the Navy Department authorities who provided us with the answer) stand corrected. The query you refer to was from "J. K., SC, USMS," who asked the manner of rendering honors to a flag officer aboard a station. "Does the recipient," he wanted to know, "terminate his hand salute after the ruffles and flourishes" if they are to be followed by a march? Our answer was that 1948 Navy Regs does not cover the situation, then cited Navy custom for this case.

As apparent from the article you quoted, the recipient along with everybody else on the quarterdeck waits until after the last note of the march—if the music is the last of the honors—before terminating his salute. The Army and the Air Force follow the same procedure.—Ed.

Sea Pay Under Saved Pay

SIR: I am still drawing "saved pay" under the new pay law. My saved pay used to include sea pay, but a while back I was transferred to a receiving station ashore to await disciplinary action and my sea pay was stopped. A month later, after disciplinary action had been taken, I was ordered back to my ship. Now, although I continue to draw saved pay, I can no longer get sea pay. Is that right?—W. C. R., SN, USN.

SIR: I get saved pay under the new pay law. I was transferred from USS *Rochester* (CA 124) to USS *Newport News* (CA 148) for duty with three days' travel time and four days proceed time. When I left *Rochester* I was getting sea pay, but when I arrived aboard *Newport News*, my sea pay stopped. I was told that since I transferred and since I am still drawing saved pay that my sea pay was stopped. How come?—L. M., TN, USN.

• If you originally were entitled to draw sea pay as part of your saved pay, and you then lose entitlement to sea pay for even a short time, your disbursing officer cannot give you sea pay again until you begin to draw "career pay" under the new pay law.

There are only three items of saved pay to which a man may lose entitlement and later regain. These are: Commuted rations, station subsistence allowance and station quarters allowance.—Ed.

Wants Last Duty Near Home

SIR: I reported to sea duty from a tour of shore duty on 27 Apr 1950. My request for transfer to Fleet Reserve not before 20 Dec 1950 has been approved by BuPers.

Is there any authority or reference for my requesting duty in or near my home naval district and to whom should it be addressed?—W. C. G., HMC, USN.

• (1) There is no authority or reference for enlisted personnel requesting duty in home naval district awaiting transfer to the Fleet Reserve other than Article C-5203, BuPers Manual, which is a general authority.

(2) Should a man request transfer to his home naval district for the last few months of his service prior to transfer to the Fleet Reserve or retired List, his request will be handled individually. The decision will be based on: (a) the needs of the service; (b) his availability for transfer and whether or not a relief will be required; (c), whether or not his request for transfer to the Fleet Reserve or retired list has been approved and the date set; (d) how long he has been at sea and/or in his present billet since his last tour of duty ashore; and (e) whether his overall record indicates special consideration is due him in relation to others.—Ed.

Temporary Service Counts

SIR: (1) Is it true that an Army officer with 20 years' service may be retired in his commissioned rank if 10 of those years were served in temporary commissioned status?

(2) It is my knowledge that temporary commissioned service does not count for this purpose in the Navy, and I therefore do not believe that it would count in the Army either.—L. W. McL., LTJG, USN.

• (1) *Yes. Authority for this is Public Law 810, 80th Congress, Title 2, Section 202, which provides for retirement of officers and warrant officers of the Regular Army and the Regular Air Force.*

(2) *Temporary commissioned service does count as commissioned service toward retirement. However, the officer must be permanently commissioned at the time of retirement, in order to come under the provisions of Public Law 305, 79th Congress which provides for voluntary retirement of officers of the Navy and the Marine Corps. Any temporary commissioned service performed prior to acceptance of a permanent appointment counts as commissioned service toward retirement.—Ed.*

Warrant Officers and New Pay Bill

SIR: I have many questions about the Career Compensation Act, but there is one that is paramount in my mind.

Warrant officers in all prior pay bills were entitled to receive the sea pay benefits of an enlisted man. Under the Career Compensation Act, warrant officers are no longer entitled to receive this extra compensation. As a result, they make less money (and/or allowances) at sea, and in many cases ashore, than a chief petty officer.

Information as to whether steps are being taken to rectify this situation would be appreciated. It appears to me that the "intent" of the Career Compensation Act—to adjust pay commensurate with responsibility and to provide for maximum incentive for promotion—was not carried out.—P. E. F., SCLK., USN.

• *The following two quotations should give you the answer to your question. The first, part of the Report of the House Armed Services Committee, states:*

"The committee is in complete agreement with the Hook Commission that sea and foreign duty is part of the normal career of all members of the uniformed services. It especially recognizes that officers should not be compensated with special pay for overseas assignments which must be anticipated as part of an average career in the services. On the other hand, the committee also agrees with the Hook Com-

Ship Reunions

News of reunions of ships 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 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *uss Santa Fe (CL 60):* The fourth annual reunion of former *uss Santa Fe* men will be held on 14 Oct 1950 at the Statler Hotel, New York City. For further information, contact Mr. Raymond W. Zempoluch of 1203 81st St., North Bergen, N. J.

• *uss LCI (L) 17:* A reunion of this ship's former crew members is being planned. Everyone interested should write the vessel's former CO, Mr. Robert Moore. Address: 233 Broadway, Suite 1601-3, New York 7, N. Y.

• *uss Kidd (DD 661):* The second annual reunion of *Kidd*-connected people will be held at Philadelphia on 23 and 24 Sept 1950; Hotel Broadwood. All former shipmates and their families and friends are invited. For information, contact Headquarters, Destroyer *Kidd* Association, 310 East 8th St., Kewanee, Ill.

• *LCI Flotilla One:* Officers who were members of this flotilla and are interested in holding a reunion this fall in an eastern city should contact Ray D. Anderson, Fairview Road, Raleigh, N.C.

• *uss Thomas Jefferson (APA 30):* Third annual reunion will be held at the Sheraton Hotel, Chicago, Ill., on Saturday, 23 Sept 1950. Write Mr. Robert Sullivan, 415 N. Hamlin Ave., Chicago 24, Ill. for information and reservations.

• *uss Portunus (AGP 4):* All former crew members who would like to get together for a reunion should contact Hank Schaffer, 56 Louisa St., Binghamton, N. Y. Indicate your choice of location.

• *Second Marine Division Association*—First annual reunion is to be held at Hotel Mayflower in Washington, D. C., on 11-13 Aug 1950. Members of the association will receive a program by mail with complete de-

tails. Membership may be obtained by writing Secretary-Treasurer, Second Marine Division Association, Headquarters Marine Corps, Washington 25, D. C.

• *uss LST 739*—All former shipmates who are interested in a reunion in the near future should write to Vincent R. Evans, 123 High St., Plymouth, Pa., indicating where and when meeting desired.

• *uss PC 1244*—Former shipmates who are interested in a first annual reunion with place and date to be decided, should contact LT Richard W. Murrie, 23 Sutton Place South, New York 22, N. Y.

• *Naval Shore Patrol, Ninth Naval District:* A reunion of former members of this activity will be held in Milwaukee, Wisc., on 8, 9 and 10 Sept 1950. For information, contact Joseph J. Burmek, 4173 N. 15th St., Milwaukee 9, Wisc.

• *uss Starr (AKA 67):* Plans for the 1951 reunion are now underway. For information and reservations, all hands should send their names and addresses to Charles L. Johnson, 2001 South Fruitridge Ave., Terre Haute, Ind.

• *uss Estes (AGG 12):* A reunion will be held in New York City on 11 and 12 Nov 1950. Contact Andrew T. Ferguson, Jr., 2450 Montrose St., Philadelphia 46, Pa., for information.

• *uss LST 938:* All former members of this ship's company who are interested in planning a reunion should contact Ernest Melvin, Department of Geography, Northwestern University, Evanston, Ill. Give suggestions as to time and place.

• *uss LSM 14:* A reunion of all former shipmates is planned for the near future. For information, contact Hubert J. McCormack, 3600 9th St., Baltimore 25, Md.

• *uss Allen (DD 66):* All officers and enlisted men of this ship's former complement who are interested in a future reunion should contact Robert L. Zabel, 917 East Main St., New Albany, Ind. Time and place is still to be decided.

mission that some small remuneration should be granted to enlisted personnel who serve at sea or in foreign stations because of the morale factor involved."

The second quotation is taken from the Report of the Senate Armed Services Committee. It says:

"Consideration was also given to a proposal that the pay of the lowest grade warrant officer be increased so that enlisted persons promoted to war-

rant grade would be insured a pay increase in every case. The proposal was rejected because of the fact that an enlisted person who is appointed to warrant or commissioned grades enters a new career field which ultimately leads to much higher pay rates."

No bills have been introduced in Congress which would alter the present provisions of the Career Compensation Act on this subject.—Ed.



TODAY'S NAVY



U. S. Navy's Ships and Carrier-Based Planes Sweep Skies and Sea Lanes of the Far East

Scarcely five years after the end of World War II, Navy carrier-based planes and Navy ships are once again sweeping the skies and sea lanes of the Far East.

The Navy's might has been added to that of the Army and the Air Force in the campaign to repel the invasion of the forces of North Korea. The armies of North Korea invaded the territory of South Korea in late June.

Immediately, the United Nations called upon the U. S. and other nations to resist this North Korean attack. The President then ordered forces of the U. S. into action.

Carrier-based squadrons of jets and propeller-driven aircraft attacked objectives in the battle area. Warships of the Seventh Fleet were ordered to repel any attack made

by the Chinese Communist forces upon the island of Formosa.

Formosa is now occupied by Chinese Nationalist forces and has been under the threat of invasion for several months.

The Navy has taken other action to bolster the U. S. fighting forces which are under the direction of General of the Army Douglas MacArthur:

- Transports and landing craft of the Naval Forces, Far East, have ferried troops and supplies across Tsushima Strait from Japan as part of the initial build-up of ground forces in the battle area.

- A blockade has been thrown around Korea which the Navy hopes will effectively seal off South Korea from possible enemy approaches from the Yellow Sea or the Sea of Japan.

- Other ships, loaded with reinforcement troops and supplies, have been ordered from the West Coast to the forward areas.

- For their safety, the Navy has advised all merchant ships and passenger liners to stay out of Korean waters.

In addition to the units of the U. S. Navy being employed to restore peace in the Far East, it has been announced that ships of both Britain and Australia have joined the American naval forces.

At the outbreak of hostilities, the

← The Navy in Pictures

ALOHA—The guppy submarine USS *Tiru* (SS 416) puts out to sea from the Submarine Base, Pearl Harbor (top right). Top left: In Seattle, Washington, Virginia Lowden lectures Glen Scatterday prior to his departure for Mexico on a Reserve training cruise. Center left: Waves on duty in Hawaii present leis to smiling and happy sailors of submarine rescue vessel USS *Greenlet* (ASR 10) just in from San Diego. Bottom left: Chilean vessel ties up in Long Beach, Calif. and permits U.S. sailors and marines to visit aboard. Lower right: Liberty party prepares to go ashore from USS *Brinkley Bass* (DD 887).

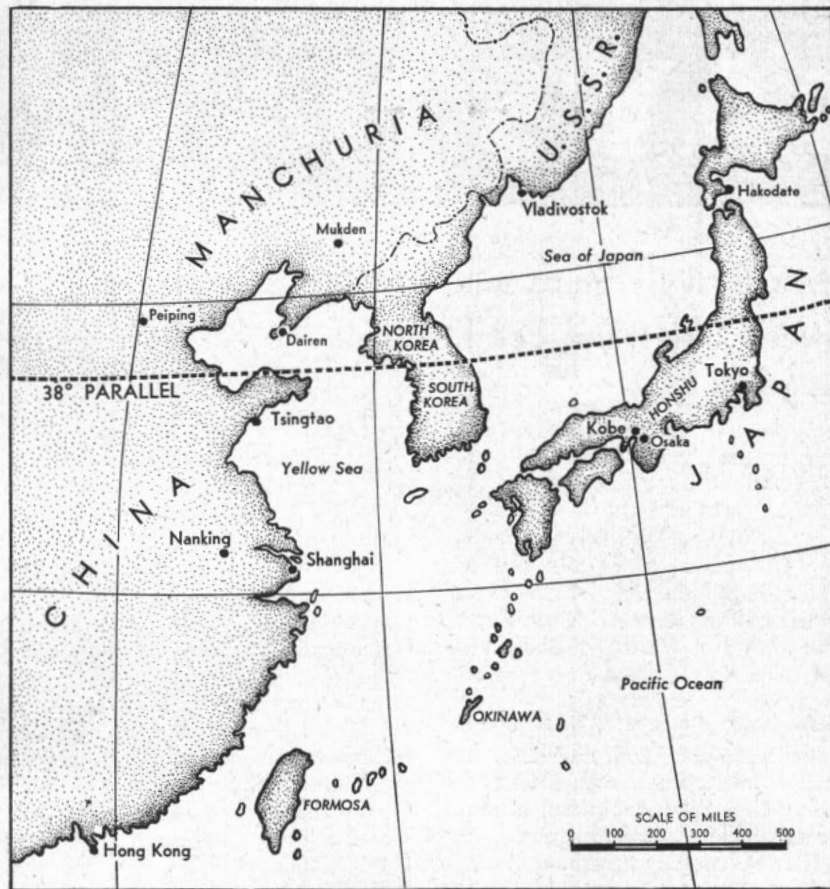
YESTERDAY'S NAVY



VJ Day proclaimed on 2 Sept 1945. Bonhomme Richard, John Paul Jones, captured British frigate *Serapis* off English coast 23 Sept 1779. U S Navy ships arrived with aid for earthquake-stricken Japanese on 5 Sept 1923.

SEPTEMBER 1950

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



VITAL AREAS around invaded South Korea and threatened Formosa are now being patrolled by ships and carrier-based aircraft of the Seventh Fleet.

Navy had a total of 21 ships in Far Eastern waters. These included the aircraft carrier *uss Valley Forge* (CV 45), the cruisers *uss Rochester* (CA 124) and *uss Juneau* (CLAA 119) as well as five divisions of destroyers.

The Korean action is having an effect upon naval installations in the U. S. also. There has been a general tightening up of security regulations, a sharpening of safeguards against possible sabotage and a reduction or cancelling of leave for many personnel.

Admiral Forrest P. Sherman, usN Chief of Naval Operations, has ordered all responsible senior officers to screen carefully any civilians allowed to board Navy ships so as to prevent any "internal subversive activity."

Here is the complete text of President Truman's announcement of the action to be taken by the U. S. in Korea:

"In Korea the Government forces, which were armed to prevent border raids and to preserve internal security, were attacked by invading

forces from North Korea. The Security Council of the United Nations called upon the invading troops to cease hostilities and to withdraw to the Thirty-eighth Parallel. This they have not done, but on the contrary have pressed the attack. The Security Council called upon all members of the United Nations to render every assistance to the United Nations in the execution of this resolution.

"In these circumstances I have ordered United States air and sea forces to give the Korean Government troops cover and support.

"The attack upon Korea makes it plain beyond all doubt that communism has passed beyond the use of subversion to conquer independent nations and will now use armed invasion and war.

"It has defied the orders of the Security Council of the United Nations issued to preserve international peace and security. In these circumstances the occupation of Formosa by Communist forces would be a direct threat to the security of the

Pacific area and to United States forces performing their lawful and necessary functions in that area.

Accordingly I have ordered the Seventh Fleet to prevent any attack on Formosa. As a corollary of this action I am calling upon the Chinese Government on Formosa to cease all air and sea operations against the mainland. The Seventh Fleet will see that this is done. The determination of the future status of Formosa must await the restoration of security in the Pacific, a peace settlement with Japan, or consideration by the United Nations.

"I have also directed that United States forces in the Philippines be strengthened and that military assistance to the Philippine Government be accelerated.

"I have similarly directed acceleration in the furnishing of military assistance to the forces of France and the associated states in Indo-China and the dispatch of a military mission to provide close working relations with those forces.

"I know that all members of the United Nations will consider carefully the consequences of this latest aggression in Korea in defiance of the Charter of the United Nations. A return to the rule of force in international affairs would have far-reaching effects. The United States will continue to uphold the rule of law.

"I have instructed Ambassador Austin, as the representative of the United States to the Security Council, to report these steps to the Council."

New Color Filter

The U.S. Naval Observatory will soon have the first color filter made commercially from artificially grown crystals. It will be used in connection with making continuous photographic records of the sun's surface activity. Solar activity is important to the Navy because of its effects on communications.

By filtering out all light except the red light radiated by flaming hydrogen on the sun's surface, the new filter will enable astronomers to study the action of this gas. Unlike sun spots, "solar flares" cannot be studied at leisure. They are very brilliant, and often last only a few minutes. The complex spectroscopic apparatus previously used permitted only a part of the sun's disk to be seen at one time.

Jets Tow Air-Gunnery Sleeves

Fliers of the Navy's jet Fighter Squadron 171 are getting some better-than-ever gunnery training now that men of the squadron have developed a rig for towing targets with F2H *Banshee* jets.

The new target tow attaching arrangement is the brain child of R. C. Clark, AOC, usn, and M. E. Clark, AO1, usn, who turned to on it at the suggestion of their executive officer. The mechanism itself is of the type used on the F4U-5 *Corsair*, the plane previously employed for the squadron's target towing. Because of the strains involved, a means of attaching the mechanism to the jet job was the problem. The pivot bolt to the *Banshee's* arresting gear slide was finally assigned the task of holding the towing mechanism.

Complete success has rewarded the efforts of the two ordnancemen. An extension added to the arresting gear release enables the pilot to turn loose the target by operating the arresting gear handle. No complications have been encountered in take off and return of the target. The F2H can tow satisfactorily at 35,000 feet and has adequate speed and endurance with the target in tow.

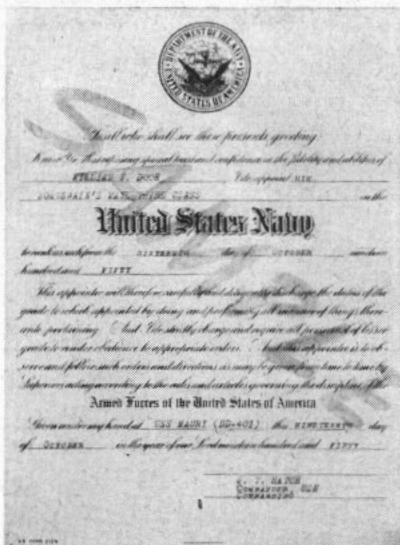
40 Gold Hashmarks

Gold hashmarks aren't too plentiful in the Navy in an over-all sort of way—being somewhat difficult to obtain. But once in a while you come across them in bunches. At the Naval Air Technical Training Center at Memphis, Tenn., eight CPOs can muster up a grand total of 40 shiny service stripes among them.

These eight chiefs, members of the 149-man instructor force at NATTC, each possess five gold hashmarks. If a couple of the CPOs stick around a little longer, they will have six. Altogether, their time in the Navy totals 167 years. Age of the eight instructors averages 41 years. The oldest is 43 years old.

The eight gold-striped chiefs are literally shining examples to the students at NATTC Memphis of what an up-and-coming recruit can accomplish in a couple of decades.

The eight chiefs are P. F. Grosswiller, AMC; C. L. Orr, ALC; J. Lillis, ADC; J. Botzko, ADC; A. M. Adams, ADC; A. G. Solomon, EMC; C. J. Dietrich, TDC; and E. C. Swartz, ADC. All USN, of course.



OFFICIAL appointment certificate will be awarded to all petty officers who advance a grade in rating.

Advancement Certificate

Petty officers who advance in rating will now get an official appointment certificate similar to that given to an officer when he is promoted.

The new certificate, which will be signed by the petty officer's commanding officer, will be awarded to each Navy man who advances in rating to petty officer third class, second class, first class or chief.

The establishment of this certificate marks the first time since the early 1920s that all grades of petty officers have received such a form when attaining advancement. In recent years, a special form, the "Certificate of Appointment" (the form with the drawing of the battleship or the carrier at the top) has been given to chief petty officers.

The new certificate, in addition to being issued to all petty officers who advance a grade in rating, will also be issued to all present petty officers in recognition of the rate they hold today. The "date of rank" for these personnel will be the date recorded in their service record.

The certificate, which is also being used by the Army and Air Force, becomes the permanent property of the recipient and will not be recalled in the event of reduction in rating. However, it will hold no further force in the event of such reduction. In the event of a subsequent advancement after reduction, a new form with a new "date of rank" will be issued.

Name of Jones Lives On

It looks like the name John Paul Jones is going to be with the Navy for quite awhile yet. Two John Paul Joneses have just completed recruit training at the U.S. Naval Training Center, Great Lakes, Ill.

The two John Paul Joneses who took their recruit training together aren't brothers, of course, and neither is any relation to the John Paul Jones of Revolutionary War days. But one of them, John Paul Jones VI of North Carolina, says an ancestor of his was a friend of the original John Paul. William Jones was the ancestor's name, and John Paul was the Revolutionary hero's full name, at first. The two were buddies, and later they sort of combined their names. John Paul became John Paul Jones, and William Jones named one of his sons John Paul. All that was around 170 years ago.

Today John Paul Jones VI hopes to qualify for an appointment to the Naval Academy. The other John Paul Jones, from Virginia, says he wants to be a naval aviator.

It would have been a double coincidence if the two J.P.J.s could have dwelt in Camp John Paul Jones at the training center, but they couldn't. Camp John Paul Jones is for Waves only.

20,000 Landings Chalked Up By GCA Unit in 3½ Years

Twenty thousand of anything is quite a few, but when one GCA unit chalks up 20,000 ground-controlled approaches in less than three and one-half years, it's a record, or close to it.

GCA Unit 16, which began operating at USNAS, Corpus Christi, Tex., in January 1947, conducted its 20,000th GCA in June of this year. The Unit handles both operational and training approaches. The same unit not long ago conducted 217 safe and successful instrument approaches in one month, claiming a record for the number of such approaches for any 30-day period.

Regarding the 20,000 total, GCA Unit 16 was the second such group to reach that number. Unit 6, at Quonset Point, R. I., was the first to do so, its tally having reached that level in November 1949.



HELI-HOP enables John E. Healy, TMI, to rejoin his ship USS *Chopper* when his flight from Guantanamo Bay to the mainland was cancelled.

Gulf Stream Studied

As the result of a joint U.S.-Canadian operation in which naval craft of both nations took part, scientists now know more about the Gulf Stream.

The operation, in which six ships participated, was called Operation Cabot for two reasons. One is that the Gulf Stream was first encountered by John Cabot, in 1497; the other is that the initial letters of "Current And Bathythermograph Observation Trip" spell that word.

Fleet Reserve Association To Hold National Convention

The Fleet Reserve Association will hold its 23rd national convention at Long Beach, Calif., on 2, 3 and 4 September this year.

Membership of the Fleet Reserve Association is composed of enlisted men and temporary officers of the U.S. Navy, along with those who have served 16, 20 or 30 years in active service or on the Reserve list. BuPers Circ. Ltr. 89-50 (NDB, 15 June 1950) encourages COs to grant regularly authorized leave, if practicable, to temporary officers and to enlisted personnel who are members of the Fleet Reserve Association and who desire to attend the convention.

U.S. Navy ships taking part in the survey were the *uss Reheboth* (AGS 50) and *uss San Pablo* (AGS 30). Formerly small seaplane tenders, both have been employed as oceanographic vessels by the Hydrographic Office for the past two years. The Canadian ship in the operation was the former minesweeper *HMCS New Liskeard*, operated out of Halifax, Nova Scotia, by the Canadian Naval Research Establishment. Rounding out the flotilla were the U.S. vessels *Atlantis*, *Caryn* and *Albatross III*.

The purpose of the three-week expedition was, briefly, to find out what various parts of the Gulf Stream were doing at the same time. Temperature and salinity observations were taken at depths as great as 6,000 feet, and meteorological data were obtained frequently. All information was radioed to *San Pablo*, the headquarters ship. A staff of Gulf Stream experts aboard that ship analyzed the information to determine what courses the ships should follow to obtain maximum data.

It is seldom that widespread information on sea conditions can be obtained at one time.

The survey was a joint project of the following activities: the Woods Hole Oceanographic Institution, the Hydrographic Office of the U.S. Navy, the Canadian Naval Research Establishment, the U.S. Fish and Wildlife Service, and the Scripps Institution of Oceanography.

'Copter Catches Chopper

Here's one way to catch your ship: catch it by helicopter.

Anyhow, that's the way John E. Healy, TMI, USN, caught his as it was leaving Guantanamo Bay, Cuba for Key West, Fla. He wasn't AOL, either; it was all highly legal.

Events started leading up to Healy's heli-hop when the torpedo-man, aboard the submarine *uss Chopper* (SS 342) at Guantanamo Bay, was granted emergency leave and was slated to fly to Key West. He was logged off the ship and went ashore to stand by for his flight. The ship departed for Key West. Healy's flight was cancelled. The ship turned around and started back to get Healy.

While still 10 miles from Gitmo, the entire crew of *Chopper*—except for the engineroom watch—mustered topside to see Healy's dramatic rendezvous with his ship. While the helicopter hovered over the after deck, Healy climbed out and was lowered away. Soon he was safely aboard and detached from the flying machine—and on his way to Key West.

Pacific Fleet Units Rotated

Fourteen Navy ships and 6,000 sailors are back in California ports after six months or more with the Seventh Fleet and Naval Forces, Far East. The group of ships was one of the largest to make such a trans-Pacific migration since the days of post-World War II demobilization.

The 14 ships which made up the homecoming flotilla were the aircraft carrier *uss Boxer* (CV 21), the heavy cruisers *uss Toledo* (CA 133) and *uss Helena* (CA 75), the destroyers *uss F. B. Parks* (DD 844), *uss Orleck* (DD 886), *uss Brinkley Bass* (DD 887), *uss Anderson* (DD 411), *uss Bausell* (DD 845), *uss Agerholm* (DD 826), *uss Stickell* (DD 888) and *uss John R. Craig* (DD 885), the fast transport *uss H. A. Bass* (APD 124), the oiler *uss Guadalupe* (AO 32) and the seaplane tender *uss Salisbury Sound* (AV 13). Twelve of the ships traveled in a group all the way to U.S. west coast waters. *Salisbury Sound* steamed alone, and *Orleck* was delayed in Pearl Harbor.

The operation was a rotation of Pacific Fleet units assigned to the western Pacific.

Sailors See Volcano Show

A front row seat at the eruption of mighty Mauna Loa on Hawaii was the good fortune of five sailors on a week's leave from Pearl Harbor. For seven days and nights, the men were on the scene of the greatest eruption of Mauna Loa of this century.

The bluejackets, who saw the fiery explosion of the largest volcano in the world, by plane and by car were: James R. Prescott, AT3, USN, NAS Barber's Point; Terry Anderson, YN3, USN, Supply Office, Com-ServPac; James Osteen, SN, USN, Naval Ammunition Depot, Pearl Harbor; Felix B. Grosso, JO1, USN, Public Information Office, CinPac-Flt, and Fred Hanna, YN1, USN, Personnel Distribution, Com 14.

Having scheduled the trip to Kilauea Military Camp on the "Big Island" of Hawaii the week before, it was by pure chance that the men saw the spectacular volcanic display.

The lucky quintet were part of a group of 18 soldiers and airmen making the 200-mile hop on a MATS plane from Hickam Field to Lyman Field, Hilo.

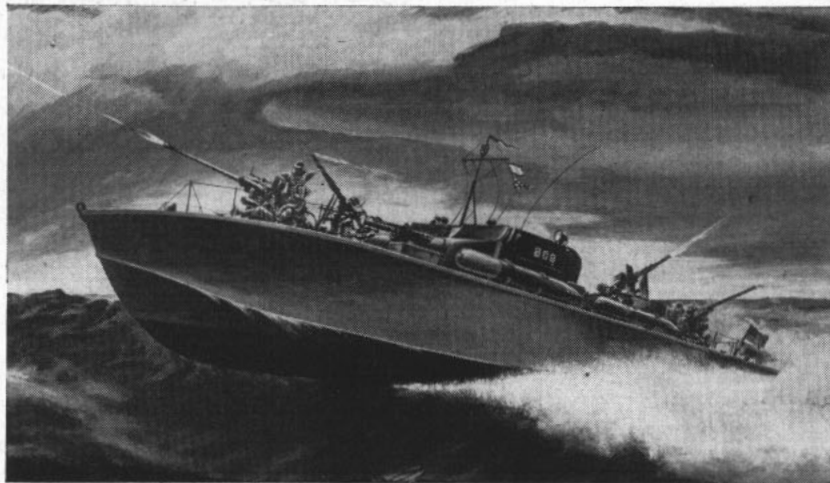
Arriving over 13,600-foot Mauna Loa, the four-engined transport circling the fiery crater at 18,000 feet bounced like a feather in a tornado. The volcano had just blown its top the night before, and the five sailors saw the most violent eruption of Pele, as it is nicknamed by Hawaiians, in 150 years.

Molten lava was shooting 1,000 feet into the sunny skies along a seven-mile front. The smoky cone resembled the atom bomb over Bikini. So intense was the heat—2,000 degrees at the core—that the passengers felt it in the plane's cabin, and the *Skymaster* had to climb rapidly to avoid complications.

After landing at Hilo, the men boarded a bus for Kilauea Military Camp, located on the southeastern slope of Mauna Loa. That night, the volcano continued to throw out millions of tons of fiery lava in a brilliant glow that rivaled the midnight sun.

The next day the sailors motored from Kilauea Crater to the scene of the lava flow.

Looking up toward the crater, the awe-stricken visitors saw fountains of lava tumbling over 1,000-foot cliffs and racing at 30 miles an hour to the sea. Pouring into the ocean, the lava formed boiling whirlpools



NEW PT BOATS, to be completed this year, will be much larger than WW II models, have greater firepower, range and stability in rough seas.

which caused steam clouds to rise 2,000 feet into the air. Hundreds of sharks could be seen snapping up fish killed by the heat.

Earthquakes added to the visitors' excitement. At least eight temblors were felt, with one quake almost knocking the men off chairs while they enjoyed an afternoon snack at the camp restaurant.

At the end of the week's leave, the men agreed that Mauna Loa's fiery show made an everlasting mark in their minds. By having their cameras with them, the Navy men made a permanent record for their photo albums.—Felix B. Grosso, JO1, USN

Students from Many Areas Attend Information School

As much as naval and military people move around these days, it would still be hard to outdo the Armed Forces Information School at Carlisle Barracks, Pa., in the number of areas represented. Students go there from every U. S. armed service and from U. S. military activities in many parts of the world.

In a class of 119 men recently attending the school, three were Navy men from North Africa and one was a soldier from Fort Amador, Canal Zone. Eight Navy ships were represented, as was every U. S. continental Army area and the Military District of Washington. Men were there from six naval districts and three Air Force areas.

Turboprops Power 'Skyspark'

Jet engines for aircraft produce plenty of speed, but for rapid take-off, propeller-type power plants have them beat. Both qualities—fast take-off and screeching top speed—are promised by an experimental turbo-prop-powered plane called the XA2D.

The XA2D is a carrier-type attack plane currently undergoing initial flight tests. Its 5,500-horsepower twin-turbine engine, built for the Navy by GM, develops more horsepower at takeoff than any other U.S. engine now being flown hitched to props.

Equipped with contra-rotating propellers, the XA2D, or *Skyspark*, is free of torque during full-power takeoff and landing operations, as at other times. Each propeller, that is, counteracts the torque of the other. The T-40 turboprop engine consists of two complete and separate power units. These connect with the propellers through a single gearbox. For normal cruising, the plane can operate on either of the twin turbines, reserving the other for emergencies.

The turbo-prop type of aircraft engine develops more than twice the horsepower per pound of weight produced by reciprocating engines. In this type of engine, a gas turbine is employed to power a propeller, while exhaust gases produce additional thrust through a jet effect.

The Navy's 60-ton experimental seaplane, the XP5Y-1 underwent initial test flights early this year in San Diego, Calif.

Caroline Mars Sets Record

One hundred forty-four persons rode the Navy's 82-ton flying boat *Caroline Mars* on a single trip from Honolulu to San Diego for a new world's record passenger load for trans-ocean flights. Most of the passengers were Marine Reservists from the Hawaiian Islands traveling to Camp Pendleton for two weeks' summer training.

The *Caroline Mars* is the largest flying boat now in operation. Wingspread is 200 feet and overall height is more than 40 feet. For the record-breaking trip, "bucket seats" were installed in the cargo holds.

While the *Caroline Mars'* Honolulu-San Diego flight set a record for long distance overseas passenger travel, a flight made last year by the *Marshall Mars* surpasses it in the number carried. In a flight from Alameda, Calif., to San Diego, that

Navy flying boat transported 308 persons. Four years ago another flying boat, *Hawaii Mars*, carried 118 from Honolulu to Alameda.

Caroline Mars left Honolulu in mid-afternoon, and arrived off the California coast early the following morning.

The Marine Reservists aboard the plane were members of Company D, 13th Marine Reserve Battalion.

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral Allan E. Smith, USN, Commander Cruiser Force, U.S. Atlantic Fleet, ordered as Commandant, 13th Naval District, with additional duty as Commander Naval Base, Bremerton, Wash.

Rear Admiral Richard F. Whitehead, USN (AV), Office of the Under Secretary of the Navy, ordered as Commander Fleet Air Wings, U.S.

Atlantic Fleet, with additional duty as Commander Fleet Air Wing Five.

Rear Admiral Edward C. Ewen, USN (AV), Commander Naval Forces, Marianas, ordered as Commander Carrier Division One.

Rear Admiral Robert F. Hickey, USN (AV), Commander Fleet Air Wings, Atlantic, ordered as Acting Chief of Information, Navy Department.

Rear Admiral Robert E. Blick, Jr., USN (AV), Commander Carrier Division Sixteen, ordered as Assistant Director of Naval Intelligence.

Rear Admiral John P. Whitney, USN (AV), Vice Commander, Military Air Transport Service, ordered as Commander Carrier Division Sixteen.

Rear Admiral Edgar A. Cruise, USN (AV), Director Air Warfare, Office of the Chief of Naval Operations, ordered as Commander Fleet Air Wing Three, U.S. Atlantic Fleet.

Rear Admiral Kenmore M. McManes, USN, Office of the Chief of Naval Operations, ordered as Commander Destroyer Flotilla One, U.S. Pacific Fleet.

RN Flier Serving With USN on Exchange Basis

Under an exchange program between the U.S. and Great Britain, picked pilots and line officers have been chosen to serve for one year on exchange duty. In line with this strengthening of ties between the two nations, Lieutenant Raymond D. Lygo, Royal Navy, is serving with Fighter Squadron 172 at the Naval Air Station, Jacksonville, Fla.

Lieutenant Lygo's duties with VF-172 include piloting a *Banshee* jet fighter. During Operation Portrex, he operated from the aircraft carrier *uss Philippine Sea* (CV 47) in furnishing air support to invasion forces and surface units.

Lieutenant Lygo entered the Royal Navy in November 1942, after being employed by the *London Times*. He received his flight training partly in England and partly at the Royal Canadian Air Force Base, Kingston, Ontario, Canada. He holds the British War Medal and Atlantic, Burma and Pacific Stars in addition to the distinction of having been in on the exciting chase of the German battleship *Von Tirpitz*.

The British pilot possesses some fame as an actor, as well as a flier. He appeared in the production "Stars and Stripes" during a visit to New York, and "stole the show"

in a comedy role at NAS Jacksonville. His father, grandfather and an uncle were all associated with the stage in England.

Shortly after arriving in Jacksonville, Lieutenant Lygo married an American woman, further strengthening the ties across the Atlantic. —Robert N. Joyce, JOSN, USN.



ROYAL NAVY pilot LT Raymond Lygo, here on exchange duty, has chute adjusted by J. Burney, ADI.

Marines Aid Blood Bank

Marines at Cherry Point, N. C., turned out 100 per cent in support of a Red Cross plan to start a blood bank at the nearby city of New Bern, N. C.

The plan to open a blood bank, to which all the Cherry Point Marines offered their assistance in the form of blood donations, followed a dramatic episode where a local man nearly lost his life through lack of blood donors. In this case two Navy hospitalmen came to the rescue.

When a New Bern taxi driver was attacked and slashed by a passenger, he drove back to the cab stand in a serious condition through loss of blood. A frantic search among the town's inhabitants failed to produce any donors with blood of the right type. Calling the Marine Corps Air Station dispensary late at night, a Red Cross official obtained two satisfactory volunteers from the Navy—Leo J. Fenelli, HN, USN, and Charles J. Fereday, HN, USN. These two men quickly drove to town and the transfusion was performed. As a result of their contribution, the cab driver's life was saved.

The assistance of the Marines at Cherry Point will help the new blood bank to get off to a good start.

Rockets from Ships

On the flat, calm Pacific near Christmas Island, several hundred miles south of Hawaii, *uss Norton Sound* (AV 11) cruised slowly along the equator. On the fantail was a 50-foot-long, two-and-one-half-foot thick, pencil-shaped rocket. A crew of Navy scientists and technicians made last-minute adjustments. On a signal the switch was closed and the giant projectile leaped skyward, its liquid oxygen and alcohol rocket motor sending it screaming through the atmosphere and out into space. Before arcing and tumbling down into the sea, the missile traveled an estimated 106.4 statute miles skyward.

It was a new altitude record for an American built, single-stage rocket. Also, it was the greatest distance any projectile ever launched from a ship has traveled.

This was the first ship-board firing of the *Viking*, largest Navy upper atmosphere research rocket.

Named "Project Reach," the Navy's latest rocket-firing experiment was designed to gather information on cosmic rays for study and evaluation. A heavy load of sensitive instruments was carried in the nose of the *Viking*, and an automatic radio transmitter relayed data to *Norton Sound*. *uss Ozboorn* (DD 846) assisted in tracking and photographing the rocket.

This was the fourth cosmic radiation research cruise for *Norton Sound*. Previously, during the spring of 1949, the converted seaplane tender made a cruise off the coast of Peru, launching *Aerobee* rockets. Her second research cruise was in the mid-Pacific in the summer of 1949, where she launched *skyhook* balloons.

The previous altitude record for an American-built, single-stage rocket was 78 miles, established by the Navy's *Aerobee* rocket.

Record altitude for a single-stage rocket—114 miles—is held by a German V-2 rocket fired at White Sands Proving Ground, Las Cruces, N.M., on 17 Dec. 1946. A two-stage rocket—a combination of the German V-2 and the Army's smaller Wac Corporal rocket—climbed to an altitude of more than 250 miles when fired at White Sands on 24 Feb 1949.

The operation provided an opportunity for the Navy to conduct valuable training of crewmen in the launching of rockets from ships, in

Outstanding Serviceman Will Be Chosen Monthly

Navy men who in the future prove themselves outstanding will have a chance to win the title of "Serviceman of the Month" and with it a free trip to Washington, D. C.

The honor is a new one which will go each month to a soldier, sailor or airman who has performed exceptional duty. In Washington, the serviceman will tell his story on the radio for the benefit of a nationwide audience.

Winner of the first selection as "Serviceman of the Month" was Master Sergeant Eugene Lansing, USA. Sergeant Lansing contributed much of his off-duty time to the support of various humanitarian drives in Boise, Idaho, where he is stationed in the headquarters, Idaho Military District.

Each month an outstanding serviceman such as Sergeant Lansing will be chosen to represent the Armed Forces and to tell his story on "Time for Defense," the Defense Department's weekly half-hour radio program.

Here's how each month's winner is to be selected:

Selection will be based on the "participation of the individual in an incident which is dramatic,

timely or of unusual human interest" or upon "noteworthy performance of duty over an extended period of time."

Selection will not be limited to any particular service, rate, rank or grade, although emphasis will be placed on enlisted men and junior officer ranks.

Nominations for "Serviceman of the Month" are unlimited and may be submitted by any commanding officer to the Department of Defense. Complete details are contained in SecNav Letter 50-324 (NDB, 15 May 1950).

The choice of one serviceman each month on a Defense-wide basis is patterned after area-wide selections of outstanding men which have been underway for some time in several Army and Navy area commands.

For example, in the Hawaiian area, a "Navy Man of the Month" as well as a "Marine of the Month" and "Airman of the Month" is chosen. The three men selected (along with their wife or girl friend) are then treated to an expense-free tour of some of Honolulu's brighter nightspots as a reward (ALL HANDS, November 1949, p. 6).

addition to gathering much valuable information on cosmic rays. These rays are particles of energy possessing tremendous power.

Scientists think these rays can best be studied at very high altitudes, beginning at about 100,000 feet. From information gathered by the *Viking* and its other experimental rockets, the Navy hopes to learn if it is possible to harness and use these high energy particles.

MDAP Countries Get Ships

As one of the initial steps in the Mutual Defense Assistance Program—the agreement between nations of the Atlantic Pact to assist each other for their overall defense—the U.S. Navy has turned over a number of ships and planes to other member nations.

Fifteen ships—12 destroyer escorts, two submarines and one submarine rescue vessel—were taken from mothball and active fleets and refitted prior to delivery to other na-

tions. These ships are: *uss Blower* (SS 325); *uss Bumper* (SS 333); *uss Bluebird* (ASR 19) *uss Burrows* (DE 105); *uss Rinehart* (DE 196); *uss Samuel S. Miles* (DE 183); *uss Riddle* (DE 185); *uss Swearer* (DE 186); *uss Wingfield* (DE 194); *uss Bright* (DE 747); *uss Cates* (DE 763); *uss Gustafson* (DE 182); *uss Eisner* (DE 192); *uss Stern* (DE 187); and *uss O'Neill* (DE 188).

A number of naval aircraft supplied to Mutual Defense Assistance Program countries were readied at various naval bases around the nation and ferried to NAS Norfolk, Va., for transfer overseas.

Destroyer escorts *Burrows* and *Rinehart* have been turned over to the Royal Netherlands Navy. Dutch crews were indoctrinated in operation and maintenance of these vessels at Boston Naval Shipyard.

All of the destroyer escorts delivered to MDAP countries are modern 1,240-ton vessels built during 1943 and 1944.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. COAST GUARD observes its 160th anniversary this month.

The Coast Guard, a part of the U. S. armed forces and the principal federal agency for maritime law enforcement and marine safety, had its beginning in 1790.

On 4 August of that year, Alexander Hamilton, Secretary of the Treasury under President Washington, obtained from Congress authority to launch a sea-going military force in support of normal economic policy. This force became the nucleus of today's Coast Guard which operates in peacetime under the Treasury Department; in wartime under the Navy Department.

The act called for the "establishment and support of 10 cutters for the purpose of enforcing customs laws." The act further authorized the commissioning of 40 officers ("officers of the customs")—a master, first, second and third mate for each cutter.

For years, until several frigates were built incident to the organization of the Navy Department in 1798, the customs cutters constituted the only U. S. fighting force afloat as a first line of defense against Old World power.

Throughout the early years of its history, the Coast Guard, as it is known today, was variously referred to as "System of Cutters," "Revenue Service," "Revenue-Marine," and "Revenue Cutter Service," the latter being accepted in general use by 1890 and remaining as such until 1915 when the service received its present title of U. S. Coast Guard.

It was in 1915 that several small federal agencies, including the Revenue Cutter Service and Life-Saving Service were amalgamated under the heading of U. S. Coast Guard "in order to centralize responsibility, to eliminate duplication of effort, and to redirect federal activity towards greater public benefit." In 1939 the Lighthouse Service was added.

Of striking contrast with regard to the growth of the Coast Guard organization is the development from

its original complement of 100 officers and men to the World War II peak of 172,000 officers and men and 10,000 Women's Reserve Spars.

The exploits of the U. S. Coast Guard—both in war and in peace—have been duly recorded in fact and fiction throughout its 160 years of "Semper Paratus" and heroic existence.

★ ★ ★

TRAINING OF APPROXIMATELY 550 U. S. Air Force airplane and engine mechanics is being undertaken by two civilian schools.

The two schools—Spartan School of Aeronautics, Tulsa, Okla., and Cal-Aero Technical Institute, Glendale, Calif., will each train approximately 275 personnel. Identical instruction will be given USAF airmen at both schools during the 36-week course.

Trainees will be assigned to the schools from the USAF Indoctrination Center, Lackland AFB, San Antonio, Texas. The program is being introduced to test the practicability of technical training by civilian contract schools.

★ ★ ★

A JOINT U. S.—Canadian experimental aerial navigation system in Alaska and the Canadian arctic, completed in 1948 and operated by U. S. Air Force and Royal Canadian Air Force personnel, is being dismantled.

The chain of low-frequency loran—Long Range Aid to Navigation—and monitoring stations has been discontinued because of radio transmission difficulties and certain handicaps due to climate. USAF and RCAF authorities said that operation of the station has provided much scientific information. This information, otherwise unobtainable, would be of value in developing a satisfactory aerial navigation system in the far north. Experiments of the same type are now being continued in the continental U. S.

USAF personnel manned the loran stations in Alaska, while the RCAF maintained those in Canada.



AMERICAN WAY to fly is being taught French airmen at AFB Randolph, under Mutual Defense Assistance Program.

IN THE FIRST INSTANCE of its kind since the end of World War II, the Army has awarded contracts for the delivery of 400 light planes for use in observation and reconnaissance for ground troops. Deliveries are expected to begin in December of this year and to continue in 1951.

The new light plane to be acquired by the Army is the Cessna, Model 305. It's a single-engine, high wing monoplane with tandem seating for two persons. The passenger area is enclosed. A sturdy plane, the Cessna 305 is designed for rough field operation. It is of all-metal construction and has special steel spring landing gear. The 213-horsepower engine employs only 30 per cent of its power in normal 90-knot cruising.

Army aircraft of this type are assigned as part of normal combat equipment for infantry regiments, combat engineer regiments and armored cavalry regiments, and to certain Signal Corps units, Army headquarters and training schools. The new plane is designated the L-19A by the Army.

★ ★ ★

A NEW ALL-WEATHER jet fighter, the F-94, a cousin of the *Shooting Star*, can fly and fight in pitch darkness and in weather that would ground most other jet fighters.

The first two of these all-condition jet interceptors were flown to the AF's Western Air Defense Command at Hamilton Air Force Base, San Rafael, Calif., after a brief ceremony at San Fernando Airport, Van Nuys, Calif., where they were originally delivered. Later, pilots of the 319th All-Weather Squadron flew them to Larson AFB, Moses Lake, Wash.

The F-94 interceptor makes use of radar located in its ball-like plastic nose for pin-pointing enemy planes after being radio directed to the proper area by radar ground control. The plane can locate and intercept enemy aircraft under completely blind flying conditions, it has been announced.

The F-94 is a two-place ship, with the pilot occupying the front cockpit, and the radar operator the rear. The J-33 turbo-jet engine delivering 5,200 pounds of thrust on takeoff, is equipped with an afterburner for extra speed and performance. The F-94 is a new version of the T-33, a jet trainer, and the familiar F-80.

★ ★ ★

DESPITE THE EFFICIENCY of modern forms of communication, the Army still has a need for carrier pigeons. They can make contact with places in which other forms of communication are impossible or impractical.

At the Army's Pigeon Training Center, Fort Monmouth, N. J., some 1,300 of the feathery messengers are kept on hand. About 800 of these are seasoned message carriers, with 500 others in training. Many of the famous homing pigeons of World War II live here in semi-retirement.

Training of young pigeons begins when they are less than one month old. By the time they are two months old they are making 20 mile trips. This distance is gradually increased, and when their training is completed they are making 300- and 600-mile journeys.



NEW LOOK is given World War II combat boots by applying a newly-discovered water-resistant plastic.

★ ★ ★

BEING SHORT ON BRAINS isn't always a great disadvantage, if one is to judge by the occupation of a dummy named "Lumpy." All he has to do is lie around all day in Army sleeping bags.

Lumpy's job, if you can call it that, is to find out which sleeping bag is better than which other. This he does by producing heat. Scientists at the Army Quartermaster Corps Climatic Research Laboratory, Lawrence, Mass.—which is Lumpy's home—check to see how much heat each sleeping bag allows to escape. That way, they can learn a lot about outdoor snoozing equipment.

Lumpy's skin consists of a suit of "long-handled" underwear. Inside he has, among other things, a number of electrical heat units. Controls make it possible to increase or decrease the amount of heat at any section of his body. The heat input is carefully measured so that loss at any point can be measured.

The dummy is working on 24 differently designed sleeping bags. What he reveals about them is important, but will not be conclusive. No one design will be declared the winner until it has been tested thoroughly outdoors in all kinds of weather by human beings.

Lumpy was named in honor of his unpredictable figure.

★ ★ ★

WHILE HELPING the Netherlands perfect her air defense system, the crews of B-29s and B-50s of the U. S. Air Force have been getting in some valuable training.

Bombers of USAF Third Air Division in England have been flying over Dutch territory with special permission of the Netherlands government. Dutch radar warning installations detect the approaching planes and Dutch *Meteor* squadrons take off to intercept and "attack" them. This practice offers excellent training opportunities for air and ground crews of the Dutch air defense system as well as for the USAF bomber crews. Movie cameras in the planes of both countries make a record of the results.

Other western European countries are conducting joint air maneuvers similar to the U. S.—Dutch drills. Belgian *Meteors* and French *Vampires* fly to England to conduct fighter training with units of the Royal Air Force, and Dutch planes may do so soon.

THE BULLETIN BOARD

Officer Candidates Desired For Intensive Training In 11 Foreign Languages

In this day of fast-moving world events, the Navy has a continuing demand for officers who can speak and write fluently in a foreign tongue.

Officers with this language ability are needed for important billets such as those in naval missions abroad or in intelligence work.

To train certain officers to speak and write in a foreign language, the Navy maintains the U. S. Naval School (Naval Intelligence) at the Naval Receiving Station, Anacostia, D. C.

At this school, each student-officer is given an intensive course in one of 11 languages. Lengths of the courses vary from five months for French or Spanish to 18 months for Chinese. Graduates must pass a test at the conclusion of the course which qualifies them as an interpreter-translator.

A recent directive, BuPers Circ. Ltr. 93-50 (NDB, 30 June 1950), announces that billets are now open at the school for qualified officers (including women officers) of the rank of lieutenant (junior grade) and above in the Regular Navy—as well as officers of comparable rank in the Marine Corps.

The new circular letter makes a few changes in existing regulations concerning the language school. Reflecting the changing world situation, Greek has now been dropped as a language while the study of Iranian has been added.

The objective of each course, the directive states, is to provide the

Magazine Not Sponsored Or Endorsed by the Navy

The Secretary of the Navy has announced that "to correct any misconception in the minds of Navy personnel, 'The United States Navy Magazine,' published by the United States Navy Weekly, Inc., is not an official publication, nor is it sponsored or endorsed by the Navy Department."

This announcement was made in Alnav 62-50 (NDB, 15 July 1950).

student with a practical mastery of the written and spoken language.

This requires four hours of daily instruction in the classroom, two additional classroom hours of supervised study and six hours daily devoted to preparation and study outside the classroom—five days a week.

In addition to this formal schooling, students actually "go native" by reading foreign newspapers, attending foreign films.

Each course also includes a brief summary of the political, economic, sociological and geographic factors of the native area. Here is a list of the languages taught and the approximate time required for each:

Chinese, 18 months (formerly 20); Russian, nine months; Arabic, nine months; Turkish, nine months; Iranian, nine months; German, eight months; Swedish, six months; Portuguese, six months; Italian, six months; French, five months and Spanish, five months.

Classes commence as follows:

- Chinese, Turkish, Iranian, Arabic, German—first Monday in April.
- Swedish, Portuguese, Italian, French, Spanish—first Monday in April and first Monday in October.
- Russian—first Monday in January, April, July and October.

All applicants for these courses should be less than 30 years of age and should have completed 2½ years of college or the equivalent. Applications should be submitted via official channels to the Chief of Naval Personnel (Pers C-122). For complete details, see the circular letter.

New Trophy Will Be Given Annually to NAS or NARTU Showing Greatest Progress

A new trophy—the "Chief of Naval Air Training Trophy"—can now be won by the naval air station or naval air reserve training unit showing the greatest improvements in annual competitive training. The trophy will be reassigned each year.

Unlike the Edwin Francis Conway trophy and the Noel Davis trophy, the "CNATRA" trophy will be awarded for improvement only, and not necessarily for the highest overall efficiency. The Conway trophy is awarded to the outstanding Reserve station or training unit, and the Davis trophy is awarded to Reserve squadrons by types. Both of these will be presented annually as before.

Here are conditions which govern award of the CNATRA trophy:

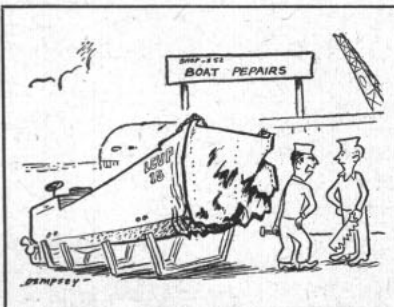
- To be eligible, the NAS/NARTU must have been in commission for one year before the year in which it hopes to win the trophy.
- The average of the Noel Davis scores awarded Organized Reserve squadrons will be a major factor in evaluating the efficiency of the parent activity.
- The comparative standing of naval air stations and naval air re-

'Operation Crossover' Tests Air-Land-Sea Amphib Methods

"Operation crossover," an operation designed to test air-land-sea amphibious techniques, was performed entirely by Navy and Marine Corps experts in the amphibious field.

Amphibious experts of the Fleet Marine Force, Atlantic, and of the Amphibious Force, Atlantic Fleet, joined in executing the operation. Crossover was conducted to deal with the problems presented by new weapons, testing the "1950 method and technique" of approaching and assaulting an enemy-held beach.

Personnel training was outweighed in this exercise by the emphasis on tactics and techniques. Locale of Operation Crossover was the Camp Lejeune, N. C., area.



"Woman driver!"

serve training units will be evaluated on logistics inspections and training inspections conducted under direction of the Chief of Naval Air Reserve Training.

• Improvement rating will be computed numerically as the difference between the efficiency ratings of the current year and the preceding year. Computation will be made by the Chief of Naval Air Reserve Training.

Proficiency and safety records of the various departments will be the basis for CNATRA trophy point score computation. Possible points that may be scored by NAS departments are as follows:

Flight training and aircraft maintenance—20 points each; aviation technical training, operations, supply and public works—15 points each; personnel/administration, medical, public information, and welfare and recreation—10 points each; other departments, including dental, communications, and legal and security—five points each. Twenty points can be earned by the station safety record.

Although naval air reserve training unit points do not duplicate the point figures of naval air station departments, the same ratio of emphasis between the various departments is used.

MarCor Will Transport 10,000 Summer Trainees by Air

Approximately 10,000 Marine Reservists will travel by air this summer in going to or from training locations. Many will travel both ways by air.

This summer's Marine Reserve training program, the largest in the history of the Marine Corps Reserve, will be conducted at nine Marine activities on the two U.S. coasts. Most units will be trained at bases on the coast opposite the one on which their home stations are situated. The task of moving men and equipment to training areas under these circumstances is termed a "crisscross operation."

Amphibious training is the keynote this year, with 27 ground units spending the entire two-week training period practicing that type of warfare. Other units will devote a part of their training to amphibious problems.

WHAT'S IN A NAME

The Salt Horse

"God made the vittles but the devil made the cook" was typical of the jests that sailors of the early-day ships pointed sharply at the ship's cook and the chow he set out. Many an old-time story gives a graphic pic-



ture of what once appeared on the mess tables.

Salt beef was long the sailor's staple diet and one legend tells of the extensive chewing that was required to make the gristly salt beef suitable for swallowing. That is supposed to be the basis for the expression "chewing the fat."

The salt beef was often lovingly referred to as the salt horse. As the sailor sat down to the mess table he would say grace as follows:

*Old horse, old horse, how came you here?
—From Saccarap' to Portland Pier
I carted stone this many a year,
Until, worn out with sore abuse,
I'm salted down for sailor's use.
The sailors they do me despise;
They turn me over and damn my eyes,
Cut off my meat and pick my bones,
And heave the rest to Davy Jones.*

1,200 Reserve CWOs Approved For Permanent Commissions

Permanent appointments as commissioned warrant officers in the Naval Reserve have been approved for some 1,200 former temporary CWOs and permanent WOs.

Permanent warrant officers who served satisfactorily in the grade of temporary commissioned warrant officer and permanent warrant officers who served satisfactorily on active duty in the grade of warrant officer for not less than 12 months prior to 1 Oct 1945, are included in the list.

The permanent appointment of these officers was authorized under Naval Reserve policy, which extends to the Reserve the Regular Navy officer readjustment program as outlined in the Officer Personnel Act of 1947.

Each newly approved Reserve commissioned warrant officer must apply for his permanent appointment, even though he has previously applied for one under past authority.

In order to be eligible to accept the CWO appointment, an officer must have performed some satisfactory active service. This fact will be verified by the individual's commanding officer if he has been on continuous active duty since he received his appointment to perma-

nent warrant officer, or by a Certificate of Satisfactory Service if he has been released from active duty.

All appointees must also qualify physically.

Officers should report to any naval or Naval Reserve activity to effect their appointment. Officers who have been transferred to the Inactive Status List of the Naval Reserve are not eligible for the permanent appointment.

Any officer who does not wish to accept his permanent appointment must either submit a statement to that effect to the Chief of Naval Personnel, or request transfer to the Inactive Status List or submit his resignation from the Naval Reserve.

Navy Band Will Visit West Coast This Fall

The U. S. west coast and a number of northwestern states will be visited between 16 October and 21 November this year by the United States Navy Band.

With announcement of the autumn 1950 itinerary, the Navy Band outlined its 1951 schedule. Spring of 1951 will find the band touring southwestern states, except California; the fall 1951 tour will take the band to southeastern states, except Florida.

Limited Amount of Time Left For NAC Program Officers To Complete Educations

There is only a limited amount of time in which Reserve officers in the Naval Aviation College Program will be eligible for educational benefits allowed under Public Law 729, 79th Congress.

Time limits and other regulations with which eligible officers are required to comply are given in BuPers Circ. Ltr. 99-50 (NDB, 30 June 1950) as follows:

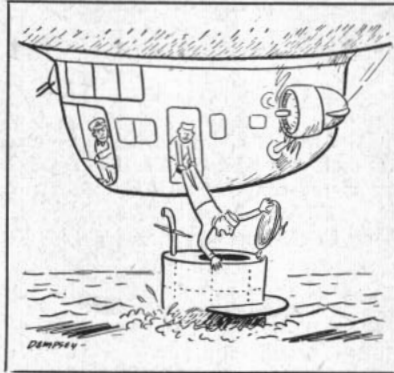
- Commence full-time instruction at an accredited college or university not later than two calendar years after his acceptance of appointment as ensign, USNR, and/or his release to inactive duty. Failure to do so forfeits the officer's rights to all educational benefits allowed by the Public Law.

- Complete the utilization of all educational benefits before the sixth anniversary of his original commission as ensign, USN. Failure to do so forfeits the right to the uncompleted portion of the educational benefits provided by the Public Law.

- Receive payment for tuition, fees, books and laboratory expenses for only that period during which he receives the \$100 per month retainer pay while pursuing full-time instruction at an accredited college or university as prescribed in Section 9(a) of Public Law 729, 79th Congress.

The directive also provides a clarification of certain retainer pay matters of interest to NACP Reserve officers.

All COs are called on to bring BuPers Circ. Ltr. 99-50 to the at-



"Ahoy down there, friend or foe?"

tention of all officers appointed to such status from the NAC program and to aviation midshipmen in the NAC program under their command. COs must make sure that officers and midshipmen concerned forward to the Chief of Naval Personnel, Attn: Pers-C1242, a statement that they have read the circular letter and understand it.

Personnelmen School Changes Schedules and Curricula

Classes in the classification and interviewing procedure course at Naval School, Personnelmen, Class C-1 at San Diego, Calif., are now convening once every four weeks instead of once every two weeks, as before. The input rate for this course is now 16 trainees every four weeks.

Other changes were made in curricula and schedules at the San Diego personnelmen school, along with those mentioned. The course in personnel administration was discontinued, and a special two-week advanced course in classification and interviewing procedures was inaugurated for outstanding graduates of the eight-week course. Fleet non-returnable trainees only are eligible for the advanced course, and they must be definitely above average.

Four enlisted instructors, no longer needed in the personnelman school because of the changes, were assigned to Naval School, Instructors, Class C-1, also at San Diego. A reduction of five instructors in all was possible through discontinuance of the personnel administration course and less frequent enrollments in the classification and interviewing course.

32 Per Cent of NSLI Policies Held by World War II Vets Are of the Permanent Type

Of the 5,606,011 National Service Life Insurance policies now held by World War II veterans, approximately 32 per cent—or 1,785,000—are policies of a permanent type.

Conversion of NSLI term insurance to permanent plans has increased rapidly in recent years. Permanent policies now in effect number almost two and one-half times the 1947 figure.

NSLI term insurance is issued for a term period of five years. However, Congress has extended or permits renewing the terms of such insurance as follows:

- Policies taken out before 1 Jan 1946—extended to eight years (three years beyond the original term). The premium rate remains at its original level throughout the eight-year term.

- Policies taken out before 1 Jan 1958—may be renewed for an additional five-year term at the expiration of the original term period. This includes extended policies such as mentioned in the preceding paragraph. Renewed policies carry a higher premium rate, based on the insured's age at time of renewal.

This means that if a policy was taken out before 1 Jan 1946 and not allowed to lapse, it has been or will be extended automatically for three years beyond its original expiration date. At the end of the total of eight years, it can be renewed for five years, with higher premiums. Policies taken out during 1946 and 1947 can be renewed for five years upon expiration of the original five years. Premium rates will be based upon the insured's age at time of renewal.

NSLI expires at the end of the term period unless it is converted or renewed. If the policy owner desires to convert it, he has his choice of six permanent plans to which he may change. No physical examination is required.

The six permanent plans are: Ordinary life, 30-payment life, 20-payment life, 20-year endowment, endowment at age 60, and endowment at age 65. Ordinary life permits the lowest premium payments of any of



"After all, I woulda loaned you my shirt."

the permanent plans. Premiums must be paid throughout the life of the insured, however.

"Thirty-pay life" is a very popular permanent plan. It relieves the policy owner of paying premiums in his later years, and at the same time permits smaller monthly payments than does 20-payment life.

While Navy insurance authorities urge holders of term NSLI policies to consider all factors carefully when converting to a permanent plan, they also point out that "procrastination is the thief of time." In other words, one shouldn't wait too long. Age at the time the permanent plan is begun has a definite bearing on the size of premiums to be paid.

The VA pamphlet entitled *Information on National Service Life Insurance* gives full facts and figures on all phases of NSLI. Also, a detailed coverage of the National Service Life Insurance picture was given in ALL HANDS, January 1949, pp. 48-52.

Eligibility of Ensigns For Training Clarified

Ensigns commissioned directly from NROTC units and not yet selected for retention in the U.S. Navy in a career status are eligible only for submarine training or short term training of five months or less. They are not eligible for flight training, postgraduate training, long term training, or change in designation to EDO, SDO, AEDO or from Line to SC or CEC.

Many requests for special training or change in designation from ensigns in the category mentioned above have been received by BuPers. BuPers Circ. Ltr. 103-50 (NDB, 30 June 1950) was issued to clarify the eligibility of such ensigns for special training or change in designation.

Officers who complete three years' service and are selected for retention in a regular USN status will be eligible to apply for all training and assignments open to their contemporaries, the directive states. Applications for flight training and change from line to SC or CEC may be submitted during the third year of commissioned service but assignment to such duty will not be made until the board to select officers for retention has completed its findings.

WAY BACK WHEN

'Old Ironsides'

Had it not been for a 24-line piece of poetry, the 153-year-old USS *Constitution*, the American Navy's second most venerable vessel, would not be in existence today.

Launched 21 Oct 1797 (44 days after her sister ship *Constellation*), *Constitution* had by 1828 recorded three decades of distinguished naval history. But between the years 1828 and 1830, she was decommissioned, surveyed and reported unseaworthy.

Estimated cost of repairs exceeded the original cost of building (\$302,917) and the

Secretary of the Navy, upon recommendation of the naval commissioners, decided to have the ship broken up and sold for scrap. The proposition might have passed without serious opposition had not the vessel's proverbial good luck once more intervened to save her.

When a law school student by the name of Oliver Wendell Holmes read that the famed frigate was to be so ingloriously disposed of, he dashed off on a scrap of paper the now famous three-stanza poem "Old Ironsides."

First published in the *Boston Advertiser*, the piece was quickly copied by newspapers throughout the country. It was even printed on handbills and circulated on the streets of Washington.

Lamenting the pending fate of the popular ship, the poem aroused such irresistible public opinion that the Navy Department order was revoked and Congress appropriated the money necessary for rebuilding. In 1835, "Old Ironsides" once again put to sea to continue her illustrious career.



MarCor May Transfer Air Officers to Ground Duty

In order to bring some young aviators into its air arm, the Marine Corps may be forced to transfer some of its air officers to ground duty.

This action has become necessary because of the high proportion of flying officers in the Marine Corps, which has prevented an adequate input of new aviators without exceeding strength ceilings.

The Corps figures it must have vacancies for 83 incoming aviators during the fiscal year 1951.

If, however, these two sources do not yield the required vacancies, a special board is prepared to "select out" certain officers for revocation of flight orders.

Regular officers will be reassigned to ground units, while temporary officer aviators will be offered these alternatives:

- Reduction to permanent rank with continued detail to duty involving flying as aviation pilots.
- Reduction to permanent rank and discharge for the convenience of the government.
- Subject to the requirements of the ground units, transfer to ground

units in their present temporary commissioned officer status with flight orders revoked.

The board will also consider a number of enlisted pilots for revocation of flight orders. Temporary officers who are reverted to enlisted pilot status, however, will not be considered for revocation of flight orders in this number.

This information is contained in Marine Corps Memo 61-50. The memo adds that limited duty officers and temporary aviation ground officers will be retained in their aviation duties.



"... and here's an extra one for being such a good boy."

Tables Show Absentee Voters the Dates and Details of Coming Elections

With Fall coming up soon, it's time to start thinking about those elections back home. If you're a registered voter—or if your state permits you to register by mail—you should apply for an absentee ballot.

In addition to electing Federal, state and local officials to new terms of office, many other items are the state voting calendars. In West Virginia, for instance, voters will go to the polls to determine the passage of

a \$90,000,000 veterans' bonus.

The table below will show you the dates and other details of the coming elections. Some primary elections, already past, have been eliminated. Note also that no information is available on the South Carolina elections, where legislation governing primaries is being considered, and that Maryland, Pennsylvania, and the Territory of Hawaii do not permit absentee voting.

State	Date of election	May service man use post-card application (Standard Form 76) supplied by each Department at his request	Earliest date State will receive service man's application for State absentee ballot	Earliest date State will mail absentee ballot to service man	Date on or before which service man's executed absentee ballot must be received back by appropriate officials within State in order to be eligible to be counted
Alabama (1)	General—3 Nov 1950	Yes	Not more than 40 days nor less than 5 days prior to election.	40 days prior to election.	Election day.
Arizona (2)	Primary—12 Sep 50	No	30 days prior to Saturday preceding election.	30 days prior to Saturday preceding election.	6 p.m., election day.
	General—7 Nov 50	No	do	do	Do.
Arkansas (2)	General—7 Nov 50	Yes	25 Jun 50	10 Jul 50	Do.
California (2)	General—7 Nov 50	Yes	Prior to 2 Nov 50	18 Oct 50	13 Nov 50.
Colorado (2)	Primary—12 Sep 50	Yes	90 days prior to election.	20 days prior to election.	Election day.
	General—7 Nov 50	Yes	do	do	Do.
Connecticut (2)	General—7 Nov 50	Yes	6 Jul 50	6 Jul 50	6 p.m., 6 Nov 50.
Delaware (3)	Not stated	Not stated	Not stated	Not stated	Not stated.
Florida (4)	General—Nov 50	do	do	do	Do.
Georgia (3)	General—7 Nov 50	do	Not more than 60 nor less than 30 days prior to election.	Upon receipt of application.	Election day.
Idaho (2)	General—7 Nov 50	Yes	1 Jul 50	19 Jul 50	7 Aug 50.
Illinois (2)	General—7 Nov 50	Yes	31 Jul 50	23 Sep 50	Election day.
Indiana (2)	General—7 Nov 50	No	8 Sep 50	8 Sep 50	4 Nov 50.
Iowa (5)	General—7 Nov 50	No	20 days prior to election.	Upon receipt of request.	Day preceding election day.
Kansas (2)	Primary—1 Aug 50	Yes	Any time	Sufficient time to be returned prior to election.	Day prior to election day.
	General—7 Nov 50	Yes	do	do	Do.
Kentucky (4)	Primary—5 Aug 50	No	Not stated	Not stated	Not stated.
	General—7 Nov 50	No	do	do	Do.
Louisiana (4)	General—7 Nov 50	Not stated	Any time	As soon as possible.	Do.
Maine (2)	General—11 Sep 50	Yes	do	30 days prior to election.	Election day.
Maryland	Absentee voting not permitted.				
Massachusetts (2)	Primary—19 Sep 50	No			
	General—7 Nov 50	Yes	do	Not stated	Election day.
Michigan (2)	Primary—12 Sep 50	No	do	Soon as printed	Do.
	General—7 Nov 50	No	do	do	Do.
Minnesota (5)	Primary—12 Sep 50	Yes	do	15 days prior to election.	Do.
	General—7 Nov 50	Yes	do	do	Do.
Mississippi (2)	Primary—22 Aug 50	Yes	60 days prior to primary or general election.	Within the 60-day period.	Do.
	2d Primary (if necessary) 12 Sep 50	Yes	do	do	Do.
	General—7 Nov 50	Yes	do	do	Do.

State	Date of election	May service man use post-card application (Standard Form 76) supplied by each Department at his request	Earliest date State will receive service man's application for State absentee ballot	Earliest date State will mail absentee ballot to service man	Date on or before which service man's executed absentee ballot must be received back by appropriate officials within State in order to be eligible to be counted
Missouri (2)	Primary—1 Aug 50	Yes	30 days prior to election.	30 days prior to election.	6 p.m. on day next succeeding day of election.
Montana (2)	General—7 Nov 50	Yes	do	do	Do.
	General—7 Nov 50	No	Any time prior to election.	do	Election day.
Nebraska (2)	Primary—8 Aug 50	Not stated	10 May 50	Not stated	Midnight, 7 Aug 50.
Nevada (3)	General—7 Nov 50	do	do	do	Do.
	Primary—5 Sep 50	Not stated	90 days prior to election.	As soon as possible.	Prior to closing of polls on election day.
New Hampshire (2)	General—7 Nov 50	do	do	do	Do.
	Primary—12 Sep 50	No			
New Jersey (1)	General—7 Nov 50	Yes	15 Sep 50	When printed	Election day.
	General—7 Nov 50	Yes	Not stated	Not stated	7 Nov 50.
New Mexico (5)	General—7 Nov 50	Yes	Any time	After 6 May 50	Noon of day preceding election.
New York (1)	Primary—22 Aug 50	No			
North Carolina (2)	General—7 Nov 50	Yes	Immediately	30 Sep 50	Noon, 6 Nov 50.
	General—7 Nov 50	Yes	Any Time	1 Sep 50	Election day.
North Dakota (2)	General—7 Nov 50	Yes	30 days prior to election.	30 days prior to election.	Election day.
Ohio (1)	General—7 Nov 50	Yes	1 Jan 50	8 Sep 50	Noon of day of election.
Oklahoma (2)	General—7 Nov 50	Yes	Any time	When available	7 p.m., election day.
Oregon (2)	General—7 Nov 50	Yes	Any time	45 to 50 days prior to election.	5 days prior to election.
Pennsylvania	Absentee voting not permitted.				
Rhode Island (2)	General—7 Nov 50	Not stated	Any time	15 Oct 50	(See note.)
South Carolina	No information available.				
South Dakota (2)	General—7 Nov 50	Yes	Not stated	70 days prior to election.	Prior to closing of polls on election day.
Tennessee (2)	Primary—3 Aug 50	Yes	Not more than 40 days nor less than 5 days prior to election within United States; not more than 90 days nor less than 20 days outside United States.	Not stated	Not stated.
Texas (2)	General—7 Nov 50	Yes	do	do	Do.
	General (county officers) 3 Aug 50	Yes	do	do	Do.
	Primary—26 Aug 50	Yes	(See note.)	(See note.)	(See note.)
Utah (1)	General—7 Nov 50	Yes	do	do	Do.
	Primary—5 Sep 50	Yes	Any time	When printed	Election day.
Vermont (4)	General—7 Nov 50	Yes	do	do	Do.
	Primary—12 Sep 50	No	Any time	10 days prior to election.	Election day.
Virginia (4)	General—7 Nov 50	No	do	do	Do.
	Primary—1 Aug 50	No	60 days prior to 1 Aug or 2 June.	10 July 50	Election day.
	General—7 Nov 50	No	do	do	Do.

State	Date of election	May service man use post-card application (Standard Form 76) supplied by each Department at his request	Earliest date State will receive service man's application for State absentee ballot	Earliest date State will mail absentee ballot to service man	Date on or before which service man's executed absentee ballot must be received back by appropriate officials within State in order to be eligible to be counted
Washington (2)	Primary—12 Sep 50..	Yes.....	45 days prior to election.	25 days prior to primary.	On 10th day following election.
West Virginia (4)	General—7 Nov 50....	Yes.....	do.....	No set date.....	Do.
	Primary—1 Aug 50....	Not stated.....	30 days prior to election.	22 Jul 50.....	Election day.
Wisconsin (2)	General—7 Nov 50....	do.....	do.....	do.....	Do.
	Primary—19 Sep 50..	Yes.....	60 days prior to election.	As soon as available.	Prior to closing of polls on election day.
Wyoming (2)	General—7 Nov 50....	Yes.....	do.....	do.....	Do.
	Primary—22 Aug 50..	Yes.....	30 days prior to election.	10 days prior to election.	Election day; in some counties they are required to be received by county clerk day prior to election.
Alaska (4)	General—7 Nov 50....	Yes.....	do.....	do.....	Do.
	General—10 Oct 50..	No.....	40 days prior to election.	As soon as ballots are printed	5 days prior to election day.
Hawaii.....	Absentee voting not permitted.				

- (1) Absentee voting limited to members of the armed forces. (Alabama, New Jersey, New York, Ohio and Utah.)
- (2) Members of the armed forces, Merchant Marine, civilians outside the U.S. officially attached to and serving with the armed forces, and dependents of such personnel may vote by absentee ballot. (Arizona, Arkansas, California, Colorado, Connecticut, Idaho, Illinois, Indiana, Kansas, Maine, Massachusetts, Michigan, Mississippi, Missouri, Montana, Nebraska, New Hampshire, North Carolina, North Dakota, Oklahoma, Oregon, Rhode Island, South Dakota, Tennessee, Texas, Washington, Wisconsin, Wyoming.)
- (3) Members of the armed forces must be qualified voters under existing state law. (Delaware, Georgia, Nevada.)
- (4) All registered individuals may vote by absentee ballot. (Florida, Kentucky, Louisiana, Vermont, Virginia, West Virginia, Alaska.)
- (5) Only members of the armed forces, Merchant Marine and civilians outside the U.S. officially attached to and serving with the armed forces may vote by absentee ballot. (Iowa, Minnesota, New Mexico.)

Promotion of Warrants Clarified by Directive

Warrant officer promotion to pay grades W-3 and W-4, a subject about which there has been some speculation since passage of the Career Compensation Act, is discussed and somewhat clarified by a new SecDefense directive addressed to the Secretaries of the Navy, Army and Air Force. It is estimated that approximately 10 per cent of the warrant officers in each branch of the service can be promoted under the interim policies established by Secretary Johnson.

A group entitled the Personnel Policy Board of the Department of Defense, on which the three military services are represented, is working on an over-all warrant officer career program. It is expected that the

board's plan will be ready soon to be submitted to the Bureau of the Budget. Meanwhile, an interim plan has been drawn up, consisting of three major points:

- No promotions to grades W-4 and W-3 will be made except to the extent that funds be made available within current ceilings by adjustments in other military personnel programs.
- The number of warrant officers in each department of the armed forces promoted to grade W-4 must not exceed three per cent of the planned warrant officer strength for 30 June 1950 as shown in the budget justifications to Congress for the fiscal year 1951. Those promoted to grade W-3 must not exceed seven per cent of that same planned warrant officer strength.
- The total in grades W-4, W-3

and W-2 in the Army and Air Force must not exceed 40 per cent of the total warrant officer strength of the Army and Air Force.

Involved in the present interim plan are at least two factors of importance. One is that the budget for fiscal year 1951, as approved by the President, does not provide funds for distribution of warrant officers in proportions higher than those allowed in the 1950 budget. This occurred despite the fact that the Career Compensation Act, providing for two additional pay grades for warrant officers, was passed after the 1950 budget was approved and before the 1951 budget was approved. The reason for this was that no over-all plan covering a career program for warrant officers had been submitted to the Bureau of the Budget at the time the 1951 budget was reviewed.

Here's Information on Where and How to Apply for Absentee Ballots

Information regarding where and how to apply for an absentee ballot for voting in this year's elections is summarized below.

To vote by state ballot, the applicant must be eligible under the laws of his home state.

To meet the requirements of most states, all you have to do is send a postcard application—called Standard Form 76, which may be obtained from the commanding officer or voting officer of your ship or station—addressed to the secretary of state in the capital city of your home state.

However, special requirements are specified by some states. Many require an application other than Standard Form 76 and others request that the application be sent to officials other than the secretary of state. These deviations from the general rule of sending Form 76 to the secretary of state are as follows:

Arizona—The state's official application form should be requested from the county recorder of the county in which the voter is registered.

Colorado—Applications for absentee ballot must be made to the county clerk of the county in which the voter is registered. If registered in the City and County of Denver, the voter must send his application for absentee ballot to the Election Commission. Registration may be made by mail not later than 20 days before the election. Blanks for this purpose may be obtained from the county clerk.

Delaware—Send the application to the Department of Elections in the county in which the elector resides for the official absentee voting ballot.

Idaho—Application must be sent to the county auditor.

Illinois—Only members of the armed forces may use Standard Form 76 for making the application. Civilians outside the U. S. officially attached to and serving with the armed forces and dependents of service personnel must apply by writing direct to the County Clerk of Board of Election Commissioners.

Indiana—Applicant must request the application form from the Clerk of the Circuit Court where he is registered and must return it to the clerk not more than 30 days nor

less than three days before the election. The request must state the branch of service or employment.

Iowa—Applicant must request the absentee ballot by writing to the County Auditor of the county in which the applicant maintains his legal residence.

Kansas—Servicemen and civilians officially attached to and serving with the armed forces may use the Standard Form 76. Their dependents may obtain the required affidavit for application for ballot from the County Clerk of their home county.

Kentucky—Applicant should write to the County Court Clerk of the county in which he resides for an "Application for Absent Voter Ballot."

Louisiana—Application should be made by writing to the clerk of the district court of the parish in which he has legal residence and registration for an official ballot, except that in the Parish of Orleans he should apply to the civil sheriff of the parish.

Maine—Only servicemen may use the Form 76. Dependents and civilians attached to and serving with the

armed forces must apply in writing. The application should be sent to the clerk of the voter's residence.

Massachusetts—Form 76 should be sent to the city or town clerk of the voter's residence.

Michigan—Request should be made to the city or township clerk, who will send an application for the ballot. When this application is received by the clerk, he will forward the ballot if the voter is eligible and ballots have been printed.

Mississippi—Application must be made by affidavit within 10 days preceding the election. All applications for ballots must be made to the Circuit Clerk of the county of which the absentee is a citizen.

Missouri—Only members of the armed forces may use Form 76. All other qualified electors may vote by making applications by first class mail to the county clerk or the Board of Election Commissioners, for the official ballot of his voting precinct or an official application blank may be obtained from the above named officials.

Montana—Apply to the county

Joined Marines as Drummer at the Tender Age of 9

Go out to any recruit training center — Navy or Marine Corps — and you'll see some juvenile and downy-faced youngsters in uniform, but it isn't like it used to be. On 22 Mar 1847, one red-blooded American joined the Marines as a drummer at the age of nine.

Edward W. Marks was the little leatherneck's name. His eyes were blue and his hair was light. Records also show that his complexion was fair, but they don't reveal his weight or height. Place of enlistment was Washington, D.C., and his occupation was given as "Boy Bound to Learn Music."

Enlistments were made for long terms in those times, and on the day he signed his name, young Marks could look forward to 12 straight years in the Corps — or thought he could. But we find that on 31 May 1853 he was discharged "for settlement of account." He was "bought out," as they used to say.

He didn't stay out, though. On

30 June 1854 he was a Marine once more. Four years later he was a civilian, and remained one for five years. He was discharged (honorably) on 21 July 1869 after seeing service in the Civil War, and stayed out this time. Total service added up to 14 years, 21 months and 15 days.

Did anyone ever join the Marines at a more tender age? It's hardly possible.



clerk of the county of residence for the official form of application to vote as absent elector.

Nebraska—Application must be in writing.

Nevada—Application should be made by mail or telegram to the county clerk of the county in which the voter's precinct is located for an official absent voter's ballot.

New York—No absentee voting in the primary. In the general election only members of the armed forces may vote by absentee ballot. In addition to standard Form 76, applicant may use the postcard application furnished by the Division of Servicemen's Voting or may write a letter containing the home and military addresses, provided it is signed by the serviceman.

North Carolina—Only members of the armed forces may vote by absentee ballot. Dependents and civilians outside the U. S. officially attached to and serving with the armed forces may make application through a member of the family at home or by special form provided by the County Chairman of Elections Board.

North Dakota—Mail all applications for absentee ballots to the County Auditor of the county where the applicant claims residence.

Rhode Island—The civilian absentee ballot must be used and mailed on election day, 7 Nov 1950. The Soldier War Ballot must be used on or before election day and returned to the Board of Elections on or before 4 Dec 1950.

South Dakota—Form 76 addressed to the County Auditor of the voter's county is sufficient if it contains his name, voting precinct, place of residence with street and number, when



"Did you whistle?"

he became a resident and a statement that he is a registered voter. Applicant must make an oath as to the truth of all statements.

Tennessee—Only servicemen may use Form 76. Dependents and civilians outside the U. S. officially attached to and serving with the armed forces should apply in writing to the Commissioner of Election of his county for absentee voting ballot and detailed information.

Texas—Servicemen must forward Form 76 to the county clerk of the county of residence. Dependents and civilians outside the U.S. officially attached to and serving with the armed forces should make application to the County Clerk of the county of residence with poll tax and 15 cents. Absentee voting must be done not more than 20 days nor less than three days prior to election date.

Vermont—Application for absentee ballot must be made entirely in the handwriting of the applicant and must state facts necessary to establish the right to make application in such manner. The application should be sent to the town of residence.

Virginia—Applicant should write to the Registrar of the precinct and county in Virginia in which he resides for an "Application for Ballot by Resident of County."

West Virginia—Application for absentee ballot should be sent to the Clerk of County Court in the county of the voter's residence.

Alaska—The applicant should apply to the U. S. Commissioner in the precinct of Alaska of which he is a bona fide resident.

Processing of Applications For NSLI Often Delayed By Errors and Omissions

Errors and omissions in applications for National Service Life Insurance are causing delay in processing, and seriously jeopardizing the interest of the applicants and their beneficiaries.

This was stated in a BuPers-BuMed-MarCorps joint letter, which listed the most commonly made errors in applications for new or additional insurance, conversion, or change of plan. The directive stated that the Veterans Administration has advised the following items should be carefully reviewed to insure accuracy, completeness, and legibility of applications and has noted some of the most frequent errors::

- Name of applicant—incorrect spelling.
- Date of birth—use of current year.
- Service information—date of entry into service and/or discharge from prior service not shown.
- Requested effective date—instructions on reverse side of application forms are not being followed.
- Allotment information—not registered to provide payment on an advance basis. Premium for total disability income provision not shown or registered.
- Endowment questions—not answered or incompletely answered.
- Signature of witness and applicant, and dating of application—omitted.
- Medical examination report—failure to answer questions individually as required, and not in groups; omission of dates covering treatment and periods of hospitalization; omission of the urinalysis report; failure of the examining physician to utilize the space furnished under the various items for "remarks" to describe any departure from normal; failure of the examining physician to furnish the present condition of the applicant where there is a record of some past illness or where he has recently been discharged from a hospital; failure to furnish adequate remarks on abnormalities; failure of applicant to sign statement regarding condition of health; failure of the examining physician to sign and



"Here's that three-man working party you wanted, chief."

date the application; failure to give complete answers to questions.

The VA also states that applications for change or designation of beneficiary, and change or selection of optional settlement, often contain the following inaccuracies: (1) Name of applicant misspelled; (2) Name of beneficiaries spelled differently than name of insured, but unexplained; (3) Designation of amount either in excess or short of the amount of insurance in force; (4) Signature of witness omitted.

Also pointed out was the fact that the effective date for the "total disability income provision" (TDIP) when added to an insurance policy already in force, will be the last prior premium due date. For example, if an application for TDIP is made 15 April and the premium due date of the insurance policy to which it is added is the first of the month, the total disability income provision will be effective 1 April. Allotment to pay TDIP premium must be established with first payment March. This can be done, as it is an exception to the general rule against retroactive allotments.

50 Electronics Companies Put in Organized Status

Fifty Naval Reserve electronics companies are being placed in organized status by the Navy.

Each company will have a personnel allowance of five officers and 50 enlisted personnel, including a minimum of 20 seamen. Each group will be commanded by a lieutenant commander or officer of lower rank, and will have at least one officer or petty officer second class or above qualified as instructor for each of the following four ratings: electronics technician, radioman, radarman and sonarman.

Twenty-four paid drills and two weeks' training duty with pay will be authorized each unit annually. District commandants are recommending to the Chief of Naval Personnel those companies which meet the minimum personnel requirements for authorized organized status. No organized electronics units will be allowed in locations where organized surface, submarine or air units are established.

Weather Maps and Comics Sent by Navy Radiophoto

All around was the Antarctic pack ice, and the mountains of Little America loomed up off the port bow. No mail had been received since the ships left Panama, and no mail would go out for another six weeks. But Joe Bilgekeel wanted to register an allotment. So he did.

A few hours later, the Bureau of Supplies and Accounts in Washington, D. C., had his standard allotment form—or an exact facsimile thereof—complete with signatures and certifications. The allotment was in effect as promptly as it would have been if Joe Bilgekeel had been serving at NOB Hampton Roads.

Carrier pigeon . . .? Black magic . . .?

No, although the process was more like the second-mentioned means of communication than like the first. The instrument by which Joe's allotment application was transmitted was a radiophoto-facsimile transceiver. Not many ships and stations have one, but some do—and a radiophoto-facsimile transceiver is quite an interesting device any way you look at it.

One of the latest and most valuable uses of the r.f.t. has been to transmit weather maps—both sending and receiving—for meteorologists at sea. Instead of a series of figures to be transposed into lines and figures, whole charts with the complete weather picture shown on them are received by radio. After the information on the weather chart is combined with other data supplied by the aerologists aboard ship, a reliable forecast of the next two or three days' weather can be made. Operations Norma-

mex, Portrex, Caribex and Demon III are among those in which the radiophoto-facsimile transceiver has been used in transmitting and receiving weather maps.

Although not too widely known in the Navy or out of it, radiophoto transmission isn't as new as one might think. The principles were established in 1842, by Alexander Bain, an English physicist. U. S. naval personnel investigated and tested some of the equipment of their time in the early 1920s. Navy radiophoto facilities were installed at Washington, D.C., San Francisco, Pearl Harbor and Guam in June 1944.

The first widespread recognition of Navy radiophoto activity came in February 1945, during the Iwo Jima campaign. The now-famous picture of the American flag-raising on the crest of Mt. Suribachi was flown to Guam and sent on to San Francisco by Navy radiophoto. It arrived in the States in time to be released along with the first news stories of the Iwo Jima operation. Later, photos of the Japanese surrender ceremonies were transmitted directly to San Francisco from Tokyo harbor, being distributed to state-side papers approximately four hours after the signing took place. Operation Crossroads was another event in which Navy radiophoto rushed photographs almost magically to the American public.

Weather maps and morale aids are among the newer applications of radiophoto facsimile transmission however. Three popular comic strips are regularly transmitted to ships in isolated locations, enabling ship or squadron papers to put Dagwood or Dick Tracy through their paces as promptly as continental U.S. papers.



Information of 'Sea Pay' and 'Saved Pay' Under the New Pay Law

Under the terms of the new pay law, naval personnel who are entitled to "saved pay," and who are drawing sea duty pay as well, are almost certain to lose money should they be transferred or go on temporary additional duty (TAD) for more than 30 days.

If a man in this pay situation is transferred to shore duty or goes on

TAD for more than 30 days, one of these things will happen:

- Either he will continue to draw saved pay, but lose his sea pay.
- Or, he will be switched over to the Career Compensation Act and draw "new" pay *including* sea duty pay (if the total amount which he can draw under new pay exceeds the total amount he could draw under

saved pay, less sea duty pay).

This is true because of a regulation concerning saved pay which states that there must be "no interruption" of sea pay credit for a man under saved pay to be able to continue to receive sea pay.

For example, take the case of Jacob Ladder, SN, USN. Jacob has been in the Navy less than two years, has a wife but no children.

When the new pay regulations went into effect, Jacob was aboard ship. He was therefore entitled to sea pay. He was also entitled to saved pay. His pay figured out this way: Base pay, \$90; family allowance (government's contribution), \$28; sea pay, \$18; total—\$136.

Jacob drew saved pay because that figure exceeded the amount for which he was eligible under "career pay." His career pay worked out like this: Basic pay, \$95.55; sea pay, \$9; total—\$104.55.

However, Jacob was then transferred ashore. Therefore, under the regulations, he lost sea duty pay. Shortly thereafter, he was ordered to sea once more. Ordinarily, he would immediately have drawn sea duty pay. But since the amount he could draw under saved pay *minus* sea pay—\$118—was still more than he could draw under career pay *plus* sea pay—\$104.55—Jacob continued to get saved pay, but without his former sea pay.

He will continue to draw saved pay in this manner until his career pay figure catches up to and passes his saved pay figure. Then he will begin to draw career pay.

One seaman on a cruiser lost entitlement to sea pay under saved pay when he was transferred to another cruiser with three days' travel time and four days' "proceed" time.

Another seaman, also drawing saved pay, lost it when he was transferred ashore for several days to be brought before a deck court.

The above regulation, however, does not affect the payment of sea pay during leave. A man drawing sea pay under saved pay may continue to draw sea pay during any authorized leave period (not exceeding the statutory limit) provided that he is not detached from sea duty at the same time.

Destroyer Gives Doctor Royal Welcome Back to Ship

On the watery highway between Pearl Harbor and Guam a "welcome home" concert was given in honor of Lieutenant (junior grade) Russell H. Lee, MC USN, by the crew members of USS *Mansfield* (DD 728).

The ceremonial occasion was the return of the "Doc" to the destroyer via breeches buoy from USS *De Haven* (DD 727). Although he had been gone only two days, everyone welcomed the genial doctor back on board like a long lost brother.

His absence resulted from an unfortunate accident on board *De Haven* when a fireman got his leg involved with a pump in the engineering space.

To his no doubt great surprise, he was welcomed back by the sincere efforts of two of *Mansfield's* musicians putting out with the music on an electric guitar and a clarinet, through a loudspeaker arrangement rigged up by Sherman L. Newton, EMFN, USN.

Then, as the "Doc" was heaved through the air between the two vessels, the band struck up "The Man On the Flying Trapeze."

As the doctor hit the deck the music changed to "Hail, Hail, the

Gang's All Here," "For He's a Jolly Good Fellow," and "Chattanooga Shoe Shine Boy" as he was escorted to the quarterdeck by the ship's executive officer.

There he was faced by J. H. Battle, GMC, USN, who after a brief oral citation, presented the doctor with the "*Mansfield* Legion of Merit"—a steel washer wrapped with a bow of red, white and blue ribbon—for meritorious and brave execution of duties in time of need.

No one was better fitted to make the presentation than Chief Battle, who during an exercise some months ago was transferred to a transport for an emergency operation—also via the "high line" route. He was almost over to the other vessel when one of the lines parted and the chief fell about a dozen feet into the side of the ship.

He was hastily pulled aboard and rushed to the sick bay, and due to quick and efficient treatment, was soon back on his own ship in good shape.

The mock ceremony was enjoyed by all hands and helped to relieve the monotony of a lengthy cruise.—Dennis M. Greene, ME2, USN.



Three Earn High Recognition For Rescue of Shipmate On DD Who Fell Overboard

For plunging into a strong harbor current to rescue a fellow shipmate, three men attached to *uss Leonard F. Mason* (DD 852) have earned the recognition of the Navy Department. The action occurred while the destroyer was at anchor in Zamboanga harbor, Mindanao, Philippines.

Navy and Marine Corps medals were awarded to Dawson Alexander, Jr., BM2, USN, and Hal Wilson, SA, USN. A third man, Bruce H. Simpson, SN, USN, was given a letter of appreciation by the Chief of Naval Personnel.

The man who fell overboard was Archie L. McCall, SN, USN. On deck at the time of hearing his call for help, Wilson peeled off his jumper and dived over the side. Reaching the struggling man, he attempted to swim back to the ladder or to a life ring which Alexander had thrown overboard. Unable to reach either in the strong current, Wilson managed to keep McCall afloat until help was received.

That aid came from Alexander. After throwing over the life ring and watching as Simpson joined the other two men in the water, Alex-

Rescue of Drowning Man Earns PO High Award

Howard M. Worley, EM3, USN, of the aircraft carrier *uss Leyte* (CV 32) has a new citation in his record and a Navy and Marine Corps Medal.

One night in Guantanamo Bay, Cuba, one of Worley's shipmates accidentally walked overboard and began floundering in the shark-infested water alongside. Ignoring the danger involved, Worley immediately jumped overboard to give assistance. And the danger was considerable, according to the citation—which mentions darkness and polluted water in addition to sharks.

Although in danger of being pulled under by the drowning man, Worley kept him afloat until a boat arrived and hauled them both aboard.

QUIZ ANSWERS

Quiz Aweigh is on page 7

1. (c) Jet tail pipe section.
2. (c) As an air duct cooler. This aviation machinist's mate is checking the symmetrical characteristics of an exhaust pipe shroud which acts as an air duct cooler and as an insulator against the jet's terrific heat.
3. President of U.S. is right answer, omitted inadvertently in preparing Quiz.
4. (b) The Secretary of Defense.
5. (a) Refrigerator ship. In this case it is *USS Adria* (AF 30).
6. (b) 15,000 tons. Small 'reefers,' such as *Adria*, weigh up to 7,000 tons loaded displacement. The medium sized ones tip the theoretical scales up to 14,000 tons loaded.

ander saw that Wilson was in danger of being pulled under by the frantic struggling of the victim and that Simpson was losing his strength in battling the strong current.

Alexander, quickly aware of the danger to all three men in the water, turned over the line he had been tending to another man on board and dived in. He managed to separate Wilson and McCall, and about that time the destroyer's whaleboat arrived to take Wilson on board.

But McCall, without Wilson's support, disappeared below the surface. Realizing this, Alexander took a quick surface dive, groping blindly in the water for the drowning man. Ten feet down he reached him, hauling him to the surface.

When McCall was safely in the whaleboat, Alexander climbed on board. By this time, Simpson, rapidly weakening in his struggle against the extremely strong current, was being swept past the stern of the destroyer.

Alexander then took the tiller of the whaleboat and expertly maneuvered it to the stern of the ship, enabling the crew to reach down and pull the last man on board.

Simpson in his letter of appreciation is given credit for quickly diving into waters known to be dangerous to attempt to rescue his shipmate. Wilson, in the citation for his Navy and Marine Corps Medal, is credited with keeping the victim afloat until help arrived. The citation of Alexander's award notes that he was instrumental in saving all three men from possible drowning.

Rescuer of Mother and Child From a Burning House Is Given SecNav Commendation

A Secretary of the Navy of Commendation with Commendation Ribbon has been awarded to William Joseph Meteraud, SO1, USN, who is now on duty at Cornell University in connection with Reserve officers' training.

In giving an account of the action which earned Meteraud his award, the citation which accompanied it goes back more than two years—to 23 Feb 1948. . . .

The scene is New Haven, Conn., and into the icy air rolls smoke and flames. A house is ablaze. At a third-floor window a woman appears with a two-year-old girl in her arms.

Quickly evaluating the situation, Meteraud climbed to a second-story porch. Balancing precariously on a narrow banister, he took the child as her mother handed her to him. After placing the child in a temporarily safe spot, he assisted the mother down to the second-story porch, from where all were able to escape safely.

High Award Earned By Heroic Swimmer

An MM2, USN, by the name of Wilfred A. Parent, Jr., now holds the Navy and Marine Corps Medal with permanent citation. He won it last spring while swimming in Subic Bay, Philippine Islands.

Although the water is warm in Subic Bay, a sailor swimming about 75 feet from the float on which Parent was resting was attacked by the cramps. Parent heard his cry for help and immediately dived into the water and swam to assist the distressed man. Although pulled under the water by the frightened victim, he succeeded in calming him and keeping him afloat until a motor whaleboat in the vicinity reached the scene.

Returning to another Navy man who had gone under water while attempting to assist the first victim and was tiring rapidly, Parent supported him until the boat crew assisted him into the boat.

Directive Covers Assignment of Regulars to Naval Reserve Activities

With the announcement that Regular Navy officers will be expected to spend at least two years during their career with the Naval Reserve, many officers are taking a closer look at the Reserve program and its effect on them.

Briefly, the Naval Reserve program is a widespread affair which involves "spare time sailors" who go to sea on Navy ships, fly some of the latest Navy planes and brush up on what's new in submarine warfare.

A Regular officer assigned to duty with the Reserves can expect certain advantages: in some cases he will get a command of his own at a relatively junior rank; often he will be faced with a big administrative job that will provide basic experience for later more difficult assignments; he will learn Navy public relations from the ground up; he

will become intimately acquainted with the Navy's training system; and he will have the satisfaction of bringing to a state of preparedness the nation's second line of defense.

To help Regular officers get a bird's-eye view of the Naval Reserve program, BuPers has issued Circ. Ltr. 79-50 (NDB, 30 May 1950) which states the Navy's policy toward the assignment of Regulars to Reserve activities.

"As the Naval Reserve program has been in effect only a relatively short time, it is conceivable that not all officers are aware of the magnitude, scope and importance of this vital component of the Navy," Vice Admiral John W. Roper, usn, Chief of Naval Personnel, states in this directive.

"During World War II, more than three and one-half million Reservists served in the Navy on active

duty. At the height of hostilities, approximately 85 per cent of the personnel in the Navy were Reservists. In any future emergency, Reservists will again form the bulk of the Navy's strength.

"Duty with the Reserve component constitutes a challenge of the highest order. Officers assigned to this duty have an unusual opportunity to meet the American public and to promote a better understanding of the Navy and its role in national defense.

"Demonstrated ability in leadership, administration and public relations will weigh heavily in the selection of officers for these desirable assignments," Vice Admiral Roper concludes.

Under the newer concept, men are trained, not for duty on one ship, but to be proficient at one rating, regardless of the station to which they are assigned. The new surface division consists of 200 enlisted men (in four to eight rating groups) and 15 officers. Each division's primary mission is to train its personnel in specific ratings — thus to provide a ready pool of proficient enlisted men for any emergency.

The new Naval Reserve has four broad components:

- *Organized Reserve* — This is the "drilling" reserve and is composed of men in the surface, submarine, air and special units. These units meet regularly at Naval Reserve training centers and naval air stations across the country. Men are paid for their participation, become eligible for retirement benefits and are expected to serve two weeks on training duty each year.

- *Volunteer Reserve* — The Volunteers make up the bulk of the Navy's Reservists. Many receive training on a voluntary, non-pay basis, meeting on the average two times a month in 2,000 authorized units. Other Volunteers keep up to date and earn retirement points by completing correspondence courses.

If a Reservist completes 20 years of satisfactory service, he becomes eligible to receive a non-disability retirement pension at age 60.

- *Merchant Marine Reserve* — This component is composed of Re-

Revised Reserve 1950 Selection Board Schedule

Because there are no new eligibles for promotion to the grade of lieutenant commander in the Naval Reserve in some of the Staff Corps categories, and only a few in others, the Bureau of Naval Personnel has revised the Naval Reserve selection board schedule for 1950.

In those cases where there are no new eligibles, the boards will be rescheduled for 1951, when a new increment of Reserve officers will have reached the promotion zone. This procedure is necessary because the number to be selected is arrived at through a computation

based on the number of officers being considered for the first time. In those Staff Corps categories where the number of Reserve officers eligible for the first time is very small, the boards have been combined with the boards considering officers for promotion to the grade of lieutenant, which will meet on 28 August.

The rescheduling of these boards will not adversely affect the Reserve officers' precedence if they are selected by the next scheduled board.

The new schedule follows:

For Promotion To	Class	Remarks
Captain	Line	Met 5 June
Captain and commander	All staff corps	Met 19 June
Commander	Line	Met 19 June
Lieutenant commander	Line	Met 24 July
Lieutenant commander	MC (men)	Meets 1951
Lieutenant commander	MC (women)	Meets 28 August
Lieutenant commander	MSC (men)	Meets 1951
Lieutenant commander	MSC (women)	Meets 28 August
Lieutenant commander	NC	Meets 1951
Lieutenant commander	SC (men)	Met 24 July
Lieutenant commander	SC (women)	Met 24 July
Lieutenant commander	CEC	Meets 1951
Lieutenant commander	CHC	Meets 1951
Lieutenant commander	DC	Meets 1951
Lieutenant	Line	Met 5 June
Lieutenant	All corps	Meets 28 August

servists who follow the sea as a profession, or who are engaged in seafaring business. One out of every seven of our finest merchant ships fly the Naval Reserve flag signifying that 50 per cent or more of her deck and engineer officers (including the master) are among the 15,000 members of this seagoing component.

- **Fleet Reserve** — The Fleet Reserve is an organization designed to provide an available reserve of ex-officers and ex-enlisted men of the Regular Navy who may be utilized without further training to fill billets requiring experienced personnel in the initial stages of a mobilization. This component is distinct from the others and is made up of personnel all of whom have put at least 16 years active service in the Navy.

It is with the first of these four components — the Organized Reserve — that Regular Navy officers will be primarily concerned. An officer may be assigned duty with the Organized Surface Reserve, the Organized Submarine Reserve or Naval Air Reserve, depending upon his speciality.

Surface

There are 707 organized surface divisions meeting at 316 Naval Reserve training centers located in major cities throughout the continental U. S. and in Honolulu, T. H. (ALL HANDS, May 1950, p. 22-24).

These training centers resemble a vocational school with their well-equipped shops, classrooms, mock-ups, cutaway models and other training equipment used for instruction. Attack teachers, CIC installations and other synthetic training devices are often used.

A Regular officer who gets duty with the surface component may be assigned to one of these three types of billet:

- **Naval district headquarters staff** — A captain, USN, serves as the district commandant's Assistant for Naval Reserve in the continental district headquarters. The captain has on his staff officers who are assigned such duties as planning, personnel, training, aviation, operations, supply, medical and others. It is their job to coordinate the activities in these fields of all units in the district.

- **Reserve training ship** — Here the junior officer has an excellent

SONGS OF THE SEA



Reuben Ranzo

*Oh, Ranzo was no sailor,
So he shipped aboard a whaler.*

*Oh, Ranzo was no beauty,
He couldn't do his duty.*

*So they took him to the gangway,
And gave him five-and-thirty.*

*And that was the end of Ranzo,
Oh, poor old Reuben Ranzo.*

—Old Sea Chantey.

opportunity to be assigned a command before he normally could expect one in the operating fleet.

Over 100 vessels, including nine destroyers, 18 destroyer escorts, 18 PCE-type, eight PC-type, 13 AMS-type and a number of smaller ships are used as training ships. The commanding officer of a DD or a DE, for example, is usually a lieutenant commander; the executive officer of a DD a lieutenant; the executive officer of a DE and commanding officer of a PCE, a lieutenant (junior grade). These ships operate on a regular schedule, taking groups of Reservists for two weeks of training at sea.

- **Inspector-Instructor** — An officer who is assigned as an inspector-instructor has a dual job. He must assist Reserve unit commanders in training their men, and he must keep his district commandant continually informed on the state of training of the units for which he is responsible.

The inspector-instructor has many of the responsibilities of an independent command. In many loca-

tions, he is the only naval officer on duty. Therefore, he represents the U. S. Navy to local citizens.

In addition, the morale and success of the training units in the area are largely the result of the public relations ability of the inspector-instructor. On occasion, he must speak before the public, must meet the press, give talks on the radio or television and attend dinners — each occasion presenting an opportunity for him to tell the Navy story and again support the Reserve program.

To get an idea of the number of instructor-inspector billets to be found in the naval districts, one of which may be right in your own hometown, take a look at Circ. Ltr. 79-50.

Air

Training for Reserve airmen is conducted at 21 Naval Reserve air stations and six Naval Reserve air training units. At present, these "Weekend Warriors" stand ready to provide more than 50 aircraft carriers in the "zipper fleet."

To do it, the Naval Air Reserve operates 29 patrol squadrons, 26 transport squadrons, 57 service squadrons and five blimp squadrons. The organized aviation program is directly under the Chief of Naval Air Reserve Training who has his headquarters at Glenview, Ill.

Instead of an inspector-instructor as in the surface organization, each air station used by the Reserves has as either its commanding officer or executive officer a Regular Navy aviator.

Submarine

Junior officers of the Regular Navy also have the chance to be named officer-in-charge of one of 26 special training submarines used to train Reserve submariners. Although these subs do not leave their berths, command of one of these ships (usually assigned to a lieutenant junior grade) provides a practical opportunity for experience in a fleet-type submarine.

But no matter to what branch of the far-flung Naval Reserve the Regular officer is assigned for duty, he will soon realize that the Reserve is an integral part of the naval establishment as a whole.

In administration and training, the entire Reserve component fits closely to similar concepts in the Regular service.

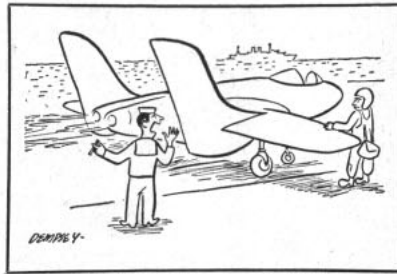
Here's a Roundup of Current Legislation of Interest to Naval Personnel

Many bills of interest to naval personnel are in various stages of consideration by Congress. Legislative action taken on these bills is given in the following summary.

To check back into previous action on bills which have been before Congress for more than a month, consult previous issues of ALL HANDS. The last summary of legislation appeared in the July issue, p. 54.

Administering Oaths — H. R. 6171: Passed by Congress and signed by the President, now Public Law 521; to authorize commissioned officers of the Army, Navy, Marine Corps and Air Force to administer the oath required for the enlistment of any person, the oath required for the appointment of any person to commissioned or warrant officer grade, or any other oath required by law in connection with the appointment or enlistment of any person.

Commerce Duty — S. 3806: Introduced; to authorize the detail of officers of the armed forces to any duty or position with the Department of Commerce in connection with the work of promoting civil aviation. (Provides for a maximum of four officers at any one time for a tour of duty with the Commerce Department of up to three years each. The bill would amend a 1926 law which allowed for the assign-



"Mind if I bum a light?"

ment of Army Air Corps officers to Commerce for promoting civil aviation.)

P. O. W. Survey — H. R. 8848: Introduced; to provide for a study of the mental and physical effects of malnutrition and starvation suffered by prisoners of war and civilian internees during World War II. (Included among the points to be determined as proposed in this bill are the life expectancy of P. O. W.s, whether there is evidence to sustain a conclusive presumption of service connection in favor of former P. O. W.s for purposes of hospitalization in VA facilities, and standards to be applied for evaluating claims based on mental and physical effects of conditions of their imprisonment, if such claims are later made compensable.)

Housing Construction — H. R. 8645: Introduced; to authorize and

expedite the construction of family quarters needed at permanent military installations by authorizing the secretaries of the military departments to contract for the construction of family quarters and to apply the occupants' basic allowances for quarters to the payment of the cost of construction, provided that no monthly payment for any unit shall be less than \$75. (Under this proposal, the large amounts of money spent annually for service housing in the form of rental allowances would be integrated into a multi-billion 10-year construction program that would benefit inadequately housed service families and give government title to substantially constructed quarters.)

Survivors' Benefits — H. R. 8035; Hearings, commenced by House Armed Services subcommittee; to set up a contributory plan for the payment of benefits to widows and orphans of service personnel. (Under this plan monthly deductions would be made from the pay of active duty personnel ranging from 50 cents a month for the lowest three enlisted pay grades to \$12 a month for the top commissioned grade [higher for those receiving incentive pay]. If the serviceman should die on active duty, payments would be made to his legal survivors based on the amount of his active duty pay. Thus the widow of a seaman would receive about \$300 a year, with \$300 additional for each minor child up to a limit of \$900 additional for three or more children. The widow of a rear admiral of the upper half with 30 years' service would receive \$4,297 annually plus benefits for minor children. For those in the service at the time the bill is enacted, participation would be voluntary. Those who enter after passage of the proposal would be considered to have consented to the plan. Testimony by Admiral William M. Fechteler, USN, CincLant, revealed that a poll of 1,611 Atlantic Fleet personnel showed 72 per cent signifying their willingness to have deductions made for survivors' benefits. Of the other 28 per cent who did not want the deductions, 83 per cent were single and under 21 years of age.)

HOW DID IT START

Origin of the Sea

The mystery of the sea has stimulated the imagination and superstitions of man since he first watched this marvel of creation. Generally, ancient people believed that the sea had existed from the beginning of time.

According to beliefs held by some primitive men, the sea was the daughter of the gods, since it was just a matter of common sense, of course, that all things created had to have mothers.

But still others felt the sea was not a mere daughter but a divinity in her own right. This no doubt explains why so many of the early peoples worshipped the sea.

The Scandinavians explained the origin of the sea this way: in the beginning there was no sea, no anything, only a large dreadful abyss. Then one day the giant Ymer was killed. His body made the earth, his bones



the land and his blood the water.

Such legends are almost boundless among the early nations.

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. 51 — Announces designation of John T. Koehler, Assistant SecNav, as acting chairman, Federal Maritime Board.

No. 52 — Concerns retroactive saved pay adjustments involving reinstatement of family allowance.

No. 53 — Outlines revised administrative fiscal structure for pay and allowances of naval personnel.

No. 54 — Contains information on pay records.

No. 55 — Corrects BuSandA Ltr. S-9 on sale of petroleum.

No. 56 — Directs forwarding of receipt of requests for BuShips electronic equipment.

No. 57 — Contains interim instructions governing the furnishing of clothing in kind and payment of cash in lieu thereof pending new regulations.

BuPers Circular Letters

No. 81 — Contains information on civil readjustment.

No. 82 — Announces awarding of petty officer appointment form DD 216N.

No. 83 — Revises regulations for enlisted personnel embarked on military transports with their dependents.

No. 84 — Concerns entries into records of all personnel of statements regarding a person's race.

No. 85 — Gives information on travel orders issued to enlisted personnel.

No. 86 — Reviews obligations of Reserve officers commissioned under Public Law 729, 79th Congress.

No. 87 — Lists addenda to Register of Commissioned and Warrant Officers of the United States Navy and Marine Corps.

No. 88 — Concerns separation of

aliens within the U. S. or its territories or possessions.

No. 89 — Recommends liberal leave policy for certain personnel to attend Fleet Reserve Association convention.

No. 90 — Establishes eligibility of personnel for travel in MSTs vessels.

No. 91 — Concerns Naval Academy graduation leave.

No. 92 — Outlines destruction methods for obsolete training films.

No. 93 — Announces billets available for officers to take linguistic courses at U. S. Naval School (Naval Intelligence).

No. 94 — Gives information on claims for unused leave.

No. 95 — Lists new training films available.

No. 96 — Gives notice of changes in Navy Personnel Accounting System.

No. 97 — Concerns scholarships to Admiral Farragut Academy.

No. 98 — Announces consolidation of fire controlman and fire control technician into one rating.

No. 99 — Gives deadline dates by which NACP Reserve officers must commence and complete educational benefits.

No. 100 — Concerns promotion of officers of the Navy.

No. 101 — Gives additional instructions for shore duty survey.

No. 102 — Gives information concerning enlisted service record.

No. 103 — Clarifies policies concerning ensigns commissioned from NROTC units.

No. 104 — Concerns registration numbers for vehicles purchased with ship or station non-appropriated funds.

No. 105 — In regard effective date of disability provision of National Service Life Insurance.

No. 106 — Contains brief of certain portions of Officer Personnel Act of 1947, as amended.

No. 107 — Concerns authority to issue permanent change-of-duty orders to officers.

No. 108 — Lists temporary appointment of certain officers to grades from commander to lieutenant (junior grade).

No. 109 — Contains regulations for issuance of temporary flight orders to enlisted personnel.

No. 110 — Concerns declassification of a naval justice publication.

As submarine designs are altered and improved, the underseas craft perform peacetime maneuvers and drills submerged in deeper water than before. As a result, deep sea divers



assigned to the Navy's submarine rescue vessels must constantly improve their equipment and skills. They should be able to reach a disabled submarine on the sea floor at any point where routine peacetime operations are held.

★ ★ ★

While submarine crews are protected from high pressures by the rigid hull of the ship, divers are not. They breathe air which is equal in pressure with the sea water at what-



ever depth they may be. At depths around 300 feet and beyond, ordinary compressed air becomes too "rich" for the human body to use. A mixture of helium and oxygen has been developed for use in its place.

★ ★ ★

With the oxy-helium mixture for breathing, the Navy's divers are reaching increasing depths. In 1949 a new diving record of 500 feet was set in the open sea, and even greater



"depths" have since been reached in an indoor tank with air pressure trapped above the water. Because of rapid heat loss, divers use electrically heated underwear when making deep dives with the oxy-helium mixture.

BOOKS:

BIOGRAPHICAL NOVEL HEADS MONTH'S LIST

• *A Game For Empires*, by Pearl Frye; Little, Brown and Company.

It was a cold, stormy evening in December 1792. On his way home, coming with the gale from the sea, was a slender, almost frail-looking young naval captain, the son of the village rector. There was a reedlike tenacity in his step as he blew before the North Sea storm. Suddenly he pivoted in his track and made for the shelter of the local alehouse.

This was Horatio Nelson, lately returned from Nicaragua and the West Indies—fever-ridden and in bad graces with the Admiralty, doomed to retirement at 34 on a captain's meager half pay. While swallowing his ale he learned of something else which made the picture look no brighter; the increasing activity of revolutionary persons in England.

But then, before two months had passed, something happened that made the heart of Nelson, the born leader, leap up with joy—but drop a little at the same time, in sorrow. It happened like this:

During the first days of February, 1793, a black-bordered newspaper finally reached Burnham Thorpe. Captain Nelson was the first, as always, to unfold it. "Fanny!" And as his wife rushed into the study, he caught her up in his arms. "They have guillotined King Louis XVII!"

"Oh, no—" Fanny's hand went to her own throat. "Oh, stop smiling, Horace!"

"I'm not smiling! I'm shocked—I'm grieved." But he was smiling.

Anchorage YMCA Begins Work on New Building

Servicemen stationed in Alaska will soon have a new "home away from home" in Anchorage where the YMCA last month began construction of a new building.

The Anchorage YMCA will have dormitories, a recreation room, snack bar, dining room, game room, reading and lounge rooms and a gift shop—all for the benefit of members of the armed forces and their dependents. Cost of the new building is estimated at \$300,000.

"I'm going to London. It's—I'm going to get a ship!"

This is a detailed biographical novel of the young Captain Nelson and his tortuous progress to recognition as a naval genius. It's a book that those who rejoice in accounts of naval engagements, tactics and strategy will find absorbingly interesting.

A Game For Empires takes Nelson from his restless days "on the beach" and carries him through all the tumultuous days of the French Revolution. We follow Captain Nelson, skipper of the Third Rate battleship *Agamemnon* under Lord Hood, through the Mediterranean engagement—Toulon, Corsica, Calvi, St. Vincent, Tenerife and the Battle of the Nile. We see him lose an eye, lose a leg, fail at Tenerife, suffer criticism and doubt.

At the end we find Captain Nelson a fully realized man — an ambitious, rebellious, oddly shy naval genius who was always eager to share the slender sheaf of glory that came his way while he was alive. If you like historical fiction, you'll like *A Game For Empires*. Watch for it. It may not reach your ship or station quite as soon as this review does.

★ ★ ★

• *A Texas Cowboy*, by Charles Siringo, William Sloane Associates, Inc.

Here is an old, old timer back to see us with a new sombrero and a fresh cayuse. *A Texas Cowboy*, the autobiography of a man who was quite an *hombre* in his time, first saw the light of day back in 1885. And then, the man who wrote it—Charles Siringo, of course—described himself as "an old stove-up cow puncher." So the era covered in the book goes back quite a spell.

This is probably the most famous of all the great classics of the old West. From this book stems most of the western writing of the past 40 years. The story ranges from Texas to St. Louis to California—back and forth and criss-cross. There was the business of getting the know-how of life in the cattle lands as a hired hand, the varied experiences of an

amateur. But before the end, Siringo was an expert in range crafts, a buffalo hunter, and intimate of the half-wild Indians.

Siringo writes, unsentimentally and in detail, of the life of a cowboy in lonely rides, on the hunt for a job, restless and rugged, but doing what he wanted to do. There is a terrific introduction by J. Frank Dobie, one of the best-known western writers of today. The title page and numerous line drawings are by Tom Lea, who wrote and illustrated *The Brave Bulls*. (See ALL HANDS, April 1949, p. 58.)

There is no way of knowing how many hundred thousand copies of this book's various editions have been sold and read, through the past four decades and more, but the number runs 'way up. It's honest, unpretentious and, consequently, as fresh as it must have been when the first copy of the first edition was first read. By the author of *Fifteen Years on the Hurricane Deck of a Spanish Pony*.

★ ★ ★

• *Elephant Bill*, by Lieutenant Colonel J. H. Williams; Doubleday and Company, Inc.

After World War I, Colonel James H. Williams went to Burma. There he was employed as forest manager for the Bombay-Burma Trading Corporation for 22 years. And for three years he was with the British Army during the Burma campaign, directing the work of the elephants.

Lieutenant Colonel Williams has turned out a book about elephants — not the kind that perform in circuses, but the kind that work in the Burmese teak forests. Before the last war, 6,000 such elephants worked in those forests, hauling huge logs through terrain that no machine could traverse. And during the war many of them did heroic jobs in bridge construction road building and transportation. Included in *Elephant Bill* is a vivid description of a harrowing trek of 45 elephants on a march over trackless 6,000 foot mountains to India—a feat such as Hannibal performed in the Alps, and such as nobody else ever performed anywhere.

★ ★ ★

Each month, dozens of new books come through the BuPers library. The best in all fields are purchased in varying numbers for ship and station libraries.

A black and white illustration of a ship's deck. A line of sailors in uniform, including jackets, trousers, and hats, stands on the left. On the right, a woman in a patterned dress and a man in a dark uniform are walking. The ship's rigging and masts are visible in the background.

ALL HANDS BOOK SUPPLEMENT

INCIDENT AT ALGIERS

MEDITERRANEAN: 1800

From the rare book "A Narrative of the Adventures, Sufferings and Privations of Samuel Patterson" comes this tale of early naval policy in the Mediterranean.

INCIDENT AT ALGIERS

Tall, powerful Captain William Bainbridge, USN, had another attribute to go with his commanding figure: a personality based on strong will, pleasing disposition and remarkable tact.

It was his tact that helped the United States through a very humble period in its history. In the final analysis, the captain by himself won more respect from foreigners than the ship he commanded or the nation he represented.

For in the Mediterranean in the year 1800, the stock of the infant republic, in the eyes of the Barbary peoples, was at zero. Were not the Americans buying off Algerian pirate ships with a tribute of \$21,600 each year to the Dey of Algiers? Had not the Americans cried for mercy on their merchant shipping, purchasing "peace" with \$642,500 in specie? Were not Tripoli, Tunis and Morocco, as well as Algiers, all collecting from the weak Americans?

It was all incredibly true: here was the beginning of an era which historians were later to name "National Retrenchment and Passive Coast Defense, 1800-1812." During this time, the United States cut officer personnel to nine captains and 36 lieutenants, cut naval expenditures to \$915,000, founded a "navy" of 50-foot gunboats, and toyed with the idea of removing all naval vessels from the water for laying up under a huge covered dock near the nation's capital.

For, the nation's leaders believed, a sea-going Navy was unnecessary. Two hundred gunboats, each armed with one or two cannon and costing only a few thousand dollars each, could protect the American coastline from Maine to Louisiana—and all but six or eight of them could be laid up in peacetime. As President Jefferson put it, this force was "solely for defensive purposes. . . ." It was not supposed to protect "our commerce in the open seas—even on our own coasts." Accordingly, by the end of 1807, the sea-going Navy was down to two frigates and four smaller craft.

The results piled up slowly. Americans at one time filled pirate prisons in the Mediterranean, imports from war-torn Europe dipped to a mere trickle, seamen were forcibly removed from American ships for impressment into the service of foreign powers. When, in 1807, the British warship Leopard attacked the U. S. frigate Chesapeake off Norfolk and impressed seamen, the United States met the crisis characteristically—by declaring an embargo prohibiting merchantmen from carrying cargo to foreign ports! "Keep our ships out of trouble," they said, "by keeping them at home."

Largely through such actions, that which they strove to avoid—

international dispute—thus became inevitable. When war came, in 1812, the few bright spots of glory the U. S. could claim were won at sea—by frigates and privateers. And the largest action involving the gunboats took place in the Chesapeake, where the British swept through to burn the nation's capitol and lay siege to Baltimore.

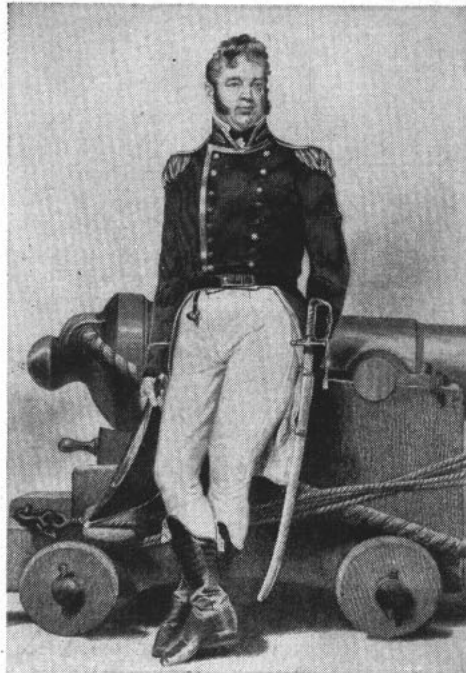
How much humility and disrespect the United States was ready to swallow to avoid dispute is here recorded by Samuel Patterson, mizzen topman of the frigate George Washington in 1800-1801. Captain Bainbridge was a good choice to make the best of a bad situation.

BEING out of employ, in June, 1800, at Providence, unknown to my parents, I entered for the frigate George Washington, at eight dollars a month, and the next morning was sent in a packet to Newport, where the vessel was then lying, commanded by Lieutenant W. Jacobs. On my arrival there I went on board of the ship, and after a few days sailed for Philadelphia, where the heroic Captain William Bainbridge, Esq. took the command of the frigate, and Mr. Jacobs was the first lieutenant. Here we took on board a cargo of specie and a variety of other articles, for a tribute to the Dey of Algiers.

On the 8th day of August, we weighed anchor and made sail for sea, and without any thing especially worthy of notice, on the 7th of September came to anchor in the bay of Gibraltar. The next day we fired a salute of fifteen guns, which was answered by an equal number from the shore.

We then weighed anchor and made sail for Algiers, and on the 17th, off the harbour, the American consul came on board and took us into port, where we safely moored to the moles. The castle fired a salute of 21 guns, and in answer we returned the same number, and were apparently gladly received by the Dey, who immediately attended to unloading the ship. Captain Bainbridge was treated with every attention by the Dey, who presented him with an elegant Turkish sword.

We lay here until the 9th of October, when we were big with the expectation of returning to the land of liberty, the U. S. of America, and had every thing prepared for the voyage, our poultry excepted, and that in part was ready to be brought on board. In this instant of anticipated pleasure, friendly appearances vanished, and the Dey made a most unexpected and extraordinary demand, that George Washington should carry his ambassador with presents to the grand seignior at Constantinople. This demand was made under pretence of one of the stipu-



CAPT. BAINBRIDGE—His tact and courage won high honors for himself and his country.

lations in our treaty with Algiers, by which it is declared, that "should the Dey want to freight any American vessel that may be in the regency of Turkey, said vessel not being engaged, in consequence of the friendship subsisting between the two nations, he expects to have the preference given him on his paying the same freight offered by any other nation."

Against this requisition Captain Bainbridge and the American consul, Mr. O'Brien, remonstrated warmly and strenuously. It was evident, they said, that this stipulation could apply only to merchants' ships, not to national vessels, charged by their own government with specific employments . . . that Captain Bainbridge had received positive instructions for his voyage, from which he dared not and would not deviate, and that there were other ships in the harbour which would answer the purpose equally well.

The Dey, however, persisted in his demand and left Captain Bainbridge only a choice of great difficulties and embarrassments. On the one hand, an ambassador with a retinue of two hundred Turks as passengers and presents to the amount of five or six hundred thousand dollars, were to be forced on board the frigate and carried to Constantinople, at the entire risk of the United States. If in the new and dangerous navigation to that place accidents happened to the Dey's property, the United States would be held responsible to indemnify him. If any cruizers of the Portuguese, Neapolitans, or other powers at war with Algiers should meet *George Washington* and capture her, still the United States would be bound to reimburse the loss; and the American vessels in the Mediterranean would be instantly seized by the Algerines as a security for it.

Should he be more fortunate and beat off these enemies, they might consider this cover of Algerine property as a violation of neutrality and think themselves justified in retaliating on the defenceless commerce of the United States in the Mediterranean. Besides which, he would deviate from his orders by undertaking, for six months, a voyage not sanctioned by his government. On the other hand, refusal to comply would occasion the detention of the frigate, which was now in the power of the Dey, and be followed by an immediate declaration of war against the United States, for this alleged breach of the treaty, and a seizure of all American vessels in the Mediterranean.

In this situation Captain Bainbridge opposed the Dey as long and as vigorously as possible. The Dey promised that if a Swedish frigate, which was then expected, arrived, he would take her in place of *George Washington*. But she did not come. A British twenty-four gun ship arrived and offered to carry the presents. This, however, the Dey refused, because he would not be under obligations to England; and at last, exasperated by opposition, he sent for Captain Bainbridge and the consul and peremptorily demanded that the frigate should go to Constantinople, threatening, in case of refusal, to make slaves of all the Americans in Algiers, to detain the frigate, and send out his cruizers against the defenceless trade of the United States. The liberty of his countrymen and the safety of the American commerce decided Captain Bainbridge at last to smother his indignation at this unpleasant and humiliating service, and he consented to receive the Algerine ambassador.

Another difference arose about the flag; Captain Bain-

bridge declared that the frigate should carry her own colours, but the Dey insisted that the flag of Algiers should be worn during the voyage. It was vain to resist, however mortifying it was to obey, and some tears fell at this specimen of national humility.

2

We sailed from Algiers on the 19th of October. The winds were unfavourable, the weather bad, and the society of the Turks not calculated to console the officers for these inconveniences; but they submitted with as good grace as possible to a humiliation which they deemed necessary for their country's service. The frigate anchored at the lower end of Constantinople in twenty-three days from her departure, and the next morning, the 12th of November, the American flag was hoisted at the mizen, the Algerine at the main, where ours should have been.

Soon after three officers in succession were sent on board by the grand seignior of Turkey to inquire what ship that was and what colours she had hoisted. They were told that it was an American frigate and an American flag. They said they did not know any such country. Captain Bainbridge then explained that America was the New World, by which name they had some idea of the country.

After these inquiries the frigate came into the harbour, saluted the grand seignior's palace with twenty-one guns, and proceeded to unload the Algerine cargo. The ambassador was not permitted to have his audience before the arrival of the capudan pacha, or high admiral from Egypt, and it was necessary for the frigate to wait the result. Captain Bainbridge endeavoured to employ the interval in giving to the Turkish government a favorable impression of a country, of which his ship and crew were the only specimens they had ever had an opportunity of seeing.

At this time an embassy to Constantinople was projected, and William L. Smith, Esq. then minister of the United States in Portugal, was designated as our ambassador. It was therefore desirable that his arrival should be preceded by as advantageous an opinion as possible of his country. How well Captain Bainbridge succeeded in making these impressions we may learn from the unsuspecting testimony of a distinguished traveller, Mr. Clarke, who was then at Constantinople, and with whom Captain Bainbridge contracted a friendly intimacy.

Mr. Clarke observes: "The arrival of an American frigate for the first time at Constantinople caused considerable sensation, not only among the Turks but also throughout the whole diplomatic corps stationed in the area. This ship, commanded by Captain Bainbridge, came from Algiers with a letter and presents from the Dey to the sultan and capudan pacha. The presents consisted of tigers and other animals sent with a view to conciliate the Turkish government whom the Dey had offended. When she came to an anchor and a message went to the porte that an American frigate was in the harbour, the Turks were altogether unable to comprehend where the country was situated whose flag they had to salute. A great deal of time was therefore lost in settling this important point and considering how to receive the stranger. In the meantime, we went on board to visit the captain and were sitting with him in the cabin, when a messenger came from the Turkish government to ask whether America was not otherwise called the New World, and being answered in

INCIDENT AT ALGIERS

the affirmative, assured the captain that he was welcome and would be treated with the utmost cordiality and respect. The messengers from the Dey were then ordered on board the capudan pacha's ship, who, receiving the letter from their sovereign with great rage, first spat and then stamped upon it. He told them to go back to their master and inform him that he would be served after the same manner, whenever the Turkish admiral met him. The fine order of the American ship and the healthy state of her crew, became topics of general conversation and the different ministers strove who should receive Captain Bainbridge in their palace. We accompanied him to his long boat to the Black Sea, as he was desirous of hoisting there, for the first time, the American flag. Upon his return we were amused with a very singular entertainment at his table during dinner. Upon the four corners were as many decanters containing fresh water from as many quarters of the globe. The natives of Europe, Asia, Africa, and America sat down together at the same table and were regaled with flesh, fruit, bread, and other viands; while, of every article, a sample from each quarter of the globe was presented at the same time. The means of accomplishing this are easily explained, by his having touched at Algiers in his passage from America, and being at anchor so near the shores both of Europe and Asia."

3

On the arrival of the capudan pacha, the unfortunate Algerine ambassador was denied an audience, and both his letters and presents refused, on account of the many depredations committed by Algiers on the commerce of Austria and other nations friendly to the Turkish port, and also for having made peace with France without consulting the grand seignior. The ambassador and his suite were not suffered to leave their houses, the Dey of Algiers was ordered to declare war against France, and sixty days allowed to receive in Constantinople the account of his compliance, on pain of immediate war between Turkey and Algiers.

Captain Bainbridge was, however, received by the capudan pacha with distinguished politeness. He took the frigate under his immediate protection, requested Captain Bainbridge to haul down the Algerine flag and carry the American; and being fond of ship-building and naval affairs, conceived from the seaman-like conduct of the officers and the state of the frigate a high idea of our marine character. These attentions were peculiarly grateful, as this officer was related by marriage to the grand seignior, and supposed to possess great influence in public affairs.

He afterwards addressed a friendly letter to Mr. Smith, the expected ambassador, and the two countries might have formed a commercial treaty under very favourable auspices: but the mission to Constantinople was afterwards discountenanced by our government. The different diplomatic characters at Constantinople paid to Captain Bainbridge very marked civilities . . . more particularly Lord Elgin, the British, and Baron de Hubsch, the Danish ambassador. Every thing being at length arranged, *George Washington* sailed from Constantinople in the month of December, carrying the Turkish ambassador's secretary back to Algiers with an account of the unfortunate result of the embassy.

This voyage to Constantinople, though irksome, was ultimately the means of acquiring much honour to the United States, and might have been rendered highly serviceable. Fortunately for us, *George Washington* arrived suddenly before Constantinople, which no Christian vessel was permitted to do, the laws of the port requiring that all foreign vessels should wait 120 miles below the city in order to obtain leave to come up; and as the American flag and nation were then unknown and the ministers of foreign powers would of course have been unwilling to see a young adventurous people admitted to share the advantages of a trade, which they were enjoying exclusively, the probability is that the frigate never would have reached Constantinople. Arriving, however, as she did, a fine ship with an excellent crew in the best discipline, she gave the Turks a high idea of the naval character of the United States.

After landing some Turks at Malta, as a favour to the capudan pacha, Captain Bainbridge arrived off Algiers on the 21st of January 1801. Warned by his past misfortune, he did not venture his frigate within reach of the fort, but sent the ambassador's secretary on shore in a boat, although the Dey desired that he would come into port to discharge some guns belonging to Algiers, which he had taken in there as ballast for the voyage to Constantinople.

The Dey, however, insisted, and Captain Bainbridge fearful of the consequences to the unprotected commerce of the United States, again ventured within the Dey's power, delivered the old guns and took other ballast. The Algerian tyrant was now so effectually humbled by the orders of the grand seignior that he instantly released four hundred prisoners who had been taken with British and Austrian passports, and declared war against France. Finding too, that Captain Bainbridge was on friendly terms with the capudan pacha, his menaces softened into great mildness. After having been thus instrumental in the release of so many prisoners, Captain Bainbridge was now enabled to serve the interests of humanity in another way. On the declaration of war with France, the consul and all the French subjects, then in Algiers, were ordered to leave the country in forty-eight hours, and as their longer stay would have exposed them to captivity, they were all taken on board of *George Washington*.

On the 31st of January we made sail from the harbour of Algiers, touched at Alicante, Spain, landed our passengers, and sailed for America. On the 14th of April we experienced a violent gale, but received no essential injury. Much praise is due to the skill of Captain Hollowell, the then sailing-master. And, in the latter part of April we arrived at Philadelphia, in the happiest of all countries, the United States of America. At this place I was discharged, with others, from the ship, and being but a boy, with no one to control me, I roved about with the sailor boys until my money was all gone.

4

Being moneyless and out of employ, I went in search of a ship to enter again for a voyage. And on finding a merchant brig bound for Jamaica, I engaged for twelve dollars a month. We set sail, but being out three days, sprung a leak, and returned to Philadelphia in distress. The hands not thinking the vessel sea-worthy, all ran away from it, I also among the others.

But being destitute of money and not knowing what to do, I went down to the rendezvous in Spruce street, in

order to enter on board of the frigate *Philadelphia*, when to my great surprise, constables came in at each door and clapped their hands on my shoulders, telling me I was their prisoner, and immediately took me off and committed me to jail for deserting the Jamaica merchantman.

After being locked up a few hours in the cell, Lieutenant Gordon came and released me, on condition that I should enter on board the frigate *George Washington*. He paid all charges, and I went with him on board the ship.

We sailed again for Algiers, and I was stationed in the mizen top to do my duty, and also to attend on Lieutenant Gordon in the ward-room. After eighteen days' passage we arrived safe at Gibraltar, where we procured provisions and water, and then renewed our voyage for Algiers.

We touched at Malaga and after a short passage arrived at Algiers. The Dey appeared to receive us with great pleasure. That this should have been the case, was nothing strange, for we carried another tribute. The Dey sent his slaves on board, and we delivered the present.

While lying at this place one morning while all the top-men were employed bending a new suit of top-sails, I was in the galley attending the officers' boiling kettle, and a cat much prized by them came mischievously along close by where I was. I, an inconsiderate boy, having some black walnut shells in my pocket, from a motive perhaps no better than roguery, put some pitch in them and after warming them by fire, fixed her feet in them. She ran trotting down into the ward-room, and I went up into the mizen top.

Lieutenant Gordon soon inquired, "Who put the shells on the cat's feet?"

A boy replied, "Sam Patterson!"

Gordon then procured a piece of rattling stuff, came up on the gang-way, hailed the mizen top, and ordered me to come down. I obeyed but went trembling in my shoes, well knowing what the matter was. He then asked me what I put the shells on the cat's feet for? But my fear prevented an answer, and he ordered me to pull off my jacket, but that I really felt unwilling to do.

My jacket was naturally striped perpendicularly, but Gordon now with his rattling stuff laid on about forty stripes the other way, and changed it immediately into a checkered one, saying, "Now go and shoe another cat, you have received your pay for this."

5

We lay here about three weeks, in which time the frigate *President* arrived off the harbour. She had lost a lieutenant and a boat's crew, and Lieutenant Gordon was ordered on board of that ship, and I went with him and was stationed the same as before.

By this time the United States was at war with Tripoli, but we had no action of consequence. After cruising about the Mediterranean a few weeks, our crew had the scurvy and died very fast, and we put into Monaco, an English port, for refreshments.

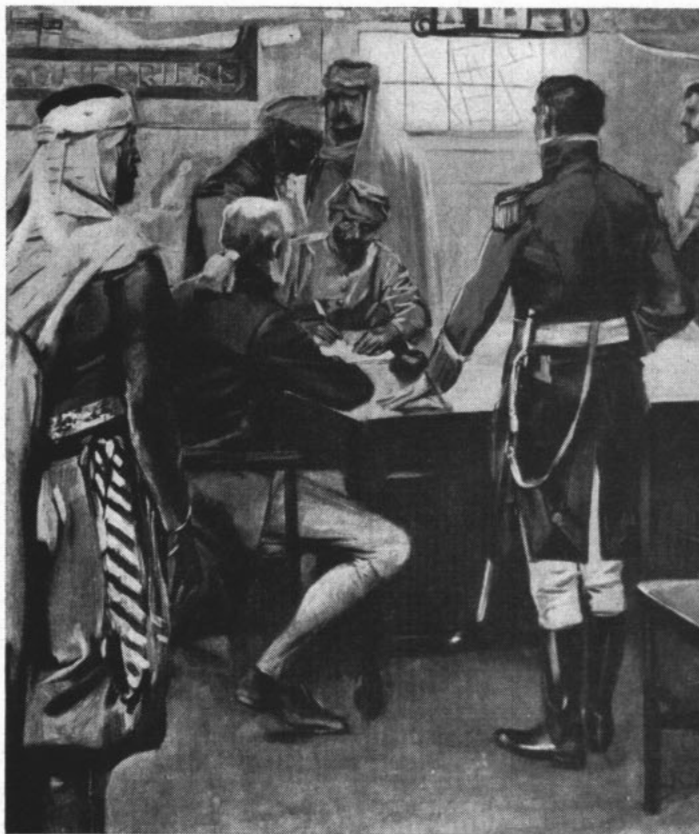
After laying there four or five weeks, and getting fresh provisions and water and all things ready for sea, we got under weigh with a stiff breeze, but not having any pilot on board, the ship struck a rock, while going about seven knots an hour through the water. The commodore immediately ran up the gang way and gave the officer of the deck orders to run her on shore, thinking she was sinking, but the officer taking a second thought, called the car-

penter to sound the pumps, and finding the ship made no water, we put out to sea. But, the commodore thought it not prudent to go on to the American coast in the winter, without knowing what damage the ship had received, and ordered her to Toulon, in order to go into dock to repair.

We lay at this place three months and after the necessary repairs, embarked for America and arrived at the city of Washington in May 1802. Here I was discharged, and received my wages. I then took passage and went down to Alexandria, a distance of about eight miles, whence I sailed for New York and arrived there after a passage of fourteen days.

At New York I went on board of a packet for Providence, and arrived at that place in June. I went to see my uncle, and heard from my parents. The same afternoon I set out for the country to see my kindred and friends, but being foot-sore by not being on the land but a little for about two years previous, I put up on the way till the next morning. After taking some refreshment, I still pursued on my way until I came to the house where my parents lived; I first saw my mother through the window as I passed. She was at work at her wheel, laboring for her support; I knocked at the door, she came and opened it, and on seeing her son whom she thought was lost, she stepped back, sat down, and gave vent to a flood of tears.

Then, after embracing me, she told me the many night's sleep she had lost on my account, and related her visions of the night about me. It was impossible for her to express her joy on seeing me once more in the land of the living. My father who was out, soon came home, and was much rejoiced to see his son again.



TACT AND DIPLOMACY displayed by Captain Bainbridge won the Dey of Algeria's respect for our nation.

TAFFRIL TALK

THE NAVY'S "ace hunter killer" is in San Diego, based there with his unit, Composite Squadron 21, antisubmarine squadron.

We found that out from a job questionnaire that came into the Bureau of Naval Personnel. One aviation electronicsman,



evidently convinced that all those reports and forms are never read in BuPers anyway, decided to have a little fun in filling out his naval job analysis questionnaire.

Under "List your duties and explain how you do them" the AL2 wrote: "I conduct a strictly military manner watch." Also, "I do my job with deadly efficiency as I'm the ace hunter killer of the U. S. Navy."

Asked to list the number of personnel under his supervision, the aviation electronicsman did, adding "I can take over the supervision of the whole squadron if necessary." To replace him at his present job, he said, would require the best efforts of three civilians. As for his own experience before he joined the Navy, he said he was a "taxi driver six months—crashed."

Under "Comments" he wrote: "My services as radio operator in flight should make me eligible for the distinctive position of flying aboard the President's private airplane."

The form was read (and chuckled over) by a commander in BuPers' Billet and Qualifications Research Section. Curious about the true ability of the "ace hunter killer," the commander checked the man's record and found he was marked "outstanding" for proficiency in rate.

Even at that, we don't dare use his name. He'd never be able to live with his buddies of VC-21.

★ ★ ★

Our artists helped one enlisted man through inspection once. At the last minute he rushed into this office, borrowed some black polish, and attempted to shine his shoes. Time was drawing close, and an artist hurried to the rescue.

Using a plastic spray, he coated the man's shoes with a glistening, quick-drying film. Later, as the inspecting four-striper went down the line, he stopped in front of our man, looked him up and down, finally commented to his party that here were the neatest, best looking shoes in the lineup.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

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.

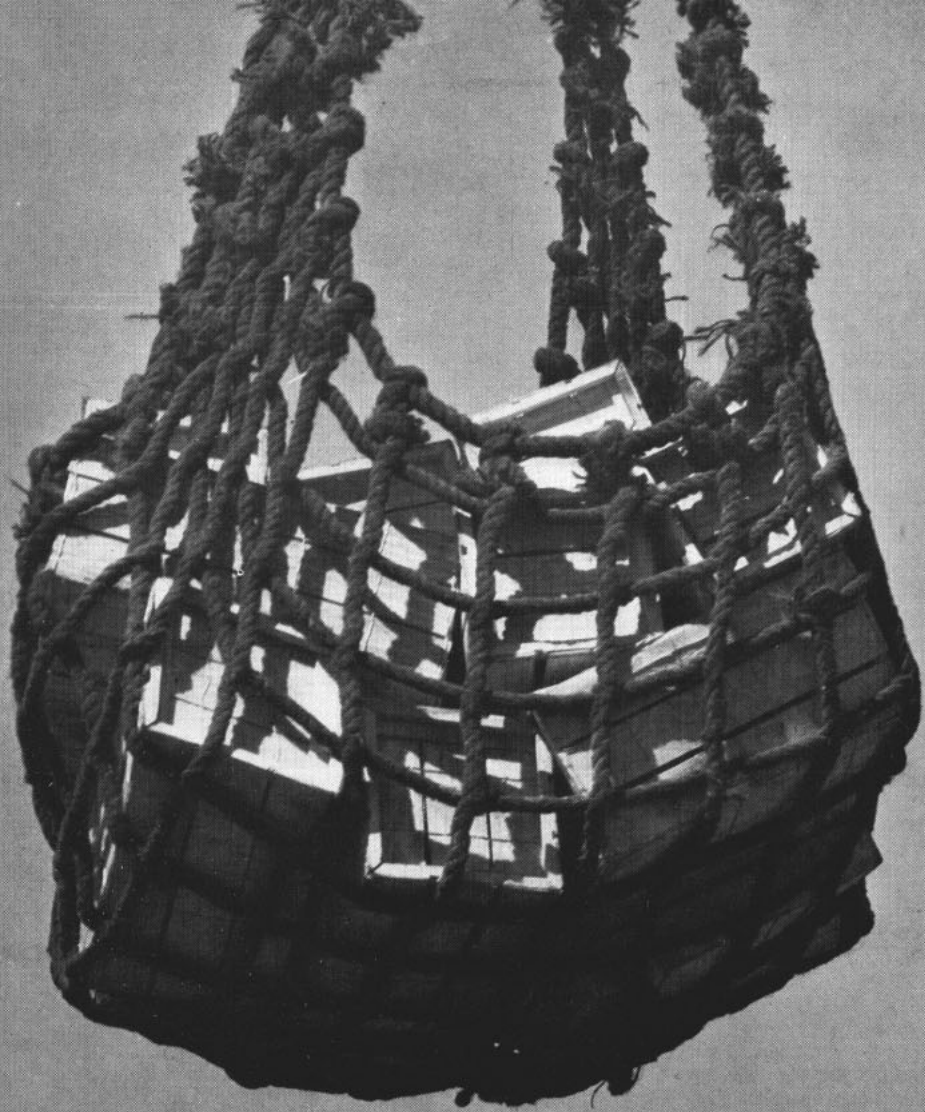
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Keeping men and ships on the move is always a Navy problem. Here members of an aircraft carrier's crew restock the ship with supplies before a journey. ➔

**STOW
BELOW**



**AS YOU SEE THE WORLD
THE WORLD SEES YOU ...**



**THE WORLD'S FOREMOST NAVY
RELIES ON EXPERIENCED MEN
REENLIST WITH YOUR SHIPMATES**