

ALL HANDS

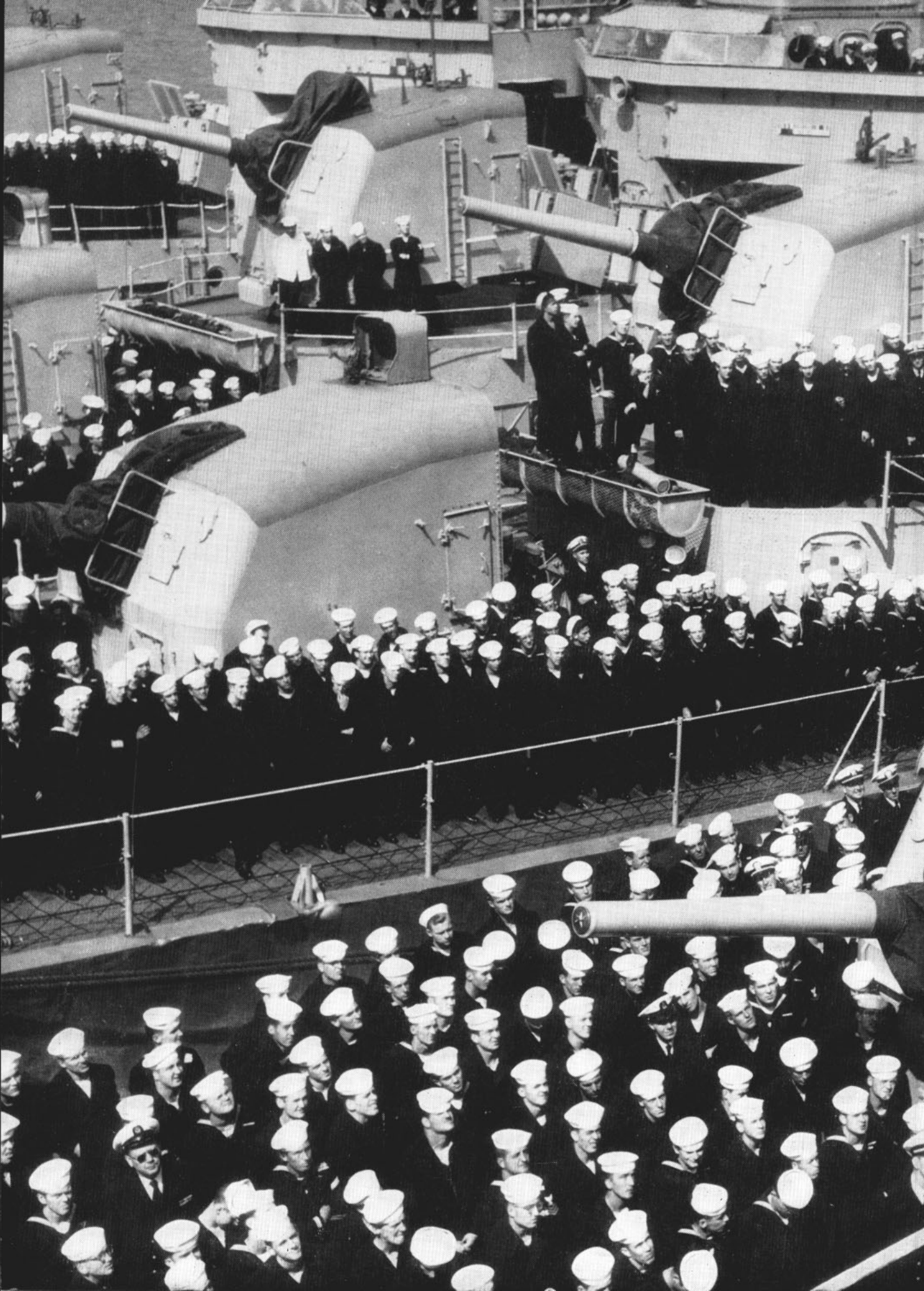
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

JUNE 1953



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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Navpers-0

NUMBER 436

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• FRONT COVER: Talking over tricks of the tugboating trade, crews of YTB 365 and YTB 390 stand ready for next assignment at Pier Seven, NOB Norfolk.

• AT LEFT: Back from four fighting months in Korea, 2700 sailors receive praise of RADM Charles C. Hartman, ComDes-Lant.

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





AMMUNITION is loaded from ship into open lighter. Noté tugs and other lighters among service craft in background.

'Service Craft Navy'—At Your Service

THE cruiser was lying at anchor in the naval base. Topsy, deckhands were working about the deck when a fuel oil barge eased up alongside. As mooring lines and fuel oil hoses were passed over, a cruiser sailor said to his buddy, "They sure got a lot of sailors serving on that little oiler."

His shipmate, an old service craft sailor himself, proceeded to enlighten the deckhand on the facts of life in the "service craft navy."

"When a service craft takes on even a routine job it's practically an all hands operation," he said. "Outside of the boat captain there at the wheel in the pilot house, and one or two engineers down in the engineering spaces, you can see all the rest of the crew out on deck—heaving around."

There are several other points the old-time service craft sailor might have mentioned. Considering naval vessels of all categories, service craft average out as the smallest in size—with correspondingly small crews. But their jobs are broad and varied. They almost always have an enlisted

"skipper" or "boat captain" and an enlisted "chief engineer." As a result, they are carried on the books as "In Service" rather than "In Commission," the designation given a naval vessel under the command of a commissioned officer. Therefore few service craft fly a commission pennant.

The typical "all-enlisted" crew of a self-propelled service craft will usually number from 6 to 14 and will be skippered by a CPO or PO1. Most enlisted boat captains are boatswain's mates but now and then you will see a quartermaster in charge.

The "chief engineer" in the "service craft Navy" is usually an engineer first or second. The "assistant boat captain" will be a BM3 who keeps the craft's records and supervises maintenance. Assisting the chief engineer will be an EN3 and two or three firemen. A rated electrician's mate will round out the engineering force. Two, three or four seamen will make up the deck force. A rated commissary man is in charge of galley operations for those with a mess.

Versatility is the keynote of service

craft. One veteran boat captain, Robert McKinney, BMC, usn, recently underlined this in describing a "long cruise" made by one of the craft he had under his charge—YF 294. This self-propelled covered lighter, being redeployed, made the run from Guantanamo Bay, Cuba, to Norfolk, Va., with a "short crew" of five: two firemen, two seamen deckhands and a third class quartermaster.

The QM3 doubled in brass as cook and the fireman looked after both the propulsive machinery and electrical components. Not only did Chief McKinney have to do his regular duties (boat captain and navigation), but he also had to direct repairs on the diesels during an engineering breakdown. The greater part of this cruise was made during one of the season's worst storms, but the little 133-foot-long YF took the 1000-mile trip in its stride.

Altogether there are more than 50 types of service craft. Most types have a mission of service—service to other ships and activities. A few types, however, are "non-servicers," but never-

theless they are listed as service craft since they do not logically fit into other naval vessel classifications. Included in the second group are mine sweeping boats (MSBs), motor torpedo boats (PTs), motor mine planters (YMPs), coastal yachts (PYCs).

Service craft also fall into "self-propelled" and "non-self-propelled" categories. As a general rule, self-propelled craft have accommodations for feeding a small crew; non-self-propelled ones are "no-crew" craft.

Usually a service craft's designation gives a good cue to its specialty. Here are some of the typical jobs they are called upon to do, and four representative self-propelled types that are equipped to do them:

- An attack transport is swinging to the buoy at an advance base. Soon to get underway, she needs several thousand gallons of fuel oil to "top off." So a *fuel oil barge* (YO) proceeds out to the transport, sends over fueling lines and starts pumping.

- An aircraft carrier needs aviation gas for her brood of planes. Transferring this highly inflammable liquid is dangerous business and is often done "out in the stream" away from pier-side. A *gasoline barge* (YOG) loads up and stands out to give the big carrier a full load.

- Before entering port, a destroyer has a breakdown in her evaporators. As a result, fresh water reserves have dropped dangerously low. Unable because of other commitments to go alongside a pier and forbidden by port regulations to operate her "evaps" in port, the DD is in a bad way. So a *water barge* (YW) loads up at the waterfront area and unloads into the thirsty destroyer.

- An LST is at a naval shipyard



OPEN LIGHTER (YC) takes ammunition from USS *Missouri* (BB 63). Navy has 16 kinds of lighters, ranging from cargo and garbage to 'special purpose.'

pier winding up her yard overhaul and is scheduled to get underway soon. Several miles up the river is a supply depot where ship's supplies are assembled. A self-propelled *covered lighter* (YF) boom-whips the needed supplies from the supply depot wharf to her deck, then transports them downstream to the moored LST and sees them safe aboard.

Most of these self-propelled types have a non-self-propelled counterpart. Doing the same sort of job in most cases, the non-self-propelled craft are moved around the harbor by the "work horse" service craft—the *yard tug*. When the propellerless and crewless barges with their load of fuel oil, gasoline or water are on the job they are manned by men from a

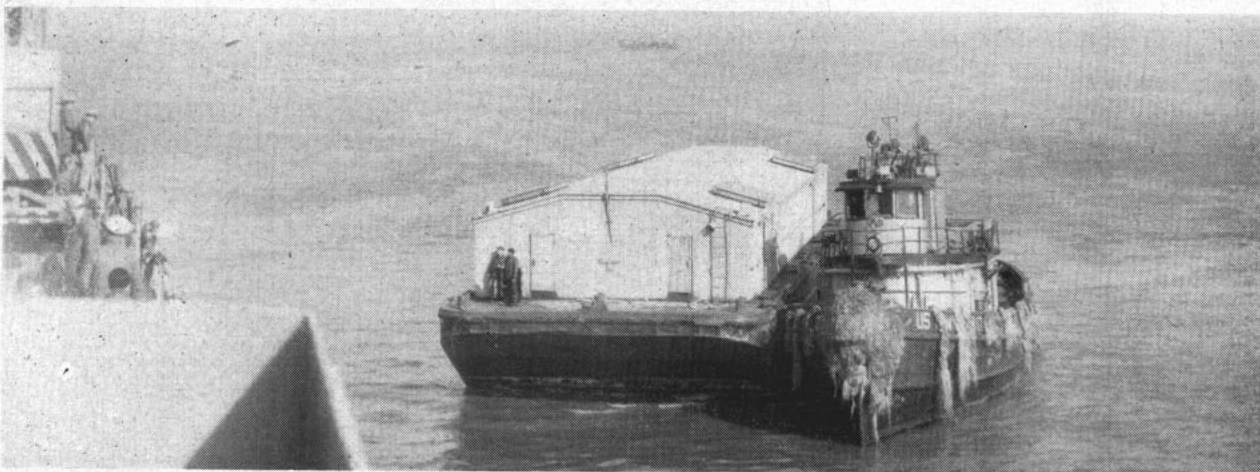
local base operations activity. Many times these barges will remain stationary alongside the wharf while the vessel being serviced comes in and moors alongside the barge.

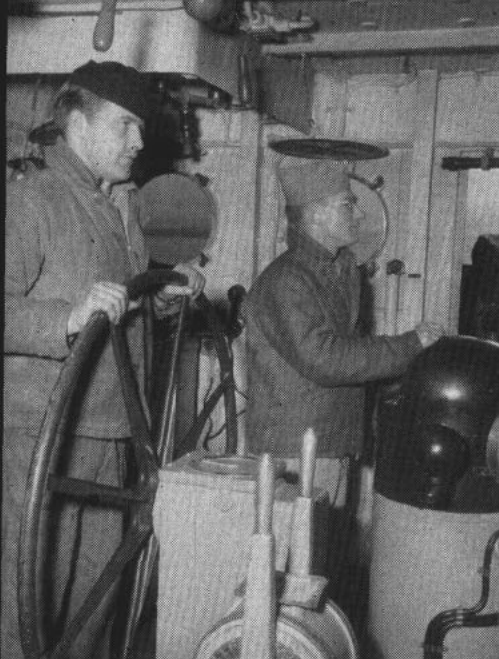
Because of the nature of their duties, several types of service craft make relatively few moves. Among these are the *gate vessel* (YNG), *torpedo testing barge* (YTT), *oil storage barge* (YOS), *floating workshop* (YR), *house boat* (YHB) and *bar-racks ship* (APL).

The specialization of these types offers a clue to still another characteristic of the service craft Navy. Wherever units of the afloat navy assemble, you'll see a representative assortment of service craft.

On the other hand, many service

COVERED LIGHTER (YFN) is nosed alongside Navy ship by tug (YTB). Yard oiler (YO) is in the background.





ENLISTED SKIPPER W. A. Nagy, BMC, keeps lookout as helmsman W. P. O'Connor, SN, holds YOG on course.

craft types tend to be restricted in location to a particular form of activity. You're far more likely to see a *bar-racks ship* (APL), for example, at an advanced base than at a continental U.S. base. Reason: Berthing and messing facilities usually are well established at Stateside shore activities—a condition less likely to exist at an advance base. A *submarine repair and berthing barge* (YRB) would be found, naturally, at activities dealing with subs.

Many service craft are one-specialty vessels—and necessarily so. It is difficult to think of a *diving tender* (YDT) doing any other job than offering services to divers; or of a *dredge* (YM) doing jobs other than dredging away at the bottom of a harbor or deepening a channel.

Contrasting with service craft which are "more-or-less-stationary" are those on the move "part of the time." Typical of these are the three types which the Bureau of Yards and Docks designs and builds. (Others are designed by the Bureau of Ships.) These three are the *dredge*, *floating derrick* (YD) and *floating pile driver* (YPD). When their dredging, lifting or driving job is finished in one part of the base, they are towed away to another section for another job.

Finally, there are those service craft that are seemingly on the go all the time. This brings in one of the most frequent of base and harbor scenes, one you have probably seen many

times—a *tug* charging along the waterfront with a *lighter* or two in tow.

Among service craft types, the *open lighter* (YC) is the most common. Men of the service craft navy call it the "floating freight car." Yard tugs act as "engines" for these freight cars, sometimes taking up to four YCs in tow at a time.

Shallow drafted and cumbersome, but possessing a carrying capacity ranging from 500 tons upwards, these sturdy steel lighters carry a wide range of Navy items: oxygen bottles, dry stores, scrap metal, engineering spares, gun mounts, aviation replacement parts, steel booms and wooden crates, to name but a few.

Next most numerous is the *covered lighter, non-self-propelled* (YFN). The YFN is in reality a YC hull with a large metal shed which covers most of its deck to protect its cargo from weather or pilferage.

The advantage in using "crewless" lighters is that when a ship or activity is not ready to accept a load, the barge can be shuttled off to one side to wait. As a result, no manpower is tied up with a dormant craft.

Service craft duty calls for a thorough knowledge of seamanship, maneuvering in close quarters, teamwork and all around know-how. Take the case of Milton Terry, BMC, USN. Now boat captain of YG 45, a self-propelled *garbage lighter* at Norfolk, Terry previously served as boat captain of YG 22 at Guantanamo before

an intervening period of sea duty in the Amphibious Force.

At Guantanamo, the garbage lighter is underway seven days a week, returning to her berth late every afternoon. Early every morning she proceeds from her pier-side berth to various vessels in the bay, servicing one after the other.

On a typical day she services 18 ships ranging in size from carriers and battleships to small mine warfare vessels. After loading up, the YG heads for sea to dispose of the load. When sufficiently distant from shore so that the refuse won't wash back to the beach—usually seven miles—her three deckhands man long poles and fire hoses to slush out the refuse through large swinging ports on either side.

Usually the YG services all ships in the bay. When a large number are present, however, it "follows the book," proceeding only to those ships flying the Formation Pennant requesting service.

Men assigned duty in service craft will find themselves serving either at a continental U.S. or at an overseas activity. There are "active duty" service craft in each of the 14 naval districts and the two river commands (there are two service craft in the inland 9th Naval District, but more than 150 in the busy 5th and 14th). Others serve with the Atlantic and Pacific Service Forces, with the Far Eastern and Philippines Naval Forces and in



FULL SPEED AHEAD—R. R. Gorrie, EN3 (left), talks to bridge while C. J. Yasick, BMC, checks log. J. Golemboski, EN3, opens main engine throttle.

the Mariannas Islands. A few serve with MSTs, both Atlantic and North Pacific. A small handful of service craft do duty with the Rhine River Patrol in Germany.

In general, men detailed to service craft located outside the U.S. are considered as having overseas duty. Those in service craft located within the continental U.S. are considered as having shore duty. Assignment to this duty overseas, and under the jurisdiction of Naval Force and overseas Naval District commanders, is covered by directives issued by the Atlantic and Pacific Service Force commanders and counts as sea duty for rotation purposes.

In stateside naval districts, service craft duty is counted as "Bureau-controlled shore duty" as outlined in BuPers Inst. 1306.20 (10 Dec 1952). This directive also outlines the procedure for applying for duty either ashore or afloat in continental naval districts and river commands.

In matters of berthing and messing there are no hard and fast rules for service craft—with the exception of the big barracks ships. By their very nature, of course, barracks ships are well equipped to berth and feed their crews and transients, anytime, anywhere.

Craft such as the large harbor tugs and the self-propelled YOs, YOGs, YWs and YFs are equipped with bunks and a small galley. Small self-propelled types may have bunks, with a hot plate substituting for a galley range. The facilities available, the craft's location and the prevailing conditions determine whether the crew eats and sleeps aboard.

In general, crews of larger craft at advanced bases do eat and sleep aboard. At other locations they sleep aboard but take their meals at a shore-side mess. Married crewmen on duty in the U.S. — it being shore duty — usually take one or two meals aboard, but other meals at home.

As can be seen, the range of jobs done by service craft is wide, the berthing and living conditions are varied and the locations in which they serve are far flung. Some types seldom leave the harbor area; others spend a considerable part of their time outside. Although variety is standard in this duty there is one point that squares out all the way. Service craft sailors agree to a man that it's good duty.—W. J. Miller, QMC, USN.



NAVY STRING QUARTETTE played Beethoven. L-to-r, Boyd Goldstein, MU3, Peter Marsh, MU3, Paul Thomas, MU3, and Ronald Williams, YN3.

Navy Musicians Help Launch New Station

Navy musicians played a big part on a recent television program inaugurating Tacoma, Wash., TV station KTNT-TV.

Lined up for the occasion were members of the Thirteenth Naval District String Ensemble.

Also featured was a string quartet made up of former symphony orchestra personnel now serving in the Navy. Members are Boyd Goldstein, MU3, former concert-master of the St. Louis Philharmonic Sym-

phony and Ronald Williams, YN3, formerly with the Portland, Ore., Symphony, violinists; Peter Marsh, MU3, former member of the New Jersey All-State Symphony, violist; and Paul Thomas, MU3, formerly with the Minneapolis Symphony, cellist.

Other sailors taking part included pianist Dale Hawkins, MUSN, violinist Francis Thevenin, MU3, and Gene Magill, MUSN, who arranged the musical score.



SAILOR-MUSICIANS take part in TV show. L-to-r, Dale Hawkins, MUSN, opera singer Jean Herbert, Gene Magill, MUSN, Francis Thevenin, MU3.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CPO PROMOTIONS**—A review of the promotions to chief petty officer over the past few years has shown that about 40 per cent of those who pass the examinations have been advanced.

Here is a run-down on CPO advancements since World War II:

Examination Conducted	Number Examined	Number Passed	Number Advanced
*April 1947	161	98	70
Dec 1948	12,061	4241	1041
Dec 1949	14,882	2202	721
Feb 1951	19,141	7248	3359
Jan 1952	21,912	7157	4465

*All ratings not examined.

From the end of World War II to 1947 there were practically no advancements to CPO. With the drastic reduction in the size of the Navy after the war there were few vacancies. In fact, so many CPOs chose to stay in the Navy that their numbers exceeded planned allowances.

With the Korean conflict came another expansion. As a result most of the excesses vanished and sizeable CPO promotions were again started. However, even this expansion did not absorb the excess in some ratings.

In certain ratings, a larger percentage of men ship over. As a result, CPO promotions were again started. Nevertheless, even in these ratings promotions of at least 10 per cent of those who passed the exams have been made each year since fighting started in the Korean theatre.

With the service-wide competitive examination system that is now in effect, every man in the Navy gets a

chance to compete for the vacancies that do exist. The door is not closed to any eligible men in any rating; he has a chance if he studies. Furthermore, his credit for service increases yearly and his prospects brighten accordingly.

• **INSURANCE PREMIUM WAIVERS**—If you are on active duty and are still paying premiums on your Five-Year Level Premium Term policy, either a National Service Life Insurance or U.S. Government Life Insurance policy, you are entitled to waive your payments on them. The Servicemen's Indemnity Act of 1951 provides every man on active duty with a free indemnity in the amount of \$10,000.

This right of waiver of premiums does not extend, however, to the *permanent forms of insurance* issued by the Government, such as Ordinary Life, 20-Payment Life, 30-Payment Life, 20-Year Endowment, 30-Year Endowment or Endowment at Age 60, 62 and 65. Only the *pure insurance risk portion* of these premiums may be waived.

The failure of some members on active duty to request waiver of premiums on their NSLI and USGLI term policies is probably due to a misunderstanding of the savings to be gained by waiving premiums on term policies. Failure to waive premiums on term policies may also be due to a mistaken belief that it will affect their insurance protection when the indemnity is no longer in effect or that it

might change the terms of the insurance contract.

The Five-Year Level Premium Term Insurance policy is non-participating while such waiver is in effect. In no cases will dividends equal the amount waived. This type policy has no cash value and does not accumulate an investment value.

Section 622 of Public Law 23 (82nd Congress) approved 25 April 1951, provides for the waiver of premiums on term policies held by members of the armed forces on active duty when written application is made on VA Form 9-4351 or, in the case of naval personnel, on forms produced by local naval commands in accordance with Alnav 42-51.

• **FROSTBITE AN INJURY**—A member or former member of the uniformed services who suffers or suffered frostbite while serving as a member of a combat unit in Korea and who is hospitalized for such frostbite, is considered as having been "injured in action" and is entitled to combat pay.

A recent interpretation of the Combat Duty Pay Act of 1952 provides that he is entitled to combat pay of \$45 a month for the month of injury and for not more than three months after his injury while hospitalized for treatment of the frostbite, the same as anyone else injured or wounded in action.

Anyone wishing to appeal a determination of facts regarding his qualifications may submit a statement, giving the basis of his appeal and such evidence or information as he has to support it, to his commanding officer. If the commanding officer does not reach a decision in favor of the claimant, it may be forwarded to the Bureau of Naval Personnel for review and final determination.



"PASS THIS COPY ALONG—Play ball; you're sure to make a hit with nine others by passing along ALL HANDS."

• **CUSTOMS-FREE GIFTS** — Congress has extended for an additional two years the existing privilege of free importation of gifts from members of the armed forces on duty overseas.

The amended law will permit duty-free entry of bona fide gifts to the extent of \$50 in any shipment accompanied by a declaration and certificate (DD Form 427). Articles sent by mail which are sealed require the green (Customs) label, Post Office Form 2976 (C1), affixed to the address side of the parcel, or carry the endorsement "May be opened for customs."

The privilege accorded members of the armed forces to send "bona fide gifts" to the U.S. does not include items purchased with funds provided by persons other than the sender, items purchased as an accommodation for others, nor items purchased and sent to the U.S. to be held for future use by the sender.

The law limits free entry to bona fide gifts which were purchased in or through authorized agencies of the armed forces of the U.S., or in accordance with regulations prescribed by the naval command from which the gift is sent. A certifying officer within the naval command will examine each gift and execute the customs certificate to check compliance with the regulations.

• **OCCUPATIONAL HANDBOOKS** — The revised edition of the *U.S. Navy Occupational Handbook for Men*, distribution of which started this May, brings up to date the field of job opportunities for men in the Navy. Like its companion book for women, it will be distributed to schools, colleges, and places where future Navymen may be recruited.

In addition to the 62 summaries of all enlisted ratings, the men's handbook contains special articles of interest to prospective officers.

The first edition of the *Navy's Occupational Handbook for Women* outlining the vocational opportunities offered in the 27 ratings in which Waves may serve was also ready for distribution in May.

Previous editions of the *U.S. Navy Occupational Handbook* covered the entire field of occupational opportunities for both men and women.

The new handbook for women will serve as a guide and reference book for prospective recruits. In addition

to the job descriptions for each rating, the manual will contain chapters entitled: Recruit to Petty Officer, Women Commissioned Officers, Navy Nurses, Reserve Officer Candidate Program (ROC), Naval Reserve and Emergency Service Ratings. It is 80 pages in length with 50 illustrations of Wave occupations.

Navy Recruiting Stations will distribute the manuals to secondary schools, colleges, libraries and other channels through which prospective Wave recruits may receive information.

• **ROUGH LOG SIGNATURES** — A recent BuPers directive clarifies the requirements for signatures in the deck log book (rough log). BuPers Inst. 5211.4 of 2 Apr 1953 points out the times when commanding officers and navigators should sign the rough log, as follows:

COs sign on the last day of each month, on detachment, on the date of decommissioning and immediately following any situation requiring compliance with Sect. 0601 Naval Supplement to the Manual for Courts Martial. The commanding officer's signature indicates approval of all prior entries for the current month.

Navigators sign each day, complying with Art. 0930 of Navy Regs.

The above requirements apply only to the rough log (NavPers 130, Rev. 11-51) and do not affect requirements for signatures in the smooth deck log.

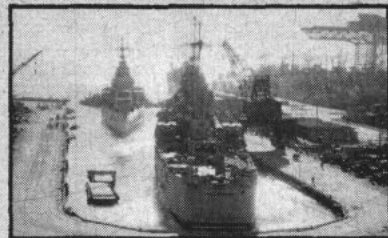
• **EM RAINCOAT** — The new double-breasted raincoat which has been available for the past year to enlisted men below chief petty officer will become "Regulation" beginning 1 July 1955. The new coat is gradually replacing the type "B" black raincoat as stocks of the older-style are depleted and those in the possession of individuals wear out.

However, until 1 July 1955, both styles of raincoats may be worn concurrently.

The new raincoat matches the Dress Blue uniform in color. It is made of light-weight combed-cotton fabric of oxford weave and is finished with a water-repellent. A full detachable belt of the same fabric, fitted with a black non-metallic buckle, adds to the smartness of the coat. It is available in a complete size range with short, medium and long lengths to insure proper fitting.

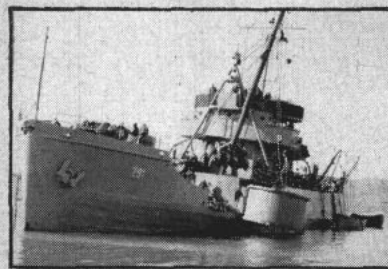
QUIZ AWEIGH

Here we go again. Another month and another Quiz Aweigh to test your Navy knowledge.



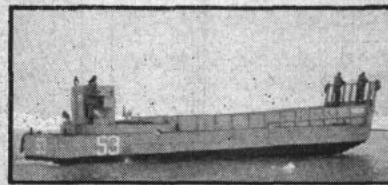
1. Above USS Bremerton (CA 130) is moored (a) in a drydock, (b) at a pierhead, (c) to a wharf.

2. If you have No. 1 right, you know that (a) it is used as a cargo handling platform, (b) it can be flooded with water and drained, (c) it is needed to keep vessels safe during storms.



3. The tender above is lowering (a) a can buoy, (b) mooring buoy, (c) nun buoy.

4. Shipboard officers like this type buoy because (a) it is especially valuable in offshore navigation, (b) it marks the center of a navigational channel, (c) it allows maximum berthing of ships in a restricted harbor.



5. Heading for the beach is (a) a landing craft, vehicle, personnel, LCVP, (b) landing craft, personnel, ramp, LCP(R), (c) landing craft, mechanized, LCM.

6. On each such run it can handle roughly (a) 30,000 pounds of cargo or 60 troops, (b) 60,000 pounds of cargo or 120 troops, (c) 80,000 pounds of cargo or 140 troops.

ANSWERS TO QUIZ ON PAGE 53

Sailor-Inventors Work to Make Things Easier

THE next time you find yourself asking that familiar question "Why don't they . . . ?"—stop long enough to write your idea down and send it along to the Office of Naval Research. You might have an idea that will make your job easier, solve a problem for the Navy—and even lead to a patent.

The Navy, of course, has plenty of specialists working full time developing new ideas in such fields as submarine detection equipment, guided missiles, atomic power plants and new submarines that can streak silently through the water with great speed.

But these specialists are not the only men who come up with new devices for the Navy. The Navyman aboard ship is also at work on new developments—and a surprising number of new ideas come from the enlisted ranks.

Of course Navy men are not trained directly in theoretical sciences, nor do they have the elaborate equipment available to laboratory scientists. But what the Navyman lacks in theoretical background, he makes up for in practical experience and ingenuity. You don't need a Doctor of Philosophy degree to solve a problem. A quick glance at the records of inventions filed in the office of Naval Research will prove it.

As new equipment is introduced to the fleet, the opportunity for new development increases. New devices often open up new channels of application.

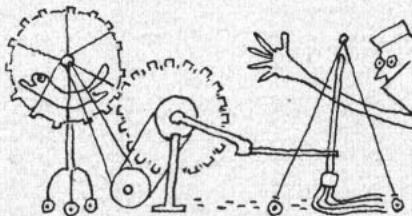
Ideas that have been suggested by Navy inventors concern equipment used from the signal bridge to the engine room, devices that touch every field from atomic engines to powdered biscuits. For example:

- A suggestion sent in by a Navyman serving time in a disciplinary barracks astonished the experts. It was the answer to a problem in rocket design that had been plaguing the scientists for months.

- A Marine warrant officer in-

vented a new type of pistol while interned in a Japanese prisoner-of-war camp following his capture on Bataan during World War II. The pistol, easily and quickly disassembled, represented a great advance in the design of small arms.

- The brainstorm of a Navy chief led to the invention of a gadget for



introducing radio direction finder signals into a Link trainer. Previously the instructor was required to observe the trainer's simulated position in relation to the broadcasting station and work the radio compass by hand. Because of the chief's ingenuity, the device is now entirely automatic and an additional step of training has been introduced. Then an aviation machinist's mate began to tinker with the apparatus and invented still another device to prevent confusion in signals.

Other Navy men have invented devices for silencing tappet noises in overhead valve motors, for applying preservative to aircraft being placed in mothballs, for more accurate plotting of radar information, and for automatically feathering an aircraft propeller.

Here are a few added details on some other inventions dreamed up by fast-thinking Navy men. For all ONR knows, you may have an invention as good or better than one of these.

- A paint that keeps marine organisms from collecting on the bottom of ships was invented by Captain Antonio S. Pitre, USN (Ret).

The paint, when applied to the hulls of ships, prevents the adherence of barnacles, mollusks, annelids, algae and other marine organisms

which otherwise accumulate to form a tightly adhering layer which reduces the speed of a ship. The paint disintegrates slowly, liberating the toxic substance contained in the paint and preventing accumulations of fouling organisms.

- An enlisted man, Ivan K. Finney, EM1, USN, serving aboard New London-based USS *Torsk* (SS 423) joined the ranks of Navy inventors with a device that promises to save the Navy an estimated several thousand dollars.

Finney was in charge of the main electrical propulsion gang on *Torsk*. He often noticed that the air cleaning device for motors had frequent breakdowns because of a faulty ventilation system.

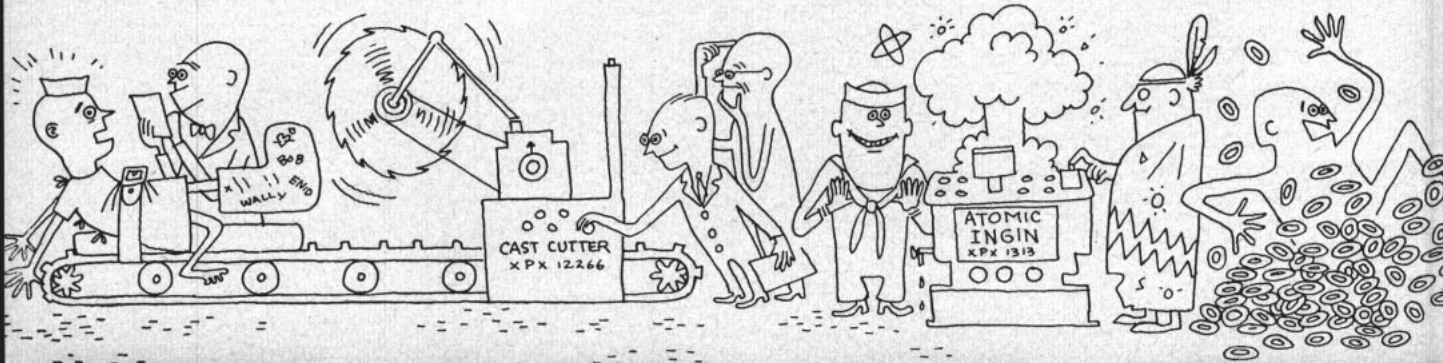
To eliminate the time lost in repairing a rust-clogged unit, Finney changed the material in the unit's corona tubes to prevent rusting. New slots were grooved in the tube to increase ventilation.

The new slotted tube worked so well in *Torsk* that Finney was summoned to explain it to officials at the Portsmouth Navy Yard. The modification was subsequently approved for other submarines. Now the manufacturer of the unit wants to use Finney's invention on its commercial air cleaning equipment.

- An artificial eye was invented by Commander Phelps J. Murphey (DC), USNR, and Lieutenant Commander Leon Schlossberg, USNR.

The object of their invention is to provide a method of eye replacement in which the muscles of the eye are accommodated in such a manner as to permit normal functional movement of the artificial eye.

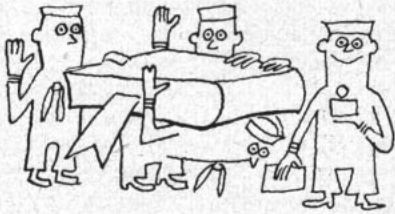
Previously, artificial eyes made from glass or acrylic resins were apt to be a source of embarrassment to the wearer. The natural contours of the face would not be fully restored, especially in the area just above the socket. This sometimes gave the eye a sunken and unnatural appearance. Most of the artificial eyes of this type



could not be adapted for muscle coordination.

The new artificial eye not only provides an eye replacement which substantially fills and fits the eye socket but one which accurately duplicates the natural eye in appearance.

• A machine similar to one which sold on the market for \$350 was designed and assembled by two men of Air Transport Squadron 22 for only \$19. Fred Franz, ADC, usn, and Leo Sloniker, AM2, usn, were the two



men responsible for constructing the machine, a device used to spray "gunk" (a cleaning compound) on aircraft.

The machine has a 55-gallon capacity tank, rides on a four-wheel carriage, has a spray nozzle on the nose and an electric pump powered by a one-third horsepower motor.

The material and parts used were mostly acquired from salvage. A cable line was the only expense. The tank and the electric motor were parts from an old gasoline pump. A garden variety hose found in the squadron was used instead of a more expensive type.

Chief Franz designed the machine and recruited the aid of Sloniker to weld it together.

• On the lighter side, the ingenuity of Robert S. Bradshaw, DT3, USN, enabled him to listen to several "talking letters" received from home. He didn't have a phonograph, so he made his own. By using scraps of wood, paper clips, filter paper, and a hand-made needle, he constructed his own record player, or at least a facsimile of one.

• A can opener-milk dispenser was invented by Technical Sergeant Russell Stoecker, USMC. His new dispenser is shaped somewhat like a con-

ventional cream pitcher. It opens at the bottom, where an unopened large-size can of condensed milk may be inserted and pushed in. The bottom of the dispenser is then replaced.

Two tubular knives open the can when it is inserted in the attractive heavy gauge aluminum container and rubber seals protect the openings from dirt and germs. A slide arrangement that operates like the familiar syrup pitcher top allows pouring of the milk.

In addition to preventing bacteria from entering an opened container of milk, the dispenser prevents spoilage and does away with jagged edges and unsightly opened cans of milk on the table.

• Lieutenant Commander Eugene J. Kupjack, USNR, invented a plaster cast cutter.

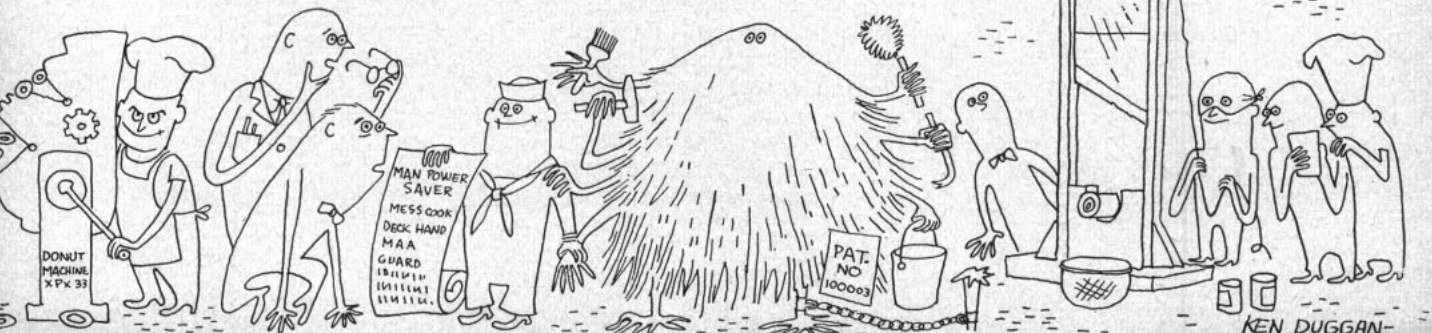
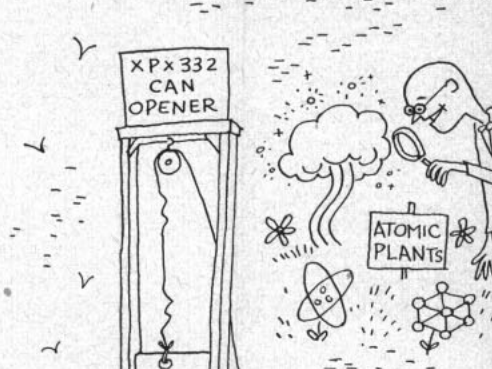
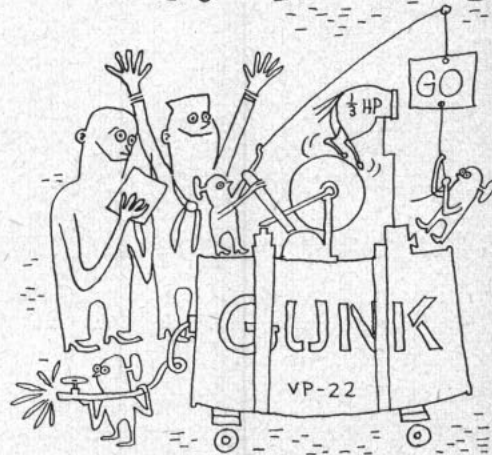
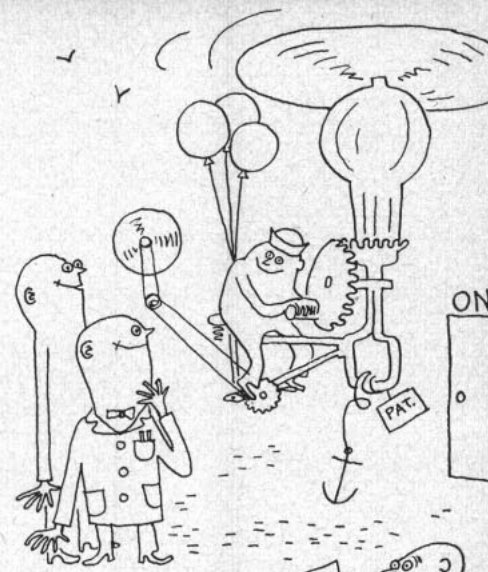
The new cutting device has been used on board *uss Refuge* (AH 11) with success. Corpsmen removing 150 casts found they could do it in 70 per cent of the time previously needed for other methods.

The invention embodies a cutting unit which may be made in two or more types, one an edge cutter unit and another a surface cutter unit. The edge cutter unit is equipped with a saw blade which is actuated in a straight-line up and down motion. The cutting unit is equipped with a semi-circular saw which has a rocking motion induced in it. This cutting device is considered a definite aid in the removal of plaster casts and works equally well on both padded and unpadded types of casts.

Heretofore there have been numerous plaster cutting devices—circular rotating saws, chain saws and cylindrical drills. Each proved unsatisfactory, however, because of the slow operation and because often the thread, fabric and padding would snag or wind-up on the cutting tool.

If one of the cutters was not used, the plaster cast had to be cut away with a knife. This was disagreeable to both patient and doctor because of the time consumed and the danger involved.

Lieutenant Commander Kupjack's



unit prevents such breakage or stoppage and provides a safe, economical and compact plaster-cutting device. The new cutting device permits the turning of sharp corners while cutting. It also enables a "window" to be cut in the cast so that treatment can be administered.

If you have an idea for a labor-saving, time-saving device like one of these, the Office of Naval Research is definitely interested. Moreover, if your invention is patentable and is adopted for use by the Navy, ONR will try to patent the invention.

The Office of Naval Research is the authority on patent matters. It is constantly on the lookout for constructive suggestions—maybe just the germ of an idea—that will help the Navy accomplish its mission more efficiently.

As long as there are problems to be answered, there is room for new ideas. Try putting your brain to work on the following puzzlers which have



been furrowing many a Navy brow for months or years:

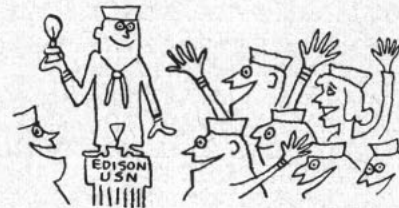
- What kind of a water breaker will keep water for long periods of time, but at the same time keep it from becoming brackish?
- What kind of targets would be inexpensive yet provide realistic training for Navy gunners?
- What kind of lighting on a pilot's instrument panel would provide the maximum light with the minimum night blindness?

If you think you have the answer to problems like these, here's what to do with it.

First of all, don't keep your idea to yourself—that way it doesn't do anyone any good. The Number One rule of the invention game is, "Put your ideas to work for you."

To begin with, there are certain steps that should be followed if you have an invention that you want to protect. Mailing yourself a registered letter containing your plans is not enough—ONR patent experts regard this idea as a superstition which, like many others, has no factual foundation.

First draw a sketch of your invention and get the dated signatures of witnesses on the illustrations. Then, when you have actually built the device and operated it, show it to wit-



nesses and have them sign a statement that they actually saw the device work satisfactorily on a certain date. This is highly important. Be careful of the witnessed documents. Do not lose them. They will provide evidence for Navy patent attorneys in the event that some other inventor also makes the same invention at about the same time.

More patents are lost through negligence than by the dishonesty of third parties. In more than one instance the enlisted inventor has found himself plagued with ill luck because of the lack of documented records. One particularly talented Navyman developed a notable invention which had wide prospective use in the Navy and in commercial fields. He was careful to prepare documents concerning his device. Shortly afterwards, however, the papers were lost. Before he could replace them, he was ordered to sea and, being busy, he let the matter ride.

A few months later another inventor, not in the service and several thousand miles away, filed for a patent on a similar invention. The other inventor's device was not exactly the same but was along the same lines.

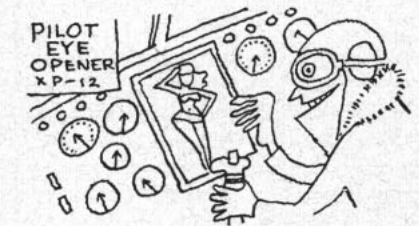


When the sailor later filed his patent application through the Office of Naval Research, the Patent Office refused the patent on the grounds that a similar device had already been patented. Neither the Navyman nor ONR patent specialists had the necessary documentary evidence to prove

that the sailor's device had been invented first. The ONR patent section even sought out witnesses of the original documents and presented affidavits to back up the inventors claim, but the lack of specific drawings showing the form of the invention at that earlier date cost a victory at the Patent Office. The moral is clear—be careful of your supporting evidence. It might even be wise to keep duplicate copies of witnessed papers in separate locations.

Don't hold back your ideas—develop them and provide yourself with records. Then contact your local Navy patent man or communicate with the Office of Naval Research in the Navy Department in Washington, D. C.

ONR will receive your suggestion and investigate its suitability and potential importance to the service at large. Trained patent searchers employed by the Navy Department will determine whether your idea has been filed previously by another in-



ventor. If your idea is new, and the Navy plans to use it, ONR patent attorneys will file for a patent. There is no cost for this service.

Should the invention be considered of too limited potential use by the Navy or should patent searchers determine that the idea is not patentable, you will be advised of this by ONR.

If you feel you have an invention that departs significantly from other devices you have ever seen or read about, and if you feel that it would find wide use in the Navy, send your idea along to your local Navy patent man or to the "Inventions Branch, Office of Naval Research, Navy Department, Washington 25, D. C." Your idea should be sent via your commanding officer and through official channels.

The Office of Naval Research will be happy to hear from you. You might contribute significantly to the Navy's performance and efficiency. So put your ideas down on paper and send them along.—Ted Sammon.

Two New-Type Ships Soon to Join the Fleet

TWO unique ships, *uss Northampton* (CLC 1) and *uss Norfolk* (DL 1), have been commissioned and will soon join the Fleet.

The two ships are similar in one sense — they are both built on hulls originally intended to be cruisers. But *Northampton*, laid down as a cruiser of the *Oregon City* class, displaces 17,000 tons fully loaded while *Norfolk*, constructed with a hull somewhat similar to a *San Diego* class light cruiser, displaces 5500 tons.

Northampton is to be a "task force command ship" while *Norfolk* is the latest and biggest of the new anti-submarine type, destroyer leaders.

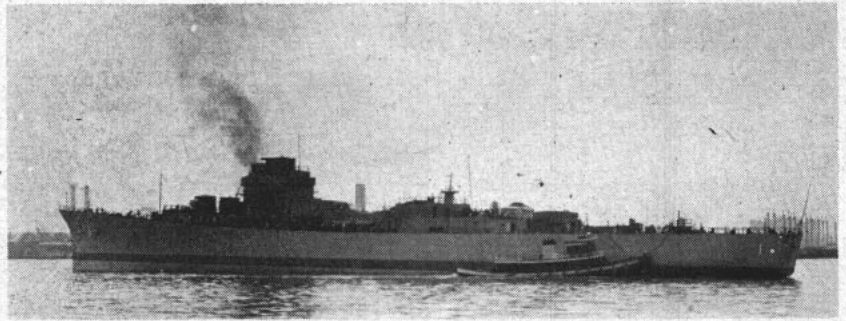
The first of its type, *Northampton* will provide a fully equipped floating headquarters for the task force commander of a large operation.

The eight-inch main battery turrets of the *Oregon City* class have been eliminated in *Northampton* to give the command ship more open deck space for radio antennas.

The two masts on the superstructure amidships have also been eliminated and a special, hollow-steel pole mast which towers 124 feet above the main deck has been erected forward. This mast, built for communication purposes is the tallest self-supporting (unguyed) pole mast on any U.S. Navy ship. It has a 30-foot removable section at the top which may be taken off to permit the ship to pass under bridges.

On the two sturdy towers on her superstructure, *Northampton* will carry air search and aircraft height-finding radar antennas.

To give the task force commander a full presentation of the information gathered by these instruments, *Northampton* will have the most complete



USS NORFOLK (DL 1) is the first and largest of the destroyer leaders. Her mission will be to lead fast-moving, anti-submarine, hunter killer groups.

CIC and flag plot installation of any ship.

An extra deck at the 01 level was built into the command ship, giving her several feet more freeboard than the *Oregon City's* and allowing more space belowdecks for storage of spare parts for her equipment, plotting and conference rooms and berthing for flag staff personnel. The ship is expected to carry between 1600 and 1700 men.

All control spaces throughout the ship are air conditioned. Helicopter landing facilities are also provided.

The uniqueness of the command ship extends down below too. A combustion control system has been installed which will feed fuel, feed water and air directly and automatically to the boilers. When the captain rings up more speed on the bridge, the throttleman in the engineroom will open the throttle another notch and immediately the required fuel, water and air will be fed into the boiler.

The command ship's superstructure represents a "cleaning up" of design with one eye on protection from

the effects of radioactivity from atomic explosion. One principle of decontamination of a ship is to keep corners, overhangs and sharp angles to a minimum. This has been done to some degree on *Northampton* as her smooth lines topside show. Speed, however, remains the ship's best protection against atomic attack. Her speed (over 30 knots) also means that *Northampton* can keep pace with fast task forces.

The new *Norfolk* is the largest of the destroyer leaders, a post-war type whose mission is to head up anti-submarine hunter killer groups.

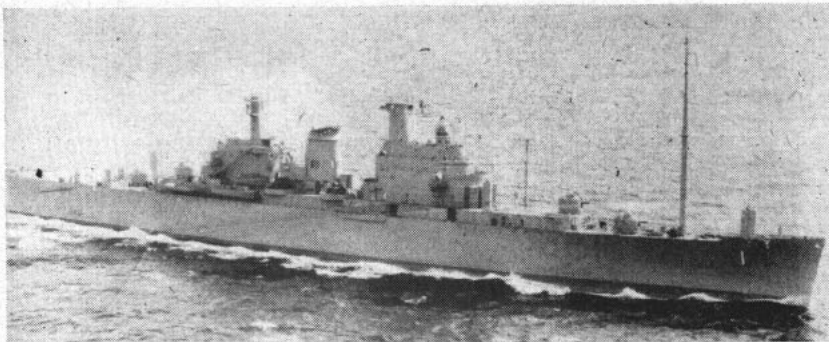
Norfolk, originally laid down on a light cruiser hull and designated CLK-1 (light cruiser, killer), was completed under her present designation as DL-1 and thus becomes probably the largest destroyer-type in the world.

Unlike conventional destroyers *Norfolk* has had a second deck added to provide more space for electronic equipment, storage space and berthing facilities.

Norfolk will also be the most fully air conditioned destroyer-type afloat. The ship is air conditioned in all spaces except machinery spaces, even to her crew's living compartments.

Another innovation is a central control station between the forward and after enginerooms where the damage control officer will have his station during General Quarters. Here, surrounded by dials, gauges and telephones, he will guide damage control activities in case of emergency.

Norfolk has a high-pressure, high-temperature propulsion system similar to that of *Timmerman*. She also has a six-bladed propeller designed for silent performance during the ship's anti-submarine hunts.



USS NORTHHAMPTON (CLC 1), a "task force command ship," has top speed over 30 knots. She boasts the most complete CIC and flag system of any ship.



DANCES ashore and afloat are among the recreational activities arranged by the Enlisted Recreation Committees.

ERC Can Do a Lot for You, Your Ship

DO YOU have a bright idea about how your ship could throw a home-coming dance? Would you like to see a boxing smoker arranged between your ship and the one at the next pier? Would you like in on a scheme to increase your intramural sports program?

You may not be too familiar with it, but there is a committee on your ship that can pick up ideas like these and translate them into facts.

This committee is known as the Enlisted Recreation Committee. You should know something about it for a couple of reasons: (1) Its members might be able to do you some good; and (2) you may be appointed a member of one some day.

The Enlisted Recreation Committee aboard your ship or station, like all similar committees, was formed on the authority of BuPers Circular Letter 68-49 (27 April 1949). All ships and stations have a committee of this sort to help improve and expand the recreation facilities for the men aboard.

Next in the recreation "chain of command" is the Recreation Council, which is composed of three or more officers. The Council considers suggestions from the E.R.C. and passes them on to the C.O. with its recommendations.

The Enlisted Recreation Committee meets once a month, a few days before the meeting of the Recreation Council. In this meeting, the division representatives discuss projects in progress, future possibilities and put their suggestions in writing for presentation to the Council.

The minutes of the Enlisted Recreation Committee are signed by all members and these are later made a part of the minutes of the meeting of the Recreation Council.

Basically, the Enlisted Recreation Committee is afforded the opportunity to inspect the Recreation Fund books to find out how your recreation money is being spent and to make suggestions to the Recreation Council.

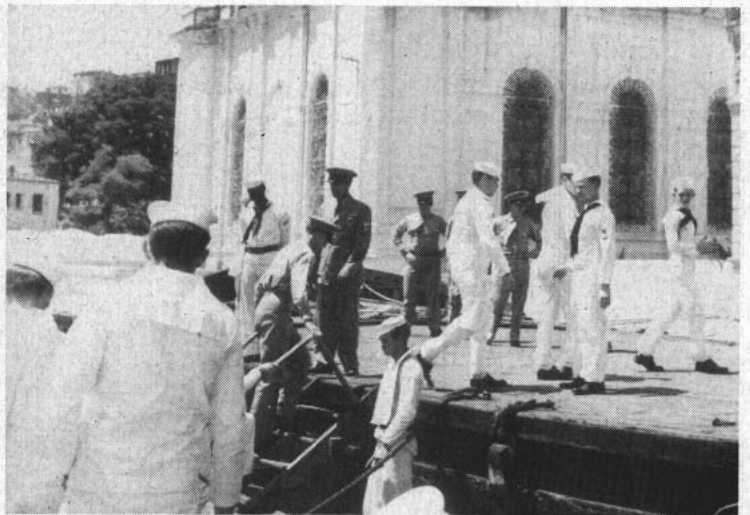
The committee, composed of rep-

resentatives from each of the ship's divisions, is able to get a cross-section view of just what the men want in the form of athletics and recreation.

For example, say the men of USS *Lotsafun* want to stage a ship's dance. The idea originates in the E.R.C. The committee then begins the necessary "leg work" to find out where a dance can be held, the cost of renting a hall, the approximate cost of food, refreshments, etc. It then presents the request, along with a full report on the estimated cost, to the Recreation Council, which considers it and submits its recommendations to the skipper.

The commanding officer, by regulation, is responsible for the expenditure of all funds. Therefore, he endorses his approval or disapproval of the dance request, as well as all other requests to spend recreation fund money. Chances are he will and *Lotsafun* will have itself a ball.

If your shipmates want to expand their intramural sports program, the



SOLOIST AND BAND entertain sailors on board ship (left). Organized tours are planned for men on liberty.

place to start again is your Enlisted Recreation Committee. You may want to request money for equipment, awards for the winners, payment of officials and other expenses to run such a league. Money for these things can be authorized from the Recreation Fund.

Recreation funds can also be used for picnics, radios and television sets for recreation rooms and even for magazine and newspaper subscriptions.

Books are sent to ships and stations by Library Services of BuPers. Some are sent automatically, others in response to requests for additional library books. If the books you get are not enough to fill your needs, the Recreation Fund may be used to buy them.

A well organized and energetic

committee can be the focal point of athletic activity, forming teams, challenging other units, organizing ship parties and other group events. If you happen to be serving in a small ship, your recreation funds can also be used to obtain special Easter or Christmas religious services.

Another little known function of a Recreation Fund is to make available non-interest-bearing emergency loans to enlisted men. If, after investigation, a commanding officer finds that a real emergency exists, he may approve such a loan to an EM, provided that the Navy Relief, Red Cross, or other similar relief organization is not readily available.

Where does this money in the Recreation Fund come from? It comes from the profits of the Navy Exchange or Ship's store where you do your

shopping. When these profits are insufficient, the ship or station local Recreation Fund may be aided by grants or loans from the Bureau of Naval Personnel Central Recreation Fund (See ALL HANDS issues of November 1952 and January 1953).

The BuPers Central Recreation Fund also assists in providing for construction of new facilities that are beyond the scope of local funds, such as EM clubs, swimming pools, tennis courts, gyms or athletic fields.

The idea for many a new station recreation facility was born in an Enlisted Recreation Committee.

Like many things, your Enlisted Recreation Committee is only as good as the men serving on it. The possibilities open to the group, however, are great.

If you have an idea, see your divi-



BATTER takes healthy swing during baseball game. Right: Sailors check out boxing gloves for friendly bout.

Mid-Watch Standers Wax Poetic Once a Year

One unusual custom in the Navy sanctions the use of poetry in making up an official record. Poetry? — you ask. Yes, its a growing tradition to use rhyme in writing up the mid-watch of New Year's Day. During the past few months ALL HANDS has received numerous samples, some of them very good.

The poetic license of the midnight poet does not permit any relaxation of the rigid rules for writing the watch report. He must comply with article 1037 of Navy Regs and list all the important details — mooring lines, ships present, senior officer present, sources of electric power, steam and water, etc. But beyond that, he is on his own.

Here is a well-written example of mid-watch poetry. Its author is Lieutenant (junior grade) John Westbrook, USNR. The poem was entered in the log of USS *Bremerton* (CA 130) this past New Year's when the author was the 00-04 watch officer. You'll notice that after entering the necessary details in the first half, he waxed poetic in the second half.

*The good ship Bremerton
(May her crew be blessed)
Is moored at Mare Island
For a well earned rest.
At Pier Twenty-One
On the northern side
Lies the old One Thirty,
The Navy's pride.
With standard lines
She's moored to the pier,
Her port side to
And her starboard side clear.
Electricity and water,
Phone lines and steam
Are coming from the pier
In a steady stream.
The Pacific Fleet
Is well represented
The Reserve Fleet too
Is here complemented.
And Navy Yard craft
And district boats
Are variously tied
To the piers and floats.
MacMillan is SOPA—
He's COMSUBAD—
And being here with him
We find is not bad.
There are sentries on the foc'sle
The fantail, the pier,
And down by the gangplank
Off the quarterdeck here,
At the after brow,
Lest some stranger pass,
Stands that finest of men,
A good PO first class.
The Bremerton's a beauty
When she's looking her best;*

*But as we first said
She's here for a rest.
She's trim and she's smart
Any sailor can tell;
And when she's all painted
She's a real Jezebel.
She came to Vallejo
A few months ago
And the yard went to work
So you'd hardly now know
That beneath all the scaffolds
And myriad lines
Is a ship that has sailed
Among Communist mines—
Into enemy ports
With all her guns firing
Morning and Night,
Never once tiring.
She doesn't look now
Like a ship that could brave
A Pacific typhoon
With high wind and wave,
Or even a gale
Or a local squall.
Fact is she hardly looks
Like a ship at all.
But she's left her mark
On the enemy's shore
And she'll soon be ready
To deliver more.
The new year will bring
A return of her beauties—
New guns, new men,
New adventures, new duties.
This new day now welcomed
In cold morning cheer
Is for us the beginning
Of a Happy New Year!*

sion representative on the Enlisted Recreation Committee. Your suggestion might soon be a source of entertainment for you and your shipmates.

• See Your District Special Services Officer Also

Leave, liberty and recreation — these are the three thoughts that usually come to mind when your ship hits port. Leave and liberty are pretty well taken care of, but athletics and and recreation is something else again.

If your ship is a stranger in port, your Enlisted Recreation Committee can find out what is available for you in the line of athletics and recreation. A good source for this information is the District Special Services Officer.

The District Special Services Officer acts as liaison between your ship and shoreside athletic activities. He can play a big part in helping you further your off-time activities both ashore and aboard your ship.

Although facilities offered will vary in each locality, here are a few of the things he may have to offer:

- Free tickets to stage, radio and television shows.

- Athletic fields, picnic grounds and gyms for your use.

- Advice on your ship's party, picnic, dance or group tour.

- A complete list of recreation facilities, both military and civilian, such as swimming pools, beaches, tennis courts, bowling alleys and EM clubs.

- He can tell you where athletic events such as basketball, baseball, football and hockey games are being held and the cost of admission.

- A list of places to visit while ashore, such as zoos, museums, art galleries and points of historical interest.

- Tournaments and leagues in which your ship's different athletic teams can participate.

- Information on occasional events, such as symphonies, flower and vaudeville shows, photo clubs, and dances and parties to which sailors are invited.

- A list of movies that are playing at military and civilian theaters.

Are you planning some recreation activity? Do you want to have a ship's ball game or party? To aid in your planning, have your Enlisted Recreation Committee contact the District Special Services Officer. His offices are usually located in the District Headquarters building or in the vicinity. — Rudy C. Garcia, JO1, USN.





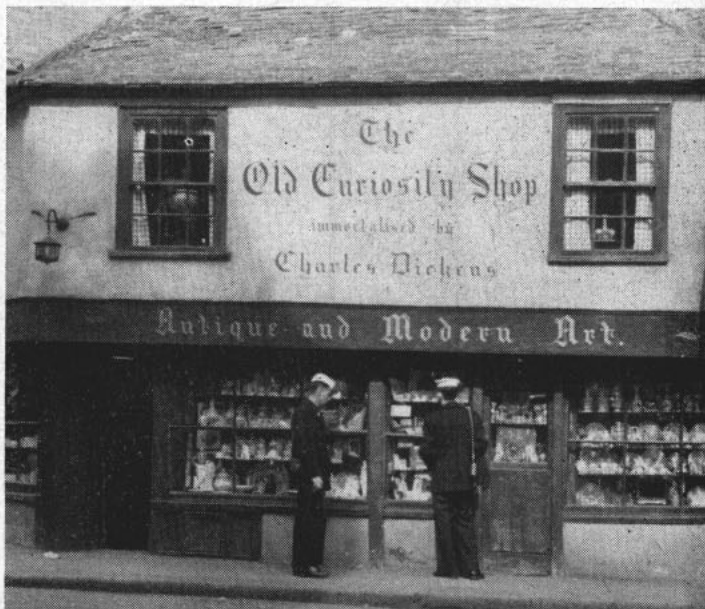
Show Me London

ENGLAND has more than its usual appeal to Navymen this coronation year. Along with thousands of sight-seers from all over the world, officers, enlisted men and Waves will be touring England. Some will be stationed there; others will be taking advantage of liberty and leave. A few may be lucky enough to be in London at the time of the coronation itself.

If you're among those who find themselves in England this summer, you'll find lots to see whether you're "in time" for the coronation or not. From Trafalgar Square to Westminster Abbey, from the banks of the Thames to Shakespeare's Stratford-on-Avon, there's lots to see.

Here are a few photographs, showing some of the points of interest in London:

Upper left: Sailors consult London guide book before starting their sightseeing trip. *Upper right:* Yeoman warden at the entrance to the Tower of London relates Tower's history to bluejackets. *Right center:* London Bridge forms background for these sailors and Waves. *Lower right:* Two sailors window-shop at the Old Curiosity Shop. *Lower left:* Old-time uniforms are compared with today's jumpers and blouses.



Three Years

THIS month marks three years of fighting in Korea.

These years have brought with them many changes in the U.S. Navy, changes which grew out of adapting this nation's naval might to meet the challenge in the Far East.

Many of the ships that go into action tonight off the Korean coast for example, were, figuratively speaking, taken out of mothballs only yesterday. Once again, if proof was necessary, the Navy proved that ships in reserve, properly maintained, can be "greased up" and returned to action in a hurry when needed.

These years have also seen thousands of Navymen and Marines called back to active duty to man the ships, fly the planes and staff the fighting units hurriedly despatched to the trouble spot. The "phasing out" of most of these skilled officers and enlisted men has now been completed and their places taken by junior officers and younger enlisted men trained in the interim.

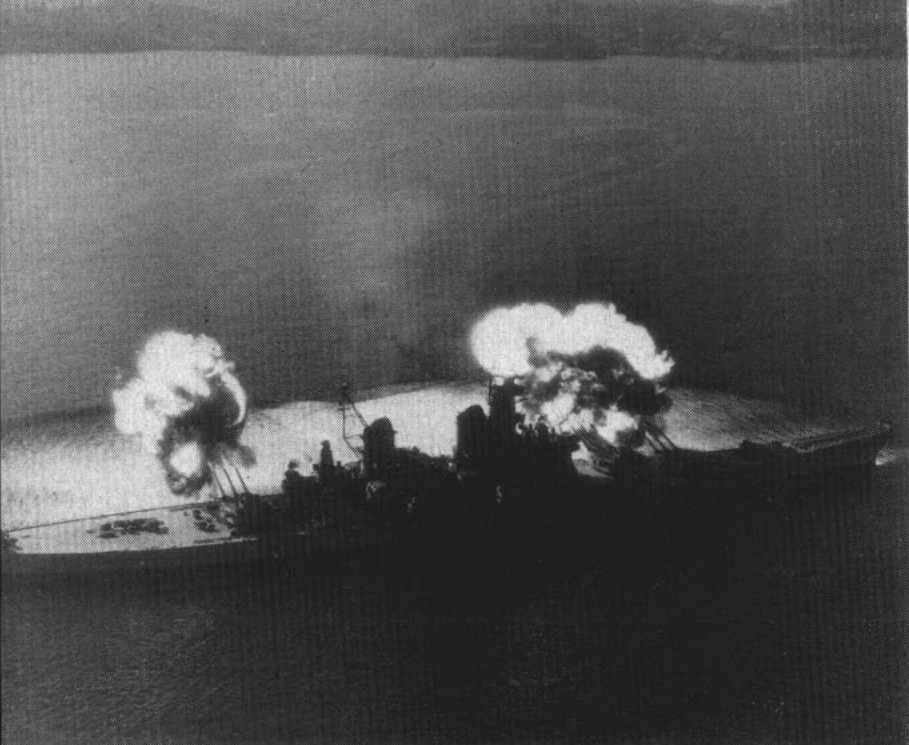
Together these men and machines have enabled the Navy to develop in the Far East a strong naval force adequate for the kind of war now being fought. Naval power is being brought to bear in this case mainly through air strikes from carriers off the coast, through coastal bombardment of supply lines by ships ranging from BBs to PFs, and through well-executed amphibious invasions that by-pass the enemy's main force and hit him where he is most vulnerable.

If you remember, it was on 25 June 1950 that the North Korean Army — without warning of any kind — invaded the South Korean republic, quickly overrunning the ROK troops who sought to stem the tide.

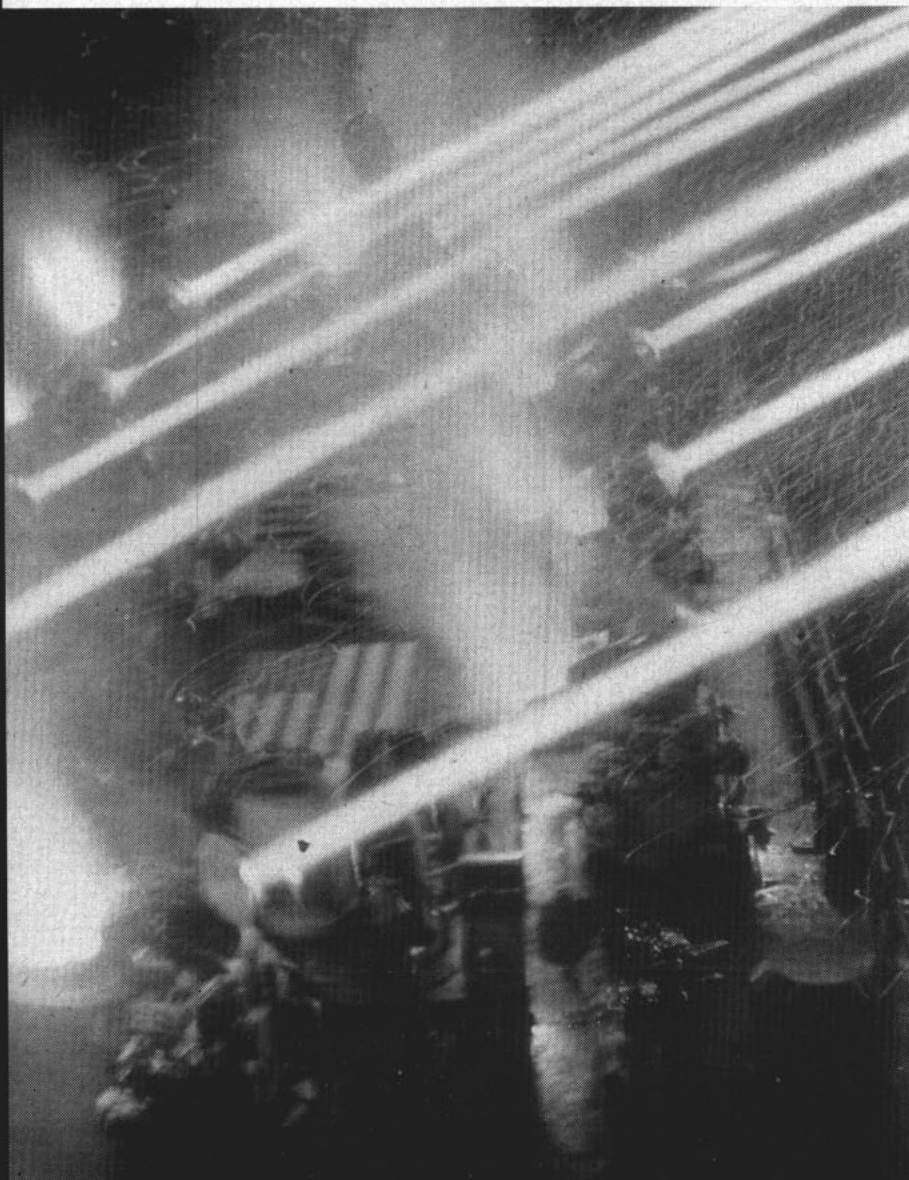
That the attack had been carefully planned was brought out by the report of a special U.N. commission assigned to get the straight facts on the start of the fighting.

It was direct aggression, and the United Nations quickly reacted to it. With the full support of the U. S., the U.N. called upon the North Koreans to cease their attack and withdraw to the 38th Parallel. Instead the North Koreans continued to advance.

The U.N. called upon all member nations to contribute armed forces to a unified command which would



BROADSIDE FROM USS *New Jersey* (BB 62) moves giant ship sidewise. High explosive rockets from USS *LSMR 404* hit at troop concentrations (below).



of Fighting in Korea

meet the attack and halt it. The U.S., the nation with the greatest armed might near the scene, ordered the 25th Infantry Division from Japan to the fighting front and followed this up by ordering naval and air commands to provide sea and air support for U.N. military operations.

The U.N. forces on the peninsula were first made up chiefly of U.S. and ROK units but soon included troops or medical units from 20 different nations.

U.S. naval forces went immediately into action.

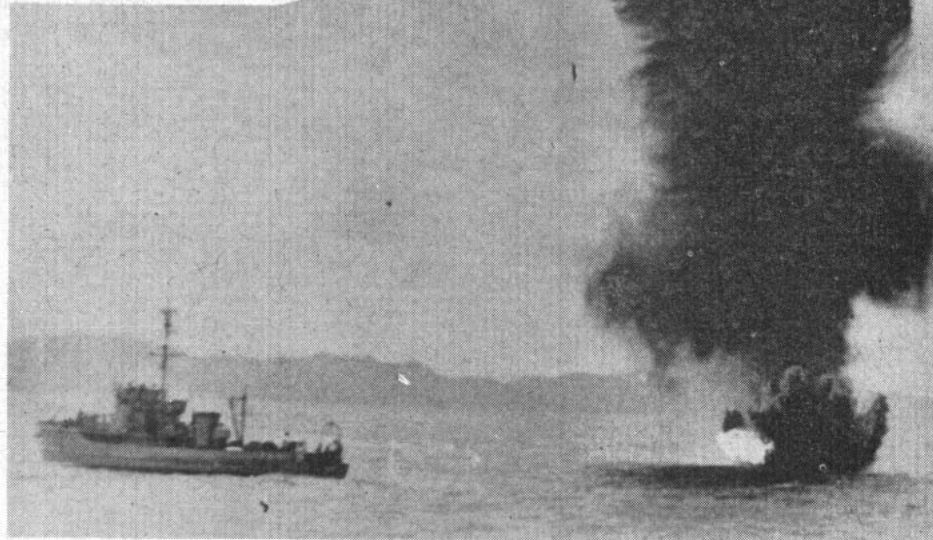
The first ships to get into a gun fight in the Korean theater were the cruiser *uss Juneau* (CLAA 119) and the destroyers *uss Collett* (DD 730) and *uss DeHaven* (DD 727) who, together with the British cruiser *HMS Jamaica* and the frigate *HMS Black Swan* sank two enemy torpedo boats, forced another to run up on the beach and scared a fourth away in an engagement on 30 June. The small Communist force had tried to launch torpedoes at the U.N. ships.

The carrier *uss Valley Forge* (CVA 45), then the only carrier in the Western Pacific, went into action. Soon several cruisers and destroyers joined the Seventh Fleet to begin shore bombardment and interdiction missions on the enemy's flanks.

Several destroyers and a squadron of PBM *Mariner* patrol planes took up a patrol of the Formosa Strait to the south. They had been ordered there by the President to be ready to repel any Communist attack upon Formosa from the mainland of China. Later, one ill-conceived enemy attempt to invade the island by Chinese junks was made but was easily turned back (ALL HANDS, "Tender Care for Navy's Flying Boats," March 1953).

Carrier strikes and shore bombardment from the ships at sea were used to harass the enemy and slow down his offensive. The main coastal roads were subjected to constant fire. Enemy supply caravans were forced to move along the poor interior roads or at night along the coastal routes.

Naval reinforcements began to arrive. Task Force 77, the fast carrier task force, was formed around the nucleus of *uss Valley Forge*, *uss Philippine Sea* (CVA 47) and *uss*



MINESWEEPER, USS Mockingbird (AMS 27) is dwarfed by explosion of floating mine detonated by small arms in Chinnampo area in the Yellow Sea.

Boxer (CVA 21). The cruisers *uss Toledo* (CA 133), *uss Helena* (CA 75) and *uss Rochester* (CA 124) joined *Juneau*. The escort carriers *uss Badoeng Strait* (CVE 116) and *uss Sicily* (CVE 118) showed up.

By August, the U.N. forces ashore were engaged in the bitter battle for Pusan along the Naktong River. The First Marine Brigade had just landed to join the First Cavalry Division, the 24th Infantry Division, 25th Infantry Division, Second Infantry Division and five ROK divisions that made up the Eighth Army.

The Navy was working out other techniques against the enemy too. Commando teams consisting of a combination of Marine Raiders and Navy underwater demolition men would go ashore to dynamite a railroad tunnel or blow up a strategic bridge or accomplish some other hit-and-run mission.

Meanwhile, back in the U.S., thousands of Naval and Marine Corps Reservists had been called back to the colors to provide much-needed manpower. Reservists were called on to build up the Second Marine Division which was being whipped into shape at Camp Lejeune, N. C. At the same time USNR officers and enlisted Naval Reservists were being called as they were needed to fill out the added units of the Fleet or to perform special jobs. Naval Air Reserve personnel were called up both

in groups and as individuals.

By September 1950 the battle situation had changed radically. The enemy had been halted almost at the gates of Pusan and plans were put in motion for the amphibious landing at Inchon.

The part the Navy played in this successful amphibious invasion has been well told — the hundreds of details to be taken into account (for example, the great range of the tides), the plotting of safe routes through the minefields, and the working out of the timetable so necessary for any amphibious operation. Part of the success of the Inchon landing is due to the destroyers of Destroyer Squadron 9, including *uss Mansfield* (DD 728), *uss DeHaven* (DD 727), *uss Lyman K. Swenson* (DD 729), *uss Collett* (DD 730), *uss Gurke* (DD 783) and *uss Henderson* (DD 785), which succeeded in drawing fire from Wolmi-do so that the big ships could spot the island batteries and knock them out. In this landing the Navy staged two feints, one at Chinnampo to the north and the other at Kunsan to the south, which proved highly confusing to the enemy.

On D-Day the Marines landed at Red and Blue beaches and advanced up the steep banks under cover of intensive air strikes from the carriers and close support from the cruisers, destroyers and rocket ships. The Leathernecks hit the beach 15 Sep-



F2H-2 'BANSHEE' jet fighters—members of Fighter Squadron Eleven—return to carrier USS Kearsarge (CVA 33) after flying mission over North Korea.

tember. They reached the Han River four days later. On the 25th, Seoul fell.

The campaign was now assuming the proportions of a complete rout of the North Korean "People's Army." The Eighth Army to the south had broken through the Pusan Perimeter and the two forces were moving toward a meeting in the Korean "waistland" which would trap thousands of enemy soldiers in its pincers. Soon the forces did join, cutting the enemy to ribbons, and turning north to push ahead.

In October, the U.N. amphibious team repeated its success with another — although not quite so smooth — landing at Wonsan on the east coast. Here the Navy had to clear "one of the most intensive minefields in history" before the ships could enter the harbor.

Sweeping operations involved not only surface ships but naval aircraft and underwater demolition teams as well.

Reinforced by this second "end run," U.N. forces now approached the Manchurian border, but hopes for an early end of the conflict were shattered on 20 November 1950 with the launching of the attack by Chinese Communist forces. It was now a "new war."

With their principal supply routes cut by the invasion, Marine and Army units in the Changjin Reservoir area

withdrew south toward Hungnam, fighting their way through numerically superior Communist forces for 14 bitter days and nights before they finally reached the evacuation port.

The U. S. Navy's evacuation of these American troops from the Hungnam beachhead has been called "one of the finest accomplishments" of the Korean struggle, a "massive landing operation in reverse."

The U.N. forces finally brought the Communist advance to a halt and the battle line was stabilized across the hilly central portion of the peninsula. Since July 1951, when the truce talks began, changes in this line have been measured in hundreds of yards, the crest of a hill or even a few dozen feet.

On either side of the line, troops are dug in. Deep bunkers, communications trenches and fortified gun positions more like those of World War I than World War II mark the front.

Fighting has flared off and on during the past year as the Communists have attempted—in the main unsuccessfully — to better their own situation. Otherwise, ground action has been confined largely to patrol and probing actions, often by units smaller than company size.

It's what the textbooks call "static" or "positional" warfare. Viewed from halfway around the world, the line hasn't budged from where it was

when U.N. forces halted in hopes of an agreement on a truce line.

In the war at sea, the big carriers continue to launch daily air strikes whenever weather permits. One of the biggest was the series of strikes that devastated North Korea's hydroelectric power complex. Teaming up with Air Force planes, more than 280 Navy and Marine aircraft from fast carrier Task Force 77 flew across Korea in the largest single combat flight since the end of World War II to smash the power plants.

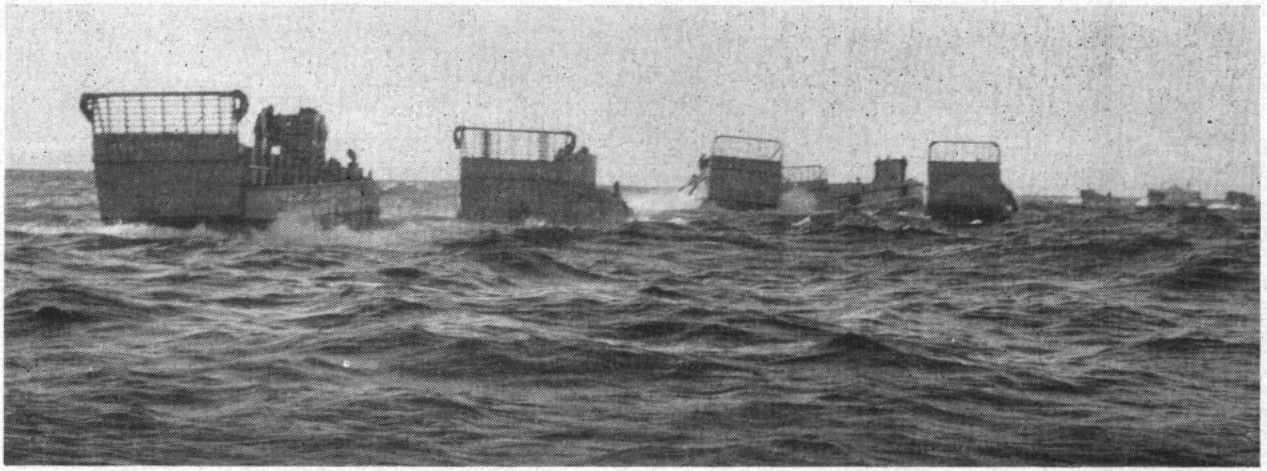
Task Force 77 includes at present the carriers *uss Philippine Sea*, *uss Valley Forge* and *uss Princeton* (CVA 37). Other flat-tops, *uss Kearsarge* (CVA 33), *uss Boxer*, *uss Essex* (CVA 9) and *uss Bon Homme Richard* (CVA 31) rotate to the Western Pacific to relieve their sister ships on the line. At other times, *uss Leyte* (CVA 32), now destined for mothballs once more, and *uss Antietam* (CVA 36), now being used to evaluate an angled flight deck design, have also served with the Seventh Fleet. Most of these ships were reactivated at a cost of approximately three million dollars each.

Other, smaller carriers, operating as part of Task Force 95, the U.N. Blockade and Escort Force, have also performed yeoman service in the Yellow Sea. *uss Bataan* (CVL 29), *Badoeng Strait* and several British light carriers alternate in this assignment.

Additional small carriers which have served in Korea include *uss Rendova* (CVE 114), *uss Bairoko* (CVE 115) and *uss Sicily*. Still other carriers have been employed throughout the Korean war as shuttle ships to deliver replacement aircraft to both the Navy and Air Force. Three carriers, now units of the Military Sea Transportation Service, have made their appearance. They are *uss Sitkoh Bay* (T-CVE 86), *uss Cape Esperance* (T-CVE 88) and *uss Windham Bay* (T-CVE 92).

The flagship of the Seventh Fleet at this writing is *uss New Jersey* (BB 62). All of the remaining battlewagons of the *Iowa* class have seen action in Korea at one time or another — *uss Iowa* (BB 61) herself, as well as *uss Wisconsin* (BB 64) and *uss Missouri* (BB 63).

Cruisers currently carrying out missions along the coast include *uss Manchester* (CL 83), *uss St. Paul* (CA 73) and *uss Bremerton* (CA



LOADED LCMs head for the beach. Landing craft, perfected in WW II, have proved their worth again in Korea.

130) in addition to the British cruisers HMS *Birmingham* and HMS *Newcastle*.

At other times, USS *Los Angeles* (CA 135) and *Rochester, Helena, Toledo, Juneau* have taken part.

The Seventh Fleet's destroyer force consists of dozens of the Navy's best. The tin cans perform the traditional missions of scouting, patrolling and bombarding. Their potent anti-submarine armament is in stand-by, ready for action at any time.

As every reader of ALL HANDS knows, the Navy also has a substantial force of minesweepers in Korean waters. At the close of World War II there were about 150 sweepers in active service. Seldom in the headlines, these ships nevertheless have performed an exemplary job protecting the larger combat and auxiliary ships from the hazards of Red-laid minefields.

Then there are the amphibious forces. Composed of special task groups and transport and landing groups, they furnish hydrographic reconnaissance and amphibious training for seaborne landings in addition to the real thing.

Undoubtedly the most skillful and effective use of the amphibs was demonstrated on the treacherous beaches at Inchon. Another example of their work was at Wonsan. Yet another was at Kojo on the east coast in October of last year when thousands of troops were sent ashore — or almost ashore — in a mock landing as a diversionary measure to flush the enemy from his caves and bunkers. Follow-up bombardment by surface units and bombing by aircraft raised havoc among the Communists.

The primary missions of the ships of the U.N. naval forces are these:

- To maintain control of the seas in the Far East.
- To support the U.N. action ashore by coordinating air effort, gunfire and blockade.
- To conduct other operations and provide support as directed.

How well the Fleet has implemented these missions can be demonstrated with a few cold statistics. A total of 37,000 enemy buildings have been destroyed and 22,000 damaged by Seventh Fleet units since the beginning of the conflict. These included warehouses, factories, power stations, rail terminals and other

structures of strategic or tactical importance.

More than 6400 railroad cars and engines have been destroyed and 10,000-odd damaged at last count. More than 4500 trucks and other vehicles have been destroyed, 6000 damaged. Naval aviation units alone estimate they have killed some 100,000 Red troops.

Navy and Marine losses have been considerably less. The latest Navy casualty report shows 354 killed, 1273 wounded and 82 men missing; the latest Marine figures are 3562 killed or died of wounds, 72,684 wounded and 572 missing in action.

In one four-month period, Seventh



MARINES hit the beach in Korea, in operation typical of amphibious landings at Inchon and Wonsan. Marines have also used helicopters for assaults.



HIGHLINE transfers hurt jet pilot downed at sea. Right: OILER USS Cacapon (AO 52) battles wind and water.

Fleet ships fired more than 40,000 rounds of ammunition at selected targets. The story of who passed all this ammo as well as the food, clothing, equipment, spare parts and other supplies it takes to fight a war is a tale in itself.

Hidden behind the one word "logistics" are the operations of a hundred ships of various types and assorted sizes, which shuttle between the U.S. and advanced bases in Japan and Korea, then from these advance bases to the combat units at sea.

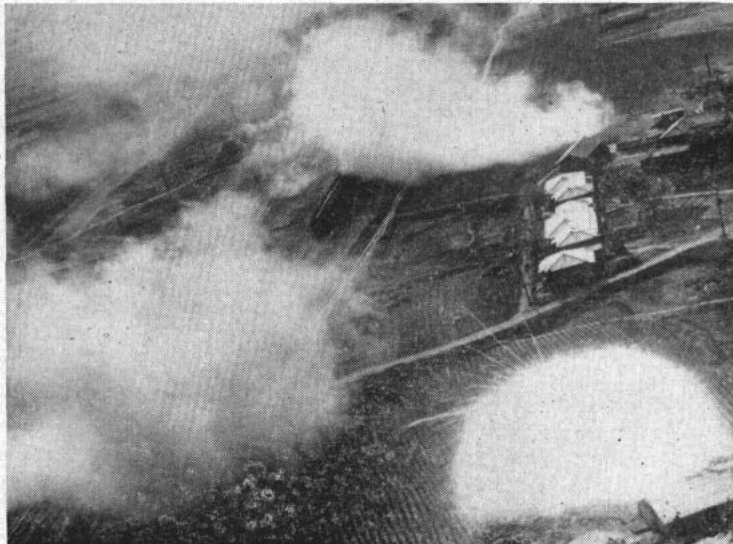
These vessels form the lifeline of the fighting fleet, keeping the ships supplied with the wherewithal to carry on the war. Cargo vessels like

uss *Diphda* (AKA 59), uss *Chara* (AKA 58) and uss *Yancey* (AKA 93); oilers like uss *Ashtabula* (AO 51), uss *Passumpsic* (AO 107) and uss *Misphillion* (AO 105); aviation repair ships like uss *Chourre* (ARV 1) — all go within gun range at times to carry out their logistic responsibilities.

Other Service Force ships such as ammunition ships, store ships and tugs have furnished invaluable replenishment, towing and salvage facilities. Methodically and without fanfare, the small seagoing tugs and salvage ships slip into Red coves and harbors to pull stranded vessels off the beach and rescue downed airmen.

Through the rotation policy for both men and ships, thousands of Navy officers and enlisted men have now had wartime experience in the Korean fighting.

Many of these men, called back to active duty at the beginning of the emergency to give the Navy the benefit of their former experience, have reverted once more to civilian status. But many others, inexperienced before the outbreak of hostilities on the peninsula, now are graduates of fighting at sea. As a result of the Korean conflict and the Navy's part in it, the U.S. today has a cadre of skilled Navymen — both Regular and Reserve — second to that of no nation.



FLYERS from USS Essex (CVA 9) blasted North Korean bridge (left). Rocket smoke shrouds bombed rail head.



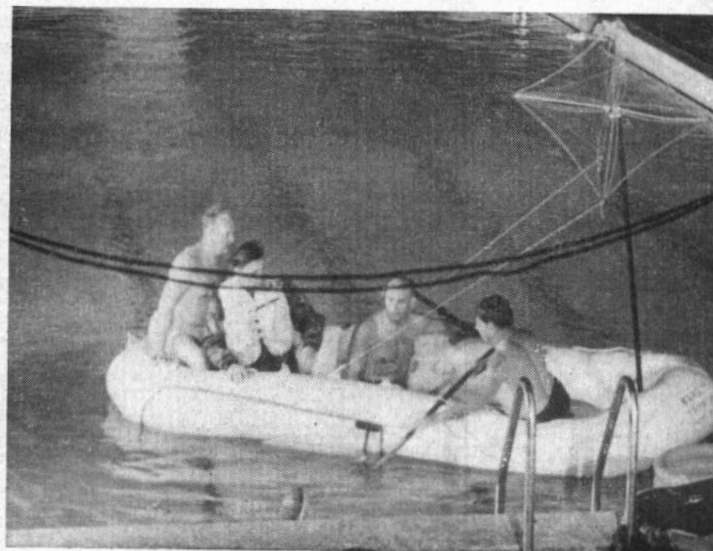
Survival on TV

TECHNIQUES used by the Navy's frogmen and the use of survival equipment of naval airmen were demonstrated in a nationwide television broadcast recently when radio's and television's Arthur Godfrey included them in a telecast from Miami Beach, Fla.

CDR Godfrey, USNR, was assisted by enlisted and officer personnel from Naval Air Reserve Training Command, Miami. They provided equipment and participated in the demonstrations.

An aviation enthusiast and naval pilot, Godfrey pointed out the excellent chances Navy aviators now have of survival in the event they are forced to ditch their planes.

Upper left: Godfrey gets the word on how to wear various types of gear used by the Navy's frogmen. *Upper right:* Looking a little chilly, Godfrey demonstrates survival clothing and a PK-2 life raft during his morning TV show. *Right center:* Dressed and ready for action, frogmen give TV announcer some information on how they operate. *Lower right:* Advantages of the Navy's seven-man life raft are demonstrated to the TV audience by personnel of NARTU Miami. *Lower left:* Getting together after the demonstration, Navy singers join in a song-fest to the tune of Godfrey's famous ukulele.



Navy Wins Interservice

or "racehorse" type of basketball, jumped in to an early lead. But Los Alamitos, playing deliberate, ball-control basketball, came back to gain a first quarter lead.

Forced to play a different brand of basketball, Quantico was never able to maintain its offense. At the end of the first quarter, Los Alamitos led 21-15. The Naval Air Station sailors outscored Quantico in the second quarter 24-18 to increase their lead to 45-33 at halftime.

Los Alamitos' precision scoring machine continued to pepper the opposition's basket, scoring 46 points in the second half while Quantico was scoring 44 points. The final count again: 91-77.

All five starters for Los Alamitos scored in the double figures. Al Roges led with 28 points, followed by Rollie Hans 17, George Yardley 14, Hal Uplinger 12 and Johnnie Arndt 10. Paul Arizin was high for Quantico with 30 points while Jim Walsh scored 17. No other Marine player was able to score more than six points—a tribute to the excellent Los Alamitos defense.

Arndt, 5 ft. 10 in. Los Alamitos guard, was voted the "Outstanding Player" of the tournament. The speedy Arndt, former player for the Fibber McGee and Molly team of the N.I.B.L., was outstanding in his ball

control tactics. "He practically controlled the ball by himself," Captain Roy Shiel, USMC, Quantico's coach said later.

Los Alamitos scored 43 percent of its shots during the championship game while Quantico was shooting a respectable 36 percent. Even at that, Los Alamitos' shooting percentage was not as high as its average in the All-Navy competition.

Playing the Eastern Navy champions, the Great Lakes "Bluejackets," at NTC Great Lakes, Ill., Los Alamitos, the Western champs, put in 46 percent of all shots. The "Air Raiders" defeated the Bluejackets in two straight games, 81-61 and 82-79, to win the All-Navy diadem and the right to represent the Navy in the Interservice tournament.

In the first game of the All-Navy championship match, George Yardley, former All-American at Sanford, scored 38 points on 16 field goals and six free tosses, to lead his team to victory. He scored 16 in the second half, taking only eight shots but connecting on all of them.

Carl McNulty, former Purdue University star, guarded Yardley in the second game and held the lanky Los Alamitos ace to 15 points. But that just opened the dike elsewhere. Little Johnnie Arndt proved to be "John-



INTERSERVICE CHAMPS—NAS Los Alamitos 'Air Raiders' beat Quantico Marines 91-77 to win tournament.

NAVY won the first annual Interservice Basketball Championship as the NAS Los Alamitos "Air Raiders" trounced the Quantico Marines 91-77 in the title game at Offutt Air Force Base, Omaha, Neb.

In the consolation game, Sampson Air Force Base defeated Fort Belvoir 86-76.

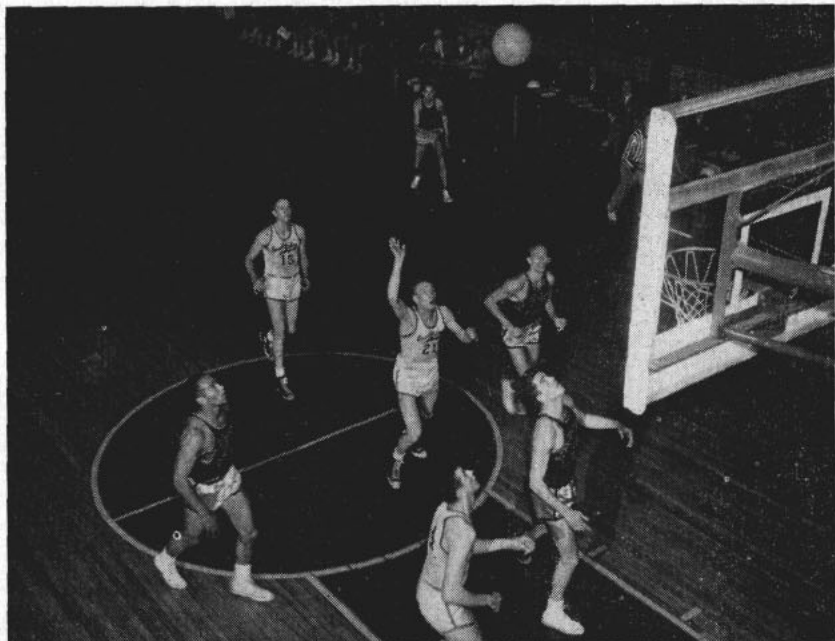
In the semi-finals, Los Alamitos disposed of Fort Belvoir 77-70 while the Quantico Marines were doing away with Sampson 80-60.

Rollen Hans, Los Alamitos guard, stole the show in the Alamitos-Belvoir game as the Navyman held the Army's Dick Groat, former Duke University All-American, scoreless in the first half. Although Groat did score 14 points in the second half, Los Alamitos won. The game was nip-and-tuck until the final quarter when the "Air Raiders" pulled away fast—to win by seven points.

Quantico, with Paul Arizin, former Villanova ace netting 30 points, easily whipped the All-Air Force champions from Sampson AFB. Chuck Stevesky scored 18 points for the losers.

Los Alamitos was pitted against the Quantico marines in the championship game and was a slight pre-game favorite. The "Air Raiders" lived up to their advance billing as they dealt Quantico its worst defeat of the season and its only defeat this year by a service team.

Quantico, which plays a running



ALL-NAVY basketball was won by Los Alamitos which beat Great Lakes in two-out-of-three series. The team then went on to win Interservice Tourney.

Hoop Championship; Boxers Place Third

nie-on-the-spot" as he scored 21 points to lead the "Air Raiders" to their second victory and the All-Navy championship.

Los Alamitos wrapped up the All-Navy championship in the second game in the last five minutes. Great Lakes had forged ahead 73-72 but at this point Arndt tallied five quick points and the "Raiders" were home free.

Here's how the top teams reached the All-Navy finals. (All play-offs were double-eliminations.)

WESTERN ELIMINATIONS

Naval Districts

1st Round

NAS Sand Point	70	Kodiak All-Stars	55
NAS Los Alamitos	83	NAS Alameda	77

2nd Round

NAS Los Alamitos	92	NAS Sand Point	62
NAS Alameda	77	Kodiak All-Stars	66

3rd Round

NAS Alameda	78	NAS Sand Point	50
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4th Round

NAS Los Alamitos	92	NAS Alameda	74
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Winner — NAS Los Alamitos

Pacific Fleet

ComPhibPac	101	Hawaii All Stars	74
ComPhibPac	87	Hawaii All Stars	57

Winner — ComPhibPac

Western Semi-Finals

NAS Los Alamitos	74	ComPhibPac	49
NAS Los Alamitos	72	ComPhibPac	60

Western Champions — Los Alamitos

EASTERN ELIMINATIONS

Naval Districts

1st Round

Newport Naval Base	79	NAS Niagara	71
NAS Memphis	87	NAS Atlantic City	74
NTC Great Lakes	76	NTC Bainbridge	68
NATTC Norman	78	NAS Patuxent River	69

2nd Round

NTC Great Lakes	103	NAS Memphis	91
NTC Bainbridge	104	NAS Atlantic City	83
NATTC Norman	91	Newport Naval Base	88
NAS Niagara	94	NAS Patuxent River	77

3rd Round

NATTC Norman	65	NTC Great Lakes	64
NAS Memphis	97	NTC Bainbridge	92
NAS Niagara	78	Newport Naval Base	76

4th Round

NTC Great Lakes	95	NAS Memphis	71
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5th Round

NTC Great Lakes	85	NATTC Norman	58
NTC Great Lakes	85	NATTC Norman	64

Winner — NTC Great Lakes

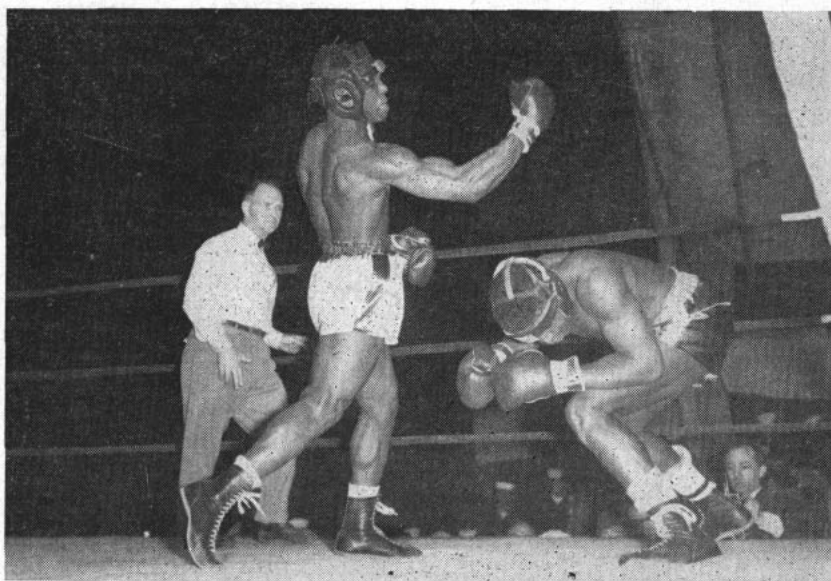
Atlantic Fleet

The DesLant All Stars were the top Navy team in the Atlantic Fleet basketball championships, but no scores are available. Deslant was selected to represent the Atlantic Fleet in the play-offs.

Eastern Semi-Finals

NTC Great Lakes	82	DesLant All Stars	67
NTC Great Lakes	88	DesLant All Stars	63

Eastern Navy Champion — NTC Great Lakes



INTERSERVICE middleweight champ, Navy's Bill Tate (right) ducks under uppercut of Marine Richard Hill. Tate won in one of the meet's best bouts.

THE first Interservice Boxing Tournament was held this year at Bainbridge, Md., Naval Training Center, with the Navy acting as host. More than 8000 fans jammed into the station's amphitheater to watch the 30 action-packed fights that made up the two day tourney.

The boxers, the cream of service ring champions, came from duty stations all over the world. They had fought their way up through a number of elimination bouts to gain the right to represent their service at Bainbridge. For details on how the Navy's fighters reached the interservice finals, see below.

The U.S. Army, the pre-tournament favorites, won the Interservice team boxing championship, amassing 36 points and taking six individual championships. Second with 26 points were the Marines (who competed independently) followed by the Navy with 22 points and the Air Force with 18. There Marine boxers won individual titles while a Navyman garnered the other.

Bill Tate, All-Navy middleweight and holder of numerous other championships, was the only sailor to reach the pinnacle of service boxing. Besides winning the All-Service championship, Tate was also voted the "Most Outstanding Boxer" of the tournament.

In the semi-final bout in the 165

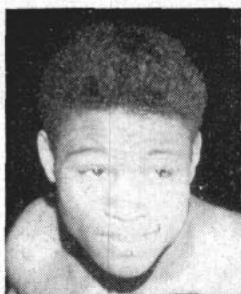
pound class, Tate, a dentalman striker at NTC Great Lakes, Ill., wasted little time in taking the measure of the All-Air Force titlist, John Rodriques. Tate was in complete control throughout the fight. The referee stopped the bout and declared Tate the winner by a TKO in the second round.

This victory set the stage for Tate's championship battle the following night against Richard Hill of the Marines. Hill had scored the quickest knockout of the tournament in the semi-finals when he chilled Bill Finney of the Army in 56 seconds of the first round.

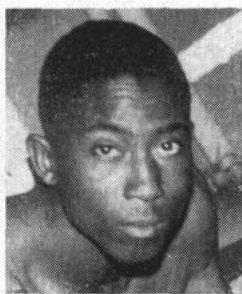
The Tate-Hill set-to proved the outstanding fight of the finals. Both fighters showed plenty of ring knowledge, hitting power and courage.

Both "stand-up" type fighters, they felt each other out in the opening seconds of the championship bout. Then Hill suddenly drove Tate into the ropes with a looping left hook to the body. Tate bounded off to blast Hill, staggering him and forcing him to the defensive. A stinging overhand right by Tate nearly sent Hill to the canvas, but the ring-wise Marine boxed out of danger, and the round ended.

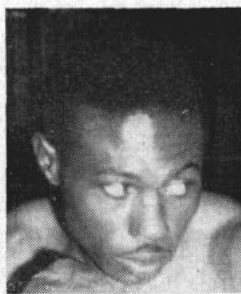
Tate moved in as the second round opened and tried to draw Hill into a close quarter exchange. Hill countered with lefts to his opponents head, with little effect. As the round pro-



Tate



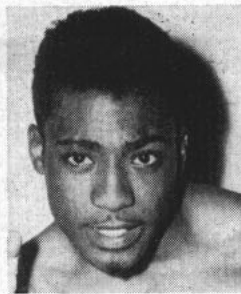
Franklin



Haynes



Lee



Jackson

gressed, Tate became more aggressive and finally caught Hill with two hard punches. A left to the body, followed by a leaping right to the chin drove the Marine into a neutral corner as the bell sounded a welcome reprieve for the All-Marine champion.

Tate opened the final round, employing left and right hooks to the head. Continually moving in, Tate stood toe-to-toe with a refreshed Hill, who continually counted with straight right hands to Tate's head. The leather-pushing sailor blasted two quick lefts to the chin and a straight right to the body to drive the Marine into the ropes once more.

Tate now had a bloody nose but he determinedly pressed the attack. The Marine fought back courageously but was unable to regain any points. Tate, the aggressor throughout, connected with the more punishing blows and was awarded a unanimous decision by the judges.

Other Navy fighters to reach the finals were Bob Jackson, lightweight, Abe Haynes, light welterweight; and Don Lee, heavyweight.

All-Navy's Outstanding Boxer

Ferrel Snider, FN, USN, from USS *Charles P. Cecil* (DDR 835), was awarded the Captain Jack Kennedy Memorial Trophy as the outstanding boxer in the 1953 All-Navy Boxing Championships. The trophy is awarded annually to the boxer displaying the most courage, aggressiveness, sportsmanship and skill.

Snider had to defeat his hometown boyhood chum, Glen Erwin, SN, of Coronado, Calif., Amphibious Base, of the Western team, to win the 1953 All-Navy featherweight title and the trophy. Both boys are from Fort Worth, Texas, and were stablemates while boxing in Texas amateur circles.

Here is a summary of all the final and semi-final bouts:

FINALS

Flyweight—Nick Lopez, Army, defeated Jesse Herrera, Air Force, unanimous decision.

Featherweight — George Davis, Army, defeated Ferrel Snider, Navy, unanimous decision.

Bantamweight — Harold Conklin, Marines, won on default from Bob Tenequer, Army.

Lightweight—Frank Smith, Army, unanimous decision over Bob Jackson, Navy.

Light-welterweight — Juan Curet-Alvarez, Army, over Abraham Haynes, Navy, by unanimous decision.

Welterweight — Rudy Gwin, Marines, defeated Henry White, Air Force, split decision.

Light-middleweight — Al Hood, Marines, defeated Howard Geen, Air Force, unanimous decision.

Middleweight — Bill Tate, Navy, won over Richard Hill, Marines, by unanimous decision.

Light-heavyweight — Warrenell Lester, Army, defeated Bryant Thompson, Air Force, TKO.

Heavyweight—Zora Folley, Army, won on default over Don Lee, Navy, who was prevented from fighting due to a swollen left eye suffered in semi-finals.

SEMI-FINALS

Flyweight 112 lbs

Jesse Herrera, Air Force, won on TKO in second round over John Fusco, Marine, Cherry Pt.

Nick Lopez, Army, KOed Ralph Medina, SO1, USN, USS *Mississippi*, in second.

Featherweight 119 lbs

Jesse L. Bridgeman, Air Force, lost to Ferrel Snider, FN, USN, USS *Cecil*, by unanimous decision.

George Davis, Army, won over Herman Galvao, Marines, Cherry Point, TKO second round.

Bantamweight 125 lbs

Harold Conklin, Marines, Quantico,

defeated Archie Horton, SN, USN, NTC San Diego, Calif., TKO in second round.

Robert Tenequer, Army, won on split decision over Arthur Guglielmelli, Air Force.

Lightweight 132 lbs

Frank Smith, Army, won over Bobby Leeper, Air Force, unanimous decision.

Bob Jackson, Navy, USS *Bauer*, defeated Francis Bond, Marine, Miami, Fla., decision.

Light-welterweight 139 lbs

Juan Curet-Alvarez, Army, defeated William Morton, Air Force, split decision.

Abe Haynes, Navy, NAS San Diego, Calif., won over Henry Abner, Marines, Miami, Fla., unanimous decision.

Welterweight 147 lbs

Rudy Gwin, Marines, Camp Lejeune, defeated Rudy Sawyer, SA, NTC Great Lakes, Ill., split decision. (Sawyer replaced Felix Franklin, All-Navy welterweight champion, who injured his hand and was unable to fight.)

Henry White, Air Force, defeated T. W. Wilson, Army, unanimous decision.

Light-middleweight 156 lbs

Howard Green, Air Force, defeated Gordon Von Loo, Army, KO in 1:19 of first round.

Al Hood, Marines, Camp Lejeune, defeated Otis Harris, ME3, USN, USS *Mississippi*, unanimous decision. (Harris replaced Nolan Davis, All-Navy middleweight champion who had an injured hand.)

Middleweight 165 lbs

Bill Tate, DN, Navy, Great Lakes, Ill., defeated John Rodrigues, Air Force, TKO.

Richard Hill, Marines, Camp Lejeune, over Bill Finney, Army, KO in :56 first round.

Light-heavyweight 178 lbs

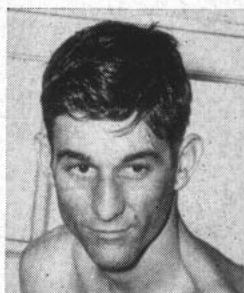
Bryant Thompson, Air Force, defeated Jesse Barber, Marines, Camp Pendleton, Calif., unanimous decision.

Warrenell Lester, Army, defeated Charles Butler, Navy, NTC Bainbridge, Md., TKO.

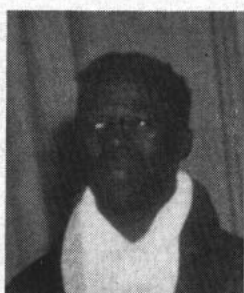
Heavyweight Unlimited

Zora Folley, Army, won over Harold Johnson, Air Force, unanimous decision.

Don Lee, SH3, Navy, USS *Mississippi*, defeated Aubrey House, Marines, Camp Lejeune split decision.



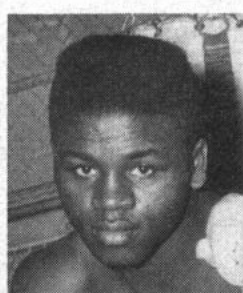
Snider



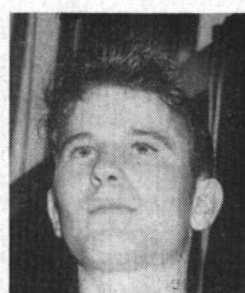
Davis



Medina



Butler



Horton

All-Navy Boxing Eliminations

The stage had been set for the Interservice bouts the week before when the Navy's top fighters gathered at NTC Bainbridge, Md., to fight it out for All-Navy honors.

Twenty boxers, Eastern Navy and Western Navy champions, were matched to determine the top ten Navy fighters and the men who would represent the Navy in the Armed Forces finals.

The Eastern team came out best with their fighters winning six championships, to four for the Western team. Charles Butler, SN, of NTC Bainbridge, won his light heavyweight title for the Eastern team without entering the ring. His opponent, Ronald Clark, AOAN, usn, of NAS Alameda, Calif., fractured his wrist and was forced to default.

Starting the Eastern team on its road to victory, Ralph Medina, SO1, usn, of *uss Mississippi* (AG 128), decked Gerald Johnson, AA, usn, of Fleet Air Wing Four, NAS Whidbey Island, Wash., in 1:21 of the second round.

Another sailor from *Mississippi* engaged in what was considered the best bout of the evening. Heavyweight Don Lee, SH3, usn, scored a second round TKO over Marlin Mettler, FN, usn, of the Pearl Harbor Submarine Base. Here's how that bout went.

As the bell for the opening round sounded, Lee met his opponent in the center of the ring with a stinging left to the body that sent Mettler to the canvas. After taking the required eight count (AAU rules require an automatic eight count when a fighter is knocked down), Mettler came off the deck and showed some of the ability that had won for him his nine previous fights by knockouts. Mettler and Lee traded punch for punch—both fighters were groggy as the bell ended the round.

Science was left in the corner when

the two came out for the second round. Measuring off, both fighters stood flat-footed and swung wicked roundhouse rights and lefts to the head, with the partisans in the crowd of 2,500 fans cheering wildly for their favorite.

After more than two minutes of slugging, Mettler became arm-weary and the stronger Lee landed his Sunday punches, a straight right to the head, followed by a left hook to the body, followed by another right to the jaw. Mettler spun completely around and dropped to the canvas.

Mettler took an eight count, then courageously regained his feet. But the referee stopped the fight, awarding Lee a TKO in 2:34 of the second round.

Here is a summary of the 1953 All-Navy champions and their records:

• *Flyweight* (112 lbs)—Ralph Medina, SO1, usn, *uss Mississippi* (AG 128), Atlantic Battleship-Cruiser champion 1951-52-53; Eastern Navy champion 1953 (Eastern naval districts and Atlantic forces afloat).

• *Bantamweight* (119 lbs)—Ferrel Snider, FN, usn, *uss Charles P. Cecil* (DDR 835), DesLant featherweight champ 1952; Eastern Navy champ 1953; Texas Athletic Federation (112 lbs) champ 1949; Outstanding boxer 1953 Atlantic Fleet Tourney.

• *Featherweight* (125 lbs)—Archibald Horton, SN, usn, NTC San Diego, Calif., Alabama State flyweight champion 1950-51; Western Navy champ 1953 (Western Naval Districts and Pacific fleets).

• *Lightweight* (132 lbs)—Bob Jackson, SN, usn, *uss Harry F. Bauer* (DM 26), Philadelphia Police Athletic League champ 1951; 9th N.D. champ 1952; Eastern Navy champ 1953; finalist, Charlotte, N. C., Golden Gloves 1953.

• *Light-welterweight* (139 lbs)—Abraham L. Haynes, SN, usn, NAS San Diego, Calif., Alaskan Interser-

vice welterweight champion 1949-50; All Navy welterweight runner-up in 1950; Western Navy champ 1953.

• *Welterweight* (147 lbs)—Felix Franklin, SD3, usn, *uss Winston* (AKA 94), Western Navy champion 1953; AAU champion 1949; Champion, San Diego and Los Angeles Golden Gloves 1950-51; runner-up All Navy 1952; semi-finalist, Chicago Tournament of Champions.

• *Light middleweight* (156 lbs)—Nolan Davis, SN, usn, Naval Amphibious Base, Coronado, Calif., Western Navy champion 1953; runner-up All Navy 1952; represented Navy in final U.S. Olympic trials; champion San Diego Golden Gloves and San Diego Junior AAU 1953.

• *Middleweight* (165 lbs)—Bill Tate, DN, usn, NTC Great Lakes, Ill., Chicago Golden Gloves champion 1949; Chicago CYO champ 1951-52-53; Chicago-New York Intercity champ 1952-53; middleweight champion, Chicago Tournament of Champions 1953; Illinois A.C. champ 1951-52-53; 9th N.D. champ 1953; Eastern Navy champ 1953; Outstanding boxer award in Eastern Navy boxing tournament; Interservice Middleweight champ 1953; Outstanding Boxer award, 1953 Interservice tournament.

• *Light heavyweight* (178 lbs)—Charles Butler, SN, usn, NTC Bainbridge, Md., New Jersey light heavyweight champ 1950-51; 5th N.D. champ 1952-53; Washington, D.C. Golden Gloves champ 1953; All-Navy champion 1952; Olympic trials finalist 1952. Only defending champion returning to this year's All-Navy ring wars.

• *Heavyweight* (Unlimited)—Don Lee, SH3, usn, *uss Mississippi* (AG 128), Atlantic Fleet titlist 1951-52-53; Runner-up in 1952 All Navy light heavyweight class; New England AAU champ 1950; Battleship-Cruiser Force Atlantic Fleet, champion 1951-52-53.

LETTERS TO THE EDITOR

Shorthand Requirements for Yeomen

SIR: There is a question in my mind as to why the Navy requires YN1 and YNC personnel to be qualified in shorthand. No one seems to have a clear answer.

In many cases, graduates of shorthand school are assigned to duty in which there is little demand for a stenographer and the knack of taking dictation is obtained only by experience.

It seems to me there is a loss of money, time and manpower in training men in shorthand. Some men even spend their own money to attend night school to learn shorthand in order to qualify for the higher YN ratings. — E. J. A., Jr., YNSC, USNR.

• *The Research Division of the Bureau of Naval Personnel is making a comprehensive study to determine whether shorthand requirements should be changed. The Rating Structure Review Board which convened in the Spring of 1952 studied rating structure problems, including shorthand requirements, and recommended that shorthand be removed from YN qualifications and that instead NJCs be utilized to reflect the special skill of YNs qualified in shorthand.*

Some modifications in the YN stenographic requirements were made in the current revision to the Manual of Qualifications for Advancement in Rating, NavPers 18063, which is coming out this June. Take a look at that. In addition, an analysis of complements and allowances is being made to insure that billets requiring stenographic skills are properly identified so that they may be filled by qualified personnel. — Ed.

Music Qualifications for PNs, PNTs?

SIR: The service-wide competitive examinations for PN3 in February included a number of questions on music. Will the contestants in the PN and PNT ratings be scored on the music questions? — J. H. W., PN3, USN and J. J. F., PNTSN, USNR.

• *No, the questions pertaining to music which were included in the PN3 February 1953 examinations applied only to personnel competing for advancement to PNW3. Neither the new Manual of Qualifications for Advancement in Rating (NavPers 18068, Rev. 1952) upon which the August 1953 exams will be based nor the old Qualls Manual upon which the February 1953 exams were based, require the music qualifications for PN3 or PNT3.*

Training Courses and Publications for General Service Ratings (NavPers 10052, March 1952), page 9, lists the

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publications, manuals and study courses required for study in preparing for the PN3 professional exams. Military Requirements for all rate levels are listed on page 5. — Ed.

Moving HHE When Ordered to Sea

SIR: I was transferred from recruiting duty at Kansas City, Mo., to NAS Olathe, Kans., where the Supply Officer could not provide permanent or temporary storage facilities for my household goods. I had my HHE shipped at Government expense to NAS Patuxent, Md., and the Supply Officer placed the shipment in temporary storage in Washington, D. C.

I am now on overseas duty. If I should be assigned to a permanent duty station on the West Coast could I have my HHE shipped to the new duty station at Government expense? — E. B. L., ADC, USN.

• *When members of the naval service receive orders for a tour of sea duty current regulations permit shipment of household goods to a selected point in the U. S. and, upon reassignment to a permanent duty station in the U. S., household goods may be re-shipped at Government expense from the selected point to new permanent duty station.*

For a round-up of hints on handling household effects for shipment and eligibility requirements, see ALL HANDS, December 1952, pages 46-49. — Ed.

This Is Knot Nautical!

SIR: Please let us be the 100th or so to point out the fact that "knots per hour" is not the right thing to say. You had it like that in your March issue on page 38 in the story of the crew's recreation room in USS Philippine Sea.

Otherwise, let us add, it was a fine issue. — G. H. C., LCDR, USN and P. J. R., LT, USN.

• *As any seaman knows, "knots" is the correct term for the speed of a ship. Knots, of course, means "nautical miles per hour." Thanks for the word — we've been receiving them by the hour — we hang our collective heads in shame. — Ed.*

Involuntarily Extended Enlistments

SIR: I would like to know if the enlistments of USN enlisted personnel are going to be involuntarily extended after 1 July 1953. — A. R., MM3, USN.

• *Regular Navy personnel whose enlistments expire after 1 July 1953 will not be involuntarily extended, according to BuPers Inst. 1133.1A. For more information, read the separation story in the Bulletin Board section of this issue.* — Ed.

Mr. 4 By 5

SIR: In the April issue of ALL HANDS, in the Word section on page 7, you mention that naval officers are required to send to BuPers a photograph of themselves from time to time for their Fitness Report Jacket.

You say that the size of the photo should be approximately 4 by 6 inches. However, the Manual of Naval Photography of 1951 says these shots ought to be 4 by 5 inches.

Which is right? — W. B. H., LT, USN.

• *We got our info from BuPers Manual, Article B-2204, which states 4 by 6.*

However, as a result of your letter and several others in the same vein, BuPers will soon put out a change to BuPers Manual which will make it 4 by 5. This change in size will enable Navy photographers to print four instead of three photos on standard stock and should mean a savings in time and money. — Ed.

Does Advancement Affect Release?

SIR: A Reservist, I expect to be released from active duty next December. I wonder if receiving the PO3 rate for which I am now studying will affect in any manner my release date? — H.M., SN, USNR.

• *Receiving an advancement in rating will in no way affect your date of release from active duty. — Ed.*

True or False?

SIR: I have a question about the grading of the Fleet-wide competitive examinations for advancement in rating. I have been informed that an answer on the examination, although not absolutely correct, is given a certain percentage of credit toward an advancement in rating. Is this true? — R. M. S., YN3, USN.

• *No. The questions in the service-wide examinations for advancement in rating are of the multiple choice type. Answers are graded as correct or incorrect and no partial credit is given. — Ed.*

Two Flag Commands on One Ship

SIR: In the wardroom of our ship we are "in irons" over a discussion about doubling up unit commands in a flagship. When a senior unit commander is embarked in a ship is there any regulation or custom to prevent a junior unit commander from embarking in the same ship and both commands using the ship as a flagship?

We've referred to *Navy Regs*, but while there is nothing in the *Regs* prohibiting it, there is nothing indicating that it is permitted. — P. D., LCDR, USN.

• While there is no specific regulation covering the exact situation, it would appropriately come under the authority of a commander — as expressed by Art. 0502 of *Navy Regs*.

The senior unit commander, in that he has authority over the junior unit commander, probably would not authorize the junior to embark in the flagship unless it was under unusual conditions or an operation that would require both

unit commanders to be aboard the same ship. Flagships are assigned by the Chief of Naval Operations upon the recommendations of the fleet and type commanders, and few vessels are designed to accommodate more than one unit commander. Among these few are the tactical command ship *us Northampton (CLC 1)* and amphibious force flagships (*AGCs*) — Ed.

Medals for Units at Okinawa

SIR: What medals have been awarded to units stationed at Okinawa since the war in Korea began? Navy units that have been stationed here at one time or another since June 1950 are: Fleet Air Wing One Detachment, Naha Naval Air Facility, FasRon 118, Augmenting Unit 0123, CBD 1525, CBD 1802, VP-1, VP-2, VP-22, VP-28, ServRon Three Detachment and White Beach. — F. J. C., LTJG, USNR.

• *BuPers* doesn't maintain a file of units eligible for medals according to the area of operations. Units eligible for awards are filed instead in alphabetical order. Of the ones mentioned in your letter, the following are credited medals as listed: VP-1 — Korean, United Nations and China Service medals; VP-2 — China Service Medal; VP-22 — China Service Medal; VP-28 — Korean and Navy Occupation (Asia) Medals; Naha Naval Air Facility (Formosa Strait Patrol) — China Service Medal. To date, no information has been received concerning the other units. — Ed.

Limitation on Death Compensations?

SIR: Are there any income limitation provisions applicable to survivors in the payment of compensation for the death of a serviceman who dies as a result of a disease or injury incurred or aggravated by active service in the line of duty? — W. W. P., LCDR, USN.

• There are no income limitation provisions applicable to the payment of death compensation from the Veterans Administration and such death compensation payments are not subject to Federal or State income tax. — Ed.

Naval Reserve Medal

SIR: While on liberty I've noticed quite a few sailors wearing what they call the "Reserve Ribbon" for lengthy naval service. However, many of these men wear no hash marks on their sleeves. How do they earn one without the other, and what are the requirements for the ribbon? — F. J. K., BM3, USN.

• The ribbon you are seeing is probably for the Naval Reserve Medal.

This medal, whose ribbon is red with blue and white stripes at the sides, is not won overnight. To earn it, an enlisted man or officer must perform 10 years of "satisfactory Federal service." This service may be active or inactive



CHIEF MORRIS is shipped over for his 12th tour by CAPT. W. P. Burford, USN.

Last of 'Apprentice Boys'

SIR: I was greatly interested when I looked at the October 1952 issue of *ALL HANDS* to see that I was listed as one of the oldest—if not the oldest—enlisted men on active duty in the Navy from the standpoint of age and service. Believe me, I don't feel that old!

I enlisted in the Regular Navy in 1903 as an Apprentice third class and am still on active duty — the last of the "Apprentice Boys" and one of the last to wear the Figure of Eight knot on my right sleeve as far as I know. Last April I completed my 50 years of service.

Incidentally, during the first World War I was attached to *uss Downes (DD 45)* and we escorted some of the transports and cargo ships across the "Pond." The Book Supplement in the December issue ("*Q-Boats, Mystery Ships of World War I*") was great and brought back fond memories. I would like to congratulate you on the wonderful magazine and the complete information given.

At present, I am "liaison" between the Shore Patrol and the San Diego city police and courts. It's sort of my life's work to attempt to keep Navy-men out of all sorts of trouble and this job gives me the chance.

When I look back through the years I wish we had had the chances and opportunities of today, but it is still the same Navy and the same spirit and loyalty and tradition. I hope I will be around to keep it going for some time to come.—Harry S. Morris, TMC, USN.

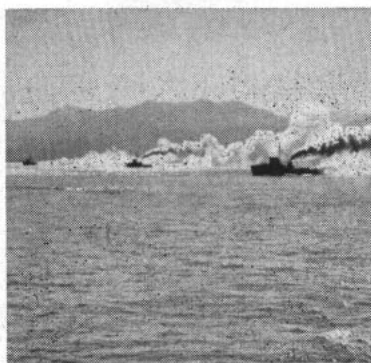
• Smooth sailing, Chief, and thanks for the kind words.—Ed.

or both. During this time, the person who earns it must accumulate a yearly total of 50 Naval Reserve "retirement points." Full details on this award — and a similar award, the Armed Forces Reserve Medal — are in the December 1951 *ALL HANDS*, pages 50-51. — Ed.

AMSs Identified

SIR: On page 38 of the January issue of *ALL HANDS*, you show three unnamed AMS class minesweepers retiring under fire from Communist shore batteries at Kojo, Korea. In the foreground is *uss Redhead (AMS 34)*. The *uss Osprey (AMS 28)*, which had just suffered a near miss is the second ship and in the background is *uss Waxbill (AMS 39)*. Had this picture been taken a couple of minutes earlier, it would have shown a nice selection of shell splashes. — P. W. R., Jr., LT, USN.

• Our thanks to ComMinDiv 31 for identifying the ships in our photo. *Osprey*, incidentally, has been cited for "consistent aggressiveness" by her task force commander. The 136-foot craft has been on duty in the Far East continuously since the outbreak of hostilities and has participated in every major naval action on both coasts of Korea. — Ed.



MINESWEEPERS (l-to-r) *USS Waxbill (AMS 39)*, *Osprey (AMS 28)* and *USS Redhead (AMS 34)* are shown in Korea.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Kidd (DD 661) and uss Black (DD 666)* — *uss Kidd* will hold its fifth annual reunion, 14-16 August at the Governor Clinton Hotel, 7th Ave. at 31st St., New York, N. Y. *uss Black* is scheduling its Second Annual Reunion at the same place and time. Information for both reunions may be obtained by writing H. F. Monning, 310 East 8th St., Kewanee 9, Ill.

• *LCIL Flotilla 24* — A reunion of all officers will be held 3 to 6 July at Commander Jannotta's home, 100 Great Hills Rd., Short Hill, N. J. For particulars, contact R. C. "Happy" Chandler, Black Rock Rd., Yardley, Pa.

• *VPB 73 (formerly VP 53 and VP 73)* — A squadron reunion will be held at the Hotel LaSalle, Chicago, Ill., 5, 6 and 7 June. Persons planning to attend should contact John G. O'Neil, 17800 W. Seven Mile Rd., Detroit 35, Mich. In return he will send you complete details and schedule.

• *U. S. Naval Academy Class of 1944* — Members of this class will hold their 10th reunion at Annapolis, Md., on 2-4 Oct 1953. Additional information may be obtained by writing to 1944 Reunion USNA Alumni Association, Annapolis, Md.

• *55th Naval Construction Battalion* — The eighth reunion will be held at the Winthrop Hotel in Tacoma, Wash., on 27 and 28 June. For information, contact J. A. Arsanto, President, 1823 South Sprague St., Tacoma, Wash.

• *302nd Naval Construction Battalion* — The sixth annual reunion will be held 19, 20 and 21 June at the Sylvania Hotel, Philadelphia, Pa. For information, contact Martin Lowe, Secretary, 8441 Bayard St., Philadelphia, Pa., or Harry W. Price, Jr., President, 135 W. Third St., Lewistown, Pa.

• *North Sea Mine Force Association* — Men who served during the laying and sweeping operations in the North Sea will hold their annual reunion at the Hotel New Yorker, New York, N. Y., on 8, 9 and 10 Oct 1953. For further information, contact Jacob J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N. Y.

• *uss LST 816* — All hands who served in this ship any time from October 1944 to June 1946, and are interested in holding a reunion in July, with time and place to be decided, contact Calvin L. Gaither, EM3, USNR, 106½ Haltom St., Hot Springs, Ark., or Roy D. King, 1018 South Oakley Blvd., Chicago 19, Ill.

• *uss LST 325* — All hands who served aboard this ship and wish to attend a reunion in New York City this fall, contact Dr. J. Clark Gleeson, 341 Nassau St., Princeton, N. J.

• *uss LST 846* — All hands who served aboard this ship and are interested in a reunion, with time and place to be decided, contact Edward R. O'Donnell, 5530 W. Flournoy St., Chicago 44, Ill.

• *uss Albemarle (AV 5)* — The reunion proposed for the summer of 1953 has been indefinitely postponed. Former officers will receive additional information by mail at a later date. CAPT D. L. Mills, USN, NAS Miramar, San Diego 45, Calif.

• *uss Taylor (DD 468)* — Men who served in this ship from 1942 to 1946 and are interested in a reunion to be held early in September 1953 in Denver, Colo., Chicago, Ill., or other suitable location, contact Eddie Kulak, 438 Truman Boyd Manor, Long Beach, Calif., or Nick Apostola, 3564 Dartmouth St., San Diego 10, Calif.

• *Waves* — All Waves are invited to attend the 11th Annual National Wave Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P.O. Box 622, Denver, Colo.

• *3rd Special Naval Construction Battalion* — A reunion will be held in Chicago, Ill., in the Southmoor Hotel on 6, 7 and 8 Aug 1953. Those interested, contact C. F. Simpson, 7048 Oglesby Ave., Chicago 49, Ill.

Salvage Divers School

SIR: I am a construction mechanic attached to CBD 1525. I applied for Salvage Divers School at Bayonne, N. J., but was turned down on the basis that my rate is not applicable. As I understand it, all machinery rates in the engineering group are eligible for the school. Since there is a close similarity between a machinery repairman and a mechanic, it seems to me my rate of CMCN should be applicable. What about it? — F. H. S., CMCN, USN.

• *Enlisted personnel who attend the Salvage Divers Course at the Naval School, Bayonne, N. J., are selected from the following ratings: BM, DC, MM, EN, FP, ME and SN or FN who are designated strikers for one of these ratings. In addition, enlisted candidates must have a background in mathematics and physics and a record of above average mechanical ability. They must also have 18 months' obligated service or execute an agreement to extend their enlistment.*

Inasmuch as your rating is not one of these listed above, you are not presently eligible for the Salvage Divers course. However, a study is being made regarding the advisability of extending the eli-

gible ratings to include certain applicable CB rates, one of which is mechanic (CM). As a designated striker for this rating, you would be eligible to apply for the Salvage Divers course, if and when CB ratings are added to the list of those eligible for the course.

More detailed information on service schools may be obtained in your ship's office or from the Training Officer or the Information and Education Officer at your duty station. Just ask them to show you the publication U. S. Naval Training Activities and Courses (NavPers 91769) or its supplement, List of Navy Schools and Courses (NavPers 15795, Rev. Dec. 1952). — Ed.

Is Flag Allowance Shore Duty?

SIR: Is duty at Flag Administrative Unit, Commander Air Force, U.S. Atlantic Fleet considered sea duty for the purpose of shore duty eligibility? R. F. L. YN1, USN.

• *Information concerning sea/shore rotation of enlisted personnel on duty at a flag allowance is contained in BuPers Inst. 1306.20.*

In your particular case, duty at Flag Administrative Unit, ComAirLant, is counted as shore duty. — Ed.

Home Leave for Filipinos

SIR: A couple of years ago a circular letter came out granting enlisted personnel who are citizens of the Philippines the opportunity to obtain leave in their homeland. Can you tell me what provisions were made by this letter? F. B. S., SD3, USN.

• *The letter you refer to is BuPers Circ. Ltr. 37-50 (NDB, 31 March 1950). Under its provisions, enlisted personnel who are citizens of the Republic of the Philippines or naturalized U.S. citizens of Philippine extraction have been able to obtain leave in their homeland upon completing a tour of duty in the western Pacific or upon reenlisting immediately on board. However, those personnel who agree to extend their enlistment for a specific duty assignment and having been so assigned, reenlist instead of extending are not eligible for such leave.*

The letter points out that "due to transportation difficulties and the excessive loss of time involved, it is impracticable to grant personnel permission to visit the Philippines while on annual leave except those indicated in the above paragraph. However, exceptional cases may be referred to the Chief of Naval Personnel for decision." — Ed.

When to Apply for Fleet Reserve

SIR: Can a chief petty officer completing 19 years and six months service submit his application to BuPers for transfer to the Fleet Reserve after completing 19 years and one day service, or must he wait until he has completed the full 19 years and six months? — A. J. L., BTC, USN.

• *Transfer to Fleet Reserve, Class F-6, may be effected upon completion of 19 years and six months' active Federal service. However, application for transfer may be submitted upon completion of 18 years and six months' active service.* —Ed.

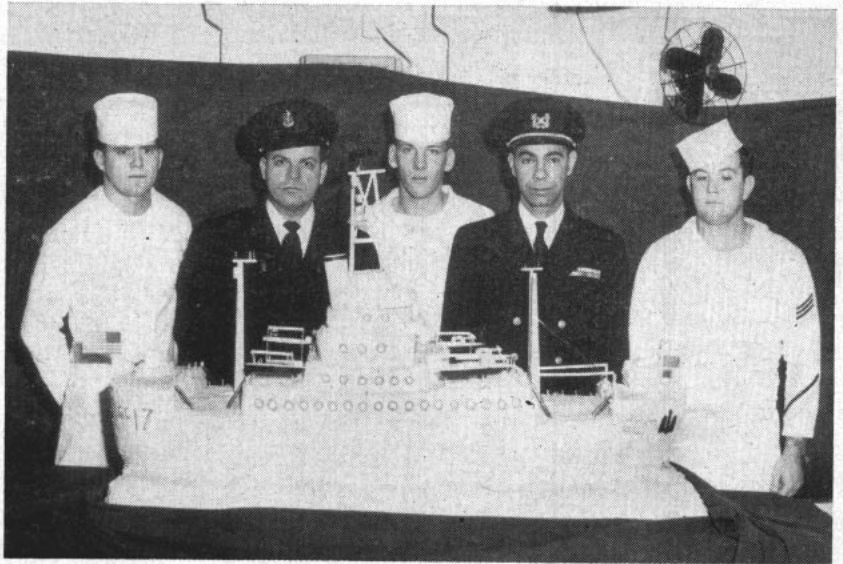
Combat Pay for Ships' Crews

SIR: *uss Chatterer (AMS 40)*, the ship in which I served from February 1949 to March 1951, spent a large part of that time in Far Eastern and Korean waters. Because of its combat operations, I and other crewmen believe that we may be qualified for combat pay.

I've looked over the various lists of "designated" combat units, however, and can find no mention of my old ship although other minesweepers of our division are listed. Could you throw some light on this situation? — W. E. L., QM1, USN.

• *Your ship would come under the period (for designation as a combat unit) from 1 June 1950 to 30 June 1952. Two OpNav Notices have been issued for this period listing more than 390 ships and units as "designated" or "non-designated" combat units. Some 30 have qualified for the necessary six or more days a month, meeting the combat pay requirement. Your ship happens to be one of four ships on which full combat pay reports have not yet been received for that period.*

The ship's name, however, has appeared on lists for other periods. —Ed.



TACONIC'S bakers turned out a 200-lb cake. L-to-r, F. T. McCullough, CSSN; T. Maniscalco, CSC; G. E. Kracht, CS2; PCLK L. Gritt and I. C. Burnside, CSSN.

Sailing Cake

SIR: We agree that the bakers on board *uss Philippine Sea (CVA 47)* and *uss R. B. Anderson (DD 786)* turned out some pretty good cakes (see ALL HANDS, March 1953, p. 11) but we think the cake baked by our bakers on board *uss Taconic (AGC 17)* beats the frosting off both of 'em. Ours, a 200-lb. number, was baked especially for a ship's dance (see cut).

Incidentally, weren't the captions on the two pictures in the March issue reversed? — G. R., CAPT, USN.

• *Herewith a photo of Taconic's unique cake and a short round of applause for a pair of sharp eyes. The two captions certainly were reversed by mistake by our printer.*

We understand, incidentally, that in

addition to baking unusual cakes, uss Taconic is unusual in other ways too. Her generous crew contributed \$2180 to the March of Dimes recently and one of her crewmen not long ago was selected for the title "Mr. Taconic" by a well-known movie star.

Looks like some guys can eat their cake and have it too! —Ed.

Same Exam for Identical Rates

SIR: Does a man in an aircraft patrol squadron with the same rate as a man in an air transport squadron take the same examination for advancement? — A. V. W., AO1, USN.

• *Yes. Men with identical rates take the same service-wide competitive examinations for advancement to the next higher pay grade.* —Ed.

...how to send ALL HANDS to the folks at home

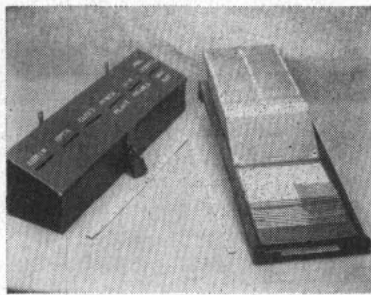
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FILING TWIST— Liberty cards dropped in box (left), then filed with data cards

Liberty Card File

SIR: A very satisfactory system for the handling of liberty cards has been in effect for more than a year at Fas-Ron 12 and we thought that maybe other activities might be interested in it.

The card file drawer, as shown in the photograph, is utilized for both liberty cards and personal data cards on squadron personnel. The large white data cards contain information such as: "billet number," "Qualified in use of .45 pistol" and "Qualified Navy driver," and are permanently filed here. The individual's liberty card, when not in use, is also kept in this file.

When a man returns from liberty, he drops his liberty card in the slot marked for his division in the liberty card box. Replacing the cards in the file takes only a few minutes and each liberty card is easily accounted for and readily available.

Another advantage is that the cards are kept in a usable condition for a longer than average period of time. —D. T. F., LTJG, USNR.

• *The liberty card box idea has been in use for some time at a number of commands, and, as you say, it has proved to be a good idea. As to the matter of filing liberty cards with data cards, in some cases boxes like these could eliminate the need for checking two alphabetical files.* —Ed.

Uniform Allowances for Corpsmen

SIR: I am serving with a Fleet Marine Force detachment as a hospital corpsman and I would like to know if I am still entitled to my Navy clothing allowance while on this duty. —A.G.F., HMS, USN.

• *When a Navy enlisted man is ordered to duty in a Marine Corps organization he is credited with a supplementary allowance for Marine Corps uniforms. Also, he continues to receive the Navy monthly cash clothing maintenance allowance.*

Refer to ALL HANDS, August 1952, p. 26, for a similar case and a detailed answer to this question. —Ed.

Duty with Naval Security Group

SIR: I am interested in applying for duty with the Naval Security Group. Please advise me what ratings are eligible and what qualifications are required. —R. D. D., YN2, USN.

• *BuPers Inst. 1306.23 sets forth the necessary, and only, information relative to qualifications, eligibility requirements and duty that is given in connection with transfers to duty with the Naval Security Group.*

Personnel who are selected and transferred to duty with the Naval Security Group will be required to qualify for and request a change in rating to Communications Technician (CT). The specific requirements for such change and for future advancement will depend upon the branch for which an individual qualifies and is assigned. Provisions for in-service training and any other appropriate training will be made for all personnel transferred in accordance with this program.

Members of the Naval Security Group perform a variety of specialized and classified duties. Depending on individual qualifications, personnel may be assigned clerical and administrative duties, or duties involving operation and maintenance of specially designed telecommunications and electronic equipment concerned with communication security and other special communications surveillance functions of the Navy. Billets to which members of the Naval Security Group receive assignment are located both within the continental U.S. and at military bases throughout the world.

An announcement of the eligibility requirements for duty with the Naval Security Group can be found in this issue (see page 44.). —Ed.

Guerrilla Service

SIR: If a man served in the guerrilla forces and then joined the U. S. Army after the liberation of the Philippines can he claim his guerrilla service for longevity and retirement purposes? —R. C. O., YNSN, USN.

• *No. Service in the guerrilla forces is not creditable as such. It is only creditable if you were in a "missing status" from the U. S. Armed Forces such as the U. S. Navy Insular Force or Philippine Scouts.* —Ed.

Orchids for Yancey

SIR: I read your magazine a lot and enjoy it but I have never seen anything on USS Yancey (AKA 93). I served aboard her from 1948 to 1951 so I know she has done plenty in the way of keeping the supplies coming to our fighting units. We were at Inchon, Pusan and Formosa as well as nearly all the ports of Japan, making trips as fast as loading and unloading permitted. —E. E. L., RM2, USN.

• *ALL HANDS is well aware of the*

oftimes unglamorous but always necessary job being done by Yancey and the other AKAs now operating in the Far East. As a matter of fact, if you'll turn back to page 20 of this issue you'll see that your old ship is mentioned in our three-year round-up of the war in Korea.

What's more, the magazine is always interested in getting newsworthy items from ships of the fleet — AKAs or any other type — that would make good reading for our sailor audience. So remember: if it's novel and if it's Navy, write it up and send it in and you'll get a chance to see your ship mentioned in ALL HANDS. —Ed.

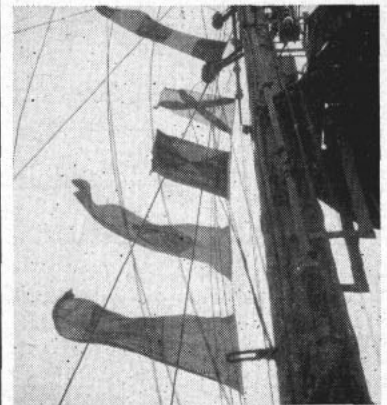
Check That Hoist

SIR: Looking over past issues of ALL HANDS, I thought I'd check the flag hoist shown on page 3 of the February 1953 issue. The Code-Answering pennant indicated that it is from the "International Code of Signals" (H.O. 87). As such, it would mean: "You should increase your speed to 10 knots."

The signal gang of that destroyer should have checked the signaling instructions of the International Code book. Article 48 says: "When a code group requires the addition of numbers to complete its signification, these numbers must be sent as a separate group." Hence the letters and numbers of this hoist should be separated by "tack line" or even run up on different halliards.

I've run across similar signals during flaghoist drills and in convoy operations — which is the reason the picture caught my eye. Incidentally, the International Code book is a good one for all signaling QMs to know, even though it is used only when talking to merchant vessels. —Emmanuel Galea, QMC, USN.

• *Good spotting, Chief, and sharp eyes. The letters and numerals should be separated as you state. The QMC who wrote the article said he should have remembered the old saying: "Signalman! Check that hoist."* —Ed.



WHAT'S wrong with this flag hoist?

How Navy's Top Command Team Operates

THE Navy, as every sailor knows, is a big organization. As such, it takes a top management and operational team to run it.

The hub of the Navy's vast network of ships and shore stations—and of the nation's entire defense organization as well—is the Pentagon.

There, at headquarters within walking distance of the officers of other defense activities, the Secretary of the Navy, his civilian executive assistants, the Chief of Naval Operations and his vice and deputy chiefs have their offices.

From this headquarters issues the constant stream of directives, memos and orders that keep the world's top Navy operating in all the "seven seas."

To understand how the Navy's top command operates, you should get two terms straight right off the bat. They are "Naval Establishment" and "Navy Department."

Naval Establishment is the term applied to the overall Navy—everything—men, ships and aircraft of the Operating Forces, shore stations such as air stations and naval shipyards, the Marine Corps and, in times of emergency, the Coast Guard.

Navy Department, a narrower term, is the name given the central directing and coordinating agency. That means Washington, D. C. and the different offices located there. The Navy Department is made up of various bureaus, boards and offices. No bureau, however, carries on its duties independently—all are linked together in a chain of command and divide the work among themselves through a logical division of labor.

(Another term you may see is *Department of the Navy*, which, as defined in the National Security Act, is the same as the term *Naval Establishment*.)

When an order is issued from the top, say by SecNav, it comes down step by step. If it affects several activities it may be divided into parts, and the parts assigned to the bureau or office affected. Within each bureau, the order descends until it reaches the spot where it will be carried out.

NAVY'S CIVILIAN-MILITARY TEAM

According to American tradition, the Navy's top official, the *Secretary of the Navy*, is a civilian. SecNav administers the Naval Establishment as one of the three military departments in the Department of Defense and is responsible to the Secretary of Defense and to the President for the supervision of all naval matters (see ALL HANDS, April 1953, p. 31-34, for the article and chart on the Defense Department).

Although the Secretary of the Navy has delegated a great deal of his responsibilities and authority to his assistants, he retains direct policy control over the Navy Department and the remainder of the Naval Establishment. Likewise, he retains supervision of public relations, morale and welfare.

Naval Command is the responsibility of the *Chief of Naval Operations*, who serves as the Naval Command Assistant to the SecNav. As the top ranking officer in the Navy he is the military authority for the Naval Establishment.

The principal civilian assistants to the Secretary are the *Under Secretary*, the *Assistant Secretary*, the *Assistant Secretary for Air* and the *Administrative Assistant*

to the Secretary. As his military assistants, under the *Chief of Naval Operations*, are the *Vice Chief of Naval Operations*, the *Deputy* and *Assistant Chiefs of Naval Operations*.

CIVILIAN ASSISTANTS

Take the jobs of the civilian assistants first. Together they form the "business organization" of the Navy Department. The division of responsibilities of these assistants is not fixed with the office, but rather varies as SecNav determines.

- The *Under Secretary* is assigned the responsibility for supervising and coordinating the work of the other civilian executive assistants, and in collaborating with CNO to insure that the policies of the Secretary are properly executed and that economy, efficiency and sound business administration are maintained in the naval establishment. He is the Comptroller of the Navy and supervises budget and fiscal matters. He is responsible for the analysis and review of plans and programs (both current and mobilization) and for their translation into requirements for personnel, material, facilities and funds. He is the Navy member of the Defense Management Council and the Chairman of the Navy Management Council. He sponsors and reviews the activities of the Industrial Survey Division, Office of the Naval Inspector General, and has immediate supervision of the Office of the Comptroller, the Office of Analysis and Review and the Navy Management Staff.

The Navy has two assistant Secretaries, each of whom serves as an extra right hand of SecNav.

- The *Assistant Secretary of the Navy* is responsible for the policies and general procedures governing the procurement, production and disposition of material and facilities and their related legal matters. He determines, in collaboration with CNO, stock levels and replenishment requirements; he is responsible for the administration of inventory control and cataloging systems and representation before other Government agencies of the Navy's procurement requirements. He has general direction of bureaus and offices of the Navy Department in matters relating to the industrial and material support activities of the Shore Establishment. He is the Navy member of the Munitions Board and maintains liaison with the Renegotiation Board. He is responsible for procurement and related matters affecting MSTs. He has immediate supervision of the Office of Naval Material, the office of the General Counsel and the Office of Naval Petroleum and Oil Shale Reserves.

- The *Assistant Secretary of the Navy for Air* supervises all naval aeronautical matters, including coordination with Government agencies and civilian aviation interests. He is the Navy member of the Air Coordinating Committee. He is responsible for the policies and procedures governing the correlation and programming of research, experimental, test and development activities. He is the Navy member of the Research and Development Board and maintains contact with the Military Liaison Committee to the Atomic Energy Committee. He is responsible for matters concerning personnel policy and matters relating to housing and public quarters. He is also responsible for correlation, preparation and pre-

(Continued on page 34)

ORGANIZATION OF THE



SECRETARY



CHIEF OF NAVAL OPERATIONS

VICE CHIEF OF NAVAL OPERATIONS

DCNO OPERATIONS

DCNO LOGISTICS

DCNO AIR

DCNO PERSONNEL

DCNO ADMIN

NAVAL INSPECTOR GENERAL

ACNO NAVAL RESERVE

GENERAL PLANNING GROUP



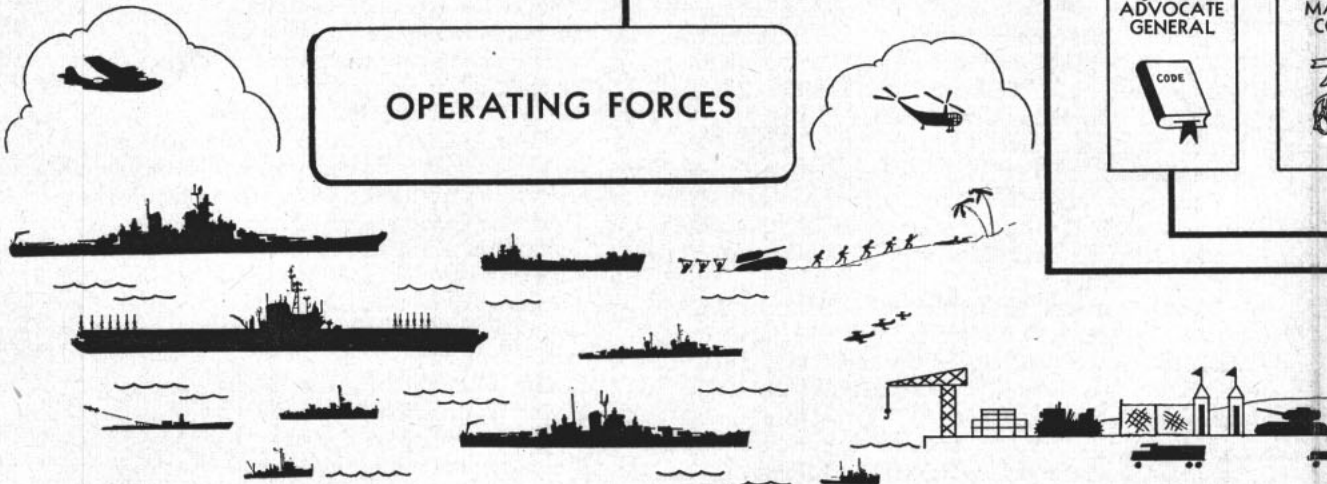
PROGRESS ANAL GROUP

VIA SEA FRONTIER COMMANDERS AND DISTRICT COMMANDANTS

OPERATING FORCES

JUDGE ADVOCATE GENERAL

CO MA CO



NAVAL ESTABLISHMENT

Y OF THE NAVY



*NAVAL ESTABLISHMENT refers to the entire Navy including the operating forces and shore establishment
 NAVY DEPARTMENT refers to the central coordinating offices in Washington, D. C.

UNDER SECRETARY OF THE NAVY

ASSISTANT SECRETARY FOR AIR

THE ASSISTANT SECRETARY OF THE NAVY

ADMINISTRATIVE ASSISTANT

EXECUTIVE OFFICE OF THE SECRETARY



ADMINISTRATIVE OFFICE



OFFICE OF NAVAL MATERIAL



OFFICE OF NAVAL RESEARCH



OFFICE OF THE COMPTROLLER



NAVY MANAGEMENT STAFF



OFFICE OF NAVAL PETROLEUM RESERVES



OFFICE OF THE GENERAL COUNSEL



OFFICE OF SAVINGS BONDS



OFFICE OF INDUSTRIAL RELATIONS



OFFICE OF ANALYSIS AND REVIEW



MATERIAL REVIEW BOARD



OFFICE OF INFORMATION

Reports directly to SecNav and CNO.



PERSONNEL BOARDS

CHIEF BUPERS



CHIEF BUSHIPS



CHIEF BUORD



CHIEF BUMED



CHIEF BUSANDA



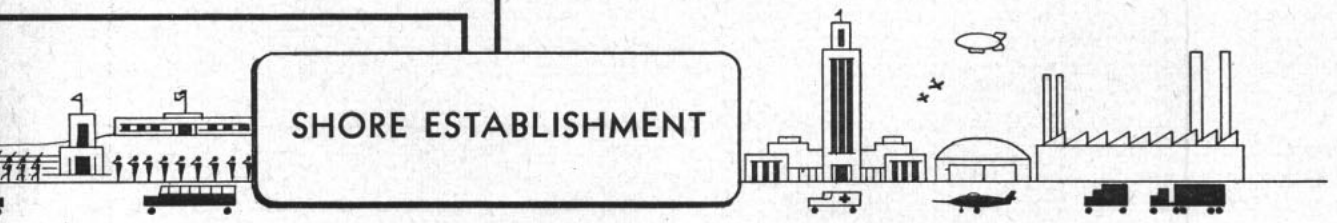
CHIEF BUAER



CHIEF BUDOCKS



SHORE ESTABLISHMENT



(continued)

sentation of legislation and general supervision of legal matters (except those involving material and facilities), including courts-martial. He has immediate supervision of the Office of Naval Research, the Office of the Judge Advocate General, the Office of Industrial Relations and the various personnel boards of the Navy Department.

- The **Administrative Assistant to SecNav** has general supervision and coordination of all matters affecting the departmental administration at the seat of government, including organization, staffing, administrative procedures and funds for the Executive Office of the Secretary. He also supervises and coordinates all matters relating to the creation, disposition and management of records and correspondence, and relating to printing and publications, including their regulations and controls. He has immediate supervision of the Administrative Office, Navy Department and the Office of Savings Bonds.

NAVAL COMMAND ASSISTANT

- The **Chief of Naval Operations**, as Naval Command Assistant to SecNav, and top-ranking officer in the service, is the military authority for the Naval Establishment.

The duties of the CNO are varied. Among them are the following: He is the principal naval adviser to the President and SecNav on the conduct of war. He is the principal naval adviser and naval executive to SecNav on the conduct of activities of the Naval Establishment. He is the Navy member of the Joint Chiefs of Staff. He has the responsibility of recommending to the President and the Congress the size of the Operating Forces.

To assist the CNO in discharge of the responsibilities there is a Vice Chief of Naval Operations who succeeds to command in the absence of CNO, five Deputy Chiefs of Naval Operations, an Assistant Chief of Naval Operations for the Naval Reserve and a Naval Inspector General. A number of other ACNOs are also assigned under the DCNOs.

- The **Vice Chief of Naval Operations (VCNO)**, in his capacity as principal assistant, acts as the medium through whom directives and policies are funneled to the Deputy Chiefs. He is the principal assistant and adviser to CNO, coordinating the activities of the DCNOs and of the Assistant Chief of Naval Operations for Naval Reserve, the Chief of Information, the Naval Inspector General, the General Planning Group and the Progress Analysis Group.

- The five **Deputy Chiefs of Naval Operations** are right arms of CNO in the matters of: *personnel, administration, operations, logistics, and air.*

- The **ACNO (Naval Reserve)** prepares, in cooperation with the bureaus and offices of the Navy Department, plans for the Naval Reserve program.

- The **Naval Inspector General** makes inquiry into and reports on all matters affecting the discipline and military efficiency of the Naval Establishment. He makes inspections, investigations and reports, as directed by SecNav or CNO.

- Operating under the CNO is a **General Planning Group**. The GPG, headed by a Director, prepares and continuously reviews the Navy's *Basic Mobilization Plan* and the *Basic Naval Establishment Plan*, organizes planning committees, allots planning tasks, coordinates and expedites planning of the Navy Department. The Di-

rector supervises the compiling of policy statements and directives required from CNO by the office of the Comptroller of the Navy. He coordinates the preparation of operating programs and estimates on which the service budgets are based, and he coordinates also the preparation of statements on budgetary and appropriation legislative matters for use by CNO and VCNO; further, he coordinates and monitors international standardization programs.

- Also assisting CNO is the **Progress Analysis Group**. Under a Director, it assists in analyzing the progress of preparation for war of the Operating Forces, including the availability of personnel and material.

"MR. J. C. PSOMSAY"

Next we come to the Bureaus and major Offices of the Navy Department which are headed by **Naval Technical Assistants** to SecNav. One easy way to remember these is to memorize the hypothetical name "Mr. J. C. Psomsay."

Each letter in this fellow's name, "Psomsay," represents a bureau: *Personnel, Ships, Ordnance, Medicine and Surgery, Supplies and Accounts, Aeronautics and Yards and Docks.*

His first two initials represent the *Office of the Judge Advocate General* and the *Commandant of the Marine Corps*. The "MR." stands for two other major offices, the *Office of Naval Material* and the *Office of Naval Research*. Although the last two are placed organizationally under the Executive Office of the Secretary (see chart), each is headed by a "Chief" who is a Naval Technical Assistant.

The Bureaus and Offices are grouped according to the functions they perform. They assist the Secretary of the Navy, his assistants and the Chief of Naval Operation on technical matters. Here, very briefly, is a description of the mission of each one:

- The **Bureau of Naval Personnel** procures, trains and distributes the officer and enlisted personnel of the Navy. It supervises promotion, discipline and welfare of naval personnel and operates field personnel establishments. Once called the Bureau of Navigation, it was renamed in 1942, so that the title would more closely represent its function.

- The **Bureau of Ships** designs, constructs, procures and maintains ships and small craft, radio, sound and other equipment. This Bureau operates several experimental laboratories and is responsible for the upkeep and operation of the naval shipyards. BuShips under its present title was formed by the amalgamation of the Bureau of Construction and Repair and the Bureau of Engineering in 1940.

- The **Bureau of Ordnance** designs, procures, issues and maintains all offensive and defensive arms and armament, ammunition and devices for the control of guns, torpedoes, bombs and rockets. It also operates ordnance field activities, including the various ordnance plants, ordnance depots and proving grounds.

- The **Bureau of Medicine and Surgery** maintains the health of the Navy and cares for its sick, wounded and injured. It operates hospitals, dispensaries, clinics and laboratories and trains the personnel of the Medical Department.

- The **Bureau of Supplies and Accounts** procures, stores and issues supplies, provisions, clothing, fuel and such other material as the technical bureaus do not

procure directly. It keeps the property and money accounts of the Navy and pays vendor invoices and Navy payrolls.

- The **Bureau of Aeronautics** designs, procures and maintains aircraft and aviation equipment. It outfits and replenishes aeronautical activities afloat and ashore and maintains the aeronautic shore establishments. It should be noted that the Deputy Chief of Naval Operation (Air) prepares logistic plans for the support of Navy and Marine aviation and likewise supervises the training of aeronautical personnel.

- The **Bureau of Yards and Docks** designs, constructs and maintains public works and public utilities at shore establishments, both continental and at outlying or advanced bases. This Bureau also trains, organizes and maintains the Construction Battalions (Seabees).

- The **Office of the Judge Advocate General** is responsible for all legal matters of the Navy in the field of military, administrative, legislative and general law. This responsibility covers the entire legal field except the areas of commercial law assigned to the Office of General Counsel, patent law assigned to the Office of Naval Research and real estate law assigned to the Bureau of Yards and Docks.

- The **Headquarters, U.S. Marine Corps**, procures, trains, equips, distributes and administers the officer and enlisted personnel of the Marine Corps and operates its shore establishments. While the Fleet Marine Force operates as an integral part of the Fleet to which assigned, the Headquarters organization is a complete operating organization in itself, being essentially self-contained.

- The **Office of Naval Material** is responsible for the procurement and production policies and methods to be followed by the Navy Department and shore Establishment in meeting the material requirements of the Operating Forces. This office coordinates and directs the efforts of the bureaus and offices and passes on procurement contracts. In addition, it operates a field material inspection service for the benefit of the bureaus.

- The **Office of Naval Research** is the hub of naval science activity. It coordinates research throughout the Naval Establishment and conducts, or contracts for, research and development projects. It works closely with research units in the various bureaus. ONR is also responsible for protecting the Navy's interest in patents and inventions.

EXECUTIVE OFFICE OF THE SECRETARY

In addition to the bureaus and major offices listed above, there are other offices and boards which perform staff function and services for SecNav and his assistants. Collectively, these are referred to as the "Executive Office of the Secretary." All offices and boards in this group are treated administratively as separate units of the Navy Department. Besides the Office of Naval Material and the Office of Naval Research, covered above, these offices are:

- The **Office of the Comptroller** (pronounced CONTROL-ler) is the Navy's financier. It is responsible for budgeting, accounting, progress and statistical reporting, internal audit and for organizational procedures relating to these responsibilities. It works closely with the comptrollers of the Departments of Defense, Army, Air Force and other departments.

- The **Office of Information** is responsible both to

SecNav and the Chief of Naval Operations and coordinates the Navy's public relations program. It keeps the public informed of the activities of the Navy as an instrument of national security and disseminates to naval personnel information on policies and programs.

- The **Office of General Counsel** furnishes legal services to all bureaus and offices in the field of commercial law. It is responsible for all legal matters relative to procurement, contract termination, property disposition and renegotiations.

Other offices of EXOS, the titles of which indicate their function, are:

- **Administrative Office**
- **Office of Industrial Relations**
- **Office of Naval Petroleum and Oil Shale Reserves**
- **Navy Managements Council**
- **Navy Management Staff**
- **Office of Analysis and Review**
- **Material Review Board**
- **Office of Saving Bonds**
- **Various personnel boards**

OPERATING FORCES AND SHORE ESTABLISHMENT

The services of all these bureaus and offices are directed toward the two other components of the Naval Establishment—the Operating Forces and the Shore Establishment.

- The **Operating Forces** are composed, briefly, of several fleets (active and reserve), seagoing forces, sea frontier forces, district forces, Military Sea Transportation Service (MSTS), Fleet Logistic Air Wings, Fleet Marine Forces, and their assigned shore activities. The broad responsibilities of fulfilling the Navy's role in support of fundamental national policies and interests throughout the world rests on the Operating Forces. *Hence, both the Navy Department itself and the Shore Establishment exist for the purpose of supporting the Operating Forces.*

- The **Shore Establishment** comprises the field activities of the Navy Department ashore and includes all such activities not assigned to the Operating Forces. These are the activities distributed throughout the U.S. and outlying territories for the purpose of maintaining, supplying, equipping, repairing, overhauling and rendering similar services in support of the Operating Forces.

The activities which make up the Shore Establishment are distributed at strategic points along our coastal regions where they may best serve the needs of the Operating Forces. However, many activities in which such close relationship is not essential, such as air, ordnance, procurement and supply, personnel and special service activities are distributed at various points within the continental U.S. and the territories.

Military command of the Shore Establishment stems from CNO and is exercised through the **Sea Frontier Commanders** and the **District Commandants**, the **Chief of Naval Air Training** and the **Commandant of the Marine Corps**.

(Note: ALL HANDS will continue this series, following the reports on the organization of the Defense Establishment and the Naval Establishment with accounts describing the major components of the Navy which have been touched on in this article.)

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ADDITION to 'Men of Mars' collection: Navy's new full pressure flight suit has been successfully demonstrated at altitudes of 70,000 feet.

Narmid, Camid Train Middies

More than 8600 midshipmen from the U.S. Naval Academy and Naval Reserve Training Corps units from 52 colleges and universities are participating in the 1953 summer training cruises. Plans call for 53 ships to take 5900 first and third class midshipmen on three practice cruises.

For the 2600 second class midshipmen not participating in the cruises, the Navy has indoctrination programs planned in aviation and amphibious operations, afloat and ashore.

The Navy's summer training program is designed to give its officer candidates an opportunity to "learn by doing" and to receive first hand knowledge in many phases of naval operations. This training supplements their classroom studies in engineering, gunnery, communications, navigation and tactics.

Ships of all three cruises will conduct gunnery exercises in the Guantanamo, Cuba, area, before returning to Norfolk.

Amphibious training at Little Creek, Va., and aviation training at NAS Corpus Christi, Texas, will supplement the summer training cruises. Approximately 1600 juniors from all

52 NROTC units will participate in this phase of training, known as "NARMID '54" (for Naval Reserve Midshipmen, Class of 1954).

For the eighth straight year, second class midshipmen from Annapolis and second class cadets from West Point will participate in two weeks of amphibious training. This joint operation, designated this year "CAMID '53," with 810 middies and 520 cadets involved, will be climaxed by a full-dress simulated invasion.

In addition to "CAMID '53," the Annapolis second classmen will receive flight indoctrination at the Annapolis Naval Air Facility and will participate in a three-week cruise aboard an aircraft carrier.

Carriers in Korea

Fifteen U.S. aircraft carriers are now veterans of the Korean conflict. Of this number, nine were demothballed at the start of the fighting to meet the Navy's need and to support the United Nation's effort.

uss *Valley Forge* was the first carrier to offer support to UN ground troops. As the fighting progressed other carriers such as *uss Boxer* and *uss Philippine Sea* were rapidly demothballed and ordered to the Far East until soon the Navy had established a force capable of controlling the seas surrounding the entire Korean peninsula.

From the fall of 1950, the Navy has kept at least three attack carriers and one or more escort carriers or small carriers in the Far East. They stage heckling raids and massed strikes against Communist supply and communications centers. In addition, they are constantly on call to support Army and Marine ground forces.

Attack carriers are components of Task Force 77. Escort and small carriers are components of Task Force 95 that patrols the coasts of Korea.

Carriers which have participated in the Korean conflict as of 1 March 1953 are: *uss Valley Forge* (CVA 45), *uss Boxer* (CVA 21), *uss Philippine Sea* (CVA 47), *uss Leyte* (CVA 32), *uss Princeton* (CVA 37), *uss Bon Homme Richard* (CVA 31), *uss Essex* (CVA 9), *uss Oriskany* (CVA 34), *uss Kearsarge* (CVA 33), *uss Antietam* (CVA 36), *uss Bataan* (CVL 29), *uss Sicily* (CVE 118), *uss Badoeng Strait* (CVE 116), *uss Rendova* (CVE 114) and *uss Bairoko* (CVE 115).

YESTERDAY'S NAVY



Congress created grade of rear admiral, 16 July 18-62. Marine Corps permanently established 11 July 1798, as an adjunct of Navy. U. S. fleet destroyed Spanish fleet in Santiago harbor, 3 July 1898.

JULY 1953

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	

Flight Deck Symphony

The roaring sound of jets on the flight deck of *uss Kearsarge* (CVA 33) was replaced for one night by the melodic strains of the San Diego Philharmonic orchestra as the aircraft carrier lay at anchor in San Diego Bay.

A unique symphony concert made possible through a grant from the National Music Performance Trust Fund was held on the carrier when the ship returned to the U.S. after a tour of duty in Korean waters.

Although the evening was cool and a wind whistled over the flight deck, Navymen and their guests enjoyed the music as they huddled under blankets like a crowd at a football game.

Conductor Werner Janssen led the orchestra through a program of Debussy, Sibelius and light classics. A bass-baritone sang "Old Man River," "Road to Mandalay," and "Some Enchanted Evening."

When the concert was over and the musicians had put away their instruments, the afloat concert audience went below to the hanger deck where all hands were served hot coffee while a Navy band returned the treat by playing music for dancing.

Nine-Foot Plank Owner

When a ship's last "plank owner" leaves for other duty, it is usually a milestone in the ship's personal history. Such an event was marked by the "awarding of a plank" aboard *uss Yosemite* (AD 19).

The recipient was Chief Boilerman Lawrence J. Olsen, USN. His "plank" was nine feet in length—a foot for each year served with his ship. Last man of the original 1000-man-plus commissioning crew, he was presented the carpenter-shop creation when he was transferred to duty in destroyers. Chief Olsen had placed the 530-foot destroyer tender in commission back in the spring of 1944.

"Leaving this ship is like losing my home," he told his old shipmates. The "plank owner" recalled that he had many opportunities to leave the ship for other type duty, but remained on board because of good working conditions.

During his service in *Yosemite* Olsen specialized in the operation and maintenance of the engineering equipment in the firerooms. Handling of fuel oil and fresh water supply were among his other jobs.

Navy Welcomes New Director of Waves

Captain Louise Kathleen Wilde, USN, has succeeded Captain Joy Bright Hancock, USN, as director of the Waves.

Captain Hancock, who had been director since July 1946, retired after a long period of close association with the naval establishment, as an enlisted woman, in a civilian capacity, and as a naval officer.

When Captain Wilde assumed her new post she became the fourth director to head the Waves (Women Accepted for Volunteer Emergency Service) since the organization was established in July 1942.

The new director was appointed lieutenant (junior grade) in August 1942 and attended midshipman school in Northampton, Mass. From 1943 to 1945 she was assigned to the Bureau of Naval Personnel in Washington, D. C., before being ordered to the 14th Naval District at Pearl Harbor, T.H., where she served as district director of the Women's Reserve until 1946.

She returned to BuPers in 1946 to act as administrative assistant to Captain Hancock until 1952 when she was assigned to the staff of Commander Western Sea Frontier with headquarters in San Francisco, Calif. This was her last duty station before returning to Washington to take over her new post.

Captain Wilde received the



CAPT Wilde



CAPT Hancock

Bronze Star Medal for "exceptionally meritorious service" for her work as District Director of Women in the Territory of Hawaii. She has also been awarded a Letter of Commendation by the Secretary of the Navy for her war-time work as an assistant to the then director of the Waves, Captain Mildred McAfee, USN.

Captain Wilde hails from Concord, N. H., and is a graduate of Mount Holyoke College at South Hadley, Mass. She received her Master of Arts degree from Columbia University, N. Y.

Captain Hancock who was the Wave director for almost seven years began her career in the Navy as a "Yeomanette" in World War I, advancing to Chief Yeoman before being discharged at the end of the war. Prior to World War II she was employed as a civilian in the Navy's Bureau of Aeronautics. Shortly after the establishment of the women's reserves in 1942 she re-joined the Navy as a lieutenant.

Training ROK Merchant Marine

A training program for Korean merchant marine personnel has been set up by Commander Naval Forces Far East. Located at the U.S. Naval Base, Yokosuka, Japan, the training school's purpose is to set up standards for operation, maintenance and upkeep of U.S.-owned ships on loan to the Republic of Korea.

The curriculum of the school consists of a 30-day course in navigation, international law, pilotage, seamanship and engineering. Attending the classes are groups of 40 South Koreans ranging in rank from captains to seamen and chief engineers to firemen.

Most of the instruction is done through the use of ship models, diagrams, charts, films, demonstrations and discussions. Technical terms are kept to a minimum.

In addition to the basic course, the

merchant seamen are receiving training in first aid, damage control and fire fighting.

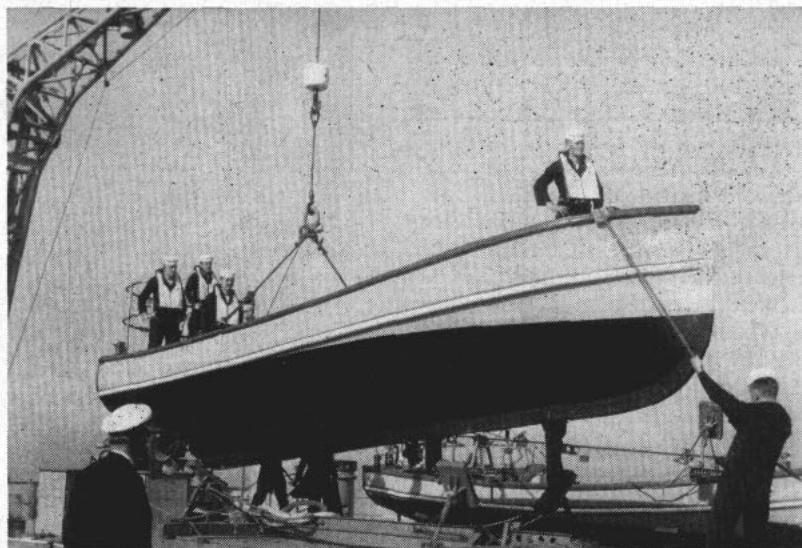
Instructors are naval personnel from the Merchant Shipping section of ComNavFe and from the Fleet Training Group and Underway Training Element at Yokosuka Naval Base.

Annie Oakleys, USN(W)

Among the Navy's "Annie Oakleys" are five new Wave officers who have recently been awarded marksmanship medals for demonstrating their gun-handling ability while attending Officer Indoctrination School at Newport, R. I.

Qualifying in the .45 caliber automatic pistol category were Ensigns Nancy Ellifrit, Ann Dixon, Shirley McNamara, Alice Bradford and Ruth Glenister.

Ensign McNamara also qualified for a marksmanship medal for .30 caliber carbine firing.



SHIPSHAPE Number One Motor Launch of USS Roanoke (CL 145), pride of the deck division, is good example of how a liberty launch should look.

A Ship Is Known By the Boats She Keeps

The seagoing man knows that often the only contact you have with another ship is by seeing the men of the ship, or the ship itself at a distance. Close up, however, you see the ship's boats. You judge the ship by her boats.

The average citizen very seldom gets a chance to go aboard a Navy ship—and he, too, judges a ship by the boats. In short, the boat and boat crew represent the ship. Judging from the above photo, *uss Roa-*

noke (CL 145) is a mighty fine looking ship.

Pictured here is the Number 1 Motor Launch, used as the liberty launch. Bright work is gleaming, the crew is properly and fully uniformed, frapping lines are tended and the boat is ready to be heaved up and over and start its runs to shore.

Here is a deck division which takes pride in a smart, seamanlike boat and crew.

'Copter Collects Pilot, 12 Bullets

With the Navy and Air Force working closely together, a tough rescue mission was successfully completed in Korea. What had started out to be a routine operation for a helicopter pilot of *uss LST 735* turned out to be a pretty hot adventure.

Word had reached *LST 735* by radio that an Air Force F-84 jet was down in the mountains a few miles inland from Wonsan in enemy territory. Immediately the helicopter pilot, Lieutenant Commander Donald Good, USN, took off to go to the rescue of the downed airman.

Two Air Force jets were on hand to guide the helicopter to the hillside where the pilot had parachuted down.

The rescue party arriving over the scene was greeted by heavy small-arms fire from Communist ground forces.

Looking down, Good spotted the airman, deep in hostile country and pinned down by enemy fire. There was no place to land the helicopter on the rugged terrain. Since the downed pilot couldn't move to open ground it meant the rescue would have to be made in the air.

At this point the Air Force jets moved in and strafed the Communist ground troops while the helicopter hovered over the spot. Amidst the strafing of the jets and the enemy ground fire Good lowered a harness and cable and began to pull the airman into the helicopter. One bullet went through the plexiglass cockpit about a foot from the pilot's head and another just missed his crewman.

Minutes later, with the rescued airman aboard, the whirlybird landed safely on the *LST*. An examination revealed 12 bullet holes in the 'copter's fuselage.

Load Lifter and Air Ambulance

America's fastest turbo-compound transport is now a member of the Navy's air arm.

The new R7V-1, a Super Constellation now in service, is driven by four 3250-horsepower engines that enable it to cruise over long ranges at more than 300 mph.

In addition to its speed the transport has another distinction. During a test program at a California desert airport, the R7V-1 lifted 145,000 pounds—the heaviest load ever flown by a Constellation. Normal gross takeoff weight is 130,000 pounds.

The 113-foot long transport will carry 106 passengers and can be converted to a 19-ton cargo transport or a 73 patient "air-ambulance."

The new transport is expected to save both money and manpower. Increased efficiency in the employment of personnel will be possible by reducing the time required to transfer men from one station to another. The plane's high-strength rearward facing seats can be readily removed for litter patients, allowing fast evacuation of combat casualties.

Another advantage will be realized by the ability to move heavy priority cargo rapidly to fleet destinations by converting the plane to a cargo transport.

Deliveries of the R7V-1 are now underway. The first of these planes is serving with the Fleet Logistics Air Wing in the Atlantic. The second will be put into Pacific service and will be operated on MATS routes by Naval Air Transport Squadron 8.

Civilian versions of the R7V-1 are also undergoing flight tests. First deliveries to airlines are scheduled for this summer.

Torpedo Retriever Boats

Six new torpedo retriever boats are being constructed on the West Coast and will soon join the fleet. The 72-foot boats will be of wooden construction and will have a carrying capacity of six torpedoes.

They will be powered by diesel engines rated at 1300 horsepower and will have a top speed of approximately 18 knots.

The boats are used in ordnance experimental work and in retrieving "practice" torpedoes which have been fired by submarines or other vessels. They have a sloping ramp aft with roller bearings and a winch to allow the torpedoes to be pulled aboard.

Chief Earns High Law Honor

Back in 1917, when John Charles O'Connor left college to enlist in the Naval Reserve during the first World War, little did he realize that 35 years later he would be on active duty with the Navy in Washington, D. C., and be admitted to the bar of the nation's highest legal tribunal.

Today, as a chief yeoman attached to the legal office of the U.S. Naval Receiving Station in Washington, D. C., Chief O'Connor is permitted to practice before the United States Supreme Court. The admission ceremony took place in open court on 17 Nov 1952, before Chief Justice Fred M. Vinson and the court's eight associate justices.

Robert L. Stern, Acting Solicitor General of the U.S., made the motion for Chief O'Connor's admission. Sponsors on his application were Commander Herbert E. Ost, USN, of the Admiralty Division of the Office of the Judge Advocate General of the Navy and former Congressman John J. O'Connor of New York City, who is now practicing law in Washington (no relation to the Chief).

Chief O'Connor reported to the Receiving Station 23 Jan 1951 from *uss Thompson* (DMS 38) to which he was attached during the vessel's mine-sweeping operations off Chinampo and Inchon, North Korea.

The new Supreme Court barrister is a member of the Bar of the Court of Appeals, highest court of the State of New York. He was educated at St. Anselm College and Fordham Uni-



LEGAL EAGLE — John C. O'Connor, YNC, USNR, has been admitted to practice before U. S. Supreme Court.

versity School of Law, between his tours of naval service.

His World War II service began 13 Apr 1942 and he served aboard *uss Birmingham* (CL 62) and *uss Dahlgren* (DD 187). After his discharge he returned to his private law practice.

Deuel Measures Sword with \$

How much of the money that a ship's crew pays in federal income taxes each year does it take to cover the normal operating expenses of their ship for a year?

This question was answered for crewmen on board *uss Deuel* (APA 160) recently when the ship's newspaper published the fact that the 1952 withholding taxes taken from the pay of the officers and men of *Deuel* amounted to \$63,500. The normal annual allotment for operations and supplies given to *Deuel* is \$36,000.

This allotment does not cover such things as the expense for fuel, water, rations and pay, but it does provide for all normal operating expenses. Therefore, the withholding tax for one year from the crew is enough to cover the operating allotment of *Deuel* for a period of 21 months.

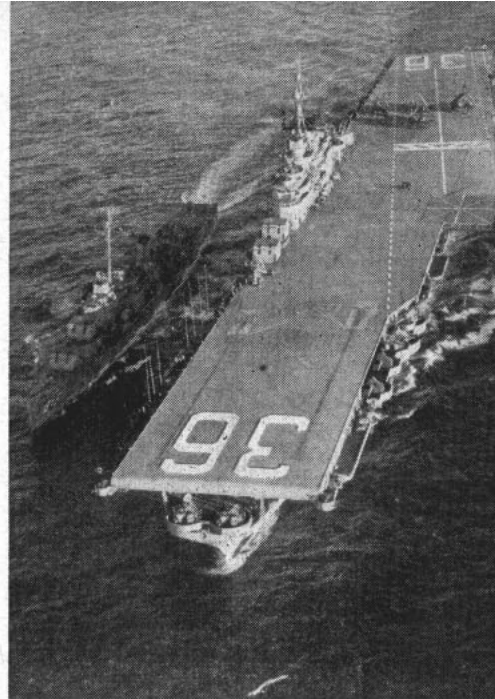
To promote further a program of cost consciousness, *Deuel's* CO provided crewmen with a price list showing the cost of just about everything on the ship. A knowledge of the cost of such items as coffee cups, swabs, mattresses and other such common-place items, he felt, would make all hands conscious of how much of their own income-tax money is doing down the drain every time such items are broken carelessly.

With the skipper's price list in hand, crewmen of *Deuel* are now "spending" their own tax money. They realize that every time the ship procures a new mooring line, a can of paint or a typewriter ribbon, it is being "paid for" out of income tax money paid by ship's company. The skipper figures it this way—if a guy knows it's his own money he's spending he'll be more careful with it.

College of Nautical Knowledge

Everybody on board *uss Monterey* (CVL 26) goes to school—at least for the first five days they are aboard. And everyone graduates!

In *Monterey's* "College of Nautical Knowledge," old salts and young seamen alike, attend a five day indo-



USS ANTIETAM (CVA 36) takes time out to refuel USS Corry (DD 817) during tests of 'angled' flight deck.

ctrination course that acquaints them with their ship. Officers and leading petty officers of the ship's major departments lecture the classes in their specialties and answer questions on pay, leave, liberty, Navy schools and other personal matters.

The school, which is designated the "L" (for "Learning") Division, also features training films and other movies such as "The Fighting Lady." After completing the lectures, movies and a tour of the ship, each man is interviewed by the personnel officer and then transferred to his division.

Best Ships in Atlantic Exercise

Nine ships and craft in the Atlantic Fleet Amphibious Force have been named as best of their type for the second phase of the recent LantPhib-Ex II-53 maneuvers. The East Coast exercise was the largest amphibious training effort since WW II (p. 40).

Top performances were turned in by *uss Latimer* (APA 152), *uss Muli-phen* (AKA 61), *uss Donner* (LSD 20), *uss Lloyd* (APD 63), *uss Krishna* (ARL 38), *uss LST 722*, *uss LSM 297* and *uss LCU 765*.

The ships were selected following the two-month amphibious exercise which ranged from the Caribbean Sea to the shores of North Carolina. More than 50,000 naval and marine personnel, plus 150 ships and craft climaxed the maneuvers with a full-scale assault on Onslow Beach, N. C.

Service is Motto Of NAS Memphis

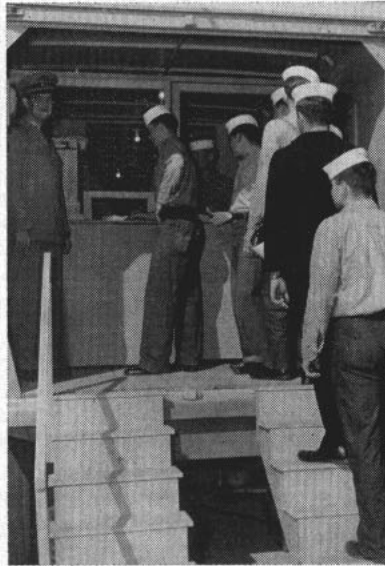
A new switch in clothing and small stores service has been inaugurated at the Memphis, Tenn., Naval Air Station. A mobile sales unit goes to the customers instead of the customers going to it.

Known as the "Gypsy Haberdashery," the sales unit consists of a reconditioned van trailer into which clothing bins and interior lighting have been installed. Steps and a counter are constructed at the rear of the trailer.

During the noon hour, with its interior filled with items of clothing, the van is towed around the station by truck. It comes to a stop at pre-selected spots where sailors have gathered.

In this manner they can buy hats, socks, under clothes and other such items on a trip from the mess hall to their barracks. No need of a special trip to the regular C&SS issue room.

The large number of men attached to the station's Technical Training Center are limited in free time by classroom schedules during the regular store's hours of operation. Often sailors would put off a



'GYPSY HABERDASHERY' — Mobile clothing and small stores unit is now in operation at NAS Memphis, Tenn.

visit to the store because of other requirements.

Under the new system, small stores-time hardly puts a nick in their schedule; but it helps fill gaps in their sea bags.

force to a beachhead and protect it on the way.

The training enabled the Marines to test doctrines for the use of new weapons and methods, especially the employment of helicopters in amphibious operations. It also served to polish up old techniques for the employment of the Marine Air Ground Team aimed at speeding up the whole sequence of amphibious operations ashore.

Mr. and Miss Lake Champlain

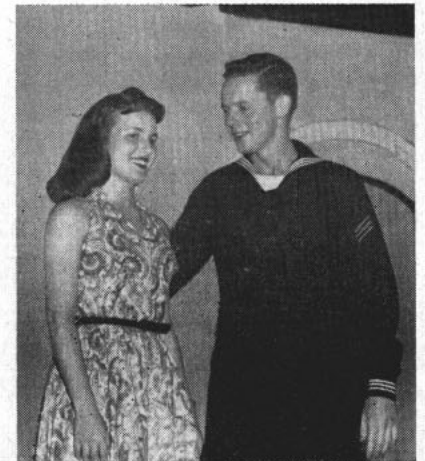
When the aircraft carrier *uss Lake Champlain* (CVA 39) docked at her home port in Florida a royal welcome awaited her in the form of a gala program sponsored by the Chamber of Commerce of Jacksonville Beach.

The community had set aside an area especially to entertain the 1200 crewmen. In honor of the occasion they called the area "Lake Champlain Beach."

Before the party, crewmen selected Robert W. Gourley, FN, USN, to represent their ship as "Mr. Lake Champlain." Eight other Navymen were picked to act as his staff.

The major mission of this staff was to judge a beauty contest and select a "Miss Lake Champlain" to reign alongside the lucky Gourley. The winning beauty, selected from 12 contestants, was 18-year-old Bobbie Spires from Jacksonville, Fla.

Later that evening the welcoming festivities reached a climax with the crowning of "Mr. and Miss Lake Champlain" at a coronation ball held in the Community Center. Music for dancing was provided by the NAS Jacksonville band.



'MISS LAKE CHAMPLAIN,' Bobbie Spires poses with 'Mr. Lake Champlain,' R. W. Gourley, FN, at dance.

Lant Phibex II

One of the most extensive amphibious training exercises of the Atlantic Fleet was held this Spring. The one-and-a-half-month long exercise extended from the Caribbean to the shores of North Carolina.

Nicknamed "Lant Phibex II," the Atlantic Fleet Amphibious Exercise Two was aimed at improving and testing communications, command relationships, tactical concepts and training methods involving 25,000 Navy personnel, 17,000 Marines and several Navy and Marine air units.

The Leathernecks, Marines from the Second Marine Division, embarked at Norfolk, Va., and Morehead City, N. C., moved with the task force to the island of Vieques, Puerto Rico.

Here they stormed ashore in landing craft to capture the island from the "Aggressors" in a 48-hour battle. The hills of Vieques echoed with the sound of machine guns and rifles. Aircraft from the Third Marine Aircraft Wing simulated bombing, strafing and napalm missions.

Umpire teams, accompanying both the assaulting and defending elements, assessed casualties, evaluated battle plans, judged the effect of supporting arms and call fire from the naval ships.

In the second phase of Lant Phibex II, the Marine assault force was lifted from the "conquered" Vieques by the transports, this time to hit Onslow Beach, N. C., in an amphibious attack simulating an invasion launched from an island base at a mainland objective.

The invasion force included carriers, cruisers, destroyers, attack cargo ships, submarines, rocket ships and air patrol squadrons in addition to the troop transports. In all, 150 ships and craft participated.

The friendly or "Blue" force had to battle its way through "enemy" submarines and attacking aircraft of the "Black" force. Constant air patrol missions and anti-submarine searches were carried out.

The exercises gave the Navy an opportunity to polish up techniques designed to transport an invasion

District Hoop Champions

The basketball champions of each naval district have been crowned as a preliminary step toward determining the All-Navy champion.

According to All-Navy elimination rules, the naval district champions meet to determine the East and West Coast champions who in turn play the Atlantic and Pacific Fleet champions for the right to represent the East and West in the All-Navy basketball finals.

The results of the All-Navy championships, as well as the Inter-Service championships which followed, are on page 22.

Here are the district hoop champions:

- 1st — *Newport, R.I., Naval Base*, defeated NAS Quonset Point 85-70.
- 3rd — *NAS Niagara, N.Y.*, turned back Ellis Island Coast Guard 70-51.
- 4th — *NAS Atlantic City, N.J.*
- 5th — *NTS Bainbridge*, upset NAS Norfolk 96-78.
- 6th — *NAS Memphis* defeated NAAS Whiting Field, Pensacola, Fla., 76-75.
- 8th — *NATTC Norman, Okla.*, defeated NAS Corpus Christi, Texas, 84-67.
- 9th — *NTC Great Lakes*, won over NAS Glenview, Ill., 73-51.
- 11th — *NAS Los Alamitos, Calif.*, defeated NAS Miramar 81-63.
- 12th — *NAS Alameda, Calif.*
- 13th — *NAS Seattle, Wash.*
- 14th — *SubPac* finished as top Navy team in the Hawaiian Inter-Service League (Hawaiian area team formed to participate in the All-Navy eliminations).
- 17th — *Naval Base Kodiak*, defeated Adak Naval Base 54-52.
- *SRNC-PRNC — NAS Patuxent River, Md.*, defeated NAS Anacostia, D.C. 74-65.

Sets State Pistol Records

Two new records have been set and a third tied by a Navy officer competing in the Nevada State Pistol Matches held at Hawthorne Naval Ammunition Depot.

Commander C. R. Beaman, SC, USN, attached to NAD, won the Nevada State championship trophy by setting a new aggregate record of 1650/1800. He also shot a record-breaking 192/200 in rapid fire competition.

By winning the two awards, Commander Beaman tied the existing record on the Nevada shooting books.

SIDELINE STRATEGY

KEN WIESNER, the Navy's high jumping dentist from NTC Great Lakes, no sooner sets a new indoor high jumping record than he goes out and breaks it.

It all started at the Philadelphia Inquirer games when Wiesner leaped 6 feet 9½ inches, setting a new world's record. A month later, competing in the Milwaukee Journal Games at Milwaukee, Wis., he cleared the bar at 6 feet 9¼ inches to break his Philadelphia mark.

The six-foot four-inch Wiesner, a former Marquette University star, then proceeded to break his own record for the third time in the winter season when he competed in the Chicago Relays and leaped 6 feet 10¼ inches, only one-fourth of an inch short of the all-time high jumping record of 6 feet 11 inches set outdoors by Les Steers of Oregon in 1941.

During the 1953 indoor track season, Ken Wiesner competed in 11 meets, winning 10 first places. His average for the 11 meets was a skyscraping 6 feet 8½ inches. Wiesner's "worst" jump of the year was 6 feet 6 inches. On four different occasions, he exceeded the 6 feet 9 inch mark.

The Navy lays claim to two of the speediest bike pedalers in the business—Airman Ronnie Rhoads of Composite Squadron Three of NAS Moffett Field, Calif., and Private First Class Don Mainland of the Third Marines at Camp Pendleton,

Calif. Rhoads, who gained international recognition by riding on last year's U. S. Olympic squad, has bolstered his cycling status by setting a new course record (42 minutes) in winning the San Jose Bicycle Club's first winter race over the 20-mile Paradise Valley course. Incidentally, second place in the grind was taken by Ronnie's brother Dave, also of VC-3, a comparative Navy newcomer.

A Navyman from *uss Nereus* (AS 17), has been designated "Mr. California of 1953" in a physical culture contest held at Los Angeles.

Bill Pearl, JO3, of the Sub-FlotOne Public Information Office, "muscled" his way to the title. Other titles he has won include "Mr. Oceanside" and "Mr. Southern California." Bill now has his sights set on the "Mr. America" contest being held this month in Indianapolis, Ind.

He stands 5 feet 11 inches and tips the scales at 215 pounds. Vital measurements are: 48 inch chest, 31 inch waist, 26 inch thighs, 17 inch calves and 19 inch biceps.

Pearl, however, doesn't limit his talents to being a Navy journalist and physical culturist. In 1951, he won the 13th Naval District heavyweight wrestling championship and was runner-up in the Northwest AAU and Olympic wrestling tryout. He is also a saxophone player in the ship's orchestra. Mighty versatile guy.—Rudy C. Garcia, JO1, usn.



In this new section ALL HANDS continues its report of news items of interest concerning navies of other nations.

* * *

NATO—Another in the series of NATO exercises designed to test the ability of the North Atlantic Pact forces to keep the sea lanes open has been held in the Mediterranean Sea.

The latest maneuver, dubbed "Exercise Rendezvous," was directed by British Admiral Earl Mountbatten, the new NATO Commander-in-Chief of the Mediterranean area, from his headquarters on Malta. The operations included surface and air defense against submarine and air attacks on friendly convoys and reached a climax with an amphibious landing on the shore of Greece in the Gulf of Argos near Athens.

The night before the scheduled landing, fire support units moved in to "soften up" the landing zone, mine-sweeping units and underwater demolition teams went into action to "clear" the area of mines and a French commando unit landed on a small island about two miles from the landing beach to "protect" the main assault force.

At dawn the next day, with planes of the U.S. Sixth Fleet providing fighter cover, successive waves put on the beach a Greek battalion, a U.S. Marine Corps battalion and a Turkish rifle battalion.

The Sixth Fleet grouped around the aircraft carriers *uss Midway* (CVA 41), *uss Tarawa* (CVA 40) and *uss Wright* (CVL 49), acted as a fast carrier task force for the exercise. In addition, the British Mediterranean Fleet and units of the Italian, Greek and Turkish navies took part.

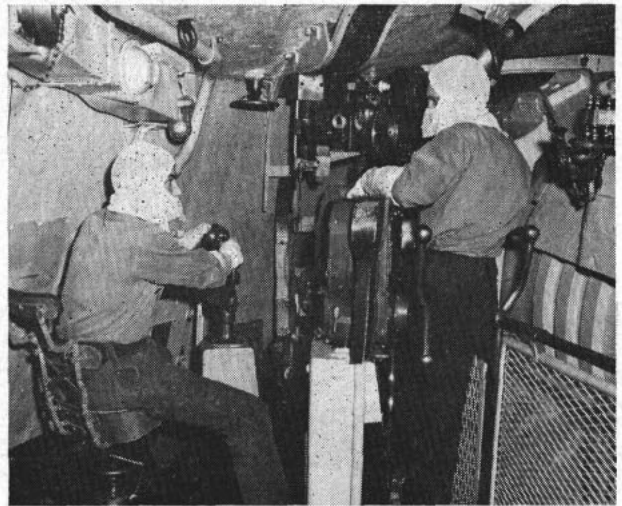
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JAPAN—In a ceremony held at the pierside area of the U.S. Fleet Activities, Yokosuka, Japan, 10 U.S. Navy vessels were turned over, on a loan basis, to the Government of Japan. Their service under the Japanese will be in the newly formed Coastal Safety Force.

The transferred vessels were patrol frigates and large support landing ships. Frigates were PF 6 (ex-*uss Pasco*),



FRENCH anti-aircraft crew watches for 'enemy' on board cruiser *Montcalm* during exercise 'Rendezvous.'



BRITISH crewmen man 15-inch gun on HMS *Vanguard*. Hoods, gloves provide protection against flash burns.

PF 25 (ex-*uss Charlottesville*), PF 26 (ex-*uss Poughkeepsie*), PF 38 (ex-*Coronado*), PF 39 (ex-*uss Ogden*) and PF 53 (ex-*uss Machias*). The amphibious craft were LSSL 57, LSSL 104, LSSL 107 and LSSL 130.

Transfer of vessels marked the initial step in the implementation of the "Charter Party Agreement" recently concluded between the governments of Japan and the U.S.

These ships play a two-fold role: providing proper training in sea-going duties for Coastal Safety Force personnel, both as individuals and crews, and coordinating the afloat units of the Coastal Safety Force with the administrative, repair and supply organizations based ashore.

The frigates were built in 1943-44 as anti-submarine vessels. Displacing 1200 tons (standard), they have a length of 304 feet and a beam of 37 feet. Triple expansion engines deliver 5500 horsepower to twin screws, driving the ships at 18 knots top speed. Armament consists of 3-inch guns and 20-mm. and 40-mm. mounts.

The LSSLs are a combination troop carrier-gunboat. They are 159 feet in length and 24 feet in beam. Diesel engines drive them at a 14-knot top speed. The original armament of these 250-ton vessels consisted of one 3-inch gun and several smaller caliber mounts.

* * *

AUSTRALIA—The second land-based air station of the Royal Australian Navy is now in operation at Schofields, Australia, 20 miles northwest of Sydney. The station has been commissioned HMAS *Nirimba*, for the aboriginal name of the Australian pelican.

The naval air station at Schofields formerly belonged to the Royal Australian Air Force, and was turned over to R.A.N. when the R.A.A.F. transferred its activities to Richmond, Australia.

The Australian Navy's first air station, commissioned as HMAS *Albatross* in 1949, is located in southeastern Australia at Nowra, New South Wales. This station, 22 miles inland from Jervis Bay, has played an important part in the training of Australia's Navy pilots.

GREAT BRITAIN—British sea surveyors report they have found the deepest “deep” in the world’s oceans.

HMS *Challenger*, a British Navy hydrographic survey ship, sounding a vast undersea canyon south of Guam in the western Pacific, has touched bottom at 35,640 feet with an underwater sonic signal and a weighted steel wire.

Previously the greatest known ocean depth was 34,440 feet, recorded in 1945 off Surigao Strait in the Philippine Islands. Verified in 1950, this measurement is named Cape Johnson Deep (it was discovered by USS *Cape Johnson* (AP 172)).

At the time of discovery HMS *Challenger* was midway between Guam and Yap and within 200 miles of the big World War II anchorage of the U.S. Navy at Ulithi Atoll. As the ship crossed a known trench in the sea floor, its sonic depth finders lost touch with the bottom at about 4100 fathoms (24,600 feet).

Explosive charges were set off in the water and *Challenger* picked up the echoes from the bottom with hydrophones. Meanwhile, a 140-pound lead weight was lowered on a sounding wire. It ran out for an hour and a half before striking bottom.

In October, *Challenger* returned to the same position with its sonic equipment adjusted to record the great depths. The measurement of 5940 fathoms (35,640 feet) was verified. The location was latitude 11 degrees 21 minutes north, longitude 142 degrees 15 minutes east.

Challenger Deep lies in one of a series of deep trenches which lie like great gashes along the Pacific sea floor from the Philippine archipelago to the Aleutians. One arc of these furrowed wrinkles sweeps from Japan southward to the Caroline Islands, rivaling in depth the 600-mile-long Mindanao Trench along the eastern flank of the Philippines.

★ ★ ★

FRANCE—Fleet repair ship *Jules Verne*, a recent visitor to the Japanese area of the Far East, presented several points of similarity—and difference—to U.S. Navy sailors who viewed her.

Instead of specializing in repairs of single types, such as destroyers, submarines or amphibious vessels, *Jules Verne*’s repair mission is more varied. She is equipped to service just about every type of French vessel serving in her theater, the Indo China area. She is somewhat similar in appearance to U.S. Navy auxiliaries of the C-3 conversion type, though smaller in size.

Two points of difference in her external “dress” are her *tentes* and her main armament. The *tentes* is an outsize canvas awning spread over a large section of her main deck aft. Set up in port, it offers protection from sun, wind and rain. Her main batteries fire a 90-mm. projectile—larger than the U.S. Navy’s three-inch but smaller than the five-inch projectile. The guns are carried in semi-enclosed single mounts in which—opposite to U.S. style—the pointer sits on the right and the trainer on the left.

Her crewmen sleep in hammocks instead of bunks. This arrangement allows for greater interior space when the hammocks are rolled, lashed and stowed. A final difference is in her noon meal beverage. It is neither coffee, tea, milk, chocolate or water, but good red wine.



CANADIAN destroyer HMCS *Crusader* has fired more than 5000 rounds ammunition against enemy in Korea.

CANADA—Three of Canada’s modern destroyers are playing an important role in the United Nations naval action off Korea.

The Canadian destroyers, HMCS *Crusader*, HMCS *Haida* and HMCS *Athabaskan*, in addition to shore bombardments, are carrying out escort and patrol missions with U.N. forces off Korea.

Athabaskan, now in her third tour of duty in Korean waters, was awarded the Republic of Korea Presidential Citation for her assistance in the landings at Inchon and the evacuation of Chinnampo.

Crusader and *Haida* made their initial appearance in the Korean conflict last summer. In December 1952, *Crusader* became the first Canadian ship to engage in action with enemy aircraft in the Korean theater.



NORWEGIAN sailor entertains shipmate with American ‘hillbilly’ tunes while *Ellida* visits Charleston, S. C.

THE BULLETIN BOARD

Ships' Crews and Units Listed As Eligible for Combat Pay for Required Periods in Korea

In its second tabulation of this type, ALL HANDS lists more ships and units whose members have become eligible for combat pay. The first tabulation, along with details on combat pay, appeared in the March 1953 issue, p. 44.

This tabulation covers the period of Korean combat from 1 June 1950 to 30 June 1952. It is taken from OpNav Notice 1030 of 8 Apr 1953 and includes units which had not been covered by the first listing because of incompleteness of records. More than 150 ships and units are indicated either as "designated" or "non-designated" combat units. The following are those qualifying for the six days or more per month necessary to qualify crew members for combat pay:

Assault Boat Crews of uss <i>Whiteside</i> (AKA 90)	15-21 Sept 1950 15, 18, 20, 22, 25 Feb 1951.
ComDesDiv 112 and embarked staff.	12, 15, 18, 20, 22, 25 Feb 1951.
ComDesDiv 152 and embarked staff.	9, 13, 16, 20, 24, 25, 27, 30 Aug. 1951.
ComDesRon 26 and embarked staff.	6, 9, 12, 17, 20, 21 May 1952
ComMSBDiv One and embarked staff.	7, 11, 14, 23, 25, 26, 30 Apr 1952
uss <i>Hyman</i> (DD 732)	7, 9, 10, 14, 24, 28 Nov 1951
uss <i>McGinty</i> (DE 365)	5, 7, 12, 13, 15, 16 Mar 1952; 1, 3-6, 8, 9, 11, 17, 26 Apr 1952
uss <i>Maddox</i> (DD 731)	17, 23, 26-28, 30 Apr 1952
uss <i>Waxbill</i> (AMS 39)	9, 12, 13, 14, 17, 18 June 1951
uss <i>Heron</i> (AMS 18)	5, 10, 13, 14, 17, 18 June 1951; 10, 11, 19, 23, 24, 29, 30 Sept 1951

A check of the records has revealed that uss *Osprey* (AMS 28), which qualified for five days in October 1951, has also qualified for a sixth day, 12 Oct 1951. Crewmen of that ship, accordingly, have now become eligible for combat pay.

Several units designated as combat units by Commander Naval Forces Far East are also listed in this directive. The list takes in the months of December 1952 to March 1953. Two of the listed units qualified for the



"Here's the five spot I owe ya, Joe."

six-day period. These were uss *McGowan* (DD 678) and ComDesDiv 202 with embarked staff. Qualifying dates for both were 19, 23-25, 30, 30 Dec 1952.

Eligibility Requirements Set for Duty with Naval Security Group

The eligibility requirements and the procedure for enlisted personnel to request duty with the Naval Security Group is announced by a revised BuPers directive.

BuPers Inst. 1306.23A of 22 Apr 1953, establishes the following minimum requirements which must be met prior to submission of a request for Security Group duty:

- Enlisted candidates must have less than 12 years total military service.
- A candidate must have at least three years' obligated service remaining on his current enlistment (at time of transfer), or execute an agreement to extend his enlistment to obtain that minimum.
- Enlisted men and qualified designated strikers of the following ratings only may submit requests: ET, TE, RM, YN or PN.
- An exception, however, may be made for personnel of other ratings if training, experience or aptitude indicates they possess unusual fitness for this special duty.

Requests should be forwarded to the Chief of Naval Personnel (Attn: Pers B211d) via the chain of command and the Chief of Naval Operations (Attn: Op 202). Complete details are included in the directive.

Dates Set for Service-Wide Advancement Examinations for Active Duty Personnel

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 August.

This change in dates for holding the exams is contained in BuPers Notice 1418 (27 Mar 1953) which also makes a number of other changes for this year's tests.

Regular Navy and Naval Reserve personnel on active duty who are fully eligible to compete for promotion may now be nominated up to 10 days before the date of examination, according to the new directive.

Naval Reservists will have the usual opportunity to be tested for substantiation of qualifications in General Service Ratings as a requirement for enlistment in the Regular Navy in equal pay grades. No substantiating examinations, however, will be permitted in the rates of AD1, AM1, AO1, SD1 and TM1.

Personnel in the FC rating who are ready to qualify 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 may compete in the August examinations.

Members of the Naval Reserve serving in continuous active duty billets (ANR) may also compete for advancement in rating in accordance with BuPers Reserve Instruction 1430.1A.

No examinations will be provided in August for AF, FC, FCS, FCU, GMT2, GMT3 and TEQ, since these ratings have been or are scheduled to be disestablished.

Special instructions will be issued by the Chief of Naval Personnel in the near future for personnel in these ratings. Note that these are *not* the ratings affected by the recent changes to the enlisted rating structure as announced in BuPers Notice 1200 (5 Mar 1953). An article summarizing these newer changes is published in ALL HANDS, May 1953, p. 50.

Examinations will be given this

WHAT'S IN A NAME

USS *Saratoga*

year for the new Emergency Service Rating of Photographer's Mate A (Aerial Cameraman) and the expanded ratings of PH (now includes AF), FT (now includes FC) and TEL (now includes TEQ).

It is anticipated that the August exams will be the last opportunity for Naval Reservists on active duty to take substantiating exams in the following ratings and rates: BMI, CSI, MA1, MU1, PI1, and PR1.

Reservists who have taken substantiating examinations six months or more prior to their actual enlistment in the Regular Navy in pay grades E-4, E-5 or E-6, will not be permitted to enlist in equal pay grade. In such cases Reservists are required to take another substantiating exam in order to enlist in equal pay grade in the Regular Navy.

The August examinations will be based on the newly revised edition of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068, Rev. September 1952). See ALL HANDS, May 1953, p. 50.

Nominations Due for Navymen Competing for Prep School And Later Selection for USNA

Now is the time for all qualified enlisted personnel to be nominated by their commanding officers to participate in the Navy-wide examinations for entrance to the U.S. Naval Preparatory School as candidates for appointment to the Naval Academy by the Secretary of the Navy. The examination this year will be held on 6 July.

Enlisted men of the Regular Navy and Marine Corps and members of the Reserve components who are, and will be, serving on active duty (excluding training duty) at the time of the July examinations, are eligible for nomination, according to BuPers Inst. 1530.23. Candidates will be selected in accordance with the provisions of Articles C-1203, D-2308 and D-2309, BuPers Manual and Marine Corps General Order 40.

Commands are urged to insure strict compliance with regulations for administration of physical examinations and with provisions governing submission of medical forms as outlined in the Manual of the Medical Department.

Transfer to the Preparatory School can not be effected unless the candi-

The Navy's attack carrier USS *Saratoga* (CVA 60), now under construction, is the second ship of a new class of flat-tops (USS *Forrestal*, CVA 59, was the first). The new "Sara" will be the sixth U. S. Naval vessel to bear that name.

The first ship, a small sloop-of-war mounting 18 guns, was authorized November 1776 and launched April 1780, distinguishing herself in the Revolutionary War. She was named after the Battle of Saratoga, fought October 1777, in which the British General Burgoyne surrendered. After a record of valiant service, the first *Saratoga* was lost in a storm at sea.

The second *Saratoga*, a 734-ton vessel carrying 26 guns, was launched on 11 Apr 1814. Records show she was built from keel to topmast in 40 days. She served as the flagship for Commodore Thomas MacDonough in the Battle of Lake Champlain in which he received the surrender of the British squadron. Her naval career ended when she was sold in 1825.

Saratoga No. 3, a 1000-ton sloop-of-war, mounted 22 guns and was launched 26 July 1824. In 1853 she sailed with Commodore Perry's expedition to Japan, thus gaining the distinction of becoming one of the first American ships to sail into Tokyo Bay. Another distinction was added to *Saratoga*'s laurels when she sailed for the U.S. the following year with Commodore Henry A. Adams bearing the treaty of peace between the U.S. and Japan. Later she participated in the Nicaraguan expedition and served during the Civil War. Her last sea service was that of a public marine school ship at Philadelphia from 1890 to 1907, after which she was sold and beached.

The fourth *Saratoga*, originally named *New York*, was an 8130-ton armored cruiser. *New York* was launched 2 Dec 1891 and, during the Spanish-American War served as Admiral William Sampson's flagship. On 16 Feb 1911 her name was changed to *Saratoga*. She was assigned to the Asiatic fleet and served in the Pacific during World War I. Her career, under the name *Saratoga*, ended 1 Dec 1917, when her name was again

date has obligated service to at least 1 July 1954. To qualify, a man may extend his enlistment for a minimum of one year in accordance with BuPers Inst. 1133.1A of 17 March 1953, or MarCorps Manual para. 5550.

This year's prep school class will begin the first week in September. The course of instruction will last 32 weeks. At the end of the course, the 160 men with the highest mark on



changed, this time to *Rochester*. This second change was brought about so that the name *Saratoga* could be carried on by a newly-authorized vessel.

The newly authorized ship was the famous *Saratoga*, affectionately called "Sara" by those who served aboard her in World War II. Originally designed as a battle cruiser, she was later converted to an aircraft carrier (CV 3), the first U.S. naval vessel to be launched as an aircraft carrier. Two years later, in 1927, she was commissioned.

During World War II, *Saratoga* took part in the assaults on Guadalcanal, the Gilberts, Bougainville, the Marshalls, Iwo Jima, Eastern Solomons, and the Sabang and Soerabaja raids. During the invasion of Iwo Jima, Japanese planes attacked her in the most concentrated assault of the war against a carrier. For several hours she fought for her life as the attacks were pressed by the suicide pilots of Kamikaze planes. Navy officials said that few if any other carriers could have absorbed the beating "Sara" took and remain afloat.

With the end of the war, she became the first large carrier to join the "Magic Carpet". In this capacity she helped return World War II veterans from the Pacific area to the West Coast. At the end of the war, *Saratoga* was the oldest aircraft carrier in service. She now lies on the bottom of Bikini Lagoon, having been sunk in atom bomb tests in July 1946.

the USNA entrance exam will be appointed to the Naval Academy by the Secretary of the Navy.

There are several recommended texts obtainable from Information and Education Officers, or Special Services Officers in case of Marine Corps candidates, which are useful in preparing for the preliminary exams. These are listed in BuPers Inst. 1530.18 of 29 January 1953.

Here Are Rules, Benefits for Reenlistment and Extensions

The latest information concerning rules, bonuses and allowances for reenlistment and voluntary extension of enlistment by Regular Navy personnel and Naval Reservists on active duty is contained in BuPers Inst. 1133.1A. This instruction cancels and supersedes BuPers Circular Letter 84-51.

The new directive reinstates the provisions of Article C-10317 BuPers Manual. Under the provisions of this article, an individual may be discharged for the convenience of the government three months or less prior to the date of expiration of enlistment, under certain conditions.

The new instruction also holds in abeyance Article H-2404 (2) (3) (4) and (5) of BuPers Manual which pertains to terms of enlistment, reenlistment and extension of enlistment of Naval Reservists.

Instructions regarding reenlistment and voluntary extension of enlistment of Naval Reserve EMs not on active duty is covered in separate instructions.

Here is a brief run-down on the important points in this directive:

Reenlistments—Discharge and immediate reenlistment in the Regular Navy of USN and USNR personnel on extended active duty is still authorized for the usual periods of four and six years.

Reservists, except those classified



"How do you spell 'Torpedoed'?"
—H. S. Geisenheimer, ENS, USNR

USNR-EV, serving on active duty may be discharged and reenlisted in the Naval Reserve either on the normal date their enlistment expires, at any time during the period of involuntary extension or in accordance with Article C-10317 BuPers Manual.

Naval Reservists discharged and reenlisted in the Naval Reserve will continue on active duty for a period of one year from the date of reenlistment.

USNR-EV personnel serving on active duty may be discharged at the convenience of the government for the purpose of immediate reenlistment in the Regular Navy or Naval Reserve, provided they have completed one year or more of active duty immediately preceding such discharge.

Extensions—Regular and Reserve enlisted personnel on active duty, ex-

cept Reservists classified USNR-EV, may voluntarily extend their enlistments for either two, three or four years, or may re-extend for the same periods. However, these extensions and re-extensions shall not total more than four years during any one enlistment.

One year extensions are authorized for special reasons set forth in BuPers Manual Article C-1406, para. 1 (a) and (b), which are applicable only to Regular Navy enlisted personnel.

Reservists classified USNR-EV will not be permitted to extend their enlistments voluntarily. However, they may enlist or reenlist in the Regular Navy or Naval Reserve in accordance with this instruction.

Monetary Benefits—Regular Navy personnel discharged for reason of expiration of enlistment and reenlisted in the Regular Navy receive a lump sum payment for unused leave, mileage allowance, as well as the reenlistment bonus or allowance.

Naval Reserve personnel discharged either at the expiration of their enlistment, during the effective period of an involuntary extension or within three months of the expiration of their enlistment (in accordance with Article C-10317 of the BuPers Manual), and who immediately reenlist in the USN (rather than USNR), receive payment for mileage, lump-sum payment for unused leave and—if such enlistment or reenlistment is immediately preceded by one year or more of active duty—a reenlistment bonus or allowance.

Regular Navy personnel who voluntarily extend their enlistments for two, three or four years receive payment for mileage (on first extension only), and reenlistment bonus or allowance, but *do not* receive lump-sum payment for unused leave.

Individuals upon first voluntary extension of enlistment for one year receive no monetary benefits.

Reservists serving on active duty who are discharged at the expiration of enlistment, during the effective period of an involuntary extension or within three months of expiration of enlistment, and who immediately reenlist in the Naval Reserve, receive payment for mileage and lump sum payment for unused leave, but are

Payments for Extension and Shipping Over

	Term	Reen. Bonus or Allowance	Mileage Allowance	Lump Sum for Leave
REENLISTMENTS				
USN to USN	4-6 years	Yes	Yes	Yes
USNR to USN either at exp. of enl., within 3 mos. prior thereto or during involuntary extension	4-6 years	Yes ¹	Yes	Yes
USNR to USN prior to exp. of enl., at times other than those indicated above	4-6 years	Yes ¹	No	No
USNR to USNR	4 years	No	Yes	Yes
EXTENSION OF ENLISTMENT				
USN	2-3-4 years	Yes	Yes ²	No
USNR	2-3-4 years	No	Yes ²	No

Notes:

1. Payable only if discharged from extended active duty of one year or more in the Naval Reserve.
2. Payable only on first extension.

not entitled to receive the reenlistment bonus or allowance.

Reservists on active duty who voluntarily extend their enlistments for two, three or four years receive payment for mileage, on first extension only, but are not entitled to receive lump sum payment for unused leave or reenlistment bonus or allowance.

Correspondence Course In Aircraft Recognition Ready For General, Aviation Officers

A new officer correspondence course, "Aircraft Recognition," NavPers 10855-A, is now available at the Naval Correspondence Center. This course covers, in five assignments, recognition features of the important military, naval and commercial aircraft of the world. It is recommended for general line and aviation officers.

This course, and another one, "Warship Recognition," NavPers 10919, which is not yet available, will replace the old course in "Recognition," NavPers 10955. Reserve officers who have completed the old course may take the new course "Aircraft Recognition" for additional Naval Reserve credit. The new course is evaluated at 10 points credit.

Application for enrollment should be made on form NavPers 992, forwarded via official channels to the Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

New Correspondence Course On Navy Real Estate Law

Navy Real Estate Law (NavPers 10989), is the title of a new officer correspondence course now available at the Naval Correspondence Course Center. This course presents, in six assignments, the Navy Department's real estate functions and responsibilities, including the acquisition and disposal of real estate. The management of real property under the Navy's custody and control is also a part of the course.

The course is recommended for real estate personnel of the Navy. It is evaluated at 12 points for purposes of Naval Reserve promotion and non-disability retirement. Application for enrollment should be made on form NavPers 992 and forwarded via channels to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

Sailors and Marines Report to Bainbridge Preparatory School For Pre-NROTC Course

More than 300 sailors and Marines report this month to the Naval Preparatory school at Bainbridge Md., as candidates for one of the 200 scholarships to be awarded Fleet personnel in this year's competition for the Naval Reserve Officer Training Corps Program. These NROTC candidates were selected on the basis of scores attained in the Navy College Aptitude Test held last December at various ship and shore commands.

At Bainbridge the candidates will receive an academic refresher course to prepare them for college-level work when they enter college next fall. A Naval Board to make the final selec-

tions of candidates will meet in July.

Successful candidates will be given a maximum of four years of Navy-subsidized education at one of 52 NROTC colleges and universities. *Tuition* and *Textbook* costs and *laboratory* and other fees will be paid by the government. Students will also receive \$50 a month to assist in defraying other expenses. Upon enrollment, students will be appointed midshipmen, USNR. Upon graduation they will be commissioned as Ensign USN or Second Lieutenant USMC.

Full details on a forthcoming service-wide NROTC competition for young men in the Regular or Reserve (active duty) components of the Navy or Marine Corps will be announced in the near future.

New Enlisted Correspondence Courses Available

Twenty new enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply.

Applications should be sent to the U.S. Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, N. Y., via your

commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Some of the below listed courses are a complete revision of earlier editions and are recommended for repeat credit.

Title	NavPers	Rates Applicable
° Aviation Storekeeper, Vol 1	91651-1	AK
Chief Boilerman	91514	BT, BTG, BTR
Handbook for Dental Prosthetic Technicians 3	91685	DT, DTP
Handbook for Dental Prosthetic Technicians 2	91686	DT, DTP
Handbook for Dental Prosthetic Technicians 1 & C.	91687	DT, DTP
° Navy Mail	91401-1	TE, TEM
° Sonarman 2, Vol. 1.	91260-1	ET, SO, SOG, SOH
° Yeoman 3	91413-1	MA, YN, YNS, YNT
° Yeoman 2	91414-1	MA, YN, YNS, YNT
° Yeoman 1	91415-1	YN, YNS, YNT
Aircraft Hydraulics ...	91624	AM, AMH, AMS
° Disbursing Clerk 3.	91435-1	DK
° Disbursing Clerk 2.	91436-1	DK
Lead Computing Sights	91391	OM
Lithographer 1	91474	LI, LIP, LIT
Chief Lithographer ...	91475	LI, LIP, LIT
Quartermaster 3, Vol. 2	91285	BM, BMB, BMG, BMK, BMR BMS, QM, QMQ, QMS
Quartermaster 2, Vol. 2	91287	BM, BMB, BMG, BMK, BMR BMS, QM, QMQ, QMS
° Sonarman 3, Vol. 1.	91259-1	ET, SO, SOG, SOH
° Chief Yeoman	91416-1	YN, YNT, YNS

*New revisions of old editions.

2727 PO1s Advanced to CPO Acting Appointment For Highest Scores in February Exams

Advancement of 2727 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

The first class POs selected for advancement were those with the highest final multiple standings in their respective ratings, as compiled from scores in the service-wide competitive examinations conducted last February.

BuPers Notice 1430 of 1 May 1953, which lists the names and service numbers of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects eligible. Such advancements are effective as of 16 June 1953, provided all necessary action is completed by the commanding officers on or before 15 Dec 1953.

All the advancements are temporary and subject to the provisions of BuPers Inst. 1430.7 of 13 Feb 1953.

Naval Reservists, indicated on the list by the letter "R" after their service number, will be advanced to the appropriate emergency service rating in which they are serving.

The names of PO1s who are eligible for advancement to Acting CPO (T) are listed in the BuPers Notice

alphabetically for convenience rather than according to relative standing by final multiple score as in previous lists.

All eligible candidates who successfully passed the examinations for advancement in the following ratings were authorized to be advanced: AB, AC, AE, AF, AG, AK, AL, AT, BU, CD, CE, CM, CT, DK, DM, DT, EM, ET, FC, FT, IC, IM, JO, LI, MA, MM, MN, MR, PH, PI, PM, PN, QM, RD, RM, SK, SO, SV, SW, TD, TE, UT and YN.

Listed below are the number of men advanced in each rating:

Aviation Boatswain's Mate, AB..	46
Air Controlman, AC.....	51
Aviation Machinist's Mate, AD..	142
Aviation Electrician's Mate, AE.	50
Aviation Photographer's Mate, AF (see PH rating)	
Aerographer's Mate, AG.....	17
Aviation Storekeeper, AK.....	29
Aviation Electronicsman, AL...117	
Aviation Structural Mechanic, AM	30
Aviation Ordnanceman, AO	25
Aviation Electronics Technician, AT	92
Boatswain's Mate, BM.....	85
Boilerman, BT	23
Builder, BU	8
Driver, CD	10
Construction Electrician's Mate, CE	5

Mechanic, CM	9
Commissaryman, CS	39
Communications Technician, CT	106
Damage Controlman, DC.....	35
Disbursing Clerk, DK.....	39
Draftsman, DM	2
Dental Technician, DT	32
Electrician's Mate, EM	167
Engineman, EN	68
Electronics Technician, ET....	119
Fire Controlman, FC.....	19
Fire Control Technician, FT....	40
Pipefitter, FP	26
Gunner's Mate, GM	46
Hospital Corpsman, HM.....	46
I.C. Electrician, IC	60
Instrumentman, IM	4
Journalist, JO	4
Lithographer, LI	4
Machine Accountant, MA.....	13
Metalsmith, ME	27
Molder, ML	2
Machinist's Mate, MM	257
Mineman, MN	3
Machinery Repairman, MR.....	19
Musician, MU	8
Opticalman, OM	3
Photographer's Mate, PH; Aviation Photographer's Mate, AF.	36
Printer, PI	8
Patternmaker, PM	2
Personnel Man, PN	82
Parachute Rigger, PR	8
Quartermaster, QM	108
Radarman, RD	30
Radioman, RM	93
Steward, SD	55
Ship's Serviceman, SH	50
Storekeeper, SK	100
Sonarman, SO.	26
Surveyor, SV	1
Steelworker, SW	3
Tradevman, TD	14
Teleman, TE	32
Torpedoman's Mate, TM	14
Utilities Man, UT	1
Yeoman, YN	137

WAY BACK WHEN

Hour Glasses and Bells

Even before the hour glass became a way to describe a woman's figure, the Navy made good use of this instrument to measure time aboard ship. The hour glass used was actually a "half-hour" sandglass and bells were used to ring out the time.

The earliest recorded mention of the hour-glass system of time keeping aboard ship is in the 17th century. In those days, the job of the steersman was strenuous and he was relieved every half-hour. To remind a helmsman when his trick at the wheel was up, the ship's bell was struck each time the glass was turned over and the steersman was changed. Later, bells were also rung to indicate change in speed of a ship and for meals and evening prayers.

The 24-hour day was divided into six four-hour "watches." The four-hour watches were in turn divided into half-hours. "One bell" indicated the end of the first half-hour, "two bells" the end of the second, and so on. "Eight bells" indicated the end of one four-



hour watch and the beginning of a new one.

Once a year, however, "16 bells" were struck. It was the custom that at midnight on 31 December, the oldest man aboard ship rang out the old year with eight bells. Then the New Year was ushered in with another eight bells rung by the youngest man aboard.

Marks attained by personnel who competed but whose names do not appear on the list may be obtained by submitting requests to the Chief of Naval Personnel (Attn: Pers E3b). However, such requests must be made by commanding officers only as prescribed in BuPers Instruction 1418.7.

Whether a candidate passed or failed the examination is indicated by the letters "P" or "F", and failure of one or more performance tests, where applicable, will also be indicated on the BuPers form.

Transfer to Regular Navy Authorized Under 2 Programs For Active Duty Reserve EMs

Two programs continue in effect to permit Naval Reserve personnel serving on active duty to enlist or reenlist in the Regular Navy.

BuPers Inst. 1130.4 is the latest directive on the subject and applies to Naval Reserve personnel on active duty with the Regular Navy or on continuous duty with the Naval Reserve organization (ANR).

Program One allows Naval Reserve personnel to enlist in the Regular Navy without the loss of pay grade by participating in regularly scheduled service-wide examinations to substantiate their qualification in rate.

Program Two provides that Naval Reserve personnel may enlist or reenlist in the Regular Navy without participating in service-wide exams by enlisting or reenlisting in a lower pay grade than the one they are currently serving in.

Personnel wishing to enlist or reenlist in USN from USNR under either program must be U.S. citizens and must meet the physical requirements prescribed in the Manual of the Medical Department. They must have reached their 17th but not their 31st birthday. To make it easier to get in under the upper age limit, all active duty performed during or after World War II in USNR, USN-1, USCGR and any previous USN and USCG service may be deducted from the age of the applicant who has not reached his 40th birthday.

There is no restriction on the number of dependents of applicants enlisting or reenlisting in Pay Grades E-3, E-4, E-5, E-6 or E-7. Personnel in Pay Grades E-1 and E-2 can have not more than one dependent.

Men enlisting or reenlisting under Program One must have successfully passed all parts of the general service rating examination for their rate and must effect this enlistment or reenlistment in the Regular Navy within 6 months from the date of the examination.

Personnel in Pay Grade E-7 who pass the exam but are not immediately selected for enlistment or reenlistment in USN for service in Pay Grade E-7 may submit individual requests to the Chief of Naval Person-

nel for authorization to enlist or reenlist, instead, in Pay Grade E-6, if they desire.

Personnel must be nominated and recommended to take the examination by their commanding officer. If eligible in all respects, the candidate may take the examination for the next higher rate, for purposes of advancement in the Naval Reserve. If advancement is authorized and he passes the GSR exam he may immediately enlist or reenlist in the Regular Navy at the higher pay grade. If he passes the GSR examination, but is not advanced, he substantiates in the pay grade held. Personnel shall not be permitted to take the exam for the purpose of substantiating qualifications for a pay grade lower than that in which presently serving.

There are certain rates in which enlistment or reenlistment in the Regular Navy by Naval Reserve personnel will not be authorized after August 1953, inasmuch as the February 1953 examinations were the last exams for substantiating in these rates. These are: AD1, AM1, AO1, SD1 and TM1.

It is anticipated that the last examinations for substantiating in the following rates will be the August 1953 exams. These are: BM1, CS1, MA1, MU1, P11 and PR1.

It is not intended to authorize enlistment or reenlistment of Naval Reserve personnel in the following rates after 16 October 1953: ADC, AMC, AOC, BTC, CSC, MEC, MLC, OMC, PIC, PRC, SDC and TMC.

After 16 October 1954, the following rates will also be excluded: ACC, ALC, BMC, DCC, DKC, DTC, ENC, FPC, GMC, HMC, ICC, IMC, MAC, MMC, MUC, PHC, PMC, PNC, QMC, SHC and SKC.

Personnel not enlisting or reenlisting under Program One will be enlisted or reenlisted as shown below:

Qualified Service Personnel Are Now Exempt from Certain State Income and Other Taxes

Naval personnel who are on active duty and live in a state other than their legal home-state do not have to pay state income taxes or personal property taxes to that state in which they are now temporarily living.

In a recent U.S. Supreme Court decision in the "Dameron vs Brodhead" case, the court ruled that the state in which the serviceman is temporarily residing in compliance with military orders is barred by Section 514 of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, from imposing a tax on the serviceman's personal property located within the state's borders.

The Supreme Court decision states that it is the intent of Congress in the act to free the non-resident serviceman from both income and personal property taxes imposed by any state by virtue of the serviceman's presence in that state as a result of military orders.

It is interesting to note that as a result of the "Dameron case" the attorney general of the state of Virginia, on 20 Apr 1953, rendered an opinion that under the provisions of the Soldiers' and Sailors' Civil Relief Act, the automobile of a serviceman stationed in Virginia by reason of military orders but who retains his domicile in another state, is not subject to local personal property tax either, even though the serviceman may voluntarily register his automobile and purchase Virginia license plates.

The Soldiers' and Sailors' Civil Relief Act does not, however, exempt the serviceman's dependents from state income and personal property taxes.

CURRENT PAYGRADE (TEMPO-PAYGRADE AND RATE IN WHICH REENLISTMENT RARY OR PERMANENT) OR ENLISTMENT IN USN MAY BE MADE

Paygrade E-7 and E-6	Pay grade E-5 in the appropriate general service rating
Paygrade E-5	Paygrade E-4 in the appropriate general service rating
Paygrade E-4	Paygrade E-3 as appropriate in the rating held. (Personnel serving in paygrade E-4 in ratings of occupational groups I through VI will be enlisted or reenlisted in USN as SN; Occupational group VII as FN; Occupational group VIII as CN; etc.)

Paygrade E-3, E-2 and E-1.. In the rate held at time of discharge from USNR

Revised Regulations on Separation of Enlisted Personnel

The latest schedules for the separation of both Regular Navy and Naval Reserve enlisted personnel from active naval service are contained in BuPers Inst. 1910.5A.

Effective 1 July 1953, enlistments will not again be involuntarily extended. The three previous involuntary extensions, two for 12 months and one for 9 months, were necessitated by the Korean conflict.

The revised directive provides two important changes in the separation processing:

- Fleet Reservists ordered to active duty and enlisted men who transferred to the Fleet Reserve but who were not separated because of the emergency, are being released to inactive duty at varying lengths of time, dependent upon the month in which the individual was ordered to active duty or was transferred to the Fleet Reserve.

- Non-veteran Naval Reservists, in a non-drill-pay status at the time of receipt of orders to active duty, reporting for active duty after 30 June 1953 will serve 24 months rather than 22 months as has been previously required.

Fleet Reservists, other than those who signed an agreement voluntarily extending their active duty, will be separated in accordance with the following schedule:

Month and year reported for active duty, or month transferred to Fleet Reserve	Month and Year of Separation
October 1951	May 1953
November 1951	May 1953
December 1951	May 1953
January 1952	June 1953
February 1952	June 1953
March 1952	June 1953
April 1952	June 1953
May 1952	June 1953

June 1952	June 1953
July 1952	June 1953
August 1952	July 1953
September 1952	July 1953
October 1952	July 1953
November 1952	August 1953
December 1952	August 1953
January 1953	August 1953
February 1953	September 1953
March 1953	September 1953
April 1953	September 1953
May 1953	October 1953
June 1953	October 1953
July 1953	October 1953
August 1953	November 1953
September 1953	November 1953
October 1953	November 1953
November 1953	December 1953
December 1953	December 1953
Subsequent 31 December 1953	As applicable

Schedules for other categories of enlisted personnel are also included in the revised directive.

In addition, a member of the Naval Reserve may execute an agreement to remain on active duty, subject to the approval of his commanding officer, upon the completion of the minimum period required by BuPers Inst. 1910.5A. The provision whereby EMs could agree to remain on active duty for an indefinite period has been cancelled.

Naval Reserve and Fleet Reserve personnel desiring to continue on active duty must now sign an agreement to remain on active duty for a minimum period of twelve months and in increments of twelve months. He must be physically qualified for sea duty, and must have sufficient obligated service to cover the extended period.

Naval Reserve personnel not having sufficient obligated service must either reenlist or voluntarily execute an agreement to extend their enlistments in accordance with BuPers Inst. 1133.1A.

Fleet Reservists may be continued on active duty for less than 12 months in order to complete service requirements for the next succeeding pay period.

Regular Navy EMs may no longer enter into the agreement as provided for Naval Reservists, but must either extend their enlistment or reenlist, as applicable.

Personnel who are discharged early for the convenience of the government must be informed in advance

that they will not receive lump-sum payment for unused leave. It is to be noted, however, that if the individual reenlists immediately, this unused leave will be carried into the new enlistment.

In any event, separation schedules contained in this directive do not apply to personnel who voluntarily remain on active duty, are hospitalized or are undergoing medical treatment, or are in a disciplinary status.

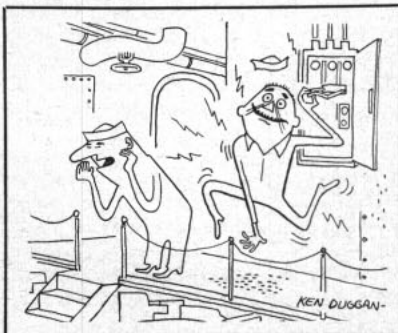
Caveman's NAD Stood on Site of Ammunition Depot

Long before the United States ever thought of using Hawaii as a military base, the present site of the Naval Ammunition Depot at Lualualei, Oahu, T.H., may have been used by the Polynesians as a place to manufacture weapons.

A stone, which scientists in Hawaii believe may have been used as a sharpening instrument during the Stone Age, has been uncovered by an employee of NAD, Richard Joslin. Archeologists reason that the stone, which resembles a large, shallow bird bath, was probably used in the manufacture of stone weapons or adzes (cutting tools) centuries ago.

Because of the undergrowth surrounding the stone and the depth that it was found in the ground, the scientists reason that the stone was in the same place where it was used originally, long before the white man discovered the Islands.

Perhaps today's modern weapon manufacturing area near NAD Lualualei was being used for similar purposes during a bygone era.



"Hey, Lou, you can stop testing. Ernie found the short."



List of New Motion Pictures Scheduled for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in March.

Films distributed under the Fleet Motion picture plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Bad and the Beautiful (1152): Drama; Lana Turner, Kirk Douglas.

Scotland Yard Inspector (1153): Melodrama; Cesar Romero, Lois Maxwell.

Confidentially Connie (1154): Comedy; Van Johnson, Janet Leigh.

She's Back on Broadway (1155): Musical comedy; Virginia Mayo, Gene Nelson.

Lili (1156) (T): Musical; Leslie Caron, Mel Ferrer.

Battle Circus (1157): Drama; Humphrey Bogart, June Allyson.

One Girl's Confession (1158): Melodrama; Hugo Haas, Cleo Moore.

Jeopardy (1159): Drama; Barbara Stanwyck, Barry Sullivan.

The Tall Texan (1160): Western; Lloyd Bridges, Lee J. Cobb.

I'll Get You (1161): Espionage; George Raft, Sally Gray.

White Lightning (1162): Hockey; Stanley Clements, Barbara Bestar.

Girl Who Had Everything (1163): Melodrama; Elizabeth Taylor, Fernando Lamas.

Abbott and Costello Go To Mars (1164): Comedy; Bud Abbott, Lou Costello.

The President's Lady (1165): Melodrama; Susan Hayward, Charlton Heston.

The Stars Are Singing (1167) (T): Musical comedy; Rosemary Clooney, Anna Marie Alberghetti.

The Long and the Short of Overseas Duty

The latest list of the Navy's overseas assignments and the period of time Navy enlisted personnel are required to remain at each overseas post is contained in BuPers Inst. 1300.15.

The average tour of duty for a sailor at an overseas base continues to be approximately 24 months.

The shortest tour listed by the instruction is six months (at Eniwetok Atoll and Attu and Whittier in Alaska); the longest normal tour is 24 months (at a number of bases, including some in the Western Pacific, Middle East, Western Atlantic and at most naval attache posts).

"Overseas service" is defined as "duty performed ashore at naval activities beyond the continental limits of the U.S. or on board non-rotated naval vessels in the European and Asiatic areas."

A normal tour of overseas service will be considered completed when an individual has spent the established period in the locality concerned, exclusive of travel time to his overseas station or return to the U.S.

Extensions of one year may still be granted to those who wish to remain longer at their assigned overseas base. Personnel who desire to stay, though, must be considered "well suited" to their adopted environment.

Naval personnel serving with other departments or agencies who are subject to reassignment by those departments, will have their lengths of overseas duty tour prescribed by the departments concerned.

Each of the bases listed in the accompanying schedule is considered "sea duty" for the purpose of sea-shore rotation.

Length of Tour of Duty for Overseas Bases

Here is the list of the overseas bases where Navymen may be assigned and the length of tour of duty for each area.

These figures should be considered only as approximations. Variations from the prescribed tours may be necessary to meet special conditions.

AREA	MONTHS	AREA	MONTHS
Alaska		Japan Proper	24*
Point Barrow and Adak	12°	Korea	12**
Whittier and Attu	6°	Ryukyu Area	12
*To be followed by rotation to complete 18 months in the area.			
Western Hemisphere		Chi Chi Jima and Okinawa	12
Newfoundland	18	*Or 12 months after dependents are on station, whichever is longer. **Followed by rotation to Japan to complete 24 months in area.	
Greenland	9	Marianas Islands	
Iceland	12°	Guam, Saipan and Tinian	18
*If dependents are on station, 24 months.			
Middle East		Military Advisory Assistance Group (MAAG)	
Eritrea	12	Formosa	18°
Kashmir (India)	12	Indo-China	12
Persian Gulf Area	12	*If dependents are on station, 24 months.	
Red Sea Area	12	Germany	24°
Saudi Arabia (Dharan)	12	*Or 12 months after dependents are on station, whichever is longer.	
Mediterranean Area		Naval Attache Posts	
Libya	12	Korea, Poland and USSR	18
Tripoli	12	All others	24
Morocco (Casablanca and Port Lyautey)	18°	Non-rotated ships and staffs afloat	
*If dependents are on station, 24 months.			
Mid-Pacific		Asiatic area	15
Midway	12°	European area	18°
Kwajalein	12°	*If dependents are on station, 24 months.	
Eniwetok Atoll	6	Western Pacific and Far East	
*Followed by rotation to Oahu to complete 24 month tour.			

Navy Relief Society Gives Report on Aid and Services To Navymen and Dependents

The Navy Relief Society is in a stronger position than at any time since World War II to do its voluntary job of aiding Navymen and their dependents in emergencies, according to its annual report for 1952.

As a private non-profit corporation, the Navy Relief Society is closely affiliated with the Navy but not an official part of it. The organization offers timely and appropriate financial and advisory aid to naval personnel and their families.

The report shows that 138,070 Navymen and Marines received fi-

nancial and other assistance or advisory service during 1952, a sizeable increase over 1951. This direct aid resulted in an outlay of nearly \$3,500,000. Of this amount \$357,633 was expended in outright grants and gratuities in 5691 cases, including cases of emergency financial assistance to dependents of deceased personnel.

Assistance in the form of loans was provided in 50,464 cases, accounting for a total of \$3,127,526. There was an increase of more than 2500 cases over 1951 and an increase of some one-third of a million dollars in outlays.

The money for these loans and contributions comes from various sources.

One of the most important is the Navyman himself who donates at the time of the "Annual Call for Contributions." Other fund-raising activities of the Navy Relief Society Auxiliaries, special Navy-sponsored events and individual donations from civilian friends of the society make up the remainder of the 1952 contributions. The year's total was \$1,196,578, an increase of \$212,592 over 1951.

Here are a few of the ships which led in contributions. The list of all ships and their totals is too long to mention here. The larger ships, naturally, topped the list: *Iowa*, \$12,173; *Wasp*, \$5,724; *Helena*, \$3,503; *Coral Sea*, \$3,288; *Midway*, \$2,240; *Worcester*, \$1,077; and *Pickett*, \$506. NAS Dallas, Texas, with a complement of 50 officers and 400 men raised \$9,292.

The society's auxiliary offices achieved a high total of contributions through various fund-raising plans. San Diego led all others with \$206,000, San Pedro was second with \$61,323, Pennsylvania came in third with \$59,000, followed by the District of Columbia with \$56,700 and

Total expenses of the society, including operation of headquarters and 46 auxiliary offices, came to \$387,466. This was an increase of \$25,846 over last year, or seven per cent. The increase covers the salaries of additional social workers and Navy Relief Visiting Nurses, making possible more widely available services.

An enclosure with BuPers Inst. 1747.1 of 30 Oct 1952, entitled "Information on the Navy Relief Society" tells the nature of the society, its general purposes and policy. It explains the nature of the financial assistance and what assistance may and may not be expected. Also, there is information about services other than financial and how to obtain assistance from any one of the 46 auxiliary offices of the society. Personnel and their families outside of areas served by the auxiliaries may apply for assistance by letter or telegram direct to the Headquarters of the Society, Navy Department, Washington, D. C. In many cases the society receives the cooperation of local chapters of the American Red Cross.

The Navy Relief Society auxiliaries are located in every naval district and some overseas stations. These are listed in the BuPers Instruction.

HOW DID IT START

Oldest Naval Hospital

The oldest hospital in the Navy and one of the pioneer medical institutions in the nation is the U.S. Naval Hospital, Portsmouth, Va.

The hospital stands today on the West bank of the Elizabeth River in the same park-like setting where it was originally erected and opened in July 1830. It is built on land first purchased in 1636 by Captain Thomas Willoughby. In 1776 the government erected Fort Nelson on the spot.

Fifty-one years later, it was decided that a hospital to care for the sick and wounded of the Navy should be built on the site and on 2 Apr 1827 the cornerstone was laid.

The need for the hospital forced its occupancy before it was completed and in July 1830, a Navy surgeon, Thomas Williamson, was ordered to make the hospital ready for its first patient. He moved to the new hospital with one steward, two attendants, two washers and one cook. This force was later augmented by a messenger and two laborers.

After an intervening eight-month tour of sea duty, Surgeon Williamson returned in May 1831 and made recommendations for completion of the building. Congress appropriated the money and the work was completed.

Down through the decades the hospital has undergone modernization and expansion (the hospital reservation now consists of 135 acres) and has weathered five major wars. During the Civil War it changed hands twice.

Probably the biggest disaster the hospital has had to cope with was the Yellow Fever epidemic of 1855. The fever apparently was brought in by the steamer *Ben Franklin*,

which arrived from St. Thomas in the Virgin Islands. The epidemic lasted three months and had the hospital staff working at full capacity.

To provide for expert care for every form of disease and injury, the hospital today has a capacity of 2150 patients.

The hospital is also an educational institution. Its Hospital Corps School, the first of its kind, opened for instruction in 1902. In addition to courses of basic instruction, the school now provides post-graduate study for experienced hospital corpsmen who want to qualify for independent duty in the field or aboard small vessels that do not have full-time medical officers.

Though the hospital has been designated in many ways—"Norfolk Naval Hospital," "Naval Hospital near Norfolk," and "U.S. Naval Hospital, Portsmouth," it was not until 1944 that it received its present title. SecNav James V. Forrestal announced that the institution would henceforth be called the "United States Naval Hospital, Portsmouth, Virginia."



Rules Set for Consolidating Fire Control Technician (FT) and Fire Controlman (FC) Ratings

New procedures for consolidating the Fire Controlman (FC) and Fire Control Technician (FT) ratings into the single rating of Fire Control Technician have been announced.

BuPers Inst. 1440.8 of 27 Mar 1953 extends the deadlines which FC personnel must meet to qualify for the FT rating in equal or higher pay grade.

Under the terms of the directive, the FC rating will be abolished the end of March 1956. Previously, the termination date was July 1955.

To facilitate the consolidation of the ratings, the Instruction lays down a new schedule.

This program is applicable to Fire Controlman (including FCS and FCU) and Fire Controlman strikers of the Regular Navy, Naval Reserve on active duty, Naval Reserve on continuous active duty with the Naval Reserve (ANR), and temporary officers with permanent enlisted status as FCS.

The new schedule is as follows:

- No further service-wide examinations will be given for advancement in the FC rating.

- Temporary officers who hold an FC rate in their permanent enlisted status will be changed in rating to any other rating for which qualified prior to 30 June 1953 or date of reversion to permanent enlisted status whichever is earlier.

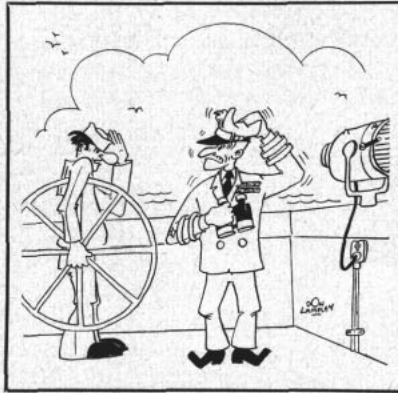
- No personnel will be reenlisted in the FC rating under "broken service" conditions after 16 Apr 1954.

- Personnel in the FC rating, including strikers, will no longer be eligible for enrollment in FT schools, class A or B, after the last classes convene in June 1954.

- Personnel in the FC rating will not be eligible for enrollment in the 28-week FC-FT conversion training course at U.S. Naval Schools, Electronics, Treasure Island, San Francisco, Calif., after the last class convenes in October 1954.

- All personnel in the FC rating at the time of the February 1955 servicewide competitive examinations must take that examination to determine their qualification for change to the FT rating in equal pay grade.

- Personnel in the FC rating, in-



"Sir, I'd like to report a steering casualty!"
—Don Lampley, QM1, USN

cluding strikers, must qualify by completion of an FT school or through competitive examination and have change of rating to FT effected prior to 30 June 1955 if they are to be changed to FT.

- In the event personnel in the FC rating, including strikers, fail to qualify for change to the FT rating by 30 June 1955, they must have a change of rate symbol or rating effected to another rating for which they are qualified prior to 31 Dec 1955.

- Except as authorized in the directive or on specific approval of individual cases by the Chief of Naval Personnel, no personnel will be reenlisted or voluntarily extended in the FC rating after 31 Dec 1955.

In order for Fire Controlmen to be eligible for change in equal pay grade to the Fire Control Technician rating they must successfully pass the servicewide competitive examination for the FT rating at one of the regularly scheduled times or successfully complete the course of instruction at the appropriate FT school.

To be eligible for nomination and participation in the examination, such

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) In a drydock. Wet docks are huge, permanently water-filled basins.
2. (b) It can be flooded with water and drained.
3. (c) Mooring buoy. It weighs 20 tons and is being lowered by the Coast Guard buoy tender *Laurel*.
4. (c) It allows maximum berthing of ships in a restricted harbor.
5. (c) Landing craft, mechanized, LCM.
6. (b) 60,000 pounds of cargo or 120 troops.

personnel must have completed the appropriate Naval Training Courses required by *Training Courses and Publications for General Service Ratings*, NavPers 10052, for the FT rate. Also, each candidate must have completed the practical factors of the professional qualifications required in the *Manual of Qualifications for Advancement in Rating*, NavPers 18068 Rev. 1952.

FC candidates competing for change to FT rating in equal pay grade may also take the FT examination for advancement to the next higher pay grade during the same examining period. However, such candidates must be eligible in all respects to take both examinations.

In all cases where personnel in the FC rating fail to qualify for a change to *any other* rating by the final terminal dates, they will be reported to the Chief of Naval Personnel for disposition by administrative action.

VA Counsellors Aid Veterans To Make Up Their Mind About Jobs

Navymen now returning to inactive status may soon be seeking the vocational counseling offered by the Veterans Administration before applying for the educational benefits provided in the Korean G. I. Bill. Before you visit the VA you should be familiar with the type of service it has to offer you.

In the past there has been some misunderstanding on the part of veterans as to the amount of help vocational counselors offered. Vets thought the VA counselors would tell them what occupation they should follow.

The VA does no such thing. Instead, it enables a veteran to understand his own interests, aptitudes, abilities and personality traits so that he is in a better position to *make up his own mind* as to the occupation he should choose.

The tests and interviews the veteran receives at a counseling session enable him to evaluate himself realistically and thereby choose an occupational goal that will offer him the greatest chance for success.

The Veterans Administration has offered this service for the past 10 years and has furnished vocational counseling to some 2,300,000 World War II and Korean veterans.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 7—Provided for observation of the Jewish holiday, Passover.

No. 8—Announces, that due to the

rescinding by Congress of the "Davis Amendment," there will be no demotions of lieutenants and promotion will proceed according to schedule.

No. 9—Makes an administrative change to *Naval Comptroller's Manual*.

No. 10—Gives safe amount of spray that can be used to disinfect aircraft interiors.

BuPers Instructions

No. 1001.8—Summarizes the service obligations of personnel enlisted or inducted under the Universal Military Training and Service Act.

No. 1085.19—Brings up to date the instructions governing the upkeep of officers' service jackets.

No. 1120.12B—Summarizes eligibility requirements and processing procedures whereby Naval Reserve officers and temporary usn officers (enlisted men, commissioned war-

rants and warrants now serving under temporary commissions) may be considered for appointment as commissioned officers in the Regular Navy.

No. 1120.14—Opens applications for Regular Navy commissions in the line to former Naval Aviation Cadets who have been on active duty at least 18 months following their appointment as ensign, 1325, USNR.

No. 1120.15—Summarizes the policy and procedure permitting qualified men and women of the U.S. Navy to submit applications for appointment to the grade of ensign, 2300, in the Administration and Supply Section of the Medical Service Corps, usn.

No. 1210.3A—Gives the procedure for putting Qualification Code Numbers on officers' orders.

No. 1300.15—Lists the lengths of tours for enlisted personnel at overseas duty stations.

No. 1301.17—Emphasizes the importance of the Officer Data Card and its timely submission.

No. 1306.23A—Gives the eligibility requirements for duty with the Naval Security Group.

No. 1306.33—Restates Navy policy on assigning more than one male member of the same family to a single unit.

No. 1316.3—Concerns transfer of enlisted personnel requiring hospitalization.

No. 1430.9—States that enlisted personnel who are released from active duty or discharged may be advanced to a higher rate on the basis of a competitive exam they took while on active duty.

No. 1500.10—Outlines the correspondence courses offered active-duty Regular and Reserve officers by the Naval War College.

No. 1520.4A—Requests applications from Regular and Reserve officers, male, unrestricted line or limited duty (excluding aviation categories), for assignment to the Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D. C.

No. 1520.6A—Gives the list of officers selected for the six-month course in submarine training at New London, Conn., and requests applications for the January 1954 class from lieutenants (junior grade) and ensigns.

No. 1530.23—Announces the forthcoming examination for assignment to the U.S. Naval Preparatory School

Buzzing Mascots at Point Mugu Create Housing Problem

There's more than guided missiles buzzing around the U.S. Naval Air Missile Test Center at Point Mugu, Calif., since Navymen at the station adopted a hive-full of bees as their mascots.

The bees were literally forced upon the Navymen when thousands of them invaded the school premises and made it their lodging place.

It soon became apparent that either the bees or the sailors had to go. The decision on housing was based on a strict seniority basis—the Navymen were there first and the little honey-makers would have to leave.

The Navymen confiscated an old packing box, partitioned it into several sections and, with the aid of a smoke screen, served eviction notice to the wall tenants, forcing them into the packing box.

The mass exodus of the swarm was carried out without so much as

one casualty on either side. As a matter of fact, no one at the school has been stung since the bees arrived.

Taking care of these hard working bees is not only easy and interesting but has turned out to be a profitable pastime. In their short tour of duty the bees have netted eight-and-one-half pints of honey and the temporary hive is nearly full again.

To show their appreciation for the honey and to keep relations on a friendly basis the Navymen at the station are building a genuine beehive for their honey-making mascots.

Bees seem to be one of the favorites of Navymen as mascots and hobbies. You'll find salty bee-keepers anywhere from Nas Jacksonville to Korea. For more on this subject see ALL HANDS, October 1952, p. 21, and November 1952, p. 10.



as a candidate for appointment to the U.S. Naval Academy.

No. 1530.24—States that there has been a high attrition rate of candidates for the preparatory school for the Naval Academy and directs selection boards to put increased emphasis on proper screening.

No. 1640.1—Defines "place of confinement" for naval courts-martial prisoners.

No. 1742.1A—Gives commands information concerning procedure to be followed for service voting in the 1953 local elections.

No. 1742.2—Summarizes procedures for serviceman's voting.

No. 1743.2—Cites the responsibility of commanding officers, officers and POs for promotion of the moral, spiritual and religious welfare of naval personnel.

No. 1747.2—Outlines procedures for submitting queries to the Red Cross and emphasizes that such inquiries are confidential.

No. 1900.2—Gives instructions to separation authorities for filling out the "Report of Separation from the Armed Forces" (DD Form 214) that is given personnel at the time of their separation from the armed forces.

No. 1910.8—Concerns applications for separation for dependency or hardship of enlisted personnel, both USN and USNR.

No. 5211.4—Clarifies requirements for signatures in the Deck Log Book (Rough Log).

No. 5211.5—Coordinates existing directives concerning submitting of the "Roster of Officers" (NavPers 353).

BuPers Notices

No. 1418 (27 Mar 1953)—Gives schedule for servicewide examinations for advancement in rating to be held in August.

No. 1120 (2 Apr 1953)—Gives the list of warrant officers selected for training leading to a commission in the line or Supply Corps.

No. 1085 (8 Apr 1953)—Promulgates strict rules for stowage and control of blank "Armed Forces Identification Cards" (DD Form 2N).

No. 1741 (10 Apr 1953)—Announces reduction in rates on National Service Life Insurance for the "total disability" clause.

No. 1426 (15 Apr 1953)—States that ensigns about to be permanently

promoted to LTJG should receive orders for a physical examination about six weeks before their promotion is due.

No. 1611 (23 Apr 1953)—Lists officers from NROTC sources selected for retention as Regular Navy officers of the line and Staff Corps.

No. 1414 (29 Apr 1953)—Announces distribution of the new *Manual of Qualifications for Advancement in Rating* (NavPers 18068).

Qualified Reserve Officers Now on Active Duty May Apply for Legal Billets

Reserve officer attorneys on active duty who are not serving in a billet designated for law specialists (1620 officer) may now apply for rotation into legal duties. However, if selected for rotation an officer in this category will not be ordered to legal duty until the expiration of his present obligated service.

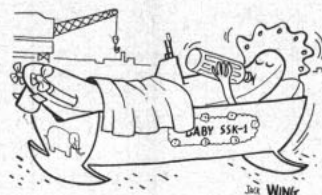
An applicant must meet the following requirements:

- Be an officer of the Naval Reserve on active duty.
- Be eligible to practice before the highest court of a State or before a Federal district court.
- Agree to extend his obligated period of active duty for a period of 18 months after reporting for permanent duty in a legal billet.

Applicants will be considered by a board convened by the Judge Advocate General. If selected and upon expiration of their obligated service, they will normally be ordered to the U.S. Navy School (Naval Justice), Newport, Rhode Island, for temporary duty under instruction for seven weeks, en route to their new duty assignment. However, if they have previously completed this course they will be ordered directly to the new billet.

Applications by letter for change of duty should be addressed to the Chief of Naval Personnel (Attn. Pers-B111) via the applicant's commanding officer and the Judge Advocate General. The letter should contain only the facts necessary to verify the requirements listed above. Commanding officers, in forwarding applications, should state when the applicant would be eligible for release from active duty under current directives and whether or not a relief is required.

Have you ever wondered how a new submarine is launched? If you're around the building ways when a submarine is being launched you'll hear a lot of technical terms bandied about.



Among them: the cradle, keel blocks, launching ways or sliding ways, battering ram—as well as the cry "Rally all wedges!" These terms, common to men in shipbuilding yards, apply in launching of a submarine.

When building, the typical sub rests on a long series of stout wooden blocks (keel blocks) extending along the line of her keel. Shortly before the launching, shipwrights rig long wooden timbers or tracks (launching ways) on



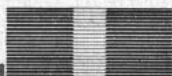
each side of the line of keel blocks. These ways extend down to the water. On top of the tracks is erected the sliding cradle or launching cradle, a wooden framework of criss-crossed blocking that supports the ship's hull.

The trick is to transfer the sub's weight from the keel blocks to the cradle. First, several large wedges are inserted between the cradle's blocking. Then at the order "Rally all wedges," a large force of shipwrights gather around each cradle and by swinging



on large timber battering rams simultaneously, drives the wedges home. This raises the cradle's upper sections and takes the weight off the keel blocks. Next, the keel blocks are removed, the trigger holding the cradle is released and cradle and submarine slide down the ways into the water.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ FIELDING, Teddy R., LT, USN, a reconnaissance swimmer on the northeast coast of Korea on the night of 3 Dec 1951. When his assault landing craft grounded close to an enemy-held beach, a demolition charge with its fuse activated was accidentally jettisoned alongside the boat with the remainder of the explosives during an effort to lighten the load and float the craft free. LT Fielding immediately plunged into the water in an attempt to pull out the fuse. Undeterred by the danger of an explosion and the hazard imposed by the boat's rotating screws, he located the demolition charge beneath the water, promptly disarmed the fuse and surfaced in time to be hauled aboard the landing craft as it moved away from the danger area.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ CLOSE, Robert H., CDR, USN, CO of *uss Collett* (DD 730) from 13 to 15 Sept 1950.
 ★ HARCOURT, Carl C., HM3, USN (posthumously), serving in a Marine Infantry Company on 24 Feb 1952.
 ★ HUMPHREY, Robert J., LT, USNR (missing in action), serving in Composite Squadron Three on 13 June 1952.
 ★ O'DELL, Bobby J., HN, USN, serving with a Marine Infantry Battalion on 1 and 2 Dec 1950.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

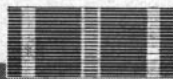
★ BASILICATO, Gennaro, CDR, MC, USN, serving as flight surgeon and senior medical officer with a Marine Aircraft Group from 16 Nov 1951 to 23 May 1952. Combat "V" authorized.
 ★ BILL, Wells R., Jr., LCDR, USN, on the staff of Commander Mine Squadron

Three from 3 Aug 1950 to 15 Sept 1951. Combat "V" authorized.

★ COLEY, Charles C., CDR., USN, serving in *uss New Jersey* (BB 62) from May to November 1951. Combat "V" authorized.
 ★ DUFFY, Charles G., CAPT, USN (posthumously), Director of Public Relations on the staff of Commander In Chief, Allied Forces Southern Europe from 21 June 1951 to 10 Dec 1952.
 ★ FUNK, Harold N., CDR, USN, Commander, Carrier Air Group 102 from 17 Aug 1950 to 31 Dec 1951. Combat "V" authorized.
 ★ GILL, Cecil B., CAPT, USN, CO of *uss Bon Homme Richard* (CVA 31) from 30 May to 28 Nov 1951. Combat "V" authorized.
 ★ GREER, Julian D., CAPT, USN (missing in action), Commander Fleet Air Wing Six from 10 Nov 1951 to 1 Oct 1952. Combat "V" authorized.
 ★ PECK, Walter S., Jr., CDR, ChC, USN, serving as division chaplain for a Marine Division from 8 Oct 1951 to 16 Apr 1952. Combat "V" authorized.
 ★ SCHMIDLING, Matthew S., CDR, USN, serving in *uss New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.

Gold star in lieu of second award:

★ HORNEY, Harry R., CAPT, USN, Chief of Staff to Commander Carrier Division One and Commander Task Force 77 from 21 Aug 1951 to 6 Mar 1952. Combat "V" authorized.
 ★ RODEE, Walter F., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Three from 26 March to 28 Nov 1951. Combat "V" authorized.
 ★ TYREE, David M., RADM (then CAPT), USN, CO of *uss New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ ACOSTA, Frank L., ALC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ ANDERSON, Arland T., LT, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.
 ★ ANDERSON, David G., LT, (then LTJG) USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ ANDERSON, George D., Jr., LCDR (then LT), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ ANTHONY, James O., Jr., LCDR, USNR, CO of Fighter Squadron 783 on 11 Oct 1951.
 ★ APPEL, Robert B., LT, USN (posthumously), serving in Composite Squadron Three on 28 July 1951.
 ★ ATKINSON, Kenneth W., LTJG (then ensign), USN, serving in Attack Squadron 195 from 1 February to 30 Apr. 1951.
 ★ BARTLETT, Richard C., Jr., LT, USN, serving in Composite Squadron 35 on 18 Dec 1951.
 ★ BROWN, Edgar R., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ CANAAN, Gerald C., ENS, USN (missing in action), attached to Carrier Air Group 102 on 29 Sept 1951.
 ★ CHAFFEE, Jack E., ATC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ CHARLTON, Melvin S., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ CHICK, Lewis W., CDR (then lieutenant commander), USN, serving in Attack Squadron 115 on 23 Sept 1950.
 ★ CIESLEWICZ, Joseph J., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ CLAUDE, Marvin L., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ COLLEY, Richard T., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ CONDRY, Kenneth I., LT (then LTJG) USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ COOK, Orville M., LT, USNR (missing in action), serving in Attack Squadron 923 on 18 July 1951.
 ★ COSTELOW, Clarence E., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ CRANDALL, Ray I., LT, USNR, serving in Fighter Squadron 781 on 31 Aug 1951.
 ★ CUMMINGS, Edward P., LT, USNR (missing in action), attached to Composite Squadron 33 on 11 July 1952.
 ★ DIXON, William C., LCDR (then LT), USN, serving in Helicopter Squadron One on 2 July 1951.
 ★ DOSTER, James B., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
 ★ ECKER, Donald L., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* ELLENA, Eugene D., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* ETHERTON, Fred S., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* FITZGERALD, Donald T., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* GARDNER, Clyde W., LTJG (then ensign), USNR, serving in Fighter Squadron 193 on 11 Feb 1951.

* GARODZ, Leo J., LT (then LTJG), USN, serving in Composite Squadron 35 on 26 Jan 1952.

* GOODMAN, William F., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* GRABOWSKI, Thaddeus F., LTJG, USNR (posthumously), serving in Fighter Squadron 783 on 23 July 1951.

* GREENKORN, Robert A., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* GUERRIERI, Louis M., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 30 Jan 1951.

* GUNTHER, Leo J., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HARTZOG, Bill E., AOC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HAWKENBERRY, Leonard K., AO2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HIGGINS, Harry E., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HUEY, William M., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HUNT, Clyde G., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HUNT, Wylie M., LCDR, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* JACOBS, Dean G., LT, USNR, serving in Fighter Squadron 874 on 13 July 1951.

* JOHNSON, Charles E., LT (then LTJG), USN, serving in Composite Squadron Three on 26 Aug 1951.

* JOYNT, William E., AO1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* KING, Leo D., AL3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* LIBBY, Harold D., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MAEGLI, Richard E., LTJG (then ensign), USN, serving in Composite Squadron Three on 27 July 1951.

* MARGERUM, William E., ATC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MARTINEZ, Donald E., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MATTHEWS, Freeman M., AD1, USN,

serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* McDONALD, Loren J., LT, USNR, serving in Fighter Squadron 874 on 25 Aug 1951.

* McKNIGHT, Russell L., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* McNALLY, Allan E., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MEAD, Ray E., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MEO, Richard C., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MESARIS, John A., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MILLER, Carl V., Jr., AO1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MILLER, William R., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* MITCHELL, Clyde G., LCDR, USNR, serving in Fighter Squadron 874 on 9 Nov 1951.

* MORITZ, Dale E., LT, USNR, (missing in action), serving in Attack Squadron 923 on 21 Sept 1951.

* MOSHER, Eugene L., AL1, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* OBERG, John C., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* OHNERSORGEN, Edward B., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* PEPPER, Harold V., LT, USNR, serving in Fighter Squadron 781 on 2 Nov 1951.

* PRICE, Ronald M., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* PICKERING, Richard C., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* POMEROY, Charles A., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* POWARS, Donald L., LT, USNR, serving in Fighter Squadron 783 on 20 Sept 1951.

* PREHN, Frederick A., Jr., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* PRESSLER, William J., Jr., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* PROBYN, Robert W., LT (then LTJG), USN, attached to Carrier Air Group 102 on 13 June 1951.

* PULLIAM, William E., II, LT, USN (posthumously), serving in Fighter Squadron 193 on 3 Aug 1952.

* RABE, Richard D., Lt (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* REMINGTON, John F., ALC, USN, serving in Patrol Squadron Six from 8 July

1950 to 28 Jan 1951.

* RENARD, Robert J. A., LDCR (then lieutenant), USNR, serving in Attack Squadron 923 on 30 Aug 1951.

* REYNOLDS, John M., Jr., LTJG (then ENS), USNR, attached to Carrier Air Group 102 on 2 Sept 1951.

* RHODES, Houston W., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* RODD, Dee L., LCDR (then lieutenant), USNR, serving in Attack Squadron 923 on 9 Nov 1951.

* ROHLEDER, John R., LT, USNR, serving in Fighter Squadron 653 on 13 Jan 1952.

* ROSS, William W., LT (then LTJG), USNR, attached to Fighter Squadron 874 on 28 July 1951.

* ROWE, John D., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* SAMUELSON, William M., AD2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* SAVAGE, Ernest J., AO1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* SCHULZ, David T., AD1, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 28 Jan 1951.

* SEAGRAVES, Sidney C., Jr., LCDR, USNR, serving in Attack Squadron 702 on 9 Aug 1951.

* SERGEANT, John A., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

Gold star in lieu of 2nd award:

* BARKER, Jesse T., LCDR, USN, serving in Fighter Squadron 54 from 3 July to 21 Sept 1950.

* BOWEN, John H. Jr., LT, USNR, serving in Fighter Squadron 791 on 4 June 1951.

* HINTZE, Paul F., LT, USNR, serving in Fighter Squadron 874 on 15 Aug 1951.

* KELLY, George P., LT, USNR, serving in Fighter Squadron 783 on 20 Sept 1951.

* MILLER, Duane C., LT, USNR, serving in Fighter Squadron 783 on 16 June 1951.

* ROGERS, Eli B., CDR (then lieutenant commander), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.



"For heroic conduct not involving actual conflict with an enemy..."

* OPHEIM, Carl J., ABAN, USN, serving in USS *Valley Forge* (CVA 45) on 11 Sept 1952.

* YOUNGMAN, Samuel A., Jr., LTJG, MC, USNR, serving as station medical officer at Niagara Falls Municipal Airport, New York, on 7 July 1952.

BOOKS: ACTORS, PIRATES, SAILORMEN FILL PAGES OF JUNE VOLUMES

SHIP and shore libraries are currently receiving an assortment of books, selected by the BuPers library staff, which range from biography to history, folk tales to stories of the man in the street. Following are reviews of some of these:

• **Prince of Players: Edwin Booth**, by Eleanor Ruggles; W. W. Norton and Company.

A welcome addition to theatre literature has been published in the form of a first-rate biography of the late American actor, Edwin Booth.

Booth was the son of Junius Booth and his second wife, Mary. During his early years, Edwin served as a sort of watchdog for his actor father. Old Junius liked his liquor and, in addition, had occasional mental lapses. So Edwin toured the country with his father, trying to keep him out of any difficulties.

Inevitably, Edwin—who had learned a good bit about theatre in his travels—got a chance to try his own

acting wings on stage. As he appeared again and again, he increased his stature, slowly becoming an artist of the first rank—with no help from father Junius, who wanted his son to come up under his own power.

Edwin Booth succeeded his father as America's leading actor, far outshining maturer men of another school, far outshining his stage-bound brothers — Junius, the eldest, and John Wilkes, assassinator of President Lincoln.

Sailors who like biographical material and confirmed theatre-goers will like this well-paced, informative book. It's illustrated, too.

★ ★ ★

• **Captain Adam**, by Donald Barr Chidsey; Crown Publishers, Inc.

Here's a swashbuckling yarn about a seafaring man named Adam Long. Adam, a former indentured servant, is elected captain of a ship he helped build — *Goodwill to Men*.

On the eve of sailing, however, the owners vote again and Adam loses his command. But Adam, rumored to be the son of an English nobleman, is a strong-willed individual. He dashes to his ship and gets her out to sea before anyone can stop him.

Thus begins a series of adventures which take Adam to Jamaica, a pirate's stronghold, London and other farflung destinations. You'll meet lots of interesting people as you travel with Adam on land and sea. For example, there are Deborah, Maisie de Lynn Treadway-Paul, Van Bramm, the pirate, and Resolved Forbes.

This is a fast-moving novel with plenty of excitement.

★ ★ ★

• **March or Die**, by Howard Swiggett; G. P. Putnam's Sons.

Most books about the French Foreign Legion fall into two categories—those which detail incredible examples of FFL valor and those which "expose" the brutality to which the Legionnaires are supposedly subjected. This volume is different.

With an opening chapter on the "men of the Legion" and a closing chapter on the "Legion today," the book contains a chronological recapitulation of the engagements, the exploits which make up Foreign Legion

history — from its founding by King Louis-Philippe on 10 March 1831 to its fighting in Indo-China today.

According to Swiggett, there is no "typical" Legionnaire. They usually are in one of three general classifications, however—political refugees, petty criminals who can be rehabilitated, or men disappointed in "domestic or sentimental" affairs.

It's a safe bet you'll not rush out to join the Foreign Legion when your Navy time runs out, but it's an equally safe bet you'll get a bang out of this story.

★ ★ ★

• **One of Us is Wrong**, by Henry McLemore; Henry Holt and Company.

For a number of years, Henry McLemore's newspaper columns and articles have been printed far and wide. Now, he's written a book.

You soon find out how he became a sandwich maker in a New York eatery. You learn he has a soft spot for animal features. You read about his difficulties with an octogenarian telegrapher. You travel with McLemore as he enters the Army. In short, you chuckle at McLemore's escapades at home and abroad, from cover to cover. If quick wit and a clever turn of the phrase are what you want, this book is for you.

★ ★ ★

• **Team Bells Woke Me**, by H. L. Davis; William Morrow and Company.

Here is an unusual collection of short stories dealing with people in Oregon around the turn of the last century.

The yarns center around homesteaders, sheepmen who have trouble finding pasture-land, boys who have aged beyond their years, men who stick with the land or their job — though they apparently hate either or both. The story from which the volume takes its title concerns an 11-year-old's memories of freighters and their bell-festooned teams, of Indian graves, horsebreaking, and towns "invaded" by railroads.

All of the stories are well-written, with an air of authenticity. If you like stories of folksy, strong-willed, essentially simple people, with the smell of the farm, the feeling of small town and rural life, you'll enjoy this collection of stories, which were written over a span of about a dozen years.

SONGS OF THE SEA



KEN DUGGAN

The Bo's'n

"'Tis a hundred years," said the Bo's'n bold,
"Since I was a boy at sea;
'Tis a hundred years so I've been told,
"And that's the truth," said he.
'We'd sail'd one day from Milford bay,
"The North Pole for to see,
'And we found it too without much ado,
"And that's the truth," said he.
'And we found it too without much ado,
"And that's the truth," said he.

—Old Sea Chanty

TIN CAN NAVY DUTY: 1918



Shepherds of the Sea — World War I

A young ensign, newly advanced from enlisted status, stands his first deck watches on a plunging, wave-cutting destroyer of World War I. All the flavor of "routine" tin can duty is found in this account taken from the pages of "Brittany Patrol" by H. Wickcliffe Rose.

It was twilight for the German submarines. The U-boats had raised havoc with Allied shipping for three long years, but now the tide was turning. Convoys were better guarded, crews were better trained and the U-boats accordingly were getting less audacious. Destroyers played an important role in helping to change the tide.

To protect the vulnerable, plodding convoys as they made their way toward the coast of France was the mission of the Brittany Patrol, an anti-submarine force made up of U. S. destroyers and converted yachts that operated under French orders and often in company with French ships.

In a year and a half of operation, the patrol had made its record. In October 1917, a typical "bad" month, German subs had sunk 24 allied ships right under the nose of the newly organized patrol. But by the month of March 1918, things had improved to the point where not a single loss was inflicted by the stalking U-boats.

Typical of the rough-riding ships of the Brittany Patrol

was the destroyer Wadsworth, a World War I four-stacker, a type whose silhouette is even yet familiar to old Navy hands. This is an account of two of her routine convoy operations as set down by H. Wickcliffe Rose, then a 21-year-old ensign just up from the enlisted ranks. Rose had made his commission shortly before in a fleet examination, joining the tin-can Navy after a year on the converted yacht Emeline.

How much has destroyer duty changed through the years? Rose gives his observations here of the DD of 35 years ago.

○ *ON October 1st [1918] the Wadsworth got under way with the Siguorney, Winslow, Porter, Little, Benham, Smith and Connor to escort convoy O.R. 92, the Finland, Aeolus (N.D.L. Grosser Kurjurst), Ohioan*

From *Brittany Patrol, The Story of the Suicide Fleet* by H. Wickcliffe Rose, published by W. W. Norton and Co. with copyright date 1937. Reprinted by permission of the copyright owners.

TIN CAN NAVY DUTY: 1918

(American Hawaiian S.S. Co.), and *Kurst*. The destroyers slipped their moorings and glided silently out to the transports, which also got under way with no commotion and stood out through the "Goulet" [entrance to Brest harbor, France].

I was impressed at once with the precision and ease with which the *Wadsworth's* crew handled the boats, lines, and fenders when we started out. Only a few orders were given, and those in a low tone. The transports were handled in an equally orderly manner, which was a contrast to the amount of tooting and signaling necessary to start a freight convoy and to keep it in order.

The speed of the convoy was another contrast, and as I stood J.O.D. watch and took fixes on the familiar landmarks, Mengam, Minou, and Mathieu, they slipped by almost as fast as I could take bearings. At 16 knots standard speed for the convoy we were making twice that of the coastal vessels.

When we reached blue water the transports formed in line abreast at intervals of a thousand yards and the destroyers surrounded them at the same distance. Lieutenant Sease was O.D., and I had to stand junior watches until I learned the system and became familiar with the many things about a destroyer which were entirely new to me. He was Engineer Officer, but on these busy vessels even he had to stand a deck watch. He held a paper on which was written the irregular changes of course in Zigzag Plan 15. The *Wadsworth* was making 20 knots and patrolling back and forth on the course held for the moment by the transports. I watched Sease for an hour as he ordered the ship around on a new course every few minutes. Then he handed me the paper.

"Here, you take it for a while and get the feel of the ship," he said.

I was bewildered for a moment. It seemed as though we had floated along in a dream on the yachts. The dashing activity of the destroyers reminded me of a fox terrier playing with a rubber ball. The *Kurst* was several hundred yards abeam, and Sease had just straightened out the destroyer parallel to her. I looked at the zigzag clock. The transports had a minute yet on that course. I ordered the ship to a course 10 degrees right, but hardly had she reached the new heading when the *Kurst* started swinging toward me.

Never had a minute gone by so quickly. At a combined speed of thirty-six knots we were approaching each other at a startling rate. I saw that we could not swing left in the usual way, and I rang for full speed on the starboard engine with the rudder hard over. The *Wadsworth*

wheeled around rapidly, and I sighed with relief when I saw her running away from the transport.

"Takes a little time to get used to it," remarked Sease. "Don't turn toward them when they are about due to turn out. There's smoke from that third boiler. Signal the fireroom."

I found that besides keeping in position in this exciting game of tag, I had to keep the firemen posted on whether there was too much air or oil in the mixture, to attend to all signals that were exchanged, to keep the ship's speed exact in terms of approximately 300 r.p.m., and to be aware of all that went on in the convoy as well as on our own ship. With a battery of voice tubes along the rail, a device for releasing depth charges, engine room telegraphs, torpedo and fire controls, and fireroom signals, there was plenty to occupy the attention of the O.D. With practice, however, all these individual gadgets blended together and operated as a whole, and I found the duty less of a strain each time I took the deck.

At supper we took seats on either side of the wardroom and ate from plates in our laps. The weather was not bad, but the destroyer lurched about even in the moderate seaway to such an extent that tables and dishes were out of the question. Captain C. C. Slayton came down from the chart house. He wore an old sweater and sea-boots and was a seagoing destroyer skipper. Officers on these vessels dressed for rough service rather than for regulations and appearance.

"Captain, I'm worried about that starboard turbine," said Sease. "She's down to seven clearance now and shows no signs of holding it. We're doing our best with it, but if she goes — good night!"

He referred to the clearance between the rotating and stationary blades of the high pressure turbine, which now was seven thousandths of an inch. It was a fearfully small space to separate the ship from a disastrous accident.

"Well, stick at it, Sease," replied the Captain. "We can't turn back now. The ship must run or bust these days. It's no service for a lady's wrist watch. Let me know if it gets down to four."

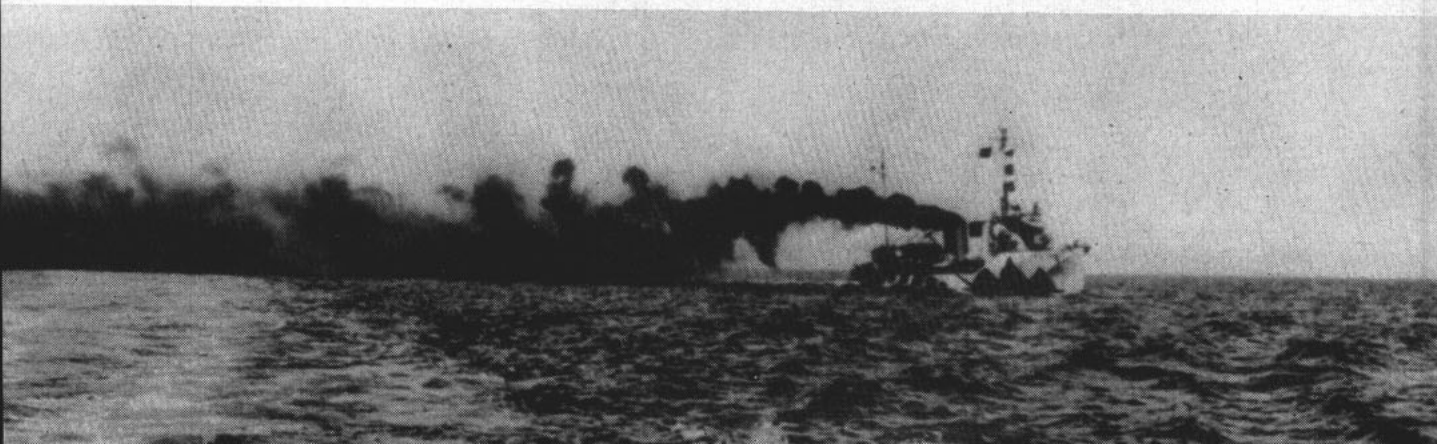
Sease fairly gobbled his meal and hurried below to nurse the temperamental turbine.

What a man, I thought, to go through a watch such as we had just had on the bridge with the responsibility of the engine besides!

Lieutenant Earle, our Executive Officer, turned to me. "You are to have charge of radio and signals," he said as he worked at a large beef sandwich, "and I want you to work up a system of training for the signal boys, quartermasters, and radio men. Come in my cabin and I'll show you the idea."

I followed him to his cabin forward of the wardroom.

USS WADSWORTH is shown laying a smoke screen to protect convoy. This photo was taken on board USS Whipple.



There he showed me the outline of the educational system which had done much toward winning for the *Wadsworth* her reputation in the force. "They don't ask for trained men on that ship," I had been told some months previously. "They ask the Base to send them the greenest boys in the fleet, and they come off the *Wadsworth* trained and ready to man new ships."

Nucleus crews were being formed of men who had been in this service and were being sent back to the States to take over new destroyers which were building as fast as possible.

When I turned in that night I found that the Filipino attendant had altered the bunk considerably. The springs stood on edge against the bulkhead and the mattress lay on the bunk bottom. This arrangement narrowed the bunk and lowered the occupant below the edges, so that he could brace himself and sleep without danger of being thrown out.

Next day, October 2nd, the convoy was well out at sea, and I found it rather novel to be out of sight of land. I had not realized till then that since the Wolf Rock trips we had been always near land on the coastal convoys. Now, only the cloudy gray sky and the slate gray Atlantic met the eye, a vast sweep of salt water flecked with tumbling whitecaps. The destroyer split the waves without hesitation, but she quivered with the shock each time she came through and struck the next one. She developed motions that seemed to involve the fourth dimension and fairly reveled as she bounded and rolled through the waves like a sportive porpoise.

During the afternoon the *Kurst* left the convoy and headed for Lisbon. She had nearly disappeared beyond the horizon, when we received an "Allo" [a radio warning] which indicated the presence of a submarine on her course. The Captain of the *Sigourney*, Chief of the Escort, ordered the *Wadsworth* to overtake and protect the *Kurst*.

"What speed can you get?" Captain Slayton asked Sease through the engine room voice tube.

"The clearance is down to five on that turbine," came the reply, "but we'll give her all you say."

"Full steam on two boilers and open wide," ordered the Captain. A roll of transparent, quivering heat lay back from the stacks at eye level from where we stood on the bridge, and the stern sank lower into the sloping wake as the screws gathered speed and dug in. Two graceful waves curved out and fell away from the bows like the leaves of a lily, and the *Wadsworth*, under steam from two of her four boilers, sped after the distant transport at 26 knots.

Within an hour we overtook the *Kurst* and reduced speed to patrol about her. We continued with her until after dark, meanwhile passing a large homeward-bound convoy escorted by the yachts *May* and *Aphrodite* from the Bordeaux group. After dark, Earle shaped the *Wadsworth's* course to overtake our own group, but we did not hold it long.

At midnight calls from the two yachts told that their convoy had been attacked. The starboard turbine had now rectified itself in some mysterious but unquestioned manner, and the Captain rang up 27 knots on four boilers. The destroyer dashed through the darkness with a fresh burst of speed, but when the location was reached there were no ships to be found. Black clouds hung low in a solid blanket, and we could not see far, but probably they



OIL SLICK coats water after destroyer's depth charge found its target. DD searches for other evidence of kill.

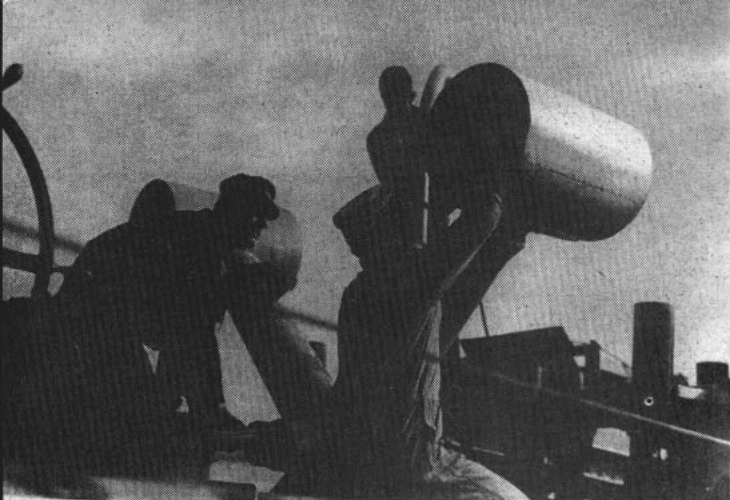
had gone ahead without any damage having been done.

Earle was up all night navigating these many sudden dashes. In the small hours of the morning he plotted a course for the rendezvous where our destroyers, after dropping the homeward-bound transports, were scheduled to meet another group on its way east. I went on watch at eight o'clock that morning, and at nine we sighted a misty smudge, a mere brush stroke on the horizon. The glasses revealed three transports almost blending into the blue-gray of the horizon, and around them were several specks on the sea; the destroyers had already located them. Within a few minutes we joined Group 68, the *Great Northern*, *Northern Pacific*, and *La France*, carrying 9930 troops.

Although our latitude at the time of contact was about that of La Rochelle, the base course of the convoy was southerly. That direction was taken in order to circumnavigate the maximum cruising radius of the submarine which had been reported the night before. Such a course carried the transports over a hundred miles out of the way, but there was no reason for taking a chance in this case, even to save valuable time.

At noon, October 4th, the ships steamed into the harbor and anchored. The *Wadsworth* moored alongside the tanker *Los Angeles* for oil, and I had my first opportunity to observe the ease with which the ship was fueled. A large hose was brought over the side and inserted through a small hatch on the main deck. We then all went in to lunch, and when we had finished, the operation was over. I thought of the many days with shovels and baskets in coal barges alongside the *Emeline*, and the hours getting the ship clean afterwards. Lines were cast off, and the *Wadsworth* joined a group of destroyers at a buoy within the bay.

The Captain returned from the Base with news. The *Wadsworth* had been chosen, because of her superior cruising radius, to perform the complete escort trip between Brest and New York. Activity of the new large trans-Atlantic submarines called for more escorts on the entire crossing. That would be a service to test the endurance and nerves of the hardest "torpedo-boat" [destroyer] men afloat. For several days we expected momentarily to be ordered out on the long trip, but the continuous success of our armies at the front suggested that a crisis might come at any time, and it was decided to keep as many destroyers as possible in the Eastern At-



SAILOR adjusts timing mechanism on depth bomb just before firing. Accuracy accounted for many enemy subs.

lantic. Ever since the battle of Jutland naval men had been expecting and hoping to see the German fleet sortie again from its seclusion at Kiel.

"And if they do come out," Captain Slayton remarked one day, "believe me, we want to be in on it."

When the *Wadsworth* next put to sea with a convoy, some kind fate which guards sailors gave me an attack of flu and prevented my sailing with her. I had the deck at four o'clock on the morning that she left, but I had been awake all night, and when the Captain looked me over he transferred me to the sick bay of the *Bridgeport*. I was disappointed, but too weak to protest. While the destroyer was slipping out of the harbor in the faint light of dawn, I climbed into the bunk of a cabin aboard the mother ship.

As I did I noticed a strong smell of iodoform and asked the pharmacist's mate about it.

"Oh, don't mind that," he said reassuringly, "A fellow just died in that bunk, so of course we wanted to spruce it up a bit for you." Fortunately I dropped off to sleep before I had time to ponder on the thought.

When the *Wadsworth* returned on October 8th, my spell of flu had gone, and I returned aboard. There I found that the *McDougal* had rammed the *Wadsworth* while she was fueling from the *Standard Arrow*, and my cabin had been scooped out of her bow as neatly as a bite from an apple. When I stood on the remains of the cabin deck and gazed out through the open side of the ship my emotions were not those of disappointment over having missed the trip. Seven frames had been ripped out, and the crumpled sheets of half-inch steel made me realize how precariously thin was the skin of a destroyer.

The *Wadsworth* now took her turn of doctoring from the *Bridgeport*. She moored alongside the repair ship and for several days and nights there was clanging and riveting of steel, until the damaged hull was repaired and the cabin was restored.

On October 16th repairs were completed, and we sailed with the *Connor*, Chief of Escort, *McDougal*, *Nicholson*, *Burrows*, *Warrington*, *Wainwright*, *Jarvis*, and *Ericsson*, escorting homeward-bound convoy O.R. 100 of six transports, the *De Kalb*, *Great Northern* (the fastest transport on the Brest service), *George Washington*, *Sibony*, *Orizaba*, and *Patria*. We ran into real weather outside, and the destroyers began their brutal bucking.

Ensign Chuck Hunt went on watch in leather destroyer boots and sheepskin coat, with his seagoing cap, minus

a grommet, pulled well down. The ship's bell clanged now and then, and since it hung so that it could swing only with the length of the ship, the ringing registered quite a pitch. On a few occasions the ship seemed to lie down on her side, and the clinometer marked a roll of 60°.

"I had to swallow three times to get down that last sip of coffee," said Ray Thurber at supper that night. He was standing with one leg and an arm around a stanchion in the wardroom.

"If they insist on keeping up this speed against a head sea," remarked the Captain, "we are going to have some more cracked frames to repair when we get back."

I went on watch at eight o'clock that evening. Shrouded in a slicker and sou'wester I drew aside the green curtain that screened the dim light of the wardroom and passed down the companionway to the dark world outside. So dark was it that I groped blindly up the ladder to the chart house deck and thence up to the bridge. Waves sloshed over the forecandle at every roll, and spray dashed through above the windbreaks and drenched the bridge. To right and left the steersman whirled the wheel trying to steady her, but the destroyer pranced from side to side like a fiery steed on her headlong course. After twenty minutes of staring into the darkness I finally made out the black form of the *Great Northern*, and I was then able to relieve the deck. The zigzag had been discontinued at dark, and now it was a matter of keeping position on a straight course.

Just before dawn, when the horizon was barely visible, the O.D. reported to Earle that a star was out. The Navigator reached the bridge in an instant, carrying his sextant. In the brief moment that the star shone through a rift in the blanket of clouds he braced himself for the extreme motion of the ship and, in spite of the roll, shot the altitude and azimuth of the star. A few minutes later he had a line of position drawn on the chart, which aided in calculating the 8 A.M. position.

That night, at six bells of the first watch, we dropped the convoy at a point approximately 500 miles west of Bordeaux. By daylight they would be well on their way toward the States and out of the danger zone. The nine destroyers formed in two columns of divisions and continued west toward the rendezvous, but when they reached the designated location next morning the eastbound convoy was not in sight. At 11:45 A.M. the Chief of Escort ordered the destroyers to form in scouting line at five-mile intervals. The order was beautifully executed, and when the vessels had reached their positions in line they were spread over 40 miles. We could see only the ship next in line on either beam. In this formation we swept the ocean at 19 knots.

In less than an hour, at 12.37 P.M., one of them signaled "Contact" by wireless, and the others immediately began converging toward her at full speed! The soldiers on the transports were invariably thrilled by the sight of the destroyers racing in toward them. Within 23 minutes the *Wadsworth* reached the convoy Group 72, composed of the *Tenadores*, *Euripides*, *Kroonland*, *Susquehanna* (N.D.L. Rhein), *America* (Italian), and *Casertes*, and took her allotted position on the starboard flank. The Cruiser *Seattle* turned back at that point after an exchange of greetings, but the *Murray*, a new flush-deck destroyer, continued on with us to Brest, where she joined the force.

All went according to routine until the following morn-

ing, when a submarine suddenly appeared near the convoy. There had been no warning whatever that the enemy was in the vicinity, and when the *McDougal* sprang into action it was a surprise to the entire convoy. The *Wadsworth* had been reassigned a position on the port bow and was patrolling there at 6.44 A.M., when the *McDougal*, on the opposite side, fired a green star and dashed out to starboard. Her lookouts had sighted a submarine no more than 500 yards away, where it was almost in position for a torpedo attack. The destroyer ran over the spot in a wide circle, dropping depth charges as she went, followed close astern by the *Murray*. The base course of the convoy was changed from 114° to 90° true, and reserve speed was ordered. The two destroyers were left rapidly astern, and every crew stood at battle quarters ready to resist an attack.

An hour later the *Nicholson* sighted a suspicious object, which might have been a periscope trailing the convoy. She dropped back and let go two bombs, with no apparent effect. The *Murray* and *McDougal*, then overtook us, after having launched a bombardment that, even at a distance of several miles, rang the hull of our ship like a hammer blow with each explosion.

During the afternoon a radio message advised that a submarine was active on our course ahead. After changing the course of the convoy again, the Chief of Escort stationed the *Warrington* at 10 miles to port and the *Wainwright* at the same distance on the starboard beam. Hardly

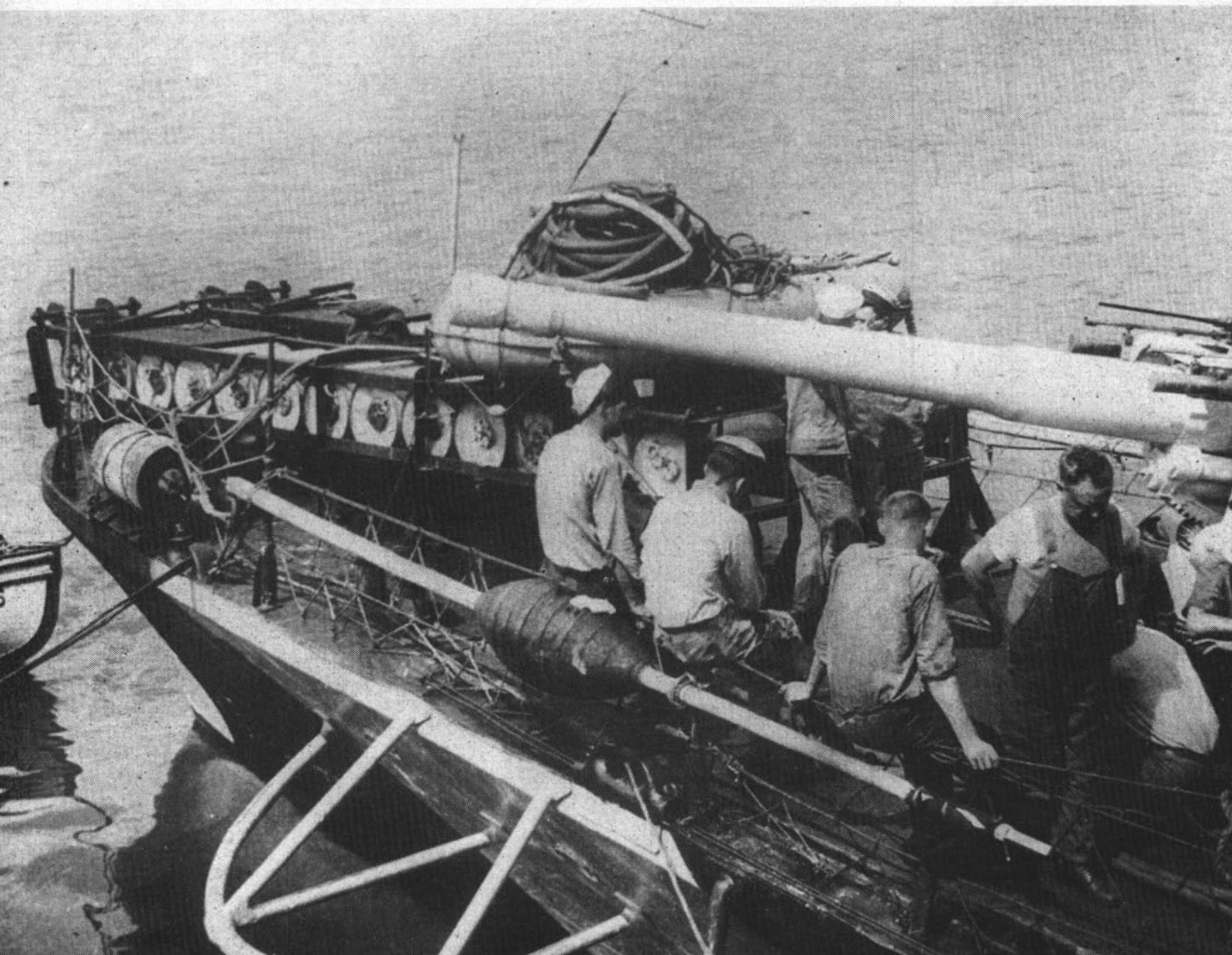
had the *Wainwright* reached her position when her O.D. sounded General Quarters for what appeared to be a submarine on the surface. It proved to be a derelict, however, and the vessel continued. Half an hour later a skiff was sighted and the destroyer soon picked up seven survivors of the Portuguese schooner *Aida*, which had been torpedoed at noon by the U-60.

I had the first dog watch that afternoon, and soon after I took over the deck the *Kroonland* opened fire at an object in the water ahead of her. She dropped a shot alongside the *Connor*, the leading vessel, and nearly struck her. I sounded the general alarm and ordered the rudder over to run that way, but before all hands reached the topside the *Kroonland* hoisted the false alarm signal. The *Connor* wheeled about and dashed down the center of the convoy to investigate, but she soon returned to position.

At noon on Sunday, October 20th, the convoy made a landfall, and the ships were formed in column. At 12.40 we sighted the lighthouse yacht off Ar Men, and I wondered whether she might be the *Emeline*. At 4.12 P.M. the *Wadsworth* left the transports anchored in the outer harbor and moored alongside the *Benham* in the bay. The *Connor* followed and moored on our opposite side. No. 3 boiler was kept on for auxiliary purposes, the O.D. finished writing the log.

All lines were secured, and the liberty party shoved off for the beach.

CREW MEMBERS on board USS *Allen* relax at Queenstown, Ireland. Note depth charges on racks in background.



TAFFRAIL TALK

THE latest additions to the ALL HANDS staff are Jack Wing, DM2, USN, who joins the art department and Rudy Garcia, JO1, USN, who takes over as staff writer.

Both have backgrounds in Navy journalism. Wing ambled into the office fresh from "The Amphibian," newspaper for the Pacific Fleet Amphibious Force. Although he has had no formal art training, Wing has picked up enough artistic know-how to make himself well-known as an illustrator and cartoonist around the Fleet. An eight-year man in the Navy, he comes from Cadillac,



Mich, and claims he gets much of his inspiration from his wife and three children.

Garcia was "on patrol" before he came to ALL HANDS—"The Patrol," station paper for the Sub Base at Pearl Harbor, that is. Before drawing duty in the islands, Garcia did sports for another station paper, "The Gosport" at NAS Pensacola, Fla. Rudy calls El Paso, Texas, home. He's married and the father of two wee ones.

* * *

Here are a couple of items that provide food for thought:

- Out at Moffett Field near San Francisco there is no fear of what would happen if the galley range broke down. Last time it did, Moffettmen enjoyed the experience. When all four of the station's boilers had to be shut down at the same time for repairs, no steam was available for the big galley vats. But the boys didn't do badly. All they had for dinner was steak sandwiches (fried on the gas grill), assorted relishes, cool beverages and pie. Not bad for an emergency "cold plate."

- Modern design is sticking its finger in the pie at the Bainbridge Naval Training Center. A new stainless steel serving line, the first of its kind in the Navy, has completed a test period with flying colors.

Featuring a thermostatically controlled grill, the line will be able, when permanently installed, to prepare steaks, chops, hamburgers, hot cakes and eggs almost to order. It received wide acclaim from the neophyte bluejackets during its trial run.

In addition, an ultra modern 100-gallon coffee maker, food heating units, cooling and refrigerating compartments and a powerful exhaust system makes the new serving line the safest adaptation yet of the cafeteria technique.

The coffee maker, incidentally, can brew up no less than 1600 cups of jamoke at a time.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Sailors hustle around the starboard crane of destroyer tender USS Yosemite (AD 19) as they give the ship a new, grey coat. Based in Newport, R.I., Yosemite is flagship for ComDesLant.



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