

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

OCTOBER 1950



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NUMBER 404

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● FRONT COVER: The 8-inch guns of number three turret on a U.S. Navy cruiser take a North Korean military target under fire on the east coast of Korea. See pp. 8-11.

● AT LEFT: Salt-water-soaked sailors attach beaching gear to a *Mariner* at naval air station on the East Coast. Sailor on cat awaits the signal to haul the big plane up the ramp.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: p. 33, lower right, and p. 35, top right, Lyle Tatum.

**BEACH
PARTY**

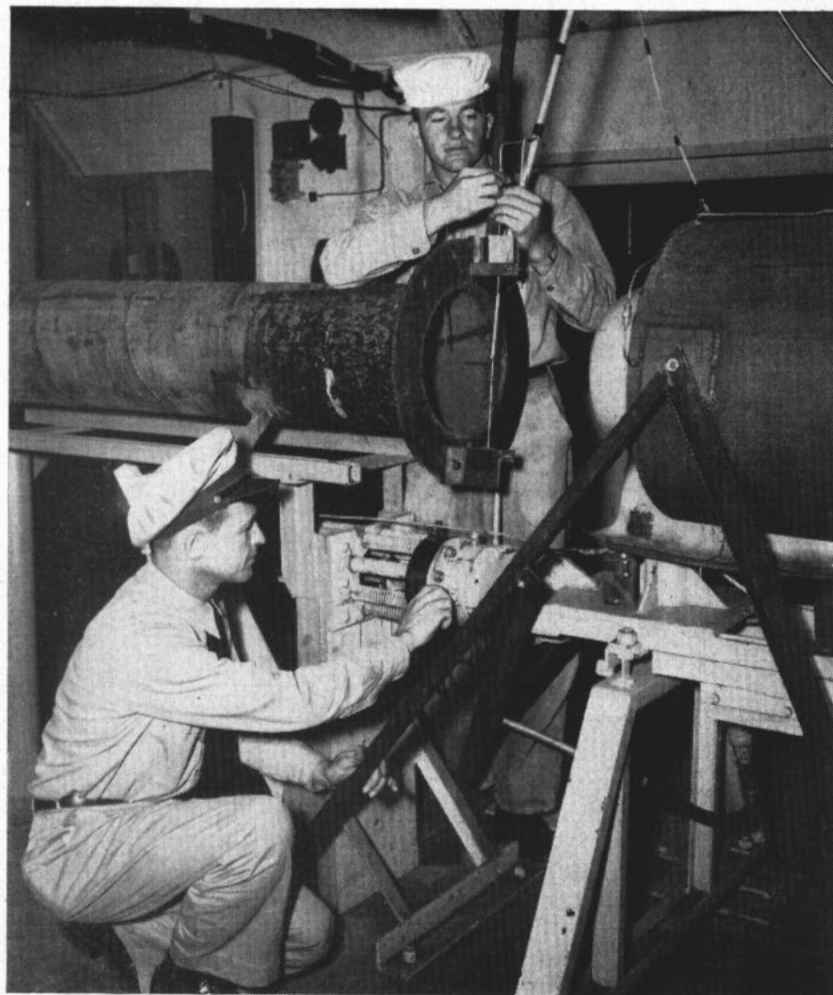
They Study

THE CLEAR California air around Point Mugu has been pierced repeatedly the last year or so by objects going about as fast as anything man-made has ever gone. These objects are Navy guided missiles. Involved in firing them are Navy men taking the enlisted men's guided missile course at the Naval Air Missile Test Center, Point Mugu, Calif.

U.S. Naval School, Guided Missiles, was established in May 1949. The school graduated a class of 46 men on 24 Feb 1950 and another class of somewhat greater size on 22 September. After a lapse of slightly more than a week, the school's third class went into training—on 2 October.

Capacity of the establishment is set at 60, with a total of 10 Marines and 50 Navy men scheduled for the third class. Length of the course has been seven months. However, commencing with the 2 October class the course has been reduced to five months.

Enrollment in the guided missiles school is confined to men of the following ratings: Radarman (RD), electronics technician (ET), fire control technician (FT), fire controlman (FC), torpedoman (TM), gunner's mate (GM), machinist's mate (MM), aviation ordnanceman (AO), avia-



INSTRUMENTATION on a pulse jet engine mounted in a test pit is checked by students at the Navy's guided missiles school at Point Mugu, Calif.



EFFICIENCY of rocket fuel valve (left) and basic chemistry of various propellants are investigated by student specialists.

Guided Missiles

tion structural mechanic (AM), aviation electronicsman (AL), aviation machinist's mate (AD), and aviation electronics technician (AT). Ratings admitted to the school are, it will be noted, of both the non-aviation and the aviation categories.

Gunner's mates, torpedomen and machinist's mates must be in pay grades E-7, E-6 or E-5. That means CPO, PO1 or PO2, as everybody knows. An additional pay grade—E-4, the pay grade for PO3s—is included in all the other ratings mentioned. Marines admitted are of the ratings of Sgt to SSgt, with MOS numbers indicating skills similar to those of the Navy ratings mentioned.

To be a promising candidate for training at the guided missile school, a person must have a high school education and be of above-average intelligence. Also, he must have at least four years' active naval service behind him and two years' obligated service ahead of him at the time the course commences. A year of sea duty since the last tour of shore duty is also required.

Broadly, the course offers the student an opportunity to acquire a theoretical and practical knowledge of guided missiles and their associated fields. Their associated fields, by the way, cover some subjects which are valuable almost anywhere—mathematics and physics, to name a pair.

To get down to the course as a whole, here is what it consists of, briefly:

- *A general introduction.* This provides an introduction to almost all phases of guided missile learning. Introduction to aerodynamics, power plants, guidance, launching, instrumentation, gyroscopes, are examples.

- *Engineering sciences.* Here is where mathematics and physics, as applicable to guided missiles, come in.

- *Electricity and electronics.* This subject is divided into two sections—basic electricity for people going into the propulsion field and electronics for those who will specialize in guidance.

- *Field trips and movies.* Opportunities are provided for visits to other guided missile activities in the vicinity for observation.

- *Propulsion.* Covered here are the

various types of propellants (fuels), and the various types of jet engines. This is for the propellant people.

- *Launching.* Instruction is provided on the methods of launching missiles and the types of launchers utilized.

- *Explosives.* Included here for propulsion personnel is a study of the types of explosives used and the characteristics of each.

- *Guidance.* For the guidance people only. This is all about the devices and systems for steering the missiles to the proper destination.

With this talk of propulsion and guidance and specialization therein, perhaps it would be a good thing to reveal which ratings are channeled into which of the two fields. So here it is. *Propulsion:* GM, TM, MM, AD, AM and AO. *Guidance:* FT, FC, ET, RD, AL and AT. Around the school the propulsion group is called Section A, while guidance people constitute Section B.

In reading about the Navy's various schools, it is always interesting to find something about off-duty matters. This case, of course, is no exception.

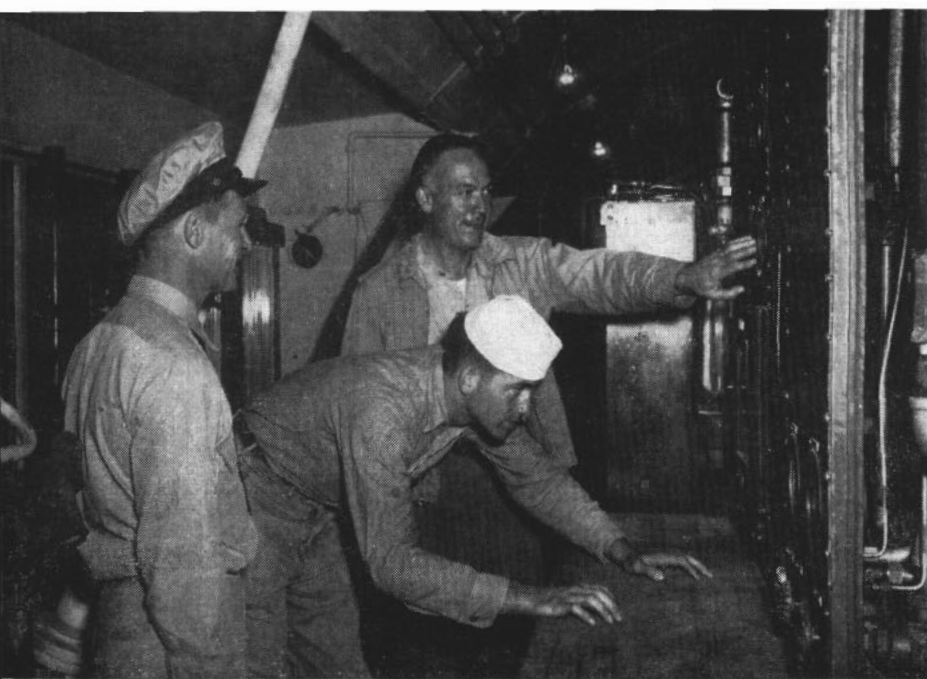
Well, as was mentioned, the school is at Point Mugu, which is pronounced muh-GOO. Pt. Mugu is practically the same place as Port Hueneme, up the coast a piece from Los Angeles. Forty miles southeastward from the test center lies Santa Monica; 45 miles to the northwestward is Santa Barbara. Seven miles away is the small city of Oxnard.

There are new barracks on the station for the single men and there's adequate government housing for men with families. A quarter-million-dollar recreation center is under construction on the station, and a new building to house the school is being considered. The food served in the modern messhall is rated by the men as the best in the Navy.

To get back on duty—one phase of



ANTENNA on telemetering van is hoisted into position by students. Telemetering is used to obtain data transmitted from the missiles in flight.



STUDENTS and instructor observe a successful 'flight' on a test pit control panel in the laboratories of the Naval Air Missiles Test Center.



CUTAWAY model of V-2 rocket motor is explained in the school museum (above). Below: Students check timing gear used in missile instrumentation.



the training will give students a chance to get back their sea legs after months ashore. It's a trip to sea in the Navy experimental guided missile ship *uss Norton Sound* (AV 11) to launch a missile or two. Among the types of missiles which have been fired from *Norton Sound* are the *Lark*, the *Loon*, and the famous high-altitude research rocket—the *Aerobee*.

Upon graduation, the students are assigned duty by the Chief of Naval Personnel. Ultimately, they may expect assignment to activities connected with guided missile work—but not necessarily right away. And some are assigned to guided missile training units at Inyokern, Calif., at the Applied Physics Lab at Johns Hopkins University, Silver Spring, Md., and elsewhere, for specialized training.

Contrary to the impression that this article may have given, there is no shortage of requests for this school. As a matter of fact, requests should not be submitted to the school at all. Requests may be submitted via the chain of command to ComServPac or ComServLant, as appropriate. The Service Force Commanders compile eligibility lists which are submitted periodically to the Chief of Naval Personnel, who assigns students to the school on a non-returnable quota.

Candidates for the school are carefully selected. The course isn't easy, and the men who take it must learn well the skills it offers. They or the men they instruct may some day play a vital role in the defense of America.

Cruiser Entertains in England

Fifteen patients in Plymouth Isolation Hospital, Plymouth, England, were treated to a bit of Americana—both city and country style—when the heavy cruiser *uss Columbus* (CA 74) stopped in their seaport. The ship's two bands treated them to a variety of U.S. music.

The hillbilly band, whose members were attired in wide-brimmed hats and fancy shirts, rendered such unsophisticated numbers as "My Foolish Heart" and "Slippin' Around." The regular ship's band furnished the "city slicker" type of music, with "Blue Moon" and "Chattanooga Shoe-Shine Boy" included on their program. These two groups were believed to be the first Americans to entertain at the Plymouth Isolation Hospital.—Norm Indahl, JOSN, usn.

Chiefs Help Neighborhood Boys Become Good Scouts

WHEN 10-year-old Johnny McRae told his father that the Cub Scout pack he belonged to wasn't very interesting, he really started something.

The older McRae, Russel J. McRae, MEC, USN, a veteran of both the Atlantic and Pacific fighting in World War II, began to wonder if there wasn't something that would make Cub Scouting more interesting for Johnny and for other boys.

He went along with Johnny to the next meeting of the pack to see for himself. Then he attended a couple more meetings. Soon he found himself being offered the job as cubmaster of one of the two cub packs active in the part of Waukegan, Ill., where the McRaes live.

Reluctant, because he had never been a Cub or a Boy Scout himself, Chief McRae nevertheless took the job. The boys of Cub Packs 1 and 4 are glad he did.

Immediately, the new cubmaster swung into action. He talked Cub Scouting to his fellow chiefs at Great Lakes Naval Training Center where he is an instructor at the machinist's mates school. Many of them agreed to help as assistant cubmasters.

He instituted barbecues, hikes, bike tours and overnight camping trips for his charges. At weekly



PROCESS of deriving fresh water from salt water by use of evaporator plant is explained to group of cubs touring the machinist's mates school.

meetings, the young scouts learned leather work, wood work, knot tying and other crafts (keeping the chiefs busy thumbing their Boy Scout Handbooks as they tried to stay one jump ahead of the eager Cubs).

The chiefs got just as big a kick out of the activities as the boys.

McRae got the commanding officer of the training center, Captain

J. S. Keating, USN, to allow the Cubs the use of the swimming pool and idle classrooms on off-nights.

By using the pool, the chiefs have succeeded in qualifying 26 boys as swimmers.

All this enthusiastic effort on the part of the spare-time cubmasters is paying big dividends. Attendance by the small fry has more than doubled in a few months and parents are calling McRae on the phone to tell him that their children are too interested in Cubbing to get into trouble.

And thanks to the concentrated training, the Cubs of Packs 1 and 4 are rapidly becoming the champs of the neighborhood. Their kites fly higher and their bikes run smoother. At a recent Cubmobile (soap box derby), the Navy-led Cubs saw their entry take first place in both speed and design.

One new wrinkle of the Cub program is that each boy must bring to the weekly meeting a certificate of good behavior. In summer, the certificate is signed by the boy's parents; in fall, winter and spring by his teacher.

This and other plans put into action by the chiefs, prompts a father to say: "The chiefs are a fine bunch of men, and they've made a lot of friends for the Navy around here."



CPO CUBMASTERS teach cub scout pack how to give artificial respiration. Success of the project has contributed greatly to local public relations.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNUSED LEAVE**—Enlisted personnel who voluntarily reenlist or extend their enlistments are not being paid the usual lump sum amount of cash for unused leave or their travel allowance at the present time.

The directive that temporarily cuts off these payments is Alnav 85-50 (NDB, 15 Aug 1950). The reason that these payments have been halted for the time being is that several questions relating to the two payments have arisen in connection with the current "freeze" on personnel in the Navy.

Until these questions are decided, men who reenlist or extend should

consult their disbursing officer before they elect to take leave (if possible) or lump sum payment. This decision should then be clearly stated on the individual's service record at the time or reenlistment or extension.

• **MAGAZINES**—In response to inquiries concerning procurement of magazines by ships and stations, the Chief of Naval Personnel has issued the following advice:

• Most subscription agencies issue, upon request, list of the principal magazines with prices and frequencies of publication. These lists are of value in selecting titles.

• Non-appropriated recreation funds may be used by activities to purchase magazines for libraries, or other welfare and recreation purposes. Ships currently being activated have been granted an appropriated fund allotment for an initial recreation fund. Magazines and periodicals may be purchased from this allotment. Other than the above allotment, BuPers has no funds available for the purchase of magazines and periodicals.

• Magazine subscriptions for Navy use in ship and station libraries, enlisted men's clubs, etc., are obtainable from subscription agencies with considerable discount given on orders and on certain club combinations of several magazines.

• A list of some of the reputable magazine subscription agencies is maintained in the Bureau of Naval Personnel, and is available on request. These agencies have signified they will allow reductions from list prices on orders from naval activities.

BuPers recommends that, when practicable, subscription lists be submitted to several reputable agencies for bids. Orders may also be placed with local representatives of subscription agencies; however, in this case, the financial responsibility of the agent and the agency should be known.

This information is contained in BuPers Circ. Ltr. 123-50 (NDB, 15 Aug 1950).

• **MUM'S THE WORD**—The Secretary of Defense has issued a few rules regarding release of information to publications. While the rules were intended primarily for public information officers, they might well serve as a guide for safeguarding information in the personal correspondence and conversation of every person in the armed forces.

Here are the limitations most likely to concern you:

• Status of equipment—not releasable.

• Strength—not releasable.

• Date of movement from present location—not releasable.

• Sailing time of transports from port of embarkation—not releasable.

• Destination—refer to theater only, as Far East Command, for instance.

"Not releasable," a bit of newsmen's language, simply means that mum is the word.

• **WAVE RATINGS**—Waves will no longer hold the ratings of AD, AE and AM. All Navy enlisted women holding these ratings are to qualify for and be assigned others before 28 Feb 1951.

According to BuPers Circ. Ltr. 133-50 (NDB, 31 Aug 1950), enlisted women will no longer be eligible for training and change to aviation machinist's mate, aviation electrician's

WHAT'S IN A NAME



Caulk Off

When a sailor is taking a nap, or has absented himself presumably to shirk duty, he is said to be "caulking off."

The verb "caulk" or "calk" (pronounced as "cork") derives from the Middle English "cauken" ("to tread") which in turn comes from the Old North French "caukier" ("to trample").

In modern usage, to caulk is to drive or pack oakum, cotton twist, or other filling such as wicking into the seams between a ship's deck or side planks to prevent leaking. The process is completed by "paying" (cover by pouring or painting) the seams with melted tar or pitch.

The term "caulk off" when used with reference to a sailor's sleeping originated in the days of wooden ships when naps were taken on the bare decks and the sleeper's back or clothing bore the marks of the pitch with which the deck seams were payed.

Brigade of Midshipmen Will Not Be Reduced

Plans for a reduction in the number of Congressional appointees to the Naval Academy were cancelled.

Originally it was planned to cut down the size of the Brigade of Midshipmen by reducing the number of Congressional appointments from five to four. This reduction, to be effective from 1 July 1951, was considered necessary because of over-crowded conditions at Annapolis. However, this plan was abandoned because of the current international situation. The Chief of Naval Personnel stated that the overcrowding must be accepted for the immediate future.

The decision to maintain the present size of the Brigade of Midshipmen, expected to number 3,700 by October 1950, was approved by the Secretary of the Navy and SecDefense.

Swimming Safety Measures At Naval Pools Stressed

Merely posting a "No Swimming" sign at a naval station pool is not adequate safeguard against accidental drowning, the Chief of Naval Personnel has warned.

Two deaths of small children by drowning during the summer months have led to a restatement of protective measures which should be taken at all such pools in BuPers Circ. Ltr. 134-50, (NDB, 31 Aug. 1950)

One step that can be taken to increase the safety at these pools is to instruct parents that an adult must accompany each child under 12 that swims in the pool.

mate or aviation structural mechanic nor for advancement therein. The directive calls on COs to insure that all enlisted women at present in these ratings and striking for them are afforded advice and every opportunity for training in preparation for a change to another rate or rating desired by them and open to them. Included in the circular letter are instructions for making the changes mentioned.

The decision to eliminate AD, AE and AM from the list of ratings for which Waves are eligible followed a lengthy study at a large naval air station. More than 85 enlisted Navy women were involved.

• **DEPENDENTS' TRAVEL** — Personnel in the Navy whose dependents travel at their own expense to Hawaii, Alaska or other Pacific areas to which travel has been suspended will not be subject to reimbursement unless the travel is approved in advance by the Chief of Naval Operations.

This ruling, published in Alnav 87-50 (NDB, 31 Aug 1950), carries out the policy established as of 14 July regarding dependents' travel to Pacific areas. On that date travel of dependents to Pacific destinations, including Hawaii and Alaska, was suspended. (See ALL HANDS, Sept 1950, pp. 8 and 9.)

Cases where advance approval for dependents' Pacific travel is granted in advance by CNO are not numerous. In all instances, hardship or other special factors are involved in the decision.

• **HOUSING CONDITIONS**—Because of the present international situation, housing shortages exist in some areas. Upon being transferred, you should check into the situation before sending off your family and household effects.

In Norfolk, Va., and San Francisco housing is critically short. Information available in the Bureau of Naval Personnel indicates there are long waiting lists for all Navy and government controlled housing in Norfolk and the surrounding area. Definite arrangements should be made prior to transporting your dependents unless you are prepared to pay more than \$85 rent per month.

In the San Francisco area, housing for dependents also should be arranged in advance, although there seems to be no shortage of hotel accommodations there.

Other cities may be equally short in housing. BuPers Circ. Ltr. 136-50 (NDB, 31 Aug 1950) asks district commandants to provide information to the Bureau of Naval Personnel. As this becomes available, ALL HANDS and the Navy Department Bulletin will publish the details.

• **REENLISTING AS PO3**—Many ex-CPOs and ex-POs first and second who are in pay grade three—the seaman level—after reenlisting with broken-service may now look forward with new confidence to advancement to petty officer third.

A new recruiting directive permits broken-service chiefs and PO1s and PO2s to reenlist as PO3. It is anticipated that broken-service ex-chiefs, PO1s and PO2s who were reenlisted under the old policy as seamen will now be considered for advancement to PO3 if not already advanced, if they would have qualified under the new recruiting directive.

Under the new directive, those who were honorably discharged as PO3s will be reenlisted under broken-service conditions at the next lower pay grade. Before, almost all broken-service reenlistments were made in that pay grade—the third.

Personnel reenlisting under broken-service must qualify for advancement in the same manner as anyone else would at their promotion level. Time previously served in a rating cannot be counted for eligibility purposes. This does not apply, of course, to those at the seaman level who would have qualified to reenlist as PO3 under the new directive.

QUIZ AWEIGH

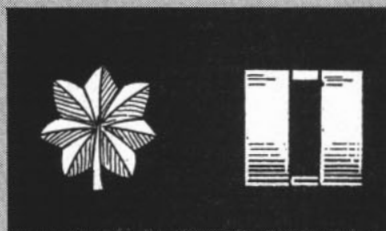
Correct knowledge, plus ability to apply that knowledge at the proper time, will prevent confusion and embarrassment. Here's a few items on which to exercise your I.Q.



1. The wearer of this specialty mark is an (a) aviation electronics technician (b) aviation electrician's mate (c) air controlman.
2. This specialty mark designates an (a) aviation radarman (b) aviation radioman (c) aviation electronics man.



3. If this flag had white stars on a red field, it would be that of an officer of the rank of (a) vice admiral in the Navy (b) lieutenant general of the Marine Corps (c) lieutenant general of the Army.
4. The rank of vice admiral in the Navy corresponds to the Marine Corps rank of (a) major general (b) brigadier general (c) lieutenant general.

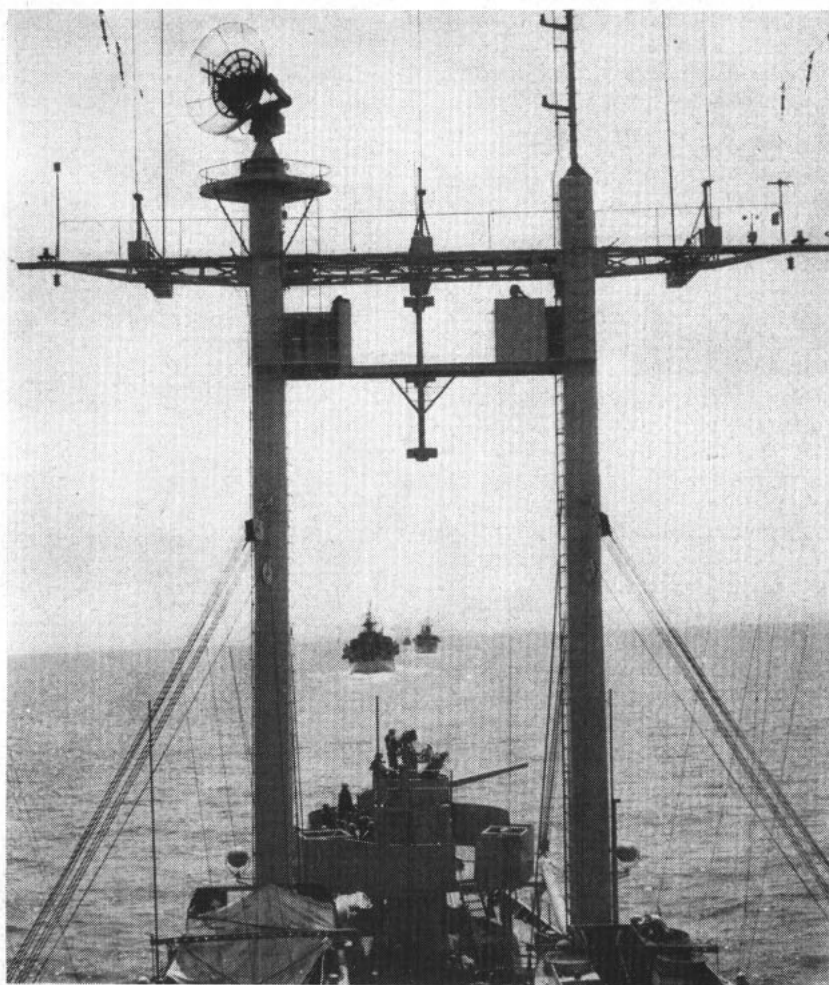


5. If the shirt collar rank device (left) was gold, the officer should be addressed as (a) commander (b) lieutenant commander (c) mister.
6. A silver collar device such as the one on the right, if worn by a Marine Corps or Army officer, designates the rank of captain. This is equivalent to the naval rank of (a) captain (b) commander (c) lieutenant.

KOREAN CONFLICT



TROOPS to bolster beachhead in Korea are brought into a sheltered harbor from Navy transports by line of LCVPs.



KING POSTS frame a line of troop-laden Navy transports enroute to Korea. Alert task force gun crews man their battle stations for target practice.

WITH THE NAVY focusing its sea-air power on land in support of ground troops, Korea was becoming a much-battered battleground. Ashore the Marines lashed with customary vigor forward from their invasion beachhead near Seoul.

This roundup of home-front and battlefield pictures shows you how the "little hot war" is going.

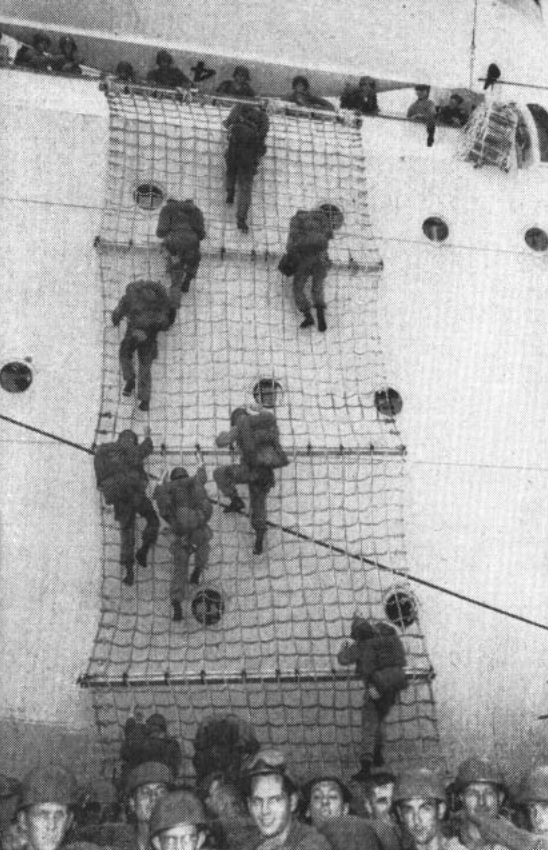
Warships ranged up and down the Korean coasts, reaching inland with their big-gun artillery.

Enemy troops received their due. At Hunghae, naval shells took a toll of 35 per cent casualties on one troop concentration. Naval ships near Pohang, in one 24-hour period, poured more than 1,100 rounds of 5-inch ammo into troops and guns ashore.

At Sachon, Marine flyers made roadblocks for the Army by dropping 1,000-pound bombs on a road, the craters filling with overflowing water. Corsair pilots near Hunghae, seeing enemy troops flee into a railroad tunnel for bomb protection, dipped down and fired 12 rockets in, from both ends.

New terms are being born. "Thached roof," in the vernacular of the Marine infantryman, means the efficient air cover provided from a Navy carrier under Captain John Thach, USN.

And the "Hoskins Hop" maneuver promises to become as well known as the "Immelman" of World War I



CLAMBERING down cargo nets into LSUs, troops leave a Navy transport for landing somewhere in communist-invaded Korea.



AMMUNITION for the guns of a heavy cruiser supporting U.N. forces in Korea is loaded aboard at a forward area base.



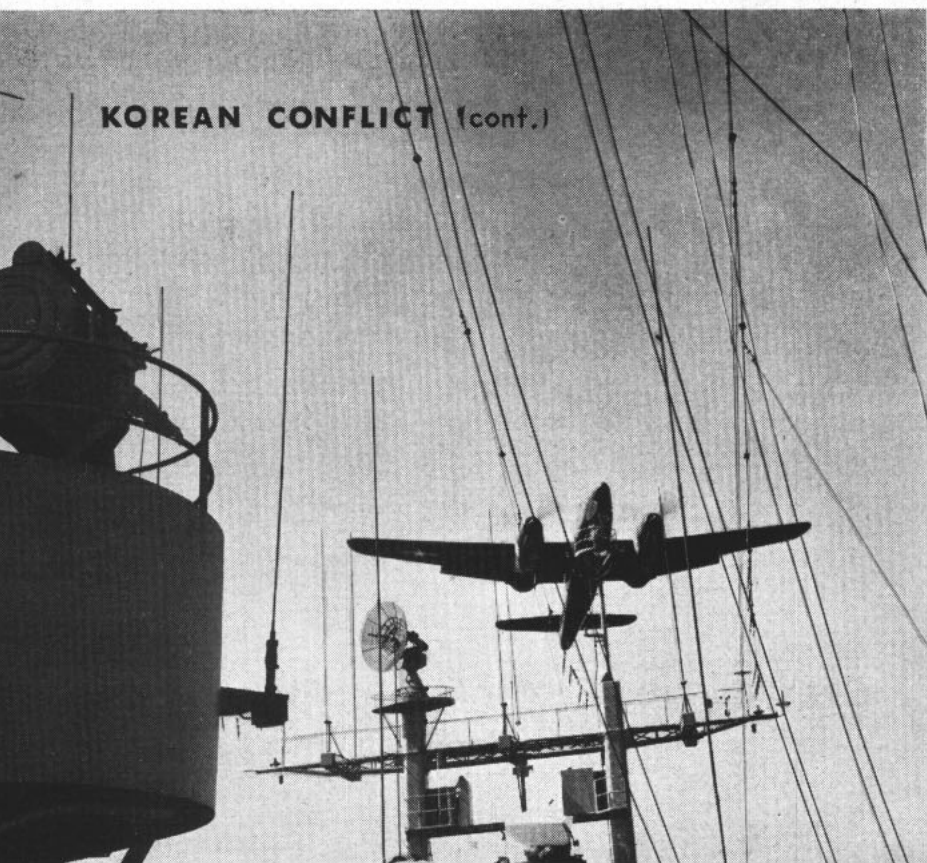
UNIVERSAL appeal of children to the fighting man finds no exception in Korea. Above: Marines enroute to the battle front pass out candy.



STRIKE is launched from an Essex-class carrier of Task Force 77 (Above) Below: Wounded Marine is carried from front lines to an aid station.



KOREAN CONFLICT (cont.)



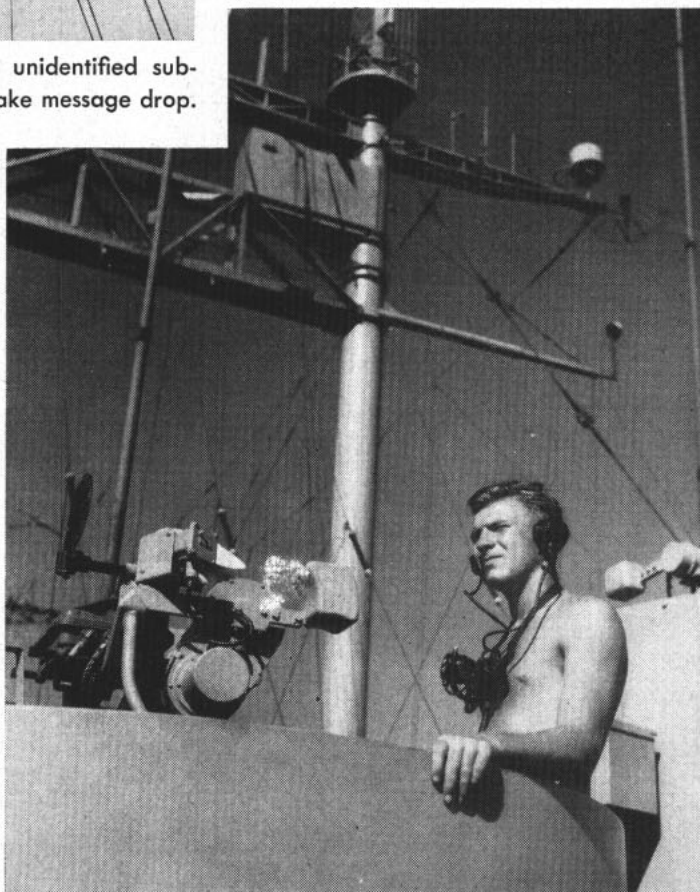
EVER VIGILANT Navy patrol plane, on the lookout for unidentified submarines, swoops low over task force in Korean waters to make message drop.



CORSAIR fighter is gassed and armed with rockets for a 7th Fleet air strike against tactical targets in Korea.



GREASE-SMEARED tank crewman give check before they are loaded aboard flat-



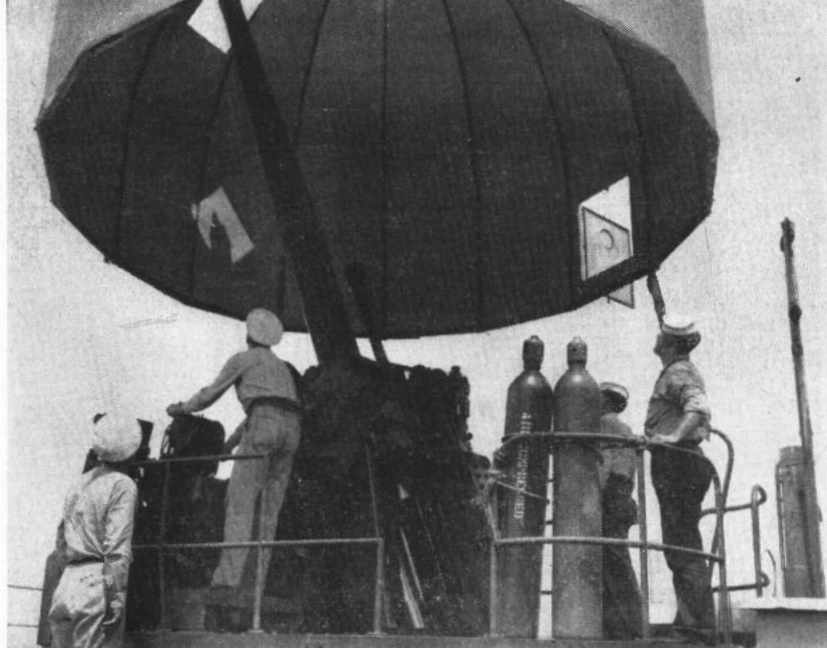
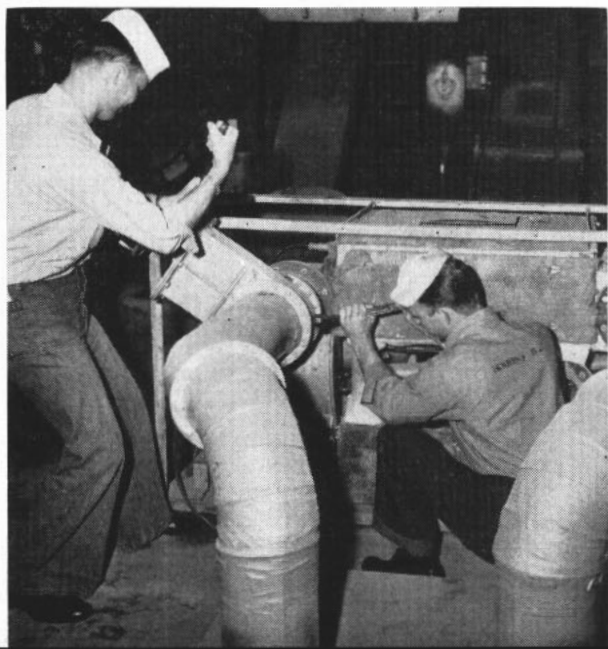
RUGGED gunner's mate stands duty as a director operator on a Navy command ship bound for Korean conflict.



armored vehicles of Marine division final cars for shipment to the West Coast.

and the "Thach weave" of World War II. Navy fliers, instead of attacking through clear skies, came up with the idea of diving through clouds and squalls, often missing the ground only by yards but usually finding North Koreans in movement. When they made their biggest bag of the war on first trial, Rear Admiral J. M. ("Uncle John") Hoskins, USN, ComCarDivThree, who lost a foot in World War II, danced a jig on his wooden leg for them.

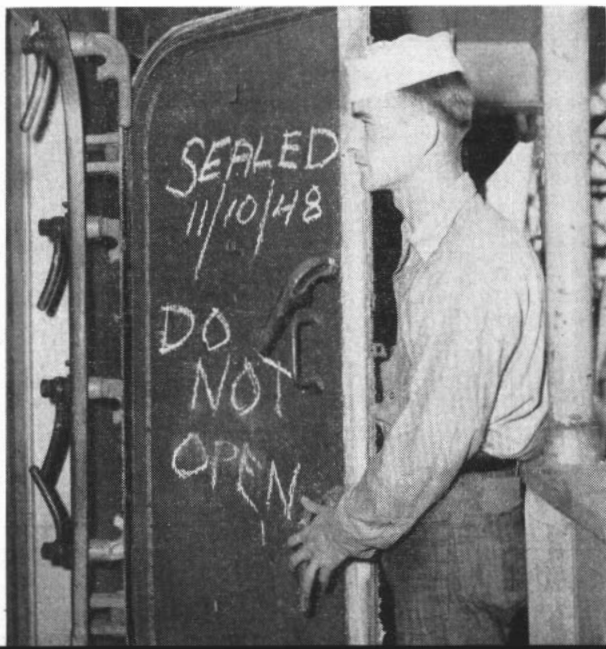
DEHUMIDIFIER is removed from the deck of USS *Bairoko* during the ship's reactivation in San Francisco (below).

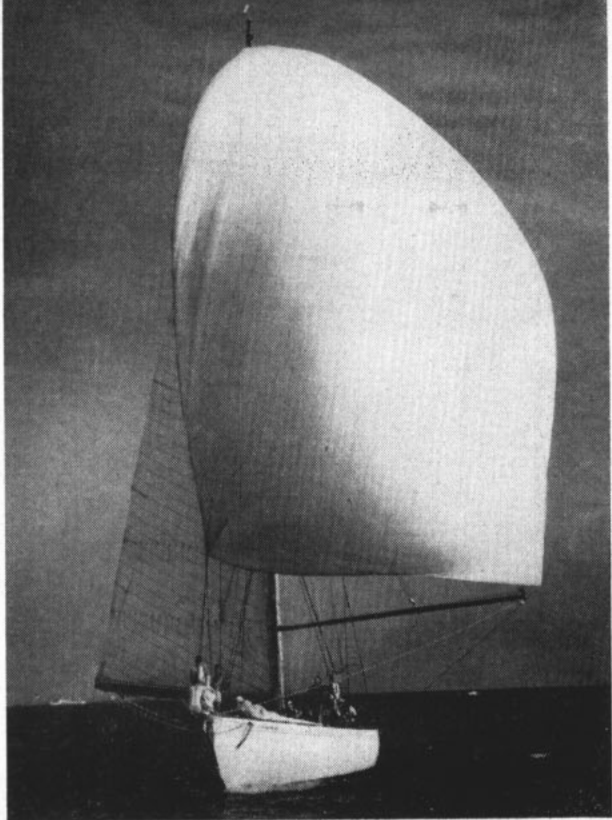


PROTECTIVE cocoon is lifted from 5-inch gun as USS *Latimer* is readied for return to duty (above). Below: Carrier USS *Cape Esperance* is recommissioned.



SEALED DOOR is opened by crewman of a Victory ship being readied for recommissioning in Norfolk (below).





Try Off-Duty Sailing

may be large enough for round-the-world sailing. Has two masts, the foremast taller than the mizzenmast. The mizzenmast stands just forward of the sternpost—just forward, that is, of the portion of the hull upon which the rudder is hung.

- Yawl—about the same size as a ketch, or a little smaller. Has two masts, the foremast much taller than the mizzen. Mizzenmast is far aft, *abaft* the sternpost.

- Sloop—smaller than any of the foregoing types, as a rule; 15 to 22 feet long. Has one mast; one sail on the mast and one or more on the forestays. The sail on the mast is called the mains'l and those on the forestays are called jibs.

- Catboat—still smaller. Has one mast, well forward. One sail on the mast; no jib.

However, it is important to bear in mind that in almost every case *sail plan* and not size is the distinguishing feature among these various types.

There are also dinghies, sailing canoes, sailing ki-yaks, and similar light sailing craft. But for the beginner, the best bet is a small sloop or a catboat.

All sails with which you will be concerned are of the "fore-and-aft" type. That is, one edge will be attached to the mast or the forestay and the other edge will be more or less "free." The free edge will always be somewhat aft of the secured edge, hence the name. Fore-and-aft mains'ls come in two types—the gaff-and-boom type and the Marconi or "leg o' mutton" type. The gaff-and-boom type has a light spar or "gaff" about two-thirds of the way up the mast and a boom at the bottom of the sail. The Marconi type, now more popular than the other, has no gaff, but does have the boom at the bottom. The Marconi sail is triangular in shape, coming to a peak at the top. Sloops usually have the Marconi rig, while catboats favor the four-sided gaff-and-boom sail.

Most sailboats have a fin-like keel or a centerboard to keep them from going sideways, or making leeway rather than headway, when the wind is abeam. For casual sailing, a centerboard is better, for if you run aground the centerboard simply pushes up into a housing just aft of the mast and you slide on over.

Now, let's pretend that you and your best friend have arrived at the sailboat rental office, have made your deposit and have climbed into your boat. The rental man casts off your lines and gives the boat a healthy shove out into deeper water. What's the first thing you should do?

The first thing, if your boat has a centerboard, is to

A LOT OF SAILORS are missing a lot of fun. How? By not going sailing.

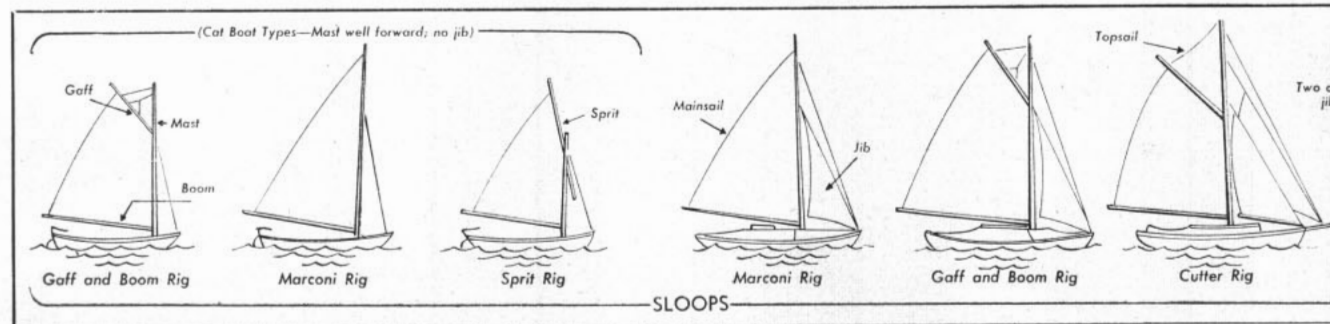
Sure, they go steaming all over the world in the Navy's high-powered ships, but that isn't sailing; it's cruising. Sailing is something else again, and it's as different from ocean cruising as ski jumping is from piloting an air liner. One is mechanical and the other is natural and personal; one is workaday routine and the other is spare-time fun.

Nobody is going to learn enough about sailing from reading a magazine article to enter the next Bahama race. But with a little attention and a bit of thought, a person should learn enough from this article to take a small sloop or catboat out in the bay on a breezy afternoon and get back without capsizing or being towed in.

Most sailboats that you see sailed by Americans these days come under one of the headings listed below. You will be handling only the smallest types if you're just learning the ropes, but it is nice to know the names of the others anyhow. Here they are:

- Schooner—a good-sized craft with two or more masts, typically fore and aft rigged. If it has two masts, as most of them do, the foremast is usually shorter than the other.

- Ketch—in most cases smaller than a schooner, but



—Good Fun in the Sun

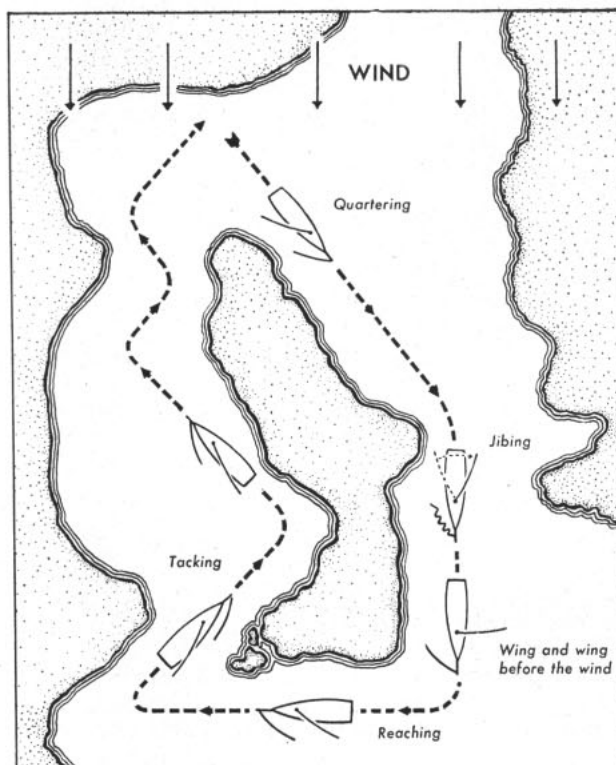
drop the centerboard to its operating position. Ordinarily, you will find a line coming up out of the centerboard housing and secured to a cleat. Unfasten the line from the cleat and lower away. If the centerboard doesn't lower, there is probably a bolt stuck through it, leading in one side of the centerboard housing and out the other. Take enough strain on the line to take the weight off the bolt, pull out the bolt, and lower away again. Be careful while doing all this; some centerboards are pretty heavy.

Next, hoist your canvas. There will be a couple of lines hanging down from the top of the mast. One will raise your mains'l, and the other, the jib. (Your rental boat will probably have only one jib, and that's enough, anyway.) One of you can free each sail from its furled position while the other hoists away. Pull them up good and snug and belay these two lines on cleats which you will find somewhere near the foot of the mast.

So far, so good. But there's a fresh little breeze, and the two sails are whipping around like everything. That won't get you any place. You have to make those sails take hold of the wind if you want to go sailing. So—attached to the lower outboard corner of each sail, you will find another line, or a little tackle, to be exact. Take the slack out of these, and immediately things will look a lot more ship-shape.

The portion of each tackle which you will hold is called, oddly enough, a sheet. "Never belay a sheet" is a cardinal rule of small-boat sailors—at least, of *good* small-boat sailors. That is, don't secure these lines to cleats. If you do, and a strong gust hits you when you're sailing with the wind somewhere abeam, you may capsize. By holding them in your hand, you can always slack off and spill excess wind, allowing your boat to get back on an even keel.

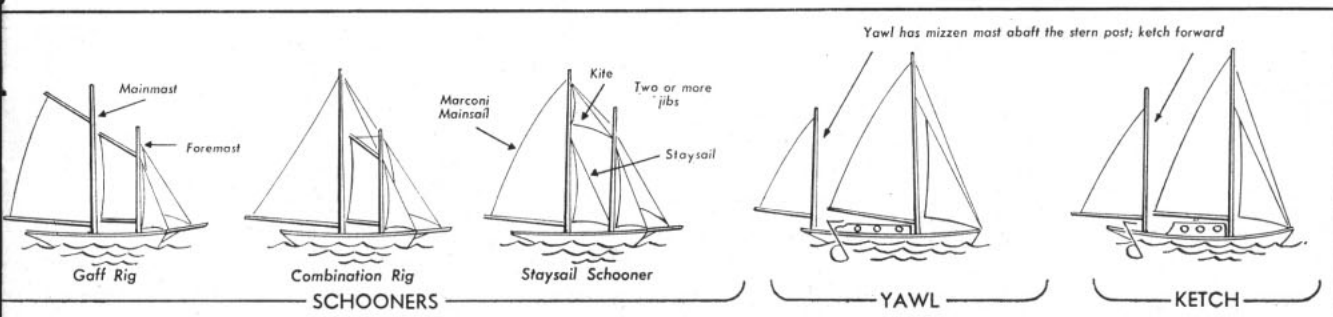
O.K. The wind is dead astern, we'll say. You get your bow headed out into the bay, slack off on your main sheet till the boom is sticking 'way out over the water on the port side (for instance), and away you go. The jib is also over on the port side, and the mains'l is cutting off most of its wind. What to do to fill the jib and get more speed? Have your partner go forward and pull the jib across the focs'l to the starboard side. You will then be sailing "wing-and-wing." Boats look pretty, sailing that way, but that isn't the easiest or the most thrilling way to sail. For one thing, you really have to watch your steering. Veer too far to port, and the wind will get around forward of your mains'l and bring the boom slamming across to the



starboard side. Yaw to starboard, and the jib will whip over to port. That's called jibing (with a long "i"), and it isn't often done by good sailors. It's rough on sails and rigging in any but a mild breeze, and the boom can injure somebody or knock a person overboard as it whips across.

So you're sailing before the wind, wing-and-wing, and watching your steering. The mains'l is out to port and the jib to starboard. But you're bearing down on an island, and you're going to have to change course. Things being the way they are, it would be best to swing somewhat to starboard. Your partner goes forward and walks the jib across, and you push the tiller a little to port, swinging the rudder to starboard. As the bow swings to starboard, you find the wind coming in over the starboard quarter. That's O.K., but now your sails are a bit floppy; you're luffing. Haul in a little on the sheets, and the canvas is drawing again.

Away you go, and now it's more fun. The boat is heeling over a little, on her port beam and now that your sails are both drawing on the same side you can let her swing along more casually without danger of jibing. But you get to thinking that you're a long way from home plate for a beginner in this windjammer



business. You'd like to swing further to starboard. So what's stopping you? Go ahead and swing further to starboard. Just haul in some more on those lines in your hand to keep wind in your sails, and you will still go bowling along.

Now the wind is on your starboard beam. The foot of each sail is tending aft at quite an angle, and the boat is gurgling its way through the water, listing to port considerably. How do you know when your sails are trimmed at the right angle? Just watch the free edge, up close to the peak. The canvas should be shaking there, just a little. If it isn't shaking at all, it's pulled back too flat. If it's shaking on down more than a couple of feet from the peak, it's not pulled back flat enough. Too flat: a lot of heeling over and sidewise drift; not much pulling power. Not flat enough: a lot of flapping and shaking, or luffing, and not much pulling power.

The breeze increases and grows gusty. Every time a gust strikes, the port gunwale dips close to the water. This doesn't look so good. As was mentioned earlier, as long as your sheets aren't belayed, you can always slack off quickly and spill wind. There is another thing you can do, too: put down your tiller. That doesn't mean to let go of it. It just means that if your boat heels over dangerously, you can swing your tiller to the lower side of the boat—the port side, in this case.

But supposing the wind continues too strong, and you're slacking off the sheets and putting down the tiller all the time. That would indicate that it's about time to take a reef in your mains'l. Toward the bottom of the mains'l you may have noticed a couple of rows

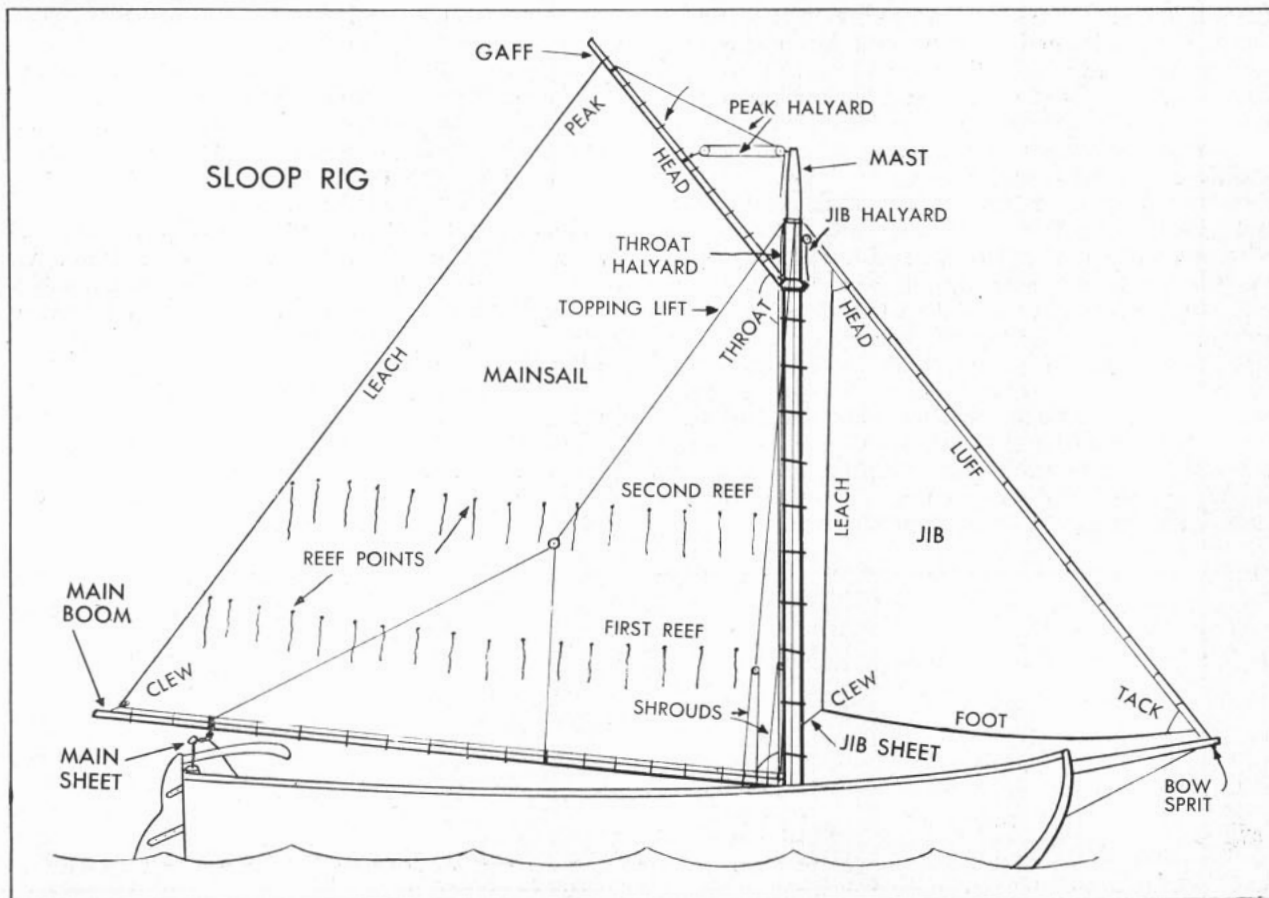
of heavy cords. Each cord has one end made into the sail and the other hanging loose. They are attached on both sides of the canvas, and are called reefing points.

So the thing to do is to head the boat into the wind, lower the sail a couple of feet, and tie all the lower row of reefing points on one side of the sail to those opposite on the other side of the sail, leading them under the boom to do so. Then tauten your canvas again and resume your cruise. You have taken a reef in the mains'l, and there is now considerably less sail area than before exposed to the wind. Some mains'ls have another row of reefing points on each side, above the first. If yours does, and if the wind is still too strong, the sail can be lowered further, and *these* reefing points tied under the boom. That constitutes "double reefing." Unless your jib has a boom, which is unlikely, you won't be able to take a reef in it. You won't need to, anyhow, unless you're caught in a hurricane.

Some small boats don't have any reefing points at all. If that is the case with yours, you had better head for the dock if the wind gets too strong for comfort.

You have sailed along with the wind abeam for quite awhile now, and think you had better head back toward the boat dock. How are you going to do that, when the wind is blowing directly to sea? It isn't hard, actually. All you do is swing her on into the wind, flattening the canvas aft meanwhile, until she's sailing as "close to the wind" as she'll sail. It won't take you long to learn when she's at her best. Too close to the wind: shaking sails and no speed. Not close enough: you're simply not advancing up-wind.

Your boat won't sail directly up-wind. Even an ice-



boat won't do that, and ice-boats sail closer to the wind than anything else under canvas. If the wind is in the south, you can sail southeast for awhile and then southwest for awhile. That's called *tacking*, and it will get you there. If the wind is coming in over the starboard bow, you're on the starboard tack; if it's coming in over the port bow, you're on the port tack.

Changing from one tack to the other is simple. Just let the bow swing down-wind a little to give you more speed, slack off the jib sheet, put your tiller hard down, and around you come. The boom will swing across the deck, but not violently. The sails will flap for a moment, then fill on the new tack—usually.

Sometimes, however, you won't have enough momentum to carry you on around till the sails refill. Then your boat will stop with the bow pointed into the wind, there will be a great commotion in the canvas, and you will have "missed stays." You will be "in irons," as the saying goes. That's no great harm, in most cases. Eventually the bow will "fall off" to port or starboard, and you will be either on your new tack or back on your old one and ready to try it again. But if you're in danger of going aground, you'd better get her squared away on the new tack the best way you can and as quickly as you can. A paddle is helpful, but disgraceful. Also, somebody can hurry forward and grab the jibs'l, using it for sort of a wind rudder to help bring the bow around.

If there's something wrong with the sail plan of your boat and she simply won't come about, you can always "jibe her"—that is, let the bow fall off down wind till the stern is pointed into the wind. Then walk the boom across carefully and fill on the new tack. This is considered unbecoming, unseamanlike, and lubberly in general. It just isn't done where it can be avoided.

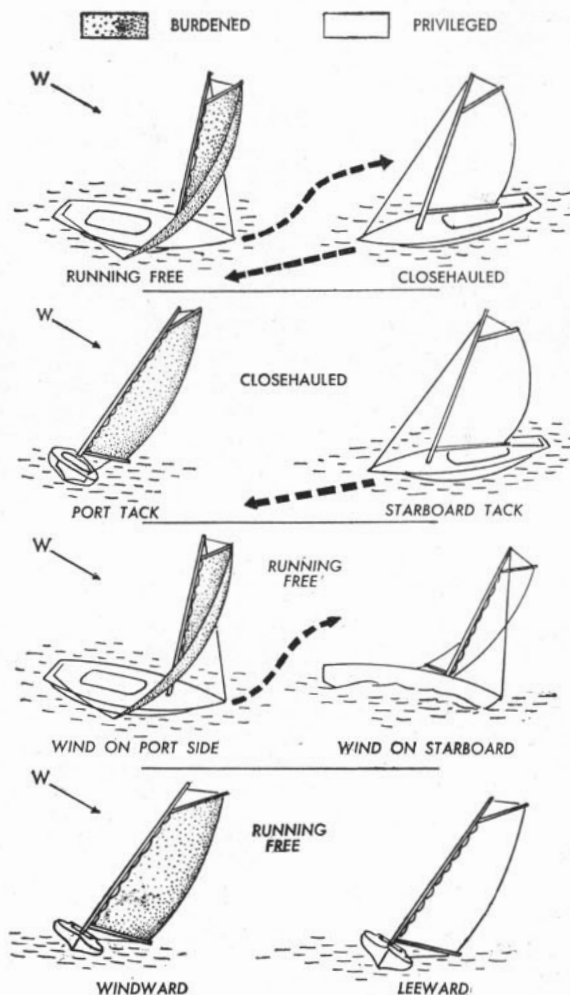
Well, you have tacked back till you're pretty close to where you started. Now you can either start all over again or tie up for this time. If you decide to tie up, you had better start getting some canvas off her before you get too close to the dock. It would be better to paddle the last few yards than to come in too fast and tear things up. At any rate, get the mains'l down while you still have plenty of time, and have somebody standing by the jib. Get him to drop the jib while you're still several yards out, and your momentum should carry you on in. Remember, you can't back her down for a screaming halt like they do with an LCVP.

However, if the wind is light and other boats are docking with their canvas up, it may be better for you to do it, too. Just luff freely as you approach the dock and after you get there.

Fun, wasn't it? No tired feet, no big expense, no headache tomorrow.

You will learn more about sailing if you stick with it, but if you follow the directions given here you will neither drown nor look ridiculous. A sailboat is no place for nonsense, but it's a lot safer than a motorcycle or a fast convertible.

This one hint should keep you out of any serious trouble if all else fails: In case of doubt, confusion or trouble, just head her into the wind. The sails will stop pulling, she'll be on an even keel, and you'll have time to collect your wits. If you're still not sure of yourself by the time she loses steerage way, toss over the anchor and read this article over again.—H. O. Austin, JOC, USN.



Some 'Rules of the Road'

Here are some "rules of the road" to help you keep from getting into trouble with other craft and harbor police.

- If a sail boat and a power vessel are proceeding in such directions as to involve risk of collision, the power vessel must keep out of the way of the other craft. It is bad sailing manners, and sometimes dangerous, to overwork this rule, however.

- A sailing craft which is running free must keep out of the way of a closehailed sail vessel. A sailing vessel is said to be running free when the wind is approaching from abaft the beam; closehailed when the wind is approaching from forward of the beam.

- A vessel closehailed on the port tack—the wind coming over the port bow—must keep out of the way of a vessel closehailed on the starboard tack.

- When both are running free, with the wind on different sides, the vessel which has the wind on its port side must keep out of the way of the other.

- When both are running free, with the wind on the same side, the vessel to windward must keep out of the way of the other.

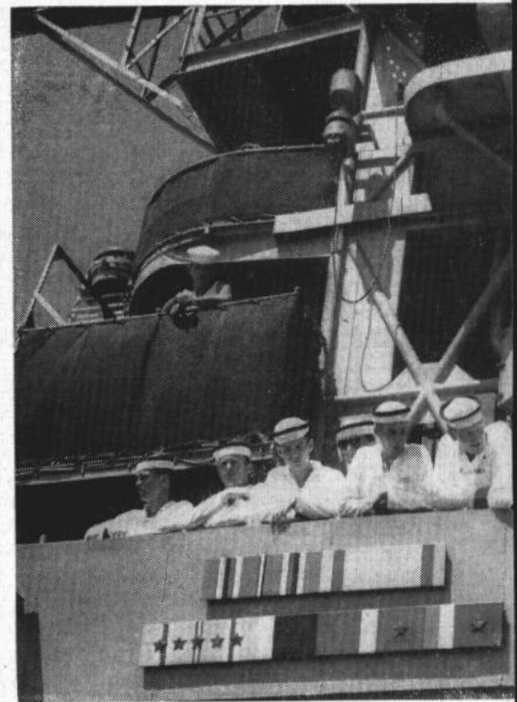
- Sailing vessels under way must keep out of the way of sailing vessels or sail boats fishing with nets, lines or trawls.



SHARP LOOKING midshipmen gathered from colleges throughout the U.S. board USS Cabot to spend a day at sea observing shipboard flight operations.



ATTRACTIVE link trainer instructor entertains an eager audience at NAS Pensacola. Middies' cruise touched on all aspects of ground and flight training.



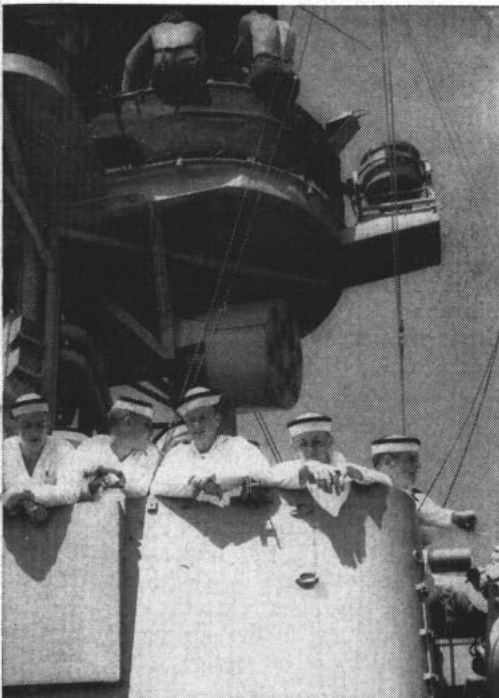
They Learn on

THIS SUMMER, as in summers past, thousands of young men from colleges and universities throughout the U.S. participated in NROTC training cruises. These cruises supplemented the courses they had studied in school with practical shipboard experience.

Taken at NAS Pensacola and



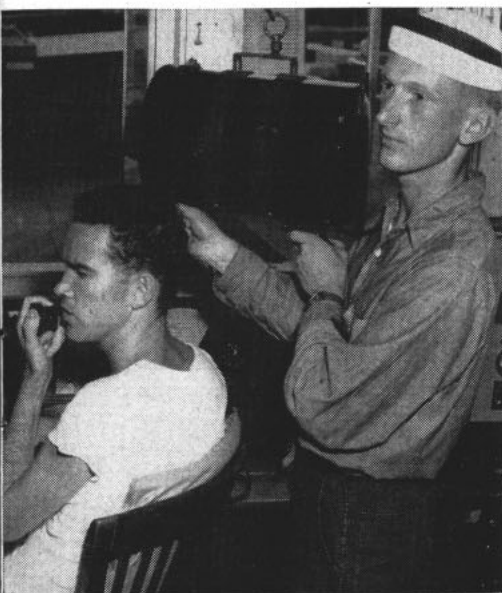
CONTROL TOWER procedures are learned rienced enlisted man (above). Left: Mid-



SUN SIGHT is made by midshipman under salty QMC's watchful eye (above). Left: NROTCers cluster on island of USS *Cabot* during flight operations.

Training Cruises

aboard the carriers USS *Coral Sea* (CVB 43) and USS *Cabot* (CVL 28), these photographs deal with but one aspect of a comprehensive program which touched on subjects from aviation indoctrination to submarine training, from amphibious landings to difficult battle problems on the high seas.

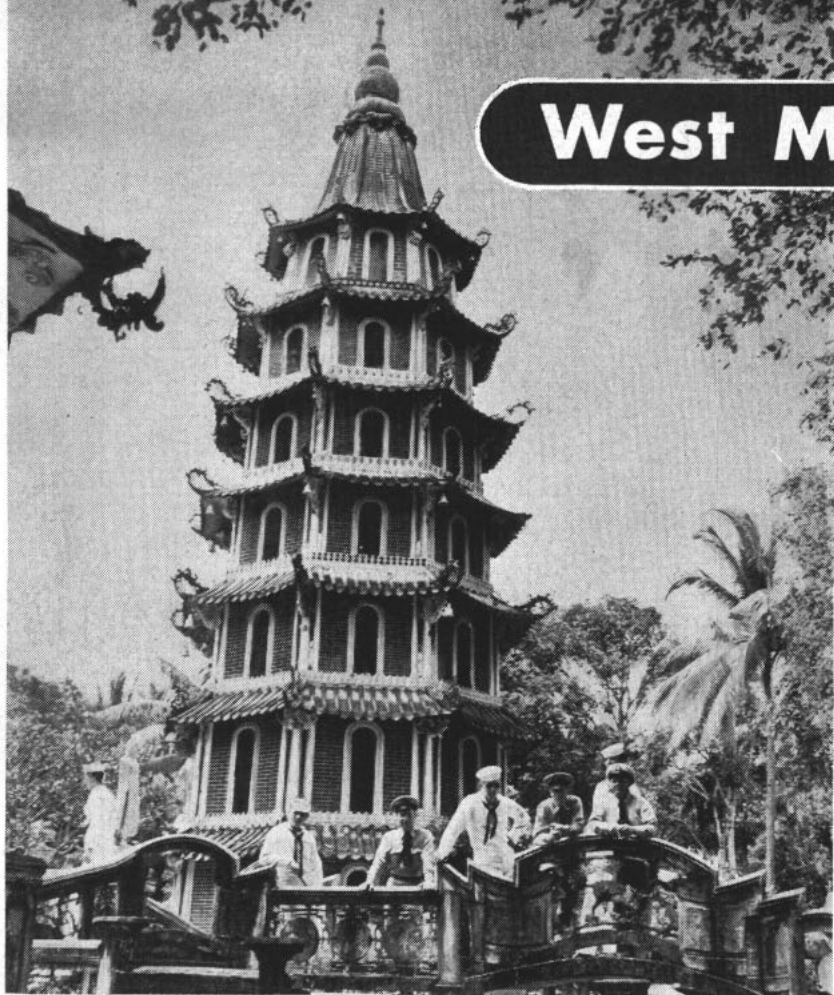


first hand under the guidance of an experienced examine controls of carrier's 'copter.



TRAINING to serve as officers in the world's greatest Navy, NROTC middies familiarize themselves with operation of gun mount on USS *Coral Sea*.

West Meets East in



EXOTIC Oriental tower, a landmark in Haw Par Gardens, forms backdrop for group of sailors from *Boxer*, *Parks* and *Craig* sightseeing in Singapore.



SIGHTSEERS—Hindu women wearing their pristine flowing garments, visit aboard the aircraft carrier USS *Boxer* during the ship's stay in Singapore.

SINGAPORE. Glamour city of the Far East. Meeting place of merchant and adventurer, crossroads of the Oriental tropics.

It was summer, before Korea's troubles began. Into the harbor at Singapore, at the eastern end of the Strait of Malacca which lies between Sumatra and the Malay Peninsula, steamed the U.S. Navy aircraft carrier *uss Boxer* (CV 21) and two destroyers—*uss Floyd B. Parks* (DD 884) and *uss John R. Craig* (DD 885). Men with access to maps and charts—and those as well with a good mental picture of the region—had felt themselves surrounded with adventure for days. Not far to the eastward lay Borneo; to the northward, across a corner of the Malay States, was the Gulf of Siam.

Soon, loaded liberty boats were leaving the ship for the landing. There were those who were reminded, despite themselves, of wartime amphibious landings. Perhaps it was the newness, the mystery, the prospect of treading ground previously unknown to them. But here no bullets whistled past; there was no sound of gunfire. The people welcomed the visitors with open arms, so to speak.

As soon as they set foot on the city streets the men felt crystallizing an impression which had begun to form as soon as the ship entered the harbor—the impression of contrasts. In the harbor, boats of the crudest kind rubbed bilge keels with modern warships and luxurious ocean liners. On the pavement, sweating coolies, and "trishaws"—three-wheeled, man-powered, pedal-driven taxis—threaded their way among electric busses and limousines. Businessmen and tourists in crisp tropical suits shared the sidewalk with peddlers in breech clouts.

Wherever there are American sailors there is, or should be, an amusement park. In this respect, Singapore didn't disappoint the men of *Boxer*, *Parks* and *Craig*. Singapore has three amusement parks—named the New World, the Happy World and the Great World. In addition to many common amusement-park attractions, these three fun spots offer a wide variety of cabarets, theaters, shops and restaurants. An Oriental play—

Singapore

or part of one—while utterly meaningless to us westerners, is really something to see.

No matter how good the food may be aboard ship, the U.S. Navyman likes to eat ashore once in a while—for variety's sake, if for no other reason. In Singapore there is variety a-plenty in menus. Some of the men thought that dining opportunities there compared favorably with those in San Francisco—which is saying a lot.

The city of Singapore is situated on an island, also named Singapore. The island is approximately 26 miles long and 14 miles wide, with the area computed as 220 square miles. The population of the island is given in the 1950 World Almanac as 940,000, with approximately half of this number living in the city. Great Britain obtained the island from the Sultan of Johore in 1819. At that time the whole area was virtually an uninhabited swampland, but the British soon made it into a great seaport.

In 1922 England began to fortify the city on a large scale, but unfortunately most of the fortifications were designed to repel invaders from seaward. Early in World War II the Japanese stormed the city from the rear by advancing on it through the jungles and swamps of the Malayan mainland. Singapore fell, and was in Japanese hands from February 1942 to September 1945.

Although not much more than 100 years old, Singapore has gained fame as the economic key to the East Indies. At the same time, with the help of adventure writers, it has been built up in the minds of millions as the haunt of swashbuckling soldiers of fortune. The city deserves its name as key to the East Indies. Any power that owns the seaport can dominate the rich trade route between Europe and the Netherland Indies, China and Japan. As for the other type of fame—adventurers of every stripe have certainly stopped there, and some have remained.

Of the people who came and stayed, most were Chinese. Few of them were very adventurous, as red-blooded Americans interpret the word. Many became merchants, competing with the Indians in selling



WEIRD, WILD MUSIC of the Orient's ubiquitous snake charmer renders the deadly reptiles as docile as pets—which they possibly are to begin with.



EAST MEETS WEST in Singapore, city of contrasts. On the flight deck of a modern aircraft carrier, traditional turbans and beards seem incongruous.



HIGHLY PRAISED gasoline tanker *USS Chewaucan* (AOG 50) rides quietly at anchor in harbor at Villefranche. *USS Newport News* is in background.

Tanker No Longer Takes a Back Seat

Unaccustomed as the oiler *Chewaucan* is to any kind of publicity, the 4,100-ton craft still has a red tinge to her paint job from blushing.

Chewaucan (AOG 50) has been with the Sixth Fleet in the Mediterranean for three years now, and it was normal procedure for the little oiler to take a back seat to the bigger warships.

Newspaper reporters, brought over to tell the folks back home how the Navy looks in foreign waters, wrote glowing accounts about such ships as *uss Salem* and before that *uss Newport News*.

But on one recent trip a group of newsmen from New England papers decided they would like to try *Chewaucan* for stories. They went aboard at Gibraltar and spent several pleasant days with the oiler.

Not until they had returned to the United States did the men on *Chewaucan* realize what a hit the oiler had made. "Rave notices" in the form of clippings began to trickle back, all in high praise of the tiny ship and its five officers and 79 men.

Typical of the stories was one printed in the *Boston Globe*. "The *Chewaucan* is about as neat, trim, clean, comfortable and efficiently

run a ship as you can imagine," wrote reporter Cyrus Durgin. "There are no rust spots, and there is no grease. The coffee is fresh and plentiful, and so is the food. The officers are capable and friendly, and the crew is a happy lot—you can tell that from the way they work and the way they speak to you.

"*Chewaucan* gets her nautical tone from her skipper, Lieutenant Commander J. H. Kelly, USN, who was born in Western Canada but calls his home port Norfolk, Va., who enlisted in the Navy when he was 17, and is now in his 23rd year in the service.

"The crew is encouraged in leisure time hobbies. One man is building a model house in the carpenter shop, another plays the accordion more than passably well.

"It is surprising, too, how many things there are to make life pleasant for the crew. For example, they have not one, but two 16-mm movie projectors in the crew's mess hall, so that you don't have to wait between reels. They can make good ice cream here, too, as we found out tonight when the mess steward placed before us the biggest helping of apple pie and ice cream known to man."

American fountain pens, shirts and razor blades. A few became millionaires by dealing in rubber, tin and quinine. Some are house servants, factory hands, coolies, rickshawmen or stevedores.

Many languages are spoken, but English is understood almost everywhere. The standard medium of exchange is the Malayan dollar, worth about 33 cents, U.S.

Souvenir hunters from the three ships had their hey-day in Singapore, coming back with almost everything from sarongs to side-saddles. Silverware, chinaware, leatherware and lacquerware were everywhere. Prices, the sailors thought, were on the reasonable side.

So much to see in Singapore, and not much time in which to see it. Crude, clumsy boats coming into the heart of the city on the Singapore River, loaded with bales of rubber. . . . A snake charmer producing weird wild music to bring a hooded cobra upward, swaying, from its basket. . . . A huge bronzed concrete statue of Buddha sitting beneath a vaulted roof. . . .

The Raffles Museum and Library and the Botanical Gardens . . . Mohammedan Mosques, Hindu and Buddhist temples . . . the Fullerton Building, Victoria Memorial Hall, the Supreme Court, the Municipal Building . . . billboards in English, Malay and Chinese; Coca Cola signs . . . hundreds of sampans on the Singapore River.

The arrival of the American sailors added to the already enthusiastic feeling of the local people for American sports. Basketball teams from the carrier and the destroyers played exhibition games with several of the home teams. Baseball is less common than basketball and tennis there, and many of the spectators saw their first baseball game when *Boxer* and *Craig* staged an exhibition match.

One day it was time to depart. Memories were widely varied. Despite Singapore's fame in story and song as an exotic port of the Far East, some thought that the place had much in common with Kansas City. Still, there were differences—great differences. And the general opinion was that Singapore is the best liberty port in its part of the world.

Said the city's commissioner of police, "An exemplary standard of discipline and good behavior was displayed by all."

These Men of the Sea Do 4.0 Job as Men of the Soil

NOW that the frost is on the pun-kin and ruin reigns in the potato patch, the wardroom folks at U.S. Naval Air Station, Atlantic City, N.J., sometimes sit back and reflect upon the success of their 1950 garden project. Still fresh is the memory of roasting ears and crisp green cucumbers, and the ledger book shows a saving of \$1,000 or more.

An annual gardening venture was first inaugurated at NAS Atlantic City several years ago. The program was expanded this year, and provided an abundant supply of fresh vegetables just at the peak of the market demand in the resort area where the air station is located.

Conferences which began early in the spring resulted in sound plans. The station nurse supervised the project and acted as mess caterer. The chief steward pitched in with ready suggestions and rural wisdom, while a steward first class volunteered to be boss-man for planting and working the garden.

Long before plowing time, those in responsible positions were poring over seed catalogs and planning the garden. It was found that seeds would require an investment of \$38. To those who remembered buying seeds in 10-cent packages back home, this outlay at first seemed tremendous. Another \$20



LEADERS in the gardening venture which has saved NAS Atlantic City over \$1,000 are (L to R) A. Johnson, SD1; Lt. L. Simon, NC, and J. Anthony, SDC.

was spent for plowing the two acres and preparing the ground for planting. Ten dollars would be required for insecticide. That made a total of \$68, but it was really the total—and the sum was soon overtaken in savings.

Daily diligence in watering, weeding and hoeing brought its first reward early in May. Tasty red radishes and crisp green-and-white onions were ready.

Waning summer found the boun-

ty of spring still overflowing. Quick freezing was the answer, it was agreed. During many summer afternoons, busy hands washed, cut, prepared and packed. Half a cent a pound paid for commercial freezing. The galley reefers provided refrigerated storage space afterward. Christmas will find fresh peas on the table.

Sponsors of the Atlantic City air station garden think it is unique as regards the stateside Navy.



HOME GROWN fresh vegetables (left) gathered from the gardens, are processed for freezing (right) for use during the winter months. Sponsors believe it is unique in stateside Navy. Project also means savings on ledger book.

Brief news items about other branches of the armed services

★ ★ ★

IN TUNE WITH THE TIMES, Army training has reacquired a grim note reminiscent of the early 1940s. *Realism* is the revived byword, with countermeasures against guerrilla and infiltration tactics emphasized.

Instructions have been issued to all Army field commanders in the U.S., pointing out that the American soldier's training must be designed to prepare him psychologically to meet battlefield conditions. In a first step toward that goal, the use of live ammunition has been reestablished as part of the Army's training program. Also, firing courses designed to condition men psychologically for combat are now being used.

Learning infiltration tactics, Army trainees worm their way under barbed wire obstacles while machine gun bullets whistle just overhead. The "city and village fighting course" and the "close combat course" teach realistically the techniques of specialized close-quarter combat. The courses are designed to accustom men to the noise and uproar of battle.

Safety officers carefully supervise all this type of training. Accidents were not excessive in World War II training where similar techniques were used. The number of lives ultimately saved is known to be worth the risk involved.

★ ★ ★

A TWO-STAGE ROCKET has been successfully flight-tested on a horizontal run for the first time. The double-headed, 14-ton missile was launched by Army Ordnancemen at the Air Force Long Range Proving Ground, Cocoa, Fla., and hurtled 63 miles out over the Atlantic at a speed of 3,600 miles per hour.

The 56-foot guided missile, named "Bumper," was a combination of a reworked German V-2 and the smaller U.S. designed Wac Corporal rocket. When unleashed, the entire unit, traveling an arc similar to the trajectory of an artillery shell, climbed 51,000 feet. At that height the smaller Wac Corporal, resting in the nose of the V-2, was fired by remote control. The "mother" V-2 dropped down to 20,000 feet where a charge of TNT

inside it was fired by radar, shattering it to bits. The last 15 miles of the flight was made by the Wac Corporal alone.

Purpose of the test flight was to investigate certain high supersonic velocity phenomena at relatively low altitudes, and to make a further study of the principle of launching a smaller rocket missile from a larger missile in flight. No information relative to the missile's performance was released, except that the firing was considered a complete success.

A similar two-stage rocket was fired at the White Sands Proving Grounds, N.M., in February 1949, establishing an altitude record of 250 miles.

★ ★ ★

FOR SOMETHING THAT has never gone anywhere, the Cape Florida lighthouse on the Florida Keys has been through a lot in its 125 years of existence.

There was a wild day in 1836 when the structure resembled a factory smokestack more than an aid to navigation, and the area rang with the cries of redskins during the Seminole War.

The two keepers—John W. B. Thompson and his helper—hammered at the Seminoles and the Seminoles fired back, until dark. Then the Indians took more drastic measures; they set fire to the door and the lowest shuttered window.

The men retreated to the lamp itself and managed to keep the fire confined below for awhile by covering the hatchway that led up from below. Soon, however, the pair was driven out onto the narrow walkway which surrounded the structure just below the lantern. There, while being almost roasted alive, they were subject to accurate musket fire from below.

The assistant died from his wounds and Thompson was on the verge of leaping from his perch when the interior of the lighthouse collapsed, dropping the fire to the bottom. A cooling breeze brought added comfort, and the keeper lay still.

Thinking their victim dead, the Indians departed after setting fire to the dwelling house nearby. With them they took the lighthouse keepers' sail boat and other loot. On the following day help came and Thompson was rescued. Although crippled for life, he survived the frightful experience.

This, one might say, was the climax of this lighthouse's existence. The event occurred 11 years after its completion. Rebuilding was authorized one year after the Seminole attack, but was not completed until nine additional years had passed. Hostile Indians in the nearby everglades were the factor which delayed matters. In 1855 the tower was extended an additional 30 feet upward from its original height of 65 feet. The lighting apparatus was destroyed during the Civil War—in 1861—and wasn't rebuilt until six years later.

Cape Florida Lighthouse served as a guide to seamen passing the dangerous Florida Reef until 15 June 1878.



POWERFUL tanks such as 92,000-pound M-26 General Pershing play leading role in modern infantry operations.

At that time a new light called Fowey Rocks Light was put into operation.

While now privately owned and no longer used as a light, the old structure is still carried on the Coast Guard light list. "Cape Florida Daybeacon," it is described, "White unused lighthouse tower, privately maintained."

★ ★ ★

SMALL-SIZE TELEPHONE switchboards for field use are the latest thing in the Army's "miniaturization" program which has been underway for some time.

Although weighing only 22 pounds—less than half as much as the units they will replace—the new switchboards will have twice the capacity of their predecessors. Of the two types of switchboards which will be replaced by the new midget, one weighs 48 pounds and the other 72. In the number of lines it is capable of handling, the new board will match the old 72-pound heavyweight—12 lines. The 48-pounder could take care of only six.

In bulk, the new switchboard is only a third as large as the smallest type previously used. It is shock-proof for parachute dropping and jeep transportation. It is completely waterproof when in its carrying case and water resistant when set up for use. As many as three of the units can be hooked up together. When this is done and slight modifications made, 46 lines can be accommodated at one time. Its retractable cords stay clear of wet, muddy ground.

The new switchboard is scheduled for production this year.

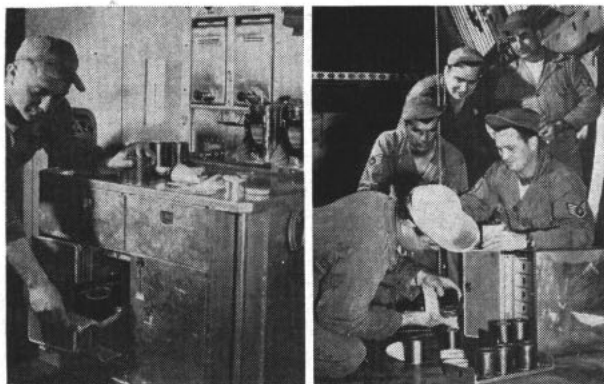
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IN THE FUTURE, British, Canadian and U. S. military pilots may get their primary basic flight training in the same plane.

The plane—not yet on the drawing boards—will be a combination of the best characteristics of the basic training planes now being used by all three countries.

As a first step in this long-range plan to standardize pilot training on the basic level, training planes from Britain and Canada are now at Randolph Air Force Base in Texas. There they will be put through their paces and evaluated by the Air Force and the Navy.

Evaluation completed, the characteristics of the for-



NEW OVENS developed for Air Force quickly provide hot chow for passengers and aircrews on long missions.

eign models will be compared with those of U. S. training planes and the best features of all combined into an ideal basic training plane.

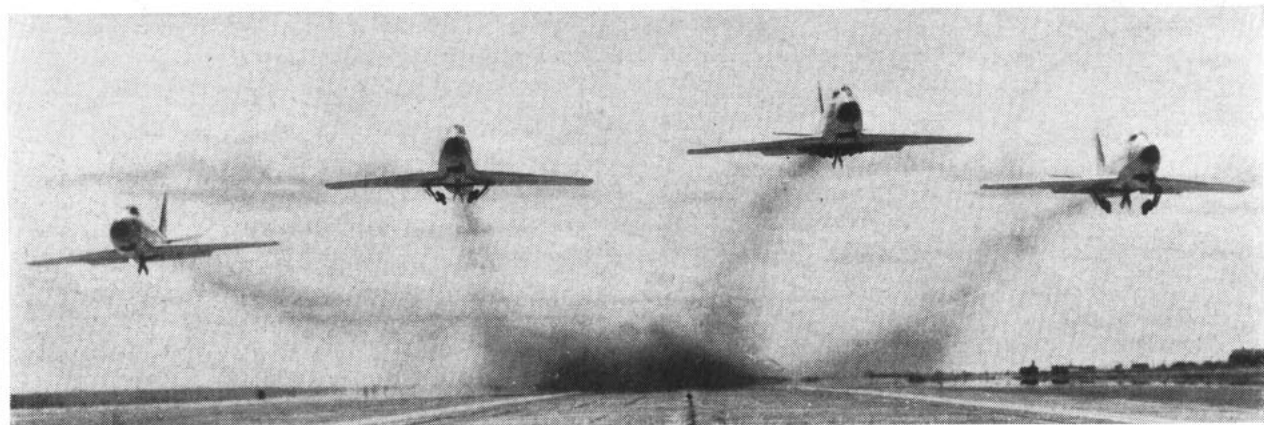
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COAST GUARDSMEN "made like Seabees" during a helpful Pacific cruise, when they set up a marine railway at French Frigate Shoals in the Hawaiian Islands.

The two-day job of assembling the marine railway was just one of the tasks that the crew of the Coast Guard cargo ship *uscg Kukui* performed during a 9,000-mile Pacific trip. Several other out-of-the-way places were touched during the trip—Niihau in the Hawaiian Islands, Wake Island, Kwajalein and Majuro atolls in the Marshall Islands, Makin atoll in the Gilbert Islands and Cocos Island and Guam in the Marianas.

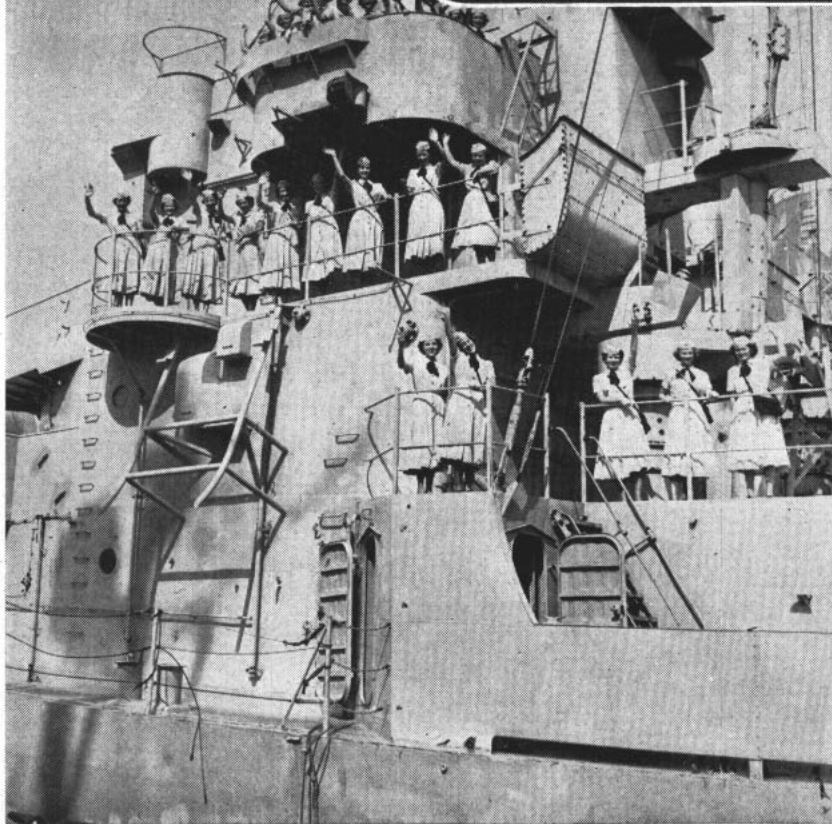
The three-month voyage was made primarily to move construction equipment and supply loran stations. Building material, heavy equipment, food supplies and fuel were unloaded at Cocos Island. Four 90-foot antenna poles were left at Wake.

But perhaps the most appreciated task was that of assembling the marine railway at French Frigate Shoals. With this device for launching and beaching a small boat, the 13 Coast Guard loran operators there are able to pick up mail at near-by Tern Island more often.



SMOKE TRAILS are left by F-86 Sabres of the 81st Fighter-Interceptor Wing making formation takeoff at Larson AFB.

New Reserve Waves



ENTHUSIASTIC Wave recruits clamber over the mothballed USS *Whitehurst* while on a field trip during their two-weeks Reserve indoctrination training.



HAVE you heard the story of *Ginny*, the *Ninny of the Goon Platoon*?

Ginny symbolizes the fact that the Navy's Waves have "arrived." Already they have a folklore, and swap elaborate sea stories in keeping with the highest Navy traditions. Sea lan-



READY TO GO aloft on their first Navy flight, jaunty Reserve Waves are all smiles as they board the plane.



NO PRIVATE ROOM—During the two-week course neophyte Waves sleep in barracks and stand in chow lines.

Get Salty



guage has become a part of their daily vocabulary, and they wear their bluejackets with a jaunty pride.

This year for the first time Wave recruits of the Naval Reserve packed their lipsticks and compacts into their duffel bags, left their civilian jobs as stenographers, salesgirls and accountants for a two-week indoctrination in Navy life.

They liked it.

From every naval district came enthusiastic reports of the way the new Reserve Waves responded to the rigorous training schedule, which packed in not only classroom lectures, but pistol practice, marching drills, swimming instruction, watch standing and lessons in military etiquette.

From 0630 reveille to 2230 taps, the Wave Reserve recruits lived a full Navy "shoreside" life, sleeping in barracks and standing in chow lines.

They learned how to make beds Navy style, to keep their quarters shipshape, and the importance of making musters—on time.

They nursed sore feet after marching practice, and standing at inspections. Like all good sailors, they "griped" about things. And they established an esprit de corps which is evident in the songs they have composed for marching and recreation room ballads.

Ginny, for example, is the Wave



TRICK AT THE WHEEL is taken by Waves visiting USS Colahan (above). Left: Canal Zone Reservists, fully-rigged, tour local fire-fighting training facilities.



SWIMMING instruction is included in the rigorous indoctrination course (above). Below: In Cleveland, Wave trainees inspect the submarine USS Gar.





BLOOD TESTS and shots, important to health but inevitably unpleasant, are a necessary evil in the program.



SORE FEET acquired during arduous close-order drill, are improved by tender care and good-natured 'griping.'

counterpart of Dilbert, or Stalemate:

*If there ever was a seaman that
was struck by the moon,
Oh, it's Ginny, the Ninny of the
Goon Platoon.
Oh, she flaunts femininity with
curls and with frills,
But her mates want to choke 'er
when she drills. . . .*

Then there's the ditty which starts off:

"Don't make my girl a sailor, the weeping mother said—" because she's always been a home girl and she's never been to sea. However, the story has a happy ending, and the future Wave finally joins up.

Early morning rising, required of

Waves as of all bluejackets, comes in for the usual criticism:

*When they wake us in the morning,
with a mighty bell,
We hit the deck, and we feel
like—well. . . .*

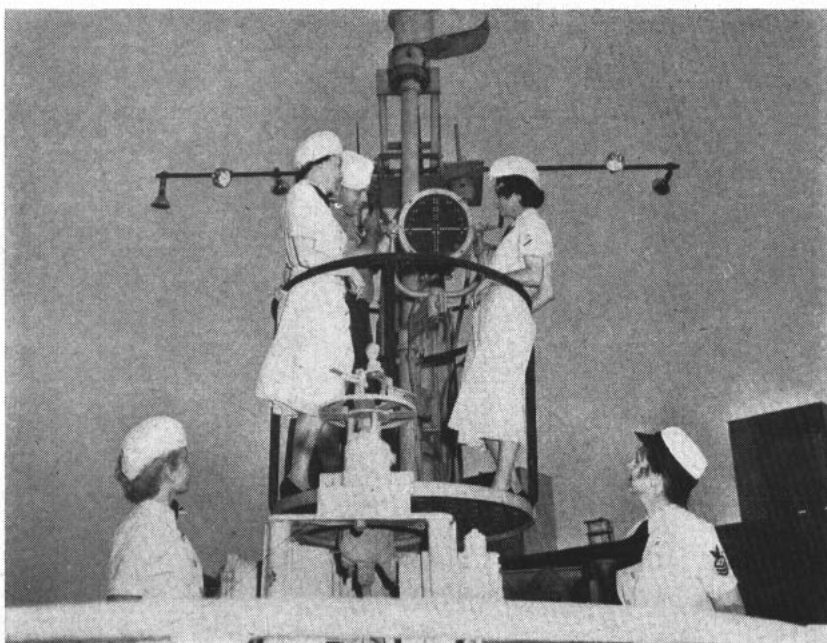
Not only are Waves now participating in the Navy's recruit training program, but they are also enrolled in the rate-training programs of the Organized Reserve. Waves have been welcomed into Organized and Volunteer drilling units, and some units composed entirely of Wave Volunteer Reservists have been established.

Purpose of this training program is to help Waves prepare for possible mobilization assignments.

During World War II, some 104,000 women volunteered their services as Navy Waves. Today, the youthful Wave Reserve has a membership of 15,000 which is mounting daily.

It may be a "man's Navy," but the Waves are an important part of it. In the words of another of their songs, this time a sentimental one, they are ready to

*—Carry on for that gallant ship,
And for every hero brave
Who will find ashore
His man-sized chore
Was done by a Navy Wave.*



SALTY submariner demonstrates for visiting Waves the historic art of sending messages ship-to-ship via blinker. Reserve membership is mounting daily.

LETTERS TO THE EDITOR

Transfer to Home District

SIR: Is there a letter or directive out that specifically authorizes ordering a man to his home naval district prior to transfer to the Fleet Reserve? Several of us would like to submit a request for transfer to our home naval district, but cannot find a BuPers letter or directive to reference on the matter.—R. P. B., BMC, USN.

● *Other than Article C-5203, BuPers Manual, there is no authority or reference for enlisted personnel requesting duty in their home naval district while awaiting transfer to the Fleet Reserve.*

However, as you probably have learned since writing your letter, it is not the current practice of the Bureau of Naval Personnel to approve requests of this nature in view of the present international situation and the provisions of Alnav 73-50 (NDB, 31 July 1950).

The word we have now is that at such time as the international situation permits or Alnav 73-50 is cancelled, requests for transfer to home naval districts for the last months of service prior to transfer to the Fleet Reserve or the Retired List will be handled individually, with the final decision based on (1) the needs of the service, (2) availability for transfer and whether or not a relief will be required, (3) whether or not request for transfer to the Fleet Reserve or the Retired List has been approved and the date set, (4) how long a man has been at sea and/or in his present billet since his last tour of duty ashore, and (5) whether his overall record indicates special consideration due him.—Ed.

Who Reduces Retirement Pay?

SIR: (1) Under what circumstances and by whose authority can retirement pay of retired military personnel be reduced? (2) When a chief changes his rating to another rating in the same pay grade, does he retain his seniority of time in rate or does he lose it?—R. S. G., ACC, USN.

● (1) *By Act of Congress only. Retired pay provisions are always included in any pay bills for active personnel. Conditions of national economy generally dictate any reductions in pay, retired or active, and the last reduction was made under the Economy Act of 1932, providing for a temporary reduction in retired pay which lasted from 1 July 1932 to 30 June 1934.*

(2) *He retains it. The date of advancement to chief petty officer, acting appointment, determines the date of precedence for any chief petty officer.—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.

Mustering-Out Payment

SIR: I just reenlisted on board, having first entered the Navy on 24 June 1947 and have been serving on active duty ever since. I would like to know if I rate the \$300 mustering-out payment, as I have served on sea duty since 31 Oct 1947 and have made two Mediterranean cruises.—R. I. W., YN3, USN.

● *If the information you relate is correct, you were entitled to MOP when honorable discharge was actually effected. However, the actual determination of entitlement is made by BuPers. No MOP is payable upon discharge from an enlistment or reenlistment entered into on or after 1 July 1947, but as you state your date of entry was earlier, you apparently meet the requirements for payment of MOP.—Ed.*

Meaning of Term 'Seven Seas'

SIR: Would you please inform me as to the meaning of the expression, "Man and boy . . . for forty years I've sailed the seven seas"? Could the sailor have meant that he had sailed all over the world?

There are only five oceans listed on the charts but I contend that the Atlantic and the Pacific are each divided into two oceans, thereby bringing some truth to this sailor's statement. I believe that the expression is taken from Rudyard Kipling's poem "Sea Chanty."

I'm thanking you in advance for your assistance, and hope you can help me collect from a couple of chief gunner's mates.—J. C. M., BMC, USN.

● *The expression "to sail the seven seas" means to cover all the waters of the globe, or in other words, the seven oceans of the world. These are considered to be the North and South Atlantic, the North and South Pacific, the Indian Ocean, the Arctic Ocean and the Antarctic Ocean.*

Webster's Dictionary states that the phrase probably had its origin in Brahmanic mythology, the seven seas considered as surrounding and dividing the seven land masses of the earth.—Ed.

Property Tax Exemption

SIR: Does the law require that a serviceman must pay personal property taxes on such locally-purchased items as an automobile? County officials here at Cherry Point, N.C., say you must even though you have paid the state tax and your car has been registered with the state.—N. O. S., SSgt, USMC.

● *Current law (the Soldiers and Sailors Relief Act of 1940, as amended, and as extended by the Selective Service Act of 1948) provides that members of the armed forces shall not be subjected to income or personal property taxes in any state or county or other division under the jurisdiction of the United States if they are living there solely by reason of naval or military duty orders and have an established permanent home or domicile in another state.*

But there is an exception in the law in regard to automobiles. For a serviceman to be exempt from the personal property taxes on an automobile, he must show that the car has been registered and the taxes on it paid in the state of his permanent or legal residence.

From your information it appears that your legal or permanent residence is in a state other than North Carolina and, since your car has not been registered in that state or taxes paid there, you will not be entitled to exemption from either the North Carolina state tax or the local county tax on automobiles.—Ed.

Duty with Naval Intelligence

SIR: I would like some information as to the requirements and necessary qualifications for duty with Naval Intelligence. (1) What ratings are eligible? (2) How, and to whom are requests submitted? (3) What previous experience or duty would help to qualify? (4) Are correspondence courses in Naval Intelligence available to enlisted personnel? (5) What GCT scores are necessary?—P. V. H., EN2, USN.

● *Enlisted personnel are ordered to duty in the Naval Intelligence organization solely for carrying out the duties for which they are qualified within their ratings, and not for performing specific intelligence duties. The answers to your questions are: (1) YN, SK, DK, RM, TE, PH, HM, AD, AO, and AL. (2) Requests should be addressed to the Chief of Naval Personnel via your commanding officer and the Chief of Naval Operations. (3) Irrelevant. See above (4) No. (5) No special GCT score is required for this duty.—Ed.*

Stars on Combat Pin and Ribbon

SIR: A letter on p. 28 of ALL HANDS, July 1950, inquires as to the number of stars on a submarine combat pin and the number of stars on an area campaign ribbon and the relationship between them—that is, whether a star can be worn on the combat pin and one on the area ribbon for the same patrol. Your answer was "yes," but I think it was misleading in that a man might rate a star on his area ribbon but not on his combat pin.

The key to the question is that the authorization for wearing the submarine combat pin and the additional stars is that the war patrol must be designated as "successful," whereas stars for the area campaign ribbon may be authorized for each combat war patrol whether successful or not—or at least that's my interpretation of current regulations. In other words, could a man be entitled to 11 stars on his area ribbon for 11 war patrols, while rating only a combat pin with three stars for four successful war patrols? —LCDR J.I.S., USN.

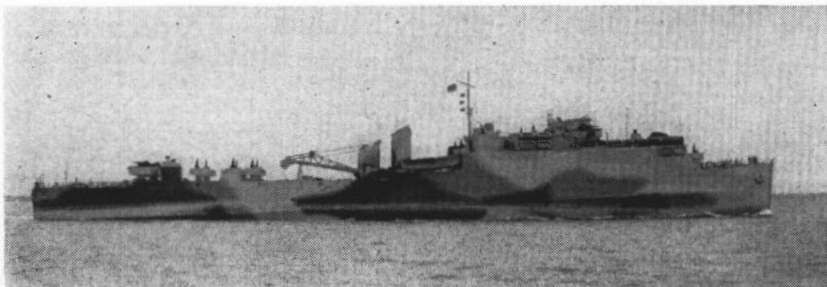
● You are right. In the particular case in the July issue, the number of stars happened to be the same on both the area ribbon and the combat pin. But since the criteria differ for awarding stars on each, the number will not necessarily coincide.

You can't go wrong if you follow the publication Decorations, Medals, Ribbons and Badges of the U. S. Navy, 1948 (NavPers 15709) for stars authorized on the area ribbon, and combat pin stars as authorized by the Submarine Force Commander. A copy of this publication is available on all ships and stations.—Ed.

How Many LCMs on LSDs

SIR: In your June issue you stated in "Here's Your Navy" that an LSD carried 14 LCMs. While serving in USS Donner (LSD 20) we carried a total of 18 LCM(6)s. Please correct me if I'm wrong, but I'd bet my last dime on it.—E.D.C., CHBOSN, USN.

● Your last dime is safe, Bos'n. It is true that 18 LCM(6)s were carried in LSDs; also 20 LCM(3)s. The skipper of the LSD we mentioned just didn't believe in crowding.—Ed.



LANDING SHIP, DOCK (LSD)—Ships of this type could carry as many as 20 LCM(3)s.

Who Gets Good Conduct Pay?

SIR: I would like to know if the 10 per cent extra for good conduct for people transferred to the Fleet Reserve has been discontinued since passage of the Career Compensation Act.—F. B. K., BM1, USN.

● The extra 10 per cent for 20 years or more of good conduct can be paid to those transferring to Class F-4-D of the Fleet Reserve and using the fractional method for computation of retainer pay. For these, it applies whether they are under the Career Compensation Act or whether they are entitled to "saved pay." Not entitled to it are those transferring to any other class of the Fleet Reserve, and those transferring to Class F-4-D and using the percentage method for computation of retainer pay.

For a roundup of all matters pertaining to retainer and retired pay, see the joint BuPers-BuSandA letter numbered 50-448 in the 15 June 1950 Navy Department Bulletin. This will be found on page 67 of that bulletin.—Ed.

Aviation Bonus and MOP

SIR: Reserve officers A-V (N)—later A-1—of my rank who did not choose the Regular Navy for a career were discharged and collected their \$500 per year aviation bonus money. As shortly as two months later, a few applied for USN and were accepted. Now they are back in, with no change in status except for a small loss in numbers.

This makes the rest of us, who stuck by the Navy, feel as though we were penalized. What did we gain by forfeiting our bonus? Also, why doesn't the discharge from the Naval Reserve prior to accepting a commission in the Regular Navy meet the specifications?

It appears that the above is similar to the case of Reserve officers, lieutenants and below in rank, receiving \$300 mustering-out pay upon discharge from the Naval Reserve, and then becoming regular USN.—E. F. V., LCDR, USN.

● Eligibility of officers of Class A-V (N),—later A-1—USNR, to receive the

lump-sum payment of \$500 per annum was covered in BuPers Circ. Ltr. 281-43 (AS & SL, 31 Dec 1943). This circular letter quoted Section 12 of the Naval Aviation Cadet Act of 1942, as amended and approved, effective 4 Aug 1942.

The primary purpose of the bonus was to provide the officers concerned with a financial stake to tide them over the period of readjustment to civil life. In addition, it was to help defray the expenses of completing their education, which had been interrupted by their naval service. The Report of Hearings before the congressional committee which reported this bill indicates clearly the intent of Congress that only those eligible officers would receive the bonus who did not apply for commissions in the Regular Navy, or who applied but were not selected.

One of the outgrowths of World War II was the "Transfer Program" which enabled certain Reserve and temporary officers to obtain permanent commissions in the Regular Navy. That a particular Reserve officer, after release from active duty, and after receiving his bonus money pursuant to the Naval Aviation Cadet Act of 1942, might later request and be selected for duty in a permanent USN status pursuant to the so-called "Transfer Act" could not be predicted. Such action was entirely within his prerogative.

Those officers who applied for and accepted permanent USN commissions while on active duty were not, in fact, released from active duty, but were merely transferred from a Reserve to a Regular status. By the act of accepting commissions in the Regular Navy, they automatically vacated their commissions in the Naval Reserve.

Among others, the following were not entitled to \$300 MOP:

Officers receiving pay of the fourth pay period and above at time of discharge or release.

Naval Reserve officers, class A-V (N), who were entitled to lump sum payment at time of release.—Ed.

Competence in QM-SM Rates

SIR: The ship I am aboard has a common existing situation which I know exists on many other ships; the age old QM-SM problem.

We have two bridges—the navigation bridge and the flying bridge (signal bridge). When operating we are compelled to maintain two watches—quartermaster and signalman. We do not and have not had enough men to successfully rotate QM and SM watches which would qualify a man for both visual communication and navigation and which I am sure was the purpose of BuPers in establishing one rating—quartermaster.

The result on several ships is this:

Quartermasters know nothing of satisfactory operating with visual communications—and signalmen, not working at the task of quartermaster and having the course book alone, do not begin to qualify in accordance with the examination for advancement in rating.

Upon investigation, I find quartermasters pass the exam without any visual operating exam. The operating grade is simply entered, passing or above whereas signalmen fail from lack of practical experience in quartermaster duties.

(1) Is there a shortage of such personnel throughout the Navy?

(2) Is there any specific directive which would help this existing condition?—C. W. N., QM3, USN.

• If there are today quartermasters who have slipped through their practical factors without the proper skills, they will probably regret it when they come up for their next service-wide examination for advancement in rate.

Competitive service-wide exams were given for advancement to non-CPO petty officer pay grades for the first time in July of this year (See ALL HANDS, March 1950, p. 42-43).

With the new exam set-up, all men in the Navy who are recommended for, say, quartermaster second class, must pass the identical written test. The test covers all of the requirements for quartermaster second, both those relating to navigation and those relating to signaling.

Those who complete the test with the highest scores will get first crack at billets which open up for quartermaster seconds.

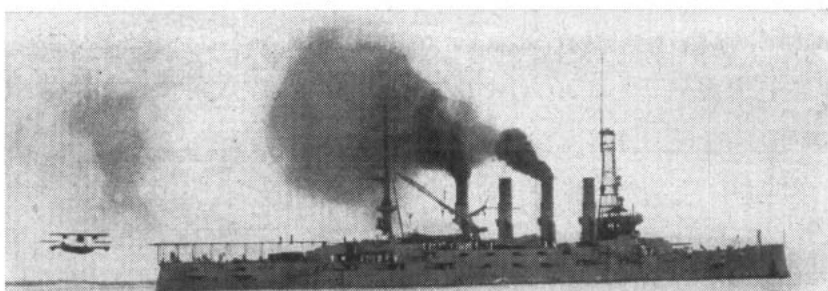
(1) There is an oversupply of chief quartermasters and an undersupply of QM1, QM2 and QM3.

(2) The directives you want are BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) and NavPers Form 624. They both require completion of the practical factors prior to recommendation for advancement.—Ed.

No Wave Boatswain's Mates

SIR: I'm a boatswain's mate assigned to an aviation unit as seaman instructor and am frequently in argument with the airdales at chow time. The hot dispute this week is that they say the Navy had Wave "boatswain's mates" during World War II, and I can't convince them otherwise.—R. M. H., BM2, USN.

• You are absolutely, infallibly and indeniably correct — 100 per cent, that is—and don't let them chide you about your rating. There were no Wave boatswain's mates during World War II. Some Coast Guard Spars held that rating and were assigned mainly to barracks master-at-arms duties.—Ed.



USS NORTH CAROLINA, an old cruiser, had her name changed to USS Charlotte in 1920.

Cruiser North Carolina

SIR: A friend of mine, who was in the Navy during and after World War I, states he served in the cruiser USS North Carolina. He appreciated the fact that in the present-day Navy that battleships are named after states, but maintains that this North Carolina was a cruiser and member of an outfit known as the Big Four. Can you furnish any information on this?—R. S. J., QM1, USN.

• Your friend is correct. The Navy at one time did have a cruiser named USS North Carolina. Her name was changed to USS Charlotte (CA 12) on 7 June 1920.—Ed.

Hashmarks, Promotions and BAQ

SIR: I enlisted in the Navy in 1944 and was discharged in 1946 as shipfitter second class. I went into the Naval Reserve on the day I got out of the Navy. Since then—on 31 May 1950—I came back into the Regular Navy as ME3. On 25 July I had six years for pay purposes, including the time I was in the Reserve. I would like to know—

(1) Can I wear a hashmark?

(2) How long will it be before I'm eligible for promotion to ME2?

(3) Am I entitled to \$45 per month quarters allowance while at sea?—J. H. S., ME3, USN.

• (1) You are entitled to wear a hashmark for your Naval Reserve service. See Art. 9-80(a), U.S. Naval Uniform Regulations.

(2) Unless you were on full active duty and reimbursed from a Regular Navy appropriation during your Reserve service, you will not become eligible for advancement before 15 Apr 1951. See Par. 3(a) of enclosure (A) to BuPers Circ. Ltr. 12-50. This can be found in the Navy Department Bulletin of 30 Jan 1950.

(3) The answer to this question depends upon whether or not you have dependents. Basic allowance for quarters is not paid to any member of the uniformed forces who has no dependents, while on sea duty. If you have dependents you will become eligible for basic allowance for quarters upon completion of seven years of service or upon advancement to pay grade E-5, whichever occurs first.—Ed.

Wearing of Merchant Marine Ribbons

SIR: In June 1944 I was sworn into the Merchant Marine Reserves, U.S. Naval Reserve, as a cadet midshipman. Between December 1944 and June 1945 I was assigned to SS Santa Leonor, which made three trips between New York and England and France. For service in the Atlantic I was awarded the Merchant Marine Atlantic War Zone Ribbon.

I am now serving in the local Organized Naval Reserve unit, and there is a drive for everyone to wear all his ribbons. My question is, am I entitled to wear the above-mentioned Merchant Marine ribbon on the Navy uniform, and am I entitled to any Navy zone ribbons?—S. T. O., LTJG, USNR.

• A member of the naval service may wear on his naval uniform any ribbons that he earned for service in the Merchant Marine during World War II. In regard to the second part of your question, we assume that you are referring to Navy area campaign medals. If all your wartime service was performed in the Merchant Marine, you are not eligible for these.—Ed.

Sara's Blistered Bottom

SIR: Did the old USS Saratoga, which was sunk during the atomic bomb experiments at Bikini, ever have blisters or bulges installed along either or both sides of the ship's hull? If so, when were they removed?—L. M. K., Ch. Mach., USN.

• Sara was a battle cruiser with a "bulging" hull below the armor belt. When converted to an aircraft carrier, additional waterline width was necessary and was obtained by applying a "blister" on both sides above the original "bulge." Sometime in 1936-1937 a "blister" extending from the bottom of the ship to about the middle half deck was added on the starboard side only, to compensate for the weight of the island structure. Before adding the starboard blister, the means of compensating for the offside weight of the island was to carry excess liquid on the portside.

To the best knowledge of people who should know in the Bureau of Ships, the blisters and bulge were never removed.—Ed.

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 California (BB44):** A reunion dinner for officers who served in this ship during World War II will be held in New York City on 11 Nov 1950. Those planning to attend should write Rev. William J. Kenealy, Dean; Boston College Law School, 18 Tremont St., Boston, Mass.

• **Company 52-48, NTS Great Lakes:** All members of this company who are interested in a future reunion, with time and place still to be decided, should contact Jesse R. Graham, Air Force Supply, ComAir-Lant, FPO, Norfolk, Va.

• **uss ABSD-2:** The third annual reunion is scheduled for 14 Oct 1950. At the time this was written, the place was still to be selected—in New York or New Jersey. All who served aboard are eligible to attend. Those interested should contact Ray Ferra, 1461 58th St., Brooklyn, N.Y.

• **uss Cobia (SS 245):** For information on future reunions, contact Joseph V. Campagna, West Milford, N.J. This submarine's "alumni" held a fourth annual reunion at Groton, Conn., this summer.

• **uss Idaho (BB 42):** The reunion originally scheduled for this year is postponed until June or July 1951. Chicago will be the place if sufficient people are in favor of it. For information, and to make suggestions as to time and place, contact David C. Graham, AM1, USN, 138 Niagara St., The Anchorage, Newport, R.I.

• **86th Seabees:** The third annual

reunion of this unit will be held on 28 Oct 1950 at the Cornish Arms Hotel, 23rd St. and 8th Ave., New York, N.Y. Contact Jack Davner, 498 New Lots Ave., Brooklyn, N.Y., for information and reservations.

• **uss Seminole (AKA 104):** All who served aboard this ship during 1946 and 1947 who are interested in a future reunion should get in touch with Lorez Reeves, Route 2, Laurel Hill, Fla. Time and place are still to be decided.

• **uss Sigourney (DD 643):** All former shipmates interested in a reunion in the near future should write Eugene R. Meigh, 2907 31st Ave., Astoria 2, L.I., New York.

• **uss Storm King (AP 171):** A reunion is planned for the near future for all former personnel of this ship. Those interested should write to Morris Lippiner, 148-08 Hillside Ave., Jamaica, N.Y.

• **uss Salt Lake City (CA 25)—All** former crew members interested in organizing a reunion for some time this year please contact R. C. Drust, YNC, USN, Box 14, NAS Glenview, Ill. Place and date will be selected by a majority vote of those who respond.

• **uss Plunkett (DD 431)—All** who are interested in arranging a reunion of this ship's personnel should write to William E. Baudry, 313 Third St., Upland, Pa.

• **uss LSM 79—All** former crew members interested in organizing a reunion for late autumn 1950 should contact Ashton Greene, Box 5096, Audubon Station, Baton Rouge, La. Place and exact date will be selected by a majority vote of those who respond.

Fleet Reservists Retained

SIR: Last December I put in my papers to be transferred to the Fleet Reserve. My date of transfer was set as 1 Sept 1950, and I was transferred to the Naval Air Station, Minneapolis, Minn., to finish up my time. I have made many plans for settling in this locality, including the investment of most of my savings. Now I hear that a law has been passed freezing all men in uniform for a period of one year, regardless of expiration of enlistment.

Can you tell me if this law will affect me, since my papers have been in since December, and I have been processed for release on 1 September. It was stated that no retired personnel were needed. Would I be classed as retired? If I am retained for another year, would I be permitted to remain at my present

station or would I be subject to transfer elsewhere?—A.M., ADC, USN.

• **Personnel are retired only after 30 years service, as distinguished from transfer to the Fleet Reserve after 20 years of service.** *Alnav 73-50 states, in parts "All men hereafter transferred to the Fleet Reserve or Fleet Marine Corps Reserve will be continued on active duty upon transfer. Retain such persons at present duty stations until ordered other duty by competent authority." This Alnav also states that upon the written request of the man, the authorization to transfer him to the Fleet Reserve may be returned to BuPers for cancellation and the man retain his Regular Navy status. To answer your questions specifically, you will be retained on active duty, and you will be subject to transfer.*—Ed.

Flight Pay for Photographers?

SIR: So far I've never seen any ruling that would prevent a photographer's mate (PH) from being assigned to flight duty, although such duty would normally be assigned to aviation photographer's mates (AF).

Is there any such regulation? If assigned to fly, could a PH serve, say, as an aviation observer or a flight crew member, if suitably experienced and qualified? Could he receive flight pay for it?

My question refers to emergency conditions. It's my guess that if necessary, anyone who could do the job might be assigned.—T. E. S., PHCA, USN.

• **A photographer's mate could be regularly assigned as a flight crew member and receive flight pay under the provisions of BuPers Circ. Ltr. 109-50 (NDB, 30 June 1950). Paragraph 5 points out that temporary flight orders may be issued to personnel whose primary duties require frequent and regular participation in aerial flights, which includes aviation ratings, strikers for aviation ratings, students required to take frequent flights, and "(d) Other ratings who are specifically assigned as regular members of flight crews, such as flight orderlies." A PH would fall under the last category.**

However, under emergency conditions involving only one or two flights, the man would not receive flight pay because he would not meet the requirement of "frequent and regular participation." There is no law that would prevent the Navy from ordering any of its personnel to participate in aerial flight as crew members if necessary.—Ed.

Rating Badges on Khaki Shirts

SIR: Due to the omission of the word "cotton" in Change 6 to U.S. Navy Uniform Regulations in speaking of CPOs' khaki shirts on which rating badges are required, the question has arisen as to whether the shirt rating badge must be worn on service dress khaki shirts made of tropical worsted or gabardine cloth. Is it the intent of this change to Uniform Regs to require rating badges to be worn not only on cotton khaki shirts but also on gabardine and tropical worsted shirts?

Also, would you please tell the chiefs the main reason for the wearing of rating badges on shirts?—H. E. W., YNC, USN.

• **In accordance with the Uniform Regulations as corrected by Change No. 6, rating badges are to be worn on all khaki shirts. The wearing of rating badges or khaki shirts was recommended by forces afloat and field activities as a desirable change so that there would be a visible indication of rating and specialty when the khaki coat is omitted.**—Ed.

Good News for Fleet Reservists

SIR: I am now in Class F-5 of the Fleet Reserve. My rating at time of transfer was CPO. In September 1947 I selected Option I as my choice of plans for drawing retainer pay. This made my retainer pay \$82.50 per month. By selecting Option II, I could have received \$107.25 monthly.

As there may be many of us class F-5 members who signed Option I it would be of interest to know if there is a possibility that we could be compensated for the additional monthly amount that we lost by not electing to receive Option II.—H. K. F., MEC, USFR.

• Shucks, pardner, you didn't lose anything. You actually gained. As you say, you could have chosen Option 2 and draw \$107.25 as long as you lived. But you chose Option 1. Therefore, you expected to draw \$82.50 until 1957 and \$132 thereafter. But as a result of Career Compensation Act you began to draw \$132.30 on 1 Oct 1949—approximately eight years sooner than you originally expected to. Unless future legislation some day changes the picture, you will continue to draw that sum each month for the rest of your life.—Ed.

Letters in Packages

SIR: Is it a violation of postal regulations to include an official letter in a package? I am referring especially to cases where books, pamphlets and similar items are sent through the mail with a forwarding letter.—P. E. C., YNCA, USN.

• Yes. Where a letter is to accompany a package it should be put in an envelope and glued to the outside of the package. Both the letter and the package should carry postage or should be franked.—Ed.



Combat Aircrew Insignia

Combat Aircrew Insignia

SIR: What is the latest word on wearing combat aircrewman insignia? I have been wearing mine since I first qualified for combat aircrewman. In the past two and a half years I have had no physical examination for aircrewman and have not been assigned as a member of a flight crew. Do I still rate wearing my insignia or do I have to take a physical and qualify as an aerial gunner?—N. J. D., AOC, USN.

• Keep right on wearing it. Once an aircrewman qualifies to wear the combat aircrew insignia, he may continue to wear it throughout his naval career, unless the privilege is specifically taken away by the Chief of Naval Personnel.

Being qualified as a member of a flight crew, however, is something else again. Commanding officers have been directed to cancel a man's qualification as a combat aircrewman if he has not been assigned combat aircrew duties for three years.

This means that if you don't get flying duty pretty soon, you will have to requalify as an aircrewman in order to get aircrew duties once more.

But, in either case, you will be entitled to wear your combat aircrew insignia as long as you have a uniform. For complete information, see BuPers Circ. Ltr. 59-48 Corrected (NDB, 1 Apr 1948).—Ed.

Once Disqualified, You're Out

SIR: I would like to find out if it is possible for a man who has been temperamentally disqualified from submarines to be requalified. If so, what would the procedure be? After serving three years in submarines, I was temperamentally disqualified in 1945. Can I submit a request to BuPers for review of this disqualification, or for requalification.—A. A. B., MMC, USN.

• A man who has been declared temperamentally unfit or temperamentally disqualified for submarine duty is not eligible for return to submarine duty at any future date. Authority for this is Art. C-7608 (6) of the BuPers Manual and also BuPers Circ. Ltr. 97-48 (NDB, Cum Ed 1948).—Ed.

Involuntary Extensions

SIR: Some of the fellows on this ship say that Alnav 72-50 says that all involuntary extensions of enlistments made under the Alnav will end at one certain time. We think that each enlistment will be extended for one year from the time it ends. Which is right?—Radio Gang, USS Perkins (DDR 877).

• You are. Alnav 72-50 (NDB, 1 Aug. 1950) provides for the involuntary extension for one year of all enlistments in the Regular Navy which would normally end between the dates 28 July 1950 and 9 July 1951. (See ALL HANDS, September 1950, p. 45.)

If an enlistment is involuntarily extended in this fashion, the extension will end one year from the date of the termination of the old enlistment.

Here's something to keep in mind, however. If you see that you will be involuntarily extended, ask your disbursing officer whether it would be better for you to extend for a year voluntarily. In some cases, this may be the wiser thing to do.—Ed.

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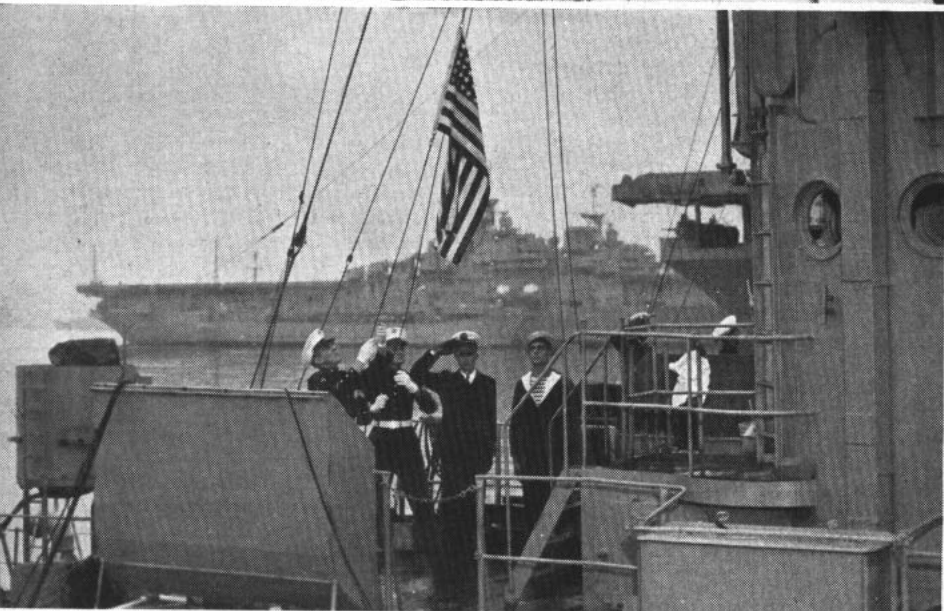
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TODAY'S NAVY

Steps Now Being Taken for Easier Co-operation Between the Navies of U.S., England and France

Greater standardization in many respects among the navies of England, Canada and the U.S. is expected to result from discussions and studies already held or now under way.

An early step in that direction was a discussion by a committee composed of a rear admiral from each of the three navies, with Rear Admiral Robert P. Briscoe, USN, representing the U.S. Navy. The outcome of this study was a report calling for staff discussions to determine common objectives. These discussions were planned to touch on 14 fields of naval warfare, on the level of operations, training and tactics, where standardization is expected to be practicable and beneficial.

Detailed studies of individual items were slated to follow the dis-

cussions just mentioned. The aim of these studies is to develop uniform designs and standards in arms, equipment and training methods wherever such standardization will improve or permit combined naval operations. All this is part of a broad standardization project involving all the armed services of the three countries.

Greater uniformity in methods and materiel is expected to make for easier cooperation between the three navies and to save effort and resources. These arrangements for co-operation will in no way impair the independence of the individual navies.

Marshall Becomes SecDefense

General of the Army George C. Marshall has become the nation's third Secretary of Defense, the first former military man to hold that post. He succeeds Louis Johnson who resigned after 18 months as SecDefense.

General Marshall, 69, brings to his new office a wide knowledge of military and political affairs gained through many years as a career officer in the Army and a year as Secretary of State.

He was Chief of Staff of the Army during all of World War II and was serving as President of the American Red Cross when called to his new job. A revision of the law was required to allow General Marshall to serve.

←The Navy in Pictures

FAMED LANDMARK is torn down in Pearl Harbor. The cage mast from USS *West Virginia* served as signal tower during World War II (top right). Top left: In Norfolk, lovely singing star Betty Harris autographs programs for crew members of USS *Coral Sea*. Left center: As U. S. Marines haul down 'Old Glory' on LSSL prior to transfer to French fleet, members of French crew salute. Bottom left: Reserve officer candidates are given instruction in seamanship aboard yawl USS *Saluda* at San Diego. Lower right: Exotic Doll-Fin Poaha, Miss Hawaii of 1950 poses in 20-mm. harness aboard LSI 867.

YESTERDAY'S NAVY



1942. U S Navy sank 28 Jap ships in Guadalcanal battle 12-15 Nov 1942.

RADM Bird flew over South Pole, dropped U S Flag 28 Nov 1929. Navy, Army and Air Force began WW II invasion of North Africa 7 Nov

NOVEMBER 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		



LUSCIOUS vocalist June Christie (second from left) chimes in with the Wave Trio at Coronado Amphib Base CPO club. R. L. Brown, QMC, accompanied.

Marines Learn from Cutaway

Marine non-com mechanics at the Marine Corps Air Station, Cherry Point, N.C., now know more about the workings of the J-42 *Turbo-Wasp* jet engine than they did before.

This doesn't mean that they were ignoramuses about the Marine F9F *Panther's* power plant before, but the point is they can now visualize the whole thing better. Here is the reason. For 30 days they were able to gaze at will upon—and into—a chrome plated J-42 *Turbo-Wasp* engine conveniently sliced open. Any time they wanted it to, the engine

would slowly perform, indicating the purpose and position of all its parts.

The mobile training unit containing the special engine is the property of the aircraft engine manufacturers who loaned it to the air station for the one-month period.

Clever These Navy Men

When William Hudgens, BMC, USN, Harbormaster Section, Fleet Activities, Yokosuka, Japan, and his crew were assigned the job of cleaning up a number of old Japanese anchor cables, the chief came up

with a revolutionary idea in anchor-cable-cleaning.

The mountain of old cable was heavily coated with rust and barnacles. It would have taken months to wire brush it by hand.

The chief and his crew began building a long trough. Then they counter-sunk **short** lengths of wire cable in the bottom and leaded them in. Next, the cables were bent up in U-shaped form with the ends roughed up.

The anchor cable was fastened to a truck, which dragged the chain back and forth through the trough. Hudgens watched with pleasure as the stiff wire bristles whisked off barnacles and rust.

In no time at all the task was completed.

To the Shores of Tripoli

The marines have come back to "the shores of Tripoli" but only to dedicate a plaque.

As drums rolled and bagpipes squealed, a smart detachment of the Marines came ashore once more at Derna, Cyrenaica, in North Africa, to dedicate a plaque at the site of the so-called "American Fort" in that town.

It was the storming and capture of this fort at the cost of two marine lives in 1805 that ended the sway of the marauding Barbary Pirates and which inspired the well-known words in the Marine Hymn.

The occasion of the unveiling of the plaque at Derna also marked the first visit of U. S. ships to that North African port since the days of the pirates. Representatives of four countries—Cyrenaica, Britain, France and the U. S.—were on hand for the ceremonies.

Sailors Battle Forest Fire

When the most destructive forest fire to hit California in a number of years began burning out the El Capitan Reservoir watershed near San Diego, foresters sent out a hurry-up call for Navy assistance.

The Navy responded immediately with 1,500 men and five fire trucks, which were sent into the fire lines.

For four days, the sailor smoke-eaters battled the flames in 12-hour shifts until the blaze had been brought under control.

Forestry officials praised the sailor-firemen, called them "well disciplined and hard-working men."



LARGEST non-rigid airship ever built, the Navy's new N-type antisubmarine blimp is held secure by huge net while its gondola is attached at Akron, Ohio.



ANTISUB WATCH is maintained by H. G. Graul, AO3, USNR, of VP-661 during two weeks' training cruise.

Know-How and Spare Gear

When the control console of the operations tower at NAS Corpus Christi proved to be inadequate, ingenious station personnel went to work and built a new and better one.

Miscellaneous parts were collected from as far away as NAS New Orleans for the new console, which is the panel of instruments used by operations tower personnel to control air traffic on and off the field. Electrical installations in the console were made by J. D. Slagle, RMC;

F. X. Hayes, ETCA; R. C. Headley, ET3; W. R. Stanley, ET2; W. Y. Elliott, ET2; V. J. Case, ET2; M. C. Morgan, ET3; R. J. Vincent, SN; J. H. Juvenal, Jr., ET3; and W. H. Speer, ET3, all of the communications department. Installation of electronics gear was accomplished by W. Nash, ALC; M. V. Smith, AEC; A. C. Jeanguenat, ALC; G. Trombly, AE3; W. B. Smith, AL3, and P. T. O'Dowd, AN.

The newly installed console is unlike any other in the country, in that it was designed as a modified CAA console. It has three positions: "A" stand, for controlling visual approaches; "B" stand, for collecting flight data position, and "C" stand, for instrument approach control. Each position controls transmitters located in another building, and remote receivers on Demits Island. Emergency receivers and transmitters are installed in the control tower equipment room and are powered by an engine-driven generator.

Other men who had a hand in building the console are: G. B. Hensarling, AMC; V. R. Cook, AMC; R. W. King, AM2; E. F. Bryant, AM2; D. W. Harris, AM3; J. R. Cato, DC3; G. Seevers, AM2; C. H. Wibel, AM3; E. Henry, DC1; E. L. Gillispie, DC1; W. E. Richards, FN; and R. L. Oates, DC2. The construction was directed by CDR J. D. Adam, LCDR J. W. LeCompte and CHRELE Smith Perry.

All concerned were commended with a "well done."



FLYING SAUCER had citizens of Alice, Texas in uproar. Personnel from NAS Corpus Christi proved it a hoax constructed from discarded airplane parts.



MISS AMERICA of 1948, Bebe Shoppe (L) and Jean Johnson (R) tour LSI 867 with Jim Taylor, EM2, serving as escort.

Officer's Orders to BuPers

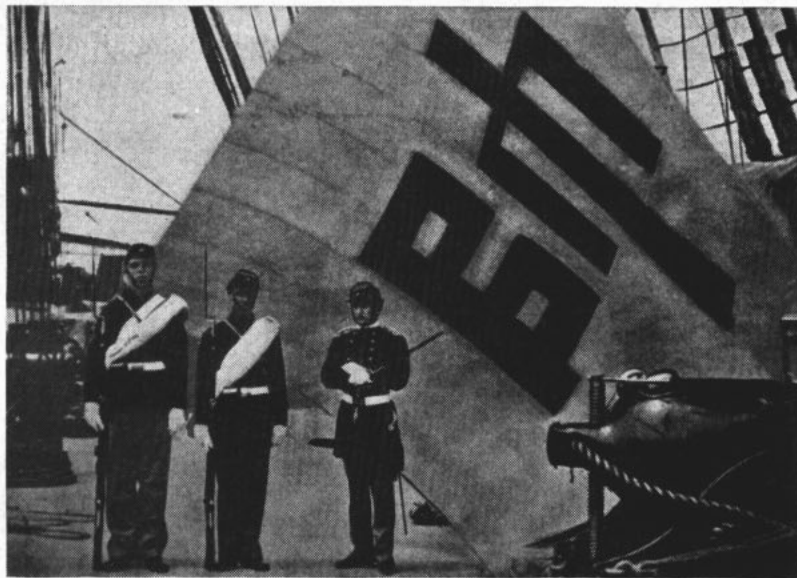
A new directive has been issued by the Chief of Naval Personnel regarding copies of officer's orders which are to be furnished BuPers.

In the interest of economy, BuPers has directed that only one copy of the following types of orders to officers—with all endorsements and modifications—be forwarded to BuPers by the officer himself, via his CO, upon arrival at final destination or upon completion of duty:

- Permanent change of duty.
- Temporary duty.
- Temporary additional duty orders issued by an activity other than BuPers.
- Transfers to, or from, treatment in medical department activities.
- Release orders.
- Retirement orders.
- Resignation orders.
- Initial orders to duty.

BuPers does not desire a copy of these types of orders to be forwarded from each endorsing activity, except when the endorsement modifies original orders. Neither does it desire a copy to be forwarded to each "Pers number" listed in the basic order.

When BuPers issues dispatch orders via an appropriate command, and that command transcribes this despatch into a written order, no copy need be sent BuPers at the time the order is written. The despatch



MEDALS OF HONOR were awarded the two Marines at left for capture of the giant Korean battle flag during U. S. attacks on river forts in June 1871.

Sailors and Marines Won Korean War 79 Years Ago

"U.S. Marines capture Korean battle flag," shouted glaring newspaper headlines. "Main Han River fort falls under assault of 651 sailors, 105 Marines."

Does the news item, despite its familiar aspects, have a note of strangeness about it? Is this the first you heard of U.S. Navymen on the Han River? Well, no wonder. This happened 79 years ago.

It was the year 1871. Trouble started when a friendly American trade mission was fired upon by Koreans as it steamed up the Han River. When 10 days passed without an apology, Admiral John Rodgers, who commanded the small

Asiatic Fleet of that time, ordered a retaliatory attack.

The sailors and Marines had no trouble capturing two forts on the river, but met a little resistance at the third. There was hand-to-hand combat before it was over, but the Americans came up the winners. Two Marines, Corporal Brown and Private Purvis, were the ones who actually captured the red-and-yellow battle flag. They were both awarded the Congressional Medal of Honor for their valorous accomplishment.

Casualties: Seven Americans wounded and three dead; 200 Korean dead.

that BuPers itself sent will be sufficient for Bureau records.

The directive—BuPers Circ. Ltr. 131-50 (NDB, 31 Aug 1950)—also states that in addition to the one copy of orders with all endorsements required by Article C-5407(4), BuPers Manual, the Bureau requires that the first activity to which a Reserve officer reports after successful completion of physical examination for active duty; for temporary duty; or for transportation prior to proceeding to his final duty station, shall forward promptly one copy of his orders with reporting endorsement to the Chief of Naval Personnel (Attn: Pers B1312a).

Activities to which a Reserve officer reports for final duty have been requested to promptly forward a copy of his orders, bearing all endorsements, to the Chief of Naval Personnel.

When orders that are issued by a district commandant or other commands in the field (1) assign a Reserve officer to active duty under a blanket authority, or (2) prescribe a permanent change of station for either Reserve or Regular officer on active duty, a copy must be sent to BuPers immediately in addition to the copy with all endorsements required by Article C-5407(4), BuPers Manual.

Radar to the Rescue

Accurate radar readings on a Navy *Skyraider* search plane saved a lost and straying aircraft during night anti-submarine warfare exercises from USS *Saipan* (CVL 48).

With all radio communications and lights out during an electrical power failure, a TBM-3S *Avenger* lost contact with the four other planes of the exercise and strayed away in the opposite direction.

Hearing *Saipan* make several unanswered calls for the *Avenger*, Lieutenant Commander M. D. McDonald, USN, pilot of the *Skyraider*, began a radar search and finally picked up the lost aircraft on the radar scope.

In a chase that covered 60 miles, the *Skyraider* caught up to the other plane and by signalling with its lights, led the way back to the carrier during bad weather.

The *Skyraider* landed on the carrier just in the nick of time. It was found that the big-bellied radar plane had only enough gasoline left for one or two landing approaches without a wave-off.

The *Skyraider's* pilot and its crew, D. L. Ryan, AT3, USN, and C. E. Reedy, ATAN, USN, were credited with saving the lost *Avenger* and its pilot and two crewmen.

Yeomen vs. Personnel Man

Quite a lot of discussion has rattled around the personnel man rating since it was created, and around the difference between it and the yeoman rating. The people in BuPers who know all about such things have written up a pretty thorough discussion of the matter. Portions of it are quoted or paraphrased here for your information.

"Many things had to be done," the discussion begins, "and many are still to be done, to improve personnel management in the Navy. Not the least of these was the establishment of an enlisted rating providing a career pattern for individuals selected and trained in personnel administrative procedures.

"There are many reasons for a rating which is primarily concerned with personnel administration in the Navy. One which is of considerable importance and is often overlooked is the enlisted service record. Daily work within the Bureau of Naval Personnel involves considerable use of this document, as does personnel ad-

ministrative work aboard ships and stations. And a very important document it is. The present state of a large percentage of these records is far below naval standards. In this connection it is just as important to have skilled personnel administrators handling personnel matters as to have skilled engineers in the machinery spaces aboard ship. The comparison could be carried on into the need of having skilled fire controlmen maintaining and operating gun fire control systems, or competent hospital corpsmen in the sick bay.

"The PN rating was established on 2 Apr 1948 because it was considered that the YN rating was too broad and too inclusive. It was felt that personnel could not be expected normally to be acquainted with the many personnel administrative details required as well as to serve as general naval administrative assistants. To divide the work and to differentiate between *personnel* administrative assistants and *general* administrative assistants, the PN rating was established.

"The Manual of Qualifications for Advancement in Rating lists practical factors required for advancement in all ratings. When the practical factors for yeomen and personnel men are briefly scanned, they seem to be similar. The similarity, when it exists, is limited to the *type* of qualification and does not continue in the *scope* demanded. When the required practical factors are considered in detail, two outstanding facts become apparent: The PN in the lower pay grades must be well versed in personnel administration not usually demanded of the YN in the higher pay grades. Yeomen must know general administrative functions to a much higher degree than PNs. It is the differences which exist between these ratings which are important. Many occupations have similarities. It is their differences which make them distinctive.

"In examination subjects, of the 59 individual items pertaining to general service only, the YN and PN ratings coincide 'across the board' in only three instances. In eight other items YN and PN are involved, but the YN rating only at pay grades 7 and 6. In three other items both YN and PN are involved at various pay grade levels (typing). Under examination subjects there are 23 items in which only the YN rating is involved and 22 in which only the PN rating



CURVILINEAR mermaids on interior of the escape training tank are made more alluring by CPO's artful retouching during tank's annual overhaul.

Mermaid Murals Greet Submarine Trainees

Curvaceous "Suzie" and "Oozie," mermaids with a fond place in the hearts of submariners, are all the more alluring these days.

Adorning the inside of the Navy's escape training tank at New London, Conn., "Suzie" and "Oozie" are mermaid murals. Today their smooth lines are smoother and their pale cheeks have more color, all from a chief petty officer's retouching brush.

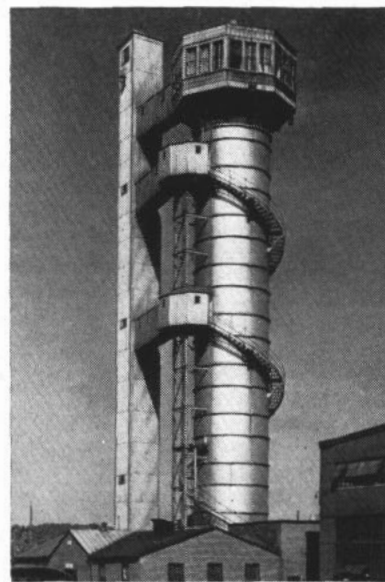
The retouching is part of the tank's annual overhaul job, which this year closely coincides with its 20th anniversary. Constructed in 1930, the tank is used for instructing submarine trainees in methods of emergency escape from a bot-tomed submarine.

Before 1930 the Navy had tried escape apparatus testing in the warm waters off the Florida coast, but that location was made unsuitable by sharks, barracudas, currents and tides. The apparatus under test was the "Momsen lung," devised by the then Lieutenant Charles B. Momsen, USN. Today Rear Admiral Momsen is head of the Navy's Undersea Warfare Division in the Office of the Chief of Naval Operations.

The 15 instructors do the annual overhaul, brushing the inside free of

marine growth and rust and applying a bright coat of aluminum paint. The tank's maze of piping, valves, filters, pumps and heaters also are gone over.

Once again fresh and bright, "Suzie" and "Oozie" are ready to greet the new class of trainees.



TEST TOWER is used for the instruction of submarine trainees in various methods of emergency escape.



VACATIONING in Hawaii, CDR Arthur Godfrey, USNR, takes over controls of picket boat under the approving eye of coxswain M. Dunkelbeger, BM1.

is involved. There are two big jobs to be done by these ratings. One is the administration of naval manpower; the other the general administration of the Navy, ashore and afloat.

"This," the paper continues, "does not mean that two people must always be on hand to accomplish these two jobs. For economical reasons or other reasons it is often necessary to perform these two functions with one individual. The same holds true for many others, such as storekeeper acting as SK and DK, or a boatswain's

mate acting as a BM and DC. These combinations are found of necessity on most small ships where only a limited number of personnel can be housed. The work must be done."

Here is something which will interest all personnel men and yeomen: At last count the number of people in the personnel man rating, including strikers, was approximately one-third the number of yeomen. At the time this was written, the personnel man rating as a whole, including strikers, was only 76.5 of allowance, while the yeoman rating stood at 101 per cent.

At the same time, the paper points out, the number of people in the personnel man rating now exceeds that in any one of 30 or more other general service ratings. The number of PNs exceeds that of DKs or of any one construction rating or of any one of the following: IM, OM, FT, FC, DT, TE, PH, PI or LI, among others. The PN rating ranks, numerically, in the upper half of all general service ratings.

The essay or exposition being quoted and discussed here concludes by taking an over-all look at the personnel man rating as a rating. "In short," it states, "personnel in the rating cannot be judged fairly on performance to date. They are, in many respects, still 'jacks of all trades, masters of none,' or 'masters of one only,' as a result of the war and early postwar period. They, as in the case of many other ratings,

have not received the rounded training and experience that more time will provide. After all, before the war a man did not reach his peak until he had served some 12 or 14 years in his rating. Only experience and training will accomplish the goal.

"The PN rating opens an avenue for persons interested in working with people; the YN rating is a field for general administration personnel. The Navy has need for both."

T. I. Back on Active Duty

The Navy's big 380-acre base at Treasure Island, Calif., is being readied to handle the increased flow of men to the Pacific.

Well known to sailors during World War II as the primary jump-off point for those bound for Pacific ships, Treasure Island expects to play another major role in the present Pacific build-up.

The Treasure Island barracks, along with barracks at the receiving station on nearby Yerba Buena Island (often called "Goat Island"), will be used to house 20,000 blue-jackets who will man ships taken out of mothballs.

Salt air, wear and tear and a fire in 1946 have taken their toll of Treasure Island's buildings. No new buildings have been constructed since the war. Now nearly \$500,000 has been authorized to put many of T.I.'s barracks and other facilities back into shape for the base's new job.



OPERA STAR Lauritz Melchior, visiting the submarine USS Greenfish (SS 351), finds the hatches a little snug.



RENOVATION of old buildings on TI has been started to accommodate the influx of additional naval personnel.

LantFlt Softball Champs

For the third consecutive season the PhibsLant softball team has won the Atlantic Fleet championship.

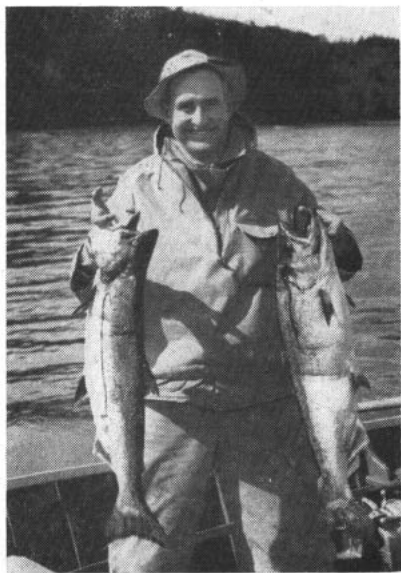
The 105th Seabees, champs of PhibsLant, represented the command in higher level competition. This team was augmented with players from other units of PhibsLant. In a series of hard-fought games, they polished off DesLant, ServLant and AirLant to capture the title.

The Atlantic Fleet Softball Championship Trophy was presented to the team by a representative of Commander Service Force, U.S. Atlantic Fleet.

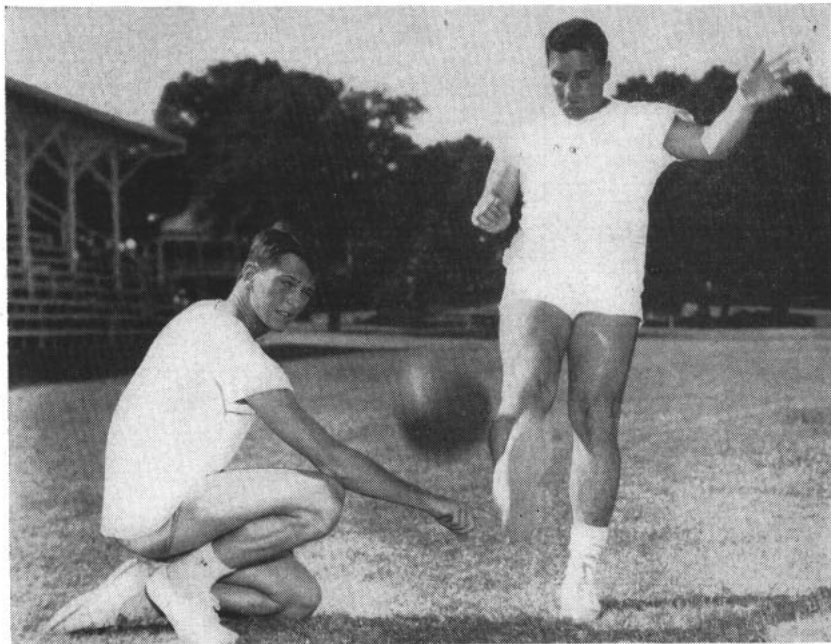
Navy Leads in Bond Buying

The Navy Department leads all government agencies in the percentage of civilian employees buying savings bonds through the payroll savings plan. Exactly 65.2 per cent of all the Navy's civilian personnel are participating in the plan. Closest competition is from the Treasury Department, with 60 per cent participation.

Of the 268,003 Navy civilian employees on 31 July 1950, a total of 174,803 were buying bonds through payroll deductions. One activity, the Stockton, Calif., Annex of the Naval Supply Center, Oakland, Calif., reports 100 per cent participation of civilian employees in the plan. The Naval Ammunition Depot, Crane, Ind., reports 99.4 per cent



BIG SALMON were boated by LT Stanton Ware, USNR, during his first fishing trip on waters of Puget Sound.



FOOTBALL PRACTICE is held in the heat at NAS Pensacola by NROTC midshipmen C. A. Nalen (L) and R. S. McNeil during 1950 summer training cruise.

participation. Highest percentage of entire naval district participation is reported by the 14th Naval District, with 82.4 per cent. As a group, the naval shipyards lead all other naval activities, boasting 93.3 per cent participation.

Navy Tops Inter-Service League

The Hawaiian Armed Forces Baseball League has completed its first season of play, with a Navy team—NAS Barber's Point—winning the championship.

This was the first year that an inter-service league has been organized in the Hawaiian area. Previously each service organized its own league, with an inter-service playoff being held at the end of the season. This year 11 Navy, Army and Air Force teams formed a league and battled for the championship in four rounds of play.

At the end of the first round the record showed that SubPac's All-Navy champs were leading the way. Army held down a tight second place, with their top entry from Fort Shafter dropping only one game. Barber's Point was in a shaky third slot.

Moving into the second round, Barber's Point pushed their way to the front and knocked off the leading SubPac club. At the same time, three teams were deadlocked for second place with SubPac, Fort

Shafter and Hickam Air Force winning eight games apiece.

During the third round of play Barber's Point hung onto their lead while SubPac took undisputed possession of second place. Hotly contested games provided many upsets. The ComServPac Navy team toppled the leaders 9-1, while 9th place Pearl Harbor Naval Base trounced 2nd place SubPac twice.

On Armed Forces Day an all-star



IRON MAN trophy for general excellence in athletics was awarded crew of submarine USS Sea Fox (SS 402).



SWIMMIN' WITH WIMMEN in Alaska, yet! During warm spell sailors from NOB Kodiak and their dates frolicked in the not-too-cold Alaskan Gulf surf.

team was picked from the league, and soundly trounced the civilian Hawaiian All-Stars at Honolulu Stadium.

When the league moved into the final round of play the question of which team would take the title was still very much in doubt. A neck-and-neck race developed between Fort Shafter, Barber's Point and SubPac. With only three games left to play the issue was still unsettled, and ardent rooters began to look haggard from excitement. However, the booming bats of the Barber's Point nine soon pushed them out front.

The league proved to be one of the best that has ever been conducted in the Islands, and spectator interest ran high. Both military and civilians flocked to the various service diamonds to track their favorite team throughout the season. The nip and tuck battles staged by the 11 squads gave no team security, and time after time the leaders were bowled over by cellar squads.

The Hawaiian Armed Forces Athletic Council has announced that in the future baseball, basketball and football will be organized on a tri-service level. Other sports will be conducted by the respective services.

The Hawaiian Area is getting set for the basketball season, where teams from the three services will again compete in a league similar to the baseball league.—Paul E. Shorter, JO3, USN.

New Softball Field at Charleston

Sailor softballers at the Naval Base, Charleston, S.C., are now playing under arc lights.

A new softball field was constructed on the base, complete with class A lighting for night games. Construction work on the field was done by station personnel. The field was built up and resodded, and a six-foot fence built around it out of scrap lumber. Portable aluminum bleachers were constructed, and batteries of



WINDING UP for first pitch on the new softball field at Charleston Naval Base is RADM R. W. Hayler, USN.

powerful arc lights were mounted on high poles around the field.

In a dedication ceremony the field was named Henry H. Cochran Field in honor of a Charleston sailor who lost his life on board *uss De Haven* (DD 469) on 1 Feb 1943, when that vessel was sunk off Savo Island.

With all work being done by station personnel the field cost only \$3,500, most of which went for transformers, poles and lights.

Sailors in Swim Meet

When units of the Sixth Fleet visited the Republic of Lebanon—the small nation that lies along the eastern end of the Mediterranean Sea—sailors from *uss Salem* (CA 139) and *uss Benner* (DDR 807) matched their skill against Lebanese swimmers in a swimming meet.

In the Bain Francaise pool, located in Beirut, main seaport of Lebanon, American and Lebanese swimmers splashed through six events, with the local talent topping the sailors in most events. In the 100-meter freestyle, *Salem* sailors J. W. Gooch, SN, USN, and J. H. Allen, TEC, USN, placed second and third behind a Lebanese swimmer who stroked off the distance in 1:05. The Navy entrant in the 66-meter backstroke was a bit outclassed and finished last.

Lebanese "butterfly" breast strokeers out-distanced R. H. Nowotarski, SA, USN, in the 100-meter event, but in the final race, the freestyle relay, Navy swimmers came into their own. Gooch got off to a fast start and Allen, Ensign H. J. Donahue, H. A. Parmenter, PFC, USMC, and Ensign Childs swam stroke for stroke with their Lebanese competitors. The race seemed to end in a dead heat, but the judges disqualified a Lebanese swimmer on the last lap for an illegal turn.

A novelty 66-meter egg race followed this event. Each contestant in the water was given an egg and spoon. The race was full of excitement and laughs as one contestant after another dropped the egg or lost his spoon.

Following the racing, an impromptu game of water polo was held. The game proved to be rough and full of thrills with the Lebanese team finally winning, four goals to two. After the meet the Navy swimmers got together with their opponents for sandwiches and refreshments.—John H. Allen, TEC, USN.

NTC Wins Baseball Crown

The 11th Naval District Baseball Championship for 1950 has been won by the Naval Training Center, San Diego, Calif.

Starting out slow, the NTC Bluejackets ended the first half of league play in second place, with a 14-7 record. But in the second half they hit their stride, racking up a 15-3 record to win in a breeze.

In a best-of-three series for the Major League crown against the El Toro Marines, first-half winners, the Bluejackets rapped the Marines 6-3 and 7-3. Then they grabbed off the district flag by blasting NAS Miramar, winners of the Minor League, 9-2 and 17-11.

Prior to the regular season the Bluejackets established a 19-16 record against such teams as UCLA, Fresno Cardinals and San Diego State College.

New Subase Theater at Pearl

The newest Navy movie theater in the Pacific area has opened its doors at the U. S. Naval Submarine Base, Pearl Harbor, T. H. The new movie house replaces a former cinema that burned down in 1948.

More than 400 persons—Navy men and their wives and families and friends—attended the premiere in the modern, fireproof, ventilated theater. At that, the spacious theater could have accommodated 300 more in its roomy insides.

Movie-goers get a new bill of fare each night plus a double feature every other weekend. With this varied program, the new theater is drawing not only Navy men from all the Pearl Harbor activities but personnel of the other Armed Forces as well.

Lady Doctor Goes to Sea

The Navy's first sea-going woman doctor is on duty in the Far East, on board the hospital ship *uss Consolation* (AH 15).

Lieutenant Commander Bernice R. Walters, MC, USNR, is medical officer in charge of "S.O.Q."—sick officers' quarters—on the hospital ship.

Formerly stationed at the naval hospital in Pensacola, Fla., she reported on board just before *Consolation* left for the Far East.

Thirty-one woman doctors are on duty with the Navy, three of them holding Regular Navy commissions and the rest Naval Reserve.

SIDELINE STRATEGY

Someone asked how many different sports sailors are participating in. A check of ALL HANDS' files reveals that reports of Navy men taking part in 31 different sports have been received. Included in this figure were skeet-shooting, curling, sailing, rowing, gymnastics, water polo, skating, table tennis, billiards and cricket.

★ ★ ★

Reports of some sensational pitching by a sailor at NTC Great Lakes, Ill., have been coming in. In the Illinois State Semi-Pro tournament, Richard A. Kerr, ETSA, USN, was on the mound for Great Lakes. The opposition batters spent the afternoon creating a breeze around home plate, and little else. Kerr chalked up his first no-hit, no-run game. Several weeks later Kerr again donned his cloak of invincibility and racked up his second no-hit, no-run game by a score of 1-0. To add the final touch, he scored the winning run himself.

★ ★ ★

A lesson in managerial tactics was demonstrated at NAAS Saufley Field, Pensacola, Fla. E. E. Graham, AN, USN, the Saufley Field pitcher, was not doing so well. He walked the first three men he faced and allowed one run to score on a wild pitch.

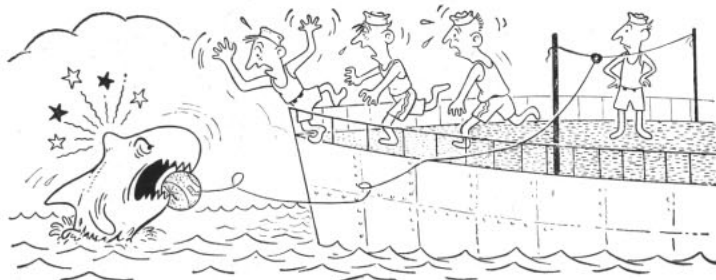
Out of the dugout came the Saufley Field coach, Chief Reiss, a former member of the 1948 NAS Alameda All-Navy

champs. He stomped out to the mound, whispered a few words in Graham's ear, and returned to the dugout. Graham struck out the next three men, went on to pitch a 2-hit game. His teammates went wild at the plate, blasting across 23 runs. Graham won his game 23-1.

What were the words that worked such wonders? Graham had been married just three weeks prior to the game, and his wife was in Memphis. He had the duty the coming weekend, and pay day was a long way off. Chief Reiss' comment at the mound: "I've got your approved liberty chit in one pocket, and a cash loan in the other. Are you going to pitch, kid?"

★ ★ ★

Commander E. M. Waller, USNR, has dreamed up a way to play volleyball on board ship and not lose the ball over the side. His rig consists of a regulation volleyball to which has been sewn a leather tab. A nylon cord is fastened to this tab, the other end being attached to a metal ring. Instead of a net, a single line is stretched across the court at the height the top of the net would normally reach. The metal ring slides along this line, allowing the ball to be slapped sideways as well as across the "net." The rig has been tested on board ship, and players say it works fine.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



THE BULLETIN BOARD

Latest Information on How You Stand on the Shore Duty Eligibility List

Your relative position on the Shore Duty Eligibility List, in comparison with the status of the top man, can be figured out from the following table.

Every six months ALL HANDS publishes this information, revised to the latest possible time. In this case, the revision was made 1 Sept 1950.

The table shows the date on which the top man in each rate began continuous sea service. By comparing it with the date on which you began sea duty, you can obtain a rough idea of where you stand on the list.

Applicants for shore duty are placed on the SDEL on the basis of length of continuous sea duty, the man with the longest being the top man.

You should keep in mind, however, that this tabulation is only a general guide. Also, the following categories of men are not included:

- Discharged, with no information in BuPers on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Serving for less than one year west of Hawaii on other than rotated



"Jack has a dual personality. Paydays he's fun, but the rest of the time he isn't."

ships, and without dependents at duty stations.

- Serving outside continental USA with dependents at duty stations.
- Less than six months on board since returning from a naval school.
- Undergoing instruction at a naval school on a returnable or non-returnable quota.
- At receiving station when request was submitted and no information on present location.
- Being held by BuPers for

screening of jackets pending assignment.

- Less than six months on board newly constructed vessels.

For your own benefit, you should keep the Bureau of Naval Personnel informed at all times of changes in your status. Change of address, change or advancement in rating since submitting the original request for shore duty, change of choices for shore duty—all these are important for BuPers to know. The address is: Chief of Naval Personnel (Attn: Pers B211k), Navy Department, Washington 25, D.C.

Because of the present situation, transfers of enlisted personnel to a normal tour of shore duty are being temporarily held up. Personnel newly requesting shore duty will be placed on the SDEL with those currently on the list, for consideration in the future when transfers to shore duty are again resumed.

The next tabulation will appear in the April 1951 issue of ALL HANDS. To consult the official directive on sea-shore rotation policies, see BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950).

I.
Top man on SDEL
requesting shore
duty at specific
place began con-
tinuous sea duty:

BMC	10 Oct 1932
BM1	11 Oct 1937
BM2	4 Jun 1940
BM3	18 Jan 1941
QMC	14 Apr 1931
QM1	14 Apr 1937
QM2	27 Dec 1941
QM3	9 Oct 1940
RDC	5 Mar 1942
RD1	15 Dec 1941
RD2	27 May 1943
RD3	20 Feb 1946
SOC	27 Oct 1943
SO1	.....
SO2	4 Mar 1946
SO3	16 Sep 1945
TMC	18 Sep 1936
TM1	5 Sep 1940
TM2	21 Feb 1939
TM3	28 Nov 1942

II.
Top man on SDEL
requesting shore
duty "Anywhere in
U.S." began con-
tinuous sea duty:

5 Oct 1932	GMC
5 Aug 1935	GM1
9 Oct 1940	GM2
20 Nov 1940	GM3
8 Jan 1939	MNC
24 Jun 1941	MN1
12 Dec 1942	MN2
6 Mar 1942	MN3
.....	FCC
12 Nov 1940	FC1
24 Sep 1945	FC2
14 Dec 1945	FC3
.....	FTC
14 Jul 1946	FT1
11 Nov 1943	FT2
9 Jun 1942	FT3
31 Aug 1938	ETC
17 Mar 1941	ET1
28 May 1943	ET2
25 Sep 1942	ET3

I.
Top man on SDEL
requesting shore
duty at specific
place began con-
tinuous sea duty:

2 Mar 1932
19 Aug 1938
7 Dec 1940
8 Oct 1940
18 Dec 1946
.....
.....
29 Oct 1940
1 Oct 1940
25 Jan 1943
19 Jul 1946
12 Oct 1948
.....
.....
21 Feb 1941
31 Aug 1942
22 Feb 1947
21 Nov 1946

II.
Top man on SDEL
requesting shore
duty "Anywhere in
U.S." began con-
tinuous sea duty:

30 Jul 1933
5 Sept 1940
29 Nov 1940
3 May 1941
10 Jun 1947
20 Jul 1948
.....
.....
20 Jul 1932
5 Mar 1942
17 Jan 1942
14 Jul 1943
29 Jul 1939
23 Jan 1948
.....
.....
23 Jan 1948
28 Nov 1940
19 Jul 1945
20 Jun 1946

I.		II.		I.		II.	
Top man on SDEL requesting shore duty at specific place began con- tinuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began con- tinuous sea duty:		Top man on SDEL requesting shore duty at specific place began con- tinuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began con- tinuous sea duty:	
IMC	23 Sep 1938			DM2			
IM1				DM3			
IM2				SN	1 Oct 1947		12 Jan 1948
IM3				SA	14 May 1942		13 Nov 1942
OMC	28 Nov 1930			MMC	19 Mar 1946		4 Oct 1946
OM1	2 Jan 1946			MM1	3 Aug 1931		6 Jan 1932
OM2				MM2	17 Jul 1933		28 Feb 1938
OM3				MM3	14 Mar 1942		3 Aug 1937
TEC	27 Jul 1934			ENC	27 Aug 1942		9 May 1943
TE1	5 Jan 1944			EN1	14 Dec 1931		9 Aug 1935
TE2	23 Oct 1941			EN2	30 Apr 1938		4 Apr 1934
TE3	17 Oct 1944			EN3	22 Aug 1938		11 Feb 1943
RMC	19 Sep 1932			MRC	23 Feb 1945		8 Dec 1943
RM1	8 Nov 1940			MR1	10 Aug 1940		31 Oct 1941
RM2	4 Oct 1942			MR2	19 May 1945		26 Aug 1946
RM3	25 Jul 1944			MR3	21 May 1946		28 Oct 1940
CTC				BT1	2 Mar 1944		7 Nov 1945
CT1				BT2	24 Aug 1928		24 Feb 1934
CT2				BT3	18 Sep 1936		19 May 1937
CT3				EMC	14 Feb 1940		27 Oct 1938
YNC	8 Jul 1944			EM1	25 Jun 1942		8 Mar 1940
YN1	1 Jul 1946			EM2	31 Jan 1934		8 Jan 1942
YN2	24 Dec 1946			EM3	31 Jul 1940		25 Apr 1940
YNC	3 Jan 1945			ICC	20 Mar 1943		21 Feb 1944
PNC	28 Feb 1940			IC1	27 May 1944		15 Feb 1943
PN1	13 Oct 1948			IC2	26 Dec 1935		23 Dec 1935
PN2	21 Jun 1947			IC3	30 Jan 1942		9 Sep 1945
PN3	14 Jul 1947			MEC	20 Apr 1946		16 Feb 1945
MAC				ME1	4 Jan 1946		11 Apr 1946
MA1				ME2	11 Aug 1936		7 Nov 1935
MA2				ME3	28 Feb 1936		18 Nov 1942
SKC				FPC	16 Dec 1942		19 Jan 1945
SK1	17 Mar 1944			FP1	15 Feb 1945		28 Apr 1943
SK2	31 Jan 1942			FP2	29 Dec 1939		15 Mar 1945
SK3	19 Mar 1944			DC1	5 Sep 1939		7 Nov 1941
DKC	5 Aug 1943			DC2	16 Nov 1943		12 Dec 1944
DK1	2 Feb 1945			DC3	18 Dec 1945		13 Aug 1946
DK2	5 Oct 1946			PMC	6 Mar 1935		29 Dec 1936
DK3	21 Sep 1946			PM1	1 Jun 1940		12 Feb 1944
CSC	24 Sep 1945			PM2	11 Jan 1943		10 Dec 1943
CS1	30 Mar 1934			PM3	26 Feb 1946		7 Dec 1940
CS2	16 Dec 1940			MLC	18 Nov 1941		
CS3	2 May 1941			ML1			
SHC	23 Oct 1943			ML2			
SH1	4 Sep 1946			ML3			
SH2	10 Dec 1936			FN	25 Apr 1940		
SH3	11 Jan 1942			FA			
JOC	2 Sep 1942			SVC			
JO1	18 Oct 1946			SV1			
JO2				SV2			
JO3				SV3			
PIC				CEC			
PI1				CE1	19 Aug 1946		
PI2				CE2	19 Apr 1945		
PI3	29 Dec 1945			CE3	23 Jan 1947		8 Apr 1946
LIC				CDC	22 Sep 1947		22 Oct 1946
LI1				CD1	23 Apr 1945		11 Dec 1940
LI2				CD2			
LI3	3 Oct 1947			CD3			
DMC							
DM1							

THE BULLETIN BOARD

I.		II.		I.		II.	
Top man on SDEL requesting shore duty at specific place began continuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began continuous sea duty:		Top man on SDEL requesting shore duty at specific place began continuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began continuous sea duty:	
CMC	19 May 1947	9 Mar 1940	AB1	7 Sep 1940	18 May 1945		
CM1	.....	18 Jul 1942	AB2	18 May 1946	24 Jan 1945		
CM2	2 Mar 1944	.....	AB3	3 Nov 1946	4 Jul 1945		
CM3	11 May 1947	2 Feb 1945	AEC	31 May 1940	29 Oct 1944		
BUC	.....	.....	AE1	14 Nov 1942	20 Oct 1940		
BU1	11 Apr 1942	20 Oct 1940	AE2	27 May 1947	30 Aug 1943		
BU2	1 Apr 1946	21 Dec 1944	AE3	22 Nov 1946	20 Jun 1947		
BU3	.....	20 Jan 1947	AMC	14 Sep 1946	3 Jun 1941		
SWC	6 Apr 1938	3 Jan 1937	AM1	20 Apr 1942	1 May 1944		
SW1	22 Dec 1946	.....	AM2	28 Sep 1942	25 Nov 1941		
SW2	.....	17 Feb 1947	AM3	13 Jul 1944	5 Nov 1947		
SW3	16 Jan 1947	8 Mar 1947	PRC	24 Aug 1944	17 Apr 1947		
UTC	1 Feb 1936	24 Feb 1936	PR1	5 Nov 1940	22 Oct 1942		
UT1	.....	10 Apr 1943	PR2	8 May 1946	10 Jun 1947		
UT2	.....	.....	PR3	30 Mar 1943	2 Jan 1947		
UT3	.....	17 Feb 1947	AGC	.....	.....
CN	12 Nov 1946	.....	AG1	.....	.....
ADC	5 Nov 1929	5 Jan 1942	AG2	.....	.....
AD1	7 Jul 1936	25 Feb 1945	AG3	.....	.....
AD2	4 Mar 1942	13 Dec 1941	AKC	26 Sep 1941	30 Apr 1948		
AD3	13 Jul 1942	12 Jul 1946	AK1	7 Mar 1943	.....	
ATC	12 Mar 1948	.....	AK2	7 Feb 1947	10 May 1943		
AT1	28 Jun 1947	.....	AK3	24 Sep 1942	29 May 1946		
AT2	16 Jan 1947	.....	AFC	29 Nov 1940	2 Oct 1947		
AT3	24 Oct 1947	9 Jul 1948	AF1	4 Dec 1945	.....	
ALC	5 Jun 1934	9 Feb 1943	AF2	12 Mar 1945	13 May 1944		
AL1	22 Sep 1941	8 Jul 1944	AF3	20 Sep 1944	8 Feb 1947		
AL2	14 Jul 1943	10 Jul 1944	AN	18 Jul 1944	24 Mar 1947		
AL3	7 Jun 1946	14 Nov 1944	SDC	1 Aug 1928	22 May 1936		
AOC	12 Feb 1936	20 Mar 1940	SD1	7 Apr 1930	26 Jul 1933		
AO1	10 Dec 1941	20 Nov 1940	SD2	4 Jan 1940	23 Dec 1938		
AO2	20 Feb 1942	31 Dec 1941	SD3	1 Jul 1940	29 Dec 1941		
AO3	22 Aug 1944	28 Oct 1943	TN	16 Nov 1939	14 Jun 1942		
ABC	5 Mar 1940	18 Mar 1944	TA	10 Apr 1945	.....	

Here's Method BuPers Used To Assign CWOs and WOs to Four Warrant Pay Grades

Several recent letters from ALL HANDS readers indicate that a clarification is in order explaining the method by which the Bureau of Naval Personnel assigned commissioned warrant and warrant officers to the four pay grades of warrant rank. The following information may help clear up some of the details.

The assignments were made in accordance with the Career Compensation Act as outlined in Alnav 97-49 (NDB, 15 Oct 1949). This initial assignment was based on warrant or commissioned service accumulated through 1 Oct 1949.

Commissioned warrants with less than six years commissioned service were assigned W-2. Those with more than six but less than 12 were given W-3. Those with 12 or more were

assigned W-4. All warrant officers were awarded W-1.

After this initial distribution, a special board was convened to consider the records of all permanent commissioned warrant and warrant officers who had served or were serving with the rank of ensign or above to recommend those with the *most outstanding records* as ensign or above for advancement to the next higher warrant pay grade above that assigned by the initial distribution.

Seniority was *not* the basis of this selection, and neither was the highest temporary rank attained in World War II, because no selection was involved in these wartime block promotions.

Persons selected and assigned to the higher pay grade were indicated in enclosure (1) of BuPers Circ. Ltr. 35-50 (NDB, 15 Mar 1950). All others considered but not recom-

mended for advancement were listed in enclosure (2) along with all other warrant officers who never served as ensign or above.

That an officer was not recommended for advancement by the special board is no reflection on his performance of duty or career. All officers considered by the special board had performed in an excellent manner, but budgetary limitations permitted advancement of only a small percentage.

Nothing has been placed in the individual's record to indicate the results of the special boards' determinations, and seniority was not affected.

Advancements in warrant pay grades in the future will be based on accumulated service, with regulations on this now being worked out. When they are ready, ALL HANDS will publish the details.

Written Officer-Promotion Exams Are Scheduled for 28 November-31 December

Except for dates authorized by BuPers for re-examination of individual officers, the period 28 November-31 December will be the time for all written officer-promotion examinations due to be taken during the remainder of calendar 1950. The examinations will be conducted by supervisory examining boards as outlined in part B of BuPers Circ. Ltr. 31-50 (15 Mar 1950).

This information is contained in BuPers Circ. Ltr. 121-50 (NDB, 15 Aug 1950).

Regarding the subjects in which officers will be examined, the directive has this to say: "Officers who are to be re-examined and those who were scheduled to take their written promotion examinations during May-June 1950 but who for any reason did not do so will be examined in all subjects required by BuPers Circ. Ltr. 178-49 as modified by SecNav Ltr. dated 19 Apr 1950." BuPers Circ. Ltr. 178-49 can be found in the Navy Department Bulletin of 31 Oct 1949. The SecNav letter mentioned is in the NDB of 30 Apr 1950.

"Other officers scheduled for examination during the remainder of calendar 1950 will, in accordance with the authority contained in SecNav Ltr. dated 19 Apr 1950, be required to take written examinations in the executive area only. All questions will be essay type. They will be examined on their records in the operational and technical areas. No exemptions from the required subjects will be allowed these officers for the completion of correspondence or residence courses. Ensigns for whom examinations were planned for

Promotions to Warrant Grade Being Opened

For the first time since World War II, the Navy is opening promotions to warrant grade.

The appointments form the largest part of a program to procure approximately 1,300 new warrant officers of grade W-1 by 1 July 1951, about 550 by 1 Nov 1950 and 750 in the remaining seven months.

The total number will be reached by:

- Recall of a small number of Reserve officers.

- Appointment by selection of temporary warrant officers from among the unsuccessful applicants for limited duty officer commissions. Although they failed to win LDO commissions, these men were considered by the selection board to be of high caliber. The appointments under this category, if accepted by the individual, already have been made.

- Appointment as temporary warrant officers of enlisted personnel who previously served as warrant or chief warrant officers, later reverting to enlisted status. These appointments were to be made in the first group, before 1 Nov 1950.

- Plans for the second group of 750 have not been completely decided upon by the Bureau of Naval Personnel, except that chief and first class petty officers not previously appointed to warrant grade will have an opportunity of selection. The board choosing appointments from this category will use in addition to the service records, the special fitness reports that have been submitted on these men.

No applications for the W-1 appointments are wanted by BuPers, since the selections will be based on records now on file.

November or December 1950 by BuPers Circ. Ltr. 40-50 (NDB, 31 Mar 1950) are included in this group of officers."

The directive invites attention to BuPers Circ. Ltr. 114-50 (NDB, 31 July 1950) which eliminates the subject of military law and substitutes in 1951 the subject of military justice (see ALL HANDS, September 1950, p. 9).

The provision that temporary officers eligible for promotion are not subject to written professional examination remains in effect. This provision is contained in BuPers Circ. Ltr. 178-49.

Commissaries, Exchanges To Limit Sale of Foods

If your commissary store or exchange has put a limit on the quantity or amount of certain foodstuffs you may buy, their policy is in line with the President's warning against storing up supplies.

Alstacon 272136Z of 27 July 1950 empowered commanding officers to take action as follows: "In order to comply with the President's admonition against hoarding of foodstuffs, all commands are directed to take such measures as may be necessary to prevent sales of unusual quantities in Navy and Marine Corps commissary stores and exchanges."

How to Send Postage-Free Letters from Combat Zone

Here is what you should write on the outside of letters being sent postage-free from the combat zone to persons in the U.S., including U.S. territories and possessions:

- Upper right-hand corner of the address side, where the stamp would otherwise be—the word "Free," in the sender's handwriting.

- Upper left-hand corner—written name of the sender, plus serial number, rank or rating, and branch of the service.

- At the usual place—name and address of the person to whom the letter is being sent, of course.

Public Law 609, 81st Congress, provides for free mail privileges for members of the U.S. Armed Forces in Korea and such other areas as the President may designate as combat zones or theaters of military operations. (See ALL HANDS, September 1950, p. 53.) This applies to personal letter mail in usual and generally accepted form, including post cards. Such mail weighing not more than one ounce is given airmail transportation whenever practicable. Letters intended for air service should be marked or endorsed "Air Mail" or "Via Air Mail" above the address and below the word "Free."



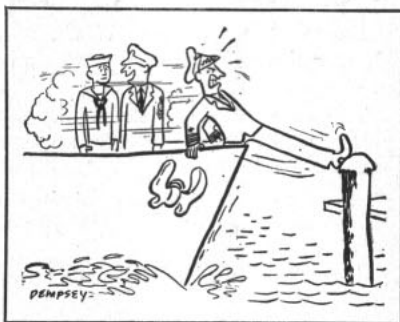
"Now don't tell me you ran out of gas!"

Chances Now Better for Advancement to All Grades Except CPO

With the current expansion of the Navy and all the armed services, chances for advancement to all enlisted grades except chief petty officer are now better than they have been at any time since the end of World War II.

Service-wide competitive examinations are to be held in January, and the best insurance for passing is to complete all required and supplementary training courses before the examination date. The training courses are listed in BuPers Circ. Ltr. 187-49 (NDB, 15 Nov 1949).

With chief petty officers still considerably in excess of allowance, no examinations for acting appointment to that grade are planned for the current 12-month period ending 30



"The Captain's never made a bad landing."

June 1951. It is expected, however, that CPO exams will be given sometime during the next fiscal year, which begins 1 July 1951.

Some promotions may be authorized by the Bureau of Naval Personnel before the next exams, taking names from the current "waiting list" as given in enclosure (B) of BuPers Circ. Ltr. 56-50 (NDB, 30 Apr 1950). This waiting list was compiled from the first class POs who qualified for CPO acting appointment in the examinations given last year.

Dates for the service-wide competitive exams for advancement in rating to the three lower petty officer grades were announced in BuPers Circ. Ltr. 118-50 (NDB, 15 Aug. 1950). The dates, all on consecutive Tuesdays, are:

- Exams for PO3 will be held 9 Jan 1951.
- For PO2 on 16 Jan 1951.
- For PO1 on 23 Jan 1951.

The directive set 20 Oct 1950 as the deadline date by which commanding officers must make nominations to the convening authority for personnel to take the tests. To be nominated, personnel must be eligible either now for advancement to any of the three lowest petty officer grades, or they must be expected to become eligible by 16 Apr 1951. In addition to wanting to compete, they must be recommended by their commanding officers.

Special instructions are contained in the directive to cover the case of men in transfer status if they have been nominated to compete in the service-wide exams. Certain seagoing, aviation or shore-based units whose movements or operations prevent giving eligible personnel the

exams on the appointed dates are authorized to conduct them at any time during January, 1951.

As announced in BuPers Circ. Ltr. 98-50 (NDB, 30 June 1950), the fire controlman (FC) and fire control technician rating groups are being consolidated into one rating group—that of fire control technician. The directive points out that FCSN, FC3 and FC2 eligible for advancement may compete for concurrent change in rating and advancement to FT3, FT2 and FT1, respectively. These candidates are to be considered on an equal basis with candidates of the FT branch.

For the FC1s, FC2s and FC3s not eligible for advancement, the directive provides that a change in rating to FT ratings in the same pay grade may be requested.

Some Reservists with emergency service ratings are on active duty at the present time, and the circular letter points out that examinations for advancement of eligible personnel are being prepared, with instructions for their use to be announced at a later date.

Military Traffic Service Established by Defense

In the Department of Defense there is now a new agency known as Military Traffic Service, designed to provide efficient and economical traffic management in the continental U.S.

Military Traffic Service, headed by a civilian director, will have within it an advisory council. This council will consist of Director, MTS, as chairman, with one member from each military department, of flag or general rank. These officers will be nominated, one each, by the Secretary of the Navy, the Army and the Air Force. The Chairman of the Munitions Board also may appoint a member to the Advisory Council, if he desires.

Purpose of the Military Traffic Service is "To provide under one authority efficient and economical traffic management for the movement within the continental U.S. of persons and things for all agencies or departments of the Department of Defense."

Marine Gets Band Billet In Order to Get a Wife

It was a big day in the life of Frank I. Stockstill of Waukegan, Ill., when he passed his audition on the oboe and learned that there was a spot for him in the U.S. Marine Band. It meant that now Sue would marry him.

Sue—Miss Sue Carr of Urbana, Ill.—was a young lady with a mind of her own. Stockstill had a mind of his own, too, of course—a mind loaded with oboe music and affection. Stockstill brought up the subject of matrimony and the young lady said she'd go along with the idea, provided that Stockstill got him a billet in the Marine Band. So the oboist obtained an audition, and made good. The wedding date was set for shortly thereafter.

Stockstill's background felt the shadow of events to come—in the musical and martial fields, if not in the marital. He saw service in the Navy during the hard years of 1945 and '46 in the Pacific. He graduated from the University of Illinois last June as a music major. He studied the oboe under the father of a man who spent 12 years in the U.S. Marine Band.

"The Marine Band is the greatest musical organization in the world," Sue points out, "and any husband of mine must be in it."

Damage Done to Quarters To Be Paid by Personnel; Collection System Listed

A joint BuDocks-BuPers letter clarifies the responsibility all naval personnel have for the proper care and use of their quarters, when quarters are provided by the government.

It has been a longstanding rule that any damage done to government quarters while officers or enlisted personnel are living in them must be paid by the individual in residence.

The joint letter tells commanding officers in detail what procedure they should follow to collect for such damage:

- Each individual (this can apply to civilians, too) occupying government housing will sign a receipt for the condition of the house and all its furnishings when he enters it.

- When he vacates, the house and all furnishings will be checked for other than routine wear.

- If it is determined that the occupant must pay an amount for damage or loss of property, his commanding officer will request him to settle the account voluntarily.

- No such settlement, however, will be forced by threats of disciplinary action or by checkage of future pay.

- If the individual does not agree to settle voluntarily, the commanding officer will forward the bill together with a statement of the facts to BuDocks.

- The case will then be referred to the Judge Advocate General and finally to the Department of Justice for action in the civil courts.



"Have a ch... things are kinda rough today, ain't they, chief?"

Marine Sergeant Is in Charge of Island Forces

When it comes to responsibilities, William W. Sims, Sgt, USMC, age 24, has got 'em. He's head man of the police force, fire department and shock troops on the island of Truk. All three of these organizations are one and the same, but it's still a man-sized job to run them.

All of Sergeant Sims' men are natives of the area. His organization is called the Truk District Pacific Insular Constabulary, and Sims is the non-commissioned officer in charge. Among his other duties he holds drills and inspections to keep his small detachment "on the ball." He himself has to keep up-to-date in military subjects and instruct his men in police and fireman duties. The result is a smoothly running organization.

Like most commanders, Sims has an aide—in this case, Sergeant Ru, a native of the island who understands English. One of Sergeant Ru's duties is that of translator for Sergeant Sims and his men. Motor-

ized equipment consists largely of one fire engine, United States military style.

Sergeant Sims began life in Oklahoma, but later lived for several years in California. He is no stranger to the far Pacific areas, having seen action in Bougainville and Okinawa during World War II. He enlisted in the Regular Marine Corps in 1946 and subsequently served in San Diego and San Francisco before reporting aboard the island of Truk.



Two Navy Destroyer Escorts Transferred to French Fleet

Two Navy escort vessels—uss *Samuel S. Miles* (DE 183) and uss *Riddle* (DE 185)—are now in the French navy and renamed *Arabe* and *Kabyle*, respectively. The transfer of these ships was part of the Mutual Defense Assistance Program.

Before being reactivated, the two ships were withdrawn from the Atlantic Reserve Fleet at Green Cove Springs, Fla., and completely overhauled and refitted at the Philadelphia Navy Yard. In Philadelphia, the vessels were manned by French crews before departure.

The French republic is the second country to obtain warships from the U.S. under MDAP. Two destroyer escorts were transferred to The Netherlands earlier. Two submarines and the subrescue ship uss *Bluebird* (ASR 19) were scheduled for assignment to the Turkish navy shortly after the transfer of *Riddle* and *Samuel S. Miles*.

France had previously received approximately 100 Navy planes,

while England has accepted a considerable number of B-29s. Six U.S. Navy support landing ships have been assigned to Indo-China along with eight C-47 transport planes, while a number of small patrol craft were scheduled for Burma.

New Age Limit in Effect For Annapolis Candidates

A new upper age limit is now in effect for all candidates for the U.S. Naval Academy—22 years. Formerly the limit stood at 23 years for veterans of one year's honorable service in the U.S. armed forces and at 21 years for others.

Alnav 66-50 (NDB, 15 July 1950), which puts into effect the new ruling, reads as follows: "In accordance with recent legislation, candidates for U.S. Naval Academy must not have reached their 22nd birthday by 1 July of the year of entrance to the Naval Academy. This applies to all candidates, regardless of previous service and is effective immediately for the class entering in 1951."

Here's a Complete Summary of the Battle Efficiency Awards

Each year your ship has the chance to prove how good it is in comparison with other ships of the same type in the Navy.

This chance is provided by the competition for a Battle Efficiency Pennant, a pennant which designates the top ships in the Fleet.

When on liberty, do you find yourself telling others, "I'm on the best destroyer afloat" or "our submarine is the hottest thing this side of Shanghai" or words to that effect?

If you do, there's one way in which you can back up these statements with facts—tell 'em your ship flies the Battle Efficiency Pennant—the "meatball" as it is known around the Fleet.

The pennant is called the "meatball" because of its design, a solid black circle set in a red field. It is a triangular-shaped pennant and may be flown by a winning ship at the foretruck. Any ship that flies a "meatball" is known as a "taut ship."

If your ship proves good enough to win the Battle Efficiency award it will mean money in the bank for you and the rest of the crew. Each crew member of a pennant-winning ship or aircraft squadron receives a cash prize for his part in the victory. In 1949, this amounted to ap-



proximately \$20 per man in the units that won.

When a ship wins the pennant, these things also happen:

- Every member of the crew who receives prize money also becomes eligible to wear the Navy's battle efficiency "E" on the right sleeve of his jumper, overcoat or blouse. The "E" comes in white or blue so that it may be worn on both winter and summer uniforms.

- An entry is made in each service record stating that the crew member was on board when the ship won a Battle Efficiency award.

- A white "E" may be painted on the bridge bulwark and a fac-

simile of the red-and-black "meatball" may be painted on the sides of each aircraft of an Aircraft squadron that wins the Battle Efficiency Pennant.

Winning the "meatball" also entitles each winning ship to compete for another annual award—the Marjorie Sterrett award (for the origin of its name, see adjoining box.) The Marjorie Sterrett award goes each year to the two ships of a designated type which are judged to be the best of that type in the entire Fleet.

One ship is chosen from the Atlantic Fleet, the other from the Pacific Fleet. Thus, of the type designated for that year, the ship in each ocean that compiles the best performance rating in Battle Efficiency competition is declared the winner of the Marjorie Sterrett award.

In 1948—the first postwar year of competition—this award went to two cruisers, *uss Helena* (CA 75) and *uss Providence* (CL 82). In 1949, the award went to two destroyers, *uss Fiske* (DD 842) and *uss Newman K. Perry* (DDR 883). This year the coveted award went to two submarines, *uss Charr* (SS 328) and *uss Sea Robin* (SS 407).

The concept of these two Fleet awards has been revised since World War II. Before the war, the Efficiency "E" could be won by individual departments of a ship such as the engineering department or the gunnery department. An efficiency "E" could even be won by a single gun turret (see "Efficiency Awards—Old and New," ALL HANDS, August 1950, p. 29).

All this has now been changed. It was found that the old system didn't provide enough incentive for all departments of a ship to perform as an integrated fighting unit. Under the new system, on the other hand, battle efficiency awards are based not on the performance of one department alone but rather "on the performance of the ship or aircraft squadron as a unit."

Although each department of a winning ship must be a smoothly functioning part of the whole, the emphasis has been shifted to teamwork. Every officer and enlisted man aboard must make the maximum effort if the ship is to come

Story Behind the Famous Marjorie Sterrett Award

In February 1916, a little girl sat down and wrote a letter to a New York newspaper. In it she enclosed a dime toward the construction of a new battleship for the U.S. Navy.

When the letter was published, it unleashed an avalanche of similar dimes and quarters from school kids as well as larger contributions from grown-ups. The Navy suggested that this money be placed in a fund, the proceeds from which should be awarded each year as prize money for outstanding gun crews.

The proceeds from the original Marjorie Sterrett Battleship Fund are still being used each year. Now, however, the award is made to the two top ships in the Fleet based on Battle Efficiency scores, rather than as prize money to outstanding gun crews.

Marjorie's letter follows:

Brooklyn, N.Y.

February 2, 1916

To the Editor of the New York Tribune

Dear Sir:

I read in your paper every morning a lot about preparedness. My grandpa and my great grandpa were soldiers. If I was a boy I would be a soldier, too, but I am not, so I want to do what I can to help. Mama gives me a dime every week for helping her. I am sending you this week's dime to help you build a battle-ship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund. I am thirteen years old, and go to Public School No. 9, Brooklyn.

Truly yours,

Marjorie Sterrett.

home the winner in the battle efficiency sweepstakes.

How does a ship win the Battle Efficiency Pennant?

The pennant is awarded each year to about 10 per cent of the ships of the Fleet. Winners are determined on a point basis.

How does a ship get points?

A ship (or aircraft squadron) accumulates them in three different ways—through exercises and trials in which it takes part, through inspections by senior officers and through over-all administrative efficiency.

Awards are made on a different basis for each different ship type (such as destroyers, cruisers, carriers). Type commanders in the Atlantic and Pacific Fleets prescribe their own regulations for the annual competition. Although the general pattern of these regulations is much the same, there are considerable differences in detail—even between ships of the same type in the two oceans.

In each competition, greatest emphasis is always placed on how well a ship carries out its primary mission. Destroyer competition, for example, emphasizes anti-submarine operations and gunnery, while competition between repair ships emphasizes the ships' repair efficiency.

Although it is beyond the scope of this article to outline the rules and regulations of each different type competition, the general pattern of Battle Efficiency competition can be shown in a brief summary of the award system for a single type in one ocean.

Since more men in the Navy serve aboard destroyers than aboard any other single type, let's take destroyers of the Atlantic Fleet as an example. The competition in DesLant runs somewhat as follows:

Exercises and Trials

Competitive exercises and trials make up much of the battle efficiency competition between destroyers of the Atlantic Fleet. At the start of each three-month period during the competitive year, the skipper of each destroyer is given a "Quarterly Requirement Chart" which tells him what exercises he may expect during the next three months.

Each department of the ship is then alerted by the commanding

WAY BACK WHEN

Old Hickory Figurehead

Andrew Jackson, even as a statuesque figurehead at the prow of a ship, was a character of intense controversy.

Back in the 1830s, when Andrew Jackson was President of the United States, USS *Constitution* was brought into the Boston Navy Yard for overhaul. She had just come back from the Barbary Wars where her figurehead, a Herculean figure with one hand holding a scroll representing the written constitution, had been severely damaged.

The Navy Yard commandant, therefore, set about supplying the *Constitution* with a new figurehead. One featuring President Jackson was proposed. But when this plan became known, the citizens of Boston and New England, few of whom might be called ardent Jackson followers, were virtually up in arms. There were, in fact, threats of tar and feathers for the commandant.

But the Navy man was not to be frightened by such coercion. He proceeded to hire a wood carver, and later when the threats became even more violent he transferred the carver and the half-finished figure to the New York Navy Yard as a precautionary measure.

Eventually the figure was completed. It showed Jackson in dress clothes, a cape flung over his shoulders. In his right hand he held a scroll. His left was stuck into his vest in Napoleon style.

Back at Boston, the figurehead was put in its place at the prow of *Constitution* and the turmoil among the anti-Jackson New England populace reached such fever

pitch that it was necessary to keep "Old Ironsides" under constant guard.

Despite the vigilance, however, one dark night a bold young man in a small skiff rowed under the bow of *Constitution*. He broke out a saw and proceeded to cut off Old Hickory's head.

The culprit became a Boston hero. This inspired him to such an extent that he took his prize to Washington and displayed it to the Secretary of the Navy. Despite his destructive act, the amateur guillotiner was never faced with any official charges.

However, the figure was repaired, this time at the New York Navy Yard, and for many years Old Hickory figurehead stood at the prow of *Constitution*.

The controversial carving was later taken to the Naval Academy Museum at Annapolis.



officer and must be ready at short notice to participate in any one of the number of exercises listed, many of which are "surprise" exercises.

When an exercise is scheduled, several observers are assigned to the ship as scorekeepers.

They take places from which they can watch the important operations. For example, if a DesLant ship competes in a gunnery exercise, observers will probably be stationed in Plot, in Combat Information Center, on the bridge, at each gun mount and at check points along the lines of fire control communication. At the completion of the exercise, observers examine the target and thus are able to compute the "hits per gun per minute" and other data.

After computing the point total to be awarded the ship for the exercise, the observers, together with

the ship's officers and leading petty officers, get together for a discussion period or "critique."

During the critique, the observers point out the strong and weak points displayed during the exercise and make suggestions for improvements. They may also give the results of the day's firing and the points scored.

But a gunnery exercise such as this is only one of several types of exercise each designed to test different departments of a ship and to earn the ship points toward a Battle Efficiency Pennant. Here are a few examples of typical exercises which affect various departments:

Engineering—Engine room explosion—shell hit. Cruising turbine out of commission.

Damage Control—Restoring battle telephone circuits. Collision at sea.

Combat Information Center—Ele-

mentary air control. High speed surface tracking.

Anti-submarine warfare — Single ship attack and reattack. Combined radar and sonar exercise.

Seamanship—Man overboard. Underway fueling from tanker. Mail passing.

Gunnery—Long-range battle practice. Anti-aircraft practice.

Communications—Advanced communications drill.

DesLant engine room gangs can also expect a number of trial runs during the competitive year. To test a ship's readiness for combat, one full power run and three fuel economy trials (at different speeds) are held during an average year. Each competitive trial is observed and scored.

One interesting communications exercise centers around a "heckler" ship which attempts to interrupt communications between ships com-

3 New Enlisted Training Courses Are Now Available

The following new training courses are now available:

Boilerman 3 and 2, NavPers 10535

Ship's Serviceman 1 and Chief, NavPers 10287

Steelworker 1 and Chief, NavPers 10654

peting in an exercise. As the competing destroyers communicate with one another by radio and visual, —decoding messages, hoisting flags, sending messages by flashing light, signal flags and teletype under simulated wartime conditions—the "heckler" makes life miserable by sending fake messages, jamming radio transmissions and confusing circuits.

Since some of these exercises are

more important to the mission of a destroyer than others, they are scored or "weighted" more heavily.

Here's how the "weights" are set for a destroyer (DD) in the Atlantic Fleet:

Anti-submarine, 20%; gunnery and torpedo, 15%; administration, 10%; engineering, 10%; damage control, 10%; communications, 10%; C.I.C., 10%; and seamanship, 10%.

In contrast, here's how the weights are assigned for a destroyer tender (AD):

Repair, 40%, administration, 15%; engineering, 10%; damage control, 10%; communications, 10%; gunnery, 5%; and C.I.C., 5%.

Weights for a radar picket ship (DDR) are the same as for a DD except that the weight for gunnery is reduced to 10% and that for C.I.C. is raised to 15%. Weights for a destroyer escort (DDE) are similar except that gunnery is again 10% while anti-submarine warfare is raised to 25%.

Inspections

A second method of accumulating points toward a Battle Efficiency Pennant is through periodic inspections which are made of your ship. During an average competitive year, a destroyer will undergo at least four types of inspections—

- Operational readiness inspection (which may be a surprise inspection).

- Material inspection.

- Supply inspection.

- Administrative inspection.

The last one—the administrative inspection—is the one with which you will probably be most concerned. According to the rules for DesLant, inspecting officers will hold a personnel inspection to check on such items as the discipline, smartness and appearance of the crew, and the etiquette shown by the boat crews, quarterdeck watch and the ship's landing force.

The inspecting party can also order a fire drill or fire and rescue drill. The party will make a complete tour of the ship and will pay particular attention to clothing, bedding and cleanliness of the ship.

Administrative Efficiency

Points are also given on the basis of how prompt and efficient your ship's office is with reports that are required from it. Administrative

Marine Sentry Barely Wins Race with Big, Live Bear

"If I'd known you were coming I'd have had a gun," the Marine sentry might have said as he looked out the window of the guard shack. Looking in was one bear, large size, fur-covered, alive.

It was the lonely hour of 0100, and Robert A. Switzer, PFC, armed only with a night-stick, was patrolling a restricted area at the Marine Corps Air Station, Cherry Point, N.C. Between turns around the area, Switzer stopped in at the guard shack. Outside he heard a dog making a commotion. Switzer looked out the window to see what the trouble was, and that is when the bear looked in. The sentry described it later as a "gigantic monster."

Doing his best to remain cool, Switzer picked up the phone and

called the main guardhouse. "Non-sense," said the sergeant of the guard.

But Switzer, observing that the bear was now trying to climb through the window, knew that there *was* one. So he did the only thing he could do; he withdrew to a previously prepared position—the station heating plant. He entered the door of that edifice at high speed, it is said; but the bear was close behind. Bruin was denied entrance, however, much to his disgust.

On the day following, it was decided that sentries assigned to that particular post would carry shotguns. "And the next bear that thinks of making a midnight *snack* out of me," declared Switzer, "is going to end up a ruined bruin."



efficiency of a ship usually accounts for from 10 to 15 per cent of the total point score awarded the ship (see above).

The points earned by each ship are added up at the close of the competitive year. Ships in the upper ten percent on the basis of points earned are usually nominated for the Battle Efficiency Pennant by the type commander. These nominations are then sent to the Chief of Naval Operations who makes the final selection.

Awards are usually published to the Fleet in August of each year. Payment of prize money is authorized shortly thereafter.

The Chief of Naval Operations also chooses two ships for the Marjorie Sterrett award. Prior to World War II, prize money from the Marjorie Sterrett fund was awarded annually to turret and gun crews making the highest score in short range battle practice and to submarines making the highest score in torpedo firing exercises.

Since the war's end, however, this prize money has been awarded instead to the two ships—one from each ocean—of the designated type whose point scores for the Battle Efficiency competition have been highest in their respective ocean areas.

The Marjorie Sterrett prize money currently amounts to \$1400 per year, half of which is awarded to each winning ship. This money does not go to crew members directly, but rather into the ship's recreation fund to be used for the purchase of athletic equipment, furniture, phonograph players, musical instruments or for dances, picnics or parties for the recreation of the crew.

There is one other award which may be given as the result of the annual battle efficiency competition. This is a letter of commendation from the Chief of Naval Operations.

This special letter of commendation may be given to an officer or an enlisted man who is considered to have contributed most to the winning of a Battle Efficiency Pennant for his ship or aircraft squadron.

But although outstanding leadership on the part of an individual may contribute toward the winning of a Battle Efficiency Pennant, it is teamwork that will clinch it. You and every man aboard must pitch in if your ship or squadron is to bring home the "meatball."

HOW DID IT START

Logs

The log is an apparatus for measuring the rate of a ship's motion through the water.

The common log, or chip, consists of the log chip or log ship (often exclusively called the log) and the log line, the former being commonly a thin wooden quadrant of five or six inches' radius, loaded with lead on the arc to make it float point up. It was attached to the log line by cords from each corner. This line, from a point about 15 fathoms from the log chip, was divided into equal spaces, called knots, each bearing the same proportion to a mile that the time during which the runout of the line measured bears to an hour. This period, generally measured by the log glass, was 28 seconds in American and British naval practice, elsewhere usually 30 seconds. These time intervals corresponded to knots of 47 feet 3 inches and 50 feet 8 inches, respectively.

The line ran freely from the log reel so that when the log was thrown the water held it from being drawn forward, and the speed of the vessel was shown by the number of knots run out.

Improved logs, called patent or taffrail

logs, consist of a mechanism which, being towed astern or from a boom projecting at the ship's side, shows the distance traveled (through the water) by the ship by registering the revolutions of a fly either in a taffrail log on a dial plate at the inboard end of the line, or on the log itself in a harpoon log.

Where the water is shallow, and tidal currents strong, the log ship is often replaced by a lead or sinker, the apparatus then being known as a ground log.



Permanent Warrants to Be Eligible for Promotion

All Navy permanent warrant officers, including those serving in higher grades, will be eligible for consideration for promotion to commissioned warrant grade on the sixth anniversary of the date of rank of their appointment to warrant grade.

This announcement is made by BuPers Circ. Ltr. 126-50 (NDB, 15 Aug 1950). Those eligible to be considered for promotion to commissioned warrant rank during calendar 1950 and 1951 will be examined professionally "on their records," the directive states.

Each officer who becomes eligible during 1950 should complete the following steps at least eight weeks before the sixth anniversary date:

- When directed by CO, report to a board of medical examiners convened by one of the commands listed in BuPers Circ. Ltr. 177-48 (NDB, 30 Sept 1948), to establish fitness for promotion.

- Submit a letter to the Chief of Naval Personnel (Attn: Pers-B13a) stating whether or not he has any

objection to being examined on record by the naval examining board to determine his fitness for promotion. Such statement by an officer will be with the understanding that in the event of an unfavorable report by the board, his right to appear later before that board will not be jeopardized.

Instructions for COs of officers eligible to be considered for promotion to commissioned warrant rank are also included in the directive making the announcement.

The circular letter contains an encouraging note for temporary warrant officers. It is quoted here verbatim: "A board of officers will be convened in the near future to consider and recommend temporary warrant officers for promotion to temporary commissioned warrant grade. All temporary warrant officers who will complete six years' service on or before 30 June 1951, computed from date of rank as warrant, will be eligible for consideration." This is included for information only. No action on the part of temporary warrant officers is necessary or desired at the present time.

Free Films Cover Variety of Subjects of Interest to Naval Personnel

Why are we fighting in Korea?
The European Recovery Plan—
what is that?

How do you "zip" and "unzip" a
ship?

These and many other such ques-
tions that are in the minds of many
Navy men are answered by a group
of information films for the armed
forces that can now be seen aboard
ship.

Films with such fetching titles as
"Attack in the Pacific," "Korea Today
(1948)," and "Arctic Igloo," are only
a few of the ones now available to
ships of the Fleet.

More than 30 of these interesting
films are making the rounds of ships
on the regular entertainment movie
circuit. They are being shown as
"short subjects" before the main fea-
ture. A number of others shown in
the list below are also available to
shore stations on 35 mm. film.

Films such as these listed here are
part of the armed forces' answer to
the need of the U.S. fighting man to
know what he is fighting for and
why. The films are designed to give
him the "background" necessary to
achieve this end.

SONGS OF THE SEA



Homeward Bound

The farmer's heart with joy is filled
When his crops are good and sound,
But who can feel the wild delight
Of the sailor homeward bound?

For three long years have passed away
Since we left freedom's shore,
Our long-felt wish has come at last,
And we're homeward bound once more.

—Old Navy Song.

Other Information and Education Material Listed

In addition to movies of general
interest to the serviceman, the
Navy man has other information
and education material available to
him. Here are a few samples:

- Armed Forces "Talks," each of
which is designed to create a well-
guided "bull session" among a
group of sailors on some current
world problem.

- Special transcriptions of radio
programs describing exploits by the
Army, Navy or Air Force, as well
as several other types of transcrip-
tions useful for educational and
morale purposes.

- Guides and pamphlets chock

full of facts about conditions in
of the world.

- Colorful current events maps
other lands.

- Posters which call attention to
such things as military security and
teamwork in the armed forces.

For further information on wheth-
er you have the above material on
board your ship, see your informa-
tion and education officer or con-
sult the *U.S. Naval Training Bulle-
tin* which contains at quarterly in-
tervals a list of information and
education materials available and
proper procedures for ordering
them.

ALL HANDS here presents a cur-
rent round-up of the information
films available to ship and to shore
units of the Navy. Any of these films
which are not attached to the enter-
tainment films circulated through the
regular movie pool may be procured
(on 16 mm. film) from the nearest
training aids section.

The titles of new information films
will be listed in the *U.S. Naval Train-
ing Bulletin* as soon as they are pro-
duced. In this way, ship informa-
tion and education (I&E) officers
can order the latest films.

The films listed below are in no
way related to the Navy's own train-
ing films and film strips. These films
and film strips—of which there are
more than 3500 currently in circula-
tion—are designed to prepare a man
for a given rating or job rather than
to give him general background in-
formation.

Training films cover almost every
subject from "Airplane Acrobatics" to
"The Operation of the YJ Radar Bea-
con," from "Aerology" to "X-ray Pro-
cedures." They are widely used for
classroom instruction afloat and
ashore.

The list below is not a list of Navy
training films but a list of current
Armed Forces Screen Reports and
Armed Forces Information Films.
Along with a brief description of
each film is its running time.

Lighter Than Air—Rigid Airships
(Navy film MN-2722d)—Dramatic

history of rigid airships. Utilizes his-
torical footage, clever animation and
special effects. 31 min.

Voices of the People (MA-6850)
—Demonstrates that important mile-
stones in the history of the U.S., such
as the Declaration of Independence
and the Bill of Rights, resulted from
the thinking and discussion of im-
portant problems by thousands of
American citizens. It shows how this
type of progress continues. 20 min.

Take Time for Tomorrow (MN-
6649)—Describes the educational
program of the Armed Forces in
which off-duty classes, correspond-
ence courses and self-study courses
are emphasized. 20 min.

Overseas Duty (MA-6962b)—Ad-
vantages and responsibilities of per-
sonnel on overseas duty. 20 min.

Attack in the Pacific (MA-6962c)
—Historical record of Naval warfare
in the Pacific. 50 min.

Communism (MA-6962e)—Shows
how Communism can pass unrecog-
nized in an average American city or
town. Describes how to recognize a
Communist. 50 min.

Teamwork and You (MA-6962f)
—Unification of the Armed Forces
and how it affects the individual
serviceman. 10 min.

Economy Is Everybody's Business
(MA-6962h)—How to cut down on
certain expenses in the Armed
Forces, and how every individual
can do his part. 20 min.

Zipper Fleet (MN-6647)—Prepar-

ing ships and material for storage (194). 20 min.

Jump and Forgotten Islands (MA-2431)—Story of airborne troops, and island battlefields and how they are losing their peacetime scars. 20 min.

Launching V-2 and Task Force Frigid (MA-2431cn)—Picture story of the V-2 rocket, and Army maneuvers in the frozen North. 20 min.

Korea Today (1948) (MA-2431cp)—Korean conditions in the American Occupation Zone. 20 min.

Arctic Igloo (MA-2431cq)—Arctic scenes and technique of building snow shelters. 20 min.

Military Progress (MA-2431cx)—New types of equipment and new methods being introduced into the Army and Air Force. 20 min.

Korea's New Army and Operation Vittles (MA-2431cy)—Progress in the development of the new South Korean army, and procedures followed in supplying Berlin with food, fuel and other commodities. 20 min.

Sky Jeep and A Helping Hand (MA-2431da)—The role being played by Army light aviation, and the recovery of Japanese industry under the supervision of the American Military Government. 20 min.

Women in Service (MA-2431db)—The development of the use of women in military service, showing activities of women in the various services during World War II. 17 min.

Industrial Mobilization (MA-2431di)—Measures being taken to mobilize industry so that in the event of a national emergency both industry and the Armed Forces will be prepared. 20 min.

Research and Development (MA-2431dj)—How constant research makes possible modern military development. 20 min.

Life Blood of the Nation (MA-2431dl)—Work of the Red Cross in developing the blood bank. 15 min.



"No, he didn't make a rating. He found a whisker on his chin this morning."

Frontier Days (MA-2431dm)—Portrayal of the American way of life as related by pioneers of the West. 20 min.

European Recovery Program in Action (MA-2431dn)—How the "Marshall Plan" is benefiting the people of Europe. 20 min.

Invisible Ramparts (MN-2431do)—The story of the Alaskan communications system. 20 min.

It's Your America (MA-5902)—Those characteristics of American democracy which have meaning and how war experiences of the serviceman enabled many to discover them. 25 min.

Service Plus (MA-6962d)—Dramatizes integrity as a keynote in service life and emphasizes strong moral qualities necessary in a serviceman. 20 min.

Navy Reactivates Stations At Midway and Trinidad

After being left with Midway Island much to themselves for a couple of months, the atoll's famous gooney birds again have human companionship. U.S. Naval Station, Midway, is back in a partially activated status.

Also partially reactivated is the U.S. Naval Station, Trinidad, B.W.I. This station was placed in "reduced status" last May, while the station on Midway was inactivated early in June.

Since 15 June, when the last service personnel on Midway were scheduled for departure, Midway had been virtually uninhabited. A commercial airline which had maintained facilities there for many years closed out its activities at the same time (see ALL HANDS, June 1950, p. 37).

7-Year EMs in Pay Grade 4 Entitled to Transportation For Dependents and Effects

With seven years in the service, enlisted people in the fourth pay grade—Navy PO3s and Marine sergeants—are now eligible for certain benefits formerly rated only by personnel in the top three pay grades: transportation of dependents and their baggage and household effects at government expense.

Alnav 77-50 (NDB, 15 Aug 1950) is the authority for the change. What the directive says, in effect, is that these persons are "entitled to transportation of dependents or to reimbursement therefor or to a monetary allowance in lieu of such transportation in kind" on the same basis as enlisted personnel of pay grade E-5 and above.

They are also entitled to transportation—including packing, crating, drayage, temporary storage, and unpacking—of household effects or reimbursement therefor on the same basis as enlisted personnel of pay grade E-5 and above.

The Alnav provides a brief direction for persons preparing copies of orders and vouchers.

One Situation That Was Well in Hand, But Fast

A new record for rapid transformation from civilians to fighting men is believed to have been established by the Marine Air Reserves. Within a week after reporting to the Marine Corps Air Station, El Toro, Calif., several Marine Reserve air squadrons were headed overseas.

During the few days at El Toro, the Marine Reserve fliers were furnished with complete issues of clothing and equipment and were issued assignments and transfer orders. Less than a month earlier, all the personnel concerned had been busy at peacetime pursuits, reporting one weekend per month for training. Only six weeks earlier, the first regular Marines were being ordered to Korea.

Most of the officers and enlisted men involved in the rapid departure were Marine veterans of World War II.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (a) Aviation electronics technician.
2. (c) Aviation electronicsman.
3. (b) Lieutenant general of the Marine Corps.
4. (c) Lieutenant general of the Marine Corps.
5. (m) or (c) Lieutenant commander or mister; either is correct.
6. (c) Lieutenant.

Heroes Honored for Valorous Deeds During Submarine Disaster

Two Navy and Marine Corps Medals, seven Secretary of the Navy Letters of Commendation and seven Life Saving Medals went to heroes of the submarines *uss Cochino* (SS 345) and *uss Tusk* (SS 426) for action which they performed in the *Cochino* disaster.

When *Cochino* was crippled by a series of battery explosions, the water off northwestern Norway where the ship was operating was cold and exceedingly rough. In the transfer of personnel, some of whom were injured, from the sinking *Cochino* to *Tusk*, many acts of great valor were performed—as they were aboard *Cochino* herself. Citations accompanying the various awards tell in their terse language of the heroic deeds. They are condensed here:

LCDR Richard M. Wright, USN—Navy and Marine Corps Medal. When *Cochino* was shaken by explosions during submerged operations, and fire, smoke and gases became so intense that the battery compartment had to be abandoned, LCDR



Wright attempted to enter the hydrogen-filled compartment in order to throw the main battery switch and prevent further damage to the vessel. Attempting to gain entrance, he was severely burned as a major explosion took place. Although in a state of shock and suffering great pain, he secured the watertight door and continued to concern himself with operations being conducted below decks.

LTJG Charles H. Cushman, Jr., USN—Navy and Marine Corps Medal. When toxic gases caused the forward compartments to be untenable, LTJG Cushman twice volunteered and twice succeeded in running safety lines between the bridge and the after torpedo room so that personnel could safely make their passage over the wave-swept deck. Although suffering the effects of gas and exposed to waves, he further volunteered his services and entered the forward torpedo room to pass up needed clothing to topside personnel and check all necessary valves in the gas-filled compartment.

Mahlon P. Woodward, TMC, usn—Secretary of the Navy Letter of Commendation with Commendation Ribbon. Woodward voluntarily entered *Cochino's* forward torpedo room on two occasions and reported the condition untenable. Remaining at the hatch in order to ventilate the compartment while in imminent danger of being washed away by high seas, he was steadfast at his post until ordered to desist by his commanding officer.

Robert Davis, TM1, usn—Secretary of the Navy Letter of Commendation with Commendation Ribbon. When five men were severely

burned while attempting to gain entrance to the after battery room, Davis voluntarily traversed the wave-swept steel deck with medical supplies for the injured. Working in concert with another man, he devised a system of steering the stricken ship from the after torpedo room, thereby assisting the CO in moving *Cochino* into calmer water where transfer of personnel could be made.

George F. Fedon, EN2, usn—Secretary of the Navy Letter of Commendation with Commendation Ribbon. When the forward engines became useless, Fedon voluntarily entered the after engine room. Mindful of the unknown hydrogen concentration and possible consequences of his act, he started the engines. He remained below decks after the crew had been sent topside, to assist in moving the badly injured executive officer to safety. Fedon rendered valuable assistance in moving *Cochino* to calmer water.

Willard S. Whitman, QMSN, usn—Secretary of the Navy Letter of Commendation with Commendation Ribbon. This man voluntarily assisted in evacuating the injured from the forward compartments. Later, making his way over the treacherous deck, he stood by the after torpedo room hatch in the face of treacherous seas until all the injured men had been moved from below. He persisted in procuring and distributing life jackets during abandon ship operations and personally assisted the badly injured executive officer.

Harold Spanne, ENC, usn—Secretary of the Navy Letter of Commendation with Commendation Ribbon. Disregarding his own safety, Spanne entered the burning engine room after it had been abandoned and, with the aid of another, succeeded in extinguishing the fire.

John D. Haney, TM3, usn—Secretary of the Navy Letter of Commendation with Commendation Ribbon. He remained at the helm until rendered unconscious by the untenable conditions. Disregarding personal danger after being revived, he voluntarily entered the gas-filled forward torpedo room in an attempt to make it habitable for the crew. Later he succeeded in running a safety line

Couple Carries Unification To Its Logical Conclusion

As regards unification of the armed forces, it would be hard to outdo First Lieutenant M. J. Melvin of the Marine Corps and Lieutenant J. M. Melvin of the Navy. They are married—to each other.

The Navy lieutenant, whose name used to be Jacqueline Jacquet, is a nurse stationed at the U.S. Naval Hospital Glenview, Ill. The Marine lieutenant, whose name has always been what it is now, is an air Reservist. When he was recalled to active duty, he was ordered to Marine Corps Air Station, El Toro, Calif., for assignment overseas. Lieutenant Jacquet obtained leave and proceeded to the same area. Wedding plans previously laid for this fall were moved ahead, and the two became man and wife.

The Melvins are World War II veterans, both having seen action in the Pacific. It was in Glenview that they met, however, when Lieutenant Martin J. Melvin was there on training duty.

from the bridge to the after torpedo room despite heavy seas washing *Cochino's* unprotected deck.

William Harrison Payne, Jr., EN1, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. Payne remained steadfast at his station in the forward engine room in an attempt to control the runaway engines. Although severely burned when a major explosion took place, he carried on courageously, working in concert with another man to devise a system of steering the stricken ship from the after torpedo room. By his acts he rendered great assistance to his CO in moving the ship into calmer waters.

All of those mentioned to this point were attached to *Cochino* at the time of the disaster. Also attached to that ship were Hubert H. Rauch, TMC, USN, and Clarence D. Balthrop, CSI, USN, both of whom received medals—the Gold Life Saving Medal for Rauch and the Silver Life Saving Medal for Balthrop. In addition, the following *Tusk* personnel were awarded the Gold Life Saving Medal: LCDR George C. Cook, USN; Raymond J. Shugar, SN, USN; John G. Guttermuth, EMC, USN; Norman H. Walker, SN, USN, and Henry D. McFarland, EN1, USN.

These men did almost superhuman rescue work when two gigantic waves washed 12 men overboard. One man, Guttermuth, perished while trying to save a man who was unconscious and drowning. In his case the lifesaving medal was awarded posthumously.

Sole Survivors May Request Duty in Non-Combat Areas

Navy men or Marines who have had brothers or sisters killed in the service and who are themselves sole surviving sons will be considered for assignment to duty in non-combat areas if they so request.

This is being done in recognition of the sacrifice and contribution made by a family which has lost one or more sons or daughters who met death in the line of duty for their country.

Applications for non-combat duty may be filed either by the individual serviceman (via his commanding officer) or by his parents. For further details, see BuPers Circ. Ltr. 137-50 (NDB, 31 Aug 1950.)



GI Benefits for Persons Now Entering Active Duty

Persons entering or returning to naval service—enlistees, inductees, Reservists and retired personnel—may establish eligibility for certain veterans' benefits based upon this period of service, provided they subsequently meet the other eligibility requirements involved.

This information, presented in BuPers Circ. Ltr. 117-50 (NDB, 31 July 1950), was offered in response to questions concerning eligibility for veterans' benefits of persons now entering upon a period of active duty. Such questions had arisen because of the present expansion of the Navy due to the Korean question.

The directive invites attention to the pamphlet entitled *Federal Benefits for the New Peacetime Veterans of the U.S. Navy*, dated February 1950. (NavPers 15820-B). This pamphlet outlines the eligibility requirements and deadline dates for benefits available to persons who entered the naval service after 25 July 1947. The information in this pamphlet is applicable to those now entering service. The pamphlet may be obtained from district publications and printing offices in accordance with BuPers Circ. Ltr. 111-50 (NDB, 15 July 1950). It is of value in enlarging upon the information provided by the circular letter being discussed. The latest available revision is currently correct with one exception. A recent modification to the deadline date for reemployment rights has been extended to persons entering or returning to service prior to 9 July 1951. The previous date was 24 June 1950.

Additional information on veterans' rights and benefits for those now entering and those already in the

service may be obtained from the civil readjustment officer aboard each activity. All persons interested in veterans' benefits should go to this officer. Questions on National Service Life Insurance should be directed to the benefits and insurance officer.

BuPers Circ. Ltr. 117-50 provides a check-list on veterans' benefits at present available to the personnel in question. It covers reemployment rights and other benefits for persons entering service, and benefits for survivors of persons entering service.

The directive points out emphatically that service entered into after 25 July 1947 does not establish eligibility for any of the benefits of the GI Bill—Servicemen's Readjustment Act of 1944, as amended. "It is important," the letter states, "that this point be borne in mind when advising on veterans' affairs."

10 Life-Long Buddies Complete Boot Training

Shades of the four musketeers—no, not just four but 10 life-long buddies have completed recruit training together at the Naval Training Center, San Diego, Calif.

The 10 had previously graduated from Capitol Hill Senior High School, Oklahoma City, Okla., in the same class and had decided to enter the naval service together.

Four of the "gang" are cousins. They are J. E. Emerson, SA, USN; J. Bell, SA, USN; John Black, SA, USN, and James Bollinger, SA, USN. The others are Carol Wilkins, SA, USN; Donald Boles, SA, USN; Sam Neighbors, SA, USN; Eldon Clopton, SA, USN; Gene Stieger, SA, USN, and John Pritner, SA, USN.

Emergency Dependents Assistance Law Passed

Providing new quarters allowances and an important temporary revision of existing pay law, the Dependents Assistance Act of 1950 has been signed into law by the President. Introduced as S. 4071, the bill was rushed through Congress.

The law is an emergency measure, retroactive to 1 Aug 1950 and scheduled to terminate 30 Apr 1953. Its main provisions include easing of requirements as to where dependent fathers and mothers may live and establishing new rates for basic allowance for quarters.

Under the Career Compensation Act of 1949, a dependent father or mother was required to actually live in the household of the serviceman to make him eligible for basic allowance for quarters. The new emergency law suspends this provision, specifying that an affidavit of dependency from the father or mother would suffice as the main point of eligibility.

The new law also sets aside the Career Compensation Act in specifying that enlisted men of all pay grades are eligible for the quarters allowance by reason of having dependents. Previously, no enlisted men in the three lowest pay grades or men of pay grade E-4 with less than seven years service were eligible for BAQ solely because of dependents. They were paid BAQ if no government quarters were available for their own needs and for that



"He's our strike-out artist."

reason only, regardless of whether the man had dependents or not.

The emergency law also provides an increase in quarters allowance for men of the top three pay grades and also men of pay grade E-4, if they have more than two dependents. If they have only one or two dependents, the BAQ payment is the same as under the Career Compensation Act—\$67.50 per month.

Under the Career Compensation Act, the Navy paid BAQ direct to the serviceman as part of his monthly check. The new law provides that it must be paid to the dependent in addition to an allotment from the serviceman's pay. Allotments are required to include the BAQ plus \$80 per month for pay grades E-7 and E-6, \$60 per month for pay grades E-5 and E-4, and \$40 per month for the three lowest pay grades.

One section of the emergency law provides that the Secretary of the service concerned has authority to direct the payment of BAQ, together with the proper allotment from monthly pay, to dependents of servicemen even if he has not claimed the allowance or made out an allotment. This may be done "with or without the consent of the enlisted member concerned," the law states.

The new table of monthly basic allowances for quarters is as follows:

	1 dpdt.	2 dpdts.	Over 2 dpdts.
E-7	\$67.50	\$67.50	\$85
E-6	67.50	67.50	85
E-5	67.50	67.50	85
E-4	67.50	67.50	85

	1 dpdt.	2 dpdts.	Over 2 dpdts.
E-3	\$45	\$67.50	\$85
E-2	45	67.50	85
E-1	45	67.50	85

Congressional Action Taken On Bills of Importance To the Naval Establishment

Below is a roundup of Congressional action on bills of interest to the naval establishment, showing developments since the last summary appeared in ALL HANDS, September, p. 53.

Record Review — S.780: Reporter by House Armed Services Committee; to authorize the Secretary of the Navy to review the records of commissioned Navy and Marine officers who failed of advancement during World War Two.

Servicemen's Voting — H.R. 9481: Introduced; to amend the act of 16 Sept 1942 so as to facilitate voting by members of the armed forces absent from their places of residence.

UMT Plan — H.R. 9487 and S. 4062: Introduced; to provide for the common defense by establishing a universal training program.

Alien Spouses — S. 1858: Reported with amendment by the House; to permit the admission of alien spouses and citizen members of the armed forces.

Allowance Retention — H.R. 9259: Introduced; to permit members of the uniformed services and their dependents to occupy substandard quarters on a rental basis without loss of basic allowance for quarters.

Atrocity Killings — H.R. 9264: Introduced; to provide for the receipt and adjudication for the claims of survivors of members of the U.S. armed forces who, as prisoners of war, were illegally killed in the Korean theatre.

Reserve Vessels — H.R. 9265: Introduced; to assure the repair of vessels in the National Defense Reserve.

Service Strength — S. 3939: Passed by Congress and signed by the President, now Public Law 655; to suspend the restrictions on authorized strength of the armed services.

Specialists Draft — H.R. 9358: Passed by Congress and cleared for the President; providing for the draft of doctors and dentists required by the armed services.

Quarters Allowance — S. 4071: Passed by Congress and signed by the President, now public law; to provide allowances for enlisted members of the uniformed services. (See story at left.)

Handy Check List Issued For Navy Publications

A handy check list of Navy publications to be carried by Navy ships and aircraft squadrons is contained in BuPers Circ. Ltr. 132-50 (NDB, 31 Aug 1950).

The list is divided into three categories of publications—"required," "recommended," or "issued upon request"—together with the number to be carried on board the various ships by type. All aircraft squadrons carry the same number of the various publications.

Before submitting requisitions for the printed materials, the directive points out that an inventory should be made to determine requirements in the individual commands.

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. 75 — Modifies medical data required in National Service Life Insurance applications.

No. 76 — Extends the provisions of Alnav 59-50 which concerns general appropriations.

No. 77 — Extends transportation of dependents and household effects to persons in pay grade E4 with seven or more years of service.

No. 78 — Makes changes to the new clothing-allowance regulations.

No. 79 — Changes the phrase "31 Aug 1951" which appears in Alnav 76 to read "31 Aug 1950."

No. 80 — Supersedes BuShips directive 102241Z, regarding purchases of supplies and material for ships.

No. 81 — Concerns free-mail privilege for U.S. armed forces in Korea.

No. 82 — Gives instructions regarding procurement of civilian clothing outfits.

No. 83 — Concerns the voluntary separation of officers and women personnel from the naval service during the current situation.

No. 84 — Announces the convening of a selection board to recommend officers for temporary promotion to rear admiral.

No. 85 — Concerns travel-allowance payments and lump-sum payments for unused leave.

No. 86 — Gives information on applications for entry into the Naval Academy.

No. 87 — Concerns travel allowance—non-payment of, in most cases—for dependents who travel to Pacific areas, including Hawaii and Alaska, at own expense.

BuPers Circular Letters

No. 116 — Announces combining of certain enlisted ratings, establishing of others.

No. 117 — Concerns veterans' benefits for persons now entering the service.

No. 118 — Announces scheduling of service-wide competitive examinations for advancement in rating.

No. 119 — Gives per diem allowances for members of the U. S. Navy and Marine Corps outside the continental U. S. or in Alaska.

No. 120 — Lists naval officers promoted.

No. 121 — Gives information regarding professional examinations for officers.

No. 122 — Gives information about a correspondence course in economic mobilization offered by the Industrial College of the Armed Forces.

No. 123 — Gives instructions regarding procurement of magazines for ship and station activities.

No. 124 — Modifies age requirements for transfer of Reserve and former Regular and Reserve Nurse Corps officers to the Nurse Corps of the U. S. Navy.

No. 125 — Gives information on new training films.

No. 126 — Concerns promotion to commissioned warrant grade.

No. 127 — Regards awards of the Presidential Unit Citation and the Navy Unit Commendation.

No. 128 — Lists naval officers promoted.

No. 129 — Gives information on amendments to instructions for assigning designators for officer personnel.

No. 130 — Provides information on uniforms for flight nurses.

No. 131 — Designates the number of copies of officers' orders to be furnished BuPers.

No. 132 — Concerns issuance of publications requirements list for individual ship classes and aircraft squadrons.

No. 133 — Announces that enlisted women will no longer be utilized in three aviation ratings.

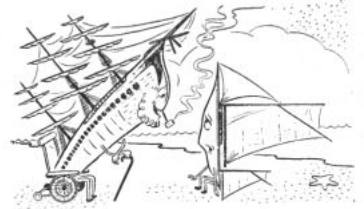
No. 134 — Gives information on safeguards at swimming pools on naval reservations.

No. 135 — Gives information on a new standard liberty pass.

No. 136 — Concerns obtaining and distributing information about housing conditions at various points.

No. 137 — Gives policy regarding the assignment to duty of sole surviving sons of war-depleted families.

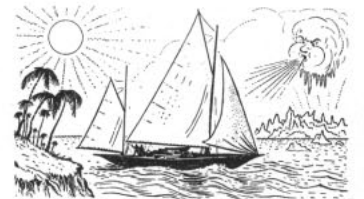
In this day of science and invention, it is startling to know that the Navy still has a few sailing vessels in use—aside from the historical relics such as USS *Constitution*, *Freedom*, *Vamarie*,



Highland Light, *Spindrift*, *Saluda* and *Royono* are their names. They aren't large ships by modern standards, but they're bigger than Columbus's two smallest ones were.

* * *

These ships are one-masted and two-masted sailing yachts, 55 to 89 feet in length; up to 80 tons in displacement. While usually staying close to their home ports, they are large



enough to go anywhere with proper handling. They are of wood construction, but of recent build. Each has compromised with modern times to the extent of having a small auxiliary engine.

* * *

Saluda alone, of the six, is commissioned. All are called IXs—which means "unclassified auxiliaries." Four of them are based at Annapolis, one



at the U.S. Naval Air Station, Patuxent River, Md., and one at San Diego, Calif. They are used for training—an up-and-coming mariner can learn a lot about the feel of the sea in a sailing vessel—and for recreation.

BOOKS:

SOME DANDY READING IN SHIPS' LIBRARIES

The BuPers library people came up with an *unusually* good bunch of books this month. Here are some of them that the Navy bought for ship and station libraries.

★ ★ ★

• *Kon-Tiki*, by Thor Heyerdahl; Rand McNally and Company.

"It was ourselves and our proud vessel which made such a completely hopeless, lunatic expression on us the first time we saw the whole thing at a distance. The raft looked exactly like an old Norwegian hayloft lying helpless, drifting about in the open sea—a warped hayloft full of sunburned bearded ruffians."

Once, many months before, a message had gone out to five hardy men: "—Am going to cross Pacific on a wooden raft to support a theory that the South Sea islands were peopled from Peru. Will you come? Reply at once." And that is how six brave and inquisitive souls happened to be taking turns paddling off in a rubber dinghy for a mid-ocean look at their funny ship. Once, too, the wind was stronger than they thought, and their craft just about ran away from them. . . .

Almost everyone has heard about the epic voyage of the six Norwe-

gians from Peru to Polynesia on a primitive raft, by now. Many will remember seeing a brief account of it in a well known pictorial magazine. Here is a chance to read about the 4,300-mile 101-day voyage—to follow each hour of the adventurers' strange and wonderful life aboard the raft. Many splendid pictures. Absolutely a top-notch book.

★ ★ ★

• *Owen Glen*, by Ben Ames Williams; Houghton Mifflin Company.

Owen Glen is an important new link in the chain of Ben Ames Williams' novels on our national scene. All America is ore for his mill, whether he writes of the up-country village of Fraternity, Maine, or a spacious plantation of the pre-Civil War South.

This book takes us to Hardiston, Ohio, a coal mining town, in the 1890s. There Owen Glen, the son of a coal miner, is growing up—and learning the secrets of the coal mining business, both below the ground and above. Before he is 13 he begins to work in a coal mine; before he is 20 he is an officer in his own sub-district of the union.

There are other people in the book, besides the Glen family—a whole town full of them, with the same fames and follies possessed by people everywhere today. If you ever lived in a small town you will recognize this one—one of the small towns out of which grew the U.S. of today.

★ ★ ★

• *The Story of a Stanley Steamer*, by George Woodbury; W. W. Norton and Company.

If you are interested in automobiles and have got into conversations about them—and what young American man isn't, and hasn't?—you have heard of the fabulous Stanley Steamer. Built 40 years ago, and more, the car could out-perform—except in braking—anything on the road today. Well, *almost* anything, anyhow.

George Woodbury, an ex-archaeologist who is also a mechanic and a sawmill operator, decided a while back that he wanted a Stanley Steamer. After scouring half of New England, he found one—minus a boiler. After months of work and

much tribulation, he had it running like new. And what a dream-boat it was! —Or *is*, for at last report it was still ready for action.

Thirty-two pages of illustrations, including a rare reproduction of original Stanley Steamer literature.

★ ★ ★

• *Preble's Boys: Commodore Preble and the Birth of American Sea Power*, by Fletcher Pratt; William Sloane Associates.

This, as the title would indicate, is a book about some of the doughty men who midwived the U.S. Navy's birth into the world of sea powers. These men were understudents of the great Commodore Edward Preble, who died in 1807, or followers of patterns and traditions first sparked to life by him.

Mr. Pratt shows us here the nautical careers of American naval heroes whose names are familiar to almost everyone, and of those too who heretofore have been rather obscure. We see living again such notables as Stephen Decatur, Isaac Hull and David Porter; William Bainbridge, James Lawrence, Johnstone Blakely and Daniel Todd Patterson.

Students of naval history will find a treasurehouse here; anyone who likes true accounts of heroism on the high seas should read it. Some will find the style a bit catchy and unpredictable, with spots of hard going.

★ ★ ★

• *Hollywood, the Dream Factory: An Anthropologist Looks at the Movie Makers*, by Hortense Powdermaker; Little, Brown and Company.

In this unusual book a lady anthropologist who once studied South Sea islanders in their natural surroundings tells of her studies of Hollywood people in theirs.

While a scientific study of Hollywood life—wild and domesticated—perhaps could not avoid having its amusing aspects, this book is no burlesque. The author "plays it straight." Here we see all the different kinds of actors, the different kinds of producers, the different kinds of writers; how they happened to get to Hollywood, how they got where they are on the ladder of success, what they think of being there.

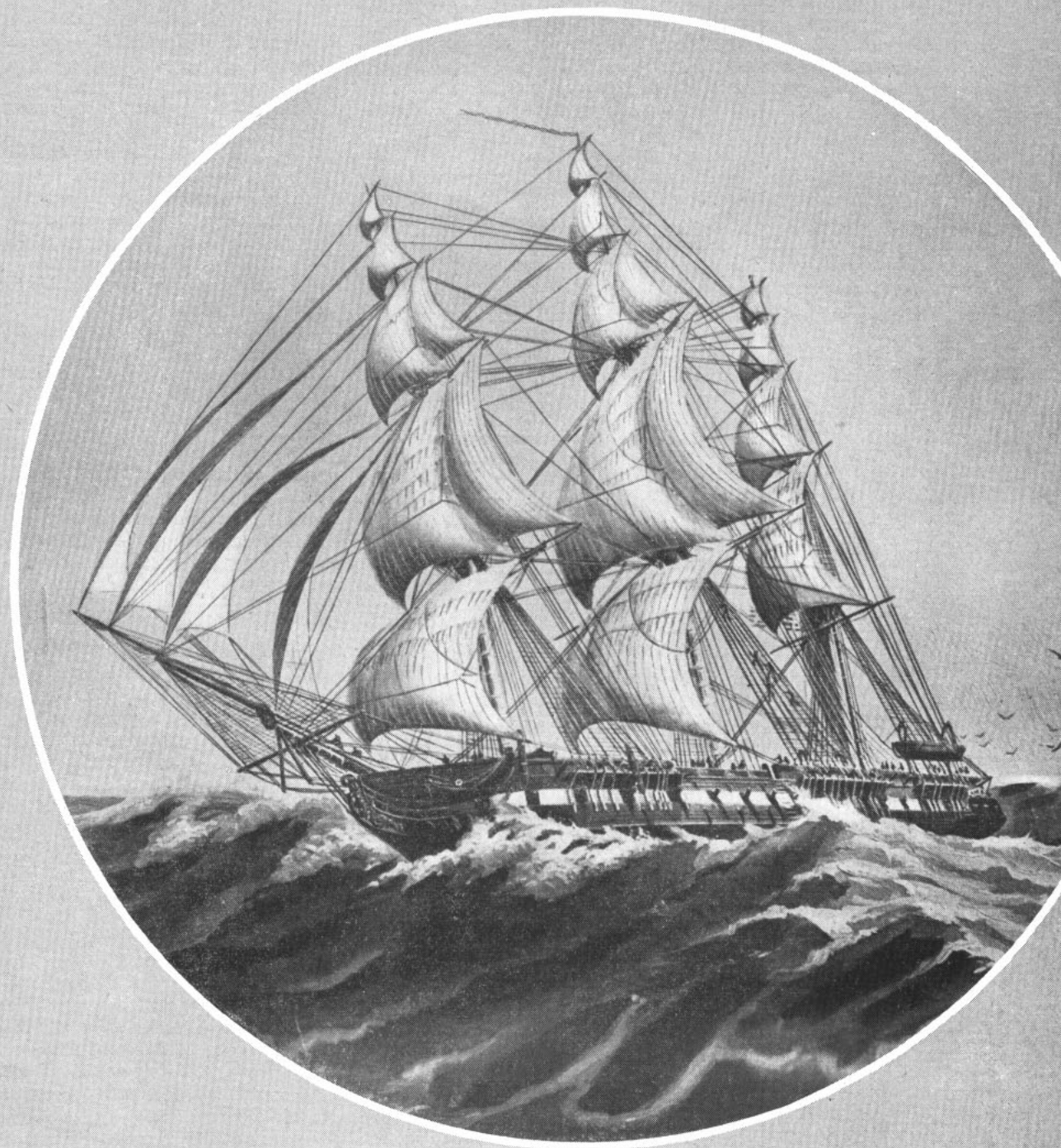
The unusual aspects of Hollywood are shown, along with the more conventional aspects. But they aren't given any more space than they deserve.



DARING voyage across the Pacific by raft which covered 4,300 miles in 101 days is recorded in top-notch book.

ALL HANDS BOOK SUPPLEMENT

Man-O'-War's Men



EN ROUTE TO CAPE HORN: 1839

Peacetime events on the U.S. frigate *Constitution* are dealt with in this narrative by Fore-topman Henry Mercier.

Man-O'-War's Men



In 1839 there was no vessel that Navy men liked to serve on better than "Old Ironsides," the U. S. frigate Constitution. She was already the Navy's most famous ship at that time, as she is to this day.

Part of her fame had come from her battle successes over such British vessels as Guerriere, Java, Cyane and Levant. Perhaps more came from the poem "Old Ironsides," which Oliver Wendell Holmes penned after learning the Navy had plans for dismantling her. So much public sentiment was aroused that the stately old ship, instead of being done away with, was rebuilt in 1833 and as of this day is a national shrine, reposing in her berth at Boston Naval Shipyard.

With everything braced up sharp and all a-tanto in her day, she was a fast sailer by the wind and few vessels could come up with her. Her masts were taller than similar British vessels, and her 44 guns or so were of longer range. And, from a crewman's viewpoint, she seemed to be always good duty.

So it was in 1839 when an enlisted man by the name of Henry J. Mercier reported on board. At the time, Constitution was in Norfolk taking on provisions for a

trip that was to be, eventually, 45,000 miles long. The route was down the East Coast of the Americas, around Cape Horn, north on the Pacific side all the way to Ecuador, then back again the same way.

During the course of that cruise, Mercier wrote a book of what he saw on board, of the man-o'-war's men and their conversations and happenings. Entitled "Life in a Man-O'-War, by a Fore-topman," the book stands with the world's best literature of the sea for its faithful portraiture of the peacetime sailing Navy.

Of the man himself nothing is known. His name is mentioned in the ship's log at the time he reported on board and once when he returned from a liberty; beyond that there is no information. As a fore-topman he must have climbed the rigging of the foremast many times, furling and reefing sail to the commands from the deck.

Only three small episodes from this very worthwhile book are reprinted here. One deals with getting a sailing ship underway, one with small arms drill, and one with the grog ration. Grog was very much an element of Navy life at this time and until 1862, when it was formally abolished by Congress.

1. Outward Bound

On the twentieth of May the cry of "All hands up anchor," was vociferated in a stentorian voice by our boatswain, and the same reverberated along the different decks from the hoarse throats of his several mates. This is an announcement that causes a more than ordinary bustle on a man-o'-war: everyone from the first lieutenant down to the most diminutive side-boy is immediately on the alert. All business and pastime are forthwith thrown aside, and even the disciples of the lower regions—holders, wardroom and steerage boys, galley cooks and sick-bay assistants, who seldom, save in cases of sheer necessity, see the bright canopy of heaven—have at this summons to show their smoke-dried physiognomies in the open air.

All was now a scene of life and bustle—carpenters shipping their capstan bars, tierers and holders getting their hook-ropes and chain-hooks in readiness, topmen passing the nippers around the chain, quarter gunners and idlers stretching their messenger along, the marines with buoyant spirits rendering all assistance in their power towards weighing our ponderous anchor.

"Man the bars" now sonorously resounded from the speaking trumpet of our first lieutenant. The word was electric. Each one was at his station in a moment; the fifer trilled off two or three notes to show that his instrument was in complete order for the occasion; the

after-guard stationed at the capstan bars, took up their positions with distended arms, to give the greater force to their first movement; the mizzen-topmen seated themselves comfortably on deck close to the messenger, blessing their stars for having such a sinecure. The order to "heave round" was now given; the fifer made the gun-deck re-echo with the lively and applicable tune of "Off She Goes."

"All hands make sail," was now thrillingly proclaimed by the boatswain and his mates, and a scene rife with bustle and liveliness immediately took place. The several sail-loosers were already in the rigging, panting with eagerness for a display of their agility, the topmen watching each other with jealous eyes to see that no advantage was taken on either side. At the next order all were in motion, scrambling aloft with the dexterity and nimbleness of monkeys, and spreading themselves along the several yards at the word "lay out," with exact regularity. The topsail-sheets and halliards were stretched along and manned, and the first lieutenant enquired if all were ready aloft.

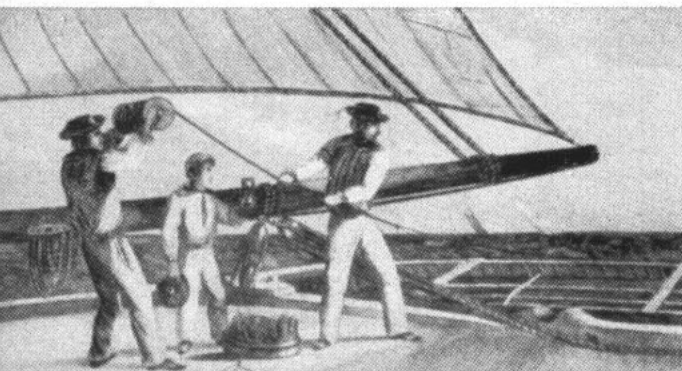
"All ready, sir," was the response from half a dozen eager voices.

"Stand by . . . let fall."

The heavy sails, as if by magic, now burst from the gaskets that had held them in such secure and graceful folds, and as the merry notes of the shrill fife re-echoed amongst the adjacent hills, sail after sail was made, the anchor was catted and fished, the yards were trimmed to the wind. Our old frigate began to feel its influence, and she was soon walking the waters like a thing of life, leaving happy shores of Columbia in the distance.

The lofty studding-sails were now set to the inspiring breeze, and many of our youthful adventurers perceived from their exalted stations aloft the land that contained, perhaps, some fond, doting mother or loving, affectionate sister disappear from their gaze.

"Well," remarked my loquacious friend Bill Garnet,



whilst engaged in coiling down nippers before stowing them in the hold, addressing a green Vermonter who had but a few weeks before sold his milk wagon and donned the sailor rig. "I guess, Nathan, our cruise has commenced at last. We'll have pleasant weather enough as far as the *line*, and then look out for a scorching!"

"What," enquired our greenhorn, "is it tarnation hot down there?"

"Hot?" continued Garnet, who, knowing the simplicity of his auditor, was now determined to *fling the hatchet*, as sailors call it. "Why, I've seen the buttons melt on the marines' jackets and run on the deck like hot lead, and a messmate of mine at the maintop-halliards one day, happening to fall asleep with his hat off, the sun shone on his *cocoa-nut* with such a powerful focus as to set his hair in a complete blaze, and if not for the captain of the after-guard passing along with a bucket of water, which he immediately threw over him, ten to one he would've burned up. So keep a sharp look-out, Nathan, when we're on the line, how you lay down to *caulk* in the sun with your hat off."

"I will that, I warrant you. But tain't as hot as all that about this here Cape Horn, is it?" enquired the Vermonter.

"No, no," replied Bill with a grin, "I reckon you'll find it ain't by a long chalk, for by a bit of calculation I've made, we'll double the cape in October or November, I'm thinking, and if you don't smell hell then, my name ain't Garnet."

"Why, how do you mean?" eagerly enquired our Green Mountain boy. "Does it storm almighty hard down there?"

"I reckon you'll find it does," continued Garnet, "if the old cape is in the same place it was when I doubled it last. If we didn't have some screamers off there then, I don't know what a gale of wind is. Why, one night, clapping a close reef in the foretopsail, it blew so infernal hard as to whip the large brass buttons slap off the starboard side of my pea-jacket. One of them hit old Kraut, the Dutchman, who was at the lee dog's-ear, *bim* in the eye and knocked it out as slick as if he was gouged by a Kentuckian, for which he gets a pension to this day. Jack Billings, the captain of the top at the earing, enquiring what the matter was, received another slap down his throat, which makes him speak thin ever since. That's what I call blowing."

Garnet would have dished up our Vermonter half a dozen other yarns equally wonderful, did not the unceremonious voice of the boatswain's mate, calling his name coupled with an epithet or two common in sailor phraseology, summon him hastily to the quarter-deck. Our old frigate was now walking off under a crowd of sail, and we all had an opportunity of observing, from the velocity with which she moved through the water, that "Old Ironsides" was as quick on the heel as ever.

II. The Sailor's Drill

Our "skimmer of the seas" is now with easy pace dividing the waste of waters between Vera Cruz and Havana. The weather is beautiful in the extreme, and we take advantage of its serenity to exercise our small-arms men at the use of the musket, together with the military evolutions of marching and counter-marching, which to an old salt is anything but agreeable.

Our mast-at-arms of the ceremonies on these occasions (being an ex-military character himself, of which he is

not at all vain, for the epithet of *soldier*, which is often lavished on him, is anything but palatable) and when he gets a batch of old, weather-beaten sea-dogs on the quarter-deck to drill, he is the more precise and particular with every movement, knowing that such is their abhorrence; but in some instances he is obliged to knock under, for our wags take this opportunity when an officer is not with ear-shot, of striking some similes and making some *home* remarks that shave but too closely our *pro tem* drill sergeant, all of which he appears to take in good part, for he cannot well do otherwise, and joins in the laugh that almost makes him sick.

"Lay in the starboard gangway all the sixth division, with your muskets," bellowed forth a boatswain's mate on a delightful afternoon as we were moving along imperceptibly, so still and placid was everything around.

"Well, I'm blowed if this ain't too bad," broke forth old Bowser, the forecastle man, with a countenance anything but beaming with smiles. "Here I've just got my *donnage* all out to mend up a bit, and now I must go and handle that cursed musket for an hour or so."

"Oh, I don't mind the shouldering arms, and prime and load, and the like of that, a cent," remarked another of the division just called. "It's all right enough, a fellow should understand these sort of things in action, you know. But that right shoulders forward, and mark time, and right about face, and all that stuff the master-at-arms is so fond of. What's the use of it, I'd like to find out. I'm stationed in the *top* at quarters, and that's not exactly the place to wheel about, and dress back, and march two paces forward, and such like."

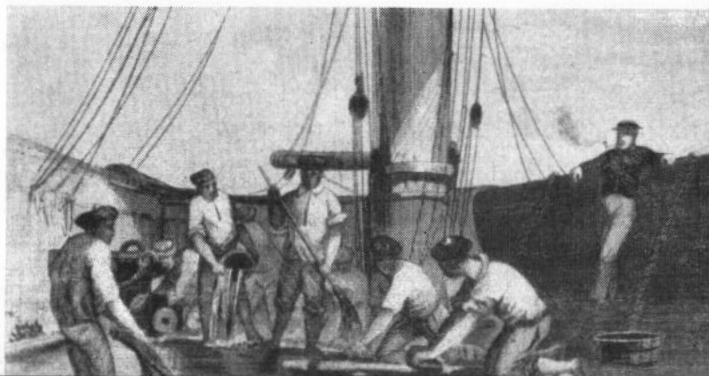
A long line of this *awkward* squad was now drawn up the whole length of the starboard gangway, and amongst them many of our *ship's gowls*, old customers who had spent their life-times on board a man-of-war, and who of course consider the privilege is allowed them of venting their peevish spleen on all around, and which they put in force on every occasion, however trifling. You could perceive by the angry contortions of their grim countenances that they did not at all stomach the military tactics they were about to be drilled into.

"Attention!" peremptorily called out the drill sergeant. The men looked at him 'tis true, but the greater part of them were paying more attention to their white frocks, to endeavor to keep them from coming in contact with the well-oiled barrel of the muskets and thereby leave a stain behind.

"Shoulder arms! Flukes, you've got your musket on the *wrong* shoulder," he said, addressing himself to a maintop wag. "Do you hear me?"

"I'll bet you a dollar I've got it on the *right* shoulder," responded the wag.

"But don't you know the *right* shoulder is the *wrong* one?" cried Pat Bradley, our Hibernian being one of the squad now drawn up for review.



Man-O-War's Men

These little attempts at wit caused a giggle throughout the rank, and the master-at-arms again went on with the exercise. "Load by twelve words of command: Load! . . . Handle cartridge! . . . What are you about, Dobbs? Why don't you go ahead the same as the others?"

"I was waiting for the twelve words of command; you've only given two of them yet," remarked this soft-headed tar.

"Now remember," cried Drill, after they had come to a shoulder, "remember at the word *aim*, you bring the *left* heel in the hollow of the *right* foot, and keep the piece firm against your shoulder. Now then: Ready! . . . Aim! . . . Why Flukes, you're not in the right posture; what did I remark just now?"

"Why damme, ain't my *starboard* heel chock in the *bight* of my *larboard* foot, and what more do you want? But if 'twill suit you better, here's 'bout ship and stand on the *other tack*." He shifted his position accordingly, with a knowing leer at the master-at-arms.

"At the word *load*, remember to bring the piece level with the eye."

"I say, Swipes, if that's the case," remarked Bradley, addressing himself to an almost broken-down piece of *live lumber*, whose *peepers* were somewhat obliquely set in his head, "you'll have to keep your piece perpendicular, for I'm sure you'll never be able to bring it level with that weather eye of yours in God's creation, otherwise."

This sally caused another titter, and induced Drill to try them on a different scale. "Come now, form two deep and when I give the word march, step out together. Dobbs, you cover that man behind you."

"Why, I reckon he's got covering enough this warm day; he's got two pea-jackets over him," responded this soft simpleton, pointing to a fellow in his rear who was stretched out under a boat, snoozing it away in great style.

"The meaning of *covering* is, that you keep *exactly* in front of the man in the rear rank. Do you understand?" continued the drill-sergeant, addressing Dobbs. "Now then, right face . . . march!"

He had them situated now just as he wished it, and with a grin of triumph kept them pacing round and round the main and mizzen-masts, to the no little chagrin and mortification of some of the old stagers. "Bowser, why aren't you keeping your head erect? You'll never make a soldier."

"Nor do I want to, but I'm almost as good a *soldier* now as you are a *sailor*, and that's not much to brag on," answered the sheet-anchor man dryly. "Damme, do you think I was brought up with a *dog-collar* around my neck, as you were?"

"If you want to make old Bowser stand straight,"

chimed in Flukes, "you'll have to fish him with a couple of *squillgee handles*, don't you see; he's got *Saint Lorenzo* on his back."

"Mark time," now sung out this man of tactics. "Bradley—mark time!"

"Faith, master-at-arms," cried our Hibernian, "I am marking it off, damned sharp too, and mighty slow it appears to fly, for tain't seven bells yet."

"Don't you see," continued Drill, a little put out, "what I mean? Keep your proper step, without advancing until I give you the order, 'Forward'."

"Oh, now I understand you," responded Bradley, "this step puts me in mind of beating up Chesapeake Bay, with both wind and tide in your teeth. You make just about as much headway."

"Halt! Front! Now go through the loading again: Load! . . . Handle cartridge! . . . Tear cartridge! . . . Where's your cartridge, Flukes?"

"Damme if I know," cries the maintop wag. "I suppose it's in the magazine amongst the rest; where would you have it?"

"I mean, what do you do with your fingers?" testily remarked the master-at-arms, endeavoring to illustrate the last motion.

"What do I do with them? Why I help myself to a *tot* at the *grog-tub* three times a day with them, for one thing."

"I don't want any of your witticisms, Mr. Flukes; attend to your exercise."

Thus did he keep them marching and wheeling, counter-marching and pacing, sorely against their will, every moment calling forth some happy remark from one or other of them, until the bell struck seven. The officers of the watch then dismissed them, to give the "knights of the broom" a chance to clear up the decks for dinner.

III. The Grog Expended

On board a vessel of war, stopping grog is the most severe and heartfelt punishment that can possibly be inflicted on a son of Neptune. What a pitiful countenance will the poor wight put on who happens to be struck off the grog-list for a time, when he hears the drum-roll proclaim that the inspiring beverage is about to be served out, and what a wishful, all-absorbing glance will he cast towards the light-hearted crowd around the grog-tub, awaiting their turn to drink.

I remember a yarn once got afloat in our ship that the wages of seamen were raised but that the ration of grog was done away with. What a sensation this news produced! The subject was discussed among the smokers in the galley and again brought on the carpet by the old sheet-anchor men on the forecastle, and many of them who had grown gray in the service condemned it as the very worst of policy and predicted that Uncle Sam's ships would many a time and oft lack hands in consequence.

We had a continuance of delightful weather after we left Rio for several days, and every one labored under the most sanguine expectations that we would double the cape with studding-sails set, an occurrence not very common, particularly at this season of the year. After we passed the Falkland Islands, the weather began to grow gradually colder, and all the several articles of clothing that had been systematically patched and securely stowed away as a stand-by to ward off the cutting blasts of Cape Horn, were now brought into requisition.



One morning just after the watch's hammocks were piped up, as a crowd of light-hearted lads belonging to different parts of the ship were assembled in the weather gangway making their morning toilet with the assistance of a bucket of the briny element and an almost toothless comb, the captain of the hold came along, and every person could tell by his countenance that he had some information of great magnitude and importance to communicate.

"Well, old Shakings," cried a main-topman, "what sort of weather is it below in the cable-tier? Damme, you're quite a stranger on the spar-deck."

"I don't know how it is with the cable-tier, but I can tell you the news from the spirit-room is none of the best," responded Shakings.

"Why, what's the matter there?" eagerly inquired a dozen voices at the same time.

"I'm very much afraid," continued the captain of the hold, "that you'll fall short of whiskey before you double the cape."

"What!" cried old Bowser, "Fall short of whiskey? I'd sooner the bread-room or water-tanks would give out. The very thought of such a thing gives me a pain in the stomach. What reason have you got for sending this yarn about?"

"Why," cried Shakings, "I've been bulling the casks these two days. When we left Rio they thought there was some full ones in the ground-tier, but we had a *breaking-out match* yesterday, and not a drop could we discover."

"Oh, you're only poking fun at us, Mr. Shakings," cried Pat Bradley, "you know we are fellows that love this stuff and you're trying to make our hearts pant a little with this infernal news."

"Believe me or believe me not," answered Shakings, "it's a case with the whiskey, and you'll find it so, I imagine, before night. I'm going below now to see if I can possibly raise enough amongst the drawing of all the casks, to serve out at breakfast time."

This announcement, I can assure you, electrified not a few, and the little group in the weather gangway was augmenting every moment, as this unwelcome intelligence spread through the ship.

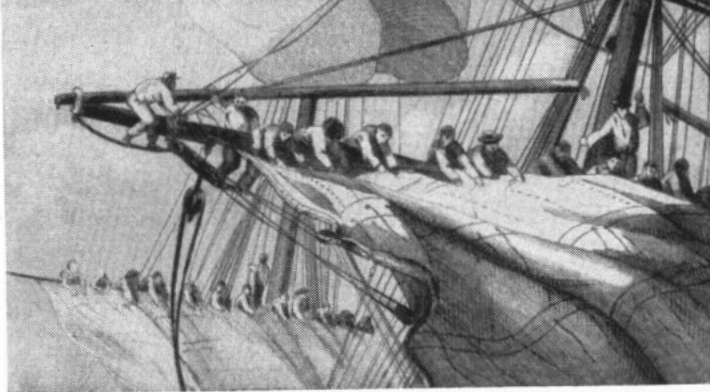
Breakfast was now piped, and all our toppers stood in breathless silence, listening with attentive ear to catch the inspiring roll of the drum, a prelude to grog. At length the joyful sound reached them, and with a murmur of approbation, and faces beaming with joy, they repaired with all the speed imaginable to the grog-tub.

During the forenoon our tars were congregated again on the fore-castle, discussing with true nautical eloquence the distressing effects that would accrue should there be a probability of the whiskey's failure.

"I can't believe it," cried old Bowser. "I've been in Uncle Sam's employ now steady for eighteen years, and such a thing as the whiskey's giving out I never heard of before in my life. Only think of it, shipmates—having to double the cape without our three tots—what would become of us!"

"The sick list would be pretty full, I imagine," remarked Flukes. "For my part, my messmates would be the gainers, for without my liquor I don't believe I could eat. They talk about stopping it, too, in the Navy altogether. My eyes, I'd go for two dollars a month less in a ship where grog was allowed."

At this moment Bill Garnet ran up the ladder leading



from the gun deck, and rushed in the center of the throng, chagrin and disappointment plainly depicted on his countenance. "Well, mates," cried Garnet, "'tis a case of the cholera with us now—there ain't a drop of whiskey in the ship."

"Where did you get your news from?" inquired Bradley.

"Why," continued Bill, "I went down in the spirit-room to lend old Shakings a hand to have another search, for you know I'd willingly work all night when whiskey was in the question, and we capsized and roused out everything in the shape of a cask, and not a *toothful* could we come at."

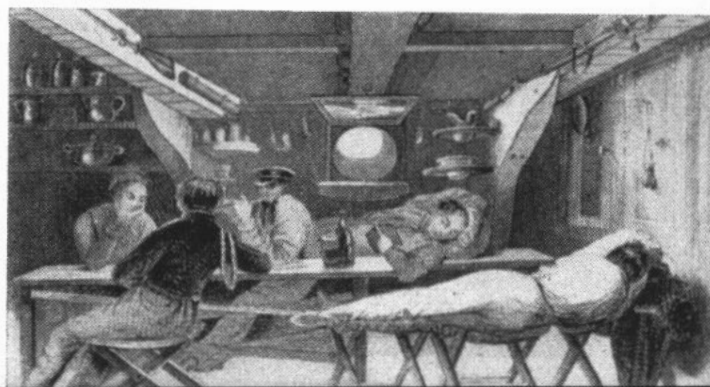
Garnet's distressing intelligence was corroborated by two or three others, who now made their appearance and affirmed that they saw the grog tub stowed below in the hold for a *full due*. The lovers of the inspiring beverage looked at each other for some moments with blank and rueful countenances, and shook their heads portentously.

"I tell you what it is, shipmates," cried Flukes, breaking the awful silence that prevailed. "Mark my words, we'll not carry this studding-sail breeze long, believe me. Cape Horn ain't going to let us pass without spitting a little of its spite at us, if it was only to punish us for leaving port without a full supply of whiskey on board."

"Who knows," scoffed a mizen-topman, "but what it's all fudge? 'Tis almost eight bells. Have patience a while, and if you don't hear the drum roll, why then we'll give it up for a bad job."

This faint glimmer of hope cheered their dropping spirits in some measure, and they waited impatiently until the bell's clang proclaimed it noon. Dinner was now piped, and minute after minute elapsed, but still the wished-for sound greeted not their ears.

At length some of them proceeded to the gun-deck, and with unfeigned horror perceived a void and empty space where the grog-tub was wont to stand. Instead of the light-hearted, joyous crowd that generally flanked it on every side, awaiting their call, a few straggling tars were lounging listlessly about, their sorrowful faces betokening that they were bewailing the absence of a beloved and much valued friend.



TAFFRAIL TALK

I AM the man whose identity you want to know. . . .

Identifying himself, Charles L. Furber, former motor machinist's mate and now of Tonkawa, Okla., brought to an end the search for "The Man in the Dungaree Jacket," shown in a picture in ALL HANDS, July 1950, p. 35. Unfortunately for the hopes of Mrs. R. Handley, of Monroe, Wash., it means that the picture was not of her son, first reported missing in action since the sinking of the carrier *Bismarck Sea* (CVE 95) on 21 Feb 1945, and later reported dead.

Taken on the Jap battleship *Nagato*, the photo of the man in the center of the back row looked like her son—meaning, if true, that he was alive half a year later.

ALL HANDS was called upon to help find out. We published the picture and heard from 20 or so people who thought they knew the man. None identified him as Raymond E. Handley. Several readers said he looked like an "old buddy" of theirs. Others placed him in such ships as *USS Missouri*, *Detroit*, *Heerman*, *Mattabesett* and *YG 33*.

Three members of the *Nagato* boarding party wrote in to say that the unidentified man was not from *USS South Dakota*, which furnished most of the boarders including themselves, but from *USS Horace A. Bass* (APD 124), which also had sent men. That jibed with a later letter from the officer in charge of *Bass'* men, who recognized the man and thought his name was "Gerber" or something similar.

One of the last letters was from Lieutenant A. H. Marfleet, USN, former engineer and exec of *Bass* and now on duty in Boston, who hit the nail right on the head: "To the best of my recollection, the published photo is that of C. L. Furber, MoMM 3/c, assigned to duty at the time of the photo in the boat division of *USS Horace A. Bass* (APD 124)."

Furber, now a civilian, hadn't seen the ALL HANDS story until the Navy wrote to ask him if he were the much sought-after man. To his great surprise, he was.

★ ★ ★

Another letter enclosed a clipping about the PG 1590. Underway in Pearl Harbor, the escort vessel was escorting a group of Los Angeles visitors about the harbor. A petty officer, explaining the ship and its equipment to them, was stopped cold by a lady guest who spoke up from the rear: "Young man," she said, "are we aboard a submarine?"

The All Hands Staff



POSSIBILITY exists that the man in the dark uniform standing in the rear row is Raymond E. Handley. Photo was taken aboard the *Jap 88 Nagato*.

Do You Know the Identity of This Man?

On 21 Feb 1945, the escort aircraft carrier *USS Bismarck Sea* (CVE 95) was sunk in action near Japan. As the ship was settling in the water, a young electrician's mate named Raymond E. Handley was seen to go overboard and swim for his life. Handley was known to be an active duty, under a different name—not knowing his own identity? The years of effort to identify the man have proved fruitless. In fact, at the time this was written, the man was still missing.

MAN in rear center identified himself

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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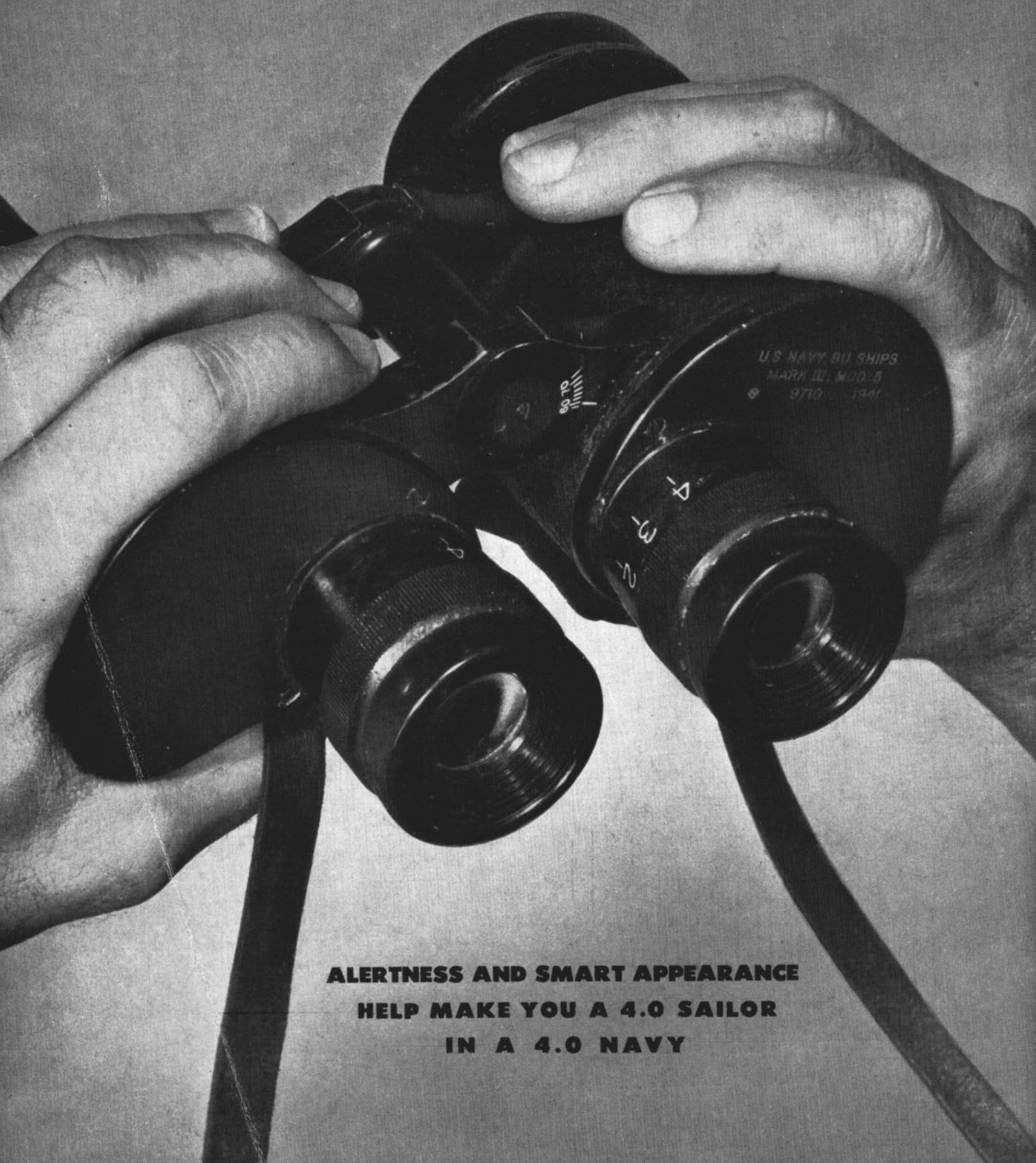
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: As work of activating the aircraft carrier *USS Princeton* (CV 37) starts at the Puget Sound Naval Shipyard in Bremerton, Wash., this gunnery crew begins cleaning the preservative from 40-mm. guns on the ship's stern. ➔



STERN TASK

LOOK SHARP



**ALERTNESS AND SMART APPEARANCE
HELP MAKE YOU A 4.0 SAILOR
IN A 4.0 NAVY**