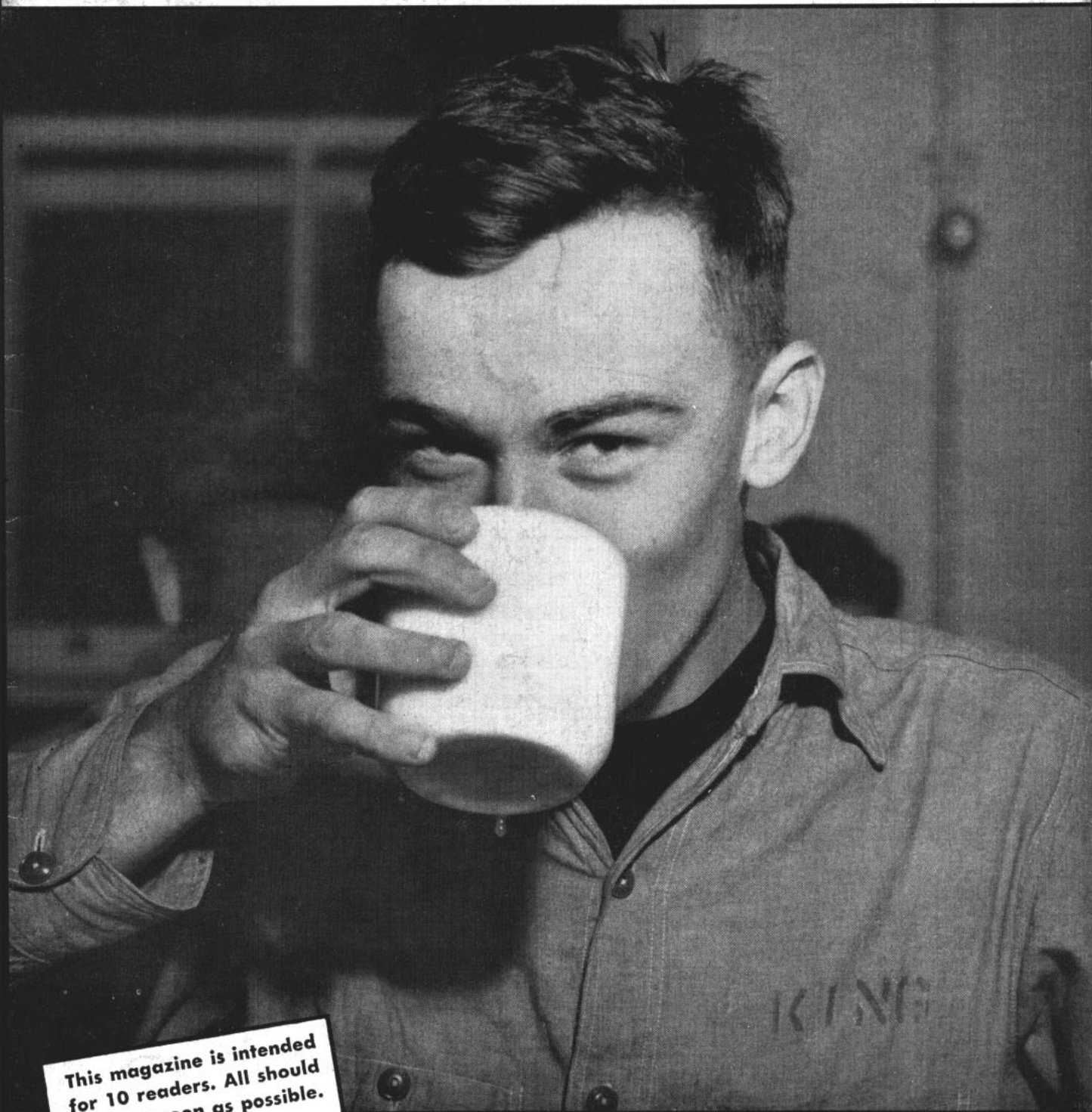


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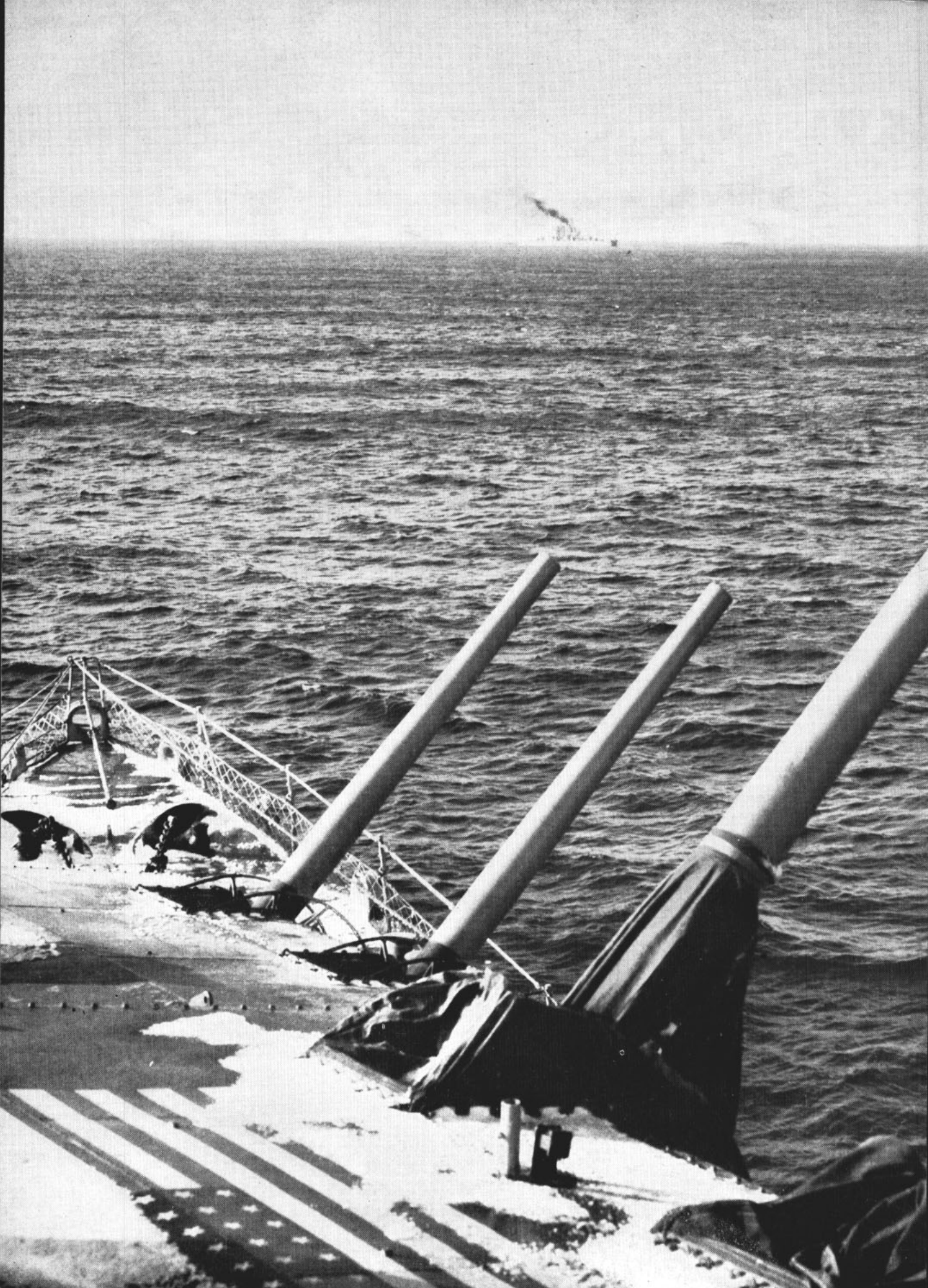
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

APRIL 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1952

Navpers-0

NUMBER 422

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• **FRONT COVER:** Good food means good morale in this man's Navy. How the Navy mess has kept step with a continuously improving Navy is told in the article beginning on page 22. Photo courtesy of Lt. E. L. Hayes, USNR and MSTs Magazine

• **AT LEFT:** Final Salute. USS Hyman bids farewell to Korea with a final salvo from her five-inch guns up and over the high Communist-infested peaks.

CREDITS: All photographs published in *All Hands Magazine* are official U.S. Navy photos released through the Department of Defense, unless otherwise designation.

Ships and Planes Aid Our Fighting Allies

IF YOUR SHIP has operated with units of foreign navies during the past two years you may have noticed something familiar about many of their vessels.

During your stateside liberties you have also probably seen increasing numbers of foreign bluejackets: French *marins*, Danish *soemaend*, Peruvian *marineros*, Turkish *gemici*, Netherlands *matrozen*, Italian *mari-ani*, Greek *mafti* and British sailors.

The reason those ships seemed so familiar, and the explanation for so many foreign jacktars in U.S. ports can be summed up in four letters—MDAP. They stand for Mutual Defense Assistance Program, which was

created “to provide the arms and to assist freedom-loving peoples in their collective efforts to resist direct and indirect aggression.” Congress set up this program in October 1949.

Some countries receive the major part of this assistance on a grant basis. Other countries, receive assistance on a reimbursable basis in accordance with their ability to pay.

Your U.S. Navy plays a very active two-fold part in MDAP. First, it provides fully equipped ships and planes.

The number of ships and craft transferred under MDAP now tallies more than 200. They are of many types and include patrol craft to the

Philippines, cruisers to Chile, submarines to Turkey and flattops to France.

But whether the vessel turned over to the new owner is a 600-foot aircraft carrier or a 40-foot patrol craft, the Navy doesn't just cast off the mooring lines and say, “Take her away.” This is where the Navy's second role in the program comes in: training the foreign sailors who take over the ships. The men elected to provide that training are U.S. Navy-men, both officers and enlisted men.

With foreign bluejackets in training at the rate of 5,000-plus yearly, it can be seen that the Navy has close day-to-day association with MDAP.

In most cases these foreign sailors have served in vessels coming from the shipyards of their mother country or other foreign lands, and consequently, are unfamiliar with our system of engineering, navigation and detection, damage control and gunnery.

Even so commonplace a device as the washroom's overhead shower pops up in the program. When two light cruisers were turned over to Chile, the South American crewmen had to learn the ritual of showering at sea. Up to then, bath tubs at sea had been their style.

The easy-on-the-fresh-water-reserves system of “rinse, off-water, soap and lather, rinse” was all new to the Chileans, but they like its advantages over salt water baths.

Many foreign sailors, used to swinging a canvas hammock, have had to get used to our Navy's metal bunk.

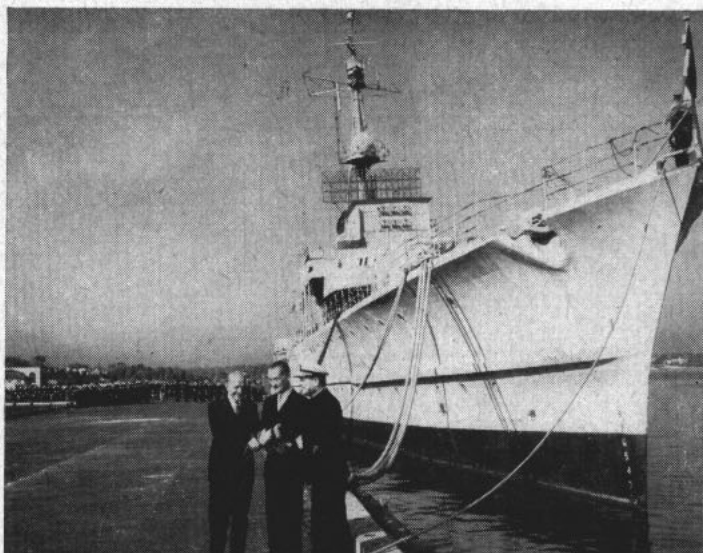
As with “Yank sailors” (a designation by foreign bluejackets for their USN counterparts) two types of training are provided. First of these sees the foreign crewmen training as a group—shaping their ship into a compact fighting unit. Second is the individual training that sees picked men studying at the Navy's many service schools.

Let's look in on the group training, which varies somewhat on the east and west coasts.

Foreign officers and men of ship turned over by the Navy's West Coast commands receive their training under local commands which are assigned by ComTraPac. On the



DECKLOAD of MDAP planes for French forces in the Far East leaves San Francisco on board carrier *Dixmude*, herself a Lend-Lease ship of World War II.



CEREMONY marks the shift of ex-German Z-39 to French. Right: Tars examine a 3-inch gun on *Riddle* (ex-DE 185).

East Coast, where by far the greater number of ships are turned over to foreign nations, concentrated training is provided by one organization. This is the Fleet Training Command, Chesapeake Bay.

The East Coast program is handled by an underway training unit (operating out of Norfolk, Va.), a fleet training center (also at Norfolk), and a fleet air defense training center (at Dam Neck, Va.). Normally, the first two weeks of the five-week training period are spent in port. The final three weeks are devoted to underway drills and training exercises.

Foreign gun crews who will actually man the MDAP ships report to the air defense training center. Class-

room instruction, repair work on the guns and actual firing familiarize the gun crews with the types of guns on board their new ship.

During this training, radio-controlled target aircraft are taken under fire as they attack the beach. Service aircraft fly overhead towing target sleeves. Each gun crew fires about 800 rounds of ammunition in learning how to handle the new guns.

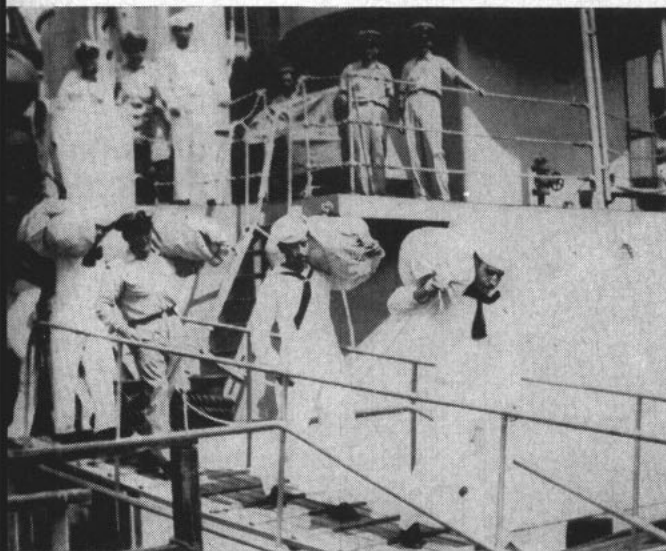
While their shipmates are battling down targets, other foreign crewmen undergo instruction at the fleet training center. There, using shoreside facilities, they get the works—fire-fighting, repairing ruptured watertight doors, making shallow-water diving repairs. Anti-submarine warfare personnel work out on a syn-

thetic ASW trainer. Radarmen learn to operate the electronic equipment typical of the vessel which will be their new home.

On board the ship, liaison officers from the foreign navy and USN shipriders (officer and EMs of the underway training unit) guide the training crewmen to correct any shortcomings noted during supervisory inspections.

Organization of the crew is stressed, using as a guide the standard set-up of the U.S. Navy ship. Wherever feasible the differences in the foreign navy's set-up are incorporated in the organization.

During this final period of pre-underway training, ammunition is loaded on board and minor breakdowns are repaired. American and



PERUVIAN CREW arrives to take over 3 DEs. Right: Frigates *Glendale* and *Gallup* now are part of Thailand Navy.



TRAINING forms an important part of MDAP program. Here a Greek student emerges from fire-fighting drill.

foreign sailors work side by side as they prepare the ship for the three-week UWT period which lies ahead.

Another important changeover is in the shipboard labeling system—the compartment labels, name plates, piping system identification and so on.

But don't imagine a gang of blue-jackets going about the ship with crowbars and buckets of paint, painting over all the labeling that can't be pried loose. Such a method would put the "trainers" themselves into a state of confusion during the indoctrination of the foreign trainees.

As it happens, the existing label-

ing is left untouched. The foreign translation is placed next to it. In this way both instructor and student will know the meaning. Neither, for instance, will mistake a 20-millimeter clipping room for an athletic gear store room.

The foreign Navymen really get their teeth into the training during the three-week underway training indoctrination. They receive from the shipriders the same expert supervision and guidance given their USN counterparts. Realistic drills are held. Collisions are simulated. Buckets of burning rags fill compartments with smoke, giving realism to fire drills. Dummies are booted overboard to sharpen up man-overboard drills.

A submarine rendezvous is arranged for ASW ships and simulated attacks are made. In this way ASW personnel make use of lessons learned from the synthetic trainer. This anti-sub warfare training is highly desired by foreign COs because of the limited submarine availability within their own navies.

At the conclusion of the five-week practice period, the ship and her crew undergo a departure inspection. The UWT group during this check-out determines the ship's readiness for sea.

Another part of the MDAP training—that given in the Navy's many technical schools—sees the foreign Navymen spread out throughout the USA to learn specialized skills that they may pass on to their shipmates.

Some of the students are crew members of the ships going through underway training. Others are men



FRENCH SAILORS show off the painted insignia on an F6F assigned them under the defense assistance plan.

who have made the trip from their homeland for the express purpose of specialized training.

During a typical month several hundred of these picked men, EMs and officers alike, receive schooling. For example, at the electronics and engineman schools at Great Lakes, Ill., in the course of a year you'd see sailors from Brazil, the Philippines, Belgium, Columbia and Peru. At the damage control school at Philadelphia, Pa., you'd find bluejackets from Denmark and Belgium. At the dental school at Bethesda, Md., you'd see representatives of Turkey and Ecuador.



GREEKS get instruction in damage control at Norfolk, Va. Right: Frenchmen get the lowdown on a diesel engine.

While Canadians are under instruction at the Indian Head, Md., explosive ordnance school, Italians might be bound for the Washington, D.C., gunner's mates and fire control technicians' schools, and Portuguese bluejackets heading for the Yorktown, Md., mine warfare school.

Also represented would be—The Netherlands, with Dutch sailors doing their stint, for example, at the Pensacola, Fla., landing signal officers school; Thailand, at the San Diego, Calif., anti-aircraft battery control and sonarman schools; Norway, with harbor defense students at Treasure Island, Calif. And finally — France might round out the MDAP training program with pompon wearing sailors attending the Bayonne, N.J., laundry school.

In all this instruction there is one problem that looms up like a battlewagon in a fleet of sampans. This is the language problem—a natural development when men from more than 20 different countries get the word from English-speaking Navy men.

It is met in three ways. First, many of the foreign technical students already possess a working knowledge of our language. They interpret for their countrymen.

Second, English-speaking shipmates of the students are assigned to the classes as interpreters. For instance, a bi-lingual yeoman from an Italian destroyer might be assigned to the Washington, D.C., gyro compass technicians school along with five of his electrician's mate shipmates.

Third, when the crew taking over a ship is unable to supply a sailor interpreter, the embassy or consulate of the foreign country arranges for one.

Those Navy-school students assigned to ships recently acquired by their country usually complete their courses in time to rejoin before the ship sails from the states. Here they come upon a scene of much activity. The ship will be undergoing its final outfitting and correcting the last repair items.

After all is ready for sea, the voyage home begins. Only a few months ago the ship was just a name to its new crew. Now, after comprehensive and varied training, the crew and ship that departs from USA shores form a compact fighting unit. —W. J. Miller, QMC, USN.



AMUSED SKIPPER of *Midway* listens to the trumped-up indictment of his ship by *FDR* personnel for intent to avoid her normal tour of duty.

Carrier Capers Mark Exchange in the Med

Carrying on a year-old custom, *uss Franklin D. Roosevelt* (CVB 42) welcomed her relief, *uss Midway* (CVB 41), to her Mediterranean duty station with cheers, huzzahs and merrymaking.

The fun occurred at Gibraltar as soon as *Midway* dropped her anchor. Twenty men from *FDR*, their curious-looking uniforms smothered with gold braid and campaign medals, boarded their sister ship. This was the "staff" of *Icarus*, a reincarnated Greek god, whose chief duty in modern times, it seems, is to warn *Banshee* pilots not to fly too high. This very *Icarus*, boarding *FDR*, had proclaimed

himself guardian angel for all Sixth Fleet battle carriers.

The staff went to work. Its members sang, danced and joshed the assembled ship's company. *Icarus*'s Chief Immunicator even inoculated *Midway*'s OD with "anti-Mediterranean" serum.

Then "Icky" himself dropped as if by magic (below left) onto the hangar deck stage. Looking around him, he demanded, "Is *this* the tub I'm to be transferred to?"

"Yes," came the reply.

"Never," quoth Icky and jumped in shame into the blue Mediterranean. Happily, he was rescued by a waiting copter (below right).



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• HOUSING CONDITIONS —

There is now a critical shortage of housing facilities for military and naval personnel in the Fontainebleau, France, area.

Much of the housing that is available is quite expensive. In addition, some of it is located outside the range of the NATO-operated bus service.

If you are ordered to duty with SHAPE in the Fontainebleau area, do not move your dependents until you have located suitable quarters.

• RESPIRATION —

An improved method of manual artificial respiration has been adopted by the Navy. Known as the "back-pressure arm-lift" method, it will also be used by other branches of the armed forces, the Red Cross, Public Health Service and other agencies.

Easy to learn and easy to operate, the back-pressure arm-lift method gives twice the lung ventilation of the Schafer method which has been considered the standard system of artificial respiration in the United States for many years.

The new method—described in detail on pages 32 and 33 — is now being taught to Navy medical department personnel and first aid instructors who, in turn, will train Fleet personnel in general. Future manuals, handbooks and first aid instructions will emphasize the new method. Eventually, the back-pres-

sure arm-lift will completely supplant the Schafer method. Meanwhile, operators should use the Schafer method or any other known life-saving system until they become familiar with the new method.

• CORRESPONDENCE COURSES

—Enrollment of both officer and enlisted personnel in the Navy's correspondence course program continues on the upswing.

At the end of the second quarter of fiscal year 1952 (October-December, 1951) the enrollment reached 69,750—an increase of 8,513 over the first quarter.

The largest enrollment is at the Naval Correspondence Course Center, Brooklyn, N. Y., which reports an enrollment of 65,184, an increase of more than 10,000 over the preceding quarter.

While the bulk of the enrollment consists of Regular Navy and Naval Reserve personnel, approximately 1,000 enrollments are from members of other branches of the armed forces.

• REENLISTING IN RANK —

Regular and Reserve members of the Marine Corps separated from the service for less than a year may now reenlist without loss of rank.

The modification which permits reenlistments within one year to be effective without loss of grade is aimed to induce more combat-experienced marines to reenlist.

• COMMISSIONS IN MSC—Warrant officers, CPOs and petty officers first class of the Hospital Corps, USN, who are candidates for appointment to the rank of ensign in the Administration and Supply Section of the Medical Service Corps, will take their examinations on 15 May 1952.

The eligibility requirements of this program provide that candidates: must be American citizens between ages of 21 and 32 (30, for female applicants); must have served as a PO1 or higher for at least one year prior to examination date; must have completed two years of work toward a degree in an approved college or university or its equivalent (or have completed the USAFI Educational Qualification Test 2CX).

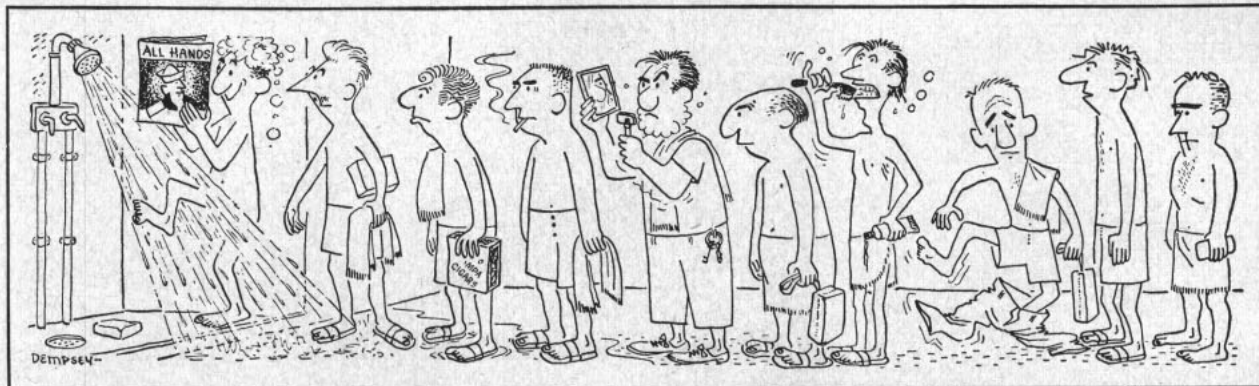
The above program is a continuing program on an annual basis dating back to 1947. Limiting nomination date for the above exam was 1 Feb 1952.

Further information on the procurement of WOs and EMs for appointment to ensign in the MSC, including exam subjects, procedure for application and implementation, is contained in BuPers Circ. Ltr. 35-52 (NDB, 29 Feb 1952).

• OFFICERS' ROTATION OF DUTY—

Under current practices, each instance of rotation of officers from foreign shore duty is examined in the light of conditions known to exist at his foreign station. Rotation is also examined in the light of balanced career assignments for the officer involved.

The present policy on rotation is spelled out in BuPers Circ. Ltr. 33-52 (NDB, 29 Feb 1952) which cancels BuPers Circ. Ltr. 119-51 (NDB, January-June 1951). The



PASS THIS COPY ALONG—April showers will bring May flowers from nine of your shipmates if they see *All Hands*.

older directive specified an officer's duty at an advance base as *shore duty outside the U. S.*, countable as sea duty for rotational purposes. It further specified that foreign shore duty (with certain exceptions) was considered sea duty for rotational purposes.

No list of foreign shore stations, according to their accreditation as "shore" duty or "sea" duty for rotation purposes, is available, nor is one feasible. The new circular letter states: "Inasmuch as localities and total personnel requirements by grade and corps for sea, shore and foreign shore vary with changing naval requirements (from time to time), it is not considered practicable to promulgate a list of foreign shore activities currently considered as shore duty for the various categories of officer personnel."

• **TWO ID CARDS**—All members of the United States Armed Forces on board ship or on duty outside the continental limits will soon be carrying two ID cards. Purpose of the second card is for use in the event of capture as a prisoner of war, in which case it will be surrendered by the POW to the capturing authorities.

The ID card you now carry—Armed Forces Identification Card (DD Form 2N)—will be retained on your person so that you may be identified at all times.

According to BuPers Circ. Ltr. 31-52 (NDB, 29 Feb 1952), the new POW ID cards, known as Geneva Conventions Identification Card (DD Form 528), will be prepared for all armed forces personnel on active duty but will be retained in the individual's service record until he goes on board ship or reports for overseas duty.

Outside the continental limits of the United States the new card is retained on the individual's person at all times, unless captured.

When an officer or enlisted man reports back to a continental activity for shore duty, his Geneva Conventions ID card will be filed in his service record.

In order to comply with the rules of the 1949 Geneva Conventions, the present Armed Forces ID cards (DD Form 2N) held by all medical and religious personnel of the armed forces will be stamped with a red cross on back of the card.

Lab Studies Ships' Magnetic Personalities

As POs and strikers of several ratings well know, a ship is in effect a magnet. In addition to the ever-present *induced* magnetism, a ship gradually picks up *permanent* magnetism from the earth's own magnetic field. This magnetism is intensified by such factors as prolonged firing of the guns or steady cruising in rough seas.

To determine the amount of permanent and induced magnetism which various types of ships will acquire under different conditions—and to determine the best way to reduce these amounts—the Navy has constructed a special laboratory. Results of tests made in this lab are used in the protection of the Fleet against magnetic mines of the field influence type and against certain types of torpedoes.

This recently completed lab is called the Magnetic Ship Models Laboratory and is a component of the Naval Ordnance Laboratory at White Oaks, Md.

The lab's equipment is almost completely automatic in operation and provides a complete study of the magnetic fields of steel ship models.

The lab is located in an area exclusively set aside for magnetic measurements. Ferrous (iron-derived) metals are forbidden within this area. Even automobiles may

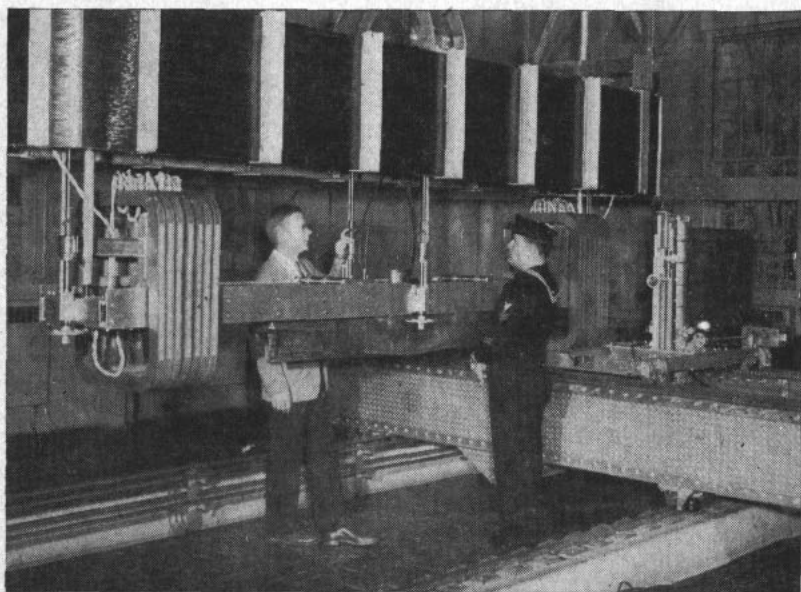
not be parked near the building. Only non-ferrous materials have been used in the construction of the lab.

Within the building, magnetic fields can be simulated to duplicate quickly any field which would be encountered by a vessel cruising under actual conditions. The equipment can be so regulated that the lab will be free of any magnetic influence, including the earth's own field.

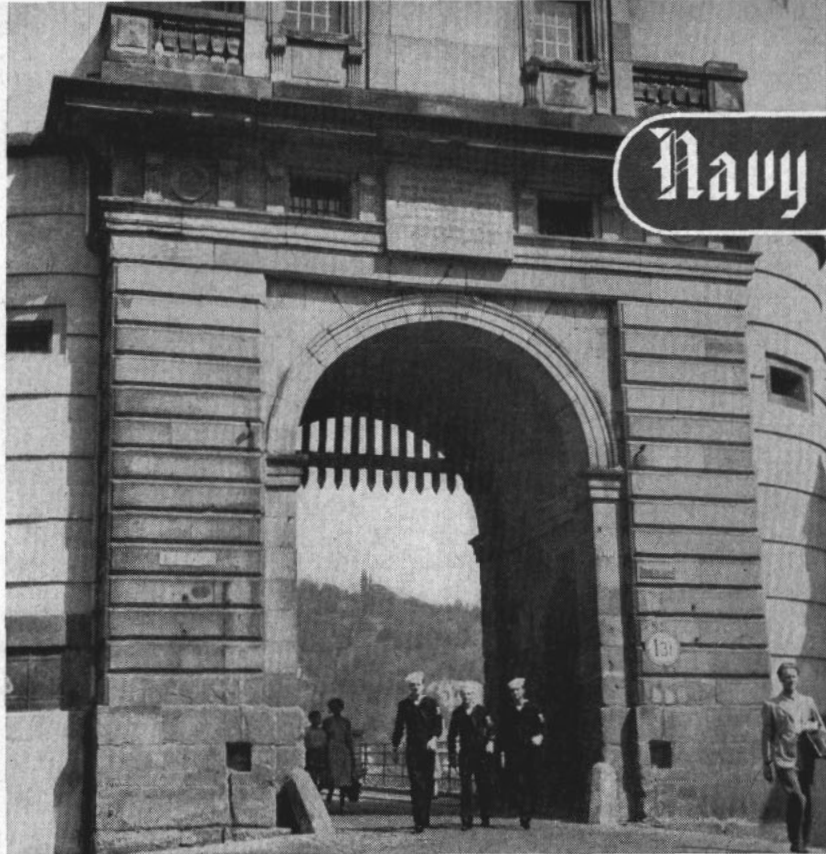
Located beyond the coil is the key to the operation. This is the magnetic field detector whose task it is to feel out the various degrees of magnetic intensity—the measuring stick of the system.

The magnetic field detector can be moved in north-south, east-west and vertical directions. It can also be moved in various angular directions. This mobility is of special use in studying the fields encountered along paths of torpedoes or mines as they pass under the ship—or the ship passes over them—at various angles.

A grand piano-size master console controls all the testing equipment. It is operated by one man, who has more to keep him busy than the pianist with his 88 keys. Facing the console operator are 357 different controls, including knobs, switches and spot galvanometers.



NOL SCIENTIST points out parts of the equipment: Model's hull in support frame, Z shaker (above), X shaker (at ends) and field detector (at rear).



SALTY TRIO, all members of the staff of the Commander, U. S. Naval Forces in Germany, stride under a tower of Karl Teodor Bridge in old Heidelberg.



RAMBLING CASTLES like this are among the many sights to be seen by sailors who visit the armed forces recreation center at Garmisch in the Bavarian Alps.

Navy Duty in Germany

HUNDREDS OF MILES from the North Sea, in the ancient German city of Heidelberg, a man wearing the short leather trousers and halter of Bavaria stops eating his giant pretzel and does a double-take. An aproned *hausfrau*, engaged in the age-old German pastime of surveying her street domain, leans farther out of the window. Both are staring at blue-jackets walking along the Bismarckplatz or up Hauptstrasse for, although the American sailor's uniform has been part of the Heidelberg scene for over a year, it still attracts attention.

About 40 sailors are attached to the staff of Commander, U.S. Naval Forces, Germany, with headquarters at Campbell Barracks—a former *Wehrmacht* infantry post—not far from the heart of famous, picturesque Heidelberg.

Established to protect U.S. interests and policies within areas of Navy responsibility, Headquarters ComNavForGer maintains a constant state of readiness in the event of an emergency. It performs liaison functions with the Army and Air Force, British and French naval units and the Russian Military Mission at Potsdam. It is also responsible for the collection and evaluation of intelligence reports and supervises the work of other naval activities in Germany—from Bremerhaven, on the North Sea, to Berlin.

Near-by Patton Barracks, compound for the Army's 7888th Special Troops, is home for most of the staff bluejackets. They eat at Army messes and enjoy the privileges of Army clubs. Plenty of recreational facilities are available at the base and a bus ride to town takes only five minutes.

Army mess offers waitress-served meals which are international in scope. Ham comes from Holland, oranges from North Africa and plums from Spain. Vegetables are provided by the fields of Germany and France. Denmark supplies dairy products and Texas sends beef.

A number of houses and hotels in the Heidelberg vicinity have been requisitioned by the occupying forces for use of personnel and their dependents. Rows of modern apartment houses, built especially for American families, are sprouting up

Is Interesting

around the perimeter of the military base. Despite these factors, adequate housing is still scarce and many newly-arrived Navy families must live for several months in military hotels until other housing becomes available.

Sailors stationed at Heidelberg are impressed by the historic surroundings and scenic beauty of the city which, through centuries and wars, has remained pretty much the same. Heidelberg is one of the few major German cities to escape intensive air bombardment in World War II. Germans wryly comment that they "used to come to Heidelberg to see the old ruins but now come here to get away from them."

Dominating the city from a hillside is the frowning mass of a partially ruined 15th century castle. The castle, or *Schloss*, is a must on every tourist's list and sailors are no exception.

When French troops sacked Heidelberg twice in the late 17th century, the *Schloss* did not escape their torches. Much of the old castle still stands, however, and every day long lines of visitors thread across the courtyards and through the towers, prison and salons.

Bluejackets making the tour always show great interest in Perkeo's Wine Barrel. Perkeo, dwarf court jester to Prince Johann Casimir, demanded payment for his services in



COURIER RETURNS to Heidelberg from Berlin and Bremerhaven with a pouch of classified mail. The jeep will take him from the station to headquarters.

wine. To keep his valuable courtier in the best of spirits, the prince ordered the world's largest wine barrel constructed. The result: a vat that could hold over 55,000 gallons of the finest Rhein wine. Today the barrel still stands intact (but empty!), with a balustraded dance floor crowning its top—a gigantic monument to a gigantic thirst.

Watch towers still command the entrance to the *Schloss* and drawbridges spanning the now-dry moat are still operative. The sally-port tower portcullis still remains, poised to drop and cut off entrance to the unwanted.

An interesting legend centers

around the iron ring set on the huge wooden door at the drawbridge entrance. According to castle tales, the person who bites through the one-inch thick ring will own the castle. There's a small scratch about two inches in length on the ring which the sober-faced guide explains was made by a witch. Quite a few sailors can tell you that mortal molars won't make an impression on the ring.

Modern *autobahns*, or highways, link Heidelberg with the principal cities of Germany and the city itself is laced with macadam and asphalt streets. Much of the German road system is designed for 19th century transport, however, with narrow,



RADIOMEN run a routine check of a mobile radio station. Right: Doyle Darr, GM3, picks up postcards in Heidelberg.



GARMISCH VISITORS enjoy breathtaking view of the lofty Alps (left) and photograph a well-kept roadside shrine.

cobble-stone roads much in evidence. Horse-drawn wagons, ox-carts and bicycles are popular means of transportation.

Many Heidelberg streets are so narrow that military authorities have posted them with signs reading *Einbahnstrasse*—One Way Street. This has caused some confusion among those unfamiliar with the language. One headquarters sailor, who had to return to a camera store on a downtown street, could only remember the number of the shop. Squeezing into a *Volkswagen* taxi, he groped for the street name. In a sudden burst of recollection, he remembered the street sign he had seen near the shop and casually

ordered the driver, "Take me to 22 *Einbahnstrasse*."

Out-of-town sightseeing is popular and sailors are encouraged to take leave whenever possible. Virtually all of the capitals of Europe are within overnight travel by train. Berlin, Munich, Cologne and the recreation areas at Garmisch and Berchtesgaden are favorite leave addresses in Germany. Paris and Copenhagen are the most popular "foreign" vacation spots, with London and the Swiss Alps following.

Cut-rate rail fares for military personnel help ease the financial strain brought on by present high prices. One-payment tours in luxurious motor buses also help the sailors

make their dollar go a lot farther.

Personnel serving in Germany are not paid in "greenbacks" but in specially printed military scrip. The scrip is for use in American-operated post exchanges, snack bars, gas stations and the like. German marks can be obtained quickly from the Army finance office. Military scrip of the British and French zones can also be obtained. The American Express Company and Chase National Bank offices in Heidelberg will exchange scrip for almost any European currency. These facilities make it easy for the Heidelberg-based blue-jacket to see much of Europe in a comparatively effortless manner.—Larry Cott, JO1, USN.



OFF-DUTY FUN—Navy couple swings to a German band. Right: Bluejackets try that old German staple, the pretzel.

Be a Good Citizen by Voting: Here's How

VOTERS in the 48 states will participate in the election of a president and vice president of the United States on 4 November. U. S. senators, members of the U.S. House of Representatives and certain state and local officials will also be elected.

Many members of the armed forces will be away from their home state and thus will be unable to vote in person. Most sailors, marines, soldiers and airmen, however, will be given an opportunity to name the candidates of their choice by means of the "absentee ballot."

Balloting material—such as registration forms, ballot applications and the ballots themselves—will be transmitted and delivered in the most expeditious manner.

In order to assist Navymen in voting, ALL HANDS is reproducing a state by state voting information chart, now being distributed by the Navy voting office, on the following four pages. The information in the chart applies primarily to members of the armed forces. In some cases, however, it may also apply to dependents and other individuals.

Navymen can learn the requirements of their state from the accompanying chart. For information on dependents and others, however, see the voting officer.

Legal residents of the *District of Columbia* have no voting privileges. In addition, *New Mexico* and *South Carolina* do not permit absentee balloting. The territories of *Alaska*, *Hawaii*, *Puerto Rico* and the *Virgin Islands* do not permit absentee balloting either.

Before you can register and vote, you must meet the eligibility requirements of your home state.

AGE

All states except *Georgia* require that a person be 21 years old in order to vote in a general election. In *Georgia*, 18-year-olds can vote. At least one state—*Indiana*—allows one to vote in the primary election if he is 21 by the date of the general election. (A primary election is one in which members of specific political parties vote to choose their party's candidates.)

RESIDENCY

All states require a minimum pe-

See Your Voting Officer

Each command is required to have an officer designated as a "voting officer." He should have all information you need on the subject of voting.

If you have any doubts about your right to vote, see your voting officer immediately. If you don't know who he is, check the roster in the personnel office.

riod of residency as a prerequisite to voting. These requirements vary from state to state. In some states, six months' residency is all that is needed. In others, one must be a state resident for one or two years. *South Dakota* requires its voters to be a resident of the U.S. for five years, a resident of the state for one year, a resident of a county for 90 days and a resident of a precinct for 30 days.

Usually the state, city or county (township) in which a person lived *before* entering the armed forces is considered to be his legal residence for voting purposes—unless, of course, he has changed his residence while in the service.

Most states provide that time spent in the armed forces may be included in the total residence requirement. For example, if the minimum residency required by a certain state is two years and a person lived in that state for one year and then served in the armed forces for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person shall have met the residence requirements *before* entering the armed forces in order to qualify for voting by absentee ballot. If you are in doubt about the requirements of your state, consult your voting officer or CO.

REGISTRATION

Most states require that a person be registered, showing that he is fully qualified to vote. A few states require registration to be completed prior to election day.

A few states require *reregistration* periodically.

Most—but not all—states will accept the Federal Post Card Application for Ballot (known as FPCA or

Form 76) from persons desiring to vote. In the case of general elections (to be held on 4 November this year), these post card applications will be distributed to all personnel on active duty. Persons desiring to vote in primary or special elections, however, must request the application form from their voting officer or CO.

Before using the FPCA form, however, make sure that your home state will accept it. A few states prefer letters of application. Almost all states will accept a letter of application in lieu of the post card application form. Some states—*Arkansas*, *Florida*, *Indiana* and *Montana*—provide special ballot application forms of their own. Use the form your state requires or suggests.

Be sure to make all necessary applications as early as your state will permit. Consult your voting officer or CO for additional information.

All qualified voters should vote in every election. The Navy is making it as easy as possible for you to exercise your right to vote even though you may be thousands of miles from your home state on election day.

Campaigning Not Allowed

Federal law limits the participation of service personnel—and other "agents of the government"—in election campaigns.

The law prohibits commissioned, noncommissioned, warrant or petty officers from attempting to influence any member of the armed forces to vote or not to vote for any particular candidate.

The law prohibits the delivery or presentation to servicemen of any material paid for or sponsored by the federal government, or any officer of the government, designed to affect the result of an election. It also prohibits the taking or publishing of polls to test the political sentiment of servicemen.

Nothing in the law is to be construed as prohibiting free discussion regarding political issues or candidates, however. Further details will be found in BuPers Circ. Ltr. 180-50 (NDB, July-December 1950).

STATE	MINIMUM AGE	MINIMUM RESIDENCE REQUIREMENTS	OTHER REQUIREMENTS	MUST SERVICE-MAN REGISTER BEFORE VOTING?	IS REGISTRATION PERMANENT?	IS REGISTRATION PERMITTED BY MAIL?	HOW DOES SERVICEMAN BECOME REGISTERED?	WHO MAY VOTE BY ABSENTEE BALLOT?	STATE
ALABAMA	21	2 yrs. in S; 1 yr. in C; 3 mos. in P	RV; pay PT, except AFP; read & write	YES	YES	NO	In person only at office of Board of Registrars on the first and third Monday of each month	All persons	ALABAMA
ARIZONA	21	1 yr. in S; 30 days in C; 30 days in P	RV; read English language	YES	YES	YES	Apply any time to County Registrar for "War Registration Form"	All persons	ARIZONA
ARKANSAS	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN ARKANSAS				All persons	ARKANSAS
CALIFORNIA	21	1 yr. in S; 90 days in C; 54 days in P	RV, except AFP & MM	NO	YES	YES	Registration is automatic when voter returns marked ballot to State official	All persons	CALIFORNIA
COLORADO	21	1 yr. in S; 90 days in C; 15 days in P	RV	YES	YES	YES for AFP only	Apply to County Clerk at any time except 15-day period before election	All persons	COLORADO
CONNECTICUT	21	1 yr. in S; 6 mos. in Town or City	RV	YES	YES	YES	Apply to Town, Borough, or City Clerk at any time prior to election	All persons	CONNECTICUT
DELAWARE	21	1 yr. in S; 6 mos. in C; 30 days in P	RV	YES	YES	NO	In person at County Board of Elections and Registrations at times established by Board	AFP, MM, CC, & Ds of AFP	DELAWARE
FLORIDA	21	1 yr. in S; 6 mos. in C	RV	YES	YES in some C	YES	Re-registration only by servicemen, apply to County Superintendent of Elections 90 days before E	All persons	FLORIDA
GEORGIA	18	1 yr. in S; 6 mos. in C	RV	YES	YES since 1948	YES	Apply to County Tax Collector before Primary Election	All persons	GEORGIA
IDAHO	21	6 mos. in S; 30 days in P	RV; read & write English language	NO	YES	YES	Registration is automatic, when marked ballot is accepted by election officials	AFP, MM, CC, & their Ds	IDAHO
ILLINOIS	21	1 yr. in S; 90 days in C; 30 days in P	RV, except AFP	NO	YES	NO	Armed Forces Personnel not required to register	All persons	ILLINOIS
INDIANA	21	6 mos. in S; 60 days in T; 30 days in P	RV	YES	YES	YES	Apply to Clerk of Circuit Court and request "Absentee Registration Form" 90 days before E.	AFP, MM, CC, & Ds of AFP	INDIANA
IOWA	21	6 mos. in S; 60 days in C	RV in some C, except AFP	NO	YES	YES	Registration is automatic, when marked ballot is accepted by election officials	All persons	IOWA
KANSAS	21	6 mos. in S; 30 days in P	RV in some Cities, except AFP	NO	NO	YES	Armed Forces Personnel not required to register	All persons	KANSAS
KENTUCKY	21	1 yr. in S; 6 mos. in C; 60 days in P	RV	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons	KENTUCKY
LOUISIANA	21	2 yrs. in S; 1 yr. in Parish; 3 mos. in P	RV; read & write	YES	NO	NO	Only in person, at place of Louisiana residence	AFP only	LOUISIANA
MAINE	21	6 mos. in S; 3 mos. in Town or C	RV; read & write English language	NO	YES	YES	Members of the Armed Forces, "certain Merchant Marine personnel", and "certain civilians" do not have to register	All persons	MAINE
MARYLAND	21	1 yr. in S; 6 mos. in C	RV, except AFP, MM, & CC	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP, MM, & CC	MARYLAND
MASSACHUSETTS	21	1 yr. in S; 6 mos. in C	RV; read & write English language	YES	YES	NO	Apply in person or by letter to City or Town Clerk during 32 day period before E; family may also apply for AFP	AFP, MM, CC, & their Ds	MASSACHUSETTS
MICHIGAN	21	6 mos. in S; 30 days in T or C	RV, except AFP	NO	YES	YES	Registration is accomplished when affidavit accompanying ballot is executed and returned	All persons	MICHIGAN
MINNESOTA	21	6 mos. in S; 30 days in E District	RV in certain Cities	YES	YES	YES	Apply to city clerk not later than 9 Aug. for voting in Primary E, and not later than 13 October for General E.	AFP and MM; CC others in US	MINNESOTA
MISSISSIPPI	21	2 yrs. in S; 1 yr. in E District	Pay PT, except AFP; RV, except AFP	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP, MM, & CC	MISSISSIPPI
MISSOURI	21	1 yr. in S; 60 days in C, City or T	RV in cities over 10,000, except AFP	NO	YES	YES	Registration is automatic, when marked ballot has been accepted by election officials	All persons	MISSOURI
MONTANA	21	1 yr. in S; 30 days in C & P	RV	YES	YES	YES	Apply to C Clerk for "War Registration Card" at any time, except during 45-day period before E	All persons	MONTANA
NEBRASKA	21	6 mos. in S; 40 days in C; 10 days in P	RV in cities over 7,000 pop.	YES	YES	YES	Request "Special Registration Forms" when applying for absentee ballot	All persons	NEBRASKA
NEVADA	21	6 mos. in S; 30 days in C	RV, except AFP, & MM	NO	YES	YES	Armed Forces Personnel not required to Register	All persons	NEVADA
NEW HAMPSHIRE	21	6 mos. in S	Have name on "Voters' Check List"	NO	YES	YES	Name will be placed on check list automatically when application for ballot has been accepted by election officials	All persons	NEW HAMPSHIRE

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C County or Counties

CA Constitutional Amendment(s)

CC Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.

Con Del Convention Delegates

Ds Dependents

Dem Democratic

E Election

F Federal

FPCA Federal Post Card Application (Form 76)

L Local

MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.

P Precinct

Pres Pref Presidential Preference

PT Poll Tax

Rep Republican

RQ Referendum Question

RV Registered Voter

S State

SuR Supervisor of Registration

T Town

Ts Township

STATE	IS ABSENTEE VOTING PERMITTED IN:		1952 ELECTIONS		APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	STATE
	PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION					
ALABAMA	YES	YES	6 May—F, S, & L 3 June—Run-off	4 Nov—F, S, & L; CA	FPCA	40 days before E to C Probate Judge	21 days before E	Day of E	ALABAMA
ARIZONA	YES	YES	9 Sept—F, S, & L	4 Nov—F, S, & L	FPCA	30 days before E to C Recorder	30 days before E	6:00 P. M. day of E	ARIZONA
ARKANSAS	YES	YES	29 July—Pres. Pref. 12 Aug—F, S, & L	4 Nov—F, S, & L; CA	Ark. Form	20 days before E to C Clerk	15 days before E (if in US) 20 days before E (if outside US)	6:30 P. M. day of E	ARKANSAS
CALIFORNIA	YES	YES	3 June—F, S, & L Pres. Pref.	4 Nov—F, S, & L; CA	FPCA	Any time before E to C Clerk	20 days before E	19 June—Primary E 20 Nov—General E	CALIFORNIA
COLORADO	YES	YES	9 Sept—F, S, & L Con. Del.	4 Nov—F, S, & L; CA	FPCA	90 days before E to C Clerk	30 days before E	5:00 P. M. day of E	COLORADO
CONNECTICUT	YES	YES	(No State-wide Primaries)	4 Nov—F & S	FPCA	4 months before E to Town Clerk	4 months before E	6:00 P. M. day before E	CONNECTICUT
DELAWARE	NO	YES	Sept.—(date undetermined) F & S	4 Nov—F & S	FPCA	15 Sept 52 to C Board of E & R	15 Sept	12:00 (noon) on day of E	DELAWARE
FLORIDA	YES	YES	6 May—F & S; 27 May—Run-off Prim. & Con. Del.	4 Nov—F & S; CA	Fla. Form	45 ¹ / ₂ days before E to C to Su. of R	As soon as available	5:00 P. M. on day before E	FLORIDA
GEORGIA	YES	YES	14 May (Tentative) F, S, & some C	4 Nov—F, S, & some L	FPCA	Any time before E to C Registrar	In time to vote and return	Day before E	GEORGIA
IDAHO	YES	YES	12 Aug—F & S	4 Nov—F & S	FPCA	30 days before E to C Clerk	30 days before E	Day before E	IDAHO
ILLINOIS	YES	YES	8 Apr.—F, S, L & Pres. Pref.; Committeemen	2 June—Spec. E. Cook C 4 Nov—F, S, & L	FPCA	100 days before E to C Clerk	45 days before E (30 days before E for civilians)	Day of E	ILLINOIS
INDIANA	YES	YES	6 May—F, S, & L	4 Nov—F, S, & L	Ind. Form	30 days before E to Clerk of Circuit Court	30 days before E	6:00 P. M. day of E	INDIANA
IOWA	YES	YES	2 June—F, S, & L	4 Nov—F, S, & L	FPCA	20 days before E to C Auditor	Upon receipt of application	Day before E	IOWA
KANSAS	YES	YES	5 Aug—F, S, & L	4 Nov—F, S, & L; RQ	FPCA	1 Apr.—Primary 1 Sept.—General —to C Clerk	15 July 52—Primary E 10 Oct 52—General E	Day before E	KANSAS
KENTUCKY	YES	YES	2 Aug—F & L	4 Nov—F & L	FPCA	Any time except 10 days before E to C Clerk	As soon as available to E officials	Day of E	KENTUCKY
LOUISIANA	YES	YES	29 July—F, S, & L 20 Aug—Run-off	22 Apr.—S & L 4 Nov—F & S	FPCA	Any time to Clerk of Parish Court	30 days before E	Day of E	LOUISIANA
MAINE	YES	YES	16 June—F, S, & L	8 Sept.—F, S, & L 4 Nov—Pres. & Vice P	FPCA	Any time to Town or City Clerk	30 days before E	Day of E	MAINE
MARYLAND	YES	YES	5 May—Del. to State Con.; & F	4 Nov—F	FPCA	55 days before E to Sec. of State, Annapolis, Md.	55 days before E	Day of E	MARYLAND
MASSACHUSETTS	YES	YES	29 Apr.—Pres. Pref. 16 Sept—F & S	4 Nov—F & S	FPCA	Any time to City or Town Clerk	As soon as available to E officials	Day of E	MASSACHUSETTS
MICHIGAN	YES	YES	9 Sept—F, S, & L	4 Nov—F, S, & L	FPCA	30 days before E to City or Ts Clerk	25 days before E	Day of E	MICHIGAN
MINNESOTA	YES	YES	18 Mar.—Pres. Prim. 9 Sept—F, S, & L	4 Nov—F, S, & L; CA	FPCA	30 days before E to C Auditor	12 days before E	Day of E	MINNESOTA
MISSISSIPPI	YES	YES	26 Aug—F 16 Sept—Run-off	4 Nov—F	FPCA	Any time before E to C Registrar	In time to vote and return ballot	Day of E	MISSISSIPPI
MISSOURI	YES	YES	5 Aug—F & S	4 Nov—F & S	FPCA	Any time to Clerk of C Court	As soon as available to E officials	6:00 P. M. day after E	MISSOURI
MONTANA	YES	YES	15 July—F, S, & L	4 Nov—F, S, & L; CA	Mont. Form	Any time before E to C Clerk	30 days before E	Day of E	MONTANA
NEBRASKA	YES	YES	1 Apr.—F, S, & L Pres. Pref.	4 Nov—F, S, & L	FPCA	90 days before E to City or C Clerk	15 days before E	10:00 A. M. 10 Apr.—Primary 10:00 A. M. 13 Nov.—General	NEBRASKA
NEVADA	YES	YES	2 Sept—F & L	4 Nov—F & L	FPCA	90 days before election to C Clerk	90 days before E	Day of E	NEVADA
NEW HAMPSHIRE	NO	YES	11 Mar.—Pres. Pref. 9 Sept—F, S, & L	4 Nov—F, S, & L	FPCA	Any time to Sec. of State, Concord, N. H.	15 Oct	Day of E	NEW HAMPSHIRE

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Con Del Convention Delegates

Ds Dependents

Dem Democratic

E Election

F Federal

FPCA Federal Post Card Application (Form 76)

L Local

MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.

P Precinct

Pres Pref Presidential Preference

PT Poll Tax

Rep Republican

RQ Referendum Question

RV Registered Voter

S State

Sur Supervisor of Registration

T Town

Ts Township

STATE	MINIMUM AGE	MINIMUM RESIDENCE REQUIREMENTS	OTHER REQUIREMENTS	MUST SERVICE-MAN REGISTER BEFORE VOTING?	IS REGISTRATION PERMANENT?	IS REGISTRATION PERMITTED BY MAIL?	HOW DOES SERVICEMAN BECOME REGISTERED?	WHO MAY VOTE BY ABSENTEE BALLOT?	STATE
NEW JERSEY	21	1 yr. in S; 5 mos. in C	RV, except AFP	NO	YES	YES	Armed Forces Personnel not required to Register	AFP only	NEW JERSEY
NEW MEXICO	21	1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES	YES in some C	Apply to county clerk for "Affidavit of Registration" Form	No one	NEW MEXICO
NEW YORK	21	1 yr. in S; 4 mos. in C; 30 days in P	RV	NO	NO	YES	Apply to Secretary of State, Albany, N. Y. between 1 April and 23 October	AFP & their Ds	NEW YORK
NORTH CAROLINA	21	1 yr. in S; 4 mos. in P	RV; read & write	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP & MM; others only GEN. E	NORTH CAROLINA
NORTH DAKOTA	21	1 yr. in S; 90 days in C; 30 days in P	RV for local E only	NO	YES	YES	If registration is required for local elections, voter will be notified after applying for ballot	AFP, MM, CC, & their Ds	NORTH DAKOTA
OHIO	21	1 yr. in S; 40 days in C; 40 days in P	RV in some C	NO	YES	YES	Armed Forces Personnel not required to Register	All persons	OHIO
OKLAHOMA	21	1 yr. in S; 6 mos. in C; 30 days in P	None	NO	YES	YES	No registration required	All persons	OKLAHOMA
OREGON	21	6 mos. in S	RV; read & write English language	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons	OREGON
PENNSYLVANIA	21	1 yr. in S; 2 mos. in C	RV, except AFP	NO	YES	NO	No registration required	AFP, hospital vets	PENNSYLVANIA
RHODE ISLAND	21	1 yr. in S; 6 mos. in E District	RV, except AFP, MM & CC	NO	YES since 1951	YES	No registration required	All persons	RHODE ISLAND
SOUTH CAROLINA	21	2 yrs. in S; 1 yr. in C; 4 mos. in P	RV; own property or read & write	YES	YES for 10 years	NO	Registration must be accomplished in person at office of County Supervisor of Registration	No one	SOUTH CAROLINA
SOUTH DAKOTA	21	5 yrs. in U.S.; 1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES	YES	Apply to County Auditor for "Registration Affidavit Form" at any time except 30-day period before election	All persons	SOUTH DAKOTA
TENNESSEE	21	1 yr. in S; 6 mos. in C; 30 days in P	RV	YES	YES	YES	Apply to Registrar, County Election Commission at any time, except 30-day period before election day	All persons	TENNESSEE
TEXAS	21	1 yr. in S; 6 mos. in C	Pay PT of \$1.75	NO but pay tax	NO	YES	Payment of poll tax to County Tax Collector constitutes registration	All persons except regular AFP	TEXAS
UTAH	21	1 yr. in S; 4 mos. in C; 60 days in P	RV	YES	YES	NO	Registration must be accomplished in person at Office of C Registration Agent at any time except 10-day period before E	All persons	UTAH
VERMONT	21	1 yr. in S	Have name on "Voters' Check List"	YES	YES	YES	Apply to town Board of Selectmen for "Freeman's Oath Form" at any time	All persons	VERMONT
VIRGINIA	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP; RV, except AFP	NO	YES	YES	No registration required	All persons	VIRGINIA
WASHINGTON	21	1 yr. in S; 90 days in C; 30 days in P	RV; read & speak English language	NO	YES	YES	Registration is automatic when signed registration certificate which accompanies ballot is received by precinct election officials	All persons	WASHINGTON
WEST VIRGINIA	21	1 yr. in S; 60 days in C	RV	YES	YES	YES	Apply to Clerk of the County Court for "Temporary Registration Form" at any time, except 30-day period before E	All persons	WEST VIRGINIA
WISCONSIN	21	1 yr. in S; 10 days in P	RV, except AFP, MM & CC	NO	YES	YES	No registration required	All persons	WISCONSIN
WYOMING	21	1 yr. in S; 60 days in C; 10 days in P	RV; read State Constitution	NO	YES	YES	Registration is automatic when ballot and accompanying affidavit have been received by election official	All persons	WYOMING
ALASKA	21	1 yr. in Territory; 30 days in P	RV; read U. S. Constitution	YES for municipal elections	NO	NO	Apply in person at seat of local government	No one	ALASKA
HAWAII	21	1 yr. in Territory; 3 mos. in Represt. Dist.	RV; read, write Eng. or Hawaiian	YES	YES	YES	Apply to C clerk for "Absentee Registration Form" at any time except 30-day period before election	No one	HAWAII
PUERTO RICO	21	1 yr. in Territory	RV	YES	NO	NO	Apply in person at City Hall	No one	PUERTO RICO
VIRGIN ISLANDS	21	1 yr. in Territory	RV; read, write English	YES	YES	NO	Apply in person at City Hall	No one	VIRGIN ISLANDS
DIST. OF COLUMBIA		NO VOTING PRIVILEGES AVAILABLE TO RESIDENTS OF THE DISTRICT OF COLUMBIA						- - -	DIST. OF COLUMBIA

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STATE	IS ABSENTEE VOTING PERMITTED IN:		1952 ELECTIONS		APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	STATE
	PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION					
NEW JERSEY	YES <i>for AFP only</i>	YES <i>for AFP only</i>	15 Apr—F, S, & L & Con. Del.	4 Nov—F, S, & L	FPCA	Any time to C Clerk	30 days before E	Day of E	NEW JERSEY
NEW MEXICO	NO	NO	1 Apr—Municipal E 6 May—F, S, & C	4 Nov—F, S, & C	NO ABSENTEE VOTING PERMITTED IN THE STATE OF NEW MEXICO BY ANYONE				NEW MEXICO
NEW YORK	NO	YES	22 Apr—Con. Del.; 15 Sept—F, S, & L (Tentative)	4 Nov—F, S, & L	FPCA	1 Apr to Sec. of State, Albany 1, N. Y.	1 Apr	12:00 (noon) day before E	NEW YORK
NORTH CAROLINA	YES <i>for AFP & MM</i>	YES	31 May—F, S, & L 28 June—Run-off	4 Nov—F, S, & L; CA	FPCA	Any time to C Board of Registration	60 days before E	Day of E	NORTH CAROLINA
NORTH DAKOTA	YES	YES	24 June—F & S	4 Nov—F & S	FPCA	Any time to C Auditor	21 days before E	20 days after E	NORTH DAKOTA
OHIO	YES	YES	6 May—F, S, & L; & Con. Del.	4 Nov—F, S, & L; CA	FPCA	1 Jan to C Board of Elections	60 days before E	12:00 (noon) day of E	OHIO
OKLAHOMA	YES	YES	1 July—F, S, & L 22 July—Run-off	4 Nov—F, S, & L; RQ	FPCA	Any time to Sec. of State, Okla. City, Okla.	30 days before E	7:00 P. M. day of E	OKLAHOMA
OREGON	YES	YES	16 May—F, S, & L; Pres. Pref.	4 Nov—F, S, & L; RQ	FPCA	60 days before E to C Clerk	60 days before E	5 days before day of E	OREGON
PENNSYLVANIA	YES	YES	22 Apr—F & S Pres. Pref.	4 Nov—F & S	FPCA	Any time not later than 26 days before E	26 days before E	10:00 A. M. 2 May—Primary 10:00 A. M. 14 Nov—General	PENNSYLVANIA
RHODE ISLAND	NO	YES	15 Sept—(Rep) F & S 24 Sept—(Dem) F & S	4 Nov—F & S	FPCA	Any time to Sec. of State, Providence, R. I.	15 Oct	4 Dec	RHODE ISLAND
SOUTH CAROLINA	NO	NO	8 July—F & L 22 July—Run-off	4 Nov—F & L	NO ABSENTEE VOTING PERMITTED IN THE STATE OF SOUTH CAROLINA BY ANYONE				SOUTH CAROLINA
SOUTH DAKOTA	YES	YES	3 June—F, S, & L Con. Del.	4 Nov—F, S, & L; CA	FPCA	70 days before E to C Auditor	70 days before E	Day of E	SOUTH DAKOTA
TENNESSEE	YES	YES	7 Aug—F, S, & L	4 Nov—F, S, & L	FPCA	90 days before E to Commissioner of E	In time to vote and return ballot	Day of E	TENNESSEE
TEXAS	YES	YES	26 July—F, S, & L 23 Aug—Run-off	4 Nov—F, S, & L	FPCA	20 days before E to C Clerk	20 days before E	1:00 P. M. day of E	TEXAS
UTAH	YES	YES	9 Sept—F, S, & L	4 Nov—F, S, & L	Letter	30 days before E to C Clerk	30 days before E	6:00 P. M. day of E	UTAH
VERMONT	YES	YES	9 Sept—F, S, & L	4 Mar—T officers 4 Nov—F, S, & L	FPCA	Any time before E to Town Clerk	30 days before E	Day of E	VERMONT
VIRGINIA	YES	YES	1 Apr—Municipal 15 July—F & S 19 Aug—Run-off Prim.	10 June—Municipal 4 Nov—F & S	FPCA	90 days before E to Registrar of P	Upon receipt of request	Day of E	VIRGINIA
WASHINGTON	YES	YES	9 Sept—F & S	4 Nov—F & S	FPCA	1 July 52 to Sec. of State, Olympia, Wash.	25 days before E	10 days after E	WASHINGTON
WEST VIRGINIA	YES	YES	13 May—F, S, & L Con. Del.	4 Nov—F, S, & L	FPCA	Any time up to 10 days before E to Clerk of Circuit Court	10 weeks before E	Day before E	WEST VIRGINIA
WISCONSIN	YES	YES	1 Apr—(Con. E) 9 Sept—F & S	4 Nov—F & S; RQ	FPCA	60 days before E to T Clerk	3 weeks before E	Day of E	WISCONSIN
WYOMING	YES	YES	19 Aug—F & S 13 May—Pres. Pref.	4 Nov—F & S	FPCA	Any time	In time to vote and return ballot	Day of E	WYOMING
ALASKA	NO	NO	29 Apr—Territorial	14 Oct—Territorial	NO ABSENTEE VOTING PERMITTED IN THE TERRITORY OF ALASKA BY ANYONE				ALASKA
HAWAII	NO	NO	4 Oct—Territorial	4 Nov—Territorial	NO ABSENTEE VOTING PERMITTED IN THE TERRITORY OF HAWAII BY ANYONE				HAWAII
PUERTO RICO	NO	NO	- - - - -	4 Nov—Insular	NO ABSENTEE VOTING PERMITTED BY ANYONE FROM THE GOVERNMENT OF PUERTO RICO				PUERTO RICO
VIRGIN ISLANDS	NO	NO	- - - - -	3 Nov—Territorial	NO ABSENTEE VOTING IS PERMITTED IN THE VIRGIN ISLANDS BY ANYONE				VIRGIN ISLANDS
DIST. OF COLUMBIA	- - -	- - -	- - - - -	- - - - -	- - NO VOTING PRIVILEGES AVAILABLE TO RESIDENTS OF THE DISTRICT OF COLUMBIA - - -				DIST. OF COLUMBIA

AFP Armed Forces Personnel; includes military personnel of the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)

C County or Counties

CA Constitutional Amendment(s)

CC Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.

Con Del Convention Delegates

Ds Dependents

Dem Democratic

E Election

F Federal

FPCA Federal Post Card Application (Form 76)

L Local

MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.

P Precinct

Pres Pref Presidential Preference

PT Poll Tax

Rep Republican

RQ Referendum Question

RV Registered Voter

S State

SuR Supervisor of Registration

T Town

Ts Township

Marine Air Assault Tactics in Korea

VERTICAL ENVELOPMENT is a new term that you can expect to hear more and more often in discussions of Marine assault operations.

It involves a new experiment in assault tactics—developed by the U.S. Marines—in which part of the leather-neck landing force arrives by air, and it is another demonstration of the close working coordination of the Marine Corps air arm with its ground units.

Last September, giant helicopters lifted a reinforced company of Marine combat troops onto a rugged mountain on Korea's eastern front. This was the first case in history in which 'copters were used to move troops into combat, and—although the Marines landed within sight of Communist held hills — it was achieved without loss of a single man or plane.

Hovering about eight feet above the 3,800-foot mountain top, the helicopters let down knotted ropes, by which the Marines shinned their way into combat territory. The first Marines to land, carrying guns and axes, cleared 25-foot square landing areas, and in a short time 15 'copters landed to debark the remaining troops and their gear. Moving in relays, the "whirly birds" took an average of 20 seconds to land, unload and take off again, each aircraft making several trips. The entire "landing" was achieved in four hours, about one-twelfth of the minimum



CARRIER BASED Marine pilots of the Devilcat Squadron go into a huddle on board USS *Rendova* (CVE 114).

time it would have required to reach the mountain by foot, and without the casualties that go with ground troop movements.

The value of the helicopter as a transport in amphibious operations remains to be proved, and it is still in the experimental stages. While it has advantages it also has limitations (a factor present in all assault operations), especially in operations where the opposition of enemy air power may be expected.

What are the duties of the Marine Corps' aviation? Briefly, they consist of the following:

- To provide close support to

ground units, including rocketing, bombing, and strafing.

- In amphibious operations, to pound the landing areas just before landing, and to clear the skies of enemy planes over the landing spot.

- To transport troops and supplies to the battle area!

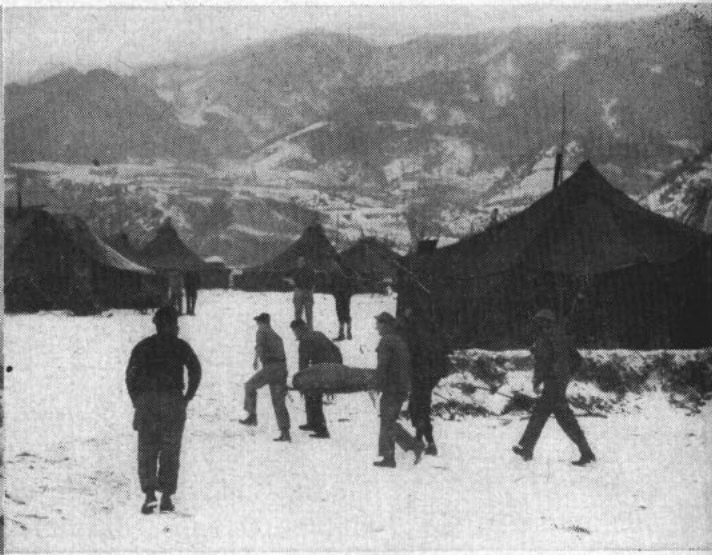
- In battle areas, to keep the skies clear and to prevent enemy reinforcements from arriving.

- To provide aerial reconnaissance over the battle area, behind the enemy lines, and future target points.

Performance of these duties has been developed to a high pitch by Marine aviation, which this year is celebrating its 40th birthday. For the air leathernecks, "life began" at a much earlier age, and has maintained a fast pace. Born in 1912, the entire Marine air arm then consisted of two pilots and a single enlisted man.

Today, operating in aircraft ranging from meteoric jet planes to the helicopters' Marine pilots have been working a round-the-clock schedule in the Korean theater.

Most of the Marine squadrons now operating in Korea are land-based, but Marine pilots are trained to make carrier landings and take-offs, and a couple of squadrons now are operating off carriers in Korean waters. Marine aviation now consists of three Air Wings, two of which are completely equipped and combat ready. In combat in Korea the Marines fly the jet fighters *Panther*,



CASUALTIES arrive by helicopter at an advance hospital. Right: Litter bearers rush patient to the hospital tent.

the propeller-driven *Corsair* of WWII fame, the attack plane *Sky-raider*, and the twin-engine night-fighter, *Tigercat*.

All Marine fliers, in addition to their carrier training, received thorough indoctrination in ground tactics, to aid in the performance of their primary mission, close support.

This air tactic is the result of years of development by the Marine Corps and Navy. The leathernecks' technique of close ground support has come in for a good deal of discussion in recent months, so it is appropriate here to describe briefly how it works. (Naval aviation uses the same technique when performing ground support missions.)

An aviator is assigned as a forward air controller to an infantry unit — consequently he knows about the immediate front line problems, as well as aviation problems. He takes his orders from the ground commander who, being at the scene, makes the decisions about what he wants done to help his troops.

The request from the ground commander for specific close-support strikes is relayed to the air command. Reporting on target, the aircraft communicate directly with the air controller, who tells them what targets he wants hit, and verifies the targets for the pilot when they come in on dummy runs. Then, when the movements of the ground troops are synchronized with the close support airmen, the aviator on the ground gives them the signal to come in.

The Marine aircraft specialize in attack of objectives within a few hundred yards of the front lines, and the training of ground and air components as a team facilitates this technique. Army and other UN Troops as well as Marines in the front lines in Korea have high praise for this type of close support.

In Korea, Marine pilots are also performing interdiction missions, that is, attacking supply lines, trains, trucks, and shipping to cut off the enemy's source of material and reinforcements.

For the statistics on the Marine air arm's part in the over-all accomplishments in the Korean theater, see last month's report on naval aviation (ALL HANDS, March 1952, p. 8).

Moving the wounded to hospital facilities in the rear, and providing



HILL 812 marked the first time helicopters had been used to move troops into combat. Above: Battle-ready Marines embark in their copter for the lift.



AT THE FRONT, copter lets down in a square marked off by an advance party. Below: Marines disembark and copter is ready to evacuate wounded.





AIR CONTROLLER and his radioman scan the sky for the plane they have called on for close support.



PLANE APPEARS to blast a hill position while the plane's controller and his radioman watch the result from a safe distance away from the target.

assistance from the air to personnel trapped in fighting areas, are included in the day-to-day jobs of Marine aviation. Here again is where the helicopter comes in handy, and the flying "eggbeaters" have quickly evacuated large numbers of wounded troops to medical aid stations.

This ability to descend from the air into areas where individuals or small groups of troops are hurt or trapped is a potent morale factor. With jet fighters and attack planes flying overhead to keep the skies clear and prevent enemy forces from closing in on the section where a downed pilot or wounded marine is waiting, the 'copter comes in to locate its passenger and carry him off to safety.

One Marine flier, during the thick of Korean operation when the fighting was especially heavy, said, "The kids down there feel that no matter what happens, we will get them out if they get hit."

Marine pilots and their brother airmen in the Navy have a lot in common, and the Marines pride themselves on the fact that they are true air amphibians — at home in the air, ashore and afloat.

In some cases the amphibious duties present minor problems. Here's a sample:

A Marine pilot was bringing a transport helicopter slowly down out of the darkness, to settle on the lighted deck of a hospital ship.

He helped unload two badly



SKIPPER of the *Devilcats*, LtCol Manual Brilliant, USMC, returns to *Rendova* after bailing out at sea.

wounded Marines he had flown in from the front lines. While he watched Navy hospital corpsmen carry the stretchers away, a doctor looked at him with a note of concern.

"You don't look well," remarked the surgeon. "Did you have a rough trip coming over the mountains?"

The Marine captain, his head shaking miserably, muttered: "Gotta get off this ship — I'm getting seasick!"

NIGHT FIGHTERS of VMF-513 prepare to leap on their prey from the black skies over Korea, as pilots and mechanics near F7F *Tigercats* in the dusk.





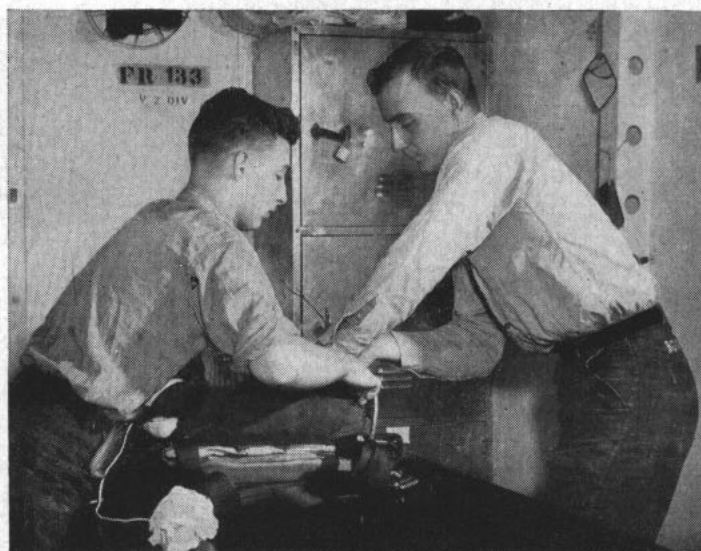
'Riggerous' Duty

IN THE NAVY, a fighter pilot's parachute is repacked every 30 days whether he has used it or not.

This is to eliminate wrinkles that result from the weight of the pilot sitting on his chute while he's in the air. "Shaking out" the silk or nylon canopy restores its natural springiness.

This exacting and important task is a job for a parachute rigger. Two riggers on board *uss Antietam* (CV 36), Boyd Box, PRAN, USN, and Bill Finnell, SN, USN, of Fighter Squadron 831, here show how it's done—

Top left: Box, at far end, has removed the canopy from its pack as Finnell separates shrouds. Top right: Airing is done by holding the shrouds high and shaking out each section of the canopy. The entire chute is then hung up to dry. After several days, it is taken down, carefully checked and refolded (center). Below right: Shrouds go back in first, followed by canopy. Below left: Pilot chute (in the foreground) follows the canopy into the pack. The pilot chute catches the wind and pulls out the canopy itself during a jump.



SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

SHOOTING AROUND CORNERS with a new-type .45-caliber submachine gun is now possible, according to the Army's Ordnance Arsenal at Detroit, Mich.

The rifle's slug can be deflected as much as 90 degrees and it will pierce an inch-thick pine board at 100 yards. The gun can fire 450 rounds a minute with more accuracy than a straight rifle. Its sights are classified.

This round-about way of hitting a target is accomplished by attaching a curved barrel to the Army's M-3 submachine gun, commonly known as the "grease gun." The curve can be pointed up or down, right or left. It is now ready for mass production.

During World War II a gun using the curved barrel was dropped by the thousands to the French underground. It was specifically designed so that barrels could be interchanged, permitting use of captured German 9-mm. ammunition.

The Army's new gun-barrel is light and costs only \$18 to manufacture. It is developed from common steel, and will last the lifetime of the submachine gun.

The United States and Germany both developed guns with a curved barrel during World War II, but neither were successful. Experts since have developed the curved barrel for the M-3 after tank crews in Korea complained that they had no way of shooting Communists off the top of their tanks. Often the tank men had to request other tank crews to aim their guns at the Reds who crawled on top of their tanks.

* * *

USED AIRCRAFT ENGINE OIL is being re-refined and put back into service at substantial financial savings for the U.S. Air Force. Through a re-refining process, approximately two million gallons of used engine oil was salvaged during the past year.

In addition to saving valuable natural resources, processing of the black, sludgy, used oil drained from aircraft engines has been so successful that the Air Force is planning to expand its program to include the re-refining of used oil drawn from its ground equipment.

THE PACIFIC AIRLIFT, operated by Military Air Transport Service, lifted 23,000 tons of critical material and mail, and more than 68,000 personnel to the Far East in 1951.

On return flights from the Far East, MATS air evacuation planes returned 24,250 medical patients to the United States last year. This figure included more than 17,000 Korean war combat casualties.

MATS, which is under administration of the U.S. Air Force, is also serviced by a quota of Navy aircraft squadrons in the system's worldwide operations.

During the last year, MATS operations over the 100,000 miles of air routes around the world, included the airlifting of 440,000 personnel for a total of one and one-quarter billion passenger miles.

On the Pacific airlift three strategic air routes were used by MATS, RACF, and civilian contract aircraft to operate more than 5,800 flights over the longest aerial supply routes in the history of world aviation.

* * *

ATOMIC FIELD ARTILLERY "in the not too distant future" is predicted by the Army. While it will not necessarily revolutionize ground warfare, the Army said it would greatly enhance the power of the defense.

* * *

"PEA COATS AND RUBBER BOOTS" is a long-time "gag-uniform" for Navy men in a humorous mood. "Plastic jackets and trousers" is a uniform that's shaping up for soldiers. There is no joking about this uniform, however. If tests prove successful this uniform will be a standard item for winter and Arctic combat use.

This two-piece uniform, undergoing tests by the Army Quartermaster Corps, is designed to be worn without underwear. The experimental garments are made of pliable plastic resembling soft rubber and containing millions of microscopic cells.

The cells are excellent insulators which accumulate body heat as a "vapor barrier." The material is impervious to water and makes the soldier buoyant enough to float with a 26-pound pack.



RECOILLESS RIFLE—More accurate and just as damaging as a rocket-type bazooka, this 57mm. gun is one of a new 'family' adopted by the Army. Infantryman can fire the potent weapon from the shoulder (left) or fixed position.



AGGRESSOR FORCE—In Austria, U.S. mountain troops and French muleskinners form a tough 'enemy' for allied forces to lick. Left: Bazooka team aims its gun at the camera. Right: Infantryman takes a bead on his target.

WORKING CONDITIONS IN SUB-ZERO weather—and how to improve them—are being studied by Air Force scientists conducting research in the Deep South.

At the Air Force School of Aviation Medicine, AFB Gunter, Ala., actual sub-zero weather conditions are being manufactured for tests to determine a man's cold weather endurance and working ability in sub-zero temperatures.

A volunteer group of airmen from basic training at Lackland AFB, Texas, is trying out a new series of tests for Arctic craftsmanship. Dressed in the same warm gloves and winter clothing that Air Force personnel wear in such icy spots as Alaska, they do tasks with their hands in a laboratory room where the temperature is down to a numbing 50° below zero.

The studies may lead to recommendations for adoption of improved clothing for mechanics working in far northern regions. The tests may also be valuable in selecting candidates for Arctic duty, by revealing the temperament and physique required.

* * *

A NEW .30-CALIBER RIFLE may become the successor to the standard M-1 Garand now used as the infantryman's basic weapon by all U.S. forces.

The rifle, which resembles the Garand in appearance, was put to tests at Aberdeen, Md., Proving Grounds. It weighs only eight pounds compared to the Garand's 9½ pounds. A shorter cartridge and a capacity of 20 bullets to a clip is used while the M-1 Garand has eight to the clip. It also has the same striking force and velocity as the Garand.

The Army announced that the new rifle meets the long-range objective of a rifle which is lighter than the M-1 and capable of full automatic fire, unlike the M-1. At the same time the new rifle has accuracy and firing power equal to the M-1 semi-automatic rifle.

Semi-automatic firing means that the trigger must be pulled to fire each cartridge. With the new automatic rifle, the slugs are fired in machine-gun fashion as long as the trigger is compressed and the clip has bullets in it. The weapon, yet unnamed, can shoot 700 rounds of ammunition per minute automatically.

A LARGER AND POWERFUL JEEP which can travel under water as well as on land, over desert sands or Arctic ice will go into production early this year, according to Army ordnance officials.

Snorkel tubes for air intake and snorter tubes for exhaust will enable it to submerge and travel in salt or fresh water. Jeeps were used in water during World War II, but hours were required to waterproof them. Now the driver puts on the snorkel and snorter tubes, waterproofs the battery terminals, pulls a lever on the dash to close the oil breather, and the vehicle is ready for use in water in a matter of minutes.

The new model will be powered by a 72-h.p. F-head engine which replaces the present small 60-h.p. L-head engine. The jeep's body is longer by five inches with the body width increased two inches and driver's seat moved back for more operating room. For driver-comfort softer plastic seats replace the hard canvas-covered pads. A better fender guard keeps mud from splashing on the windshield.



DEEP BREATHING JEEP that can travel underwater has been perfected and ordered into production by the Army.

Navy Food: 'Lobscowse' to 'Turkey Log'

ASK A SAILOR what his favorite "call" is, day in and day out, and the answer is likely to be "Mess call, of course."

Through the years, the Navy has realized that a happy ship is one that is known as a "home and a feeder."

Approximately 134.4 million rations (that is, all three meals of the day) were issued in the Navy general mess during fiscal year 1951. Lots of effort—based on years of experience coupled with modern scientific knowledge—went into the planning and preparation of these meals.

As early as 1794, Congress provided for the daily subsistence of Navymen. Here's the bill of fare, as prescribed by law, at that time:

- Sunday—one pound of bread, one pound and a half of beef, a half pint of rice.
- Monday—one pound of bread, one pound of pork, half a pint of peas and four ounces of cheese.
- Tuesday—one pound of bread, one pound and a half of beef and one pound of potatoes or turnips and pudding.
- Wednesday—one pound of bread, two ounces of butter or, in lieu thereof, six ounces of molasses, four ounces of cheese and a half pint of rice.
- Thursday—one pound of bread, one pound of pork, and a half a pint of peas or beans.
- Friday—one pound of bread,



SAILOR OF TODAY gets a well-rounded ration, probably wouldn't even recognize old standby salt pork.

one pound of salt fish, two ounces of butter or one gill of oil and one pound of potatoes.

- Saturday—one pound of bread, one pound of pork, half a pint of peas or beans and four ounces of cheese.

Congress also provided that "there shall also be allowed one half pint of distilled spirits per day or, in lieu thereof, one quart of beer per day, to each ration."

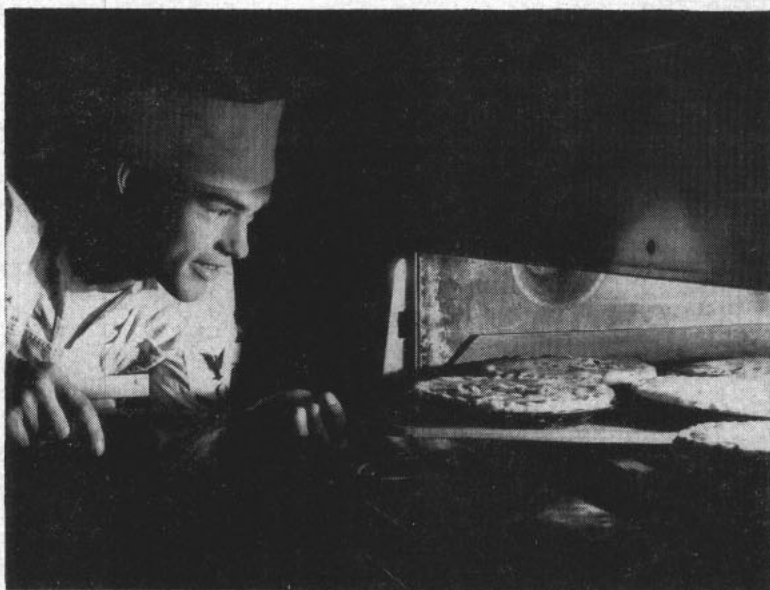
The Navy ration has undergone

many changes for the better since that ancient bill of fare was prepared. The most recent—and probably the most important—step toward the overall improvement of Navy food was the Navy Ration Act of 1933. This law, like the one in 1794, spells out the number of ounces of each class of food. Within the scope of the law, however, it is possible to supply the crew—which is made up of a large percentage of young, growing men—with not only a nutritionally adequate diet but also a varied diet which serves as an important morale builder.

Feeding Navymen in all parts of the world and all kinds of climates presents problems. For example, all types of food deteriorate. Since food used afloat or at overseas stations has to be stored longer and handled more times than food consumed at state-side activities, special attention must be paid to transportation and storage. The advent of mechanical refrigeration around the time of World War I, proved a major factor in lessening food deterioration.

From 1930 to 1940 there was a period of intensive scientific research in both food products and equipment for the preparation of food. Many new developments were put into immediate use during World War II.

Better ways to prepare food for lengthy periods of storage and yet



'OVEN ENGINEER' eyes the evidence of his handiwork. Right: A cook stirs a copperful of steaming hot soup.

retain the natural "goodness"—from the standpoint of both nutrition and flavor—have added many new items to the sailor's menu.

Among these new-type foods are:

- Frozen fruits, vegetables and meats

- Frozen concentrated fruit juices
- Dehydrated foods, including eggs

- Prefabricated meats (with bone removed)

- Canned sterilized meat and milk
- Prepared baking mixes (cake, bread, rolls)

- Improved emergency survival rations (e.g. arctic and tropic).

Not so long ago, a concentrated, vacuum-processed milk, packaged in fluid form, was added to the list of Navy food items.

Now a revolutionary "turkey log" is being tested extensively. The "log" consists of boned turkey, both white and dark meat, compressed and frozen into nine-pound foil-covered logs. Turkey logs require 75 percent less storage space than ordinary turkeys. They are easy to prepare, needing less time and oven space, and are easy to serve.

To keep officers and men well-supplied with food, the Navy utilizes two major supply centers and several supply depots. The largest center is at NSC Oakland, Calif., where about 30 percent of the staple provisions and more than one third of all perishable foods in the Navy's market basket are handled. The major east coast supply activity is located at Norfolk, Va.

At Oakland, Norfolk and certain other supply activities you will find mammoth cold storage divisions and "chill rooms" used to store all foods which do not have to be frozen. Navy inspectors and Department of Agriculture inspectors are always on hand, checking to insure that all food is top-quality in top condition.

Before leaving port, a ship is usually loaded to capacity with canned goods, flour, breakfast cereals, coffee, tea, sugar, frozen meats, dairy products, fruits and vegetables.

Refrigerator ships carry additional supplies to distant points. Thirteen refrigerator ships—nine of them Navy and four chartered by MSTC—carry provisions each month from Oakland to all Navy activities in the Pacific and Far East (except for Japan, which is supplied by the Army).

On most ships and stations, Navy-



MEAL TIME on board USS *Missouri* (BB 63) means a hearty repast after a day's work. Men are reminded to 'take all you want, but eat all you take.'

men eat in one or more large mess halls, cafeteria style, where the equipment keeps the food hot or cold, as necessary, until it is served. In earlier years, each department had its own individual mess and there was a wide variance in the food service.

Equipment used in galleys, bakery and butcher shops is far superior to the type used 20 years ago. Electric and gas ranges have replaced the old coal and oil ranges. Other electrical equipment is used throughout most of the galleys. Mechanical dishwashers have also come into their own.

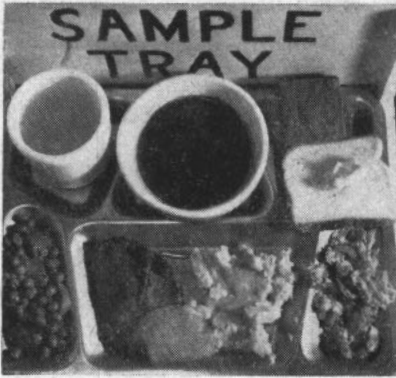
Top quality food and modern equipment are only two of the many factors involved in providing first-rate meals, however. Cooks, bakers and butchers must be adequately trained for their tasks. Tested recipes are essential when preparing food in

large quantities. And, at all times, basic rules of nutrition must be followed so that bluejackets will get the proper foods in the proper amounts.

Way back in 1898, the Navy published its first cook book. Since then there have been several revisions, the latest occurring in 1945. Recipes, like old gear, become outmoded. New foods require new recipes.

The Navy cook book is now being replaced by the Navy Recipe Card Service system—the most modern method yet developed for keeping recipes current.

Individual recipe cards, size 5 x 8 inches, printed on washable "resistol" stock, are being prepared in six increments. Five of these increments have been distributed and are now in use at Navy installations. The service, to be completed early this year,



WHAT THE OOD SEES—Such bills of fare make this part of his job easy.

Navy Food is Good — Wholesome and Tasty

Here are sample menus, taken from an actual bill of fare, for a mid-week day's ration:

Breakfast

Chilled fresh oranges
Assorted dry cereals, fresh milk, sugar
Two sunny-side eggs
Hot wheat cakes, syrup
Fried canned ham
Iced pineapple twist
Toast, butter, jam, coffee

Dinner

Cream of tomato soup, Crax
Oven roast of beef, au jus; catsup
French fried potatoes
Scalloped Corn
Steamed, fresh-frozen Brussels sprouts
Sliced dill pickles
Combination salad, mayonnaise dressing
French apple pie, sliced cheese
Fresh milk, bread, butter, coffee

Supper

Minestrone soup, Crax
Boiled pork loin, prepared mustard, catsup
Baked sweet potatoes
Fried sauerkraut
Buttered green lima beans
Waldorf Salad
Fruit hermits, glazed
Bread, butter, jam
Fresh milk, coffee

As you can see, the Navy has come a long way from the typical "salt junk and hard-tack" fare which was standard for many years among seafaring men. Missing from the above menus is another "delicacy" from the days of windjammers—"lobscowse," potatoes and salt beef hashed together.

will consist of approximately 700 tested recipes.

The recipe card system has several advantages over the old-type cook book. The cards are easier to handle—cards for several recipes can be distributed over various work areas in the galley; there will be no need to thumb through page after page. The new cards are more durable and can be washed. New recipes may be added, substitutions and revisions made without having to reprint an entire volume.

All recipes have been tested by members of the "Cook Book Task Committee," organized in 1948. The committee is composed of food technologists, home economists and dietitians of leading food processing companies in the United States. Members are *not* paid by the Navy and the individual companies concerned furnish laboratories, test kitchens and supplies.

In addition, the Naval Research and Development Facility, Bayonne, N.J., tests all recipes for acceptability in the general mess.

The Navy does not use the Master Menu system employed by other branches of the armed forces. Responsibility for planning menus rests with the commissary officer at each activity.

A "bill of fare" is planned on a weekly basis, subject to the approval of the commanding officer. On some ships and stations, the bill of fare is planned by a "menu board" composed of key commissary personnel. Employment of a "menu board" not only permits use of the special "know-how" of several individuals but provides for the efficient use of locally procured and seasonal items. Cooperative planning at the local level also permits menus to be tailored to the food tastes of the crew.

Fundamentals of nutrition must be observed. In addition, individual menu-planning must be done in the light of existing equipment and facilities.

Navy menus of today meet all basic requirements—from the standpoint of calories, proteins, minerals and vitamins—set forth by the Food and Nutrition Board of the National Research Council.

Navy cooks are pretty good, too. Years ago, there was an unwritten "rule" that to become a "cook," a sailor had to lose an eye or a leg in battle. Two good arms, apparently,

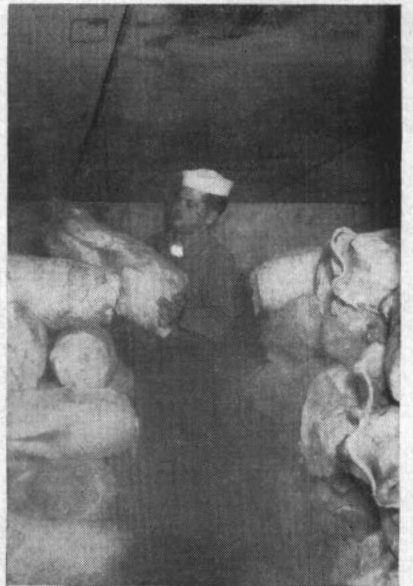


NOT A DAGWOOD but a stack of sandwiches for men during an alert is carried by a carrier crewman.

were all that was expected. Whether or not the man could cook was of little importance.

Cooks in the 17th century were regarded as pretty unscrupulous characters. Many stooped to accepting bribes for issuing "double rations." Sailors would eagerly do "cookie" a favor, expecting a generous return of the compliment.

Nowadays, cooks have usually been through an up-to-date cook and baker school. They are taught to



COLD STORAGE lockers like this one keep the food fresh until it is time to prepare it for a meal.

cook in large quantities and yet keep the food flavor on a high level. Navy cooks of today take pride in their culinary accomplishments.

Refrigeration, modern equipment and utensils, together with improved ways of processing and distributing foods of all kinds have made the life of "cookie" much easier, and the food of the sailor much better. With top quality, quantity and variety a blue-jacket doesn't have to bribe "cookie" for extras. The American Navyman knows he's a member of the best fed Navy in the world.

Plastic Pipe Makes Debut

After an eight-months' sea test on board *uss Robert F. Keller* (DE 419), the Navy plans to install plastic piping in two minesweepers now being built, saving about two tons of critical copper and nickel in each ship.

In addition to its advantages as a substitute for critical metals, plastic piping is resistant to shock and does not corrode from salt water. Installation costs will be considerably less with plastic, once quantity production has begun. The cost of two-inch plastic pipe of one-eighth inch thickness is expected to be about 70 cents a foot. Similar size copper-nickel pipe costs about \$1.55 a foot and stainless steel pipe costs about \$2.25 a foot. Black steel pipe which corrodes when used for sea water piping costs about 55 cents a foot and is not used except in times of serious material shortages.

Tests, conducted by Bureau of Ships on board *Keller* have indicated that for many purposes plastics outlast metal and maintenance costs should also be less. Several plastic pipes were installed above the boiler drum where temperatures reached 180°. After eight months, the pipes had not been affected by the heat.

The destroyer escort testing the new material reported that during a storm, in which the pipe was subjected to severe stress and strain from vibration, the plastic pipe was not visibly damaged. Several metallic pipes, however, gave way.

Plastic pipes are made of fibrous glass cloth bonded together and reinforcing synthetic resin. If a break develops, a strip of fiber glass tape is simply wrapped around the damaged section, and the pipe is as good as new.

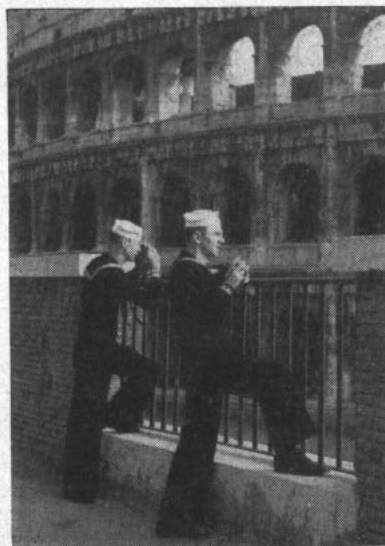


Leyte Liberty

Duty in the Mediterranean offers a bluejacket a free ticket to some of the most interesting spots in Europe. For example, Italy.

Here's how men from *uss Leyte* (CV 32) spent their liberties at several Italian ports-of-call.

In pictures — two *Leyte* shore patrolmen (above), D. George, YN1 (at left) and F. Mead, AOC (right) pass the time of day with two uniformed members of the Italian Garibaldi in Milan. Center: Fred MacDonald, HN1 (left) and William Duane, HN3, snap shots of the historic old Colosseum in Rome. Below: The boys hit "souvenir row" in Augusta, Sicily.



LETTERS TO THE EDITOR

16th Naval District Abolished

SIR: In your article about naval districts (ALL HANDS, January 1952, pp. 31-34) you explained what happened to the 2nd and 7th naval districts. However, you didn't explain what happened to the 16th NavDist. What is the story on her ending?—D.G., YN2, USN.

• Plenty happened to the 16th NavDist—the old “Philippine Islands” district.

In late 1941 and early 1942 this district served as a battleground for warring Japanese and American forces. After the capture of the American forces in May 1942, the Navy, of course, had nothing to say about the administration of this Japanese-occupied area. This district, along with the Philippine Sea Frontier, existed only as a paper organization.

During the recapture of the Islands (1944-45), the Philippine Sea Frontier was reestablished, but the 16th NavDist was not. The district was officially abolished on 4 July 1946 by a SecNav letter.—Ed.

Middies in Combat

SIR: Going through back copies of ALL HANDS, I noticed an article entitled “1st Middy in Combat in 50 Years Flies Sortie” (November 1950, p. 55).

True, it may have been the first combat flight made by a midshipman, but I take exception to the “1st in Combat” statement. Why? Because in 1942 on the morning of 8 August, three other midshipmen and I watched the predawn bombardment of the Solomons from the decks of two transports.

This all came about when the Navy started to take over various type ships of the Merchant Marine and convert them to AKAs and APAs for use by the Navy's new amphibious force. On board those ships before, during and after the

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 letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

transfer, were cadets of the U.S. Maritime Commission Cadet Corps. These ships were our floating classrooms.

When the ships to which we were attached were taken over by the Navy we were sent to Fort Schuyler, N.Y., for training in Naval Science and then returned to the ships as Midshipmen, Merchant Marine Reserve. We were USNRs on active duty. I was attached to USS Hunter Liggett (AP 27). In mid-1941, along with another midshipman, I reported on board this transport for duty in the engineering department.

By rather strange circumstances and because the mail (with our detach orders) was slow in reaching us in the South Pacific, we remained on board Hunter Liggett. We took part in the initial landings at Guadalcanal and Tulagi. There were two other Merchant Marine Reserve midshipmen in the area. They were attached to USS George F. Elliott (AP 13) another transport taking part in the landing.

Their transport was hit by a flaming torpedo plane and later went down. These two midshipmen were taken on board a small coastal transport which headed south. Between Espiritu Santo and Guadalcanal the coastal transport was sunk by a Japanese submarine and they spent two weeks adrift in an open lifeboat.

So with a “Well done” to the flying midgie, we say welcome to the band of midshipmen who have fought battles of our country since the founding of the Navy.—John J. Hagerty, LT, USNR.

• Other midshipmen you might add to your list of those who took part in combat include a midshipman who served with Patrol Squadron Six. This outfit went into combat early in the Korean War. See ALL HANDS, February 1952, p. 38.

In the earlier days of our country, midshipmen frequently saw combat. The February 1952 book supplement tells of Confederate Navy midshipmen. The July 1951 book supplement mentions combat by USN midshipmen in the Mexican War of 1846.—Ed.

Transfer to Fleet Reserve

SIR: A group of us San Diego soon-to-be-Fleet Reservists have been wondering where we can find the latest and most complete information about transferring to the Fleet Reserve.

We realize that during the current international situation Fleet Reservists are retained on active duty for two years. We are interested in knowing how the exact date for making the transfer is determined.—CPO “20-pushers.”

• Instructions regarding the proper procedure to follow in submitting applications for transfer to the Fleet Reserve are contained in two sources which supplement one another. First is the BuPers Manual, Articles C-10319 and C-10322. Second is the January-June (1950) Cumulative Edition of NDBs, BuPers and BuSandA Joint Ltr. 50-448.

The effective date authorized for transfer to the Fleet Reserve is normally the date selected by the man concerned. However, there are instances where the date of transfer is advanced by BuPers due to administrative reasons.

The date upon which a man is actually transferred to the Fleet Reserve is the date his status as a Fleet Reservist begins. As you may already know, the 24 months that men in your category are required to serve on active duty is computed from the date the actual transfer to the Fleet Reserve is effected.—Ed.

National Guard Time Counts

SIR: In the February 1952 issue, page 30, a letter to the editor entitled “National Guard Time Counts” states that active service (that is, attendance at drills) in a federally recognized unit of the National Guard of a state is creditable for transfer to the Fleet Reserve.

With three years of National Guard service behind me, that comes as good news. Can you give more information on this subject?—L.M.S., MMC, USN.

• Our statement about National Guard time counting for transfer to the Fleet Reserve was incomplete, only certain types of National Guard service may be credited.

Our statement should have been qualified to read as follows: “Active service in the National Guard of a state is considered active federal service for the purpose of transfer to the Fleet Reserve if the active service was performed during a period when such state National Guard was activated and mustered into Federal service as an integral part of the U.S. Army.”—Ed.

Black Shoe Regulations

SIR: Which is correct for regulation shoes—“Black, plain toe shoes with laces” or “Black, plain toe shoes”?—R.G.P., DN, USN.

• U.S. Navy Uniform Regulations 1947, Article 7-27.1, states the following:

“Shoes.—Black shoes, high or low, shall be of leather, laced and of blucher style, with plain toes, and without stitching.”—Ed.

Why Starboard-Side Islands

SIR: When our destroyer USS *Floyd B. Parks* (DD 884) was engaged in Task Force 77 carrier operations, a heated discussion arose about carrier construction which we hope you can clarify. It revolved around the question "Why are the islands of aircraft carriers located on the starboard side?"—A.M.C., GM2, and M.O.C., GMSA, USN.

• As a pilot will tell you, a single (reciprocating) engine aircraft turns more easily to the left than to the right, especially when you give it the gun. This is because that plane's engine produces a torque which tends to drop the left wing upon a sudden surge of power.

Consequently, when a plane gets a wave-off from the landing signal officer, the pilot can make a faster and easier recovery by turning to the left than by turning to the right.

This being the situation, the placing of the carrier's island on the starboard side allows the pilot a clear area in which to turn off to the left. As a result, carrier doctrine calls for pilots to fly a left hand pattern.

What is more, most airfields ashore have left hand traffic patterns and were established that way prior to carrier aviation. Single seated aircraft have the engine controls on the left hand side of the cockpit, making this type of aircraft somewhat easier to use in a left hand turn than in a right hand turn.

While your ship performed plane guard duties, you probably noticed that the carrier steamed with the wind five to ten degrees on her port bow. This was done in order that turbulent air behind the island structure would pass harmlessly off the starboard quarter instead of in the approach path of the aircraft.—Ed.

Assignment to Class A School

SIR: I want to request assignment to the Electronics Technician Class A School.

I have been in the Navy six months and at my permanent duty station—in the Pacific—for two months. The rotation at my station is 18 months.

How long must I serve at my permanent duty station before I can request assignment to this school?

Is there a fleet quota for this school?—C.E.A., SA., USN.

• BuPers does not require a minimum period of service on a ship or station in order to be eligible to attend a Class A naval school.

ComServPac administers the fleet quota for the Naval School, Electronics Technicians, Class A, which would apply in your case. Requests should be



AVIATOR'S WINGS — Earn them once, you can always wear them, unless revoked.

Wearing Aviator Wings

SIR: I was commissioned ensign AV(N), USNR, in 1943. Later I was qualified as patrol plane commander. For combat actions, I was awarded the DFC and three Air Medals. I was released to inactive duty in November 1945 and have not been ordered to duty involving flying since that time. Since 1949 I have been on active duty as lieutenant junior grade CEC, USN. Am I entitled to continue to wear my Navy aviator's wings?—W.F.R., LTJG, CEC, USN.

• You earned your Navy wings by meeting certain prescribed standards and requirements. You do not forfeit the right to wear your wings by virtue of not being ordered to duty involving flying. Once you have earned your Navy wings, you do not lose the right to wear them unless they have been specifically revoked.—Ed.

submitted via the chain of command.

Personnel in the Atlantic Fleet desiring assignment to this school should forward requests to ComServLant. Personnel in the states should submit applications to chief of Naval Personnel.—Ed.

Korean Service Medal

SIR: In a letter to the editor (January 1952, p. 22) you stated that "service in Japan only" does not entitle a person to the Korean Service Medal.

Although a person cannot earn both the Korean Service Medal and the Navy Occupation Service Medal for the same period of duty in Japan or Korea, I believe that he can wear the Korean Service Medal for duty performed only in Japan.—H.R.P., CAPT, USN.

• When a member of the naval service is attached to—and serving with—certain ships or units stationed in Japan which are designated by Commander U. S. Naval Forces, Far East, as performing duty in support of the Korean operation, he is entitled to the Korean Service Medal. Such service does not entitle him to receive the Navy Occupation Service Medal.

However, service in Japan solely in connection with the occupation forces does not entitle a person to the Korean Service Medal.

A roundup on Far East service ribbons and medals appeared in ALL HANDS, February 1952, pp. 46-48.—Ed.

Navy Expeditionary Medal

SIR: According to regulations, the Navy Expeditionary Medal "will be awarded to the officers and enlisted men in the Navy and Marine Corps who shall have actually landed on foreign territory and engaged in operations against armed opposition or operated under circumstances which, after full consideration, shall be deemed to merit special recognition and for which service no campaign medal has been awarded."

The only personnel entitled to the Expeditionary Medal during World War II were the defenders of Wake Island, for which the Asiatic-Pacific Area campaign medal was also issued.

Why are not members of the Marine Corps, Navy UDTs, Seabees, beach jumpers, etc., who have actually landed on foreign soil and engaged in armed combat with the enemy during World War II, entitled to the Expeditionary Medal?—D. H. S., YN2, USN.

• The Navy Expeditionary Medal is authorized for issuance to personnel of the Navy and Marine Corps who actually land on foreign territory and engage in operations against armed operations for which no other campaign or service medal is authorized.

The Secretary of the Navy made an exception in the case of the Wake Island Detachment because, at that time, the area campaign medals had not been established and the Navy Department had no other means of recognizing their service.

Service in all areas during World War II has been covered by campaign medals, engagement stars and ribbons. There appears to be no necessity now for departure from regulations originally established for the Navy Expeditionary Medal.—Ed.



Pay for Unused Leave

SIR: I am a Fleet Reservist reordereed to active duty for two years. In this period I will have earned 60 days' leave. My question is: If I do not take leave will I be entitled to pay for unused leave?—S.R.S., MMLC, USFR.

• Members of the Fleet Reserve released to inactive duty are entitled to a lump sum payment for unused leave at the time of such release. Such leave for which payment is made is not service for pay purposes.—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.

• **ComNavNaw Flag** and **uss Catoctin** (AGC 5)—Radiomen of the CR Division and members of ComNavNaw Flag communications personnel and ship's company of **uss Catoctin** will hold the sixth reunion at Bruce McNitt's farm, Lewistown, Pa., from 30 August through 1 Sept 1952. Information may be obtained from Reunion Secretary Ernest A. Pullen, Neck Road, R.D. No. 2, Burlington, N.J.

• **USS Ludlow** (DD 438): — Reunion of all former members of ship's company will be held 1, 2 and 3 August in New York City. Interested persons should contact Cal Custy, 56 N. Pearl St., Meriden, Conn.

• **LCI Flotilla 2** (18): — Officers and men of LCI Flotilla 2 (later designated Flotilla 18) will hold a reunion in Pittsburgh, Pa., 22, 23 and 24 August. For information contact E. W. Wilson, 343 Fourth Ave., Pittsburgh 22, Pa.

• **52nd Seabees**: — The fifth annual reunion of the 52nd Seabees will be held at Jung Hotel, New Orleans, La., 1, 2 and 3 August. For details write John J. Haeuser, secretary, 1922 Alvar St., New Orleans, La.

• **USS Bryant** (DD 665): — All members interested in a reunion to be held in the late spring or summer, with time and place to be decided, contact Henry W. Isleib, 10 Maxwell Court, Maine Ave., Syracuse 7, N. Y.

• **VP 101** (VPB 29): — Former members interested in a reunion with time and place to be decided, may contact Geoffrey E. Cooper, care of Ornell Eriksen, Oswego, Ill.

• **PT Officers**: — A reunion is being planned in April for commissioned officers who served on motor torpedo boats during World War II. For information write to Peter Tare Inc., Box 239, Madison Square Station, New York 10, N. Y.

• **USS Arkansas** (BB 33): — All ex-Arky men interested in attending the second annual reunion scheduled for next summer, with time and place to be decided, contact Sal LoPinto, 201 Foster Ave., Brooklyn, N. Y.

• **Navy Nurses**: — A reunion of Navy Nurses and former members of the Nurse Corps is scheduled to be held at the American Nurses Assn., convention in Atlantic City,

N. J., in June. Those interested should contact Lieutenant June Arnold (NC), USN, Office of Naval Officer Procurement, Blackburn Bldg., 13 South 13th St., Philadelphia 7, Pa.

• **Patrol Bomber Squadrons VPB-34, VPB-52**: A "Black Catters' Reunion" is planned to be held in Chicago, Ill., this year around Labor Day weekend. Former members of VPB squadrons 34 and 52 are sponsoring the reunion and invite former members of VPB-11, VPB-33 and VPB-101 who served in the southwest Pacific with VPB-34 and VPB-52. Interested persons may contact Lieutenant Thomas L. Burbee, Jr., USNR, 3213 N. E. Union Ave., Portland 12, Ore. for details.

• **uss Starr** (AKA 67): Second annual reunion of former ship's company will be held 8, 9 and 10 July 1952 at Sandusky, Ohio. For information write to C. L. Johnson, 2001 S. Fruitridge Ave., Terre Haute, Ind.

• **uss Wasp** (CV 18): Former officer and enlisted personnel interested in attending a reunion, time and place to be decided, are urged to write to Chaplain James S. Ferris, USN, NAS Anacostia, D. C.

• **Fifth Marine Division Association**: Association members and former personnel of the "Spearhead" Divisions are invited to attend the third annual convention to be held 27, 28 and 29 June 1952 at the Palmer House, Chicago, Ill. This year's convention extends an invitation to members' wives to attend. For further information address Elliott R. Detchon, Jr., Dancer-Fitzgerald-Sample, Inc., 221 N. LaSalle St., Chicago 1, Ill.

• **uss Leviathan Veterans Association**: Annual reunion dinner will be held 26 April 1952 at Dunhill Restaurant, 40th St., at Broadway, New York, N. Y. Also, Memorial Day services will be conducted by association members at the Soldiers and Sailors Monument, 30 May 1952. All shipmates may contact Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

• **91st Bn. Seabees**: Fourth annual reunion will be held 31 May and 1 June 1952 at Hotel Anderson, Anderson, Ind. For details contact N. P. Sercombe, 514 N. Milwaukee St., Jackson, Mich.

• **USS Fowler** (DE 222): All ship's company who served from 1943 to 1947 are invited to a reunion at time and place to be decided. Persons interested may contact John Stettler, 7 West 2nd St., Pottstown, Pa.

Change From Line To CEC

SIR: I would appreciate some information on the subject of transferring from the Line to the Civil Engineer Corps.—J.S.N., ENS, USN.

• **Transfers from the Line, USN, to the Civil Engineer Corps, USN, may be made by those Line officers who are selected for the civil engineering qualification course of postgraduate instruction. Requirements and procedures for officers selected for the class convening in 1952 were outlined in BuPers Circ. Ltr 68-51 (NDB, January-June 1951).**

Transfers from the Line, USNR, to the Civil Engineer Corps, USNR, are made in accordance with Naval Reserve Multiple Address Letter No. 26-47 (corrected 31 Dec 1948).—Ed.

Ships Under Fire

SIR: When it comes to the number of times a ship has been under fire from Communist shore batteries, we believe that our ship has almost doubled the number claimed by **uss Frank E. Evans** (DD 754) in ALL HANDS (November 1951, p. 26).

Our minesweep, **uss Redstart** (AM 378), by your definition of "under fire," has qualified 20 times. We don't claim the record. We believe that at least one-fourth of the Mine Squadron Three ships in the Korean operating areas have been taken under fire more often than **Redstart**.

In one case a shell took a pair of dungarees off the topside clothesline. Another time shell fragment clipped a tuft of hair from the back of our yeoman's neck. Do these qualify as being under fire?—The Crew.

• **With shells whizzing by that close, the two instances you give certainly sound as though shore batteries had Redstart in their sights. They would be clear cases of "under fire" and counted accordingly.**

Here is the definition ALL HANDS printed last November:

"The fact that the ship was under fire must be confirmed by the ship's log. Generally, if a ship has been 'bracketed' by enemy fire—that is, if the enemy has lobbed over shells to determine the correct range—the ship can be said to have been 'under fire,' even though it did not sustain a hit.

"If the operating force, to which a particular ship belongs, is 'under fire' as a whole but certain ships of that operating force are obviously out of range and in no danger of being hit, then ships would not be considered 'under fire.'

"Likewise, a ship near another ship that has been 'bracketed' would not be considered 'under fire' just because a few shells aimed at the 'bracketed' ship land near by."—Ed.

Counting Minority Cruise

SIR: Does a minority enlistment count as four years' service in computing a total of 20 years' active duty?—J.F.L., MEC, USN.

• Yes, in the event an individual desires transfer to the Fleet Reserve Class F-4-C or F-4-D, and elects his retainer pay computed by the fractional method. The completed minority enlistment will then count as four years' naval service.

However, if the individual desires transfer to the Fleet Reserve Class F-4-C, F-4D, or F-6, and elects his retainer pay computed by the percentage method, then only the actual day-for-day active service can be counted as active Federal service.—Ed.

Machine Accountants School

SIR: I am a seaman assigned to a destroyer in the Atlantic and I would like information on how to become a machine accountant.



As a civilian I worked in a bank and operated IBMs proof and key punch machines, and held the position of bookkeeper and used cash register bookkeeping machines and various types of calculating machines.

How can I obtain enrollment in the Navy's school for machine accountants? Is there any way to strike for the MA rating without attending school?—R.L.D., SN, USN.

• Enrollment in the Naval School, Machine Accountants, Class C-1, which convenes every 10 weeks for a period of 10 weeks at Naval School, Electronics, Naval Station, Treasure Island, Calif.,

Souvenir Books

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

• USS Antietam (CV 36)—A new idea in ship's cruise books has been introduced by the editors of The Flying "A" souvenir book. With each book, purchasers will receive a special phonograph recording of "This Is the Captain Speaking," and the ship's band playing the Antietam's Song, especially written for the ship. Orders for the leatherette bound volume of 150 pages and more than 1,000 photos are being received by Commander M. J. Brandt, DC, USN, Chairman Recreation Council, USS Antietam (CV 36), Care Fleet Post Office, San Francisco, Calif. The book will cost \$4.00. Money orders should be made payable to Cruise Book Treasurer, USS Antietam.

is restricted to MA2 and above who are presently on duty with personnel machine accounting installations and tabulating machine units.

At present, a certain number of graduates of the Naval School, Personnel Men, Class A, are assigned the MA designator. Completion of the PN(A) school is not required for advancement to MA3.

Request for quota to the PN(A) school or for assignment to an activity requiring the services of an MA striker should be addressed to the appropriate Service Force Commander.—Ed.

Striking for Draftsman

SIR: I just found out that the Navy has the rating of draftsman in its rating structure. In high school I studied machine drafting for three years. How would I go about striking for this rating?—D. A. W., FN, USN.

• To become eligible for advancement to DM3 your rate must first be changed from FN to SN.

You may submit a request for transfer to an activity requiring the services of a draftsman (with a view toward qualifying for advancement to DM3). Such a request may be submitted to your administrative commander via your commanding officer and should include full information concerning your training and experience.—Ed.

On Commendation Ribbon

SIR: During the invasion of Sicily and Italy, a letter of commendation was given by an American admiral to all hands serving at our base in North Africa. Under these conditions would I be authorized to wear a Commendation Ribbon?—C.J.V., TEMC, USNR.

• Your letter did not state specifically whether the letter of commendation was awarded to the men on the base as a group or to individuals.

A letter of commendation awarded jointly to a group does not entitle the recipients to wear the Commendation Ribbon. It is merely filed in the jacket as an official record.

The commendation ribbon is authorized only for individual letters of commendation from the Secretary of the Navy, or from a fleet commander of the rank of vice admiral or above. In the latter case, the authority to wear the ribbon is so stated in the letter.—Ed.

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Record Roll of a Navy Ship and Other Subjects of General Interest

SIR: To settle an argument on the question of the record roll of a Navy ship, did *uss Williams* (DE 372) ever take a 90-degree roll? What is the greatest roll on record for any Navy ship, and still right herself?

Is there a "Beam Men" organization in the Navy for ships and men that have taken extremely great rolls?

We want to know what is the largest gun ever mounted and fired from a Navy ship, either experimentally or in actual practice.

When *uss Pittsburgh* (CA 72) lost her bow in a Pacific typhoon did she reach stateside stern or bow first? Was she under her own power?

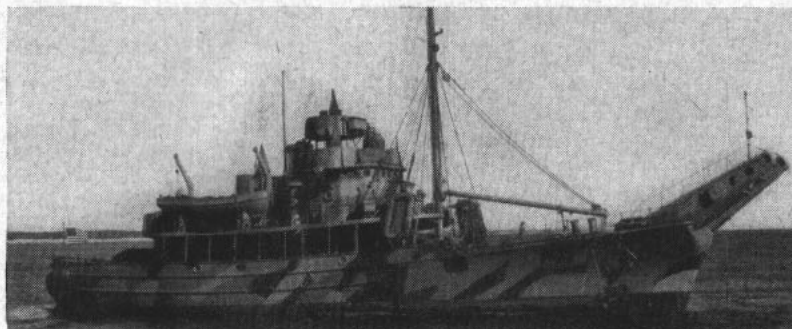
We'd like ALL HANDS to settle these arguments for us.—E.N.B., FC3, USN.

• The Navy Department has no official reports of a record roll for *Williams*, or any other "record roll."

"Record rolls," the Navy Department says, should be discounted since clinometers usually are inaccurate and exaggerate the roll. Further, the excitement and lack of reference planes cause error.

There are occasional reports of naval vessels rolling beyond their design limits. BuShips doesn't say it isn't possible, but BuShips does say it's highly unlikely. The Bureau has several good reasons for questioning the accuracy of such reports.

Reports have been received of a roll of 64-degrees by *uss Wingfield* (DE 194) and 45-degrees for *YMS 80*. Also, an article in U. S. Naval Institute Proceedings, May 1951, "An extraordinary Roll," by Commander Rodrigues, Portuguese Navy, tells of a 67-degree roll for the 1,600 ton Portuguese destroyer *Lima*. According to the article, "the author of this report was in command of the ship and in spite of having made



USS PASSAIC (AN 87)—This AN reportedly took 90-degree roll in the Aleutian area.



IOWA Class BB (USS Missouri) fires her 16" 50s largest guns fired by U. S. Navy ships.

every possible enquiry has been unable to establish that in any weather or in any sea a ship of any nationality ever rolled so heavily . . . without capsizing, of course."

The ship's history of *Williams* contains a report of an unusual roll which, for the reasons given above, cannot be verified. She was "trapped in the path of a severe tropical hurricane on the night of 29 Sept 1945. Considerable damage was caused by one huge breaking sea which crashed into starboard side, rolling the ship 80 to 85-degrees to port with loss of one man, severe structural damage to above deck fittings, and minor flooding."

In another case, CO of *uss Passaic* (AN 87) reported to BuShips that while steaming in the Aleutian area the ship took a heavy sea and rolled to port about 90-degrees and that she hung suspended in that unhappy condition about 30 seconds, then righted herself. She had to be towed in.

• If there is a "Beam Men" organization in the Navy we haven't heard of it.

• The 16-inch 50-caliber gun on an Iowa class BB is the largest gun fired from a U.S. Navy ship. An 18-inch gun has been fired at Dahlgren Proving Grounds, but has not been mounted on board ship.

• On 4 June 1945, *Pittsburgh* sailing with Task Group 38.1, according to the ship's history report, was unable to avoid a fully developed typhoon. At

0634 her bow broke off with a clean break. During the ensuing seven hours, the ship was held with the seas on the quarter by means of her engines, while repair parties shored bulkheads. She was able to make three knots en route to Guam for temporary repairs. An eye witness told ALL HANDS she came to Guam stern first. After two weeks' repairs in fitting a false bow, *Pittsburgh* proceeded to Puget Sound Naval Shipyard for permanent repair, refueling en route at Pearl Harbor. See ALL HANDS, December 1951, p. 17, for latest information on *Pittsburgh*.—Ed.



USS PITTSBURGH (CA 72) lost her bow but still reached port under own steam.



USS WILLIAMS (DE 372) took an 80 to 85-degree roll and still righted herself.

Here's What to Do in Case of Emergency

"MAN OVERBOARD!" The word quickly passes from mouth to mouth until it reaches the Officer of the Deck. A sailor leaps over the side, not taking time to shed his shoes. Another sailor heaves a lifebuoy overboard.

Over the squawk box comes the call "Man overboard!" once more. The OD orders the ship's speed reduced and the course changed. At the same time he sounds quarters and orders the life boat lowered. The men move swiftly, surely. When the sailor is hauled on board—minutes or even hours later—he's soaking wet, he's shaken up—but he's safe. Another drowning at sea has been avoided by prompt, efficient teamwork.

Accidents, mishaps, can happen at any time. They can happen to you. Suppose you had been at the scene described above, would you have done the right thing or would you have frozen up?

For your own safety—and that of your shipmates—you should learn a few simple rules for taking care of yourself and others in an emergency.

The first rule to remember applies to yourself: Keep calm. Don't lose your head. If an order is given, obey it quickly.

You should know how to take care of a person who has almost drowned. You should know the first aid rules for treating injuries, burns, shock. On pages 32 and 33, you will learn a new technique for artificial respiration now being adopted by the Navy. Following are some rules for treating various types of injuries, which, however, should not be construed as supplanting or replacing official training programs:

- Quickly examine your patient to determine the extent and type of his injuries. Look for hemorrhages. Bleeding from the nose and ears may indicate a fractured skull. Bloody froth coming from the mouth may mean damaged lungs. Check for wounds, fractures, burns. Note the color of his face. Also note the rate and strength of his pulse. These factors will determine the type of treatment and sort of handling you should give your patient.

- Treat injuries or conditions in the following order:
 1. Stop bleeding first. Do this even if the man is not breathing. Artificial respiration won't help him if he's allowed to bleed to death.

Bleeding from the veins is distinguished by a welling-up of dark blood. To control venous bleeding, apply pressure on the side of the wound *away* from the heart. Remove any constricting clothing on the heart side of the wound. Apply a compress over the wound and bandage it snugly. Elevate the bleeding part. Do not, however, elevate a fractured limb as this would aggravate the fracture. If venous bleeding is so severe you cannot control it by these means, then apply finger pressure to one of the pressure points to shut off the arterial flow.

Arterial bleeding is distinguished by spurts of bright red blood. It is best controlled by finger pressure on the proper "pressure point." There are six pressure points to remember:

(Continued on page 34)

How to Rescue a Drowning Person

Now that you're learning a new system of artificial respiration, it would also be a good idea for you to brush up a bit on lifesaving techniques — the proper swimming strokes to use, methods of carrying the victim and the like. Read the chapters on lifesaving and first aid in the *Bluejackets' Manual*, *Red Cross First Aid Manual*, *Hospital Corpsman's Manual* or *Damage Controlman's Manual*.

Rescuing a drowning man can be dangerous business. Here are a few tips for you to remember (but for complete instructions go to the official publications):

- Keep your wits about you. Decide on a plan of action and carry it out. The drowning man will already be in a state of panic. A panicky rescuer won't be of much help.

- If you are on board ship and see a man fall into the sea, sound off "Man Overboard!" so the officer of the deck can have a boat lowered. Throw a life preserver to the man to help him keep afloat until someone can come to his aid. If there is a chance that you can save him by diving in after him, do so. But don't make a suicidal gesture.

- If you decide to try to rescue the man yourself, try to calm him as you approach. Tell him exactly what you plan to do.

- Of the three main approaches—front, rear and underwater—the underwater approach is probably the best because the drowning man won't have a chance to get a grip on you.

- Should the drowning man manage to grab you, however, keep calm. Sink underwater, taking him with you. He'll probably let go as his head goes under. If he doesn't let go, use one of the several standard "breaks" described in lifesaving instructions, but don't strike him.

- Of the various carries, the "hair carry" is considered the easiest. Maneuver yourself behind the victim, grasp his hair and use the sidestroke. The "head carry" and "cross-chest" carry—which also utilize the sidestroke—are good, too.

- If the man has enough self-control to obey orders, try the "tired swimmer's carry." The victim should face you, floating on his back, spread his legs and place both of his hands on your shoulders, keeping his arms stiff, while you swim slightly above him. Since both your arms and legs will be free, you can use the breaststroke to push him through the water.

- If you're bringing the man to shore, it's a good idea to know at least one carry to use in taking him to a safe point inland. The "fireman's carry"—in which you grasp one of the victim's arms and, putting your other arm between his legs, hoist him across your shoulders—is one of the best.

- Once safely ashore or back on board ship, you can begin artificial respiration, if necessary, and treat the victim for shock.

BACK-PRESSURE ARM-LIFT METHOD

TURNING VICTIM OVER

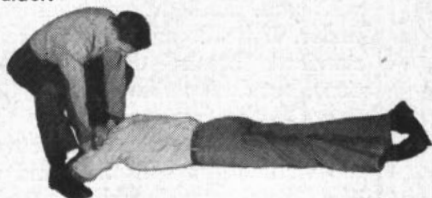
Victims are sometimes found in a face-up position. It is necessary to turn them over before beginning artificial respiration. Here's a good way to do it:



Stand to the side of the victim. Bending slightly, grasp the patient's wrist nearest to you with your hand which is closest to the patient's head. In grasping, the palm of your hand should grip the back (or hairy) side of his wrist. Then reach across the body and grasp the far wrist with your other hand.



Step back, pivoting on the foot nearest the victim's head, and pull the far arm across the body, at the same time pull the near arm up above patient's shoulder.



As the victim's body turns to a semi-prone position, bend the arms and move the victim's face so that the cheek rests on his hands. At this point the operator should be kneeling in front of the victim and ready to begin artificial respiration.

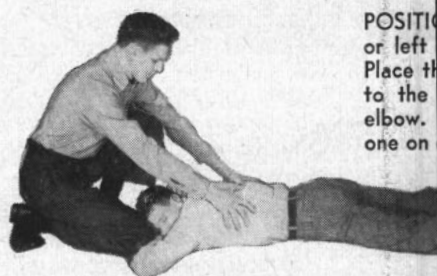
Start treatment immediately. Don't wait for a mechanical resuscitator.

Remove froth, debris and other foreign objects from the patient's mouth when placing him in prone position or between cycles. Pull tongue forward.

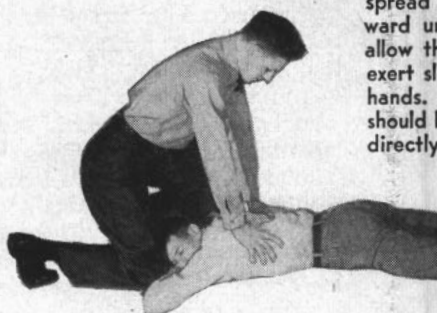
There should be a slight inclination of the body, with the head lower than the feet, so that fluids will drain better from the respiratory passage.

The head of the patient should be extended forward, so that the chin will not sag lest obstruction of the respiratory passage occur.

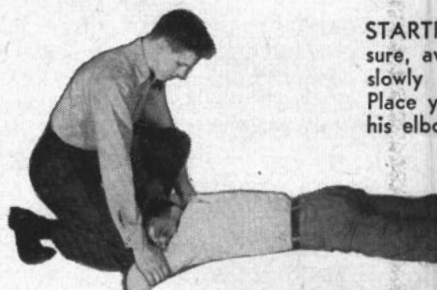
POSITION OF PATIENT—Place the patient's elbows and place the hands one upon the other, with the cheek upon his hand. Check patient's respiratory system; pull tongue forward. Use other material to keep him warm and ready for artificial respiration to accomplish these measures.



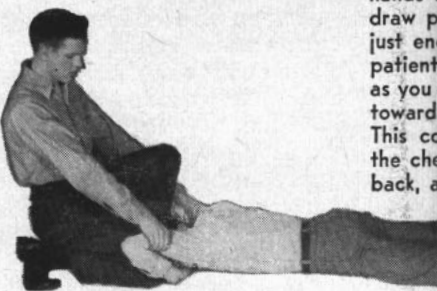
POSITION OF PATIENT—Place the patient's elbows and place the hands one upon the other, with the cheek upon his hand. Check patient's respiratory system; pull tongue forward. Use other material to keep him warm and ready for artificial respiration to accomplish these measures.



COMPLETION OF CYCLE—The rescuer should be kneeling in front of the victim and ready to begin artificial respiration. The cycle should be repeated 12 times per minute. The compression and expansion phases should be of minimum duration.



STARTING POSITION—The rescuer should be kneeling in front of the victim and ready to begin artificial respiration. The cycle should be repeated 12 times per minute. The compression and expansion phases should be of minimum duration.



COMPLETION OF CYCLE—The rescuer should be kneeling in front of the victim and ready to begin artificial respiration. The cycle should be repeated 12 times per minute. The compression and expansion phases should be of minimum duration.

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OF MANUAL ARTIFICIAL RESPIRATION

ent in the face down, prone position. Bend his
the other. Turn his face to one side, placing
his mouth for foreign objects which might block
If possible, cover the patient with blankets or
duce shock—but do not delay beginning arti-
ficial respiration.

POSITION OF OPERATOR—Kneel on either the right
knee at the head of the patient, facing him.
The knee at the side of the patient's head, close
forearm. Place the opposite foot near the
(If you prefer, you may kneel on both knees—
either side of the patient's head.)

PRESSION PHASE—Place your hands upon the
the patient's back in such a way that the heels
hands lie just below a line running between the
scapulae. With the tips of the thumbs just touching,
the fingers downward and outward. Rock for-
ward until your arms are approximately vertical and
the weight of the upper part of your body to
ward, steady, even pressure downward upon the
chest. This forces air out of the lungs. Your elbows
are kept straight and the pressure exerted almost
downward on the victim's back.

RELEASE AND EXPANSION PHASE—Release the pres-
sure, providing a final thrust, and commence to rock
backward, completing the expansion phase.
Place your hands upon the patient's arms just above
the elbows as you rock back.

FINAL EXPANSION PHASE—With your
hands on the patient's arms just above his elbows,
draw the patient's arms upward and toward you. Apply
a slight lift to feel resistance and tension at the
shoulders. Do not bend your elbows and,
rock backward, the patient's arms will be drawn
upward. Then drop the arms gently to the ground.
This completes the full cycle. The arm-lift expands
the chest by pulling on the chest muscles, arching the
back and relieving the weight on the chest.

at a steady, uniform rate. The com-
pression and release periods

CHANGING OPERATORS

An important, but sometimes overlooked, technique
involved in artificial respiration is that which is
used for changing operators. Here's how it's done:



The relief operator kneels on one knee as close to
the regular operator as possible. The regular oper-
ator continues to work, giving necessary instructions
to his relief. Split-second timing is not necessary.
It is important, however, that the change-over be
effected with a minimum of confusion and loss of
rhythm.



The relief operator should go through the motions,
along with the regular operator, adjusting his rhythm
to that of the regular operator.



At a predetermined time—and after a cycle had
been completed—the regular operator falls to one
side and the relief operator pivots on one knee and
places his hands on the back of the patient before
moving forward to apply pressure.

Split-second timing is not essential but a smooth,
steady rhythm is necessary.

Continue manual artificial respiration until patient
begins to breathe spontaneously or is pronounced
dead.

If patient begins to breathe on his own, adjust your
timing to assist him. Do not fight the victim's at-
tempts to breathe; synchronize your efforts with his.

Keep patient in reclining position until seen by a
doctor or until recovery seems assured.

(Continued from page 31)

- Just in front of the ear, against the skull.
- About an inch forward from the angle of the jaw, where a large branch of the artery crosses the jawbone.
- In the neck, just to the side of the windpipe and against the spinal column.
- Behind the inner end of the collar bone, against the first rib.
- On the inside of the upper arm, halfway between the elbow and shoulder.
- In the groin, where the artery passes over the pelvis bone.

After the bleeding has been brought under control by finger pressure, apply a compress over the wound. Use a tourniquet to take the place of finger pressure, if the wound is in an arm or leg. Always apply the tourniquet between the wound and the heart—above the elbow or above the knee, as the case may be. Tourniquets should be made of flat material at least one inch wide. Never use rope, wire, shoestring or sash-cord.

2. *Drowning, asphyxiation and electric shock* can cause a stoppage of breathing. After you've stopped the patient's bleeding, administer artificial respiration if the patient is not breathing. (Remember, it's important to keep the patient warm. Place him on a warm blanket, if available, and cover him with a

blanket, applying the artificial respiration through the covering. Don't stop, however, to find a warm covering. Artificial respiration comes first.) Continue artificial respiration until the patient revives or is pronounced dead by a physician. Remember patients have been revived after as much as 30 minutes under water. There are instances where a patient began to breathe after *eight hours of artificial respiration*.

If your patient has suffered an electrical shock and is still in contact with an electrical conductor, shut off the power and remove him. Don't waste time looking for the switch, however. If it isn't handy, pull the victim clear by using a *dry* line, *dry* board, *dry* cloth, rubber gloves, rubber coat or other non-conductor to separate the victim from the wire. Don't try to pull the victim by his clothes—you may wind up in the same predicament he's in. Don't try to pull a "hot" wire away from the victim with your bare hands, and don't try to kick it away.

3. Your third step in first aid is treating for "shock." See accompanying box for pointers to remember.

Finally—

- Call for a medical officer.
- Keep bystanders away from the patient.
- Loosen clothing about the patient's neck, chest and abdomen.
- Keep the patient quiet.
- Do everything possible to make him comfortable.

What to Do for a State of Shock After the Use of Artificial Respiration

A man whose life has been saved by artificial respiration is still not out of danger. Unless properly cared for he may die of shock.

What do we mean when we say someone is in a "state of shock"? What should be done for a person suffering from shock?

People can't "blow a fuse" or "burn out a wire." But when the human nervous system suffers a severe jolt, the result is called "shock." The nerves lose control of the blood vessels, allowing them to relax. Blood will tend to stagnate in the abdomen because of the larger number of blood vessels there. Other parts of the body—such as the brain and heart—are then deprived of their normal blood supply and cannot function properly.

How can you tell if a man is in a state of shock? Here are the usual symptoms:

- Pale face; drooping eyelids; lips, fingernails and ears acquire a bluish tinge; eyes become glassy and get a "vacant stare."
- Cold perspiration appears, especially on forehead and palms of the hands.
- Pulse is rapid and weak; sometimes it can't be felt in the wrist.
- Severe chills—the body becomes cold, teeth chatter, the patient trembles violently.
- Patient loses interest in what is going on, may become restless. Unconsciousness sometimes results.
- Nausea and vomiting are frequent.
- Breathing is irregular—long, deep breath alternate with short, shallow ones.
- Sensibility is lowered; pain is not felt as acutely as when the patient is normal.

Shock may last only a few seconds. It can also prove fatal. Since most serious injuries are followed by shock, you should treat for it as soon as possible.

There are three things to remember when treating shock—*heat, position, and stimulants*, in that order.

Heat—When the blood fails to circulate properly, there is a loss of body heat. Keep your patient warm by placing coats, robes, blankets under and over him. Newspapers placed between the layers of blankets or other covering will add to the warmth.

If possible, apply hot water bottles, hot bricks. Test them by holding them against your elbow or cheek first.

Position—Keep your patient lying down, with his head lower than his feet. The ideal way to accomplish this is to raise the foot of his cot—if one is available—about 18 inches. Elevate his feet and thighs.

Stimulants—In mild cases of shock, stimulants often prove helpful. In more serious cases, their value is doubtful but they are not harmful. Do *not* give alcoholic beverages. Contrary to popular opinion, alcoholic beverages do not act as stimulants. In reality, they are "depressants."

Give the patient one-half to two teaspoonfuls of spirits of ammonia in half of glass of water. Strong, hot coffee or tea may also be used. Even hot water or milk may have a stimulating effect because of their heat.

Never try to give an unconscious man anything to drink—you may cause him to choke. If your patient is unconscious, use smelling salts or try placing a handkerchief or cloth moistened with aromatic spirits of ammonia near his nose.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



LANDING PLATFORM on board USS *Consolation* is latest wrinkle in air evacuation. Here a helicopter lands with wounded ROK marines from Korea.

NATO Navies Work Together

Navies of four NATO nations took part in the latest Mediterranean naval exercise, "Grand Slam," which saw ships and planes ranging over half the length of the world's largest enclosed sea.

The U.S., U.K., France and Italy were the four nations participating in the exercise. Not only did sea-going elements of these nations compete, but land-based air forces as well.

The U.S. was represented by units of the American Sixth Fleet; the U.K. by units of the British Mediterranean and Home Fleets; Italy by the Italian Mediterranean Fleet; and France by the French Mediterranean Fleet.

During a nine-day period in February and March more than 20 different task units operated simultaneously. Ships and aircraft of these units were grouped without regard to nationality. Various combinations of these units were commanded in turn by Italian, French, British and American admirals.

"Grand Slam's" central headquarters was USS *Adirondacks* (AGC 15). Sub-control points were set up at key locations in the Med-area. The

exercise was held to increase the ability of allied NATO naval forces and their air arms to operate together in defense of the area against any possible aggressor.

Airship Modernization

Modernization of the WW II K-type airships will be completed in early 1952.

One of these, a ZP2K, is now assigned to a NARTU squadron at Santa Ana, California. It is fitted with modern radar and electronics equipment for anti-submarine patrol and carries a crew of 10 men.

The envelope volume of the ZP2K airship is 527,000 cubic feet as compared to 875,000 cubic feet for the ZPN—the world's largest blimp.

Cold Weather Maneuvers

In the Davis Strait area of the North Atlantic, where the Labrador current runs its frigid course, MI-COWEX 52 went into action.

Minor cold weather exercise for 1952—the spelled-out name of this Navy exercise—was underway during January and February. Purpose of this three-week operation was to increase combat readiness and familiarize personnel with operations in frigid climatic conditions. The exercise also enabled fleet units to test the latest in cold weather weapons, equipment and foul weather clothing.

Like all exercises and operations, the over-all picture was simple: the *Blacks* opposed the *Blues*. Black force was formed of a U.S. submarine group and a combination of USN and Royal Canadian patrol and bomber aircraft groups.

Blue force was formed of 35 Atlantic Fleet ships of various types. It included carriers, a cruiser, destroyers, cargo ships, fleet oilers and submarines.

The cargo ships, screened by the combatant ships, sailed from an east coast port in a resupply expedition to a theoretical base in Greenland. During the entire northward cruise, this force was stalked and subjected to simulated attacks by the Black force.

Upon completion of the exercise, the sea-going units split into three groups. Each group visited a Canadian Maritime Province port before returning to the states. Halifax, Nova Scotia; St. John's, Newfoundland; and Saint John, New Brunswick, were the ports visited.

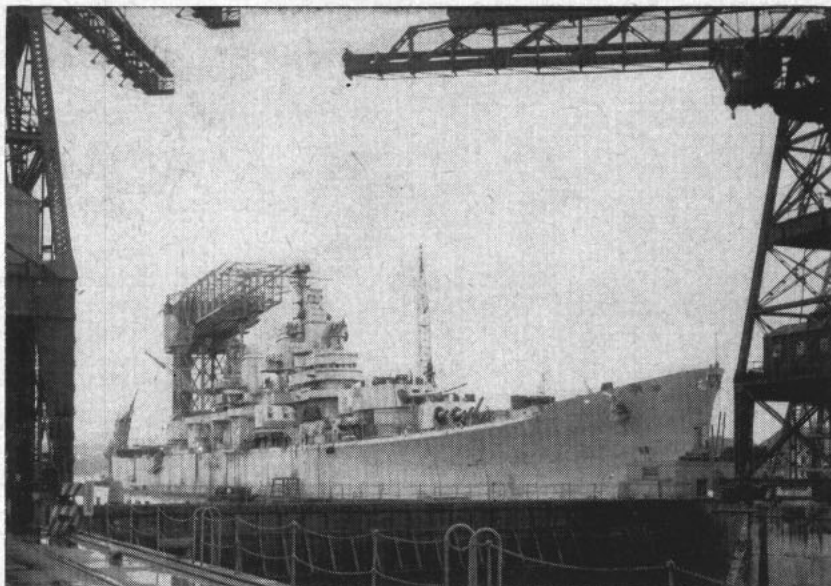
YESTERDAY'S NAVY



U.S. Navy seaplane, NC-4, arrived in Europe from trans-Atlantic flight on 27 May 1919. The Naval Academy was transferred from Annapolis, Md., to Newport, R.I., 5 May 1861. Battle of Coral Sea begun May 1942. "Lex" sunk.

MAY 1952

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



RECOMMISSIONED—USS *Baltimore* (CA 68), under wraps since 1947, was demothballed at Puget Sound Naval Shipyard and returned to active service.

New Destroyer Leaders

Hitting the water the same day—26 Jan 1952—the first two of the Navy's 3,650-ton destroyer leaders were launched at New England shipyards. These two new ships *uss Mitscher* (DL 2) and *uss Willis A. Lee* (DL 4), are considerably larger than regular "DD" destroyers and incorporate propulsion plant features not previously used in combatant vessels.

The *Mitscher*-class DLs are equipped with additional communication, electronic, and combat information center features to render them capable of: (1) coordinating the vessels of anti-submarine screens (2) delivering their own anti-sub attacks, and (3) performing other destroyer leader tasks. This versatility is in addition to other superior air and surface combat abilities.

Mitscher-class "leaders" are 493 feet long and have a 50-foot beam. Their cost, exclusive of armament, will be \$28,500,000 and they will have a 350 officer and man complement. The names of fighting admirals of World War II are carried on by these destroyers.

USS Mitscher was launched at Bath, Me.; *uss Willis A. Lee*, at Quincy, Mass. In late March, Bath sees the launching of *uss John S. McCain* (DL 3) and Quincy sees the launching of *uss Wilkinson* (DL 5).

The DLs 2 to 5 follow in the wake

of the "big sister" DL. This is *uss Norfolk*, which carries the DL hull number 1. A 5,500-ton ship with extensive anti-submarine warfare equipment, *Norfolk* has a CLAA hull. (See ALL HANDS, February 1952, p. 35.)

Airplanes Test New Armament

In the skies high above the east-central coast of Florida, naval aircraft will soon be going through their paces in a new testing program. Under this program, newly developed armament systems will be tested on latest and fastest naval planes at altitudes ranging upward from 25,000 feet.

Aircraft, in short, will be tested here as "gun-firing platforms." An individual plane's electronic computers, gun-laying and gun-firing mechanisms working in conjunction with its machine guns and rockets will be tried out as a complete system.

During these tests, aerial tows and radio controlled drones will act as targets. The Navy test unit will be located at the Naval Auxiliary Air Station, Sanford, Fla.

The U.S. Air Force is cooperating in this program by providing equipment, range personnel and a sky-high test range. This range, called the Air Force Missile Test Range, extends from Cape Canaveral, Fla., southeastward to Great Bahamas Island.

Realistic Exercises Ended

Convex and *Lex*—these were the key words for two recently-held fleet operations. *Convex* (for convoy exercise) III took place off the East Coast.

Lex (for landing exercise) Baker One was held off—and on—the West Coast. The former was the largest of its kind since World War II; the latter was the largest of its type held on the West Coast in three years.

More than 70 ships and 15,000 Navy and Marine Corps personnel participated in *Lex Baker One*. This exercise took place on the California coast near Oceanside and off San Clemente Island.

A heavy-gunned battleship-cruiser-destroyer support group first pounded the island. At the same time, carrier-based aircraft attacked the island's beach.

The support group, under destroyer and submarine escort, then moved in to the coast—at Aliso Canyon. Minesweepers made the area "safe" for ships to enter. Underwater demolition teams cleared the way for the landing of the troops.

Marines of near-by Camp Pendleton put their helicopters into play. The "copters" were used in a "vertical envelopment." This is a new combat technique that involves ferrying assault troops from an off-shore carrier to an inland point beyond the enemy beach defenses.

Ships participating in *Lex Baker One* were divided into four groups. The advance support group was the first of these. This included *uss Iowa* (BB 61), *Helena* (CA 75) and *Toledo* (CA 133). Next was the transport group, including flagship *uss Mt. McKinley* (ACG 7). Other groups were the mine warfare vessels and the ships of the opposing naval aggressor force.

Convex III, the East Coast exercise, ranged from New York to Key West, Fla. It was aimed at protecting merchant (type) shipping under wartime conditions.

At intervals, depending on scouting and intelligence reports, simulated merchant marine groups of Navy transports, cargo ships and Fleet oilers moved out of the ports of New York and Norfolk, Va. Under escorts of destroyers and destroyer escorts, the groups made runs in convoy formation for ports in the Caribbean.

Opposing these formations were all the submarines the Atlantic Fleet

could muster. When a submarine worked its way into a firing position on the convoy it shot a dye marker out of a torpedo tube and radioed exercise umpires.

Also defending the convoys were two-plane teams flying from baby flattops. Mostly TBM *Avengers*, one plane would be equipped with detection equipment; the other would carry destruction equipment.

A third means of convoy protection was afforded by shore-based patrol bombers and non-rigid Fleet blimps. About 120 of these heavier than air and lighter than air types operated from bases extending from Brunswick, Me., to Key West.

Convex III lasted more than three weeks with more than 100 ships and 60,000 men participating.

Propwash Replaces Tugs

"Operation Pinwheel," a unique maneuver employed in World War II to guide large carriers alongside a pier, is being used effectively in the Korean theater. USS *Antietam* (CV 36) demonstrated the technique—which utilizes airplane propellers instead of tugs—on the way into Yokosuka, Japan, after her first cruise in the Korean war zone.

Antietam's experience is a good example of how the maneuver works. Twenty-eight propeller-driven aircraft were placed on the four corners of the flight deck, with their tails pointed outboard. Each group of



ATTACK BOMBER built for carrier operations, the X-3D will fly between 600 and 700 mph. Model shows under-wing position of the jet's powerful engines.

seven planes developed horsepower that was equivalent to the power of two tugs.

By varying the speeds of each group of aircraft, the ship was guided safely to her pier. The pilots received signals from the ship's air department officer and the propwash enabled the flattop to make a smooth and rudderless berthing.

The same maneuver was employed to get *Antietam* out of the port of Yokosuka, despite heavy winds that prevailed at the time of her departure.

Rocket-Launching Ship

A new type rocket-launching ship is shaping up for the Navy—the IFS. *Inshore fire support* ship is the designation for this new type vessel. The first ship, IFS 1, is slated for construction at a Puget Sound shipyard.

Differing from the LSMR (landing ship, medium, rocket), the IFS will be non-amphibious, and a bigger vessel all around. Its length will be 245 feet, beam 38 feet 6 inches, displacement 1,200 tons.

Rapid-fire rocket launchers will be its main armament and it will have greater fire power than the LSMR. The latter vessel, which is a conversion of the LSM, mounts 10 launchers each capable of firing 50-pound rocket rounds at the rate of 30 a minute.

Built along the lines of the conventional type fighting ship—as opposed to the amphibious type—the IFS will have two diesels and a geared drive. These will furnish power to twin screws with variable pitch.

Mission of the IFS will be to provide close fire support for landing forces in an amphibious operation. It has been designed for operations in shallow water close to shore. Its design provides for simple construction which will lend itself easily to mass production.

The inshore fire support ship incorporates lessons learned during World War II operations and from experience gained in Korea—pounding missions of LSMRs.



FIRST TELECAST from a submerged submarine was completed with aid of relays from USS *Sablefish* (SS 303) as she cruised beneath Long Island Sound.



ICEBREAKER USS *Atka* (AGB 3), in foreground, moves through pack ice during voyage to northern waters. In the background is USS *Wyndot* (AKA 92).

3 Air Units Back on Duty

Three naval air installations have been reactivated since the first of the year.

- Naval Air Station, Kaneohe Bay, T. H., was reactivated as a Marine Corps Air Station. Additional facilities have been authorized to house a Marine Regimental Combat Team to permit integrated amphibious training of air and ground units. MCAS Kaneohe will eventually build up to approximately 3,600 aviation officers and men.

Originally commissioned as an NAS on 15 Feb 1941, the Kaneohe installation served as an important staging point for naval carrier and patrol squadrons engaged in the Pacific war. The station was inactivated 30 June 1950.

- NAAS Barin Field, Ala., will provide facilities to support expanding training of naval and marine aviation forces. It will be a part of the Naval Air Basic Training Command. In addition to basic flight training, naval pilots will undergo carrier qualification, and other specialized air training. A total of about 2,000 naval personnel will be permanently assigned for duty. During its inactivated period, Barin Field landing area has been used as an outlying field to NAS Pensacola.

- The Naval Air Technical Training Center at Norman, Okla., was originally established in 1942. NATTC Norman served during War

II as one of the Navy's principal schools for the training of personnel in aviation maintenance. It is planned that eventually in excess of 2,200 naval personnel will be permanently assigned to the center, with a varying number assigned on a temporary basis undergoing training.

At full capacity during the war, NATTC Norman had a complement of more than 12,000.

New Icebreaker Planned

A Navy icebreaker (AGB) of a larger and heavier type than those built during World War II is slated for construction at a Pascagoula, Miss., shipyard.

This new icebreaker will be a prototype vessel. Future icebreakers, if constructed, would be built along lines suggested in this vessel's design.

Designed length is 310 feet, beam 74 feet and displacement 8,300 tons. This is almost 3,000 tons heavier and over 40 feet longer than the preceding type.

Icebreakers are "stubbies"—shorter than a destroyer escort and wider than a light cruiser. Their sturdy hulls, reinforced bows and powerful screws enable AGBs to shatter heavy ice. In exceptionally thick ice, AGBs are driven up on the ice shelf and crush their way through by sheer weight.

Helicopters are standard AGB equipment, guiding them to and through open channels in the ice.

Outstanding Fire Record

In a nation-wide contest sponsored by the National Fire Prevention Association, the Norfolk Naval Base Fire Department led all naval installations during 1951, and took third place in the all-government division of the competition.

The Norfolk Naval Base fire department's outstanding record is largely credited to the educational and practical training programs for the 40,000 naval and civilian personnel of the base who are trained to "pull the alarm box first," and then try to control the fire until the fire equipment arrives. The payoff is a reduction in the delay between discovery of the fire and notification of the fire department. The marked decrease in fire losses which has resulted is ample proof of the benefit of the training.

The base fire department maintains a fire alarm "nerve center" to coordinate the fire-fighting manpower and equipment of the base's four fire districts. On receipt of a fire box alarm or telephone call, the dispatcher can communicate with the fire station nearest the fire by radio telephone or fire alarm telegraph and order out the required equipment within a few seconds.

One of the most important activities of the fire department is in the fire prevention inspections which are made at weekly and monthly intervals of all important buildings and operations. By this means the "built-in" features, which limit the extent or prevent fires, are constantly supervised and maintained at maximum efficiency. Hazardous processes or operations are kept under constant scrutiny.

Another precaution which has enabled the naval base's fire department to maintain its high peak of efficiency, is the recording of all telephone fire reports on an "audio-graph." If the dispatcher is in doubt of the exact location of the fire or details of the telephoned report, he can play back the recording.

The department also coordinates the handling of all hazardous material on the Base, ships loading aviation gas, ammunition, or other inflammable material. Before such materials can be handled, a request to the fire marshal for permission must be obtained. After fire inspectors have checked for proper precautions, permission is granted to

Armed Forces Day 17 May

"Unity-Strength-Freedom" is the slogan for the third annual Armed Forces Day observance, scheduled for Saturday, 17 May.

As in previous years, the Navy will hold open house on board certain ships and installations. Exhibits of modern equipment and fighting machinery will be the order of the day.

Parades, flight demonstrations and speeches will highlight the occasion. Reserve components are expected to take part in the observance along with veterans' groups, civic, women's, industrial and religious organizations. Libraries and stores will also participate.

Emphasis will again be placed on a community-level program, in an effort to show the close working relationship of the armed forces and to give the public a broad view of the Nation's defense strength.

proceed with loading. Extra hazardous materials such as gasoline and ammunition, explosives, etc., are required to be segregated and are given special handling, frequently loading from separate piers.

The Norfolk Base Fire Department is considered one of the leading naval activities in developing the shore-side fire prevention program of a fire-conscious Navy.

New Fire Control Systems

Hand in glove with its development of new rapid-rate-of-fire anti-aircraft guns, the Bureau of Ordnance is developing fire control systems to control these guns.

These fire control systems are markedly superior to World War II types in speed and accuracy of computation. Some of these systems have as many as a thousand vacuum tubes capable of performing ballistic computations with a high degree of accuracy.

In line with its work in the above two fields is another BuOrd project. This is its development of new target designation equipment. Equipment of this type solves the problems of rapid zeroing-in on air targets. It provides for the fast transfer of the aerial target (guided missile or plane) from the ship's air search radar to the fire control system. The FC system then automatically tracks the designated target.

Reconditioned Oil Drums

Use of reconditioned oil drums is saving the Navy between \$6,000 and \$7,000 daily, according to estimates made at the Naval Supply Center, Norfolk, Va.

Concerned with the 77 pounds of costly and critical steel going into each new drum, BuSandA developed the idea of reconditioning discarded oil drums and pressing them into service again.

Formerly thousands of oil drums were disposed of by sale or were sold for scrap metal. Many were carried in ships to Europe where—once the petroleum product had been used—they were discarded. Now oil drums are being returned to Norfolk for processing and reissue.

A Place For Religious Laymen

More than 1,000 enlisted men and officers have offered their assistance to the Navy's chaplains by conducting religious services for all creeds on board their ships.

The program to use Navy laymen was initiated by the Chaplain Corps to provide religious observances in small ships in the absence of a chaplain.

Chaplains are assigned to large ships and fleet commands, but many smaller vessels depend on the "circuit-riding" Navy chaplains for their church activities. The laymen carry out certain chaplain duties only, and do not conduct communions or perform baptisms.

The Navy's Chief of Chaplains, Rear Admiral Stanton W. Salisbury, USN, states, "To find a layman to act as the religious leader of your ship is not as difficult as one might expect. Regardless of rank or rate, men who are recognized on board as being sincere in their faith, and faithful in worship, may be recognized as spiritual representatives in their ships.

The Amphibious Force of the Atlantic Fleet, as one example of the Navy's program, has 90 lay religious representatives of all faiths assisting seven regularly assigned chaplains to serve the many small vessels.

Men who are interested in acting as religious representatives in smaller vessels should talk the matter over with the executive officer. The fleet chaplains are ready to guide qualified personnel in enlarging the present program.

QUIZ AWEIGH



1. "Don't give up the ship!" was lettered across this flag hoisted by Perry on his flagship in the Battle of Lake Erie (10 Sept. 1813). These words were first spoken by (a) John Paul Jones (b) James Lawrence (c) David Farragut.

2. The occasion was the battle between (a) Bonhomme Richard and Serapis (b) Chesapeake and Shannon (c) United States and Macedonian.



3. Emerging from the muzzle of this line-throwing gun is a (a) gun line (b) messenger (c) passing line.

4. If you have guessed correctly on No. 3, you should know that the next line bent on after the fired end is secured to another vessel, is a (a) tow-line (b) hauling line (c) messenger.



5. Pictured in flight over North Korea is this (a) F-80 Shooting Star (b) F9F Panther (c) F-86 Sabre.

6. This jet plane is a (a) carrier-based fighter (b) land-based bomber (c) land-based patrol.

Ship's Happy Hour Features Real Variety Show With Top-Notch Talent



As the top star in a Happy Hour thrown by *uss White Marsh* (LSD 8) in Naples, Italy, veteran British trouser Gracie Fields proved that she has lost none of her old talent.

At left, Miss Fields winds up her act with "Put Your Shoes On Lucy," while two crewmen, right, do their part with a harmonica duet.

On the same bill with Miss Fields was an acrobatic team of Italians who did some fancy muscle bending plus a bushel of homegrown talent from *White Marsh* herself—an impersonation act, tap dancing routine, display of magic, musical numbers on the accordion and piano, several pieces by an instrumental combo as well as the inevitable can-can chorus line. Everyone agreed it had been an evening of fun.



Honors in Hawaii

Special 14th ND awards have been presented to 10 Navy athletes representing units at NAS Barber's Point, Hawaii.

The awards included the 14th ND jacket which went to Jeff Lee, Jr., AN, USN, of Fleet Air Service Squadron 117, who annexed the Hawaiian Armed Forces middle-weight boxing title.

Others to receive awards were Raymond Grogan, SN, USN, interservice heavyweight champion of NAS, and William E. McClain, AN, USN, of Fleet All Weather Training Unit, Pacific, who won division crowns in the 14th ND ring tourney.

The Fleet Air Hawaii inter-squadron skeet championship trophies

were presented to LT Hiram E. Smith, Jr., USN, team captain; LT C. Nelson, USN, Stanley R. Kurkulonis, ADC, USN; Emmett D. Wal-drip, ADC, USN; R. D. Wahl, AD3, USN; and James H. Holder, AD3, USN, all representing Air Transport Squadron 21.

The "hole-in-one" trophy went to LTJG W. O. Paradis, USN, of Fleet All Weather Training Unit for an ace he sank in the Fleet Air Wing Two golf tourney.

National Pistol Record

A new national shoot record for servicemen has been established by Roy Chancey, QMSC, a Fleet Reservist on active duty at NTC San Diego. He attained a score of 188 for .45 caliber pistol (slow fire) shooting at the 25-yard target. The all-time high for this class, according to National Rifle Association records, is 193 fired by Paul C. Knepp, a civilian.

Recalled in 1950, Chief Chancey became coach at the NTC Elliott Annex pistol range, and later graduated from Company Commanders' School. In addition to being the 11th ND pistol champion, Chief Chancey holds numerous awards gained in national meets. One of his latest achievements was to win the .22 caliber National Pistol Match event in the Southland Pistol Tournament at San Diego.

High Score Record

The highest score ever tallied in the basketball history of Quantico's Marine Corps Schools was recorded when the Leathernecks charged over Fort Myer, 99-47.

The previous high was 96 points, scored by the 1949-50 hoopsters against a NAS Quonset Point team.

Tin Can with a Band

"The can with a band"—that's what Sixth (Mediterranean) Fleet sailors call *uss Haynsworth* (DD 700).

It all started back at the time the Bureau of Naval Personnel had some surplus musical instruments for free distribution. (Incidentally, the Bureau's band instrument stocks became depleted some time ago.) A request was sent in, the instruments arrived, and soon after, musical-minded crewmen of various ratings put the instruments into playing condition.

Since destroyers do not have musician ratings in their complements, the band is formed of men from various divisions and of various ratings. The band has no leader, but the "spark" of the group is Charles R. Adams, QM3, USNR, who plays both the saxophone and clarinet.

The young band had problems to meet. These problems included the matter of swapping watches for band practices, obtaining orchestrations

Salty Sea Chanters

The "Sea Chanters"—a group of 80 midshipmen—have been winning critical and public acclaim since the fall of 1950. The singers are attached to the Miami University NROTC Unit, Oxford, Ohio.

Organized to foster high morale and to publicize the NROTC and the Navy in general, the Sea Chanters appeared first in public in a radio broadcast called "This is your future Navy."

Since then they have appeared on the Arthur Godfrey show and on radio and television programs.

and building music stands. The problem of getting the musicians together for practice and concert periods was eased when all the band members were put in the same duty section.

At a shore-side smoker at Suda Bay, Crete, the DD's band received a big hand from Sixth Fleet officers and enlisted men. The bandsmen received this in the face of competition from "professional" bands coming from the heavy cruisers.

Up to the northeast at the island of Rhodes the band played for their ship's party ashore. Also at Rhodes, it rendered official honors during a formal shipboard visit by the governor-general of the Dodecanese Islands.

The musical treatment is not limited to foreign officials. Normally, when a destroyer undergoes a formal inspection, the musical portion of side honors consists of sounding off by the boatswain's call. *Haynsworth* is one DD that can give an inspecting admiral the "works." Commander Destroyer Flotilla Four came aboard and was greeted with ruffles and flourishes. This was followed by the "Admiral's March."

Tops in Table Tennis

The 1952 Ninth Naval District Table Tennis Tournament was won by a three-player team of paddle swingers from Service Command School, NTC Great Lakes.

Rae Winter, SA, USN, won the women's singles title and went on to pair up with Margie Callahan, SA, USN, of NTC's Administrative Command for the women's doubles trophy.

Seaman Winter's teammates, Edward Dombek, ETSA, USN, and William Beck, ET3, USN, won the men's doubles match.

The men's singles title was taken by Robert Strecker, AN, USNR, representing NAS Glenview.

Olympic Coach Named

Raymond H. Schwartz, U. S. Naval Academy wrestling tutor for the past 13 years, has been appointed coach of the 1952 U. S. Olympic Wrestling Team.

A graduate of Oklahoma A & M where he made nine letters in football, wrestling and track, Professor Schwartz has coached Naval Academy wrestling teams to nationwide prominence, including a national record in consecutive team victories.

SIDELINE STRATEGY

Two men were discussing the coming marriage of their buddy. "He's getting a wonderfully accomplished girl," said one. "She can pilot a plane, drive a car, swim, ride, ski, play tennis and golf—a real all-around girl." "They ought to get along," observed the other. "He learned to cook while he was in the Navy."

★ ★ ★

Irving Davids, a WW I Navy enlisted checker champion (1917) is still pretty much master of the red and black squares. Now a civil service employee at Marine Corps Recruit Depot, San Diego, Mr. Davids has been giving exhibitions for more than six years at the San Diego Armed Forces YMCA. His specialties, at which he usually wins, are to play 40 opponents at once, moving rapidly from one board to the next, or to play a single match while blindfolded and with his back to the board. In the blindfold game he asks his opponent what move he has made and then directs the opponent to make a move for him. It's a baffling system that requires a constant mental picture of each checker on the board.

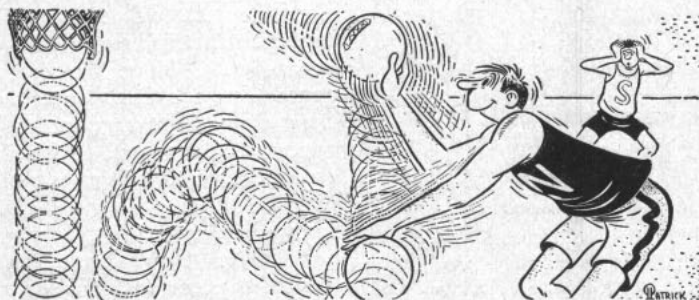
★ ★ ★

The Navy's WW II Long Island Fuel Annex, located "down" in Casco Bay, Maine, is in the process of reactivation. The nearest liberty spot is Portland, a good boat-ride distant from the little island.

To provide recreation for the civilians and naval personnel who will be engaged in the annex project, two complete bowling alleys from Portsmouth (N. H.) Naval Shipyard were loaded on a lighter and shipped some 60 miles to the fuel base.

★ ★ ★

As the spotlight shifts from basketball to baseball, and we reminisce on Navy hoop happenings of the past season, one extraordinary performance looms above all others. A quintet from USS *Coral Sea* (CVB 43) ran rampant over the Shipyard Apprentice School at Portsmouth, Va., in a whizzing contest that left score keepers nursing writer's cramp. The "Coraleers" won 133 to 36. More amazing is the fact that one of the carrier squadmen individually accounted for 102 points of his team's lopsided victory. Dale Shearer, SN, USN, former Lewiston, Pa., school athletic star, popped in 48 field goals and six foul shots for a total tally nearly three times that of the entire opposing team. Fantastic as the 133-point score was, the final figure quite probably would have been even greater had not one of the carrier's five-man squad been forced out of the game on fouls with better than a half hour still left on the clock. *Coral Sea* had only four men on the floor for the last 36 minutes of the contest.—Ernest J. Jeffrey, JOC, USN.



THE BULLETIN BOARD

Dates and Rules Are Listed for Service-Wide Competitive Exams in July

Service-wide competitive examinations for advancement to third, second and first class petty officer will be held on the second, third and fourth Tuesdays respectively in July, except where movements or operations of certain sea-going or aviation units or overseas units make it necessary to hold the exams on different dates during July.

Regular Navy and Naval Reserve personnel on active duty with the Regular Establishment, who are eligible and recommended in accordance with current directives, may compete for promotion if they shall have fulfilled all eligibility requirements by 16 October 1952.

For personnel who were advanced

to pay grades E-4 and E-5 as a result of the July 1951 examinations, but were not advanced until after 16 Oct 1951 because of transfer or late receipt of their advancement authorizations, their service in present grade for eligibility and multiple computation will be considered to date from 16 Oct 1951. (In such cases, only active service performed since 16 Oct 1951 may be counted. Time not served between discharge and subsequent enlistment or reenlistment is not credited toward eligibility or multiple computation.)

Personnel in the FC rating may compete for change in equal pay grade from FC to FT or for concurrent change in rating from FC to FT and advancement to next higher pay grade. Examinations for the FC rating will not be provided in July 1952. FCs (including FCSNs) may compete for advancement to next higher pay grade in the FT rating only.

Reservists who reported for full active duty on or before 16 Oct 1951 may compete for qualification to enlist or reenlist in their permanent rate in the Regular Navy and for immediate advancement to their temporary rate (if held).

Nominations of all candidates for advancement are to be submitted in time to reach the appropriate convening authorities by 20 Apr 1952. Examination requests are to be forwarded by the convening authorities in time to reach the Naval Examining Center by 3 May 1952.

Military requirements and professional subjects will be combined in one examination for each general service rate. Since the exams for general service rates contain questions applying to appropriate emergency service rates, Reservists in emergency service rates will be instructed to answer questions known to pertain to their rates first. Then they should go back over the exam and answer all remaining questions.

Operational tests (such as typing, radio code, etc.) for general serv-

ice and appropriate emergency service rates will be included in examination envelopes for ratings requiring operational tests.

- Regular Navy personnel will be given the operational tests for general service rates only.

- Reservists competing for advancement in USNR (but not for enlistment or reenlistment in the Regular Navy) will be given the operational tests for the appropriate emergency service rates.

- Reservists competing for enlistment or reenlistment in the Regular Navy in their present pay grades will be given the operational tests applicable to the general service rates.

- Reservists competing concurrently for advancement and for enlistment or reenlistment in the Regular Navy for service in the next higher pay grade will be given the operational tests for the appropriate emergency service rates and if the operational tests for the appropriate general service rates are different from those for the emergency service rates, they will also be given the operational test for the appropriate general service rates. This is to insure that such candidates are fully qualified for Regular Navy service.

In the case of Reservists in the Regular Establishment competing for advancement to pay grade E-4, the specific emergency service rating to which advancement is appropriate is to be indicated on the form NavPers 624.

Many successful candidates for advancement have been penalized in the past through delay in effecting their advancements because of their transfer from the units in which their examinations were administered before receipt of the results. To help remedy this, COs are directed to notify the Officer-in-Charge, U.S. Naval Examining Center, Great Lakes, Ill., immediately—by speed-letter—giving name, service number, rate, rate for which examined, branch and class of serv-

SONGS OF THE SEA



Banks of Newfoundland

You ramblin' boys of Liverpool,
I'll have ye's to beware,
When you go in a Yankee packet ship
No dungarees to wear,
But have a monkey jacket
All unto your command,
For there blows some cold nor'westers
On the Banks of Newfoundland.
We'll wash her and we'll scrub her down
With holystone and sand,
And we'll bid adieu to the Virgin Rocks
On the Banks of Newfoundland.

—Old Forecastle Song.

ice and ultimate duty station of each candidate who is transferred between the time of the examination and receipt of advancement authorizations. In addition, COs must continue to forward to the new duty station any advancement authorizations which may be received for personnel who have been transferred.

Detailed information will be found in BuPers Circ. Ltr. 21-52, (NDB, 15 Feb 1952).

New Application Form Needed For State Absentee Ballots

Naval personnel who plan to vote in their home state elections, and the national elections in November, must use the latest approved application form for state absentee ballots.

Standard Form 76, available from the voting officer on board your ship or shore-base activity, is the *only* form which will be honored by all state voting authorities. The Chief of Naval Personnel has instructed voting officers to destroy all the old-type absentee voting forms and use Standard Form 76 for all state absentee ballot applications.

Bonus Applications Ready For West Virginia Veterans

Application forms for West Virginia bonuses for veterans of World Wars I and II and certain survivors are now available. Personnel on active duty may obtain application forms from the civil readjustment officer in their naval activity, or directly from the Department of Veterans Affairs, P. O. Box 5127, Capitol Station, Charleston, W. Va.

To be eligible for one or both bonuses for WWs I and II, veterans must have been bona fide residents at the time of entry into service and for six months prior to entry in service. A minimum service of 90 days is required, unless discharged for service-connected disability. World War II service must have been between 7 Dec 1941 and 2 Sept 1945.

Bonuses are payable for either or both wars at the rate of \$10 per month for domestic service for a maximum of \$300, and \$15 per month for foreign service to a maximum of \$400.

Changes to Officers' Uniforms Mandatory 1 July

Uniform changes for all officers, male and female, effective 1 July 1952 are outlined in BuPers Circ. Ltr. 63-50 (NDB, January-June 1950).

Here are the changes required and included in the revised edition of U. S. Navy Uniform Regulations now being printed:

Male Personnel

- Modification of the male officer-type blue raincoat to provide shoulder straps, must be completed by the above date. The present raincoat may be adapted to meet requirements by adding shoulder straps. Officers and warrant officers will be required to wear metal rank insignia on the shoulder straps. (All other naval personnel authorized to wear the officer-type raincoat, that is, aviation midshipmen, NROTC midshipmen, aviation cadets, and chief petty officers, will wear the shoulder straps without insignia.) The new regulation metal shoulder insignia will be available in the officers' uniform shop and Navy exchanges approximately 1 May.

Women Officers

- The shade of women officers' and warrant officers' blue uniforms, including hat, raincoat, and overcoat, is changed from navy blue to dark blue, effective 1 July, except that persons now possessing the navy blue shade overcoat may continue to use it until 1 July 1955.

- Gold sleeve stripes and corps insignia will be worn on the dark blue uniform.

- The coat collar device presently prescribed for women officers (except nurses) will *not* be worn on the dark blue uniform.

- The design of blue raincoat for women officers (including warrant officers) will be with set-in sleeves, and shoulder straps must be added. In addition, shoulder straps must be added to the blue overcoat.

- Women officers and warrant officers will wear metal rank insignia on shoulder straps of the blue raincoat and overcoat.

- Braid sleeve stripes on navy blue overcoats of women officers will be discontinued on 1 July.



METAL RANK INSIGNIA must now be worn on the raincoat by all officers. Relative size is shown in samples: Shoulder-type (top); collar-type (below).

Staff Corps Officers Selected for Promotion to Lieutenant

More than 1,700 USN and USNR staff corps officers on active duty have been selected for temporary promotion to the grade of lieutenant.

Staff corps officers eligible for selection included lieutenants (junior grade) whose line running mates had dates of rank prior to 1 July 1949 and who reported for extended active duty before 1 July 1951.

Here is a breakdown of the num-

ber of officers selected among the various staff corps:

Supply Corps	421
Chaplain Corps	22
Civil Engineer Corps.....	100
Dental Corps	188
Nurse Corps	87
Medical Corps	892
Medical Service Corps.....	58

A directive authorizing appointments of those officers selected will be issued at a later date.

Results of recent line selection boards will also be answered soon.

Latest Tabulations Show How You Stand on the Shore Duty Eligibility List

ALL HANDS continues its semi-annual coverage of information pertaining to the BuPers Shore Duty Eligibility List.

To see where you stand, take a look at the chart on the following two pages.

Since the last tabulation was published (ALL HANDS, October 1951), the number of bluejackets being ordered from the SDEL each month to a normal tour of shore duty has jumped from 1,000 to approximately 2,000.

From the following information on shore duty, you can estimate your relative standing on the SDEL and how close you are to shore duty. However, you can't nail it too closely as the need for your rate, your choice and pay grade are big factors. The accompanying table was tabulated as of 1 March 1952.

Remember, even if you have previously sent in a Shore Request Card, you may need to send in another one IF there is a change in pay grade, present permanent duty station, new expiration of enlistment date, NJC, or marital status (see below).

Since new requests for placement on the SDEL and the assignment of personnel from the list to shore duty change the picture constantly, the following information should be considered *only* as a general guide. Correspondence from personnel relative to this tabulation is *not* desired.

Remember that the following categories are not included in the tabulation:

- Presently ashore for duty of less than one year's duration.
- Serving ashore outside the continental U.S. with dependents on station and have not completed a normal tour for the area prescribed by BuPers Circ. Ltr. 74-50, (NDB, January-June 1950).
- Less than six months on board since return from a naval school.
- Undergoing instruction at a naval school on a returnable or non-returnable quota.
- Less than six months on board a newly constructed or reactivated vessel.
- Being held by BuPers for screening of jackets pending assignment or processing.



"Here's where I saw those good looking legs."

There are more than 500 bluejackets whose names are on the SDEL and who are not included in the above categories, whose enlistments have expired as indicated on their shore duty request. When personnel on the SDEL have not received orders to a normal tour of shore duty prior to the expiration of their enlistment, their name, although remaining on the SDEL, *will not be considered further* until such time as they advise BuPers of their present permanent duty station, rate, new expiration of enlistment date, NJC, and marital status.

In screening jackets of personnel on the SDEL for transfer to shore duty, it is noted that there is still a considerable number of personnel who have not kept BuPers informed of their current status.

A typical example of this is a man who was placed on the SDEL in June 1950 whose rate at that time was SN. Subsequent to this, he has been advanced in rating to third or second class petty officer. His shore duty card has remained on file for consideration with the SN rating—of which there is an excessive number on the list—because he did not notify BuPers of the change in his status. In many cases he would have received orders to shore duty by now if he had kept BuPers informed. For your own benefit, keep BuPers advised at all times of your status. Failure to do so will only result in unnecessary delay in sending out your orders.

Remember, qualified personnel may be on the Bureau's Shore Duty Eligibility List and the Instructor Duty List at the same time.

It is also worth remembering that

you can officially request to have your name removed from the SDEL at any time without penalty. If you are on overseas duty and have requested an extension of your tour, you should have your name taken off the list. Then, about three months from the end of the tour as extended, resubmit. Your name will go right back in the same relative place on the list because the date upon which your sea duty began hasn't changed.

On your card be sure to note any special qualifications you may have, such as shown by the Diver or Special Program (9900 series) job codes.

Ratings in the locations shown below are at or near the end of their normal tour of shore duty but very few men are available on the SDEL who possess the necessary rating or have indicated these locations as a choice. If you are in one of these ratings and are eligible for and want shore duty, now would be a good time to get your name on the SDEL.

Rating	Location (district)
BMC. All districts except Com11 and 12	
BM1 and BM2.....	All districts
TMC and below.....	All districts
ETC and below.....	All districts
TEC and below.....	All districts
RMC and RM1.....	All districts
YNC, YN1 and YN2.....	All districts
PNC and below.....	All districts
SKC...all dist's except Com 11 and 12	
SK1 and SK2.....	All districts
DKC and below.....	All districts
CSC and below.....	All districts
EMC. All districts except Com11 and 13	
EM1 and EM2.....	All districts
DCC and below.....	All districts
EN below chief.....	All districts
ADC and below.....	CNATRA (Corpus Christi, Tex., Pensacola, Fla., etc.)
AM below chief.....	CNATRA (Corpus Christi, Tex., Pensacola, Fla., etc.)
Group VIII Ratings (Construction)	
	All districts
SDC. All districts except Com11 and 12	

The next tabulation of the shore duty situation is tentatively scheduled to appear in the October 1952 issue of ALL HANDS. To consult the official directive on sea/shore rotation policies, see BuPers Circ. Ltr. 36-50 (corrected) (NDB, January-June 1950).

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 MARCH 1952

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE												Grand Totals	
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below			
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
BM		1	1		1	7	6	30	10	35	24	265	42	338
QM	2		5		23	1	13	35	9	66	29	210	81	312
RD							1	3	1	9	13	295	15	307
SO						1		4		1	7	72	7	78
TM	3		1		6	5	1	12	8	3	12	14	31	34
GM	2	1	6	1	13	17	4	79	2	96	28	274	55	468
FC			1		4	3		10	3	7	22	50	30	70
FT					1	4	1	7		1	10	10	12	22
MN												2	0	2
ET					1					1	6	59	7	60
IM	1								1			3	2	3
OM		1					2		2	1			4	2
TE			1		1		1	1	1		6	62	10	63
RM			2		2	1	1	3	3	4	6	322	14	330
YN									2	3	13	280	15	283
PN										1	2	32	2	33
SK					1		2	1	7	32	323	34	332	
DK											11	81	11	81
CS	2		1		3	4	1	9	2	8	9	141	18	162
SH							1	3	1	19	22	617	24	639
JO							1				1	2	2	2
PI									1	2	1	33	2	35
LI												8	0	8
DM												3	0	3
SN-SA							2			3		903	—	908
MM	6		8	1	96	4	41	55	20	78	32	347	203	485
EN	1	1	3		5	3	11	16	8	16	15	118	43	154
MR	1		2		1		2			2	3	29	9	31
BT	15	1	19	3	43	29	12	101	10	68	11	169	110	371
EM	1				4		4	3		6	9	121	18	130
IC	1		4		3		1	2	1	4	1	17	11	23
ME	2			1	6	2	6	10	5	17	14	154	33	184
FP			2	1	2	2		5	2	8		94	6	110
DC	1				2			3		4	6	52	9	59
PM					1						1	1	2	1
ML								1				7	0	8
FN-FA						1				1		321	—	323

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 MARCH 1952

	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE												Grand Totals	
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below			
Rating	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
SV												6	0	6
CE												16	0	16
CD								1		2	2	25	2	28
CM	1				2		1		2		4	32	10	32
BU							2	1	2	1	5	47	9	49
SW					2	1			2		6	21	10	22
UT					3		1				5	20	9	20
CN-CP												4	—	4
SD	2	2	3	11		44	3	51	1	111	12	229	21	448
TN-TA						1		1		30		283	—	315

AVIATION RATINGS

AD	1		2		6	1	7	10	23	12	322	321	361	344
AT							1	1			20	42	21	43
AL	3		5	1	16	1	13	8	15	16	65	94	117	120
AO	1				2	4	13	22	21	27	150	416	187	469
AC											1	5	1	5
AB			1							4	8	148	9	152
AE					3		3		3	1	16	72	25	73
AM			1		1	1	8	5	4	2	61	77	75	85
PR								1		5	3	30	3	36
AK						1			1	4	7	41	8	46
AF-PH								1	1	1	3	24	4	26
AN-AA												55	—	55
	46	7	68	19	254	138	162	498	168	687	1036	7499	1734	8848

USNR Boards Meet in April To Select LTs and LCDRs

Selection boards will meet this month to recommend Naval Reserve officers, on active and inactive duty, for promotion to the grades of lieutenant commander and lieutenant.

These boards will consider USNR officers who reported for extended active duty after 30 June 1951 and thus were not considered for promotion by boards which convened late in 1951. Inactive duty officers will also be considered, if they are in the promotion zones. USNR officers

in the promotion zones will be eligible—

- If they reported for active military duty in excess of 30 days with the Regular Navy or in the Naval Reserve Program after 30 June 1951 but prior to 1 Mar 1952 or

- If they have met the eligibility requirements for inactive officers set forth in Naval Reserve Multiple Address Letters 10-51 and 11-51, 12 Sept 1951. According to these directives, USNR officers are not eligible for promotion if they are on the inactive status list. In addition, USNR officers must earn the neces-

sary Reserve retirement points.

Promotion zones will include lieutenants whose dates of rank are on or prior to 1 Jan 1946 and lieutenants (junior grade) whose dates of rank are on or prior to 30 June 1949.

Eligible Reserve officers serving in the grades of lieutenant and lieutenant (junior grade) who reported for extended active duty prior to 1 July 1951 have already been considered by Regular Navy selection boards. Results of these boards have been or will be announced in the near future.

What You and Your Dependents Should Know When Changing Stations

Navy dependents planning to set up housekeeping at one of the naval overseas bases usually have a lot of questions regarding what must be done before coming aboard the ship or plane which will take them to their new home overseas.

A summary of what you and your dependents should do before they can start packing their household effects for the move is given below.

It is taken from a pamphlet prepared by the Personnel Transportation Division of the Bureau of Naval Personnel, entitled *Overseas Transportation for Navy Dependents*, (NavPers 15842). All dependents receive a copy of this pamphlet when the sponsor submits an application for transportation of his dependents overseas.

As a matter of long established policy the Navy Department endeavors, whenever possible, to unite officers and enlisted men with their families. The requirements to be met by both the Navyman and his dependents preparing to move overseas have been outlined in careful detail in the pamphlet mentioned above.

At the present time, travel of dependents via government transportation or commercial transportation at government expense is authorized to most areas in the European Theater, the United Kingdom, North Africa,



"On that request for a new short wave, did you include the word 'radio'?"

the Caribbean, and the Canal Zone and is limited only by approval of the contingent area commander for their entry. This approval is usually granted as soon as adequate housing is available to accommodate the Navyman's dependents.

Travel of dependents to Japan was resumed on a limited scale 1 Nov 1951, (Alnav 105-51, NDB, 31 Oct 1951, p. 7). Priority lists are established by the area commander on a monthly quota basis. Upon receipt of the priority list, Com12 will process dependents for travel. Personnel reporting to Japan for duty may apply to the area commander for housing and transportation of dependents. At the present time, concurrent travel of dependents is not usually authorized unless approved by area commander.

Applications for approval of entry of dependents into all Pacific areas, including Japan and Alaska, must be submitted to the area commander concerned.

For Alaskan travel, all approved applications must be forwarded to Com13, and for the other Pacific Areas, to Com12. For all other destinations, the approved applications are forwarded to the Bureau of Naval Personnel, Personnel Transportation Division.

The provisions under which household goods may be shipped to Japan are outlined in Alnav 105-51.

Owing to the varying housing situations in these different parts of the world, there are sometimes delays in obtaining approval of entry

of dependents. As soon as approval is received, however, every effort is made to afford your dependents transportation to the desired overseas destination as quickly as possible.

- *The first step* in arranging for dependents' travel must be taken by the member of the naval service. He must complete the *Application for Transportation for Dependents* (S. and A. Form 33) and have it approved by his commanding officer.

- *The next step* for the Navyman is to make a request by letter or dispatch via his CO to the area commander concerned for approval of entry of dependents. His request for entry approval must include a copy of his orders or quote the authority issuing his orders.

When the dependents' entry has been approved by the area commander, then the way is open to complete the further necessary arrangements.

Each Navyman planning to move his family to an overseas billet should obtain additional up-to-the-minute information on local living conditions regarding climate, housing, food, local facilities for education, shopping, recreation and medical treatment. This valuable information will assist you and your dependents in determining what to take with you on your journey and in making plans for your future life overseas.

If your dependents require any further assistance, they should contact the Bureau of Naval Personnel or the appropriate naval district handling dependents' transportation to the Pacific area.

The rest of this summary lists the requirements which must be met by the dependents prior to departing from the United States.

After the *Application for Transportation for Dependents* has been



MSTS Releases Figures On Ocean Carrier Service

Some interesting figures on Military Sea Transportation Service operations covering the year 1951 have been released. MSTS delivered during this period a total of 24,211,000 measurement tons of cargo; 2,135,300 passengers and 14,532,000 long tons of petroleum.

If all the material, passengers and petroleum carried in these worldwide operations were transported by train, the freight, tank and passenger cars coupled together would stretch for 6,641 miles. It would be a long train, stretching from New York City nearly to Tokyo. MSTS passengers would surpass in numbers the city population of Philadelphia, Pa.



"She's mine . . . I saw her first."

approved and the area commander concerned has approved entry of the dependents, your wife will receive (at the address given in your application) application forms from BuPers and instructions to be used in applying for a *passport*, if one is required for the proposed destination. (Passports are not required of persons proceeding to Canal Zone; Argentina; Guantanamo Bay, Cuba; San Juan, Puerto Rico; and Bermuda.

PASSPORTS

This application for passport should be completed as soon as possible. If the dependents do not live near Washington, D. C., where they can make personal application to Bureau of Naval Personnel, they should:

- Make application personally to a clerk of the nearest United States Court or clerk of a state court authorized to naturalize aliens (this, of course, does not mean your dependents are aliens). The Department of State maintains Passport Agencies in the following cities (if your dependents should reside in one of these cities, they should make personal application to the agency *instead* of a United States court): New York City—one agency is located in the International Building, Rockefeller Center, 630 Fifth Ave., and another agency at 45 Broadway; Chicago, Ill.—U.S. Customs House; New Orleans, La. — International Trade Mart; Boston, Mass.—U.S. Post Office and Court House Bldg.; San Francisco, Calif.—Room 126, Federal Building.

- Your dependents should take with them to the passport applica-

tion activity appropriate identification together with the Navy's authorization for them to travel abroad. They must submit proof of United States citizenship such as birth certificate, baptismal certificate or certified copies of records or the affidavits by parents, brothers or sisters that the dependent is a U. S. citizen.

- Your dependent must submit two recent photographs, full face without hat, size 2½ by 2½ inches to 3 by 3 inches. Minor children may be in a group picture with the mother.

- When your dependents apply for the passport, they should be accompanied by two witnesses who have known them for at least two years.

- Allow three weeks to one month for the clearance of the passport application through the Department of State.

Passport application will be forwarded by the clerk of the court or Passport Agency to the Passport Division, Department of State, Washington, D.C. for action. For those proceeding to the Pacific area, passports, when issued, will be forwarded to the Commandant Twelfth Naval District, District Passenger Transportation Office, San Francisco, Calif., for delivery to dependents at time of sailing. For those going to Europe and areas other than the Pacific, the Bureau of Naval Personnel will forward passport to the dependent at the latest address furnished by the Navyman. Should your dependents have changed addresses since you gave an address in S. and A. Form 33 (*Application for Transportation for Dependents*), you



"You can have your ol' South Sea island liberty."

should immediately notify the Bureau of Naval Personnel (Attn: Pers E-231), Navy Department, Washington 25, D. C., as to any change of address.

If your dependents are in the vicinity of Washington, D. C., they may call in person at the Passport Section, Bureau of Naval Personnel, Arlington Navy Annex, in order to make the necessary arrangements for photographs, etc. They should bring with them sufficient identification and birth certificates. The BuPers Passport Section will assist the dependents in clearing applications with the Department of State.

In order to expedite the clearance of dependents' passport applications, they should also notify the Bureau of Naval Personnel (Attn: Pers E-231), as soon as passport applications are forwarded to the Passport Division, State Department, Washington, D. C.

PHYSICAL EXAMINATIONS

Existing requirements specify that all dependents must receive a physical examination and medical certificate from a qualified physician in private practice, or a medical officer of one of the military services or the Public Health Service, attesting their general good health and freedom from communicable diseases. This is to protect their own health as well as that of fellow passengers aboard ship, and must be in the dependents' possession at all times until they arrive at their destination. A similar examination and certificate are required for each of your children and should be obtained before departure from home.

It is desirable that a miniature chest x-ray test be a part of the physical examination, with a large film made if suspicious findings result.

An added personal advantage is to have an accompanying tuberculin skin test. The size of the test dose, its result and the x-ray interpretations should be recorded on the medical certificate.

After arrival in the port of embarkation, a responsible adult dependent will be required to complete a certificate, for self and any accompanying children within 48 hours of actual embarkation, covering illnesses or injuries suffered

within 60 days before embarkation. All children six years of age or younger will receive a physical examination at the port of embarkation.

IMMUNIZATIONS

For the protection of the dependents' health, certain immunizations are required. *Inoculations are most easily arranged at time of your dependents' physical examinations.* Dependents should not delay completion of required immunizations until arrival at the port of embarkation as they will not be permitted to travel overseas without them. Immunizations may be performed by a medical officer of one of the military services or the Public Health Service or other reputable physician in private practice. A certificate must be obtained from the physician administering the immunizations. If obtainable, the International Certificate of World Health Organization (Form PHS 731) is advantageous. The immunization certificate must be kept in the dependent's possession at all times. *Do not mail it to the Bureau of Naval Personnel as evidence of completion of immunization.* The dependent's statement that immunizations have been completed will suffice.

- **Standard Inoculations** are required regardless of destination and they *must be completed before the dependents leave their place of residence:*

Smallpox: Inoculation must be taken within 12 months of embarkation regardless of age. The result must be entered on the certificate.

Typhoid: For all over one year of age—initial series of three injections

Four of Sub's Crew Save 3 in Splashed 'Copter

Four enlisted submariners of *uss Volador* (SS 490) dived into the choppy, cold waters of the Pacific to rescue a Far East correspondent for *Collier's* magazine and two helicopter crewmen.

The correspondent, Miss Charlotte Knight, and the two 'copter crewmen, Lieutenant "Y." "J." Dyson, USN, pilot, and Dewey B. Sanders, AD1, USN, plane captain, were dunked when the helicopter fouled its stern rotor against the top of the submarine's shears and plunged into the sea.

The accident took place while Miss Knight was being transferred in a "bosun chair" from the 'copter to the sub. Miss Knight had flown from *uss Badoeng Strait* (CVE

116) to work on a story on board *Volador*.

The first three men over the side when the "man overboard" word was passed were Frank E. Slaton, EM2, USN; Richard N. Norton, SN, USN; and Ernest S. McMullen, CS3, USN. Seconds later they were joined by Melvin A. Garner, ENC, USN, who brought two life lines with him.

Within seven minutes Miss Knight and the two 'copter crewmen were safe on board the submarine.

The four submariners were commended for their action by Miss Knight; the editor of *Collier's*, Louis Ruppell; and by Admiral Arthur W. Radford, USN, CinCPac.

or booster injection, taken within 12 months.

Tetanus: For all over one year of age—completed initial two-dose injection taken within 12 months (or record of injections plus the booster injection taken within past four years).

Diphtheria: For children two months to 10 years of age—initial three-dose shot, or booster dose taken within past three years or evidence of immunity.

- **Special Requirements:** Persons 10 to 35 years of age going to Europe or the Mediterranean region (including North Africa ports) prior to departure, must be immunized against diphtheria if positive to the Schick skin-test. Immunization is advisable for such positive persons between 10 to 45 years of age going anywhere outside the North American continent.

Cholera: Initial series or booster injection taken within last six months for all over six months of age going to an area of prevalence.

Typhus: Initial series or booster injection taken within last six months for all over one year of age going to an area of prevalence.

- **Whooping Cough:** Immunization currently recommended for all children between two months and five years may become mandatory.

The immunization requirements should not be considered as a substitute for rigid personal and general

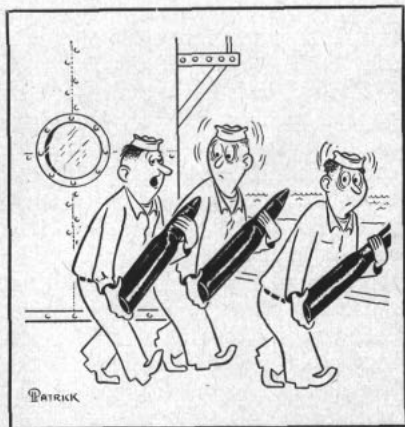
sanitary hygiene which is necessary in all countries. Travelers will be instructed en route or after arrival by medical officers as to the sanitary measures necessary in the conduct of daily life in their new locations.

PREGNANCY

Navy Department policy prohibits travel by Military Sea Transportation Service vessels of women pregnant beyond the sixth month. This is for the protection and safety of the prospective mother. A signed statement by a medical officer of one of the military services or the Public Health Service or other reputable physician, attesting the duration of pregnancy must be forwarded to the Bureau of Naval Personnel (Attn: Pers B-313) Navy Department, Washington 25, D. C. It is suggested that your dependent carry with her a signed duplicate copy of this statement.

- Only infants over six weeks of age will be transported via MSTs vessels, and only providing the mother has recovered her strength sufficiently to care for the needs of the child.

- **Notification:** Dependents are requested to advise the Bureau of Naval Personnel (Attn: Pers B-313) Navy Department, Washington 25, D. C., when they have complied with immunization and health requirements. A definite reservation



"... my wife calls me Butterfingers."

Old Commendatory Action Results in Promotion

On the strength of a commendation written more than half a century ago by Admiral Dewey during the Spanish American War, a retired naval officer has been promoted to the grade of rear admiral. The commendation was earned when he served as a naval cadet (now called midshipman) under Dewey at Manila.

Naval Cadet William R. White, Dewey's long lost letter stated, was to be commended for "eminent and conspicuous conduct in battle."

About a year ago a diligent search of official records, buried in archive files, revealed two Bureau of Navigation letters of 1898 and 1901 which gave detailed information about Cadet White's exploit.

In August 1898, White was attached to USS *Olympia*, the cruiser-flagship of Dewey's force at Manila. An armed tender *Barcelo* had been captured from the

defending Spaniards and White was placed in command.

Given 50 men, Cadet White acted on his own initiative, took the tender close inshore and enfiladed the enemy trenches, driving the defending soldiers out. "The resulting fewer casualties than had been anticipated enabled the advancing American forces to capture Fort Malate, whereupon Manila surrendered."

Captain White has known for years that he had been recommended for advancement. However, recognition commensurate to his deed was not given at the time, and shortly thereafter the records were lost.

With these records recently brought to light, the wheels of administration began to turn. As a result of this, Captain White received a letter from the Secretary of the Navy informing him that he had been advanced on the retired list to rear admiral.

on a particular sailing will not be made until the notification set forth above and the notification of forwarding the dependents' passport application have been received in the Bureau.

TRANSPORTATION ARRANGEMENTS

After the Bureau of Naval Personnel has been advised that your dependents are in all respects ready to depart on or after a certain date, your family will be booked on the first available ship sailing after that date. Dependents will be notified that space is offered to them on a certain vessel departing from a certain port. They will be given a time limit in which to write or wire acceptance of this offer. The reply should be sent to: Bureau of Naval Personnel (Attn: Pers B-313). *(Do not write or wire the person who signed the letter offering the space.)*

If your dependents are not legally entitled to transportation, and they have been authorized to travel via MSTs vessel to your duty station, it will be necessary for you or your dependents to assume the cost of all travel which is necessary to the port

of embarkation and from the port of embarkation to your ultimate destination.

In the event your dependents are legally entitled to transportation at government expense within the United States and they are located at a place where the cost of transportation would be in excess of that to which they are legally entitled, it will be necessary for the dependents to travel at their own expense.



"Gotta hairpin?"

After arrival at destination, the Navyman may claim reimbursement for the travel performed at his own expense to the extent of that to which his dependents are legally entitled. If the dependents are legally entitled to transportation at government expense within the United States and they are located at a place from which the cost of travel would not be more than that to which they're legally entitled, government transportation requests to cover their railroad and Pullman fare will be forwarded to the dependent responsible for the travel, *provided the responsible dependent requests the transportation requests.* If dependents do not desire transportation requests furnished, they may perform the overland part of their journey at their own expense. The Navyman upon whom they are dependent may then claim reimbursement for their travel *after* they arrive at the destination.

BAGGAGE

The amount of baggage dependents may take into their stateroom on board ship will be necessarily limited. Not more than two pieces of cabin luggage (standard handbags) will be permitted aboard as cabin luggage for each person 12 years of age or over. Children under 12 years of age are limited to one handbag. In addition, a small case for toilet articles may be carried as cabin baggage. Foot lockers in cabins are prohibited. Only standard luggage (uncrated), such as trunks, suitcases, val packs, etc., will be accepted as hold baggage. Boxes and crates must be shipped as (and with) household goods. The current allowance for hold baggage is 350 pounds for each passenger 12 years of age or over and, 175 pounds for each child under 12.

The railroads have granted a baggage allowance of 350 pounds for each full fare and 175 pounds for each half fare for trans-Atlantic and trans-Pacific passengers. Any weight in excess of those amounts will be subject to excess charges levied by the railroad. These charges will not be at government expense and must be borne by the traveler. Dependents must make arrangements for baggage delivery at the port of embarkation.

Usually the railroad can assist the

traveler by furnishing special delivery baggage checks at nominal cost, which will provide for the transfer of the baggage (checked on your railroad tickets) from the railroad terminal at the port to the pier where it will be loaded aboard ship.

Important points to remember are:

- If your dependents should ship via Railway Express Agency, they must be certain that the shipment is fully prepaid. No baggage should ever be sent C.O.D.

- All baggage should be clearly marked to insure proper identification. A tag with the following information must be secured to each piece of baggage:

Name (dependent's name)
Home Address
Vessel's Name
Sailing from (port, pier number, if known)
Sailing date
Ultimate destination
Type of baggage (Cabin baggage or Hold baggage)

- In any event the traveler must be sure to ship baggage in sufficient time to arrive not later than *five days before sailing*.

HOUSEHOLD GOODS

These are the *personal effects and household furnishings* which are exclusively the property of the dependents. Wines, liquors, birds, animals, boats, matches, ammunition or other inflammable or explosive articles, automobiles, other motor vehicles, trailers, with or without property, or groceries and provisions other than those for use or consumption by the owner or the immediate family are *not* household goods and are *not* authorized to be shipped at government expense.

The dependent should contact the supply officer at the nearest Naval Activity relative to the shipment of your household goods; or a written request for information may be submitted to the Bureau of Supplies and Accounts (S-655), Navy Department, Washington 25, D. C.

Your dependent must have certified copies of your change of station orders before shipment can be made. The Navyman should furnish his dependent with an application for shipment of household effects (Nav-

WAY BACK WHEN

Navy Movies—1927 Style

A quarter-century ago, the monthly *Bureau of Navigation News Bulletin* (grandfather of *ALL HANDS*) carried lists of motion pictures purchased for the Navy Film Service for distribution to ships and stations. Some of the actors and actresses involved are still going strong after 25 years, but a good many of the stars of the old "silent" movies would be unfamiliar to the "youngsters" of today's Navy. Many memories, however, should be evoked for the older sea-going generation as they read over the movie titles and the names of the players.

Typical "very latest" shows of 1927 included: *The Silent Lover* (Milton Sills), *The Blond Saint* (Lewis Stone, Doris Kenyon), *Valencia* (Mae Murray, Roy D'Arcy), *Flesh and the Devil* (John Gilbert, Greta Garbo), *God Gave Me Twenty Cents* (Lois Moran, Jack Mulhall), *It* (Clara Bow), *London* (Dorothy Gish), *Johnnie Get Your Hair Cut* (Jackie Coogan), *Nobody's Widow* (Leatrice Joy, Charles Ray), *The Wrong Mr. Wright* (Jean Hersholt), and *Tell It to the Marines* (Lon Chaney).

Others were: *The Kid Brother* (Harold Lloyd), *Cabaret* (Gilda Grey, Tom Moore), *Venus of Venice* (Constance Talmadge), *The Love of Sunya*, (Gloria Swanson), *The Red Mill* (Marion Davies, Owen Moore), *The Demi Bride* (Norma Shearer, Lew Cody), *White Flannels* (Marie Dressler), *Rookies* (Karl Dane), *Racing Romeo* (Red Grange), *The Potters* (W. C. Fields, Mildred Harris), *The Buckaroo Kid* (Hoot Gibson), *The Scarlet Letter* (Lillian Gish), *Twinkle-toes* (Colleen Moore), *The Canyon of Light* (Tom Mix), *The General* (Buster Keaton),



Long Pants (Harry Langdon), *McFadden's Flats* (Charlie Murray, Chester Conklin), *Blond or Brunette* (Adolph Menjou), *Paradise for Two* (Richard Dix, Betty Bronson), *The Babe Comes Home* (Babe Ruth, Anna Q. Nilsson), and *The Cat and the Canary* (Laura LaPlante).

One history-making motion picture purchased by the Navy in 1927 (originally released in late 1926) was *Don Juan*, starring John Barrymore. It was the first film to use a sound accompaniment of recorded music.

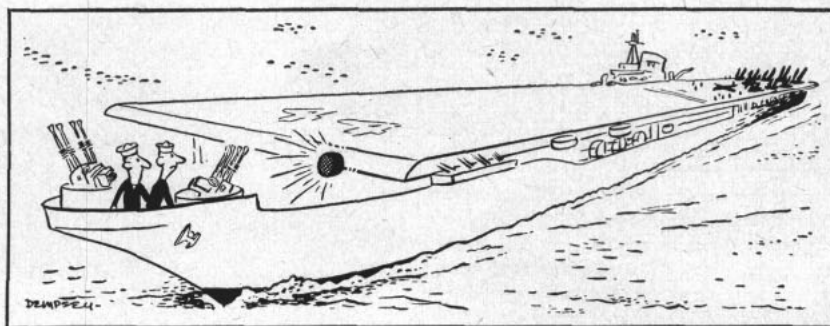
That year also saw the birth of the "talkies." *The Jazz Singer*, featuring Al Jolson, was the first film to have synchronized dialogue and songs. It marked Jolson's advent into the motion picture field. This first "all talking" movie was not added to the Navy's film list until some time later after ship and station projection equipment was converted to "sound" use.

SandA Form 34) accompanied by six certified copies of the change of station orders, in order that the dependent can make arrangements for shipment of the household effects. The Navyman must complete and sign the application (NavSandA Form 34) and attach six certified copies of the change of station orders, and forward these direct to the supply officer of the naval activity nearest to the location of the household goods. Or, the application may be completed and signed by the dependent, acting under power of attorney or an informal letter of authority signed by the Navyman.

Upon receipt of the application and certified copies of the orders,

the supply officer of the naval activity will make the necessary arrangements for shipment.

In the event the household goods are located at a point too far distant for the supply officer to arrange for the packing, crating and hauling, he will advise the dependent to make the necessary arrangements at the dependent's own expense, subject to claim for reimbursement, but he will furnish the dependent with a government bill of lading to cover the shipment. In such cases, two informal bids must be obtained from storage or transfer companies stating: "A bid of \$— is submitted for packing, crating and hauling the household goods of (dependent's



"Gunner's Mates Slobolski and Jones lay aft to the fantail immediately."

name) from residence to depot of carrier."

The lowest bid should be accepted and a receipt for payment obtained from the company stating thereon that "Work has been performed in accordance with the usual commercial practice." The two bids and the receipt for payment together with

Here Are Your Allowances For Household Furnishings

The following weight allowances for household goods have been set by law for officers and enlisted personnel:

Grade	Temporary Change of Station	Permanent Change of Station
Admiral	2,000	24,000
Vice Admiral	1,500	18,000
Rear Admiral		
(upper half)	1,000	14,500
Rear Admiral		
(lower half) and		
Commodore	1,000	12,000
Captain	800	11,000
Commander	800	10,000
Lieutenant Commander		
and Warrant Officer		
(W-4)	800—	9,500
Lieutenant and Warrant		
Officer (W-3)	600	8,500
Lieutenant (jg) and War-		
rant Officer (W-2)	600	7,500
Ensign, Officer Graduate		
of USNA, Warrant		
Officer (W-1)	600	7,000
Enlisted personnel (E-7,		
E-6, and E-5 pay		
grades, and E-4 with		
7 or more years service)	400	4,500
Enlisted personnel (E-4		
with less than 7 years		
service)	400	3,000
Aviation Cadet	400	400

the claim for reimbursement on forms furnished to the dependent by the supply officer, and one certified copy of the change of station orders must then be forwarded to the Naval Regional Accounts office, Washington 25, D. C., for payment of allowable cost.

Transportation charges should not be paid by the dependent when a government bill of lading is used to cover the shipment as the government will pay such charges.

A certain amount of baggage may be shipped by express. Check with the supply officer to determine the amount allowed and how shipment may be made.

Members of the Reserve components are entitled to weight allowances for corresponding relative grades and ratings listed. The weight allowance of an individual is based upon his grade or rating at the time of his detachment from the last duty station.

If there are certain restrictions as to the amount of household goods that can be shipped in certain areas, the Navyman will be advised of that fact and he should inform his dependent of the facts.

ABOARD SHIP

Passengers traveling in MSTs transports are subject to the rules and regulations issued by the commanding officer. These rules, copies of which are furnished each passenger on embarking, were established for the safety and comfort of all persons aboard. Parents are held directly responsible for the control of their children at all times.

Consideration for other passengers dictates that children should not be permitted to be noisy or destructive. Passengers are required to remain in those parts of the ship set aside for their use.

- **Accommodations:** MSTs transports are assigned by Military Sea Transportation Service representatives at the port and are adequate for the dependents' needs and comfort. Special care will be accorded mothers traveling with children.

- **Assignment of cabin space** will be allotted to your dependents on a basis of number of passengers aboard. As passengers are embarked or picked up at ports of call, a shifting of passengers from originally assigned cabin space may be necessary. This should be considered when packing. Cribs are provided for infants.

- **Laundry facilities** aboard ship are limited. A supply of disposable diapers for infants should be packed as the Ship's Store supply may not be adequate.

- **The Ship's Store** usually sells candy, cigarettes, talcum, baby oil, safety pins and other personal items. It is recommended, however, that the dependent carry such items considered necessary rather than rely solely on ship's store merchandise.

- **Recreation facilities** include library, movies, lounge, and certain specified deck spaces. Children using recreational facilities or attending recreation programs *must be accompanied by a responsible adult at all times.*

- **Mess Charges:** The only charges for the dependents of officers and enlisted men of all grades are for meals and occasional nominal charge for laundry. Payment on MSTs trans-

Litter Bearers Too Slow for Wounded Marine Under Fire

Stretcher bearers were lugging a wounded Marine to an aid station in Korea when the enemy opened fire with artillery. The area was peppered with exploding shells.

In an effort to get out of the danger area as soon as possible, the stretcher bearers stepped up their pace. They struggled faster downhill with their precious burden.

Suddenly the wounded man leaped from his stretcher. "You guys are too slow for me!" he yelled as he dashed headlong toward the aid station. The bearers kept close on his heels.

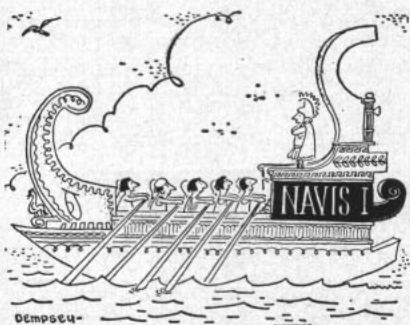
WHAT'S IN A NAME

Navy

"Navy" comes from the Latin (Roman) *navis*, a ship. Similarly, we have "navigate," "navigator" from the Latin *navigare* (combination of *navis* (ship) and *agere* (to move or direct)). Likewise, the word "naval" comes from the Latin *navalis*.

Another Latin word, *nautilus*, as well as the Greek *nautikos* (an adjective formed from *naus* or *nautes* (seaman), gives us "nautical."

Also in connection with travel on the ocean, many seamen have experienced "nausea," deriving from the Greek *naus* and which at first was a term limited in reference to seasickness.



ports for meals will be required on boarding or immediately prior to boarding. Maximum rates currently in effect but subject to change are as follows:

(1) Adults and children six years of age or older; approximately \$1.75 per day.

(2) Passengers traveling on a *space available basis* will be required to pay MSTS the sum of three dollars per person per day to cover their subsistence and a surcharge necessary to defray additional operating costs such as laundry, wear and tear on linens, dishes, etc. Children under six years of age; one-half the adult rate.

Personal checks will not be accepted on MSTS transports; Travelers' Checks and Cashier's Certified Checks are acceptable, but cash in U.S. currency is preferred.

• **Diets:** There are no adequate facilities aboard the ship for the preparation of special diets for adults. In the case of infants' diets,

some ships have a supply of standard baby foods in stock. The dependent should bring along a supply adequate for the voyage. A diet kitchen for preparing special foods and formulas is available.

• **Clothing:** Dress on board an MSTS transport should be limited to the semi-tailored type of suit or dress as the acceptable practical attire. Full length slacks have proved to be the most practical attire on the windy decks of a transport. This type is permitted in the passenger messes. Daytime lounging dress may be permitted on certain decks at times specified by the commanding officer of the vessel. Formal evening dress will not be required on MSTS transports. Add scarves, hair nets, low-heeled rubber-soled shoes or rubbers, and finally, a sweater and light rain coat for greater comfort on windy and often wet decks.

• **Health:** There are adequate medical and dental facilities for emergency treatment aboard commissioned (USS) transports. Non-commissioned (USNS) transports, however, do not have dental officers on board. While the medical facilities will have an ample stock of standard drugs, if your dependent requires a special medicine it is suggested that an adequate supply be carried by the dependent.

• **Dental treatment:** Dependents will receive dental service only in emergencies on board ship. Dependents of personnel of the Navy and Marine Corps are warned that dental treatment is not available from civilian or naval sources at most outlying stations outside the continental limits of the United States.

Prior to departure from the continental limits, all dependents should receive a dental examination and have such treatments as are necessary accomplished to assure that they will probably not require dental treatment while at an outlying station.

For the protection and health of the passengers, the hours of sunbathing are regulated in accordance with the recommendations of the medical officer.

PETS

Despite the pleasure which most pets afford their owners, the expense, inconveniences and restrictions which are involved in their transportation

or entry into certain overseas destinations should be carefully weighed before deciding to take a pet on the trip.

• During the winter months conditions in the Atlantic are such that pets are not permitted to be transported on passenger transports due to the safety, health, and comfort of the animal. Therefore, no pets are accepted for transportation in MSTS ships which can not be shipped outbound from New York by 1 October, or arrive inbound at New York by 1 November. Transportation of pets in MSTS cargo vessels will still continue, but it will be necessary to comply with all the instructions outlined in the below paragraphs.

• If you do decide to take your pet with you the following instructions are in effect on board MSTS transports:

• Only dogs, cats and monkeys may be transported.

• The dependent must make application for the transportation of the pet when application is made for his or her own transportation.

Pets unaccompanied by owner or caretaker will not be accepted for transportation on board passenger transports.

• Owners of pets must ascertain whether pets will be permitted to land at the port of destination before applying for transportation.

• Each pet must be crated in a container of sufficient size to accommodate it throughout the voy-

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

- (b) James Lawrence.
- (b) *Chesapeake* and *Shannon*. The 36-gun *Chesapeake* under Lawrence engaged the 38-gun British *Shannon* 18 miles off Boston Light (1 June 1813). *Chesapeake* was captured by boarding after a 15 minute battle. Lawrence, mortally wounded and while being carried below, cried in delirium "Don't give up the ship!" Perry's flagship in the Battle of Lake Erie bore Captain Lawrence's name, and flew the flag bearing Lawrence's now-famous words.
- (a) Gun line.
- (c) Messenger (to which the heavier hauling, towing, etc., lines are bent in succession as necessary).
- (b) F9F *Panther*.
- (a) Carrier-based fighter.



age. It shall be delivered at the owner's expense as directed by the loading authority. The owner shall provide suitable utensils for feeding and watering the animal.

- The owner of the pet must (1) present evidence that the animal has been inoculated with an approved rabies vaccine within six months

prior to embarking and (2) submit a statement signed by a veterinary or a medical officer that the animal has been inspected and found to be free from demonstrable diseases involving emaciation, lesion of the skin, nervous system disturbances, jaundice or diarrhea. The statement shall also certify that in the opinion of the veterinary or medical officer the animal in no way presents a health hazard to any human. The physical examination of the pet shall be carried out within 10 days prior to departure from the United States.

- Prior to embarkation of the pet, the owner or caretaker will be required to sign a statement to the effect that the Navy will in no way be responsible for the pet's safety; that the owner or caretaker will provide food for the voyage and be responsible for the feeding, watering and exercise; cleaning of the crate and exercise area; and that the animal will be confined to the crate during the voyage except for the exercise periods.

- Because of incidents involving dogs biting other pets, crew members, and passengers, while out of crates on leash, it is required that all dogs on board MSTs ships be adequately muzzled when not in kennels and whenever taken from the kennels for exercise or other purposes.

ARRIVAL AT OVERSEAS PORT

When the ship arrives at the port of debarkation overseas, passengers will be required to be met by representatives of the area commander, and in some instances, by representatives of the community where you are going to reside.

Where rail travel is used, day coaches are provided for journeys of short duration during daylight hours, and sleeping cars for overnight trips. It is the desire of the military to move your dependents from the port of debarkation to their new home as quickly as possible, but

where transportation facilities are limited, the dependent may have to stay overnight at the port.

It is advisable that your dependents have sufficient funds in U. S. currency to defray the cost of any unforeseen expense that may arise due to any emergency such as a delay in departure of the ship which would require the dependents to stay at a hotel, or expenses incident to awaiting transportation from the port of debarkation to your destination.

Figures Prove Logistics Plays Big Conflict Role

Some interesting facts regarding trans-ocean logistics—one of the Navy's prime responsibilities—have been given by Admiral William M. Fechteler, USN, Chief of Naval Operations.

- The total cargoes discharged in Korea have averaged more than 60 pounds per man *per day*. This is well above the World War II average of 44 pounds per man per day.

- In the first year of fighting in Korea the cargo tonnage shipped by sea to the Far East already equaled about one-third of the total tonnage shipped—during the entire length of World War II—by the Army Transport Service from West Coast ports.

- So far, the number of passengers moved by sea to the Far East during the Korean conflict is more than one-half the number carried during all of World War II by ATS from West Coast ports.

- For every passenger carried by air lift, 12 have been carried by sea during the same period. And one ton of cargo has gone by air for every 325 tons moved by sea.

USS Wisconsin's Community Chest Fund Goes to Madison

Navy ships and the states or cities for which they are named have a friendly feeling toward each other that is recognized in many ways.

One custom that is now taking hold is to make the namesake locality the recipient of the sailors' charitable contributions.

Typical of this is the case of *uss Wisconsin* (BB 64) whose crew, having collected \$2,282 for the Community Chest, decided to contribute it to the city of Madison, capital of Wisconsin.

A note accompanying the gift said that the money was "intended for children and youth organizations" and "reflects the traditional love of children which is characteristic of Navy men."

Secretary of the Navy Dan A. Kimball, informed of this act of generosity by the Mayor of Madison, commented that the Navy likes to "maintain a close bond of kinship between its personnel and the people of the cities and states for which ships are named."

"In the past," SecNav continued, "this warm association has been manifested largely by many friendly gestures by the public toward naval personnel serving on board their namesake ships. The return gesture by this ship shows the Navy's appreciation of the public's interest."

Latest Motion Pictures Listed For Distribution To Ships, Overseas Bases

The latest 16-mm. films available from the Navy Motion Picture Exchange, Brooklyn 1, N. Y., are listed below. For the convenience of personnel requesting films, program numbers follow the title of each picture. Technicolor pictures are designated by (T). Distribution of these films began in February.

ALL HANDS will list from time to time motion pictures available from U. S. Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y.

Whistle at Eaton Falls (803): Drama; Lloyd Bridges, Dorothy Gish.

Golden Horde (804) (T): Drama; David Farrar, Ann Blyth.

It's a Big Country (805): Drama; Ethel Barrymore, Keefe Brasselle.

The Bushwackers (806): Crime melo-

Naval Hospital in Japan Is Honored for Service

The Navy Unit Commendation Ribbon has been awarded to all personnel attached to and serving with U.S. Naval Hospital, Yokosuka, Japan, for the period 5 Dec 1950 to 15 Jan 1951.

With inadequate facilities already overtaxed during the process of expanding from a 100-bed dispensary to an 800-bed hospital, the limited staff of the Hospital worked long, arduous hours, sacrificing much-needed rest to provide the necessary hospitalization and treatment for nearly 6,000 war casualties and other patients. More than 2,000 of these were received 6-7 December, mostly Marines wounded when suddenly trapped by aggressor forces in the Chosin Reservoir area.

This marks the fourth Navy Unit Commendation to be awarded since the beginning of the Korean war. The first went to members of a special operations group in Amphibious Group One, PacFlt; the second was awarded to six destroyers comprising Task Element 90.62; and the third NUC went to Underwater Demolition Team One.

drama; John Ireland, Wayne Morris.
The Wild Blue Yonder (807): War melodrama; Wendell Corey, Vera Ralston.

Starlift (808): Comedy, Ruth Roman, Gordon McRae.

Crazy Over Horses (809): Comedy; Leo Gorcey, Huntz Hall.

The Racket (810): Melodrama; Robert Mitchum, Liz Scott.

Meet Danny Wilson (811): Musical melodrama; Frank Sinatra, Shelley Winters.

Honeychile (812): Comedy, Judy Canova, Eddie Foy, Jr.

Chicago Calling (813): Melodrama; Dan Duryea, Mary Anderson.

Callaway Went That A Way (814): Comedy; Fred MacMurray, Dorothy McGuire.

Double Dynamite (815): Comedy; Frank Sinatra, Jane Russell.

Varieties On Parade (816): Musical; Jackie Coogan, Mildred Mulcahy.

Golden Girl (817) (T): Comedy, musical; Mitzi Gaynor, Dennis Day.

The Strange Door (818): Melodrama; Charles Laughton, Boris Korloff.

Happy Go Lovely (819) (T): Musical; David Niven, Vera-Ellen.

Harlem Globe Trotters (820): Basketball; Thomas Gomez, Dorothy Dandridge.

Magic Carpet (821): Adventure; Lucille Ball, John Agar.

Steel Fist (822): Melodrama; Roddy McDowell, Kristine Miller.

The Light Touch (823): Drama; Stewart Granger, Pier Angeli.

The Family Secret (824): Melodrama; John Derek, Jody Lawrence.

The Highwayman (825): Melodrama; Philip Friend, Wanda Hendrix.

Westward The Women (826): Western melodrama; Robert Taylor, Denise Darcel.

Man in the Saddle (827): Western; Randolph Scott, Alexander Knox.

Elopement (828): Comedy, Clifton Webb, Anne Francis.

Barefoot Mailman (829): Melodrama; Robert Cummings, Terry Moore.

Distant Drums (830) (T): Drama; Gary Cooper, Mari Aldon.

I'll See You in My Dreams (831): Musical; Doris Day, Danny Thomas.

Shadow in the Sky (832): Drama; James Whitmore, Nancy Davis.

Texas Carnival (833) (T): Musical; Esther Williams, Red Skelton.

The Whip Hand (834): Drama, Elliott Reid, Carla Balenda.

Decision Before Dawn (835): Drama; Richard Basehart, Gary Merrill.

The Sellout (836): Melodrama; Walter Pidgeon, Audrey Totter.

Finders Keepers (837): Melodrama; Tom Ewell, Julia Adams.

Across the Wide Missouri (838) (T):

Cold Weather Boots Keep Out Hot Explosives Also

The "thermos" boots now worn by the Marines fighting in Korea were originally designed to prevent frostbite of the feet, but they have turned up an unexpected benefit.

The boots have saved several men from having their feet permanently maimed or blown off by land mines and other explosives, according to reports from the First Marine Division. The Leathernecks' new footgear is able to absorb much of the shock of explosions, if not the metal fragments.

The boots were initially procured by the Marine Corps to protect men's feet against freezing temperatures as low as 40° below. Since the discovery of the additional protection against land mines, Marine Corps Headquarters has been testing the boots to improve their shock resistant qualities.

Western; Clark Gable, John Hodiak.

Purple Heart Diary (839): Melodrama; Francis Langford, George Holden.

Street Bandits (840): Crime Melodrama; Robert Clark, Penny Edwards.

Ten Tall Men (841) (T): Adventure; Burt Lancaster, Jody Lawrence.

Lonè Star (842): Western; Clark Gable, Ava Gardner.

Storm Over Tibet (843): Drama; Rex Reason, Diana Douglas.

The Girl on the Bridge (844): Drama; Hugo Haas, Beverly Michaels.

Fixed Bayonets (845): Melodrama; Richard Basehart, Mike O'Shea.

Streetcar Named Desire (846): Drama; Vivien Leigh, Marlon Brando.

Sailor Beware (847): Comedy; Dean Martin, Jerry Lewis.

Model and the Marriage Broker (848): Comedy; Jeanne Crain, Scott Brady.

As You Were (849): Melodrama; William Tracy, Joe Sawyer.

Just This Once (850): Comedy; Peter Lawford, Janet Leigh.

I Want You (851): Drama; Dana Andrews, Dorothy McGuire.

Hong Kong (852) (T): Adventure; Ronald Reagan, Rhonda Fleming.

For Men Only (853): Melodrama; Paul Henreid, Margaret Field.

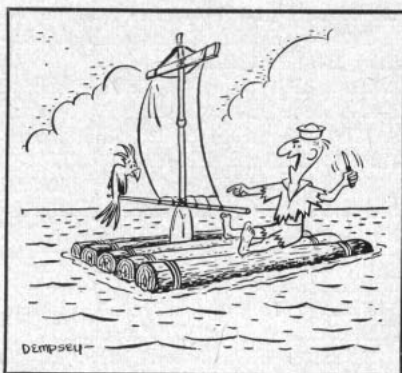
Two Tickets to Broadway (854) (T): Musical; Janet Leigh, Tony Martin.

Summary of Action on Current Legislation of Interest to Naval Personnel

A summary of new legislation and action on previously reported bills which has been taken by the 82d Congress in its second session is reported below.

Only new bills of interest to naval personnel and veterans, and changes in the status of previously discussed legislation are reported, covering generally the four-week period immediately prior to the date this issue goes to press. The last roundup was carried in the March 1952 issue, page 54.

Military Pay Increase—H.R. 5715: passed by House, now reported to Senate as approved, with amendments, by Senate Armed Services Committee. The House bill would provide an increase of 10 per cent in pay and 10 per cent on quarters and rations allowances for members of the uniformed services (including retired personnel). The amended bill as recommended by the Senate Armed Services Committee differs in several respects from the House bill, and the amount of increase would vary, depending on differing circumstances, as follows: (1) All officers and enlisted personnel would receive an increase in their *basic pay* of three per cent. (2) Monthly increases in *quarters allowances for officers* (including warrant officers) would be: officers without dependents—none; officers with one or two dependents—\$10; officers with three or more dependents—\$20. Monthly increase in *quarters allowances for enlisted persons*: with no dependents—\$6.00; with one dependent—from \$6.00 to \$12.50; with two dependents—\$12.50; with three or more dependents—\$15. (3) *Subsistence allowance for officers* would be increased by \$12 monthly. *Subsistence allowance for enlisted personnel*, when rations in kind are not available, would be increased from \$2.25 per day to \$2.75; when no government mess is available, the increase would be from \$3 per day to \$3.30. (4) The pay of *retired personnel*, being a determined percentage of the basic pay of the individual at time of retirement, would be increased by three per cent, and retired personnel would not benefit from the increased allowances in quarters and subsistence.



"It's eggs or else . . ."

(5) *Midshipmen and aviation cadets* would receive an increase in pay of three per cent only. (6) The bill would be effective on the first day of the month following enactment.

Korean Veterans' GI Bill—H.R. 6756, H.R. 6757: introduced; the former bill would extend to persons serving in the armed forces during the present hostilities the same loan benefits authorized for World War II veterans by Title III of the Servicemen's Readjustment Act of 1944 (GI Bill); the latter bill would grant broader benefits, extending certain educational, employment, loan and other benefits to personnel serving in the present hostilities.

Veterans Educational Benefits—H.R. 6425, H.R. 6426, H.R. 6427, H.R. 6428, H.R. 6432, H.R. 6579, H.R. 6462, S. 2606 (all related bills): introduced; to provide vocational readjustment and to restore lost educational opportunities to certain personnel who served in the armed forces on or after 27 June 1950.

Extensions of Educational Benefits—S. 2565: introduced; to extend the period within which GI courses of instruction may be initiated by veterans unable to avail themselves of such benefits because of illness or physical disability.

Disability compensation—H.R. 6469, H.R. 6855: introduced; to increase rates of compensation to veterans for the loss or loss of use of one hand or one foot together with blindness of one eye. Another bill is S. 2640: introduced; to revise requirements for award of additional disability compensation to veterans who have dependents and whose

service-connected disability is not less than 10 per cent. A fourth bill is S. 2451: introduced; to increase all monthly rates of disability pension and death compensation payable to veterans and their dependents by 20 per cent.

Service-Connected Illness—H.R. 5892, S. 2465: introduced; to liberalize the basis for establishing wartime service connection for active tuberculosis, multiple sclerosis and psychoses.

Dependents of Deceased Veterans—H.R. 6768: introduced; to increase the monthly rates of pension payable to certain dependents of deceased veterans of World Wars I and II, and of the Korean conflict. (See also S. 2451, above).

Reserve Obligated Duty—H.R. 6434: introduced; to amend the UMTS Act to provide that members of the Inactive or Volunteer Reserve who served during World War II shall be released from active duty upon completing 12 months' active duty after 24 June 1950. (Related bills, previously covered, are H.R. 5901, H.R. 6046, H.R. 6211, H.R. 6297.)

Home and Farm Veteran Loans—H.R. 5893: passed by House, with amendments; to authorize a sum not to exceed \$125,000,000 for the purpose of making additional funds available to V.A. for direct home and farmhouse loans to eligible veterans, under the Servicemen's Readjustment Act of 1944 (GI Bill), in those cases where loans at four per cent interest rates are not available from private sources.

Withholding Officers' Pay—H.R. 6601, S. 2727: introduced; to extend to the Secretary of the Navy the authority to withhold officers' pay on account of indebtedness to the U.S. which is admitted or shown by court judgment, but not otherwise unless upon special order by the Secretary.

Burial Rights—H.R. 6782: introduced; to make it unlawful to refuse burial facilities to a member or former member of the armed forces because of his race, color or origin.

Free Postage—H.R. 6595: introduced; to authorize free postage for military personnel injured in Korea and hospitalized outside U. S.

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 Alnavs, NavActs 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.

NavActs

No. 2—Establishes monetary rations allowances of \$1.36 at all ships and stations within or outside continental U. S. at which the average number subsisted daily is 149 persons or less, and establishes monetary rations allowance of \$1.19 at those activities where average number subsisted daily is 150 or more.

No. 3—Sets 15 Mar 1952 as deadline for receipt of applications from officers applying for Guided Missiles course at Fort Bliss, Tex., where classes will convene in May and September 1952, and January 1953.

BuPers Circular Letters

No. 17—Modifies BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951) in that applicants for appointment in the Pharmacy Section, Medical Services Corps, are no longer required to be registered.

No. 18—Lists BuPers Circular Letters and Alnavs which have been superseded, incorporated in other publications, or considered to have served their purpose, and thereby cancelled.

No. 19 — Announces convening dates of selection boards to recommend Reserve officers for promotion to the temporary grades of lieutenant commander and lieutenant.

No. 20—Outlines procedures for handling American Red Cross inquiries relating to service personnel and their families, in connection with such matters as dependency or hardship discharges, humanitarian transfers, emergency leaves, leave extensions and family welfare reports.

No. 21—Lists dates of service-wide competitive examinations for enlisted personnel during month of July 1952.

No. 22—Lists names of USN and USNR officers on active duty recommended for temporary promotion to grade of lieutenant.

No. 23—Pertains to Roster of Officers (Form NavPers 353—Rev. 10-48) and the required security classification assigned to rosters of intelligence officers.

No. 24—Revises and brings up-to-date eligibility requirements and processing procedures for enrollment of enlisted personnel in Officer Candidate School, leading to Reserve appointments under the OCS program.

No. 25—Specifies that the new state absentee ballot application (Standard Form 76) is the only one to be distributed by voting officers and used by personnel, since earlier forms will no longer be honored by all state voting authorities.

No. 26—Announces early distribution of pamphlet entitled *1952 Voting Information* (NavPers 15850) and a voting poster (NavPers 15849), copies of which will be distributed to all ships and stations for use by voting officers. (The material is not designed for distribution to individuals.)

No. 27 — Concerns security requirements.

No. 28 — Modifies BuPers Circ. Ltr. 25-51 (NDB, Jan-June 1951) on instructions and procedures regarding Naval Aviator Disposition Boards.

No. 29—Announces eligibility requirements for correspondence course in economic mobilization offered by Industrial College of the Armed Forces.

No. 30—Adds new addresses and changes to be made in the Supplement No. 1 (NavPers 15832-A) of *Referral Directory for Navy Veterans' Counselors*.

No. 31—Provides instructions on the Armed Forces Identification Card and the new Geneva Conventions Identification Card, and regulations on issuance of these cards to naval personnel.

No. 32—Revises regulations covering the Officer Data Card (NavPers 340—Rev. 10-51) to include additional information from naval aviators, and now requires that the card be submitted by enlisted aviation pilots.

No. 33—Explains why there has not been promulgated a list of foreign shore activities for the purpose of officer rotation between duty afloat and ashore.

Along about the time a man learns his ship's length, beam, draft and armament, he also learns its "weight." What is this weight? Is it gross tonnage, net tonnage, full load displacement, light displacement or standard displacement? You can eliminate the



two "tonnages" since these are merchant shipping terms. In fact they are not even measurements of weight. They are volumetric units of 100 cubic feet (a measurement of space).

★ ★ ★

Standard displacement is the term most used with Navy ships. Congressional appropriations specify standard displacements and ships are built accordingly. That's the term you refer to when you say a "45,000-ton CVB 11 or a "13,600-ton CA." Standard displacement is the full load



weight of a vessel complete, fully manned and ready for sea, but without the weight of fuel oil and reserve feed water. Included in the standard displacement are the weights of the provisions, stores, ammunition, potable (fresh) water and the ship's company.

★ ★ ★

Light displacement is applied to all vessels and is the displacement of the vessel completed, ready for service in every respect, including per-



manent ballast (solid and liquid) and liquids in machinery at operating levels without any items of consumable or variable load and without airplanes.

BOOKS:

NEW BOOKS COVER THE KOREAN WAR

ADDITIONAL VOLUMES of fiction and non-fiction are headed for ship and station libraries. Here are some of the latest:

• **Battle Report, Vol. VI (The War in Korea)**, by CAPT Walter Karig, USNR; CDR Malcolm W. Cagle, USN, and LCDR Frank A. Manson, USN; Rhinehart.

This sixth volume of the Battle Report series goes light on the geopolitical, logistical and purely operational aspects of the Korean War. Instead, it deals with the war in the light of the men who are fighting it.

Battle Report VI portrays the sailors, soldiers, marines—their faces, voices and words—in the actions on that perilous peninsula. The stand at the Pusan perimeter, the invasion at Inchon (where the tidal range is measured in fathoms), the Marine evacuation at Yudami—these are some of the actions described.

Some 200 photographs and eight full-page maps, plus the naval casualty lists and decorations, round out this account, which was prepared from official sources.

* * *

• **Division Officer's Guide**, by Commander John V. Noel, Jr., USN; U. S. Naval Institute.

This book might be considered a companion piece to the well-known *Watch Officer's Guide*. In contrast to the latter, it deals with the functions and obligations a young officer encounters when he is not on watch.

Organization, training, inspections, administration, welfare and recreation are among the chapter headings. These in turn break down to a treatment of such varied subjects as: watch, quarter and station bills, planning work, drills, Uniform Code of Military Justice, on-the-job training, investigation of offenses, and locker and bag inspections.

The author, an instructor at the Naval Academy, has a rounded background in shipboard duty. His experience in gunnery, navigation, engineering, damage control and communication billets gives authority to the handbook. Young officers will find this book a valuable addition to their personal bookshelves.

• **Murder, Maestro, Please**, by Delano Ames; Rinehart and Company.

This is another of the Dagobert and Jane Brown mystery tales. Jane Brown is a mystery fiction writer. Dagobert plays detective to supply his wife with material to write about. Together they manage to get into pretty improbable situations with pretty impossible characters.

Perdita, Dagobert's niece, confesses shooting Johnny Corcoran, RAF ace, lady-killer, blackmailer and traitor, because her love affair wasn't panning out. But Johnny's body is found in the wreckage of his car, at the bottom of a gorge. Was he really shot? Did Perdita kill him? Who moved the body? What does Kitson, the crotchety, alcoholic harpsichordist, have to do with it all?

If you like murder, suicide, intrigue, spiced with lots of crisp and crackly dialogue, then just let Jane Brown tell you about *Murder, Maestro, Please*.

* * *

• **Troopship**, by Kate Holliday; Doubleday and Company.

This short volume tells the story of life on board an MSTs troopship. It begins with the boarding at the San Francisco port of embarkation and ends with the men going ashore at an unidentified island presumably near Korea.

One gets brief glimpses of shipboard life—including a description of mass seasickness. Primarily, however, the author is interested in presenting vignettes of the individuals on board. You meet lucky Barry, who cleans up at cards; Jamie, ex-music critic and editor of the ship's paper; small, quiet Max; and many others.

All in all the book makes for interesting reading, despite the fact that a "woman's touch" shines through much of the writing.

* * *

• **Where Winter Never Comes**, by Marston Bates; Charles Scribner's Sons.

The author of *The Nature of Natural History* has come up with a fine volume on the tropics. *Where Win-*

ter Never Comes is not a nature book, however. It deals with geography, of course, but it discusses people from both historical and sociological points of view.

Easily drifting from page to page, the reader will pick up a wealth of knowledge about the earth's hot regions. He'll meet people—as individuals and as civilizations. Clothing—the "white man's burden" in the tropics—food and drink, diseases, forms of government, are among the many topics discussed.

This is no weighty treatise. Bates' style is casual, unaffected. In short, this is a good book with which to learn about the sometimes sunny, sometimes rainy climes. It's a welcome addition to any library.

* * *

• **Hold Back the Night**, by Pat Frank; J. B. Lippincott Company.

Mr. Frank's third novel concerns Dog Company—a Marine company fighting in Korea. It concerns Captain Mackenzie. It concerns Sergeant Ekland, who reported "These are not stragglers, sir. This is Dog Company" at the end of a long, running fight to the Korean coast. And it concerns a bottle of Scotch.

Mackenzie's wife had given him a bottle of Scotch for an "important occasion." The captain carried it with him, never seeming to find an occasion important enough. Despaired of saving his men, he decides to split the bottle with them. Suddenly his exhausted, bedraggled men don't seem so exhausted and bedraggled. With a supreme effort they might make it back to their own lines after all.

The bulk of the yarn deals with this "supreme effort." Some of the men inevitably fall. Captain Mackenzie, himself, and young Tinker are wounded; a plane picks them up and carries them back to safety. Eventually, Sergeant Ekland, now custodian of the bottle of Scotch, leads the men to the American lines. The bottle of Scotch is still intact, its seal unbroken.

Frank's novel makes for exciting reading. One gets a close look at a group of ordinary fighting men—men who can be heroic when the chips are down, men who can wish they were "home with mother," too, when things look bleak. This is one of those books that is hard to put down until it's finished.



MAHAN'S "The Influence of Sea Power Upon History"

Captain Alfred Thayer Mahan, USN, published in 1890 a work that was to become one of the most widely read books by students of naval and military history. His interesting statements concerning the influence of sea power upon the American Revolutionary War (only a very small segment of the entire work) are covered in this book supplement.

The name of Alfred Thayer Mahan is known throughout the world as that of one of the greatest naval thinkers and historians. When he published his book "The Influence of Sea Power Upon History" in 1890, he exerted a widespread influence which in itself may be said to have had some effect in changing the course of history.

Mahan wrote about principles and precedents, tactics and strategy, and he traced the course of history as it has been influenced by sea power, from the days of the galleys, through the era of the sailing vessels down to the steamships of today.

The German Kaiser read the book, annotated its pages, and placed copies in every ship of the German Fleet. Officers of the Japanese Navy, which was then rising, read it carefully. More of Mahan's works, the author himself said, were translated into Japanese than into any other tongue.

How did sea power, for example, cause the defeat of Hannibal, and what were the lessons to be learned? What effect did it have upon Napoleon? How did sea power figure in the rise and fall of nations?

These are a few of the many questions that are raised—and answered—by Mahan in his best known and greatest work—"The Influence of Sea Power Upon History". But in addition to this he wrote many other books which will be of vast interest to the Navyman who is interested in the meaning and significance of navies in world affairs.

Why should we interest ourselves in the sea power of the past? Mahan answers this question thus: "The study of sea history of the past will be found instructive, by its illustration of the general principles of maritime war, notwithstanding the great changes that have been

brought about in naval weapons by the scientific advances of the past half century." He adds that "while many of the conditions of war vary from age to age with the progress of weapons, there are certain teachings in the school of history which remain constant, and being, therefore, of universal application, can be elevated to the rank of general principles."

To dramatize the contents of "The Influence of Sea Power Upon History" for those readers who do not know Mahan, to pique their interest and encourage them to read further for themselves, the following book supplement covers Mahan's views of the influence of seapower upon the American revolution. Mahan said: "To Americans, the chief interest of [the Revolutionary] war is found upon the land; but to naval [personnel the chief interest is] upon the sea, for it was essentially a sea war."

In the following pages, in greatly abridged form, Mahan explains his reason for making this statement.

ENGLAND viewed with disquietude the growth of the French navy [after the Peace of Paris in 1763] and would gladly have nipped it betimes. Internal commotions, such as are apt to follow great wars, and above all the controversy with the North American colonies, which began as early as 1765 with the well-known Stamp Act, conspired with other causes to stay the hand of England.

At the time when the troubles in the North American colonies were fast coming to a head, [France,] under youthful Louis XVI, [continued] the policy of peace on the continent, of friendly alliance with Spain, and of building up the navy in numbers and efficiency.

This was the [French] foreign policy, directed against

MAHAN'S "Influence of Sea Power"

the sea power of England as the chief enemy, and toward the sea power of France as the chief support of the nation. The instructions which [Louis XVI] gave to his ministers show the spirit with which his reign was inspired:—

"To meddle adroitly in the affairs of the British colonies; to give the insurgent colonists the means of obtaining supplies of war, while maintaining the strictest neutrality; to develop actively, but noiselessly, the navy; to repair our ships of war; to fill our storehouses and to keep on hand the means for rapidly equipping a fleet at Brest and at Toulon, while Spain should be fitting one at Ferrol; finally, at the first serious fear of rupture, to assemble numerous troops upon the shores of Brittany and Normandy, and get everything ready for an invasion of England, so as to force her to concentrate her forces, and thus restrict her means of resistance at the extremities of the empire."

Such instructions show that an accurate forecast of the situation had been made, and breathed a conviction which, if earlier felt would have greatly modified the history of the two countries. The execution was less thorough than the conception.

We have come, therefore to the beginning of a truly maritime war. Waged, from the extended character of the British Empire, in all quarters of the world at once, the attention of the student is called now to the East Indies and now to the West [Indies]; now to the shores of the United States and thence to those of England; from New York and Chesapeake Bay to Gibraltar and Minorca, to the Cape Verde Islands, the Cape of Good Hope, and Ceylon. Fleets now meet fleets of equal size, and the general chase and the melee are for the most part succeeded by wary and complicated manoeuvres, too often barren of decisive results as naval battles, which are the prevailing characteristic of this coming war.

The superior tactical science of the French succeeded in imparting to this conflict that peculiar feature of

their naval policy, which subordinated the control of the sea—by the destruction of the enemy's fleets—to the success of particular operations, the retention of particular points, the carrying out of particular ulterior strategic ends. It is not necessary to endeavor to force upon others the conviction of the present writer that such a policy, however applicable as an exception, is faulty as a rule. All persons responsible for the conduct of naval affairs should recognize that the two lines of policy, in direct contradiction to each other, do exist.

Consideration of the relative force of the two navies, [now brings us to] the date of the opening of the American Revolutionary War.

As to the sea warfare in general, the colonists could make no head against the fleets of Great Britain, and were consequently forced to abandon the sea to them, resorting only to a cruising warfare, mainly by privateers, for which their seamanship and enterprise well fitted them, and by which they did much injury to English commerce.

By the end of 1778 the English naval historian estimates that American privateers had taken nearly a thousand merchant-ships, valued at nearly £2,000,000; he claims, however, that the losses of the Americans were heavier. They should have been; for the English cruisers were both better supported and individually more powerful.

The course of warfare on the sea gave rise, as always, to grievances of neutrals against the English for the seizures of their ships in the American trade.

Such provocation, however, was not necessary to excite the enmity and the hopes of France in the harassed state of the British government. The hour of reckoning, of vengeance, seemed now at hand. The question was early entertained at Paris what attitude should be assumed, what advantage drawn from the revolt of the colonies. It was decided that the latter should receive all possible support [from France] short of an actual break with England.

Meanwhile the preparations for war, especially for a sea war, were pushed on [by the French]; the navy was steadily increased, and arrangements were made for threatening an invasion from the Channel, while the real scene of the war was to be in the colonies. There France was in the position of a man who has little to lose. Spain was differently situated. Hating England, wanting to regain Gibraltar, Minorca, and Jamaica,—no mere jewels in her crown, but foundation-stones of her sea power,—she nevertheless saw that the successful rebellion of the English colonists against the hitherto unrivalled sea power of the mother-country would be a dangerous example to her own enormous colonial system. Nevertheless, existing injuries and dynastic sympathy carried the day. Spain entered upon the secretly hostile course pursued by France.

To this explosive condition of things the news of Burgoyne's surrender [in 1777 to American forces] acted as a spark. The experience of former wars had taught France the worth of the Americans as enemies, and she was expecting to find in them valuable helpers in her schemes of revenge; now it seemed that even alone they might be able to take care of themselves, and reject any alliance.

The tidings [of Burgoyne's defeat] reached Europe on the 2nd of December, 1777; on the 16th the French foreign minister informed the commissioners of Con-

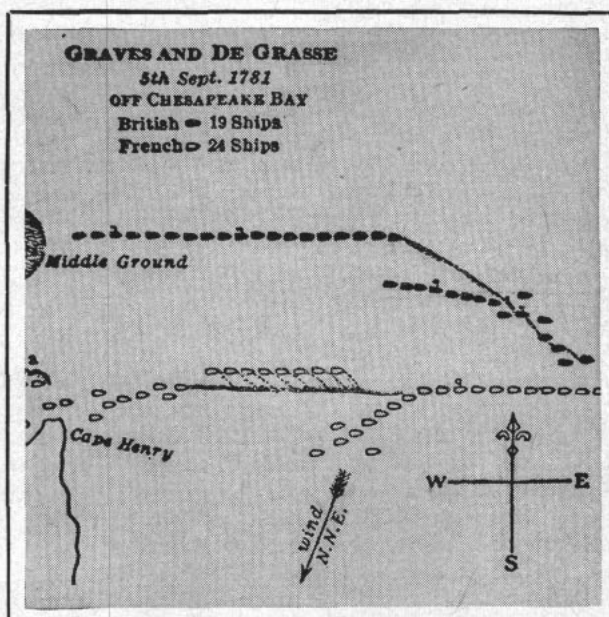


DIAGRAM shows action between ships off Cape Henry.

gress that the king was ready to recognize the independence of the United States, and to make with them a commercial treaty and contingent defensive alliance.

The alliance with France, and subsequently with Spain, brought to the Americans that which they above all needed,—a sea power to counterbalance that of England.

* * *

Before going on with the story of this maritime war, the military situation as it existed in the different parts of the world should be stated.

- On the North American continent the Americans had held Boston for two years. Narragansett Bay and Rhode Island were occupied by the English, who also held New York and Philadelphia. Chesapeake Bay and its entrance, being without strong ports, were in the power of any fleet that appeared against them. In the South, since the unsuccessful attack upon Charleston in 1776, no movement of importance had been made by the English. Canada, on the other hand, remained to the end a firm base to the English power.

- In Europe the most significant element to be noted is the state of preparedness of the French Navy, and to some extent of the Spanish, as compared with previous wars. England stood wholly on the defensive, and without allies; while the Bourbon kings aimed at the conquest of Gibraltar and Port Mahon, and the invasion of England. (The first two, however, were the dear objects of Spain, the last of France; and this divergence of aims was fatal to the success of this maritime coalition.)

- In the West Indies the grip of the combatants on the land was in fact about equal. Both France and England were strongly posted in the Windward Islands. In the greater islands, Spain should have outweighed England, holding as she did Cuba, Porto Rico, and with France, Hayti, as against Jamaica alone. Spain, however, counted here for nothing but a dead-weight; and England had elsewhere too much on her hands to attack her.

- In the East Indies France had received back her stations at the peace of 1763; but the political predominance of the English in Bengal was not offset by similar control of the French in any part of the peninsula. Powerful native enemies had, however, risen against [the British] in the south of the peninsula, both on the east and west, affording an excellent opportunity for France to regain her influence when the war broke out; but her government and people remained blind to the possibilities of that vast region. Not so England. The very days the news of the outbreak of war reached Calcutta, the [British] governor of Madras [attacked French-Held] Pondicherry.

Of these four chief theaters of the war, two, North America and the West Indies, as might be expected from their nearness, blend and directly affect each other. This is not so obviously the case with the struggle in Europe and India. Their mutual influence will be pointed out, from the part played by sea power.

(Here follows a summary of various actions, greatly abridged, which tend to show the extent of the influence of sea power in the Revolutionary War. The student is referred to Mahan's fascinating book for the extended details on strategy and tactics, principles and precedents, which were involved in this "world-wide war.")

- On the 15th of April, 1778 [America's ally], Admiral Comte D'Estaing sailed from Toulon for the American continent, having under his command 12 ships-of-the-line and five frigates. D'Estaing's progress was very slow. It is said that he wasted much time in drills, and even uselessly. He did not reach his destination, the Capes of the Delaware, until the 8th of July,—making a passage of 12 weeks. The English government had news of his intended sailing. Orders were sent to America to evacuate Philadelphia and concentrate upon New York. Lord Howe's movement was marked by a vigor and system other than D'Estaing's. First assembling his fleet and transports in Delaware Bay, he sailed from it the 28th of June, 10 days before D'Estaing arrived.

Howe went to bar the entrance to the port [of New York] against the French fleet. The problem before him was to defend a practicable pass against a fleet nearly double his own force. D'Estaing anchored outside, south of the Hook, engaged in sounding the bar. A high northeast wind, coinciding with a spring tide, raised the water on the bar to 30 feet. The French fleet got under way, and worked to a point fair for crossing the bar. Then D'Estaing's heart failed him under the discouragement of the pilots. He gave up the attack and stood away.

The inferiority of the Frenchman as a military leader, guided only by military considerations, is painfully apparent. New York was the very centre of the British power; its fall could not but have shortened the war. In fairness to D'Estaing, however, it must be remembered that other than military considerations had to weigh with him. The French admiral doubtless had instructions similar to those of the French minister, and he probably reasoned that France had nothing to gain by the fall of New York, which might have led to peace between America and England, and left the latter free to turn all her power against his own country.

- Howe, having saved New York by his diligence, had in store the further honor of saving Rhode Island by like rapid movements. The French fleet was prepared to sustain the American army in an attack upon the British works. The arrival of Howe, although his reinforcements did not raise the English fleet to over two thirds the strength of the French, upset D'Estaing's plans. On the night of the 11th of August a violent gale of wind dispersed the fleets. Great injury was done to the vessels of both. Immediately after the gale two different English fifty-gun ships, in fighting order, fell in, the one with the "Languedoc," the other with the "Tonnant," of eighty guns, having only one mast standing. Both English ships attacked; but night coming on, they ceased action, intending to begin again in the morning. When morning came, other French ships also came, and the opportunity was lost. The English fell back on New York. The French rallied again off the entrance of Narragansett Bay, but D'Estaing decided that he could not remain on account of the damage to the squadron, and accordingly sailed for Boston.

Scarcely a shot had been exchanged between the two fleets, yet the weaker had thoroughly outgeneralled the stronger.

- D'Estaing, having repaired his ships, sailed with his whole force for Martinique [in the West Indies. After losing naval engagements to the British commander Barrington, he seized St. Vincent and on the 30th of June, 1779, he sailed with his whole fleet to attack Grenada, near Barbadoes. Here he was opposed

MAHAN'S "Influence of Sea Power"

by the British leader Byron. The advantage was with the French, but D'Estaing did not pursue it. Although he succeeded in taking Grenada], a single transport was the sole maritime trophy of the French. D'Estaing, at the age of 30, had been transferred from the army to the navy with the premature rank of rear-admiral. The navy did not credit his nautical ability when the war broke out and it is safe to say that its opinion was justified by his conduct during it. He looked upon Grenada as the real objective of his efforts, and considered the English fleet a very secondary concern.

- During the absence of the French navy in the winter on 1778-79, the English, controlling the sea with a few of their ships that had not gone to the West Indies, [see above] determined to shift the scene of the continental war to the Southern States, where there was believed to be a large number of loyalists.

The expedition was directed upon Georgia, and was so far successful that Savannah [had fallen] into their hands in the last days of 1778. The whole state speedily submitted. Operations were thence extended into South Carolina.

Word of these events was sent to D'Estaing in the West Indies, accompanied by urgent representations of the danger to the Carolinas, and the murmurings of the [American] people against the French, who were accused of forsaking their allies, having rendered them no service. There was a sting of truth in the alleged failure to help. D'Estaing sailed for the American coast with 22 ships-of-the-line, having in view two objects,—the relief of the Southern States and an attack upon New York in conjunction with Washington's army.

Arriving off the coast of Georgia on the 1st of September, D'Estaing took the English wholly at unawares; but the fatal lack of promptness again betrayed his good fortune, Dallying at first before Savannah, the fleeting of precious days again brought on a change of conditions, and the approach of the bad-weather season impelled him, too slow at first, into a premature assault. The result was a bloody repulse. The siege was raised, and D'Estaing sailed at once for France, not only giving up his project upon New York, but abandoning the Southern States to the enemy.

The English resumed the attack upon the Southern States, which had for a moment been suspended. The fleet and army left New York for Georgia in the last weeks of 1779, and moved upon Charleston by way of Edisto. The powerlessness of the Americans upon the sea left this movement unembarrassed save by single cruisers, which picked up some stragglers—affording another lesson of the petty results of a merely cruising warfare. The siege of Charleston began at the end of March, and the city was surrendered after a siege of 40 days.

- The year 1780 had been gloomy for the cause of the United States. The battle of Camden had seemed to settle the English yoke on South Carolina, and the enemy formed high hopes of controlling both North Carolina and Virginia. The treason of Arnold following had increased the depression, which was but partially relieved by the victory at King's Mountain. The substantial aid of French troops was the most cheerful spot

in the situation. Yet even that had a checkered light, the second division of the intended help being blocked in Brest by the English fleet; while the final failure of the [French naval Leader] De Guichen to appear, and [Great Britain's] Rodney coming in his stead, made the hopes of the campaign fruitless.

On the 12th of July the long expected French succor [had] arrived,—five thousand French troops under Rochambeau and seven ships-of-the-line under De Ternay.

The keynote to all Washington's utterances is set in the "Memorandum for concerting a plan of operations with the French army," dated July 15, 1780, and sent by the hands of Lafayette;—

"In any operation, and under all circumstances, a decisive naval superiority is to be considered as a fundamental principle, and the basis upon which every hope of success must ultimately depend."

This, though the most formal and decisive expression of Washington's views, is but one among many others equally distinct.

In a memorandum letter to a special mission to France, [Washington] says:—

"Next to a loan of money, a constant naval superiority upon these coasts is the object most interesting. This would instantly reduce the enemy to a difficult defensive. . . . This superiority, with an aid in money, would enable us to convert the war into a vigorous offensive. With respect to us it seems to be one of two deciding points."

* * *

- A period of vehement and decisive action was, however, at hand. The [French Admiral] Comte de Grasse, anchoring on the 26th of July [1781] at Cap Francais, in the island of Hayti, found awaiting him a French frigate from the United States, bearing despatches from Washington and Rochambeau, upon which he was to take the most momentous action that fell to any French admiral during the War.

The invasion of the Southern States by the English, beginning in Georgia and followed by the taking of Charleston, had been pressed on to the northward by way of Camden into North Carolina. On the 16th of August 1780, General Gates was totally defeated at Camden; and during the following nine months the English under Cornwallis persisted in their attempts to overrun North Carolina.

These operations, the narration of which is foreign to our immediate subject, had ended by forcing Cornwallis, despite many successes in actual encounter, to fall back exhausted toward the seaboard. Cornwallis had now to choose between returning to Charleston, and moving northward again into Virginia. The general readily convinced himself that the Chesapeake was the proper seat of war, even if New York itself had to be abandoned. The commander-in-chief, Sir Henry Clinton, by no means shared this opinion, upon which was justified a step taken without asking him. "Operations in the Chesapeake," he wrote, "are attended with great risk unless we are sure of a permanent superiority at sea. I tremble for the fatal consequences that may ensue."

Driven back from the open country of South Carolina into Charleston, there now remained two centers of British power,—at New York and in the Chesapeake. With New Jersey and Pennsylvania in the hands of the Americans, communication between the two depended wholly upon the sea.

Washington and Rochambeau had met on the 21st of

May and decided that the situation demanded that the effort of the French West Indian fleet, when it came, should be directed against either New York or the Chesapeake. This was the tenor of the despatch found by DeGrasse at Cap Francais, and meantime the allied generals drew their troops toward New York, where they would be on hand for the furtherance of one object, and nearer the second if they had to make for it.

In either case the result, in the opinion both of Washington and of the French government, depended upon superior sea power.

The enterprise assumed the form of an extensive military combination, dependent upon ease and rapidity of movement, and upon blinding the eyes of the enemy to the real objective,—purposes to which the peculiar qualities of a navy admirably lent themselves. [De Grasse] acted with great good judgement, promptitude and vigor. The same frigate that brought despatches from Washington was sent back, so that by August 15th the allied generals knew of the intended coming of the fleet. Instead of weakening his force by sending convoys to France, as the court had wished, [De Grasse] took every available ship to the Chesapeake.

To conceal his coming as long as possible, he passed through the Bahama Channel, as a less frequented route, and on the 30th of August [1781] anchored in Lynnhaven Bay, just within the capes of the Chesapeake, with 28 ships-of-the-line. Three days before, the French squadron at Newport, eight ships-of-the-line, with four frigates and 18 transports under M. de Barras, sailed for the rendezvous; making, however, a wide circuit out to sea to avoid the English.

The troops under Washington and Rochambeau had crossed the Hudson on the 24th of August, moving toward the head of Chesapeake Bay. Thus the different armed forces, both land and sea, were converging toward their objective, Cornwallis.

The English were unfortunate in all directions. Rodney [in the West Indies], learning of De Grasse's departure, sent fourteen ships-of-the-line under Admiral Hood to North America, and himself sailed for England in August, on account of ill health.

Hood, going by the direct route, reached the Chesapeake three days before De Grasse, looked into the bay, and finding it empty went on to New York. There he met five ships-of-the-line under Admiral Graves, who, being senior officer, took command of the whole force and sailed on the 31st of August for the Chesapeake, hoping to intercept [the small French fleet of] De Barras before he could join De Grasse. It was not till two days later that Sir Henry Clinton [in charge of British land forces in the North] was persuaded that the allied armies had gone against Cornwallis and had too far the start to be overtaken.

Admiral Graves was painfully surprized on making the Chesapeake to find anchored there a fleet which from its numbers could only be an enemy's. Nevertheless, he stood in to meet it, and as De Grasse got under way, allowing his ships to be counted, the sense of numerical inferiority—19 to 24—did not deter the English admiral from attacking. The clumsiness of his method, however, betrayed his gallantry; many of his ships were roughly handled, without any advantage being gained.

De Grasse, expecting De Barras [from Newport, kept] the English fleet in play without coming to action; then returning to port he found De Barras [had arrived and

was] safely at anchor. Graves went back to New York, and with him disappeared the last hope of succor that was to gladden Cornwallis's eyes.

The allied siege [by the American and French forces, ashore and afloat] was steadily endured, but the control of the sea made only one issue possible. The English forces were surrendered October 19, 1781. With this disaster the hope of subduing the colonies died in England. The conflict flickered through a year longer, but no serious operations were undertaken.

It is easier to criticize the division of the English fleet between the West Indies and North America in the successive years 1780 and 1781, than to realize the embarrassment of the situation. This embarrassment was but the reflection of the military difficulty of England's position, all over the world, in this great and unequal war. England was everywhere outmatched and embarrassed, as she has always been as an empire, by the number of her exposed points.

The position of England from the time that France and Spain opened their maritime war was everywhere defensive, except in North America; and was therefore, from the military point of view, essentially false. She everywhere awaited attack which the enemies, superior in every case, could make at their own choice and their own time. North America was really no exception to this rule, despite some offensive operations which in no way injured her real, that is her naval, foes.

Before quitting [the discussion of the American] struggle for independence, it must again be affirmed that its successful ending, at least at so early a date, was due to the control of the sea,—to sea power in the hands of the French, and its improper distribution by the English authorities.

This assertion may be safely rested on the authority of the one man [Washington] who, above all others, thoroughly knew the resources of the country, the temper of the people, the difficulties of the struggle, and whose name is still the highest warrant for sound, quiet, unfluttered good-sense and patriotism.

Washington writes to De Grasse [late in 1781]: "The general naval superiority of the British previous to your arrival, gave them decisive advantages in the South, in the rapid transport of their troops and supplies; while the immense land marches of our succors, too tardy and expensive in every point of view, subjected us to be beaten in detail." [In another letter to De Grasse, Washington says:] "Whatever efforts are made by the land armies, the navy must have the casting vote in the present contest."

A fortnight later, November 15, he writes to Lafayette, who is on the point of sailing for France:—

"As you expressed a desire to know my sentiments respecting the operations of the next campaign, I will, without a tedious display of reasoning, declare in one word that it must depend absolutely upon the naval force which is employed in these seas, and the time of its appearance next year. No land force can act decisively unless accompanied by a maritime superiority. . ."

Such, in the opinion of the revered commander-in-chief of the American armies, was the influence of sea power upon the contest which he directed with so much skill and such infinite patience, and which amidst countless trials and discouragements, he brought to a glorious close.

TAFFRAIL TALK

SOMETHING of a record for hitch-hikers has been achieved by Robert J. Luft, QM2. He hitched-hiked practically to the front lines of Korea on the chance of running into his brother, an Army cannoneer.

On a five-day rest and recuperation leave, Navyman Luft took off from his ship in Japan, got permission from local authorities, and then headed for the Korean front. Hitching rides in planes, trucks and jeeps, the young sailor finally caught up with his brother, PFC Herbert C. Luft, for a family reunion, halfway around the globe from their hometown of Monroe, Mich.

★ ★ ★

We've heard of all kinds of unique uniforms, mostly non-regulation (and short-lived), but here is one to make you scratch your head.

Take the Navy watch cap. Add the Army's olive drab shirt and ditto trousers. Then add the Navy heavy duty shoes and socks, Army belt and tie, and the bluejacket's foul weather jacket. Finally sew a Navy rating badge on the left sleeve of



the O.D. shirt, and you have the uniform of a sailor on the unified Army, Navy and Air Force staff, Iceland Defense Force.

This soldier-sailor outfit, worn by J. R. Ewing, JOC, USN, was issued at the icicle outpost, not far from the Arctic Circle, for protection against the cold.

★ ★ ★

Taking leave from his job on the delivery line of FASRON 701's repair and maintenance crew, a chief aviation machinist mate took on another delivery job in an emergency, and came through with flying colors.

John P. Weise, attached to NAAS Miramar, Calif., was speeding down a highway with his wife in a pre-dawn race with the stork. The stork arrived with the car still several miles from the nearest hospital.

Accepting an emergency assignment as midwife and doctor, Chief Weise went into action, and in a matter of minutes had delivered a son, Kevin James Weise. The Weise family, now three, then proceeded to the hospital where they were met with admiration and helping hands.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, 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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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: Work continues on the Wisconsin (BB 64) in swirling snow and freezing temperatures as the hose is being laid preparatory to refueling a DD in Korea. ➡



ASSISTANT TO DIRECTOR
OFFICER PERSONNEL DIVISION
PERS. B1F

**UNITY
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ARMED FORCES DAY ★ 17 MAY