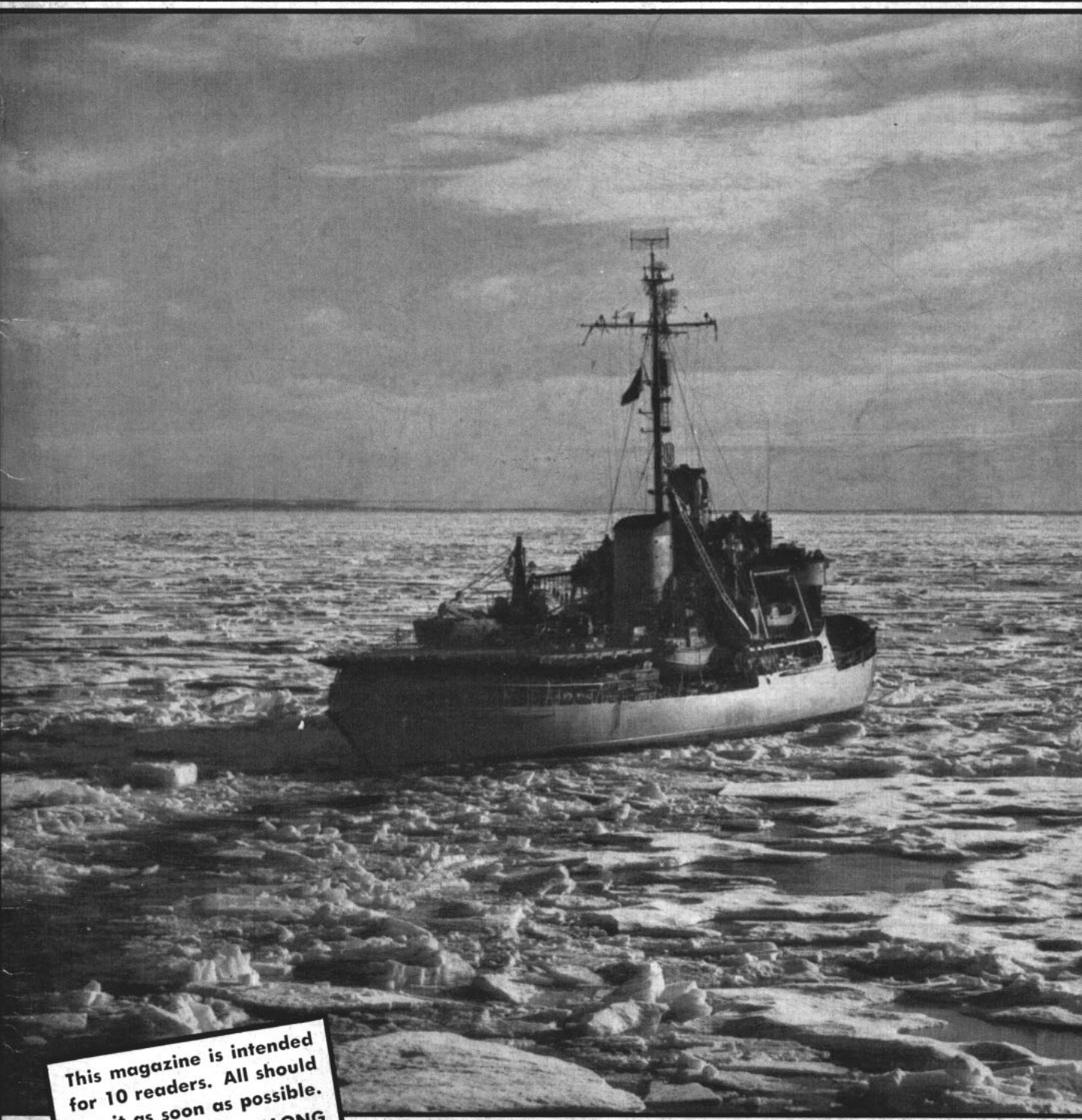


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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OCTOBER 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1954

Navpers

NUMBER 452

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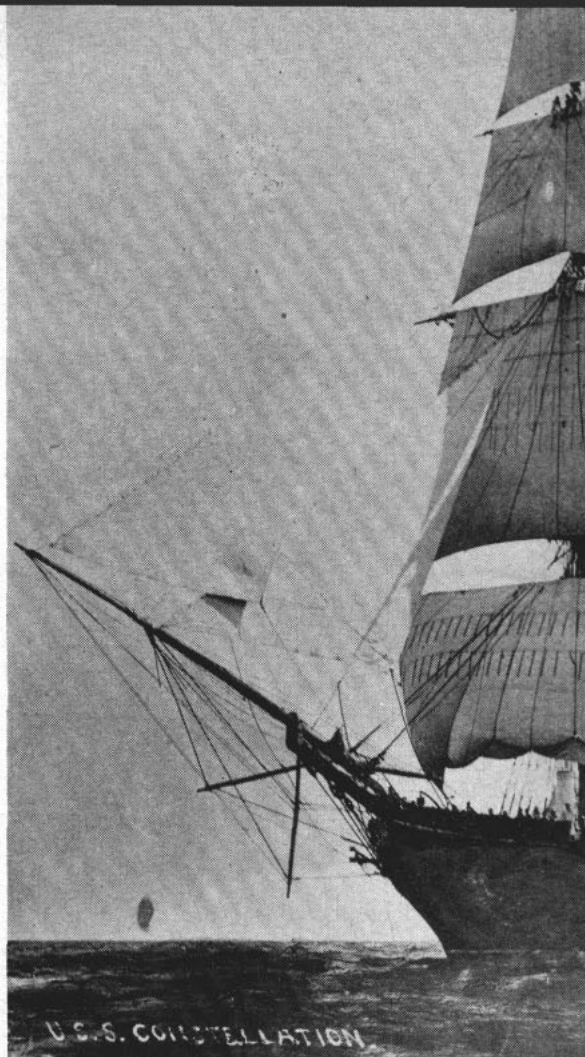
G. Vern Blasdell, **Reserve**

• **FRONT COVER:** ICEBREAKER AT WORK—USS *Atka* (AGB 3) forces her way through heavy ice formations somewhere between Greenland and Resolute Bay. Two other icebreakers, USS *Burton Island* (AGB 1) and USCG *Northwind*, made Arctic history by breaking through famed 'Northwest Passage.'

• **AT LEFT:** Officers and crew members of USS *Kearsarge* (CVA 33) line the rail while visiting San Diego, Calif.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated. Photos at top of page 18, bottom of page 19, top and lower left photos on page 20 by the Springfield (Mass.) Sunday Republican.





GALLANT SHIP USS *Hartford* (left) will be 'stationed' at Mobile, Ala. USS *Constellation* goes to Baltimore, Md.

OLD SHIPS NEVER DIE

FOUR OLD SHIPS are sailing out of the U. S. Navy, leaving behind them a wake of glory from the Barbary Coast to Manila Bay that will ride the tides as long as there is salt in the sea. A fifth vessel, replica of the sailing ship days, will be restored and remain with the Navy.

Under Public Law 523, passed by the 83rd Congress, the Navy is disposing of four of its historic ships—*Constellation*, *Hartford*, *Olympia* and *Oregon*.

Within a year the old frigate *Constellation* will be delivered and turned over to citizen groups of Baltimore, Md., while *Hartford* will be towed to Mobile, Ala. The steam vessels *Olympia* and *Oregon* were headed for the scrap pile until the Navy granted them a six-month reprieve—during which period any city, state, or civic group that wants to offer them a haven can do so.

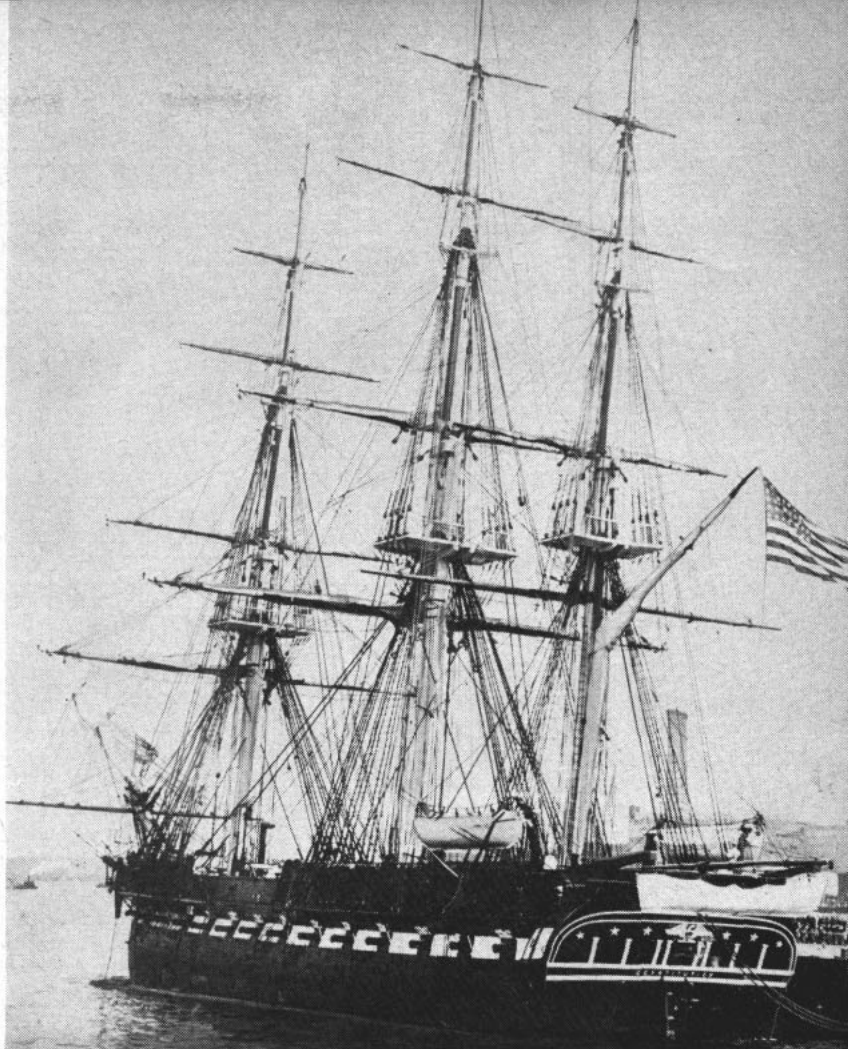
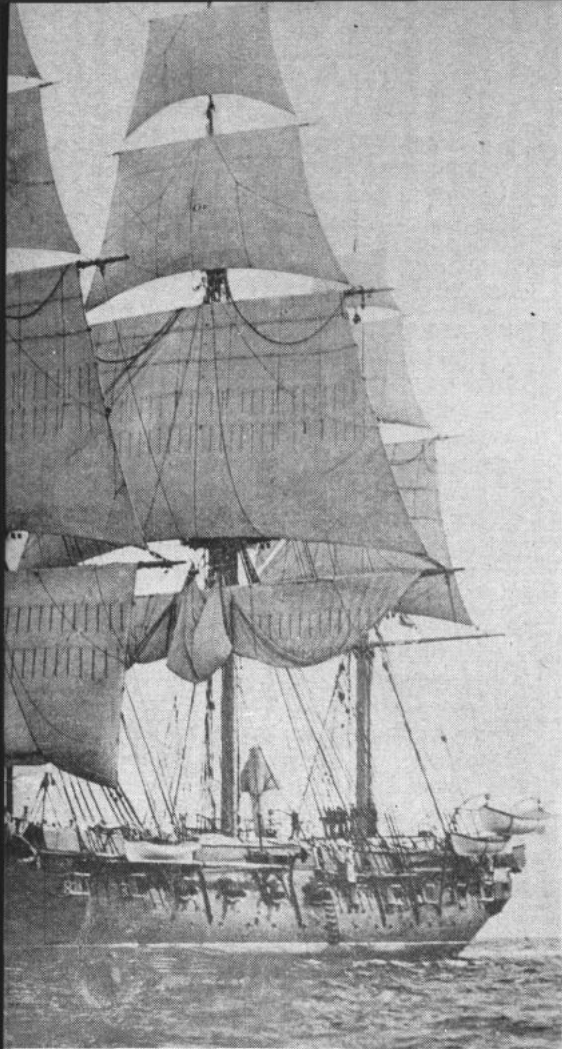
The same law also provides for the U. S. frigate *Constitution* at Boston, Mass., giving the Navy the authority to repair, equip and restore her, so far as may be practicable, to her original condition. *Constitution* will not be on active service, but it will be the Navy's responsibility to maintain her hereafter.

Under the law, the Navy will patch up *Constellation* and *Hartford* just enough to deliver them to their respective sponsors, Baltimore and Mobile. The care of these gallant old ships is up to the cities.

Enemy guns, storms at sea and even the slow attack of time has failed to sink them but these relics are old and weary. It is only fitting that an Act of Congress should determine their final disposition. From the pages of naval history here is a brief description of these "old ladies" in their heyday:

USS Constitution, one of the most successful and famous Navy ships ever to sail the seas, was authorized by Congress in 1794. Launched in 1797, she first went to sea under the command of Captain Samuel Nickerson in 1798. Her frame was made of live oak and red cedar and her decks of pitch pine from Georgia and South Carolina. Paul Revere, one of the best metalsmiths of his day as well as famous equestrian, made the bolts, spikes, rudder-braces, blocks and dovetails and the bell.

In 1803, *Constitution* sailed against the Barbary pirates and after the outbreak of the War of 1812 started to sea under the command of Captain Isaac Hull. Off the Atlantic coast she fell in with a British squadron of six ships and made her escape in one of the most dramatic and sustained chases in naval his-



NAVY is repairing, equipping, restoring USS Constitution. The famed frigate will be maintained at Boston.

tory. On 19 Aug 1812 *Constitution*, with Hull still in command, defeated the British ship *Guerriere*.

Before her fighting days were over, *Constitution* had won three of the greatest battles ever fought by a single ship. In 1830 she was declared unseaworthy and would have been dismantled had not public opinion been aroused by "Old Ironsides," a poem glorifying the ship, written by a 21-year old Harvard student named Oliver Wendell Holmes. Holmes was an American man of letters, the son of a minister and the father of the famous Justice of the United States Supreme Court. When printed in the *Boston Advertiser*, "Old Ironsides" was immensely popular and not only saved the famous frigate from the scrap heap but also established Holmes' reputation as a poet.

Congress appropriated the necessary funds, "Old Ironsides" was rebuilt in 1833 and became the flagship of the Mediterranean squadron. Twenty-odd years later, in 1855,

New Life Is Assured For Three Great Ships, Two Others May Still Find Home

Constitution was finally laid up at Portsmouth, N. H., where for many years she was used as a training ship.

Since 1897 the famous frigate has spent most of her time at the Boston Navy Yard almost in the shadow of the Bunker Hill Monument. The Navy will spend about \$390,000 to fit her out again and maintain her as a commissioned ship—though not in an active duty status. She has already been 90 per cent restored and her continued upkeep is financed partly by the government and partly by the contributions of the private citizens who visit her daily.

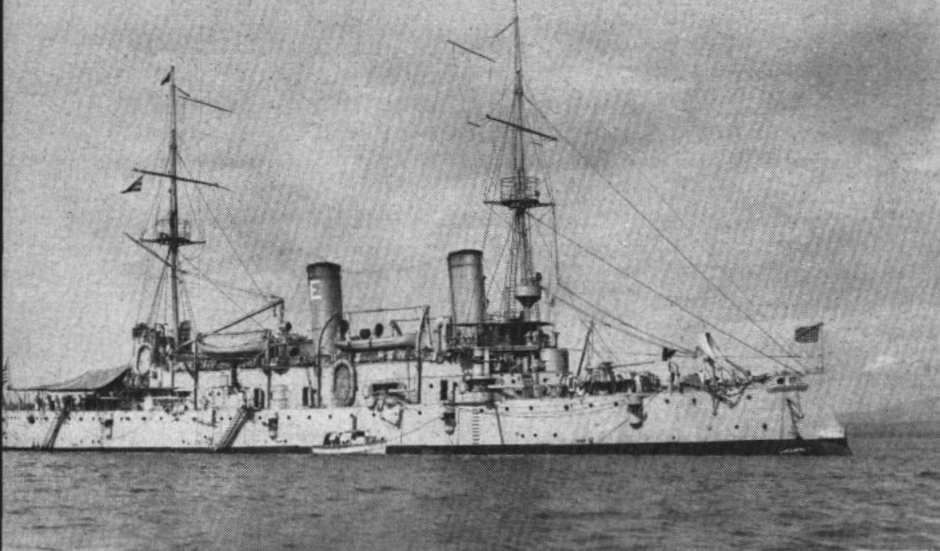
Unfortunately, the frigate *Constellation*, which lies in a berth just

across the pier from her, hasn't fared so well. Though rebuilt several times, this old veteran is now little more than a hulk—mastless, worm-eaten, and held together by supporting timbers and a "cat's cradle" of steel-cable bracings.

Contrary to popular belief *Constitution* and *Constellation* were not sister ships. Although launched within 44 days of each other in 1797, they were constructed from different plans. *Constitution* and *Constellation* were but two of the six frigates authorized in 1794 by Congress.

Constitution was about 12 feet longer and three or four feet wider than *Constellation*. Also, *Constitution* was rated as a "44-gun" ship; *United States* and *President* were her sister ships. *Constellation* was rated a "36"; her sister ship was *Congress*.

Constellation's first contribution to naval history took place on 9 Feb 1799 in the West Indies, during naval hostilities with France. Under Commodore Thomas Truxtun she



USS OLYMPIA (ex-CL 15) is now standing by at Philadelphia Naval Shipyard. The vessel was Commodore Dewey's flagship during Spanish-American War.

defeated the French frigate *Insurgente* in a sharp engagement. *Insurgente* lost 29 killed and 41 wounded compared with only five men killed or wounded aboard *Constellation*. The defeat and capture of the French frigate was a feather in Truxtun's cap—he not only provided vigorous backing to his Government's policy of commerce protection, but set high standards for the new national Navy.

Again on 1 and 2 Feb 1800, during the same naval war with France, *Constellation*, heading for Guadeloupe, sighted the French frigate *Vengeance*. Captain Truxtun ordered his men to aim at the hull of the enemy ship. Contrariwise, the French commander fired repeatedly into the American ship's rigging in order to try to disable her. The battle lasted five hours and the French suffered about four times the losses of the Americans. The *Constellation's* main-

mast finally fell, and the French escaped into the darkness.

Those were the great years for *Constellation*. Thereafter her star faded. During the War of 1812 she was isolated at Norfolk, during the Civil War she was mostly on the Mediterranean station; and from 1865 to 1870 she served as a receiving ship. She carried midshipmen on cruises from 1871 to 1878, took relief supplies to the Irish people in 1880, then carried stores for the Navy until 1893. For the next 21 years she saw duty again as a receiving ship.

Another ship that will also be moving to a new "home" is *Hartford*—a wooden, unarmored, sloop-of-war built at Boston in 1858. She is going back to Mobile Bay where she gained fame during the Civil War.

It was 5 Aug 1864 when the three-masted, high-funneled, steam-

and-sail warship wrote this chapter in America's history books. The Confederates had protected the narrow port of the channel not only with forts but also with a double line of mines (then known as "torpedoes") and left free of obstruction only a passage for their own blockade runners.

That day Commodore David Farragut with his fleet of four ironclads and 14 wooden ships steamed up the Bay in the early morning, the ironclads abreast of the wooden ships and closer to shore, while the wooden ships were lashed together in pairs. *Tecumseh* led the inner column; *Brooklyn* led the wooden ship column, followed by *Hartford*, commanded by Captain Drayton. *Hartford* was tethered to *Metacomet*, commanded by Lieutenant Commander Jouett.

Early in the engagement, *Tecumseh*, a monitor which was leading the Federal fleet in the port column, went down with nearly all hands after a "torpedo" exploded under her. For a time there was considerable confusion in the Federal fleet. *Brooklyn* which was directly ahead of *Hartford*, wavered, stopped and began to back up. Commodore Farragut, who had climbed up into the rigging of *Hartford* to get a better view of the operations, hailed her to find out what the trouble was.

"Torpedoes ahead," replied the captain of *Brooklyn*.

"Damn the torpedoes!" shouted Farragut. "Four bells! Captain Drayton, go ahead! Jouett, full speed."

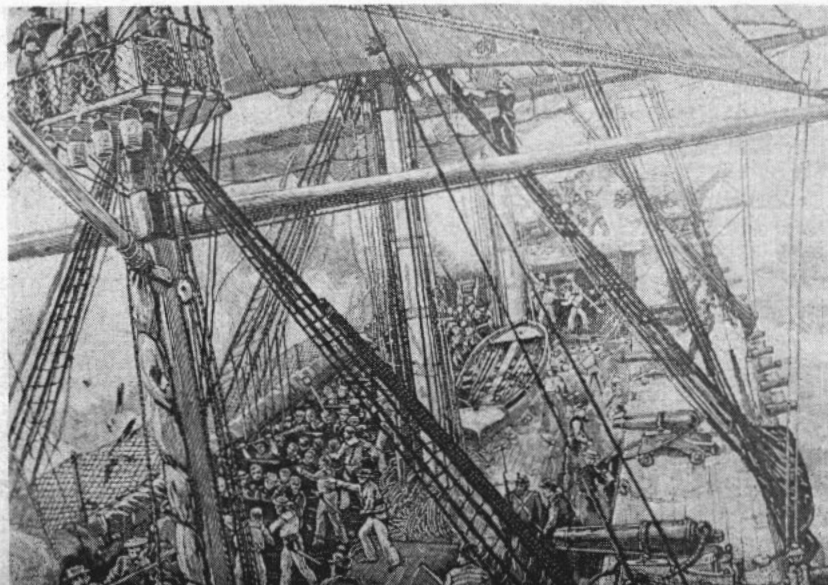
The Federal fleet went on to capture the forts and defeat one ironclad ram and four gunboats.

Farragut and his famous *Hartford* had covered themselves with glory. Mobile Bay was now to be closed to the blockade runners who had brought supplies into the Confederacy. As in their famous battle of 1862 and 1863 when they wrested control of the Mississippi from the South, Farragut and his flagship had given the union one of its greatest victories of the Civil War.

Today *Hartford's* bilge pumps work around the clock keeping her afloat. She was last opened to visitors on Navy Day 1948. Now she will return to the scene of her triumph, where she will be restored and maintained by the citizens of Mobile.

Standing by, at Philadelphia awaiting further orders that will determine her fate, is *Olympia*. Built

USS CONSTITUTION is shown in action against *Levant* and *Cyane* in War of 1812. At right may be seen upper deck gangway, carrying carronades.



at San Francisco at the then-enormous cost of \$1,796,000, *Olympia's* keel was laid in June 1891. She was launched on 5 Nov 1892 and put into commission on 5 Feb 1895.

On 27 April 1896, as Commodore George Dewey's flagship, *Olympia* led an American squadron out of China, and set her course for Manila, 600 miles to the southeast. As ordered in a coded cable sent from Washington they were off to face the Spanish fleet in the Philippine Islands.

Upon arrival at the Philippines they anchored outside the harbor until nightfall. Then at midnight, under the cover of darkness and a thunder squall, *Olympia* led the fleet into the harbor. All lights had been masked but sparks from the smokestacks were seen from the beach and the Spanish shore batteries opened up, firing three or four shots. After that all was quiet and the squadron of six American ships entered Manila Bay.

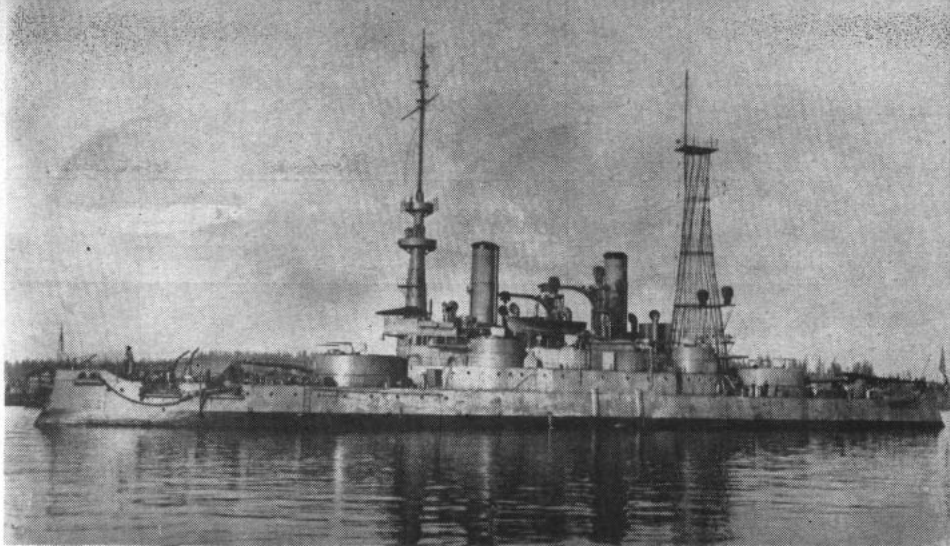
Once inside the harbor the American ships cut their speed and waited for dawn. At sunrise, Dewey was surprised to find the Spanish fleet standing off in what was considered a vulnerable position. In order to protect the citizens of Manila from bombardment the Spaniards had not sought shelter from their shore guns but were anchored at the end of the Bay.

In the battle that followed the Spaniards turned out to be no match for the American vessels. By noon every one of the Spanish ships had been sunk or was in flames in one of the most brilliant victories in all naval history. (See this month's Book Supplement, "You May Fire When Ready," on page 59 for an eyewitness account of this battle).

Although the Battle for Manila Bay was *Olympia's* greatest claim to fame, she is also remembered as the ship that brought the Unknown Soldier home for burial in Arlington Cemetery after World War I.

Today the gallant *Olympia* lies quietly in the Philadelphia Navy Yard. She is in need of numerous repairs, and visitors are no longer permitted aboard. Some city may offer her a home. If not she will be turned into scrap. In any event, while her fate is uncertain, her fame is not.

Also standing by to learn her fate is *uss Oregon* (BB 3). She was



USS OREGON (BB 3), now on inactive list, is at Apra Harbor, Guam. Oregon fought in Spanish-American War, served as dynamite barge in World War II.

launched at San Francisco 26 Oct 1893, and commissioned 15 Jul 1896. She was 351 feet 2 inches long, with a beam of 69 feet three inches. She was rated a "first class protected cruiser" in her day and cost \$3,180,000.

The opening of the War with Spain found *Oregon* at Rio de Janeiro. She left the port of Callao, Peru, the first week of April 1898; reached the Straits of Magellan about 1530 16 April in a fearful storm; reached Rio de Janeiro, Brazil 30 April and, after a brief stay, went to Bahia, Brazil and then Barbados, arriving 18 May. She was thus able to join the North Atlantic squadron in its operations against the Spaniards off the coasts of Cuba and Puerto Rico.

It was a long and remarkably successful voyage — 68 days at sea, 14,000 nautical miles with a speed averaging 11.6 knots (exclusive of

9 days spent in port) which required 4100 tons of coal. It was a performance unprecedented in battle-ship history and was the naval sensation of the day.

Today *Oregon* is in Apra Harbor, Guam. Towed there in 1944 with a 1400-ton load of explosives and given the designation "IX 22," she was used during World War II as a dynamite barge. Shorn of her superstructure and stricken from the Navy's active list, *Oregon* also awaits further orders.

However, regardless of their disposition, the foundation laid by these invincible old ships has gone far toward enabling the U. S. Navy to grow into the greatest fleet in the world.

The ships of the past are the symbols of the Navy's glorious history—the ships of today's Navy are the future of the fleet.

—Ted Sammon

CREW MEMBERS of USS Oregon cheer wildly as the colors are hauled down on Spanish battleship, Colon, during the Battle of Santiago Bay in 1898.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **HOUSING INSURANCE** — a new law which will help the Navyman on active duty to build or buy a home has been enacted by the 83rd Congress as Section 222 of the National Housing Act of 1954.

The new program authorizes the Federal Housing Administration to insure (at the discretion of the FHA commissioner) loans up to a total of \$17,100 or 95 per cent of the FHA-approved value of the home, whichever is the lower figure.

According to BuPers Notice 1740 of 23 Aug 1954, however, *no loans will be available under the new law until instructions and information implementing provisions of the Act are disseminated.* BuPers is now in the process of preparing necessary instructions for the Navy, and no inquiries should be addressed to the Bureau until after these instructions have been promulgated. **ALL HANDS** will carry full information when it becomes available.

The directive also points out that the FHA's regular criteria will be used in approving insurance loans under the new program, so eligible Navy personnel who desire to use the new financing program must meet all income and credit requirements commensurate with the amount of financing that will be required.

Naval officers and enlisted men alike will be eligible for benefits under the new law.

Before a Navyman is eligible for the benefits of the program, he must have a certificate from the Secretary

of Defense, or an authority designated by him, stating that the serviceman:

- (1) Requires housing.
 - (2) Is serving, and has served on active duty in the Armed Forces of the U. S. for more than two years.
- Once the serviceman has been issued the certificate, it is up to him to work out arrangements with the FHA and the lending agency. The cost of the insurance will then be paid by the Navy Department as long as the serviceman retains ownership of the property and remains on active duty.

Use of the new mortgage guarantee will not prevent Navy men from using the regular GI Home Loan provisions. Also, those who have already used their GI Loan privilege may still apply for the FHA benefits.

● **REPLACING MEDALS** — Personnel who have lost or damaged their medals may get a replacement from the Chief of Naval Personnel by sending a letter request which sets forth the circumstances under which the loss or damage occurred.

Any decoration, medal, bar, rosette or other device to which an individual is entitled will be sent without charge providing that such loss or damage is not the fault of the individual nor due to neglect. The replacement is subject to verification of entitlement.

In addition, personnel may obtain duplicates of medals previously

awarded, by purchase from the U.S. Mint, Philadelphia, Pa. In such cases a letter request for authority to purchase specific medals must be forwarded to the Chief of Naval Personnel (Attn: Pers B4 for officers, Pers E3 for enlisted personnel), Washington 25, D.C.

After verification of entitlement, the applicant will be informed of the total charge made by the U.S. Mint, including cost of mailing. The reply to the applicant, signed by the Chief of Naval Personnel, will serve as authorization to purchase the specified medal or medals. This reply must then be forwarded by the applicant to the Superintendent, U.S. Mint, Philadelphia, Pa.

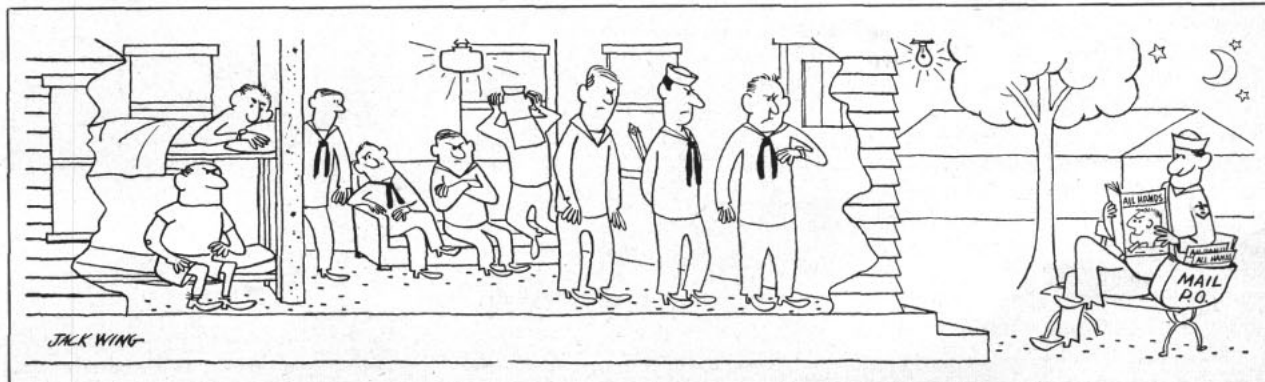
All purchase requests to the U.S. Mint must be accompanied by a postal money order or certified check, made payable to the Treasurer of the United States.

● **PROOF FOR BAQ** — In the future, married enlisted men applying for basic allowance for quarters (BAQ) will be required to produce documents proving the eligibility and relationship of their dependents.

A man with no children will have to produce either a certified copy or a photostat of his marriage certificate; a man with children must have either a certified copy or photostat of his children's birth certificates as well as his marriage certificate.

In cases where it is impossible to obtain a birth certificate for a child, an affidavit of two unrelated persons having knowledge of the date of the child's birth and the name of its parents will be acceptable.

Normally the applicant will have to produce these documents upon application. If they are not readily available, his application will be accepted without delay and he will be



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given a reasonable period to produce them. If, within 120 days after the application, the documents have not been forwarded to the Chief of Naval Personnel, Family Allowance Activity, Cleveland 14, Ohio, the application will be disapproved and checkage instituted immediately.

Married enlisted men who are already drawing BAQ for their dependents or who have already submitted the proper documents shall not be required to do so unless specifically requested.

• **CAR SHIPMENT** — Heading for overseas duty? If so, and you want to take your car, get S and A Form 322 and submit it at once to the port your car will be shipped from, for they go out on a priority basis.

Since all vehicles shipped overseas by military personnel must go on government-owned vessels there is usually a waiting list. The sooner you get your application in the sooner your car will join you at your overseas station.

The priority lists at the various transshipping ports are kept on a first-come, first-served basis. Also, you shouldn't deliver the car to the port until your application for shipping has been approved and you have been notified by the appropriate port command.

In case there is a lien on your car, it is necessary to get the lien holder's written permission to take the car overseas. In addition, you must have the registration card with you when you deliver the car to the port of shipment.

For complete details on shipment of autos to overseas stations, and procedures to be followed write your nearest designated shipping activity asking for the Automobile Shipping Information Pamphlet (NavSanda Publication 271).

• **NEW DESIGNATION** — In the future the term "For Official Use Only" shall be affixed to certain non-classified official information which "requires protection in the public interest."

Any material designated "For Official Use Only" should have the phrase stamped or printed in capital letters near the top of the left margin of the first page or cover of the document if it is bound or stitched. Documents which are not bound or stitched should be marked on each page.

Many documents which are "for official use only" and are easily spotted as such need *not* be stamped. Among these categories which require protection in accordance with statutory requirements or in the public interest and which need not be stamped are the following:

1. Records and information which pertain to individuals, such as personnel records, medical records, and investigate reports, documents and proceedings.

2. Information received in confidence from private individuals, firms or organizations in connection with bids, proposals, "trade secrets" and reports of financial, technical or scientific nature.

3. Information which is, or may reasonably be expected to be, connected with any pending or anticipated litigation before Federal and State courts or regulatory bodies.

4. Advance information on proposed plans to procure, lease or otherwise acquire or dispose of materials, real estate, facilities or functions which would provide undue or discriminatory advantage to private or personal interests.

5. Preliminary documents relating to proposed plans or policy development when disclosure would "adversely affect morale, efficiency or discipline."

6. Information as to the identity of confidential informants and information furnished by them in confidence.

7. Examination questions and answers to be used in training courses or in the determination of qualifications of candidates for employment, entrance to duty and advancement or promotion.

Only those documents which require protection and are "For Official Use Only" but are *not* readily identifiable as fitting within the above listed categories should be marked with the term "For Official Use Only."

Documents so marked do not require any special storage, file facilities or handling in transmission, except as may be found necessary in specific cases by competent authority.

For complete details it is advisable to check SecNav Inst. 5511.5, which spells out the categories of the material which are "For Official Use Only" and the procedures to be taken.

QUIZ AWEIGH

How's your recognition? Not of ships, but of different ratings, specialty badges and deck equipment. Take a check on this month's quiz and find out. If you're lucky — or smart — you should score well.



1. A good seaman will recognize the above pictured block as being a (a) treble tackle block (b) snatch block (c) swivel block.

2. The arrow is pointing to (a) cross-head link (b) sheave (c) swivel link.



3. You'll recognize the above rating specialty marks, one from the ordnance group (Group II), the other from the aviation group (Group IX), as representing the basic skill of (a) rocket technician (b) machine accountant (c) guided missileman.

4. These two ratings are classified as (a) general service ratings (b) emergency service ratings (c) exclusive emergency service ratings.



5. The person you see wearing the above insignia is a (a) heavier-than-air pilot (b) balloon pilot (c) jet aircraft pilot.

6. This specialty insignia is worn (a) on the right breast (b) on the right sleeve (c) on the left breast.

Answers to this quiz are on page 53.



MODERN PT BOATS will be larger, sturdier, speedier and more deadly than their famous World War II counterparts.

New PT Boats Take Evaluation Tests

FOUR SLEEK, aluminum-hulled motor torpedo-PT-boats are now roaming Atlantic waters, practicing maneuvers that made their World War II plywood counterparts famous the world over.

Less than three years old, each of the four motor torpedo boats now in use was constructed by a different company, or shipyard. They all differ slightly in virtually every respect—from engine to hull design. The present evaluation tests will determine a prototype suitable for mass production in time of emergency.

The four experimental PT boats are presently based at Norfolk Naval Base. Until recently, the boats operated under orders from Atlantic Fleet's Operational Development Force. Currently attached to the Fifth Naval District, PT boats 809, 810, 811 and 812 make up the 5NDMTB Detail. They are headed by LTJG E. B. Hebden, II, USN. The boats are in an in-service status—not ships in commission.

The only operative PT boats now in the U.S. Navy, the craft are

approximately 95 feet long, 25 feet wide and can zip through the water at about 50 knots. The World War II models were some 15 feet shorter, five feet narrower, and had a top speed of about 40 knots.

Typical World War II PT boats mounted two twin 50-caliber machine gun mounts, a 20mm, one 37-mm and one 40mm gun, several automatic rifles and submachine guns. They usually carried four torpedoes. However, they were also able to substitute depth charges for the torpedoes when needed.

On the new models, torpedo launchers have been substituted for the familiar torpedo tubes. Armament in general has been improved but details are classified.

Although the PT boat dates back to 1875 when the British Navy introduced a small torpedo-carrying boat (which was later discarded because countermeasures reduced its effectiveness), the modern PT didn't come into its own until World War II.

During the early days of the war

in the Pacific, the motor torpedo boats occupied a much more important place in the over-all strategy than their weight and size seemed to merit. At this time, there was a need for saving larger naval units for defensive operations until American forces attained their desired strength. In the final stages of the war, when U.S. task forces and fleets ranged the Pacific, striking at will, attention was drawn from the PTs. Nevertheless, they continued to carry out important assignments in areas where the larger units didn't operate.

During the first few months of World War II, Motor Torpedo Boat Squadron THREE racked up an impressive score, giving the enemy a taste of things to come. MTBRon THREE's record began on 10 Dec 1941, when the PTs raided Cavite Navy Yard. During the next four months, the squadron reported:

- one cruiser damaged and beached
- two cruisers damaged (one almost certainly sunk) by torpedo hits

- one 5000-ton ship, believed to be an aircraft tender, sunk
- one 5000-ton ship, type unidentified, sunk
- one tanker set afire by torpedoes
- two landing barges, carrying troops, sunk
- three divebombers and one sea-plane destroyed

Later exploits of MTBRon THREE included the transfer of General Douglas MacArthur, his family and 20 staff members from Corregidor. MTBRon THREE also spirited Philippine President Manuel Quezon, his family, cabinet members and staff to safety.

In the Battle of Surigao Straits, PTs won high praise for helping to rout a Japanese task force made up of battleships, cruisers and destroyers. The PTs—39 of them spread out over a large area in groups of three—knocked the enemy force off balance through their torpedo attacks. The Japanese ships were forced to resort to star shells, searchlights, AA and secondary battery fire in beating off the 'Peter Tares,' thereby exposing themselves to larger U.S. fleet units deployed farther up the strait.

PT boats proved their worth in island warfare at Guadalcanal. Arriving at Tulagi just across from Guadalcanal, in October 1942, the PTs went into action immediately, surprising an enemy task force which was shelling Henderson Field and Marine positions.

One of the hottest jobs handled by PTs was that of setting up an operat-



OFFICERS direct operation from bridge. Right: Armament gets workout. Above: PT 810 makes high speed run.





SMOKE SCREEN is laid by these motor torpedo boats. They are now attached to the Fifth Naval District, and are operating out of Norfolk, Va.

ing base and incidentally providing protection for our landings at Mindoro in the Philippines back in mid-December of 1944. Patrolling off the beaches after the landings, the squadrons were without air cover or the support of other surface units for three days during which enemy planes attacked almost continuously. The PTs shot down 20 planes during those three days and damaged all that came within range.

What was considered to be one of the most daring air-sea rescue operations of World War II was effected by two PT boats. A downed flier was

bobbing around in a liferaft in Wasili Bay, off Halmahera Island, in September, 1944. Attempts to effect a rescue by seaplane had failed. With carrier planes flying continuous protective cover, the two PTs zigzagged through the U.S. and Japanese minefield under heavy, concentrated fire from enemy shore batteries. Turned back three times in the face of enemy fire, the PTs made still another attempt, rescued the flier and safely escaped.

Not all of the PTs' heroic work was done in the Pacific. In the Mediterranean, for example, two PTs took

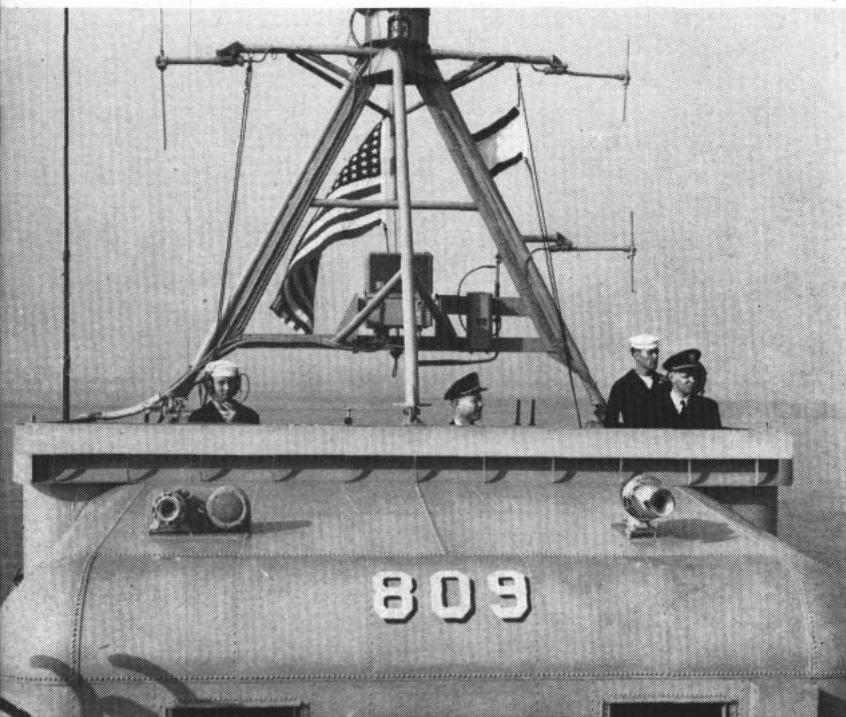
on two German destroyers, luring them away from the convoy they were supposed to be protecting. When the Nazi force was contacted, the two PTs moved in close, let go their torpedoes at the destroyers and turned away. The destroyers gave chase but the tiny plywood boats hid in their own smoke screen, dashing in and out to fire at the destroyers which were believed hit by the torpedoes. Meanwhile, the Nazi convoy had been wiped out by other Allied craft, including another U.S. PT boat.

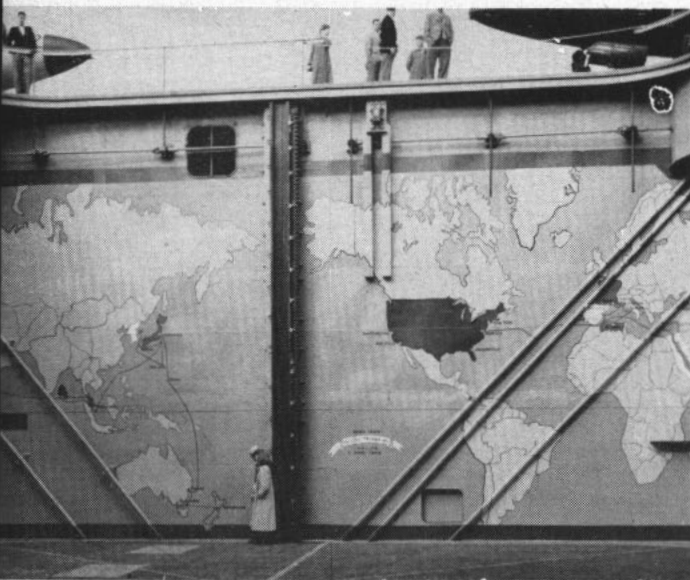
MTBRons received a lot of praise for their patrol successes during the Normandy landings. Heavy seas swamped landing craft during the invasion and forced heaving ships to put out sea anchors. Farther out, a line of PTs pitched and tossed along an imaginary line. Suddenly, radar showed a "positive contact." The little fleet converged on the point, finding several German E-boats trying to sneak in among Allied vessels. The PTs opened up with such a heavy barrage that the E-boats turned and fled.

At the end of World War II, for reasons of economy, the PT boats were "honorably discharged" from the Navy. Only four, to be used for experimental purposes, were to be kept in service.

Now all of the famed plywood boats have disappeared from the Navy. It remains for the aluminum-hulled "mighty mites" to carry on the outstanding Navy tradition established by their predecessors.

PT BOAT CREW puts their vessel through its paces. Right: Three aluminum-hulled 'Peter Tares' race through the waters.





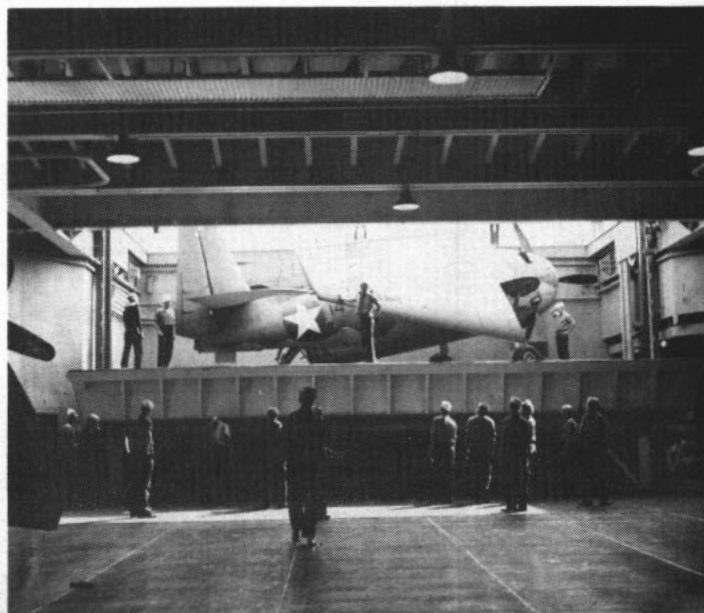
Elevator Theater

LEAVE it to enterprising Navymen to come up with new ideas. Take those elevators aboard flattops, for example. A few Navymen have found there are more uses for them than transporting aircraft from one deck to another.

Elevators offer excellent stages for concerts and variety shows. The bulkheads make fine backgrounds for murals. Several carriers have painted charts of the world on them and have traced cruise routes.

Here are photos showing the original and some improvised uses for elevators aboard aircraft carriers:

Upper left: Elevator of *uss Tarawa* (CVA 40) shows 'round-the-world track of flattop's recent cruise. *Upper right:* Forward elevator provides stage for concert played by General Headquarters Band of Philippine Army on board *uss Boxer* (CVA 21). *Right center:* Gala show took place on elevator 'stage' on board *uss Coral Sea* (CVA 43). *Lower right:* Plane is raised to flight deck of carrier. *Lower left:* Number three elevator of *uss Yorktown* (CVA 10) lowers TBM.





DOWN UNDER—FADM Halsey, USN (Ret.) inspects Australian Navy bodyguard. Right: Maori dancers entertain.



Sailors Get Liberty

WHEN THE AIRCRAFT CARRIER USS *Tarawa* (CVA 40) and the escort destroyer USS *O'Bannon* (DDE 450) paid a good-will visit to New Zealand and Australia earlier this year, it marked the first time U. S. naval units had visited those countries since World War II, except for a brief stopover in 1947 by Rear Admiral Richard E. Byrd's Antarctic expedition.

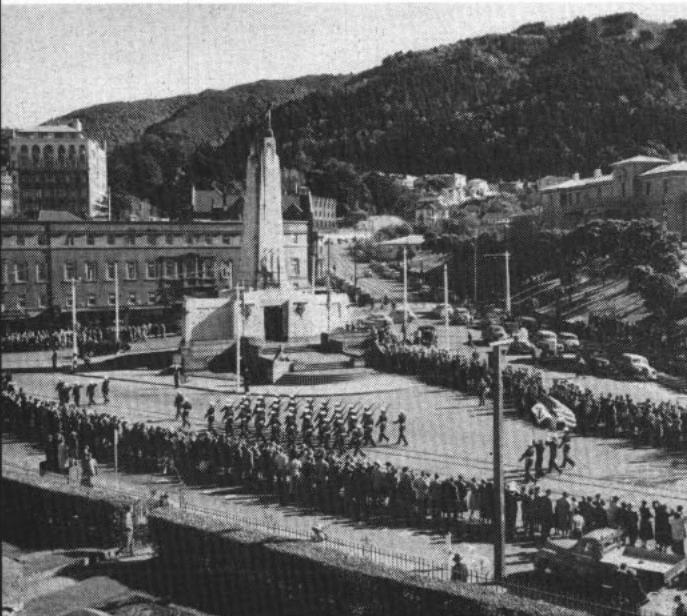
The visit by the U. S. ships was in connection with the twelfth anniversary of the Battle of the Coral Sea. Guest of honor for the occasion was Fleet Admiral William F. "Bull" Halsey, USN (Ret.).

The good neighbor visit of the two ships this year recalled the wartime camaraderie of American, Australian and New Zealand forces. Nearly three million U. S. fighting men passed through the two countries on their way to Pacific battle areas. The hospitality of these countries became an armed forces legend. This hospitality hasn't lessened, as the crewmen of *Tarawa* and *O'Bannon* will testify.

The two ships stayed several days at each of the ports of Sydney and Melbourne, Australia; and Wellington, New Zealand. Visits were highlighted by pub-



THOUSANDS of New Zealanders wait their turn to go aboard USS *Tarawa* (CVA 40). Below; U. S. Marines march by war memorial at Wellington, N. Z. Below right: Party of officers visits famous thermal region, Rotorua, N. Z.





in Ports Down Under

lic welcomes, exchange visits, parades, formal balls, parties and athletic events which included baseball, basketball, soccer and pistol shooting.

At each of the three ports, there were tremendous crowds waiting to go aboard the two ships. At Wellington, for example, there was a nine-mile traffic backlog piled up. Although tens of thousands passed through the vessels, there were more than 30,000 people who weren't able to get aboard.

While Australians and New Zealanders were getting a good look at our Navy's latest jet aircraft, helicopters and the multitude of electronic devices of the two U. S. ship, sailors were getting their first look at the Anzac countries—from the wide boulevards and beautiful beaches to the kangaroos, koala bears and the world-famous platypus.

In New Zealand, Navymen were taken on a government-provided tour of North Island. Their trip included a tour of Rotorua, center of New Zealand's famous thermal region and a visit to the Maoris, with their interesting art and architecture. The Maoris entertained the sailors with colorful songs and dances.

TURNABOUT—Sailor from Tarawa sings for Maori entertainers. Right: White hats visit Hyde Park, Sydney.



BABY KANGAROO makes friends with sailor in Australia (above right). American soccer team lost friendly match with Royal New Zealand Air Force players. Below right: U. S. officers visit Tamatakepua Maori meeting house.





'KEEPERS OF THE GATE'—Gate vessels (YNGs) open strings of buoys to enable friendly ships to enter port.

You're a Ping and a Clunk to HECP

AS YOU APPROACH Norfolk from the sea you may notice, if your eyes are better than average, a few dozen weatherbeaten sandbags tossed carelessly against the side of one of the many sand dunes characteristic of the area. This particular sand dune just "happens" to be located on one of the points near the mouth of the harbor. If your eyes are phenomenal, you *may* detect a small door among the sandbags.

Unless your official business concerns harbor defense, that will be about the extent of your knowledge of one of the most vital elements of our national security. The "sand dune" is Norfolk HECP—Harbor Entrance Control Post—and the buoys and gate vessels are the surface manifestation of a system of steel nets which constitute the harbor's last line of defense from torpedoes and submarines.

You will no longer pass the string

of small buoys which, with its two small gate vessels, until recently guarded the harbor against unannounced entry. Your skipper will probably be pleased, for the buoys and tenders are normally regarded by honest navigators as just one more menace to sea-going traffic. But those buoys, which support the harbor's anti-sub and torpedo net, are a welcome addition to Norfolk's defense in time of war.

There's more to it than that. However, the mechanisms and procedures discussed here are, for obvious reasons, not described with an eye for precision and accuracy.

It's enough for most of us to know that the approaches to our more important harbors conceal a complex network of mechanical and electronic ears and eyes which insure that any vessel below, or on, the surface is properly identified before it enters the harbor.

"Harbor defense might be compared to an iceberg," comments CDR E. L. Willey, usn, Officer-In-Charge, Harbor Defense Unit, Naval Base, Norfolk, "only a small part is visible; the most important portion is below the surface."

Skill and experience are required to operate and maintain this highly technical equipment. In time of national emergency, harbor defense activities must be tremendously expanded. Many of the duties connected with harbor defense will at that time, as they have in the past, be assigned to Naval Reservists.

To help prepare themselves for that day, Naval Reserve Harbor Defense Divisions have been organized on the East and West Coasts, from Portsmouth, N. H., to San Diego, Calif., and in Hawaii and the Canal Zone.

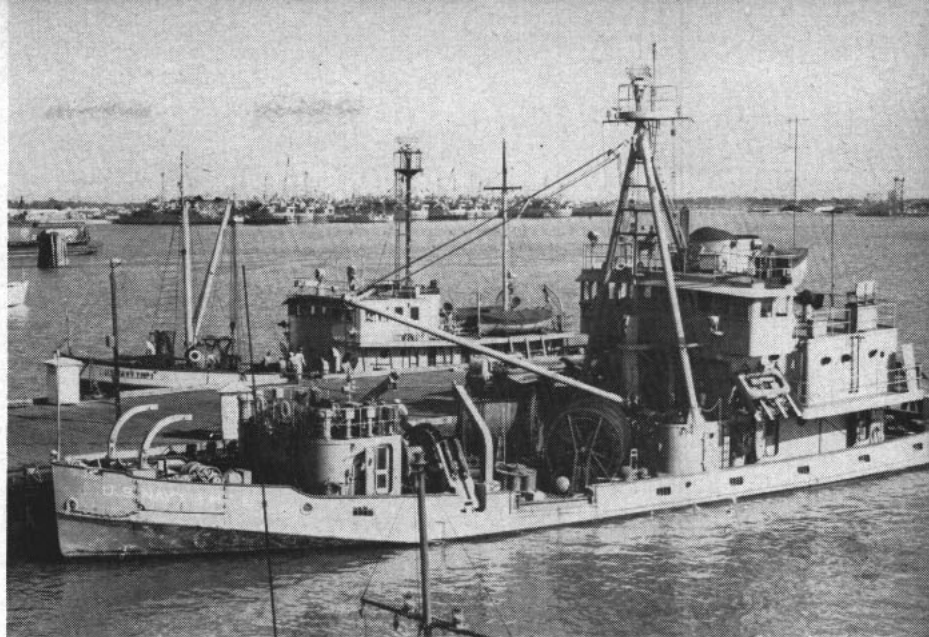
How does harbor defense work when, for example, your ship enters

port? Let's assume that you're on board *USS Eager* (DD-000), returning from a tour of duty in the Mediterranean.

You don't know about it, but long before *Eager* approached Norfolk, it had been under constant scrutiny by HECF. Far out beyond the harbor, lying on the muddy bottom, are long, overlapping strands of copper cable over which your ship has passed. As *Eager* crosses these cables (known as "Magnetic Indicator Loops") a current, caused by a change in the earth's magnetic field, is recorded in HECF as a series of jagged lines on graph paper. Since you traversed only one particular loop in the long chain of loops that guard the harbor entrance, the watchstanders at HECF know, even if your presence had not earlier been reported by far-ranging ASW planes, that you are approaching the harbor entrance and they are able to determine immediately your general position in the approaches.

Alerted to your presence, sharp-eyed lookouts confirm your identity by visual means. (If they couldn't quite place you, any number of surface and aircraft would promptly drop around to look you over).

As you progress, your position is more closely pinpointed. Some time after passing the loops, *Eager's* course brings it close to one of a number of hydrophones, spaced almost as regularly across the harbor's mouth



MOORED at Harbor Defense Base, YMP 2, a motor mine planter, awaits orders. Mines 'planted' by these vessels stand ready to 'greet' any unfriendly ship.

as if they were fence posts. These small metal boxes, each with a range considerably greater than the distance to the next hydrophone, help HECF to locate *Eager*, by the sound of its propellers, to the nearest hydrophone it has passed.

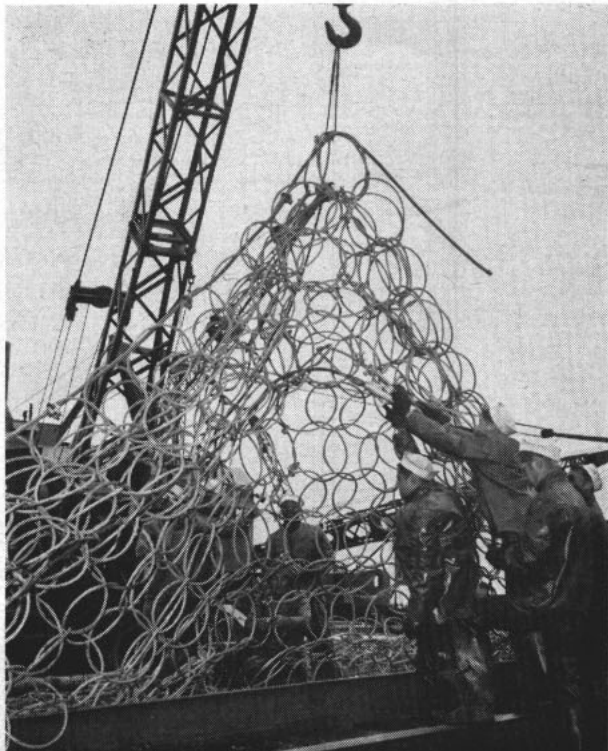
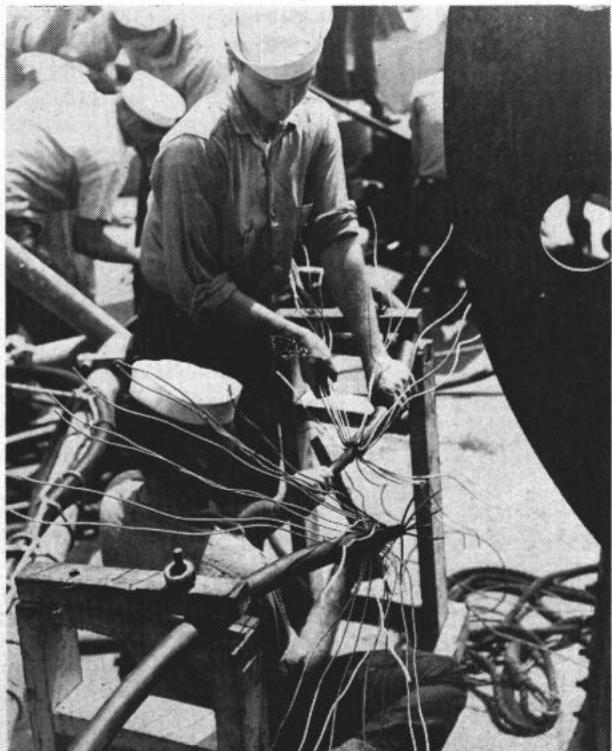
Next, your ship activates the "heralds" (Harbor Echo Ranging and Listening Device), which house special harbor sonar equipment enabling them to transmit a short, powerful signal and then receive the reflected echo from an underwater target in such a manner that its distance and

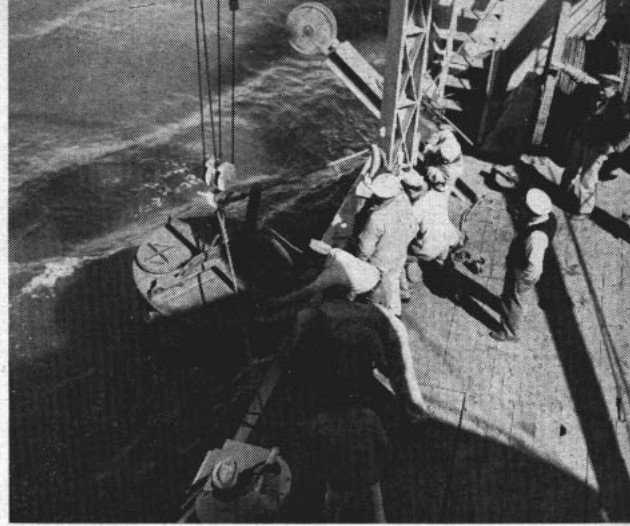
bearing are known at HECF.

Fortunately, *Eager* has by this time been identified as a friendly vessel. If not, and if this were in time of war, a short distance inshore from the heralds, it would be greeted by a mine barrage—controlled and triggered from ashore.

Back at HECF however, you have simply been wiped from the active slate after you have passed beyond its range, and the monitors have turned to other vessels entering the harbor. It's not easy to state definitely the amount of traffic that passes

SAILORS work on cable splice. Right: Crane lifts torpedo net for repair crew. Nets may be two miles long.





NAVYMAN checks mine wiring (left). Mine is eased over the side of vessel during harbor defense training exercise.

in and out of Norfolk, but you'd be safe to estimate that from 60 to 100 vessels are tracked daily. During a four-day period last year, more than 500 vessels were accounted for.

HECP is not a place for anyone with weak nerves. Tightly crammed with equipment and men, each of a series of rooms produces its own peculiar type of bedlam.

In one, patterns of green light weave and twitch across oscilloscope screens. Every object in the harbor is reflected by a writhing green light: *Eager* has passed the mouth of the harbor and is overtaking a plodding ferry; YMP 1 is checking up on the hydrophone that has been giving trouble; an outbound oiler is making a nuisance of itself; and a sub is slipping out to sea for training duty. Every vessel writes its own pattern.

In other rooms, men with ear-phones listen to the audible traffic of the "silent" sea. Fish are grunting, croaking and snapping, schools of shrimp sound if they were cracking tons of peanut shells; the beat of big and small propellers form a counterpoint to the throb of ship's engines. Through the ping and clunk of the heralds, monitors track the course and speed of every vessel in the harbor. All such activities are automatically recorded by galvanometers on long reels of tape.

In the central control room, phone plotters at a vast transparent harbor map sketch the course and progress of every ship in the area through the data fed them by electronic components.

By the time *Eager* has finally passed over the heralds, you have

emerged from HECP's sphere of influence. It is no longer interested in you.

Such a system sounds very fine on paper, but does it really work? Does it work under wartime conditions in regard to, let us say, an enemy submarine? How about midget subs, such as those employed by the Japanese and Italian navies during World War II? Could a sneak attack of such craft be detected if combined with normal traffic?

Planners of harbor defense asked themselves such questions and decided there was only one way to find out. During one of the recent "Hardex" (harbor defense exercises) a midget sub was used and every trick in the book was tried to get it through HECP's defense without detection. As a result, a few techniques were modified.

The responsibility of learning how each of these devices operates, how to maintain them, and how best to use the information they offer is the formidable job faced by members of the Naval Reserve harbor defense component. It wouldn't be possible except for the personal coaching on the part of active duty harbor defense personnel who have made available to the Naval Reserve the Navy equipment now in operation in our major harbors.

As the entire system has, with time, become more and more complicated, it has been found necessary to establish two types of Naval Reserve harbor defense divisions—operational and technical.

In turn, the technical divisions have again been divided into two types: One, (TUN), provides technical training in the installation, operation and maintenance of un-



NAVY TUG tows line of buoys with torpedo nets attached. This serves as another safeguard against unfriendly vessels entering strategic harbors.

derwater detection equipment and in the fabrication, installation and maintenance of nets and booms. The other, (TM), provides technical training in the assembly, installation, operation and maintenance of controlled mines and training in mine countermeasures including channel clearance, mine location and destruction techniques.

Operational divisions provide training in all operational and tactical functions of harbor defense.

Such activities require a wide range of technical skills in the enlisted ratings of the program. As a result, billets are available for boat-swain's mates, gunner's mates, quartermasters, radiomen, radarmen, sonarmen, minemen, electronics technicians, telemen, electrician's mates, enginemen, damage controlmen, metalsmiths, I. C. electricians, machinist's mates, torpedoman's mates, yeomen and storekeepers. Women are eligible in those of the above ratings open to them.

Because Reservists in the operational divisions are concerned primarily with operational and tactical duties, they need not be qualified for sea duty.

However, duty with the technical divisions is more strenuous. Reservists selected for this duty must be qualified to perform sea duty afloat in order to install and maintain sea units of the harbor defense equipment.

Although many special skills are required in the technical divisions, previous experience in harbor defense operations and techniques is not considered a prerequisite for membership in a Naval Reserve division although it is desirable.

Because of the complexity of harbor defense equipment, it is necessary for Reserve divisions scattered



HARBOR DEFENSE members plot vessel's course. Naval Reservists take part in both operational and technical aspects of the harbor defense program.

over-comparatively large areas to use the centrally-located facilities established and operated by the Regular Navy. Harbor defense divisions located in Baltimore, Md., and Richmond, Va., for example, find it necessary to commute each month to Norfolk for a weekend of on-the-job training.

A total of 24 drills and 14 days active duty for training are authorized for pay purposes for Reservists regularly attached to harbor defense divisions. There is no limit, other than that of usefulness, to the number of Reservists who may be associated with a division in a non-pay status.

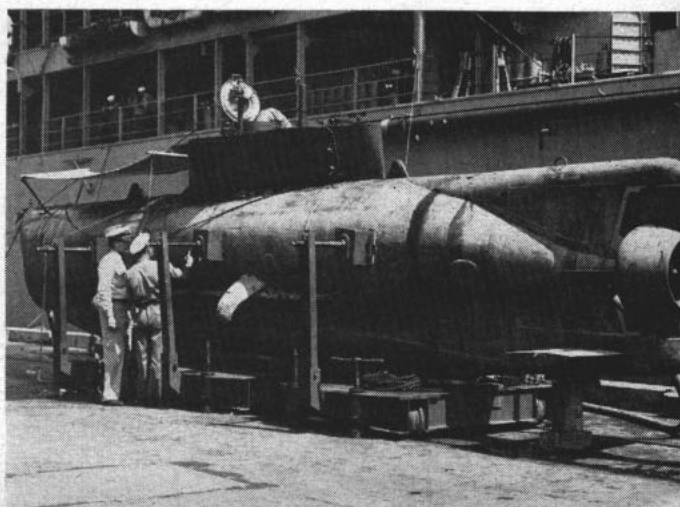
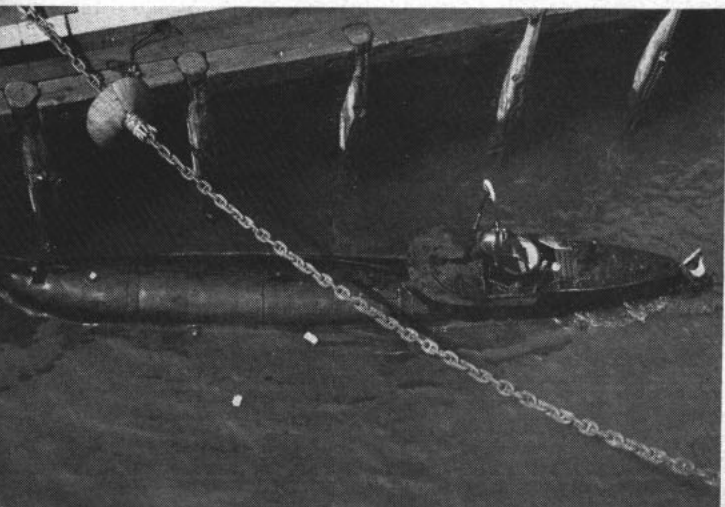
As with other Navy activities, some of the concepts and procedures of harbor defense have undergone changes since World War II. At the present

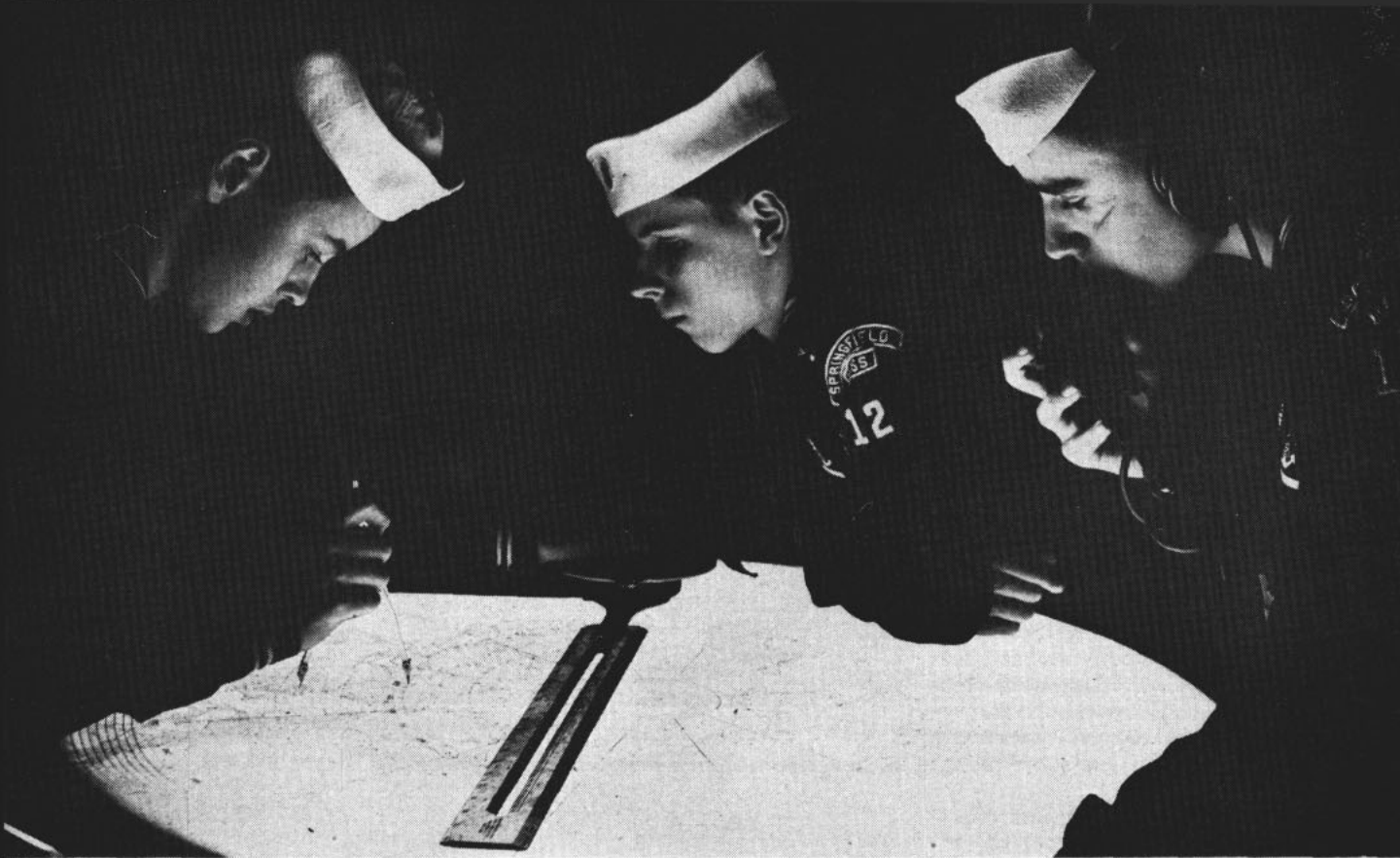
time, those Naval Reservists who have been charged with the responsibility of instructing their divisions are devoting intense study to the new (and classified) curriculum which has recently been distributed.

The first to be issued since January 1951, the new curriculum, which covers all three areas of harbor defense and which is fully supported by recently developed training aids and revised technical publications, represents a monumental job of research.

The next time you enter a harbor, bear in mind the illustration of the iceberg. Come to think, the entire Navy with its Regular and Reserve forces is something like these harbor defense units. There's a lot more to it than appears on the surface.

'MIDGET' submarine was used to test efficiency of harbor defense methods. Right: Navymen look over the foreign vessel.





PLOTTING ROOM — Trio of Sea Scouts practices navigation at Naval Reserve Training Center, Springfield, Mass.

Bluejacket Scouts Camp the Navy Way

FAR OUT ON the Nebraska prairie a group of Sea Scouts was encamped on the edge of a crater-like depression, a sun-parched and dust-covered spot. Alongside were two small sailboats, apparently just unloaded from trailers. It was a sad sight—too pathetic to be humorous, thought a member of the national Sea Scout staff who happened to be passing.

But the blue water boys seemed to be in fine humor. The mess detail was busily cooking navy beans and brown bread, boatswains were rigging sailing gear, and a mate was laying out sailing courses to the coxswains.

"Too bad," the national member shouted, "that you couldn't locate near some water."

"Water!" piped up a little red-headed ordinary seaman, "Look astern, sir! It's raining over those hills there where you see the black clouds. The creeks are filling up. This bowl will be a two-mile lake in an hour—and if we're lucky it won't dry up until day after tomorrow!"

While the Navy couldn't very well be expected to furnish water for

groups like these Nebraska Sea Scouts, it is proving itself to be a "Good Scout" in many other ways.

Innumerable items of Navy-issue gear, ranging all the way from watch caps to motor whaleboats, are now in use by Sea Scouts, and naval installations throughout the U. S. are playing a part in the training of both Boy and Girl Scouts. Each naval dis-

trict, river and major air training command appoints a collateral duty Scouting liaison officer who makes arrangements for shipboard visits and cruises, short flights in aircraft, tours of stations and bases, encampments at shore facilities, and instruction in various phases of the Navy's sea and air operations. A number of installations even support their own Scout troops or Cub Scout dens.

The Navy's current program of cooperation with the Boy Scouts is set forth by the Secretary of the Navy and the Chief of Naval Operations in SecNav Inst. 5720.5 and OpNav Inst. 5720.11, which urge naval activities to arrange visits and tours by Scout organizations whenever possible and to encourage participation by naval personnel in Scouting activities.

Cooperation with the Scouting movement dates back to June 1916 when the National Council of the Boy Scouts of America was chartered by Congress and organized along similar lines to the Naval Shore Establishment, with regional councils governing the 12 geographical districts. Today, the movement boasts



INTRICATE TECHNIQUE of knot-tying is taught to Cub Scout Tom Hall, Jr., by Byron K. Hackler, TMC, USN.

some 540 subordinate local councils, with more than two-and-a-half million members divided into approximately 90,000 "troops," "packs" and "units."

Age-wise, the BSA is divided into three primary groups: (1) *Cub Scouts*, for boys 8 to 10 years old; (2) *Boy Scouts*, for boys ranging from 11 to 13; and (3) *Explorer Services*, for boys from 14 to approximately 18 years of age. The latter is further divided into *Explorers* (dry-land type), *Air Explorers* and *Sea Explorers* (the *Sea Scouts*).

The Girl Scout organization is set up along similar lines but is entirely separate from the BSA.

While all branches of Scouting may take advantage of the Navy's willingness to aid in training America's future leaders, the Navy is particularly glad to lend a hand to anyone who loves the sea, so the Sea Scouts really "make out." They are encouraged to use naval training, education and recreation facilities, arrange encampments at naval shore establishments, and participate in local cruises for shipboard training and indoctrination.

Under Public Law 152 "obsolete material not needed by the Navy" may be given to the Scouts. Such gear is donated without cost except for packing, handling and shipping charges.

Within this authority it is the policy of the Navy Department to make available to Sea Scouts articles of used uniform clothing, boats, engines and other material concerned with the operation of boats.

During 1949 alone the Navy donated 161 small craft to the Sea Scouts for training purposes. These boats, acquired originally by the Navy at an estimated cost of \$402,500, were honorably discharged after years of active service in the USN, only to "re-enlist" as Sea Scout Ships, giving sea legs and a fundamental knowledge of boating to thousands of young men who may someday wear Navy blue. Craft ranging from sailing whaleboats to captain's gigs and ARBs have been offered to the Sea Scouts. Since 1946 the Scouts have received approximately 1000 boats of various types transferred from the Navy.

The Navy also is empowered to sell Sea Scouts certain "consumable stores" such as oil, gasoline, paint,



FIRST RATE navigational instruction is given to Sea Scout Victor Utgoff by Charles W. Riddle, QMC, USN, on board the cruiser *USS Manchester* (CL 83).



AIR EXPLORER SCOUTS are briefed on engine breakdown. Below: Inspection party, headed by LCDR C. B. Briscoe, USNR, checks appearance of Sea Scouts.



rag and cordage, provided the quantities requested are reasonable and can be spared without unduly depleting Navy stocks. All material thus bought the Navy sells at book value.

In the training line, a Naval Reserve unit in Springfield, Mass., recently originated what is perhaps the best Sea Scout-Navy program yet devised. For one night each week of the four-week course, personnel from three Sea Scout Ships "took over" the Springfield Naval Reserve Training Center, manning the quarterdeck, passing the word when necessary, attending the classes and drilling. Training Center station-keepers acted as instructors on a purely voluntary basis.

Civic leaders have given the program their highest praise, while local Scout officials have requested its extension to include other phases of Scouting. So important was the program considered by a Western Massachusetts Sunday paper that it devoted two entire pages in its rotogravure section to the training.

Sea Scout participation in naval training cruises is typified by the summer schedule of LantFleet's Amphibious Force. More than 500 Scouts from Maryland and Virginia were slated this year for two-week cruises aboard AKAs, APAs, LSDs and LSTs. Through these cruises PhibLant has played a key role in the over-all Navy policy of offering assistance to the Sea Scouts. During their cruises the Scouts work and



SEA SCOUT Deane Avery solves his 'knotty problem' by comparing work with knotboard made by Navy chief.

train alongside regular members of the ships' crews.

The feminine side of the Navy—and the Scouts—also get into the act. Recently, Moffett Field swung open its doors to nearly 300 "Mariner" Scouts from the surrounding area. Mariners are Senior Girl Scouts, in the ninth through twelfth grades, who are interested in nautical activities. Waves on duty at the air station took over as guides, conducting tours and explaining the woman's role in Navy life.

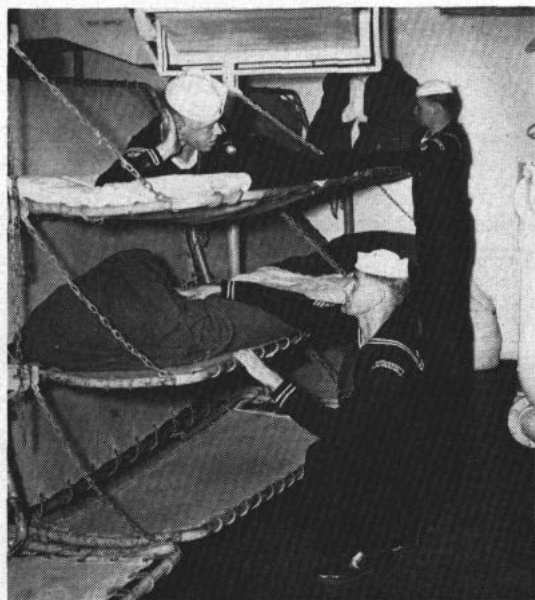
ComEleven contributed to a Southern California Mariner "gam," or get-together, by taking the participants on a conducted tour of San Diego harbor and local Navy activities.

The group included nearly a thousand girls—all capable of tying a fancy knot for a lanyard, pulling an oar with confident stroke, handling the sheets of a sailboat or taking its helm, and between times whipping up delectable chow with only the merest peppering of sand from the Mission Bay beach where they were encamped.

Cooperation with other branches of Senior Scouting is shown by a recent Air Explorer encampment at NAS Hutchinson, Kans., which brought together 285 Scouts and their leaders for a week-end of instruction and recreation. On the slate of activities were instruction in Link Trainers, survival techniques, hydraulics and navigation, and a 20-minute ride in Navy R4D transports. Saturday night "base liberty" for the Scouts—and their Navy escorts—included a recreation period, a Hollywood "thriller" and a snack and bull session before taps.

NTC Great Lakes plays a major part in Navy-Scout relations in the midwest, making "weekend boots" out of Senior Scouts who accept the Navy's hospitality.

Recently a group of 500 14-to-18-year-olds arrived at the Center for a two-day swimming meet. Under the supervision of Chief Machinist Lester



JUNIOR SAILORS learn about radio receivers from petty officer. Right: Scouts ready bunks for two-week cruise.

C. Sharon, USN, the group followed the same routine as a Navy recruit.

The Scouts were taken on a tour of the Center and attended Saturday night movies and Sunday morning chapel services.

They also underwent drill instruction by a Marine drill unit. They wound up their visit by passing in review. The best marching unit was presented a drill flag.

Perhaps the Navy's most far-reaching effect on Scouting comes through one-day tours of naval bases and individual participation in the Scouting movement. Tours of ships and stations have proved of special interest to boys and girls of all ages, from the smallest Cub Scout through the Senior Scout or Mariner. But if you can't explain why a hunk of steel in the form of a ship will float, or why a gun on a heaving ship can be aimed accurately, you'd never qualify as a tour conductor. And, according to word from sailors at the Charleston, S. C., Naval base, you'd better know how a submarine snorkel works, too.

uss *Iowa* (BB 61) didn't have any trouble, however, while playing host to the five dens of Cub Scout Pack 59 in Norfolk, Va. The 50-member pack topped off its fantail-to-forecastle tour with refreshments in the crew's mess. Later, each member of the pack was given an information booklet and a photo of the battleship to help him remember his Navy "tour."

Participation of individual Navy-men in Scouting, as Scoutmasters, Assistant Scoutmasters or troop committeemen leads to some unusual benefits for particular units. Witness Troop 163 in the Long Beach, Calif., community of Lakewood. Chairman of the troop's adult committee is a chief hospital corpsman—and the troop has the highest proportion of Scouts holding First Aid merit badges of any in the country.

At least one CPO has achieved a rare distinction through his tie-in with Scouting. The lucky chief is Alvin H. Bruene, GMC, USN, a recruiter in Pasadena, Calif., who has been made an honorary crew member of the GSMS *Sea Tiger*. That, as you may know, is a "Girl Scout Mariner Ship."

Sea Tiger's lone male crew member earned his membership by instructing the Mariners in seamanship, navigation and other phases of naval lore. Naturally he's willing to



MUSTER—Sea Scouts stand muster before embarking on cruise aboard destroyer. Navy's aid to Scouting ranges from brief shore tours to two-week cruises.

match his "shipmates" against the proficiency of any male Sea Scout unit in the country. In return for the honor paid him by the Mariners, Chief Bruene arranged for the girls to be "adopted" by the submarine *Charr* (SS 328) in an "all hands" ceremony conducted aboard the undersea vessel.

Nearly three-and-a-half million

Americans are actively engaged in Scouting, while over 21 million persons have played a part in U. S. Scouting since 1910.

Today's Scout is likely to be tomorrow's bluejacket, but whether he enters military service or not, the Navy will have done its bit to make him a better American.

—Barney Baugh, JO1, USN.



MEMBERS of Air Explorer Squadron prepare for flight in Navy Planes. LCDR R. C. Andrus, USN, helps Explorers with their gear at NATTU, Olathe, Kans.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

TWENTY COAST GUARD CUTTERS, in addition to carrying out their normal duties of rescue and assistance at sea, law enforcement, patrols and readiness training in U. S. waters, are currently rotating duty on four North Atlantic stations, gathering important weather and navigation data for the ships, planes and meteorological offices of more than a dozen nations.

The four North Atlantic stations include "Bravo," a bleak expanse of 200 square miles between the Labrador coast and the southern tip of Greenland; "Coca," 850 miles east of lower Labrador; "Delta," 950 miles east of Nova Scotia; and "Echo," 1550 miles off Cape Hatteras. In addition, five other stations in the northeast Atlantic are maintained by several European nations.

The weather and navigation program grew out of the Allied war-time patrol to aid air and surface traffic between the U. S. and Europe. The program has been continued by the U. S., Great Britain, France, Canada, Belgium, Denmark, Ireland, Israel, Italy, the Netherlands, Norway, Sweden and Switzerland.

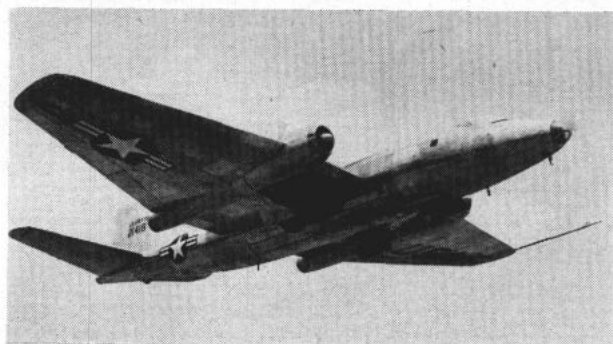
★ ★ ★

A JOINT CONTINENTAL AIR DEFENSE COMMAND has been established to coordinate all the military services for defense of the U. S. against enemy air attack. The Department of the Air Force has been selected as the executive agency and General Benjamin W. Chidlaw, USAF, who is commander of the Air Defense Command, has been named commander in chief of the new command.

Lieutenant General John T. Lewis, USA, will command the Antiaircraft Command, which will be the Army's element of the new joint command. Naval elements assigned to the new command will be under the guidance of Rear Admiral Albert K. Morehouse, USN.

In addition to the permanent force which will be assigned to the Continental Air Defense Command, provisions have been made for the new command to utilize all available Army, Navy, Air Force and Marine Corps forces which can contribute to a more effective air defense of the U. S.

This new joint command will also provide for a single military agency to deal with the development of coordinated plans and requirements with other federal, state and civilian activities concerned.



NIGHT INTRUDER is the name this B-57 goes by. It's U.S. Air Force's version of the Royal Air Force's Canberra.



ARMY technicians in top four enlisted pay grades will be wearing 'specialist' rating badges instead of chevrons.

THE ARMY HAS ADOPTED new rating badges to distinguish between leaders and technicians in the top four enlisted pay grades.

Previously all men had worn the same chevrons. Now, however, the specialists will wear a distinctive badge (see picture) and will no longer be known as "non-commissioned officers."

Men in pay grade E-7 will be master specialists; E-6, specialist first class; E-5, specialist second class; and E-4, specialist third class. All will be addressed as "specialist," regardless of pay grade.

The dividing line will be between those men doing work involving leadership and those performing clerical or administrative work. Present plans call for the change over to go into effect on 1 Jan 1955.

★ ★ ★

A SUBMARINE TELEPHONE cable system linking Skagway, Ketchikan and other Alaskan points is now under construction, according to the Army, and an 800-mile civilian cable is being planned to connect the Signal Corps' 370-mile layout with Port Angeles, Wash.

The entire cable system is expected to be completed by late 1956 and will provide a capacity of 36 telephone circuits. Current telephone service between Alaska and the U. S. is handled by 14 radio and land-line circuits operated by the Alaska Communications System, a Signal Corps branch. Certain of these facilities will be continued on a supplementary basis.

ACS also operates some 45 separate stations which furnish direct telephone and telegraph service to all major cities and military installations in the territory. The system of landlines, submarine cables and radio facilities connect at various times with more than 300 government and privately-owned radio and telephone stations in the smaller towns and at canneries scattered throughout the 600,000-square-mile area. Personal as well as military business is handled over the system, which was authorized by Congress in 1900.

★ ★ ★

A PLAN TO CONTROL THE "SKY GLOW" over large cities in time of war has been designed by the Federal Civil Defense Administration and the Department of Defense to eliminate the need for complete blackouts.

The objective of the plan is to reduce "sky glow" by 75 per cent. Sky glow is defined as the towerlike shaft of light reflected from the normal lighting pattern of a modern city, which is visible at high altitudes.

In addition, the reduction of lighting in specified areas by 75 per cent would minimize the danger of silhouetting vessels against coastal lights.

The control of sky glow would eliminate the need

for complete blackouts. Under the control plan, outdoor advertising lights and exterior floodlights which contribute to sky glow would be restricted. Street lights would be shielded to reduce upward light. Within lighting control areas, motor vehicles would use parking lights on well-lighted roadways and low headlight beams on unlighted or poorly lighted highways.

With modern navigational aids, including electronic devices, aerial combat crews of an enemy could guide aircraft to designated targets and hit them with relatively good accuracy without relying on visibility of the ground. However, these combat crews would welcome any assistance which might serve as a check on the accuracy of their instruments and positively identify their target—sky glow is just the assistance they need.

By checking the location of sky glow from one city against that from another city and comparing their size, brilliance and relationship, an enemy navigator could fix his location on his map with greater certainty.

★ ★ ★

VETERINARY OFFICERS of the Army and Air Force are taking a special course set up at the Oak Ridge Institute of Nuclear Studies, Oak Ridge, Tennessee. The officers receive training in evaluating the effects of radiation from atomic weapons on foods and food-producing animals.

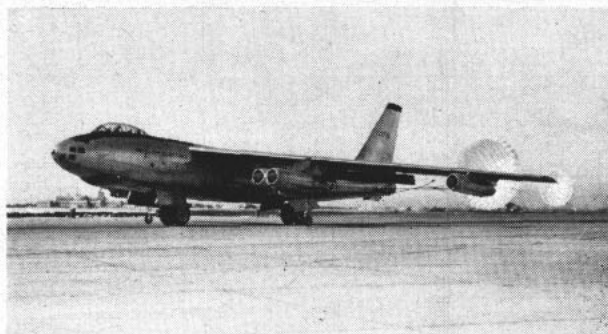
Veterinary officers have been responsible for determining the wholesomeness and quality of foods for troops since World War I. This new course, first of its type in the U. S., is specifically designed to prepare the officers for their responsibilities in atomic defense.

During the two-week course the officers will learn ways and means of determining whether or not food or food-producing animals exposed to radiation are safe for human consumption.

★ ★ ★

MEMORY TESTS—Tests designed to show how much Army enlisted personnel remember of their basic military training are being given to more than 15,000 men in active Army and the Enlisted Reserve.

The results of these tests will be used to provide data upon which refresher courses may be planned for those men now in service and for Reservists who may



DRAG PARACHUTES are now standard equipment for B-47 Stratojets. The USAF bomber is in the 600-mph class.

be recalled to active duty in the event of increased or total mobilization.

The tests are expected to provide a guide as to how proficient Army personnel are in retaining basic military knowledge, how much retraining is required to bring them to their former level of proficiency and what areas of knowledge would require special emphasis.

★ ★ ★

A NEW TROPICAL UNIFORM is in the testing stages for the Air Force. It consists of Bermuda-type shorts and knee-high stockings.

At present some 50 officers and men at MacDill Air Force Base, Fla., are wearing the new uniform on an experimental basis. If the tests prove promising, a new order concerning tropical uniforms may be issued.

The entire uniform is made up of a short-sleeved, open-necked shirt; shorts; wool stockings and standard sun helmet. For formal wear: slacks and bush jacket.

The men testing the new uniform were selected from various organizations at MacDill to insure an all-round test under a variety of working conditions.

The evaluation of the uniform will be determined by a series of test questions which will be taken by the men at the conclusion of the experimental period. Some of the uniforms are also being sent to the Air Development and Research Command headquarters for further experiments.



FOUR WHEEL 'MULE' replaces traditional version. Right: High maneuverability makes it able to traverse rugged terrain.



LETTERS TO THE EDITOR

Cut-off Scores for Advancement

SIR: I have passed the fleet-wide DK3 competitive exam three times, the last time with a final multiple of 63.75. What is the lowest Disbursing Clerk multiple which had been rated by 16 May 1954?

The ship I'm on, a destroyer, rates a DK2. For the last year one seaman, and part of the time two seamen, have taken care of disbursing, but neither is a Class "A" School graduate. If BuPers has so many rated DKs why hasn't the ship been assigned the disbursing rate allowed?—A. R. E., DKS, USN.

• Sorry, but it is not practical to provide the final multiple cut-off scores for advancement in rating on a service-wide basis, so BuPers does not furnish this information in individual cases. In your particular case, your examination score was reviewed and it was found that your final multiple score was not sufficiently high to warrant your advancement.

Vacancies for a particular rating are determined on service-wide basis. Regarding the cases of individual ships and activities, information about local excesses or shortages in a particular rating would have to come from the Type Commander.—Ed.

Competitive Examination System

SIR: I would like to know if there is any type of directive or instruction authorizing a commanding officer to rate or request a man to be advanced to third class petty officer.

The man in question has met all requirements for advancement to pay grade E-4 and has passed the Fleet-wide competitive examination twice. He has not been rated due to the quota limitations.—J. M. P., SN, USN.

• There is nothing in effect which permits a commanding officer to advance a man in rating to pay grades E-4, E-5, E-6 or E-7 without regard to the service-wide competitive examinations.

The Chief of Naval Personnel feels that service-wide competitive examinations are the best means of determining which men are to be advanced to fill service-wide vacancies. Any deviation from advancement in strict accordance with final multiple standings would weaken the competitive examination system and have a harmful effect on the morale of others who pass the examinations but have not been advanced. It is suggested that you review the article on page 52 of the May issue.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Promotion to CPO

SIR: Since advancements in rating to E-7 are now being effected in four increments, can a man who was promoted to E-6 in October 1952 take the exams in February 1955 for possible promotion in one of the increments in or following October 1955?—T. J. S., RD1, USN.

• Negative. A man in the case you gave would not be eligible to take the examination for advancement to E-7 until February 1956 when he would have the required "36 months or more" in rate.

Advancements in rating to pay grade E-7 were effected in four increments in order that the greatest possible number of eligible personnel could be advanced. This will have no bearing on the terminal eligibility date for advancement to CPOA.—Ed.

Teleman to Postal Clerk?

SIR: Could you please inform me as to whether the Navy plans to change TEMs back to mail clerk? I also would like to know if the Navy is placing Navy mail clerks in Fleet Post Offices in the states or overseas. If so, what kind of request should be submitted to BuPers?

—R. H. W. JR., TEM3, USNR.

• Research is now in progress to determine the feasibility of removing postal duties from the Teleman rating and establishing a separate rating of Postal Clerk. As an estimate, it will be about six months before there will be enough statistics available to make a decision.

Stateside Fleet Post Offices are manned mostly by civilians, but TEMs are used in overseas FPOs. If you are eligible for overseas shore duty your best bet is to submit a special request through regular channels, stating the duty you desire.

Your local Personnel Office can handle it from there.—Ed.



Teleman

Exams for Warrant Grades

SIR: I am a bit confused regarding the status of an enlisted man hoping for promotion to warrant officer. In your April issue, page 27, a PO1 asked for information concerning the examination and possible study materials needed to prepare himself for warrant. In your reply you stated, "Warrant officer appointments are now made by a selection board based on the evaluation sheets."

In the May issue of ALL HANDS, page 44, an article in the Bulletin Board section states that an "examination will be given for promotion to the grade of commissioned warrant officer." Now my question is this—does one receive an appointment to W-1 and take a competitive examination in his chosen field for W-2?

I am also wondering if I'm still eligible for promotion to warrant. I enlisted in the Navy in 1937 and have attained the age of 35.

Am I still eligible for selection?—F.A.R., ADC, USN.

• W-1 appointments are still being made by a selection board without a competitive examination. However examinations for appointment to W-1 will be established in the future.

It is expected that promotion to W-2, W-3 and W-4 will be done by examination in the future, as with all other permanent commissioned officers.

You are still eligible for selection to W-1 and current plans are to convene another warrant selection board in the near future. At that time all PO1s and CPOs who have at least six years' naval service on 1 Jan 1954 and have not reached their 40th birthday, if originally enlisted prior to 30 Sep 1945, or have not reached their 35th birthday if enlisted after 30 Sep 1945, will be considered.—Ed.

Marks Toward Good Conduct Medal

SIR: During a recent discussion among the yeomen and personnel men in the office, the question arose as to whether the marks acquired in the first year of the first enlistment counted toward a good conduct medal. Can you give us the straight scoop?—D. L. S., YN3, USN.

• Take a quick check of "Navy and Marine Corps Awards Manual" (NavPers 15,790—Rev. 1953), Part III, Section 1(6), and you'll find that all marks in proficiency and conduct are to be used in determining the person's entitlement to the Good Conduct awards.—Ed.

48 Hours, Leave or Liberty

SIR: Could you supply some information concerning the charging of leave? Can a man be granted a 48-hour leave? How about an officer? If the answer to the first question is yes, what if a man requests, is granted and goes on 14 days' annual leave commencing 13 Sep 1954 and returns to duty on the 16th at 2330 stating that he no longer desires to continue his leave. How would his papers be processed?—F.S.K., YN1, USN.

• It is the prerogative of the commanding officer granting a 48-hour absence to determine whether such absence will be charged as leave. It is possible and permissible for a member to be granted a 2-day (48-hour) leave.

For example, a member desires to be absent for personal reasons from 1200 Tuesday 27 September until 1200 Thursday 29 September. The commanding officer could grant such absence as either leave or liberty. If he feels the absence during these working days would interfere materially with normal production, he is fully justified and should charge the member with two days' leave (28 and 29 September).

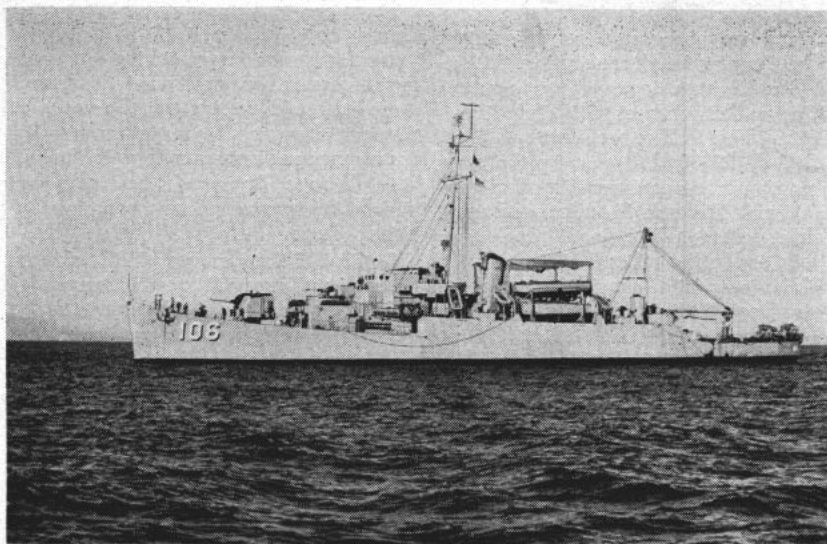
Authorized absence granted as leave and taken by a member, either officer or enlisted, commencing 0001, 3 Sep 1954, to expire on board 0655, 6 Sep 1954, amounts to two days leave chargeable on his leave record (4 and 5 Sep 1954). If a man is granted and goes on 14 days' annual leave commencing 14 Sep 1954, and returns to duty on the 16th at 2330 stating that he does not desire to continue his leave, he should be charged with only two days' leave (15 and 16 September).—Ed.

Transfer of HMs and HN's to Fleet

SIR: I'm a hospital corpsman attached to the Fleet Marine Force in Korea. In March 1955, my tour with the Marines will be completed and I'll be rotated back to the U. S. Most hospital corpsmen thus rotated are assigned to ships in the Fleet for sea duty. What would be my chances, and how would I go about it, to get assigned to a ship in the Atlantic Fleet?—J.C.O'S., HN, USN.

• Personnel attached to FMF units in Korea currently are rotated to the U. S. for leave and reassignment by ComWestSeaFron whereby their services are utilized in the Pacific Fleet until they have completed their required sea duty as outlined in BuPers Inst. 1306.20A, or until their enlistment expires.

You may submit your request through official channels to BuPers for transfer to the Atlantic Fleet. However, Article C-5203(4) BuPers Manual states: "Requests for transfer of enlisted personnel between widely separated commands,



USS WALTER B. COBB (APD 106)—This high speed transport was 'control vessel' during landing exercises of Atlantic Fleet units on island of Crete.

such as between the Pacific and Atlantic Fleets, will not be approved except upon showing of genuine hardship or for humanitarian reasons; and such requests should be accompanied by substantiating affidavits." BuPers Inst. 1306.24 outlines the policy for applying for a humanitarian transfer.—Ed.

Music for 'Songs of the Sea'

SIR: Where do you get the source material for your fixture "Songs of the Sea?" Do you have the music for the songs?—E. A. T., CDR, USN.

• Our "Songs of the Sea" are taken from various sources including books, periodicals and people. Two fine compilations are "Naval Songs," a collection of original, selected and traditional sea songs, songs of sailors and shanties, (also spelled chanteys) compiled by Rear Admiral S. B. Luce, USN, (published in 1902 by Wm. A. Pond & Co., N. Y.); and "The Book of Naval Songs," collected and edited by the Trident Society of the U. S. Naval Academy at Annapolis, Maryland. Both of these books include the music for the songs.—Ed.

WOs and G.I. Bill of Rights

SIR: The warrant officers on board are interested in information concerning eligibility for G.I. Bill of Rights. Are WO's eligible for tuition, subsistence, etc., for entry into schools upon reverting to permanent rate and entering the Fleet Reserve? Can both subsistence and retainer pay be collected?—G.A.M., CHB-OSN, USN.

• The term "eligible veteran" means any person who has served in the active services of the armed forces at any time during the period 16 Sep 1940 and 25 Jul 1947 and/or during the period from 27 Jun 1950 to a date yet to be deter-

mined by the President or Congress; (b) has been discharged or released from such service under conditions other than dishonorable; and (c) has served on active duty for at least 90 days unless discharged sooner for a service-connected disability. (Korean GI eligibility requires that a veteran be on inactive duty at time of application).

Membership in the Fleet Reserve does not in itself disqualify an individual from receiving the benefits available to veterans through current legislation. Persons transferred to the Fleet Reserve are veterans and, as such, are entitled to the benefits available, the same as any other veteran. The receipt of retainer pay is not considered "income" and is hence not taken into consideration in establishing eligibility for, or in computing the extent of, veterans' benefits.

Persons transferred to the Fleet Reserve are released to inactive duty on the date of such transfer unless an order to the contrary has been received. When released to inactive duty you will receive a "Report of Separation from the Armed Forces of the United States" (DD Form 214). This document is evidence of "discharge or release" and fulfills the documentary separation requirement for entitlement to veterans' benefits.

Persons now being released to inactive duty and transferred to the Fleet Reserve may be eligible for the benefits of both the World War II and Korean G.I. bills. The important thing to remember is the deadline dates for making application for these benefits.

Contact your local Veterans Administration office at the time of your transfer to the Fleet Reserve and talk over your eligibility with them before making your plans for the future.—Ed.

Marine Had 'Sally Detail'

SIR: I was interested in your item in the August issue concerning "Sally Ship" as I was involved in a very serious undertaking of the same type in World War II. The transport *uss Kenmore* (AP 62) had discharged the major portion of her personnel load of the 9th Marine Defense Battalion and two Seabee battalions at Guadalcanal one day in early December 1942.

There was still considerable cargo left on board at the end of daylight so she was ordered across Sealark Channel to the safety of Tulagi for the night. I was left on board as senior Marine to supervise the discharge of the remainder of the men and equipment.

Early the next morning we were underway to the 'Canal to finish the job. Just as we were approaching the exit to the anchorage at Tulagi at dawn, there was a sickening shudder as old *Kenmore* hung up on a reef or bar. To make matters worse we were being stalked by a Japanese submarine, for which the grounded transport was a sitting duck.

While a DE and several TBFs circled around and dropped depth charges, a tug tried to pull us free. We were making no progress, so all troops and available crewmen were ordered to the boat deck and we went through the procedure of "sally ship" as outlined in your article.

In a few hours we floated free and continued with our mission. I was in charge of the Sally Detail, which so far as I know is the last time that this time-honored evolution has been used to work a major sized ship off the bottom.

Thought you might be interested in the above, and if it isn't too much trouble would like to know what ever happened to that ancient bucket of rust, *uss Kenmore*—E.A.D., LCOL., USMC.

• *Thanks for the interesting tale. Anyone else ever get involved in "sally ship?" As for your question concerning Kenmore, she was converted into the hospital ship uss Refuge (AH 11) in 1944 and then disposed of through the Maritime Commission in 1946.—Ed.*

Rules of the Road in Drydock

SIR: When my ship, *uss Floyd B. Parks* (DD 884) was in drydock the following question came up. Should anchor lights be turned on at sunset when a ship is in drydock?—F. M. S., QMC, USN.

• *We asked an expert in the Admiralty Division of JAG, and here is his reply: There is no single answer to your question because there is no single type of drydock. Accordingly, the subject must be broken down as follows:*

Graving dock—a drydock of concrete construction, fixed permanently to the land is not a vessel, within the meaning of the Rules to Prevent Collisions. A vessel which has entered such a drydock, has temporarily left her natural element completely and become a land object. Accordingly, any type of marine signal would be completely inappropriate, either for the ship or the dock except that the latter would probably have her gates lighted.

Floating drydock—a vessel which has entered a floating drydock is in no sense of the word an anchored vessel. She is, however, temporarily attached to, and a part of, another craft which may be anchored. It would seem proper therefore, to display her anchor lights if required to do so by the drydock, the result being the same as though the lights belonged to the dock itself instead of to the docked ship. Ordinarily the dock would display its own lights, of course, and the instance of her needing to utilize those of her burden would certainly be rare.

Open end dock—there is the possibility that, in the case of an open end dock, the docked vessel might project a short distance beyond the sill of the dock. Under such circumstances, a white light should mark the extent of the projection.

Aircraft warning lights—if mounted and normally used, aircraft warning

lights should always be turned on at night in any kind of drydock. They are not properly within the purview of the Inland or International Rules.

While we're on the subject, chief, you might be interested in hearing the answer to another question recently answered by the Admiralty officers. They were asked: "Should a vessel which is maneuvering near a pier with an anchor down to aid in controlling her movements, display the lights of a ship underway or the lights or day signal of an anchored craft?" Here's JAG's answer to that one. A vessel with her anchor on the bottom which is nevertheless moving over the ground is a vessel underway for the purposes of the Rules of the Road and should display the lights of the vessel underway and not the lights or day signal of an anchored ship.

This is so because the purpose of an anchor signal is to inform other vessels that the ship displaying such signal is in a relatively fixed position in order that an approaching craft can predicate her own movements upon the assumption that the other vessel will not be moving over the ground. Accordingly, it would be misleading for a vessel to display an anchor signal when she was in fact moving, be it ever so slowly.

JAG went on to say: "Such a general statement of law as the foregoing is, of course, subject to modification by a well established local custom, having the force of a local rule within the meaning International Rule 30. Accordingly, it is suggested that inquiry be made as to the possible existence of any such custom in the Japanese ports in which your vessel may operate."

We've given you a long answer, chief, because we feel that these matters will be of importance to all QMs, OODs, and others who stand deck watches, from small ship to large.—Ed.

Loss of Sarsi

SIR: I wonder if you could give me any information on the sinking of *uss Sarsi* (ATF 111). How many of her crew were saved?—L.C.C., QM1, USN.

• *Here's the story. At midnight on 27 Aug 1952, *uss Sarsi* (ATF 111) was lost off the coast of North Korea when she struck a mine. She sank in 20 minutes.*

*The ship was unable to send out a distress signal before she went down since the blast had immediately knocked out all communications equipment. However, three other ships in the area, *uss Boyd*, (DD 544), *uss Zeal* (AM 131) and *uss Competent* (AM 316), became alarmed when they could not make radio contact with *Sarsi*. They then instituted a search which led them to the survivors.*

*Rather than swim to the Communist-held shore, the survivors of *Sarsi* stayed in the sea for seven hours, clinging to life rafts, a whaleboat and life preservers. The three ships rescued 92 of the tug's 97-man crew. Two men were reported killed and three were reported missing. One of these was later reported killed in action.—Ed.*

Marks in Seamanship

SIR: I work in a personnel office and we have had quite a lively discussion going on concerning the rates that should be assigned "Seamanship" marks on the quarterly marks card.

I maintain that only the Deck and Gunnery rates should get these marks but there are quite a few people on the other side who maintain that all ratings should get marks in Seamanship. Will you please clarify this for us?—C.L.C., YNSN, USN.

• *You are correct. Normally only the Deck and Gunnery rates should be marked in Seamanship. However, when men holding other ratings are performing seaman's duties, they too get marks in Seamanship. That is the only exception.—Ed.*

Island on the Starboard

SIR: Can you tell me if there is any practical reason for the island on a carrier to be on the starboard side? Also is the arresting gear on aircraft carriers made of wire or nylon?—C.C.M., BM3, USN.

• We've been waiting for someone to ask us that first question and we have three good reasons all wrapped up and ready for delivery: First and foremost, the island is on the starboard side because reciprocating engine aircraft tend to be forced to the left by torque when power is applied suddenly. With the island on the right this means that the plane will drift away from the island instead of toward it.

Secondly nearly all airfields ashore have "left-hand" traffic patterns; left hand turns were the rule long before carrier aviation became common.

Last but far from least, the engine controls (throttle, propeller pitch, mixture control and so on) in single-engine aircraft are on the left side of the cockpit and are operated by the left-hand.

Therefore it is easier for the pilot to make left-hand turns than right-hand turns.

For your second question both wire and nylon are used, but in different ways, as arresting gear aboard the flattops. The arresting wires which the conventional planes hook onto are made of wire, but the jet planes are often stopped by a barricade made of nylon webbing.—Ed.

Dependents' Transfer from Overseas

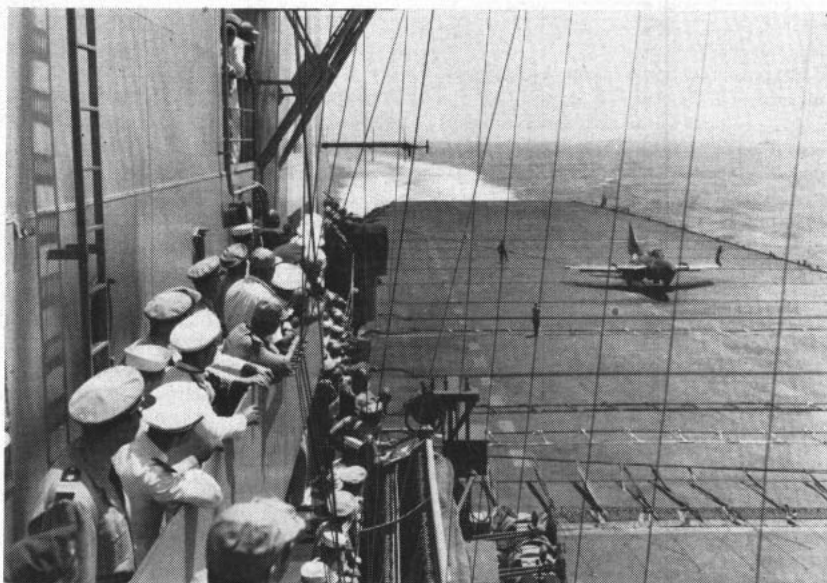
SIR: I am considering making application for a commission under the provisions of BuPers Inst. 1120.7A and have a question concerning dependents' travel and the movement of household effects at government expense.

All other instructions concerning transfer of men to the Officer Candidate School at Newport, R. I., specify that dependents' travel and movement of household effects at government expense are not authorized. No mention of this provision is made in BuPers Inst. 1120.7A. Does it apply in this case?

If it does, what disposition of dependents and household effects may one anticipate in a case such as mine? I am attached to a non-rotated squadron, at an overseas base, with dependents on station. We occupy government quarters and could not remain in them.

Would dependents' travel and shipment of household effects to my home of record be authorized, as a complete change of status would probably be effected upon completion of the duty under instruction?—W. D. R., QMCA, USN.

• Personnel ordered to temporary duty at an officer candidate school are



CARRIER ISLANDS are located on starboard side for reasons of safety. F9F-6 'Cougar' lands on flight deck of USS Midway (CVA 41) during NATO exercise.

limited to shipment of their temporary weight allowance from the last duty station to the school. Upon commissioning, shipment of your permanent weight allowance of household goods is authorized from the home and/or last permanent duty station to the new permanent duty station. Shipment (limited in cost) may also be made from and to some other place.

However, for persons detached from overseas duty stations ordered to proceed to the U. S., there are additional special provisions which might apply. Therefore, it is suggested that you contact the Bureau of Supplies and Accounts furnishing detailed information as to your problems and the services you desire.

Transportation for dependents would not be authorized at government expense to Newport, R. I., since the course of instruction at OCS there is less than 20 weeks' duration. Your dependents would be returned to a port of entry in the U. S. at government expense. Any further travel on their part would be at your own expense subject to reimbursement upon your subsequent assignment to a new permanent duty station. The amount of reimbursement may not exceed the authorized allowance from the port of entry direct to your new permanent duty station.—Ed.

Transfer from Fleet Shore Duty

SIR: Can a person who has been rotated to Fleet Shore Duty in the U. S. from an overseas activity, not of his own request, put in for recruiting duty or any other duty in the states?

As a case in point, I had to do 24 months overseas before becoming elig-

ible for shore duty. Before I completed that time and could put in a request for my desired duty, I received orders to the U. S. Upon reporting to my new duty station I was informed that I couldn't put in for any other duty except overseas duty.—W.E.D., YN2, USN.

• While serving on Fleet Shore Duty, it is not permissible to submit a request for Bureau of Naval Personnel shore duty. You may, however, submit a request via your commanding officer to your type commander, for transfer to another activity within the same administrative command. Should you be transferred to sea duty or overseas shore duty prior to completion of 12 months ashore, you may then submit a request for a normal tour of shore duty if you are otherwise eligible.—Ed.

Eligible for Good Conduct Award

SIR: Would you explain the meaning of "continuous active duty" as applied to Good Conduct Awards?

I am of the opinion that broken service of less than 30 days during the course of a three-year period does not disqualify an individual for an additional award. How about it?—W.K.J., DCC, USN.

• Good Conduct Awards for service after 15 Aug 1945 require continuous active service. However, a period up to 90 days between enlistments is not considered a break in continuous active service although such time cannot be counted as eligibility time for the award.

In the case of a Reservist, inactive duty of less than three months does not disqualify an individual for an additional award, but here again the period of inactive duty is not creditable in computing the eligibility date.—Ed.

Ship Reunions

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

- *uss Dubuque* (PG-17) — A reunion will be held at the Broadhead Naval Armory, Detroit, Mich., on 6 November. Contact Roger Richards or Ed Vahlbusch, 20101 West Seven Mile Road, Detroit 19, Mich.

- *VPB Squadron 208* — The third reunion of former officers serving in VPB 208 is being held in Detroit, Mich., in June 1955. Write to Wes Roeser, 5016 Orchard St., Dearborn, Mich., for full information.

- *uss Leedstown* (AP 73) — *uss Leedstown* Survivors Association will hold their annual reunion and dinner 6 November at Dunhall's Restaurant, 1440 Broadway, New York, N. Y. Contact Frank A. Wiseman, 126 West 82nd Street for reservations.

- *University of New Mexico NRO-TC* — Members of class of October 1945 who are interested in an Albuquerque reunion during 1955 Homecoming contact Chairman H. Willis, 613 Dakota SE, Albuquerque, N. M.

- *uss LST 736* — It is proposed to have a reunion of the men who served on board *uss LST 736* during World War II, with time and place to be designated by mutual consent. Those interested contact E. L. Robinson, 400 Fifth St. SE, Minneapolis, Minn.

LDO Selection

SIR: After taking the examination for LDO (limited duty officer) appointment I was told that unsuccessful applicants would be informed whether they passed or failed the exam. No one to my knowledge has been notified as yet. Are these letters forthcoming, or is the selection list considered sufficient notification?

I would also like to know if it is true that unsuccessful LDO candidates are automatically placed on the warrant officer eligibility list and, if so, what would be my status on the list?—P.V.H., EN1(SS), USN.

- *The In-Service Procurement Section of BuPers* has come up with the following answers for you:

1. The LDO selection test has no passing or failing grades and a candidate's achievement in this test is determined by his relative standing among all the candidates who took the test. It is not the policy of the Bureau to announce such scores.

2. The LDO selection board's recommendation for each year's program will be published in a BuPers Notice. Ordinarily candidates are not notified if they are not selected; however, certain candidates who have twice failed of selection due to quota limitations, but whose qualifications are considered outstanding, are notified by individual letter authorizing them to reapply, provided they are still qualified in all other respects.

3. Candidates not selected for LDO will not be placed on the warrant officer eligibility list. Appointments to warrant grade are made by selection boards, convened periodically as the needs of the service require. The Bureau's current plans call for the convening of another warrant officer selection board in the near future, and all PO1s and CPOs who have at least six years' naval

service on 1 Jan 1954 and have not reached their 40th birthday, if originally enlisted prior to 30 Sep 1945; or have not reached their 35th birthday, if enlisted subsequent to 30 Sep 1945, will be considered by the board.—Ed.

Use of Term 'NJC'

SIR: A controversy has arisen regarding the use of the abbreviation "NJC" when referring to Navy Enlisted Classification code numbers. Some of my buddies think that the abbreviation was dropped when the new "Navy Enlisted Classification Manual" became effective, but I say that "NJC" may still be used when referring to enlisted classification code numbers. Is this correct or not?—J. L. H., YN2, USN.

- "NJC" is a well-known and recognized term which continues to be used Navy-wide in reports, instructions, personnel records and forms. No official action has been taken to eliminate the term from usage.

The change in title from "Manual of Enlisted Navy Job Classifications," NavPers 15105 (Revised), to "Manual of Navy Enlisted Classifications" NavPers 15105 (Revised), was made to emphasize that the manual is primarily a means of identifying skills possessed by enlisted personnel and requirements of ships and stations.

The word "job" was deleted from the title because it gave rise to a misinterpretation of the purpose of classification codes. Many commands thought that the manual defined every task and duty performed by enlisted men aboard ship and at shore stations, which is not the case.—Ed.

Language School

SIR: I am a radioman with a little over three more years to do in the present hitch. I am very much interested in languages, and I can speak a couple fluently. I'd like to go to a Navy school

and study to be an interpreter. Are there any such schools?—D.J.B., RMSN, USN.

- The only school the Navy has for foreign language instruction is the Naval School, Naval Intelligence. However, enlisted personnel are not eligible for instruction at this school unless they are being ordered to a billet where knowledge of a foreign language is required.—Ed.

Applying for Fleet Reserve

SIR: In a past issue of your magazine you stated that an application for transfer to Class F-6 in the Fleet Reserve may be submitted upon completion of 18 years' and six months' active service. I have been unable to find any authority for such an application and wonder if you could tell me where to find it?—J. E. C., BTC, USN.

- The Naval Reserve Act of 1938 as amended by Public Law 720 (79th Congress) provides for the transfer of members of the Regular Navy to the Fleet Reserve upon completion of 20 years' service and authorizes 6 months to count as a full year's service. Thus transfer to Class F-6 of the Fleet Reserve may be accomplished upon completion of 19 years' and 6 months' of service and receive credit for 20 years' service.

The application for transfer may actually be submitted one year in advance of the effective date thus allowing application to be submitted upon completion of 18 years' and 6 months' active service (see Art H-9404, "BuPers Manual"). However, this does not mean you transfer then; you still have to serve the full 19 years and 6 months before transfer can be accomplished.—Ed.

Where Do YO's Get Their Names?

SIR: We have been trying to find out how the following yard oilers got their names: *Bullwheel* (YO 46), *Casinghead* (YO 47), *Crownblock* (YO 48) and *Whipstock* (YO 49).

The *Bluejackets Manual* states that YO's do not have names, and all other sources of information have failed us. How about it?—G.R.R., EM3, USN.

- The YO-46 class mentioned in your letter were named in 1941. Two others not mentioned were the *Gauger* (YO 55) and *Derrick* (YO 59).

Yard oilers with a capacity of 10,000 barrels are named for oil field terms. The YO-46 class are about 235 feet. Other self-propelled YO's are 150 to 175 feet, have capacities of 5000 to 6750 barrels, and are not named.

Active service craft can be either "in commission" or "in service" dependent upon type of employment.

The YO-46 class were "in commission" during WWII but are now either "in service" or "in service in reserve."—Ed.

Uniforms for Hot Weather

SIR: I would like to know if the Navy has ever given consideration to adopting a summer uniform which would eliminate the blouse of dress khakis, and would be accepted for off-station wear.

The other services already have adopted such a uniform for optional summer dress.

A uniform along the suggested lines would be appreciated in tropical areas, and almost as much so in cities where summertime temperatures and humidity rise to extremely high levels. If deemed appropriate, local SOPAs might stipulate that such a summer uniform without blouse could be worn only until 1800 or sunset.—A.M.P., JR., LT-JG, USNR.

• SecNav approved on 5 Jun 1954 an alternate tropical white (and khaki) uniform which may be prescribed by competent authority (see ALL HANDS, September 1954, p. 37). It consists of open-neck short-sleeve white shirt with collar insignia, white service trousers, white shoes and socks, and white cap covers. The uniform is considered to be cool, practical, and good looking enough for summer dress occasions as well as for duty. Specifications will be promulgated in the next change to "Uniform Regulations."

Uniform Regs provide several different uniforms for hot weather—including tropical white or khaki uniform; service dress khaki with or without coat, khaki working uniform, white service, full dress white for ceremonies, and dinner and evening dress white (or white jacket) for social occasions. However, most commanders authorized to prescribe uniforms prefer service dress khaki as most appropriate and practical.—Ed.

Explosive Disposal Ordnanceman

SIR: I understand that an insignia of some sort was being designed for Explosive Ordnance Disposal personnel.

Has there been such an insignia adopted or is the plan still under consideration?—W. P. B., ENS, USNR.

• No insignia for Explosive Ordnance Disposal officer personnel has been adopted nor is any being planned. Such an insignia would not be in conformity with insignia normally authorized for officers.

What you are probably thinking of is the distinguishing mark "Explosive Disposal Ordnanceman," authorized for enlisted men in 1949.—Ed.

What to Study for LDO Test

SIR: I have made application to take the test for Limited Duty Officer and have run up against a stumper. I can't get any idea of what to study to prepare myself for the tests. Can you tell me approximately what the exam subjects will consist of?—W.V.H., AC1, USN.

• The LDO selection test is divided into two parts: Part I measures general ability or aptitude rather than special achievement; Part II measures knowledge of Navy Administration, general knowledge of the Navy, seamanship and allied subjects.

There is no single pamphlet or other publication that will prepare a candidate for the LDO examination. Some of the following volumes, however, may be of value in reviewing for Part II of the examination: "Naval Orientation" (NavPers 16138A); "Watch Officers Guide;" "Bluejacket's Manual" and extracts from the "UCMJ."—Ed.



Explosive Disposal Ordnanceman

ARS Is for Salvage, ARV for Repair

SIR: It is noted that your article in the June issue concerning the salvage of the USS LST 291, ("Blasting Their Way to Safety") identifies USS Recovery (ARS 43) and USS Opportune (ARS 41) as "aviation repair ships." Both ships, properly designated as ARSS, are salvage vessels of the Service Force, U. S. Atlantic Fleet. It is believed that your writer confused the ARS with the ARV, which is truly an aviation repair ship.—C. F. S., CAPT, USN.

• Right you are, Captain, we were off-base. In the article the ships were identified as salvage vessels but somehow or other the captions came out wrong.

Guess we'll have to place the blame on "type lice" those pesky little devils that are forever fouling up good clean copy.—Ed.

'Day of Return is Day of Leave'

SIR: In our office there has been a heated dispute over the question of whether a member is entitled to leave rations and sea pay for the day of return to his ship if the time of return is after 0900. As an example, say John Doe goes on leave from his ship and departs at 0800 on 20 April. He returns on 25 April at 1600. That day counts as a day of leave. Is he entitled to both leave rations and sea pay for the 25th?—W. R. T., DK3, USN, and J. M. P., DK3, USN.

• Yes, he rates both. Since he returned after 0900, the 25th is a day of leave, and since he returned on that day he rates a day's sea pay. You might check paragraph 044060-2b (Item 4) of the "NavCompt Manual," which should be on your shelf. That gives the details.—Ed.

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Navy Packs Fight, Flavor in Tin Cans

"GREYHOUNDS of the Fleet," "heroic ships named after heroic men," "tin can," or just plain "rust buckets"—however you feel about them, destroyers are one of the most important ship types in the U. S. Navy today. Despite a continuing trend from jacks-of-all-trades to specialized types, yesterday's fleet workhorses are still hard-working and versatile men-of-war engaged in a big job.

Since it is no longer practicable to build a general purpose ship of the destroyer category to meet all the possible requirements of the type, the movement is toward specialization, with two or more ships working as units on a mission.

The resulting DDs, DDEs, DDRs and DLs are a far cry from their progenitors, having grown today to what was formerly a light cruiser stature. But they are still about the most all-around fighting ship the Navy has, capable of tangling with anything from an enemy submarine to a coastal battery or a battleship.

"Granddaddy" of today's invincible "small boys" was the torpedo boat

destroyer of the 1870s, a small, powerful craft used in the last days of the Civil War. By the beginning of the Spanish-American war in 1898, torpedo warfare had become an established threat, and the speedy, little torpedo boat destroyer (a name soon shortened to "destroyer") had become an established vessel.

Destroyers (DDs)—One of the Navy's earliest "destroyers" was USS *Bainbridge*, authorized in 1898. She weighed a mere 420 tons and was armed with two 3-inch/50s, five 6-pound cannon and two torpedo tubes. *Bainbridge* had a top speed of approximately 28 knots. She was followed by bigger, faster and more heavily armed DDs of the twentieth century.

When World War I broke out in Europe, Congress immediately authorized a shipbuilding program that included a large number of newly-developed "four pipe" destroyers, fighting mites whose missions included scouting and screening for the Fleet, fast torpedo attacks, smoke screens and hot gun actions. The famed "four pipers" (so-called be-

cause of their four stacks) were flush-decked, rakish greyhounds, able to make a maximum speed of some 32 knots and weighing in at an average 1200 tons. Their major armament consisted of four 4-inch and one 3-inch guns, and 12 torpedo tubes. Submarine detection gear, which had just been developed, and antiaircraft guns were also included.

The building of 242 of these destroyers was authorized after the U. S. entered the war, and by 1918, destroyers had become the strong right arm of Uncle Sam's Fleet.

The Navy—along with other military forces—underwent a stand-pat period after the war, so no "tin cans" were added to the Fleet between 1919 and 1930. Between 1930 and 1935, however, 45 new destroyers were authorized. Then, from 1935 to 1940, the *Benson*, *Livermore*, *Porter* and *Craven*-class destroyers came into being.

The husky *Fletcher* class became the major Fleet destroyer in 1940 and remained in the top spot until 1944, when the prototype of the *Allen M. Sumner* class was commis-

SPRAY DASHES over bow of Navy destroyer USS *Zellars* (DD 777) during a refueling-at-sea operation in Atlantic.



sioned. The *Gearing* class, up until recently the largest of U. S. destroyer types, appeared in 1945.

Today's flush-deck design was first used in the *Fletchers*, compact little warhorses armed with five 5-inch guns in single mounts and two sets of quintuple tubes. (See center-spread). A total of 79 *Fletcher*-class DDs were laid down under the Navy's 1940-41 shipbuilding program, and another 53 were laid down in 1942 under a design which was modified to include lower fire control directors and flat-faced bridges. The *Fletchers* were the valiant "tin cans" seen in most World War II sea fights.

Roughly speaking, the *Gearing* and *Sumner* class destroyers are called "2250-tonners," an average standard displacement for the two types. The *Sumners* are also called "short hulled" in contrast to the 14-foot longer *Gearings*. Most of today's specialized destroyer types are converted hulls of these two classes and the *Fletcher* class. Important revamped types are DDEs and DDRs.

Escort destroyers (DDEs) have been redesigned from the straight destroyer to concentrate their attention beneath the surface. Although they are still prepared to do most of the regular DD jobs, DDEs carry more extensive submarine detection and destruction equipment, including forward-throwing rocket launchers. The Navy currently has approximately 33 DDEs, but only 22 of these were actually converted, the others being merely "modified" (ship "conversions" are listed as part of the yearly shipbuilding program, and funds for the necessary work are appropriated; ships which are "modified" have their changes financed from maintenance funds and are not considered conversions, although they may be reclassified).

*Radar picket destroyers (DDR)*s stress fighter-direction and long-range aircraft detection duties. The 36 DDRs now in the fleet are *Gearing* class ships, with torpedo tubes removed and additional radars installed. Only 12 of the DDRs are actual conversions, the remaining 24 being modifications. All of them are fitted with early warning radar to serve as long-range-warning vessels against aircraft.

The *destroyer leader (DL)* is the Navy's newest destroyer category. There are two types. DL-1 is the *Norfolk* type, designed originally as

a special class of anti-submarine vessel of cruiser size to engage in hunter-killer operations. At first designated a CLK (Cruiser, Hunter Killer Ship), *Norfolk* has a hull resembling those of *Juneau* class cruisers. *Norfolk* is presently the only ship of this type.

The second type of DL is the *Mitscher* class. These were begun as DDs but re-rated as DLs while building in 1951. Including *Mitscher* (DL 2), *John S. McCain* (DL 3), *Willis A. Lee* (DL 4) and *Wilkinson* (DL 5), they are the world's largest destroyers, weighing approximately 4400 tons fully loaded—more than ten times the weight of the Navy's first "small boy."

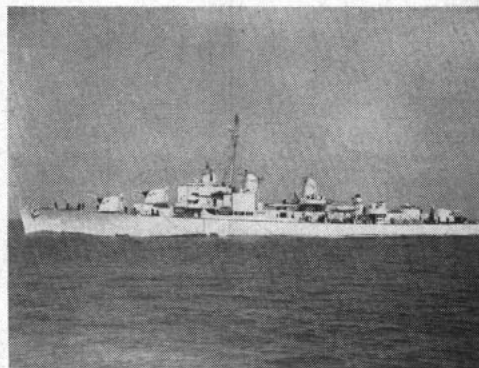
Mitscher class vessels were specifically designed and constructed as long-range fleet-type destroyers for anti-submarine duties. They carry the latest surface, underwater and anti-aircraft weapons. *Norfolk*, which will serve as a flagship for destroyer screens attached to fast carrier forces, is also equipped with the newest developments in communications equipment. Both the *Norfolk* and *Mitscher* classes are equipped with newly developed electronics devices for anti-submarine warfare.

Another new destroyer class is *Forrest Sherman* (DD 931), currently slated for completion in the fall of 1955. First provided for under the 1952-53 building program, six of the *Sherman* class "tin cans" are now under construction and contracts have been awarded for three others. Although not radical in design, the new class will have improvements in armament and increased freeboard forward. The entire structure above the main deck of the new vessels will be of aluminum, for maximum stability while maintaining minimum displacement. Standard weight of the *Sherman* class will be approximately 2850 tons.

Former destroyer types — Now we come to the one-time destroyer types that have been converted or modified right out of their own class.

DMs (light mine layers) and DMSs (high speed mine sweepers), while no longer listed as destroyers, are both modified destroyer types. In the listing of combatant ships of the U. S. Navy they are designated as "Mine Warfare Vessels." Present DMs are revision of *Sumner* class hulls—renamed the *Smith* class.

Still other groups of onetime destroyer types are now doing duty



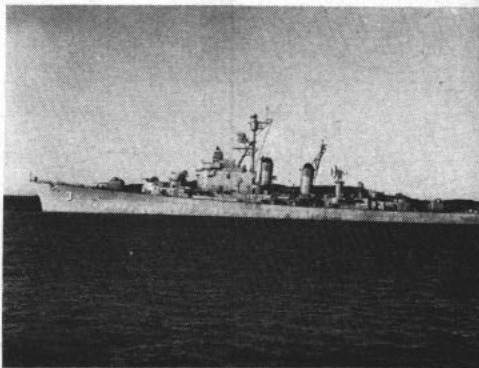
TYPICAL DD—USS *Soley* (DD 707) is one of current 'greyhounds of fleet.'



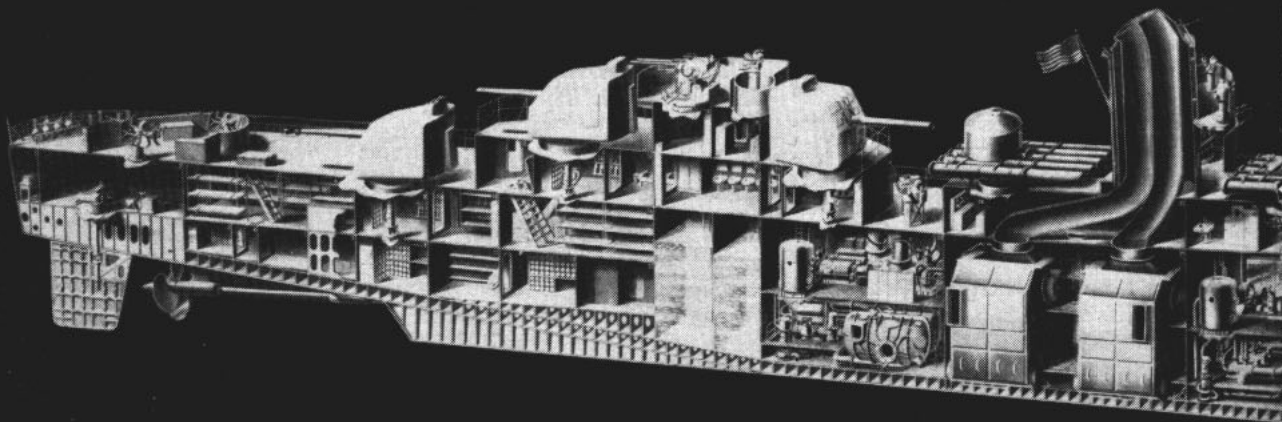
TYPICAL DDEs, DDRs — USS *Jenkins* (DDE 447) and USS *Turner* (DDR 834).



TYPICAL DL—USS *John S. McCain* (DL 3) is among new destroyer types.



TYPICAL DESTROYER



1—SAIL LOCKER

2—STEERING GEAR ROOM

3—20mm MAGAZINE

4—TRUNK

5—ORDNANCE STOREROOM

6—CREWS QUARTERS

7—20mm AMMUNITION MAGAZINE

8—5-INCH AMMUNITION HANDLING ROOM

9—STOREROOM

10—CREWS QUARTERS

11—STOREROOM

12—LOCKER AND FAN SPACE

13—STOREROOM

14—5-INCH AMMUNITION HANDLING ROOM

15—CREWS W.C.

16—CREWS QUARTERS

17—40mm AMMUNITION
MAGAZINE

18—FAN ROOM AND
GUN CREW SHELTER

19—EQUIPMENT ROOM

20—CREWS WASH ROOM—

AFTER BATTLE DRESSING STATION

21—PASSAGE

22—5-INCH AMMUNITION HANDLING ROOM

23—AFT ENGINE ROOM

24—TORPEDO AND ORDNANCE WORK SHOP

25—AFT FIRE ROOM

26—MEDICAL STOREROOM

27—PASSAGE

28—BATTERY CHARGING ROOM

29—LAUNDRY

30—FORWARD ENGINE ROOM

31—GALLEY

32—UPTAKE SPACE

33—FORWARD FIRE ROOM

34—SEA CABIN

35—EQUIPMENT ROOM

36—BREAD LOCKER

37—CHART HOUSE AND

38—RADIO ROOM

39—TRUNK

40—RADIO CENTRAL

41—PLOTING ROOM

42—PILOT HOUSE

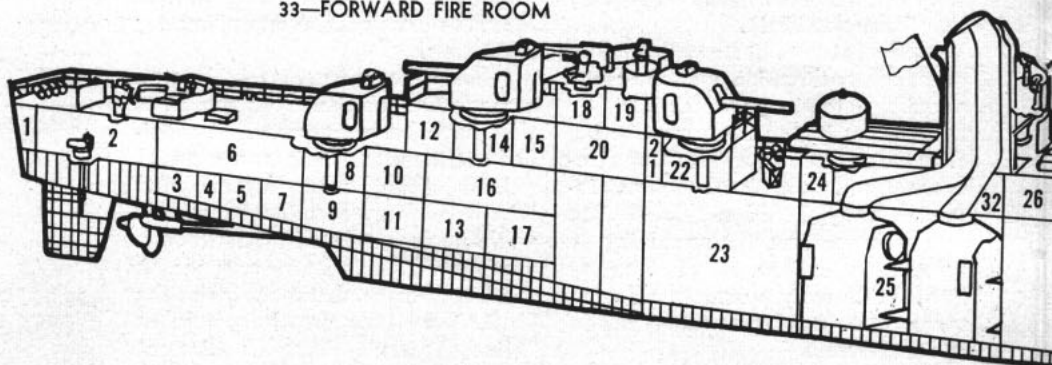
43—CLIPPING ROOM AND

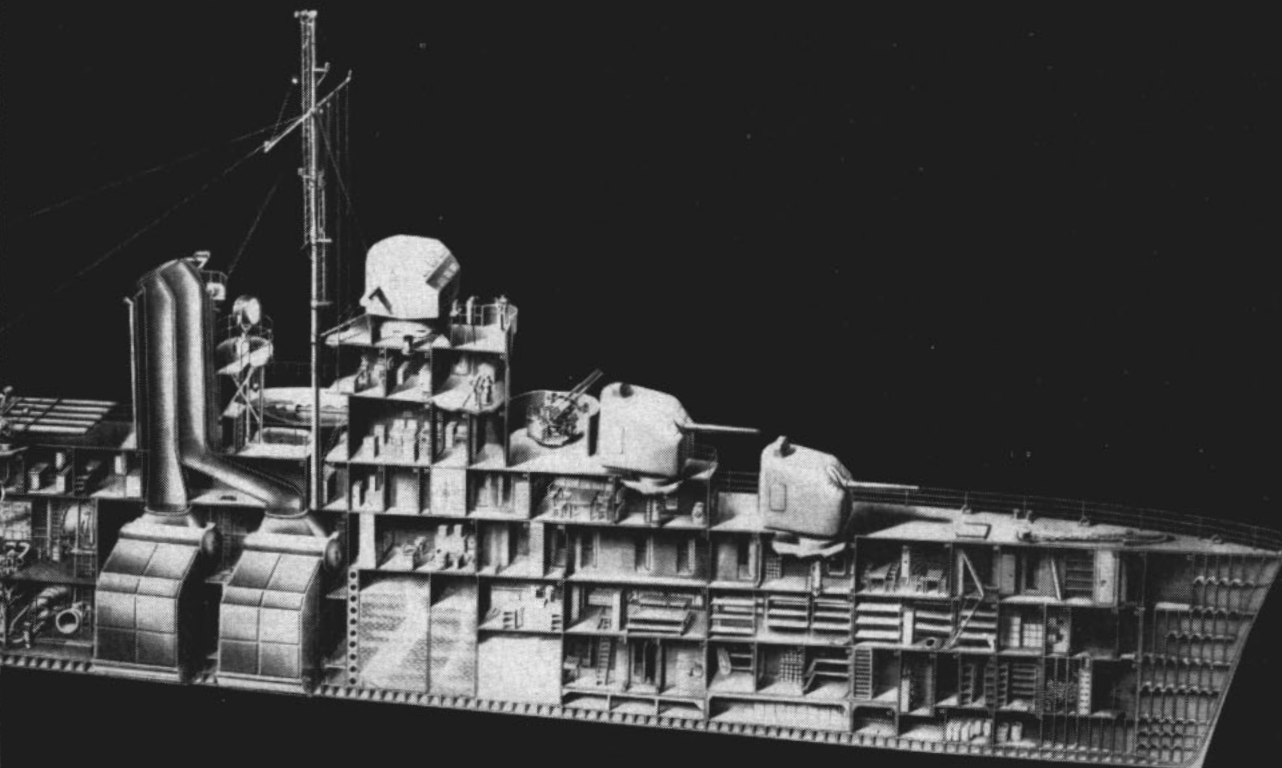
44—PASSAGE

45—W.C. AND SHOWER

46—PASSAGE

47—FORWARD BATTLE

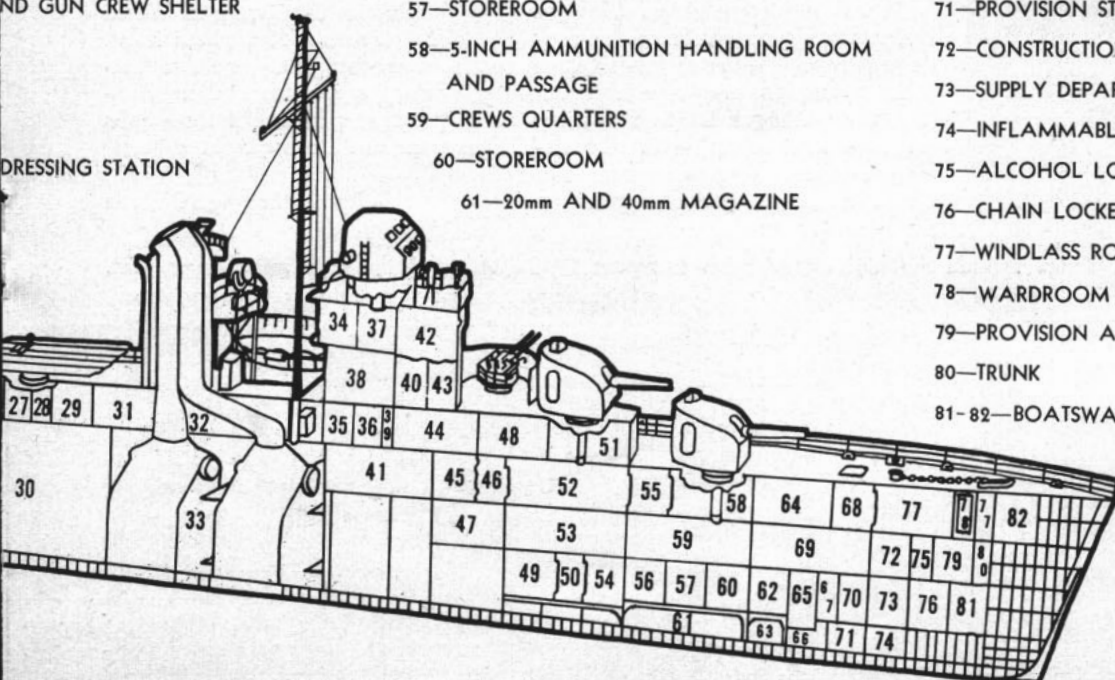




0 TORPEDO TRACKING ROOM

ND GUN CREW SHELTER

DRESSING STATION



48—WARDROOM MESSROOM

49—ICE MACHINE ROOM

50—COLD STORAGE

51—5-INCH AMMUNITION HANDLING

52—PASSAGE VESTIBULE

53—CREWS QUARTERS

54—FRUITS AND VEGETABLES

55—C.P.O. QUARTERS

56—STOREROOM

57—STOREROOM

58—5-INCH AMMUNITION HANDLING ROOM
AND PASSAGE

59—CREWS QUARTERS

60—STOREROOM

61—20mm AND 40mm MAGAZINE

62—STOREROOM

63—SMALL ARMS MAGAZINE

64—C.P.O. MESSROOM

65—UNDERWATER SOUND ROOM

66—SUPERSONIC PROJECTORS

67—UNDERWATER SOUND ROOM

68—PASSAGE

69—CREWS QUARTERS

70—PROVISIONS

71—PROVISION STOREROOM

72—CONSTRUCTION AND REPAIR STORES

73—SUPPLY DEPARTMENT STORES

74—INFLAMMABLE STORES

75—ALCOHOL LOCKER

76—CHAIN LOCKER

77—WINDLASS ROOM

78—WARDROOM STORES

79—PROVISION AND SUPPLIES

80—TRUNK

81-82—BOATSWAINS STORES



WW II DESTROYER ESCORTS are now patrol vessels: radar picket escort vessel, DER (left) and escort vessel, DE.



FAMILIAR DD classes include *Gearing* (above) and *Allen M. Sumner*.



MODIFIED DESTROYER TYPES include the high speed mine sweepers DMS (left) and the light mine layer, DM.



under the designation of "patrol vessels." These are the DEs, which are correctly called "escort vessels" (not "destroyer escorts," a term used in World War II to denote DE types), and the DERs which are radar picket "escort vessels." Escort vessels are somewhat smaller than DDs, with a standard displacement averaging from 1140 to 1450 tons, and they lack the DD's speed, fire power and armor. However, they are equipped with the latest detection devices and the newest of anti-submarine weapons. As a sub hunter they enjoy the advantage of a tight "turning circle," giving them a maneuverability held by few other vessels.

The Navy's latest DEs were designed specifically for fast convoy work. DERs are smaller versions of the DDR, designed to furnish the same long-range warning against enemy aircraft and do patrol work.

That's the picture of the destroyer and related types built on or converted from destroyer hulls. Like other warships they are compact "floating platforms designed to carry weapons into battle"—but the destroyer is something more than that. There are private yachts larger than

our typical DD—yet this ship provides living accommodations for about 300 men and officers, berthing and messing spaces, galleys, laundry, post office and store.

Fitted into a hull little more than 370 feet long and 39 feet wide are innumerable compartments, storerooms, lockers and cubicles. A complex web of lines and cables link navigational and fire control instruments, radio, radar and sonar to the control centers of the ship. A power plant which can produce as much as 60,000 horsepower gives life to the whole layout. The result is a sea-going marvel, capable of doing any one of a hundred jobs—and earning a "Well Done" doing it.

It's true that destroyers are being specialized—witness the 33 DDEs and 36 DDRs—but the Navy still has 179 run-of-the-mill "greyhounds" scattered throughout the world, as ready today as they were in World War II to screen a fleet, shoot it out with an enemy plane or shore battery, act as a weather station, frontier guard or picket. All these jobs destroyers and destroyer men "can" do.

—Barney Baugh, JO1, USN

★★★★★ TODAY'S NAVY ★★★★★

White Hats Take Honors at OCS

Five ex-enlisted men 'copped' top honors in the recent graduating class at the Officers' Candidate School, Newport, R. I.

All five entered the school under the integration program which takes outstanding petty officers and warrant officers of the Regular Navy and trains them for a Regular commission.

The class was the 17th to finish since the OCS went into operation in 1951 and the second class that included integration students. Other students in the class were drawn from more than 100 colleges and universities throughout the country.

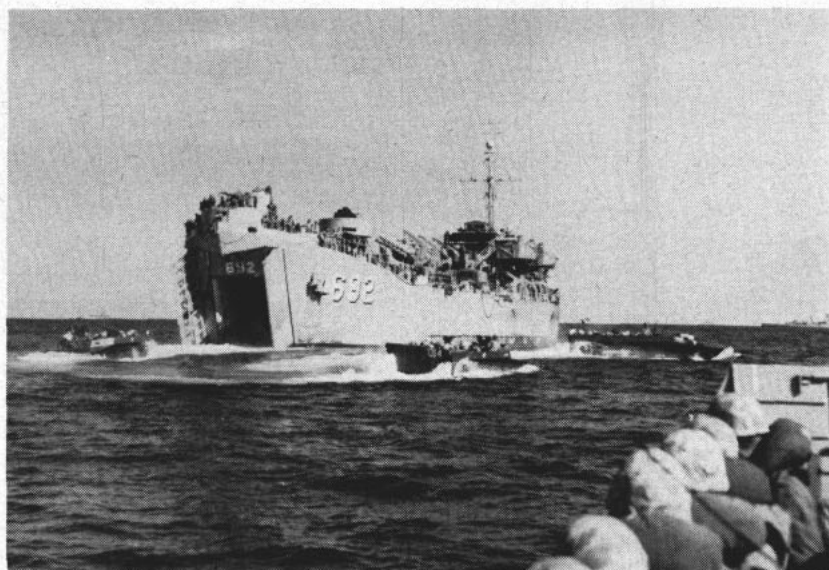
Both groups mastered courses in Navigation, Marine Engineering, Operations, Naval Orientation, Naval Weapons and Seamanship in four months; the same basic material presented to NROTC units throughout the country over a four-year period.

Top honors in the class went to Ensign James C. Hayes, Jr., an ex-ET1 who had eight years in the Navy before entering OCS. Other ex-white-hats who were at the top of the class are: Ensign James D. Hendry, former ETC; Ensign Robert K. Lehto, ex-AT1; Ensign Gilbert E. Schmidt, ex-ADC and Ensign Joseph A. Jurkowski, ex-AT1.

'Army Sailors'

Unification has really taken hold of Navymen stationed in Seoul, Korea—they are wearing the regulation Army uniform during working hours.

However, it isn't a farewell to bell bottoms and coats o' Navy blue on



AMTRACS CIRCLE mother LST as 'D-Day, H-Hour' arrives. Assault waves of Third Marine Division 'invaded' Iwo Jima during recent Pacific maneuvers.

any large scale as there are only two Navymen in Seoul—a captain and a seaman.

The two, Captain John M. Stuart, USN, and Lyle V. Daniels, YNSN, USN, are assigned to the staff of General Maxwell B. Taylor, Eighth Army Commander, and are charged with giving advice, help and information to the Eighth Army staff on anything pertaining to the Navy.

Dressed in Army field uniforms, Captain Stuart and Daniels are often mistaken for Army personnel. The only distinguishing device Captain Stuart wears is a small "USN" on his cap while Daniel's only outward Navy markings are the three seamen stripes on his sleeve.

While their office in Seoul is far removed from any other naval ac-

tivity, the two Navymen have a direct phone line to the Yokosuka, Japan, headquarters of ComNavFe which enables them to make quick contact when urgent matters arise.

This unique liaison arrangement has worked out fine in the past, making possible close cooperation and timing in such Army-Navy operations as prisoner exchanges, amphibious assaults and land-sea-air search and rescue missions.

Unit Gets Second Korean PUC

The U.S. Naval Advisory Group, attached to the Republic of Korea Navy, has been awarded the ROK Presidential Unit Citation for the second time. The latest award was presented in recognition of the Group's services during the period from February 1953 to May 1954.

The Advisory Group operates training commands at Chinhae and an administrative unit in ROK Navy Headquarters at Pusan. The Group has been instrumental in helping to build ROK Navy.

In Chinhae, at Navy and Marine recruit training centers, enlisted Korean sailors are given schooling patterned after U.S. Navy recruit training. Chinhae is also the location of the ROK Naval Academy.

YESTERDAY'S NAVY



On 6 Oct 1884 the U. S. Naval War College was established at Newport, R. I. On 13 Oct 1775 the first official step was taken toward the establishment of U. S. Navy. Silas Deane, Christopher Gadsden and John Langdon were appointed a committee by Congress to fit out two warships to cruise against the British. On 27 Oct 1864 LT Cushing rammed and destroyed Confederate ship *Albemarle*. From 24-26 Oct 1944 one of the biggest naval actions ever fought occurred in the Battle for Leyte Gulf where U. S. Navy destroyed Japanese naval power.



TASK GROUP CHANGES into cruising formation during TRAMAC exercises, seen by crew of USS Valley Forge (CVS 45).

Navy Ship Construction

The largest carrier in the U.S. Navy will be launched when *uss Forrestal* (CVA 59) leaves the building docks at Newport News, Va. The launching of this first carrier of a new class will highlight the current Navy shipbuilding program.

Forrestal and each of her sister ships will be a city-block wide and will stretch 1039 feet from bow to stern, a distance only seven feet less than the height of the Chrysler Building in New York City.

The 60,000-ton flattop will have an all-steel flight deck. The exhausts from the afterburners of jet aircraft tend to burn the wood on flight decks made of steel and wood, hence her designers decided to make *Forrestal's* deck completely of steel.

The air-conditioning plant of the new carrier could supply two buildings the size of the Empire State Building. The total cooling capacity of the plant is equal to the melting of 2,100,000 pounds of ice in a 24-hour period.

Two other carriers of the *Forrestal* class are presently under construction, and the keel for the fourth will soon be laid. The second one, *uss Saratoga* (CVA 60), is expected to be launched at the New York Naval Shipyard at Brooklyn next spring. *uss Ranger* (CVA 61), the third carrier of the class, is now under construction at Newport News, Va.

All four of the *Forrestal* class carriers will be similar throughout, including steam catapults and canted decks.

These angled decks, however, are presenting certain new problems to Navy officials. For example, the dock

cranes, which run along tracks parallel to the docks, are rendered unserviceable by the overhang. To overcome this problem, the *Forrestal* class carriers will carry their own cranes. In some ports, the overhanging decks could also possibly scrape or damage buildings built on the piers.

Here are other brief highlights of this year's shipbuilding and ship conversion program:

- *uss Midway* (CVA 41), will undergo conversion, including addition of a canted deck and steam catapults. She will be the second *Midway* class ship to be converted. *Franklin D. Roosevelt* (CVA 42), is presently undergoing conversion.

- Three more *Essex* class carriers will be converted, by the addition of canted decks. It is expected that all attack aircraft carriers (CVAs) will eventually have the canted deck.

- The third and fourth atomic-powered submarines are scheduled for construction. The first atomic-powered sub, *uss Nautilus* (SSN 571), has been launched and will soon be ready for its first trial run. The second submarine of this type, *uss Seawolf* (SSN 575), is presently under construction.

- An escort aircraft carrier will be converted into a combination helicopter assault ship and transport for use by the Marines in amphibious and "airphibious" operations.

- One guided missile submarine, *uss Tunny* (SSG 282), is now in operation and another sub will soon be converted to an SSG under the present building program.

- Five new tankers, each measur-

ing 655 feet in length, are being constructed. The *uss Mississinewa* (AO 144), the first of this class, slid down the ways last June. *Mississinewa* and her four sister ships, *uss Hassayampa* (AO 145), *uss Kawiishiwi* (AO 146), *uss Truckee* (AO 147), and *uss Ponchatoula* (AO 148), will be the largest oilers in the Fleet and will each carry a crew of 300 men.

- Six escort destroyers and four Liberty hull transports are to be converted into radar picket ships for use in the offshore barrier or seaborne early-warning line as part of the continental U.S. air defenses.

- Two new reefers, *uss Regal* (AF 58), and *uss Vega* (AF 59), have been authorized for construction.

- Five new destroyers of the "DD 931" class will be built. A contract has been placed for construction of three ships and negotiations are underway preparatory to placing the contract for the remaining ships. Other construction plans call for eight LSTs, two LSDs and 1000 small landing craft of about one ton each.

- A gas turbine propulsion engine, the first ever installed in a U.S. ship, will be tested aboard the escort vessel *uss Mills* (DE 383). The engine has been purchased from the British and is expected to reduce engine-plant weight by about 15 per cent while delivering 67 per cent more horsepower.

The installation is strictly an experiment, as preliminary tests have indicated that it may consume more fuel per horsepower hour than the diesel engine in Navy ships.

Blind Veteran Rescues Three

A blind Korean War veteran, former member of the U. S. Marine Corps, braved the treacherous waters of the Pascagoula River near Lucedale, Miss., to swim to the rescue of two teen age girls and a 22-year-old man.

Here's what had happened. While wading along the banks of the river, the girls had slipped into deep water and were being carried away into mid-stream by the swift current.

James Peacock, another member of the party, heard their cries for help and made an attempt to rescue them. He was also carried away by the current.

Charles Vines, who was blinded by a mortar shell in Korea, then heard their shouts for help. He plunged into the river and began swimming towards them, guided only by the sound of their frenzied yells. On the first attempt he located one girl and almost managed to get the second one, but she was carried away from him by the force of the water. He then swam to the bank with the first girl and deposited her safely ashore. Immediately he leaped back into the river, swam to the sec-

ond girl and brought her to shore. Then Vines, tiring by this time from his exertions, entered the water for the third time and rescued Peacock.

Sailors See New Japanese Ports

Under a new policy of making good will visits to Japanese ports not usually frequented by American warships, *uss Saint Paul* (CA 73), flagship of the U.S. Seventh Fleet, paid a visit to Toyama recently.

Rarely visited by American Navy vessels, the port city went all out to welcome the visiting sailors as the Mayor of Toyama led a delegation of citizens to greet the ship and her crew.

During the three-day visit, *Saint Paul* played host to nearly 2000 Japanese school children and engaged in a full round of sporting and social events.

Highlighting the visit was a challenge game between the ship's baseball team and the Toyama Giants. Some 10,000 rabid baseball fans saw the speedy Giants topple the ship's nine 6-4. On the following day, the Seventh Fleet band played to a full house in the Toyama Municipal Auditorium.

Anchor Washing Made Easy

Washing down the anchor chain while "lifting the hook" has become a safe one-man job on board *uss Marquette* (AKA 95), thanks to a little brain work and manual labor by a member of the attack cargo ship's engineering force.

Usually several men are needed to wash down an anchor and chain, with a couple of them leaning precariously over the bulwarks to direct the stream of water from a two-and-one-half-inch hose while the anchor is being raised.

T. L. Kusmierz, MEFN, USN, has simplified the whole operation by rigging up a metal rod with a clamp on one end to hold the hose nozzle over the side, and another clamp which is made fast to the bulwark. The coupling at the hose nozzle swivels on the extension bracket and is flexible enough to permit a stream of water to be played from side to side of the anchor and chain.

Using the "Kusmierz clamp," one man can direct an accurate stream of water merely by moving the hose in a limited arc, and it is not necessary to lean over the bulwark.

If You Don't Rattle Easily Try Herpetology for a Hobby

Like to know how to have a rattling good time on liberty using only a blunt stick and a cloth sack? John E. Joy, HMC, USN, can fill you in on the details.

Recently, for example, the good chief took his blunt stick and cloth sack into the mountainous area around Noxen, Penn. After a two-day hike he returned with his sack full of rattlesnakes—23 of them to be exact.

Before you decide to emulate the chief though, it would be best if you studied the subject as he has done. Snake collecting is, in fact, Joy's main hobby and dates back to the days of his childhood in Denver, Colo.

As a youngster, he heard many weird stories about the activities of reptiles and, being an inquisitive type, decided to find if they were true. Since that time he has debunked many snake stories and found others which are equally weird but true.

Since entering the Navy in 1940, he has had ample chance to add to



RATTLERS, ANYONE? John E. Joy, HMC, USN, makes a hobby of capturing and studying rattlesnakes.

his knowledge and collection of snakes through his travels. He has hit 44 states, Japan, China, the Philippine Islands, other South Pacific Islands, Central and South America, Europe and several Carib-

bean Islands in the course of duty and his search for reptiles.

He has a standard operating procedure for any new fields he attempts to conquer. First he obtains a topographical map of the area and studies it for a couple of days. Then, taking into consideration the climate, season, barometric pressure and other pertinent information, he starts his search.

Since it isn't very practical to run around the Navy with a bar-racks bag full of snakes (the men in his compartment might object) the chief usually gives the specimens he collects to different scientific laboratories in return for further literature and information on *Herpetology*—the study of snakes.

If you're interested in pitching a liberty with the chief, look him up the next time you're around Pennsylvania. He's stationed at NRTC Kingston.

Maybe he'll have a few samples of his catches to keep you company. — J. H. Llewellyn, YNC, USNR, NRTC Kingston, Pa.



PILOT HURTLES skyward in test of canopy ejection seat. In emergencies, fliers can be ejected quickly and safely from jet planes by means of new system.

Blast Out Through Jet's Canopy

The emphasis is on headwork in a new bail-out procedure developed by the Navy in which a jet pilot is blasted head first through his plastic canopy.

Generally a pilot jettisons his canopy before ejecting his seat (and himself) from a disabled aircraft. However, it was found that sometimes the pilot couldn't reach the canopy jettison knob because of the pull of gravity when his plane was in a dive or roll.

Flying at near supersonic speeds doesn't provide much time to maneuver, and a man in trouble has to work fast. The seat cannot be ejected until the canopy has been jettisoned. This can mean trouble, bad trouble when the knob can't even be reached.

The experts felt that another way of getting out of the plane was needed so representatives from the Bureau of Aeronautics sat down with engineers of the Aeronautical Medical Equipment Laboratory at Philadelphia, Pa. After many days of discussion, the group came up with something.

They conceived the idea of blasting a man directly through his canopy as an emergency matter when everything else failed. They figured that the high back of the seat would break the canopy and that the slip stream would blow most of the fragments of the canopy away before they could hit the pilot.

It sounded logical and there wasn't any doubt about the catapult throw-

ing the seat and man through the canopy. It is strong enough to send a 300-pound seat-man combination 60 feet in the air. The only problem seemed to be whether the man could survive the blast or not. If he couldn't there wasn't much use in going on with the plan.

A working model using a dummy was installed at Philadelphia and preliminary tests seemed to confirm that the man would emerge in fine shape. The next step was to put a man in the seat and make sure.

For this series of tests the engineers rolled out an old plane and, in order to make the fragments more visible on motion pictures, they substituted a white plastic canopy instead of the regular transparent one. A series of nets was placed in back of the plane to catch the man and seat.

These tests proved successful too, and after final extensive ground testing it was decided to install the new system in some of the Navy's operational jets.

Soon F9F *Panthers* and F2H *Banshees* were sporting a new handle near the pilot's head. This enabled them to "arm" the seat with the canopy still in place.

Then came a period of waiting and watching. Just recently, Lieutenant Commander A. R. Hawkins, USN, flying a jet out of the Naval Air Station, Memphis, Tenn., ran into trouble and his plane flipped over on its back. He tried everything but couldn't right it. The pull of gravity

had him pulled up in the cockpit and almost lying on the canopy. He tried to reach the pre-ejection lever which jettisons the canopy but found that while he could reach it he couldn't get it all the way down and notched into the bottom position.

There was only one thing he could do and he did it. He pulled the manual arming on the seat and then brought the face curtain down over his face. The boom of the seat came on schedule and a split second later he was through the canopy and out.

It wasn't long after that before another pilot, Lieutenant (junior grade) J. A. Osterreicher, USN, reported going out through the canopy, only he could have reached the pre-ejection lever if he had cared to. But his only thought was to get out in a hurry so he went through the canopy and parachuted to safety.

Pending accumulation of additional experience with this new lifesaver ejection through the canopy is recommended only as a last resort, or when time does not permit normal ejection.

Conservation Ideas

Conservation-minded Destroyer Squadron Nine out in San Diego has put its men to work compiling a list of penny-squeezing practices for use aboard its destroyers. Here are some of the ideas for getting the last bit of usefulness from obsolete and outworn material.

- Make scuppers from discarded rubber matting.
- Make fenders from old mooring lines.
- Make barrel spring covers for the 3"/50 guns from 5"/38 worn-out bloomers.
- Use obsolete blank forms, calendar pads, etc., for scratch paper.
- Save all used rags — properly stowed — wash and reuse them.
- Have all hands turn in worn out clothing to the boatswain's locker for use as paint rags.
- Use empty catsup bottles with holes punched in top to replace salt and pepper shakers in rough seas.
- Use leather salvaged from 5" mount bloomers for chafing sleeves on wire lifelines.
- Make rubber fire plug gaskets from worn steam reducer diaphragms.
- Use discarded rags collected from other departments for use in fueling and bilge cleaning. All rags should be clean before stowing.

Navigation, By Looking Down

A six-month "lone wolf" cruise in the Guam area has earned the escort vessel *USS Hanna* (DE 449) a special commendation for the Navy's Hydrographic Office for contributions to the navigational knowledge of the Caroline, Marianas, Volcano and Bonin Islands.

During the patrol, which covered thousands of miles, *Hanna's* crewmen made almost constant echo-sounding readings to use as data in correcting charts and publications relating to the Pacific Ocean area where the ship was operating.

An outstanding discovery made by the DE was a 10,000-foot undersea mountain. Thus far, the mountain, which comes within 70 fathoms of the surface, has not been named, but the ship's company refers to it as "Mount Keim" after the radarman (W. E. Keim, RD2, USN) who was operating the fathometer when the peak was found.

Navy interest in the ocean bottom lies in the search for another method of navigation—by use of sea-bottom features. Continual changes in hydrography, topography, tides, currents, and the earth's magnetic force, however, make constant revision of existing charts necessary. In addition, more than half of the world's sea area is not included in general traffic lanes, so has not been "mapped." Because hundreds of thousands of soundings are necessary to meet this problem, the Navy has enlisted the aid of all ships in its effort to maintain accurate charts.

Fighter Steers Like Automobile

Steerable nose wheels for greater maneuverability on carrier decks and landing fields are being installed on production models of the F7U-3 *Cutlass*.

The *Cutlass* is the first Navy fighter to have such a nose gear installation, others being equipped with free-swiveling wheels which permit ground maneuvering only by use of main wheel brakes. Steerable nose wheels are standard equipment, however, on most multi-engine planes.

To make the hydraulic steering mechanism operative, the pilot pushes a button on his control stick. Then by pushing forward on his rudder pedals, he can turn the nose wheel in either direction up to 60 degrees. This enables him to steer the plane like an automobile.



FRENCH FOREIGN LEGIONNAIRES and members of North Africa Camel Corps look over planes and equipment aboard *USS Randolph* (CVA 15).

Camel Corps and Foreign Legion 'Join the Navy'

Members of the French Foreign Legion and the North African Camel Corps joined forces for an invasion of *USS Randolph* (CVA 15) when the huge carrier dropped anchor in Algiers, Algeria.

The "invasion" was a friendly one—they had been invited aboard for the day by the commanding officer.

Contrasting sharply with the U. S. sailors, the 20 members of the Camel Corps were dressed in loose robes and turbans. Some wore

a mask across the lower part of the face. Their garb is designed for duty in the vast Sahara where they have the task of tracking down troublemakers.

Following a helicopter demonstration and a grand tour of the ship, the French visitors joined the crew at the evening meal and then attended a movie.

By accident the movie schedule for that particular night was an adventure story, the plot laid in the African jungle.



TOUR OF CARRIER meant first look at jet fighter planes with moving canopies and flattop elevators in action, for these Camel Corps members.



STRIKE! Batter from USS *Iowa* (BB 61) takes hard cut during playoffs of 1954 BatCruLant softball tourney. *Iowa* won for second consecutive year.

Softball Roundup

It's tournament time again in Navy softball and baseball.

Most softball championships had been determined as ALL HANDS went to press since they end at the local or district level. In baseball, the All-Navy and Inter-Service championship results will be carried in next month's issue.

Here's a rundown on the softball results reported:

- The Submarine Force team won the 1954 Atlantic Fleet championship by defeating ComAirLant 1-0 in the finals. The SubForce team was undefeated in tournament play, which included teams from practically every Atlantic Fleet type command. This is the second straight year that submariners have won the crown.

- Utility Squadron One went undefeated as the team won the Fleet Air Hawaii championship. The VU-1 softballers were pushed all the way in the title game with Fleet Air Service Squadron, but finally won out 13-12.

- Amphibious Construction Battalion Two won this year's Atlantic Amphibious Force softball championship with a 6-4 victory over the Naval Amphibious Base in the title game.

- The Naval Air Basic Training Command "Goshawks" of Pensacola, Fla., won the 6th Naval District championship, scoring a 2-1 victory over Green Cove Springs, Fla. The "Goshawks" reached the

finals by consecutive shut-out victories over NAAS Ellyson Field, NAS Cecil Field and the Parris Island Marines.

- The 1954 Commander Fleet Air Jacksonville trophy was won this year by Fleet Air Squadron 109. This wasn't the only championship won by FASron 109 either. The club also won the title in the NAS Jacksonville Intramural League and the 1954 Jacksonville City League championships.

- The BuPers softball team won the District of Columbia League No.



UP AND OVER—J. B. MacWilliams, ABAN, USN, USS *Coral Sea* (CVA 43), pole vaults at Barcelona, Spain.

2, posting a record of nine victories and one loss. In the Class "B" tournament for the city championship, BuPers had a 2-2 record, being eliminated in the quarter-finals. Jerry Dooley, YN1, USN, pitched every game for BuPers and wound up with a season's record of 14-3. Top batters were Ron Tilley, MA2, USN, Dewey Kilgore, YNC, USN, and LT-JG Eugene McGuire, USN.

- The "Navalairs" from NAS Whidbey Island, Wash., won the 13th Naval District championship for the second consecutive year by defeating the Seattle Naval Station 3-0 and 3-1 on the final day of the double elimination tourney.

- Air Development Squadron Three of NAS Atlantic City, N. J., won the Fleet Air Quonset Point softball tournament. VX-3 won the right to enter the tourney by defeating VC-4 and VC-33 at NAS Atlantic City, and then scored victories over VW-4 and VP-7 to win the championship.

- The submarine *uss Greenfish* (SS 351) won the Pacific Fleet Submarine Force championship with two straight victories over the CinCPacFlt staff. *Greenfish* had reached the play-offs by winning in the Forces Afloat league. "Tex" Moore pitched both play-off games and allowed CinCPac batters a total of only seven hits.

- The battleship *uss Iowa* (BB 61) repeated last year's performance and retained the Battleship-Cruiser Force, Atlantic Fleet, softball crown. *Iowa* softballers won three straight to take the crown, defeating *uss Albany* (CA 123), 6-0, and *uss New Jersey* (BB 62) twice, 6-4 and 2-1.

- The Kodiak Naval Station softball team won the 17th Naval District championship by defeating the team from Adak Naval Station 2-0 and 3-2 in the play-offs. In the first game, Loyd Buettgenbach pitched a no-hitter and fanned 14 batters. Chuck Richardson toed the mound for the winners in the second game and gave up four hits and struck out ten.

Buettgenbach, who tossed the no-hitter in the play-offs, was merely continuing his almost-perfect pitching record. In the past four seasons, he's compiled the astounding record of 78 victories and only three defeats.

In another recent effort this season, Buettgenbach fanned 19 out of

21 men and allowed only two batters to come in contact with the ball. One popped up and the other hit a slow roller to the second basemen. That was Buettgenbach's *ninth* no-hit, no-run game since he started pitching (he now has ten). But this was only his first *perfect* game!

- The San Diego Waves' softball team, representing the 11th Naval District, became the first winner of the recently-established Western Area Inter-District Wave Softball Championship. They defeated the representatives of the 13th Naval District, the Seattle Waves, 6-0. Both teams had previously defeated the Waves' softball team from NAS Alameda, Calif., 12th Naval District representatives.

Archery Champ

Reuben A. Powell, ADC, USN, of NAAS Ream Field, Calif., has done it again.

The bow-and-arrow-shooting Chief Master-at-Arms has won this year's National Archery Championship, held at Mt. Sunapee, N. H. This year is the third time in four years that he has won the title.

In 1951, '53 and '54, the straight-shooting "Rube" Powell also won top honors in the Nationals. In 1952, he was edged out of the title as he finished a strong second.

Powell has broken just about every National Free Style record. His aggregate score of 2770, set in 1953, will probably stand for many years while his record for the Broadhead Round of 980 is almost unbelievable. Rube's other records in the Free Style are 907 in Field and 934 in Hunter.

Some of Powell's finesse with the bow and arrow must have rubbed off on his family. His wife is the California State Women's Free Style champion while his son, Michael, is the Junior San Diego County and California Champion in the 12-year-old class. Nine-year-old Kathie Powell is also doing very well in her own right. She is an "expert" in the San Diego Beavers, a novice archery group.

A veteran of more than 20 years' naval service, Chief Powell spends most of his off-duty time instructing naval personnel in the use of the bow and arrow. In previous tours of duty, he was instrumental in establishing archery clubs in Yokosuka, Japan and Guam, M. I.

SIDELINE STRATEGY

ONE of the more unusual duck hunting stories that we've heard about was told to us the other day by Commander D. J. Carrison, USN. His weapon, it seems, was a bolt-action Springfield rifle of vintage 1918; his duckboat, *uss O'Bannon* (DDE 450).

"It was in January 1952," began Commander Carrison, settling himself in our office chair. "We were shelling the North Korean traffic center of Wonsan. During our bombardment, we scored hits on bridges, buildings, ox carts and locomotives, sank some sampans and knocked out gun emplacements. In fact, we had orders to shoot at just about everything.

"This is how 'everything' came to include ducks: These birds had been bothering our lookouts—they often appeared like mines floating in the water. A rifle is kept in the bridge of destroyers for sinking mines or floating objects that resemble mines, so it didn't take me long to figure that the ducks were official targets for my Springfield.

"In my first day of duck hunting, I bagged three at ranges of about 100 yards. They were sitting, but necessity called for this action, and I felt they had a fair chance since I was using a rifle and the range was long enough.

"But shooting sitting ducks didn't go too well with one of my lookouts, an eagle-eye who got his early training hunting

squirrels in Tennessee. 'Sittin' ducks,' he'd mutter just loud enough for me to hear. 'That's outta line.'

"So before I knew it, I had an unspoken agreement with 'Tennessee' that I wouldn't fire until the ducks were air-borne. After another two days firing away, I hadn't hit a thing, but the ducks had a new respect for the U. S. Navy.

"Finally, after many rounds of ammunition, I got the knack and started hitting them on the fly. Some hits were really out of this world, and though I know that there was a lot of luck involved, I now fancy myself quite a marksman. Anyway, at the end of our tour in Wonsan, I had chalked up 11 ducks, three sitting and eight on the wing.

"Only one thing though—those Korean ducks just aren't much for eating. We found that out in a hurry.

"We tried to stew them, fry them, roast them and a couple other things but they just didn't pan out right. And if O'Bannon's cook couldn't fix 'em up for the table no one could!

"My greatest satisfaction from the hunt came when I sent a photo of myself in a Teddy Roosevelt pose—duck in one hand and rifle in the other—to the destroyer skipper who started calling himself 'Mayor of Wonsan.' I signed the picture 'Fish and Game Commissioner, Wonsan County.'" — Rudy C. Garcia, JO1, USN.



THE BULLETIN BOARD

This is the 1955 Enlisted Promotion Picture As It Affects You

A new computation system will go into effect beginning with the February 1955 examinations for advancement in rating. The method of computing the final multiple scores that determine who gets advanced within the quotas will be changed to give more credit to experience and performance factors.

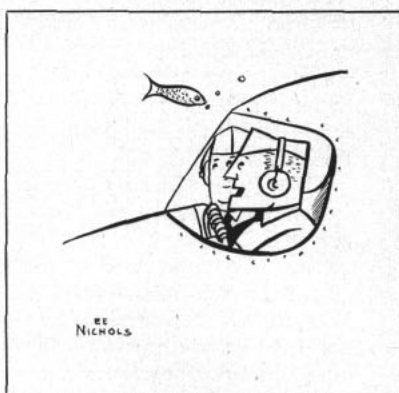
Under the new system, the average man in a rate which is restricted may look forward to marked increase in his final multiple as he acquires additional service, thereby increasing his chances of advancement at an earlier time than under the old system.

Here's the new multiple computation table:

FACTOR	CREDIT	MAXIMUM CREDIT
Exam Score	Actual Passing Score Made	80
Total Service	2 Points Per Year	40
Service in Grade	2 Points per Year	10
Awards	4 points per Good Conduct Medal. Sliding Scale for other awards	20
Final Multiple	(sum)	150

You'll see that under the new method, the exam score credit has been kept the same while the credit for each year of service has been doubled. Also, credit for a Good Conduct Medal has increased from one point to four points.

The new system also gives more credit for the period between examinations. Thus, the man who has



"Check that little 'ol altimeter again."

been discouraged by taking the exam time after time without advancement should feel encouraged to see that he will now get a credit of two points for each period of six months between exams. Personnel competing for CPO will gain four points per year since these are annual exams.

• Number of Advancements

No forecast can be made at this time as to how many advancements will be made in 1955. However, it is expected that many more advancements to pay grades E-4 and E-5 will be made as a result of large losses occurring as the early Korean conflict enlistments expire.

Last May, 50,000 personnel were promoted out of the 115,000 who passed the E-4 and E-5 exams. In May of 1952, everyone in those pay grades who passed the exams was promoted. May 1954 was the low point, but it is expected that the situation will be much brighter in those pay grades in 1955.

The picture will be somewhat different in pay grades E-6 and E-7, however. The re-enlistment rate in these grades is much higher than in pay grades E-4 and E-5. The "critical" rates (RD, SO, FT, MN, ET, TE, RM, MR, EM, IC and FP) will still be wide open. The majority of rates in these pay grades will get about the same size quotas as in May and June of this year, but in some rates no exams will be held next February (see box).

• Questions on the Advancement System

In the May 1954 issue of ALL HANDS, p. 52, some of the questions asked most often about the examination system were answered. Some of those answers applied particularly to advancement to pay grade E-4, but many were also applicable to all pay grades. Here are some more answers to frequently asked questions which apply to all rates:

Why not give a candidate special credit on his multiple score for having passed exams previously?

Because passing the exam is not that important. The old timer gets plenty of credit for service under the new multiple system and he should be ready and willing to take on the new-comer without further aid. Passing an exam only shows that the candidate has the *minimum* qualifications for the next higher rate. Where competition for vacancies exists, only the *best* qualified get advanced.

Why does BuPers give rates to men who are about to leave the Navy while the career man is left out?

BuPers does not discriminate against a man just because he hasn't made up his mind to reenlist. The man who has reenlisted, and thus, BuPers presumes, has more time in, gets credit for his additional service. Aside from that, it should be the competitive spirit that prevails. BuPers does forecast the vacancies that will occur due to expiration of enlistments, and the size of the quota is adjusted to provide for those, but, as always, the additional numbers are open to *service-wide* competition.

Suppose I can't make third-class by the end of my first enlistment—Is there any use going on?

If you have been recommended for advancement, able to pass the examination, and are recommended for reenlistment, it shows that you have what it takes to be a petty officer. The new multiple computation is designed to help men just like you. Watch the exam results next



"Why ain't I working? . . . Well, I didn't see you coming."

year and you will see those second-cruise seamen making their rates. A man with six years' service and two Good Conduct Medals has a big advantage over the man going up for third class for the first time. He gets full value for his experience and performance of duty in the computation of the score that determines who is the man to get advanced.

Does the high credit for service in the new final multiple system mean that the old timers are going to get all the advancements?

Definitely not. BuPers studied this question carefully before deciding on the new system. Studies of past exams show that the bulk of the personnel taking an exam have about the same amount of service. This applies even to candidates for Chief Petty Officer. Although the service credit under the new system will be a big help to the minority with longer service, the exam score will still be the big factor in the competition and those with good scores will get advanced too. The studies made in BuPers showed that the *average* length of service of the people who would get advanced under the new system, compared to the *average* length of service of those advanced under the old system, is only about one year longer.

Suppose there is not going to be an exam for me to take for advancement in February 1955. What incentive is there for further study?

You should continue to study and to keep abreast of any changes or developments in your rate. If you just float along without hitting the

WHAT'S IN A NAME

Flying Fish

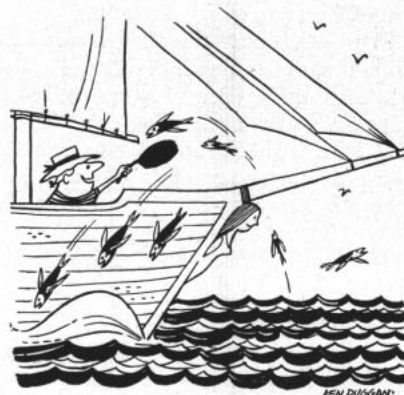
You don't have to be on the road to Mandalay to see the "flying fishes" play—any "old salt" will tell you that flying fishes inhabit all tropical seas and are especially abundant in the trade-wind belts.

Once you've seen flying fishes, you will probably agree that there are few things more beautiful to a seagoing man than the sight of a company of the silvery fish rising suddenly out of the waves under the ship's bow and sailing through the air like huge dragonflies.

Contrary to popular belief, flying fish do not wave their fins in flying as birds do their wings. Instead, their glides are the result of momentum derived from sharp bursts of underwater speed. High speed photographs show that sharp blows of the tail on the water's surface, along with a sculling motion, give the fish added power to take-off. Then as the air catches under the broad fins, the fish soar like glider planes.

The smaller species of flying fish found in the Atlantic Ocean can cover only short distances out of the water, but the larger species, found off California from Point Conception southward, often travel an eighth of a mile before dropping back.

Some 65 species of flying fish are known, the larger ones having fins eight or nine



inches long with a body some 18 inches long. Their color is deep blue on the back and sides; their underside is silvery.

The pectoral fins of flying fish are much enlarged and strengthened to support their bodies in the air.

The best place to observe the flying fish is in the ship's bow—the fish become alarmed by the ship's approach and fly out of the water. Frequently, they fly aboard ship by accident and if they strike any part of the ship's rigging they lose their balance and fall to the deck. They make a welcome addition to any ship's larder and are considered by connoisseurs to be a tasty dish.

books until 1956, or when the rate is again open, it is very likely that you could become stale and find it difficult to get back in the groove. People who keep up to date on their training will get the rates when they open up again.

Qualifications for Advancement in Rating Are Revised

Two changes concerning qualifications for advancement in rating have been authorized by the Chief of Naval Personnel, and an additional billet has been listed as sea duty for purposes of advancement in rating.

One big change is that Fire Control Technicians no longer have to complete Fire Control Technician Class "B" School successfully in order to be eligible to take the examination for Chief Fire Control Technician (FTCA).

The other big change is that commands at which facilities are not available for proper demonstration of certain practical factors may qualify personnel in those factors by local written examinations. However, all factors for which facilities are available must be completed by actual demonstration.

Duty while attached to Military

Advancement Exams Will Not Be Given in These Rates

There are some CPO and first class rates in which the situation has become pretty grim. These are popular rates, with many reenlistments, and as the Navy has been reduced in size, BuPers has had to make the quotas for these rates smaller and smaller. It has now reached the point where advancements must be suspended *temporarily* in these rates.

The numbers of personnel on board, service-wide, are so far in excess of allowance that a halt must be called. This *does not* mean that no more advancements will be made in the foreseeable future. It just means that BuPers will hold no exams in these rates in February 1955 and will then take another look before the following exams to see how normal attrition has changed the picture.

Here are the CPO and PO1 rates affected: BMC, BM1, QMC, TMC, TM1, GMC, GM1, OMC, DKC, CSC, CS1, PIC, P11, ENC, EN1, MEC, ME1, PMC, MLC, ADC, AD1, AOC, AO1, AMC, AM1, PRC, PR1, HMC, HM1, DTC, DT1, SDC, SD1.

Sea Transport Service Commands, except Headquarters Commander Military Sea Transportation Service, is now considered sea duty for purposes of advancement in rating.

Complete details on the changes are contained in BuPers Notice 1414 of 4 Aug 1954, bringing the information in the basic directive, BuPers Inst. 1414.2, up to date. The revisions are contained in Change 2 of that Instruction.

Certain Former Naval Aviation Cadets Are Eligible for Two-Year College Training

Certain Regular Navy officers still have two years of college coming to them under the Naval Aviation College Program.

Under Public Law 729 (79th Congress) as amended, approved 13 Aug 1946, selected Naval Aviation candidates who were high school graduates were given two academic years of college level instruction.

Upon satisfactory completion of these two years, they were ordered to flight training and then to active duty. At the end of their first year of commissioned service, many of these officers elected to make the Navy their career and in order to complete the education of these former NACP officers, the Navy agreed (under PL 729) to order them to their final two years of college training while they retain their status as officers and retain their orders to flight duty.

Previous planning called for the return of the former NACP officers to college upon completion of their first tour of duty. However, the Korean war delayed this program. But this fall it is being started up again and NACP officers will be returning to college in increasing numbers until all eligible officers have completed the program.

Assignment to the program is automatic and no action is required on the part of the officer, except that he may indicate a preference for a particular college by writing to the Chief of Naval Personnel (Attn: Pers-C1222). Most of the 52 NROTC universities listed in the Catalog of U.S. Naval Training Activities and Courses (NavPers 91769-A, January 1953) plus one other, George Washington University, Washington, D.C., are used for the

college training. In order to maintain their flight proficiency while attending college, aviators must select an institution near a naval air station.

Regular pay and allowances will continue while officers are attending college and all expenses incident to academic and physical training (tuition, fees, and books) will be borne by the Navy.

Every eligible officer is entitled to two academic years of college level instruction. The summer term is considered by the Navy as one semester or one quarter.

Since several years have elapsed since the officer's first two years at college, it is expected that some difficulty may be experienced in returning to proper study habits. Since there are no course requirements de-

Ensign and His Hat Are All Wet, But Watch Ticks On

The dripping ensign had just saved a life in the cold waters of Yokosuka harbor. The crew on the deck of his destroyer was hushed and expectant as he climbed back aboard, awaiting his first words. They were, "My watch was waterproof, so that's all right; but my hat—it's ruined!"

Author of those far-from-immortal words was Ensign Nathan B. Steiger, USN, of USS *Theodore E. Chandler* (DD 717).

His life-saving stint had come while the destroyer was tied up in the Japanese port and a visiting businessman fell between two moored ships.

Steiger, who had been standing on deck, heard the man's cry and dashed over to lend assistance. By that time the victim in the water had drifted beneath heavy timbers that had been placed between the two ships to serve as camels.

Without hesitation Ensign Steiger climbed over the rail of his ship, dropped into the water, located and held the victim above the surface until others could pull him to safety.

Neither Ensign Steiger nor the rescued man was much the worse for wear. The only casualty was the ensign's hat.

manded by the Navy, the officers are, for the most part, free to select courses of their own choice, subject only to the approval of the college authorities and guidance by the Professor of Naval Science.

However, the officer is urged to enroll in courses that are a continuation of his previous studies during his first two years of college or to select subjects which will benefit him in his naval career. In either case, BuPers advises, the officer should act wisely in his selection of subjects so that he will be able to obtain a degree upon completion of the two years allowed.

NROTC Ensigns and LTJGs May Request Transfer To Civil Engineer Corps

NROTC trainees commissioned in the U. S. Navy as ensigns and lieutenants (junior grade), who have not yet been selected for retention in a career status and who possess an appropriate baccalaureate degree from a properly accredited college, may now request change of designator to the Civil Engineer Corps after completing 12 months (and before completing 24 months) of active commissioned service.

Authority for requesting the change of designator is contained in BuPers Inst. 1520.5B of 2 Jul 1954, which supersedes BuPers Inst. 1520.5A.

A board will be convened in July of each year to consider the applications of qualified officers. Applications may be forwarded during the first year of commissioned service, and prior to 15 June of each year, but no request will be presented to the board until the requesting officer has completed 12 months' active commissioned service.

Officers recommended by the board will be transferred to the Civil Engineer Corps and assigned to duty in a CEC billet at the earliest practicable date after selections have been made. Officers transferred to the CEC who submit requests for retention in the Navy will be considered for retention as Civil Engineer Corps (Code 5100) officers during their third year of active service.

The new instruction also allows other NROTC ensigns and LTJGs to request Staff Corps designators

prior to their selection for retention in a career status. Formerly such officers could only request retention as line officers, applying for a change of designator after their selection for retention as career officers.

Requests for a change of designator, if approved, will not affect an officer's obligated service or his privileges in regard to career status selection.

Enlisted Men on Active Duty Who Are NROTC Candidates Will Take Exams in December

The Navy College Aptitude Test for selection in the Naval Reserve Officer Training Corps program will be held on a service-wide basis on 11 Dec 1954. Deadline for the nomination of candidates by commanding officers is 20 Oct 1954, by which date nominations should be received by the Chief of Naval Personnel.

The letter of nomination must contain a positive statement by the commanding officer that the candidate meets all eligibility requirements, is recommended and is fully qualified for officer candidate training.

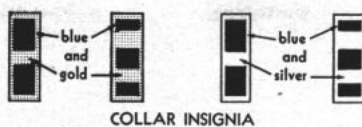
The names of candidates who attain a passing score in the competitive examination will be published in February 1955 in a joint BuPers-Mar Corps directive. Successful candidates will then make formal application for NROTC Training. A total of 200 appointments will be offered to enlisted men on active duty in the Navy and Marine Corps.

Unmarried enlisted men wishing to apply for this program must be eligible in accordance with BuPers Manual Arts. C-1202, C-1204, and C-1406. Successful passing of the USAFI General Educational Development Test Battery, high school level, with a minimum average standard score of 45 on the five GED tests, or no score below 35 on any one of the five tests will be considered as the full equivalent of high school graduation.

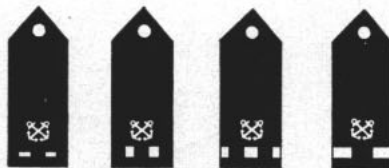
It is also pointed out that any person who was born before 1 Jul 1934 is ineligible to apply, unless possessing previous college experience.

Complete details on the nomination of eligible candidates for the NROTC program are contained in BuPers Inst. 1111.4A of 30 Jul 1954.

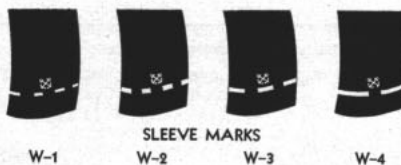
WARRANT OFFICERS' INSIGNIA



COLLAR INSIGNIA



SHOULDER BOARD MARKS



New Insignia and Markings Go Into Effect on 1 November For Four Warrant Officer Ranks

A change of warrant markings and insignia instituting four military ranks instead of the present two has been approved by the Permanent Naval Uniform Board. The action is in line with the recent passage of the Warrant Officer Act of 1954 (Public Law 379, 83d Congress).

The new markings, which will be generally the same for the Army, Navy, Air Force and Marines, will enable everyone to tell at a glance just what grade a warrant officer holds. Each of the four grades will have distinctive collar insignia, sleeve markings and shoulder board stripes.

Although the four military ranks will become effective on 1 Nov 1954 the Navy probably will not require its warrant officers to begin wearing the rank designations immediately. There will be a transition period of several months.

For a summary of the new markings, check the accompanying illustration. The sleeve insignia for the three commissioned warrant officer grades will be a 1/2-inch stripe of gold lace with 1/2-inch "breaks" of bright blue silk two inches apart. For the warrant officer, pay grade W-1, the sleeve insignia will be a 1/4-inch gold stripe with similar breaks.

Shoulder marks will be the same as those now specified for the khaki service coat, except that now the 1/2-inch blue silk breaks on the

shoulder boards will be spaced only 1/2-inch apart instead of the present two inches.

The warrant's metal collar marks will still be of the same form and dimension, but he will find a difference in design (see illustration).

Change-Over from Printer to Lithographer to Go Into Effect; Conversion Course Is Available

If you are a Printer (PI), you probably know by now that you must make a change-over in rating to Lithographer (LI). The change-over is a result of the Navy's latest reorganization of its rating structure.

The last PI examination to be scheduled will be that for pay grades E-4 and E-5 only, and will be held in February. After that, there will be no further input into the PI rating, nor will there be any further assignments of PI striker identifications.

The procedures concerning the merging of these two ratings are outlined in BuPers Inst. 1440.15 of 9 Aug 1954 and apply to men of the Regular Navy and Naval Reserve on active duty and to men in the Naval Reserve on continuous active duty with the Naval Reserve Organization (TAR). Regulations concerning inactive Naval Reservists affected by this merger will be published at a later date.

Commanding officers will afford PIs every opportunity for in-service training that will qualify them for change to the LI rating, or to attend the PI-LI "conversion course." The conversion course is a special in-service course which will be conducted in the Defense Printing Service (DPS), Washington, D.C., and the District Printing and Publications Office, San Francisco, Calif.

All personnel in the PI rating are encouraged to participate in the service-wide LI examinations in equal pay grade, or for the next higher grade, when eligible. However, personnel should be thoroughly checked out in practical factors before taking the exam. The successful completion of the conversion course, it should be noted, will not exempt personnel from the practical factors required.

The combining of these rates will necessarily cause an excess in the LI rate. Hence, it might be a good idea

for PIs to check into the possibilities of taking advantage of changing their rating to one in the electronic field.

Conversion to the LI rating may be accomplished by one of the following procedures, whichever is appropriate:

- Change in rating symbols of strikers.
- Change in rating in the same pay grade on recommendation and successful completion of service-wide exam.
- Advancement from PI in one pay grade to LI in the next higher pay grade.

PISN and PISA may qualify for, and be changed to, LISN and LISA in accordance with BuPers Inst. 1430.4.

Recommendations for change in rating from PI to LI in equal pay grade may be submitted in the cases of personnel who take the service-wide competitive examination for LI of the same pay grade at the regularly scheduled times for such examination (the February 1955 examinations will be the first used for this purpose). Personnel taking examinations for change-over will have their examination answer sheets submitted to the Naval Examining Center for scoring.

To be eligible for participation in the examination you must have completed the appropriate naval training courses required by NavPers 10052B for the LI rate concerned. Also you must have completed the practical factors in the *Manual for Qualifications for Advancement in Rating* (NavPers 18068) for the professional qualifications for the LI rate concerned.

You may also qualify for concurrent change and advancement in rating by taking the examination for advancement to the next higher pay grade in the LI rating. Personnel who pass this examination but cannot be advanced due to quota limitations will be changed to LI in equal pay grade.

Naval Reservists and members of the Fleet Reserve on active duty who hold PI ratings will be recommended for a change to the appropriate emergency service rating of LIP or LIT upon successful completion of the service-wide competitive examinations.



"But it's my inspection hat and I'm sure the Captain won't mind going back for it."

Housing Improves in Alaska With 344 New Homes at Kodiak

The housing shortage in Kodiak, Alaska, was struck a mighty blow as 344 modern homes were readied for occupancy in the Aleutian Homes Project.

The first 18 dwellings were occupied in mid-July with the others being occupied when completed. All units were scheduled for completion in September.

The Aleutian Homes Project, sanctioned by the FHA, began in February 1953 and is divided into three types of homes. Type 1 consists of 79 two-bedroom units without garage. Type 2 has 171 two-bedroom units with garage and type 3 has 94 three-bedroom units with garage. The monthly rental is \$110, \$130 and \$150, respectively. Utilities are not figured in the basic monthly rent figure.

All the homes are unfurnished except for a few basic items. Type 1 homes have bottled-gas kitchen stoves, water heaters and electric refrigerators. Type 2 homes have all these, plus an automatic clothes dryer and type 3 homes have all the above plus a semi-automatic washing machine.

All the homes are centrally heated and the heating plant may also be utilized as an air-conditioning unit during the summer.

The four-and-a-half-million dollar housing project gives military personnel top priority on occupancy, followed by civilian employees of the Navy and then citizens of the town of Kodiak.

Six New Films on Navy Life Available for Distribution To Film Libraries PIOs

Six new Navy public information films are now available for distribution to film libraries and public information officers throughout the Navy. These films portray various phases of Navy life and are aimed toward giving a better understanding of the Navy's position in the world today. The films are:

- "Report of the Navy" a 20-minute color film depicting the important events that happened in the U. S. during the period 1953-54. The Navy's role in the wind-up of the Korean action is shown together with the constant training, build-up, and planning done to maintain the Navy as a potent deterrent to aggression.

- "Story of Naval Aviation" is a 28-minute black-and-white film which shows the chronological development of U. S. naval aviation from its inception to its present role as a major striking weapon of the fleet. Such significant events as the first trans-Atlantic flight and the first U. S. carrier landing are depicted, as well as the use of present day high performance Navy jet aircraft. The close integration of aviation in fleet operations is stressed throughout.

- "The Annapolis Story" is a 28-minute color film which briefly outlines the four-year course at the U. S. Naval Academy covering its professional, educational, athletic and recreational highlights. The picture presents a balanced, graphic description of the Academy, what it does and what it has to offer.

- "Carrier Action Off Korea" is a 13½-minute film in black-and-white which illustrates the role carrier aviation played during the Korean conflict.

- "David Taylor Model Basin" is a 12-minute black-and-white film dealing with the story of the men and science involved in the research, development and testing of ship and aircraft designs for the Navy.

- "Take 'er Down" is a 13½-minute black-and-white film which presents the thrilling history of the Navy's undersea service from the building of *uss Holland*, in the early 1900s to the launching of the atomic powered *uss Nautilus*.

PA Checks You and Your Job, Tries to Help You Do It Better

Just as you can't judge a book by its cover, it's impossible to tell what a man can do by merely looking at him. The Navy knows this and has set up an outfit to go beyond the surface and find out just what each man is best qualified for.

Brains of the outfit are located in the Personnel Analysis Division of the Bureau of Naval Personnel with the muscles of the organization at field activities in San Diego, Calif. and Washington, D. C.

Theirs is the on-the-spot job of matching a man's capabilities with billet requirements. In doing so they analyze the duties and responsibilities involved and establish standards for selection, assignment, training and related purposes.

Some time during a career in the Navy, each man and officer comes under the gaze of the Personnel Analysis people and the various billets and ratings are under constant surveillance.

When a new rating is being discussed for possible inclusion in the rating structure, the PA people are among the first to be called in. They are assigned the task of deciding whether one of the ratings already in operation can handle the new job or whether it would be advisable to set up a new rating. If they decide on the latter course, they must then aid in establishing the training and tests needed for the new rating.

As a case in point, PA field units did a great deal of work on the new rating of guided missileman, which will be integrated into the Operating Forces in the near future.

With guided missiles becoming increasingly important in naval warfare, the Chief of Naval Personnel determined a need for two guided missile General Service Ratings—one

in the surface ratings and another in aviation.

The PA division was given the task of developing a program for the study of just what was needed in the way of personnel, courses, whether a school should be set up or not and various other information.

The field activities were directed to prepare the basic qualifications for advancement in the new ratings. They sent out teams of Occupational Analysts to study the missiles coming up for Fleet use and to get a first-hand look at the on-the-job know-how that was needed.

The teams visited various guided missile training units and service units throughout the U.S. They talked with enlisted men and officers doing the work at that time and observed the men at their jobs.

All the written information on guided missiles was gathered and checked with top engineers, both in industrial plants and on the line, with the men actually handling the maintenance and firing of the missiles.

The number and variety of duties performed, the tools used, types of knowledge needed, degree of skill and responsibility involved and many other allied subjects for each pay grade were studied and re-studied until the men on the teams could have performed the work themselves.

When every bit of available data had been gathered, the PA people sat down and wrote up the qualification recommendations, helping to establish the degree of responsibility for the different pay grades. Navy enlisted classifications and codes were developed. Finally, the program was ready to be put into operation.

With the rating structure ready, classifications and codes developed, and the courses of instruction lined up, it would now seem that the PA personnel could sit back and forget about the guided missile program. Such is not the case. In the months and years to come, they'll be busy checking back on the schools through tests and personnel interviews, striving to improve the methods of teaching. They will also be out in the field devising easier methods of doing the work and eliminating unnecessary tasks that spring up.

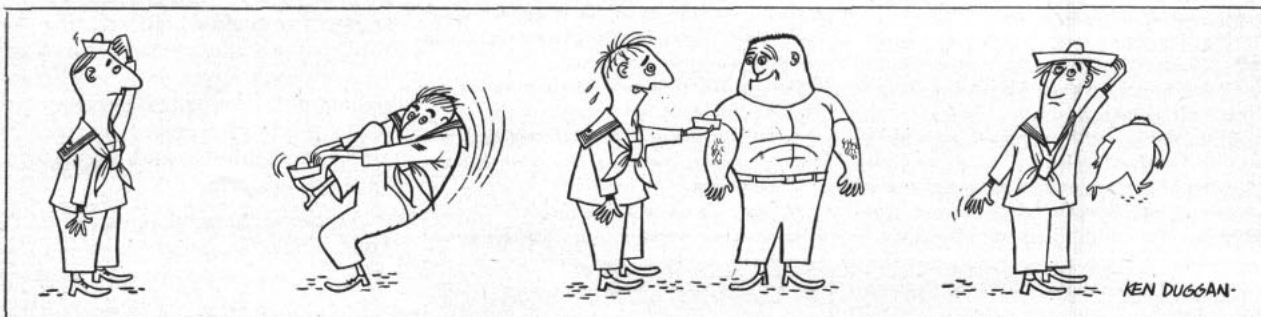
If that sounds like a lot of work to go through to develop one rating, just multiply it by the total number of ratings and billets in the Navy and you'll have an idea of the task assigned the Personnel Analysis Division. And that is only part of its job.

PA must also make sure that officers are qualified to perform the duties assigned them. They work on this subject all the way from initial selection to officer status through training, assignment, promotion and evaluation.

A special manual, the *Manual of Navy Officer Billet Classifications* (NavPers 15839) was prepared by the PA division to use in determining the requirements for various categories of officer personnel. The Navy, through use of the manual, is in a better position to utilize officers in billets for which they are best qualified.

What it all boils down to is this, the Navy knows that the finest piece of machinery or electrical gear is only as good as the man behind it. Personnel Analysis has the job of making sure that the man behind the machine is as highly skilled as the machine.

It is doing just that.



Roundup of Action on Legislation of Interest to the Navyman

A full slate of new laws which affect the Navyman, his dependents and the Navy veteran was passed by the now-adjourned 83rd Congress.

Here is the final summary of changes in status of bills previously introduced and reported in this section.

Legislation which did not become a public law is not included in this final round-up since, as explained

below, it must now be reconsidered.

Any bills introduced but not acted on as the 83rd Congress came to an end have now died. However, the same bill—or one like it—can be re-introduced in the next Congress. If a similar bill should be introduced, the committee work done on the former bill will probably be taken into consideration by the new committee and therefore will not be wasted.

Family Housing — Public Law 765 (evolving from H. R. 9924): In part, authorizes the Secretary of the Navy to order the repair or construction of more family housing units for military personnel and their dependents at various naval stations and Marine Corps activities both in the continental U. S. and at overseas bases.

P.O.W. Benefits — Public Law 615 (evolving from H. R. 9390): Extends benefits to Korean War veterans similar to those offered to World War II veterans. The law provides benefits of \$1 a day "detention benefits" for each day a serviceman was held captive in Korea and another \$1.50 a day for each day that it is later determined that he was held prisoner under conditions inferior to those set down by the Geneva Convention or was subjected to "inhumane treatment" at the hands of his captors.

Burial Benefits — Public Law 495 (evolving from S.1999): Authorizes burial rights for Naval Reservists who die while on active duty, on active duty for training, while performing authorized military travel, or under certain other circumstances. The law also provides certain burial benefits for dependents of military personnel who may die while residing with the serviceman at a place outside the continental limits of the U. S.

Veteran Homestead Rights — Public Law 402 (evolving from S. 1823): Allows the same benefits to Korean veterans allowed to World War II veterans in connection with priority for homestead rights.

Reserve Officers Personnel Act — Public Law 773 (evolving from H.R. 6573): The new law is based on the proposition that basically, promotion of Naval Reserve officers on active duty should parallel promotion provisions for Regular officers. The law provides a statutory basis for Naval Reserve officer promotion and elimination and also contains provisions relating to precedence, constructive credit, distribution and retention of Reserve officers.

Academy Appointments — Public Law 381 (evolving from H. R. 4231). Authorizes appointments from the "U.S. at large" of sons of mem-

WAY BACK WHEN

USS Oregon's Record Run

Most Navyman will recall the speed run made by the aircraft carrier USS Boxer (CV 21) in mid-1950. Soon after the outbreak of the Korean war, Boxer made her record-setting trans-Pacific crossing with a load of badly needed aircraft.

But this wasn't the first time that a naval vessel had been called upon to perform such a feat of speed in time of emergency.

When relations between the U. S. and Spain reached the breaking point in 1898, Rear Admiral William T. Sampson, USN, was ordered to gather together a fleet of warships in Florida for action in the Cuban area.

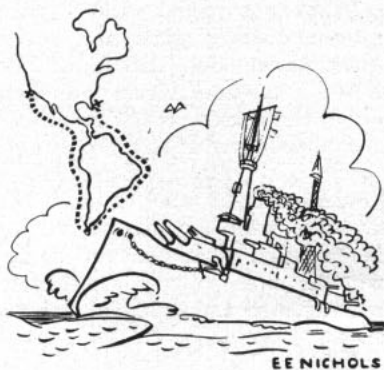
One of the ships destined for this fleet was the battleship USS Oregon (BB 3), which at the time was berthed at San Francisco, Calif. Captain Charles E. Clark, USN, was dispatched there to take command of Oregon, one of the largest ships of that time. He was to proceed through the Strait of Magellan and join the fleet in Florida.

When he arrived, Captain Clark found the crew green but eager. Oregon began her long trip in mid-March 1898. Soon after getting underway, the ship's engines became unbearably hot. The chief engineer reported that Oregon would not be able to hold the speed necessary to reach her destination in time if salt water had to be taken into the boilers.

The Captain told the crew the situation and they volunteered to give up their own fresh water in order to get the ship to battle. The crew also decided to give the firemen and coal passers Oregon's stock of ice because of the inferno-like heat of the engine-room during the forced run.

The ship made record time down the Pacific Coast of South America but was forced to lie-to during a gale while passing through the Strait of Magellan.

After riding out the storm, Oregon picked up the gunboat *Marietta* which arranged loading of a much needed supply of coal at Sandy Point. *Marietta* also brought word that hostilities with Spain were imminent.



Recoiled at Rio de Janeiro on 30 April, Oregon proceeded toward the U. S. in company with *Marietta* and the merchant steamer *Nictheroy*. Slowed down by the small ships, Oregon finally abandoned her escort in spite of the danger of Spanish warships in the area.

The Spanish Fleet did not sight Oregon and on 24 May 1898 she reached Jupiter Inlet, Fla., ready for battle. Three days later she was heartily cheered by the crewmen of the other vessels of Admiral Sampson's battle fleet as she steamed along the line of ships.

Oregon had completed the longest and fastest run achieved up to that time in naval history. During the passage of 14,700 miles, her average speed, not including port time, had been 11.6 knots, a record for that day.

An important result of the speed run was to point out the need for a canal to link the Atlantic and Pacific Oceans for more effective naval operations.

During World War I, Oregon served as flagship for the Commander Pacific Fleet. Her last duty before being decommissioned was serving as President Woodrow Wilson's reviewing ship.

Stripped down to the main deck, Oregon is at present moored in Apra Harbor, Guam.

bers of the armed forces who died as a result of hostilities in the Korean conflict, as had been authorized previously for sons of members who died as a result of service in World War I or World War II.

Service Secretaries — Public Law 562 (evolving from S. 3466): Provides for two additional assistant secretaries each for the Army, Navy and Air Force. One of the new assistant SecNavs is to be designated "Assistant Secretary of the Navy for Financial Management."

'Veterans Day' — Public Law 380 (evolving from H. R. 7786): States that November 11th of each year shall continue to be a national legal holiday but that it shall be known as "Veterans Day" instead of "Armistice Day."

Cemetery Markers — Public Law 675 (evolving from H. R. 4690): Provides for the erection of appropriate markers in national cemeteries to honor the memory of members of the armed forces missing in action.

Naturalization of Servicemen — Public Law 86 (evolving from H. R. 4233): Provides for the expeditious naturalization of persons who served in the armed forces of the U. S. for at least 30 days since the outbreak of Korean hostilities. Alien servicemen seeking naturalization under the new law have to furnish affidavits of at least two creditable citizens who can vouch for their good moral character but, if still on active duty, do not have to appear in court.

Korean G. I. Bill — Public Law 610 (evolving from H. R. 9888): Gives post-Korean veterans three years from the date of their discharge to start training under the Korean G. I. Bill of Rights. Part of the effect of the law is to give another year's grace to those veterans who previously had been required to begin training this past August or lose their entitlement.

Modernization of Merchant Types — Public Law 608 (evolving from S. 3546): To provide a "stimulus to shipbuilding and ship repair industries of the nation" and help provide an adequate and ready reserve fleet of merchant and auxiliary vessels, the law authorizes Federal aid in the modernization and improvement of certain merchant-type vessels.

New Enlisted Correspondence Courses Available

Twelve new Enlisted Correspondence Courses have been made available to all enlisted personnel, on active or inactive duty.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Application For En-

listed Correspondence Course (NavPers 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn I, N. Y., via your commanding officer.

Here are the new courses:

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
*Boilerman 2	91512-1	BT, BTG, BTR
*Boilerman 1	91513-1	BT, BTG, BTR
*Chief Boilerman	91514-1	BT, BTG, BTR
*Disbursing Clerk 3	91435-2	DK
*Disbursing Clerk 2	91436-2	DK
*Disbursing Clerk 1	91437-1	DK
*Chief Disbursing Clerk	91438-1	DK
IC Electrician 3	91528	IC
Mineman 1	91336	MN
Chief Mineman	91337	MN
*Ship's Serviceman Tailor Handbook	91463-1	SH
*Steward 3	91692-2	SD, SDG, SDS
*Available for repeat credit.		

Veterans in State Homes — Public Law 613 (evolving from H. R. 8180): Raises from \$500 a year to \$700 a year the amount the U. S. government will pay toward the support of disabled veterans being cared for in state homes. The veteran, however, must be certified by the V. A. Administrator to be in need of such care.

Rights of Vessels — Public Law 680 (evolving from H. R. 9584): Should a vessel of the U. S. be seized by a foreign country on the basis of rights or claims not recognized by the U. S. and there is "no dispute of material facts with respect to the location or activity of such vessel at the time of seizure," this law authorizes the Secretary of State to attend to the welfare of such vessel and its crew while it is held by such country and to secure the release of such vessel and crew, paying any fines or posting any bonds that may be required. The Secretary of State shall then take such action as he may deem appropriate to make the collection on claims against that country for amounts expended because of the seizure.

Veterans Disability Pensions — Public Law 695 (evolving from H. R. 9020) and Public Law 698 (evolving from H. R. 9962): Together, the

two laws raise the compensation due veterans with both service-connected and non-service-connected disabilities, or their survivors, by varying amounts. The average increase in payments amounts to five per cent.

Commissary Rights Are Authorized for Navy Widows

Commissary rights are authorized for Navy widows who have not remarried. This privilege was reported as having been no longer in effect in an article in ALL HANDS, August 1954 (page 48).

It is true that this privilege of unremarried widows was at one time withdrawn but it was later reestablished, and the erroneous statement in the August issue resulted from a reference to instructions that were no longer in effect.

AlStaCon Eight of 6 July 1953 had revoked the commissary rights of unremarried widows in accordance with Public Law 91 of the 83rd Congress, which stated that commissary stores within the continental limits of the U. S. would be operated solely for members of the armed forces and their immediate families. A subsequent AlStaCon, effective 1 Aug 1953, restored the widows' rights and they have been in effect since that time.

What's Your Status under UMT&S Act, Selective Service?

WHAT ARE YOUR OBLIGATIONS — and rights — concerning your active duty and Reserve requirements? Under what circumstances does a Navyman acquire an eight-year obligation? Must you agree to serve for eight years when you first enlist? After serving on active duty, what are your Selective Service obligations?

These are questions which are of continuing concern to every Navyman, whether Regular or Reserve, officer or enlisted. You'll find the answers below.

Bear in mind, however, that the policies described below are general statements for your information only, and do not in any way constitute authority for release, induction or action of any nature.

It's very probable that the conditions cited below may not fit your specific case. If so, don't tell BuPers or ALL HANDS about it. If you have a question concerning your military obligations, it is suggested that you ask the activity which holds your records. In most cases, you'll find yourself referred to the personnel officer of your ship or station. Reasonably enough, the Selective Service System knows better than anyone else the answers to questions concerning Selective Service.

It should also be noted that these statements concerning the Universal Military Training and Service Act (UMT&S) and Selective Service refer only to men. They do not apply to women.

Universal Military Training and Service

In brief, and at the possible risk



"Boy! What a difference from boot camp; my sea bag's empty and this locker isn't even filled yet!"

of oversimplification, the UMT&S (as amended) provides: *If you are qualified, less than 26 years old, and are inducted or enter into an enlistment or appointment into any of the armed services for the first time AFTER 19 Jun 1951, you have acquired an eight-year obligation.*

UMT&S also permits Selective Service to induct qualified men for two years of military service and training.

The Armed Forces Reserve Act of 1952 (AFRA), provides for the assignment of Reservists to mobilization categories and also contains authority for the mobilization of the Naval Reserve.

In Section 4(d) of the UMT&S, three general categories of enlisted personnel are described and the periods of additional obligated service are specified for each. The first two categories are comprised of certain persons who were enlisted or appointed in the Regular Navy between 24 Jun 1948 and 19 Jun 1951, both dates inclusive.

The third and main category is comprised of persons who were inducted or who entered into an initial enlistment or appointment in the armed forces after 19 Jun 1951 while under 26 years of age.

This section of UMT&S provides:

- If you enlisted or reenlisted in the Regular Navy between 24 Jun 1948 and 19 Jun 1951, both dates inclusive, and served therein for less than three years, you shall upon your release from active duty, be transferred to the Naval Reserve if eligible. After your transfer, you are required to remain a member of the Reserve for five years unless sooner discharged.

This category consists principally of persons who were transferred to the USNR and released from active duty rather than discharged, for reasons of dependency or hardship, and of certain persons discharged from an enlisted status in the Regular Navy in order to enter certain officer candidate programs.

- If you were 18 years old and, between 24 Jun 1948 and 19 Jun 1951, both dates inclusive, you enlisted in the Regular Navy for one year and were then discharged under honorable conditions, you were

transferred to the Naval Reserve and obligated to serve therein for six years, unless sooner discharged. (When you were enlisted in the Regular Navy under these circumstances you were designated USNEV; when transferred to the Naval Reserve, you became USNRV.)

Of more general interest is the following provision of UMT&S. It provides:

- If, AFTER 19 Jun 1951, you were inducted into any of the armed forces, or entered into an initial enlistment or appointment in the Regular Navy or Naval Reserve while under 26 years of age, you have acquired an obligation to remain in the armed forces for a period of eight years from the date of your induction, enlistment or appointment unless sooner discharged for the purpose of complete separation from military status.

This obligation may be fulfilled by service in either the Regular Navy or Naval Reserve or a combination of both for a total of eight years.

The phrase "initial enlistments or appointments" refers to enlistments or appointments in the Regular Navy or Naval Reserve by persons who have not previously been members of the armed forces.

If you have acquired this eight-year obligation because of an initial enlistment in the Regular Navy, you will, upon expiration of your enlistment contract, be transferred to the Naval Reserve, if eligible. You will be obligated to serve in the Naval Reserve (or any other reserve component of the armed forces) for the balance of the eight-year period or until sooner discharged.

However, if qualified, and you desire to continue your service in the Regular Navy you may be discharged for the purpose of immediate reenlistment or be permitted to extend your enlistment. Service under these conditions will reduce your eight-year obligation.

If you enlisted in the Naval Reserve after 19 Jun 1951 while under age 26 and have not previously been a member of the armed forces, you also have an obligation for a total of eight years from the date of your enlistment, unless sooner discharged.

If you are a Naval Reservist and are qualified, you may be discharged for the purpose of immediate enlistment in the Regular Navy.

That's the essence of the UMT&S as it applies to the eight-year obligation. It should be noted that no reference is made to personnel who became members of the Naval Reserve on or before 19 Jun 1951. Further, no reference is made to USN personnel who enlisted before 24 Jun 1948 or those who served three or more years in the Regular Navy if the enlistment was on or before 19 Jun 1951.

On the other hand, if you first entered military service *AFTER* 19 Jun 1951 while under age 26, you incur an eight-year obligation. This may be discharged by service in the Regular Navy or Naval Reserve, or both.

Details of the UMT&S as they apply to enlisted naval personnel are described in BuPers Instructions 1001.8, 1910.5B, and 1001.17.

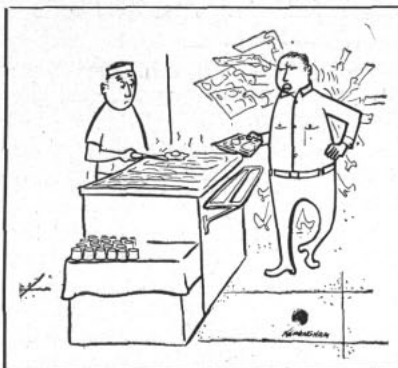
The UMT&S does more than establish an eight year military obligation. It also establishes authority and defines the rules under which the Selective Service System acts.

Selective Service Obligations

Here's a piece of sound advice: To determine with authority how you stand in relation to Selective Service, consult your local Selective Service board. The board members are best qualified to advise you. Although each local board is required to act within the framework of the UMT&S, to meet local conditions and the needs of the services, board members consider each case on its individual merits.

• For one thing, *if you've served on active duty for 24 months or more, you will not be inducted, or if you have served six months or more since 23 Jun 1948, an executive order provides that you will not be inducted. However, upon your release from active military service, you are required to register with your local Selective Service board within 30 days, if you have not already done so. If you have registered, inform your board of your release, within 10 days.*

• In addition, *naval personnel who served honorably on active duty for 90 days or more between 7 Dec 1941 and 2 Sep 1945, or for 12 months or more at any time between*



"What, steak and eggs for breakfast AGAIN?!"

—C. W. Keiningham, SK3, USN.

16 Sep 1940 and 24 Jun 1948 are "veterans" according to Selective Service regulations and, as such, are NOT liable for induction except after a declaration of war or national emergency made by the Congress.

• *All Navymen, whether Regular or Reserve, who entered active military service before 24 Jun 1948 and were discharged after that date upon the completion of three or more years of active duty will be placed*

in class IV-A by their local Selective Service board. If you fall in this category, you are exempt by law from induction through Selective Service.

The problem isn't quite as simple for other Naval Reservists.

Naval Reservists who entered on active duty before 24 Jun 1948 and were released after that date after serving over six months, but less than three years, are liable for induction under the present law. However, local boards of the Selective Service system have received instructions not to induct such personnel.

In other words, the statement already made, that Selective Service is not inducting personnel with six months or more active duty, still holds true at the present time.

Naval Reservists who are classified as I-D because they were members of an organized unit on 1 Feb 1951, and have continued in this classification until they are 26 years of age, are exempt from induction. However, like all others, *they are not*

Here Are The Selective Service Classifications

CLASS I

- I-A Registrant available for military service.
- I-A-O Conscientious objector registrant available for noncombatant military service only.
- I-C Member of the armed forces of the United States, the Coast and Geodetic Survey, or the Public Health Service, and certain registrants separated therefrom.
- I-D Qualified member of Reserve component, or student taking military training, training, including ROTC and accepted aviation cadet applicant.
- I-O Conscientious objector available for civilian work contributing to the maintenance of the national health, safety, or interest.
- I-S Student deferred by law until graduation from high school or attainment of age of 20, or until end of his academic year at a college or university.
- I-W Conscientious objector performing civilian work contributing to the maintenance of the national health, safety or interest or who has completed such work.

CLASS II

- II-A Occupational deferment (other than agricultural and student).
- II-C Agricultural deferment.
- II-S Student deferment.

CLASS III

- III-A Extreme hardship deferment, or registrant with a child or children reported prior to 25 Aug 1953.

CLASS IV

- IV-A Registrant with sufficient prior active service or who is a sole surviving son.
- IV-B An official deferred by law.
- IV-C Deferment of certain aliens.
- IV-D Minister of religion or divinity student.
- IV-F Physically or mentally unfit or morally unacceptable.

CLASS V

- V-A Registrant over the age of liability for military service.

(NOTE: If you have been deferred for any reason on or before your 26th birthday, you should determine from your local Selective Service board if your liability has been extended to your 35th birthday.)



"My old buddy! World War II, Inchon, Hong Kong—the Med. After all these years . . . what was your name?"

exempt from registration unless they are on active duty.

Selective Service regulations provide that registrants who entered on active duty on or after 24 Jun 1948, other than for training only, and who have, after six months or more of honorable service, been discharged will be placed in class I-C (Disc.). If transferred to the Naval Reserve, they will be placed in class I-C (Res.).

A registrant placed in any class other than I-A or I-A-O is not liable for immediate induction by Selective Service. *You must be reclassified into either class I-A or I-A-O before you can be inducted by your local board.*

What about induction liability after the age of 26?

There's been a lot of confusion about this point. Selective Service has prepared this statement especially for ALL HANDS:

The 1951 amendments to the UMT&S and Part 1622.13 of the Selective Service Regulations provide that any registrant who on 1 Feb 1951 was a member of an organized unit of the Naval Reserve, The Marine Corps Reserve, or the Coast Guard Reserve shall be placed in class I-D and kept there so long as he continues to be a member of the unit and satisfactorily participates in scheduled drills and training periods.

Section 6(h) of the same Act provides that persons who, on or after 19 Jun 1951 were in a deferred classification prior to attaining their 26th birthday, or who are or may be deferred under the provisions of Section 6 of the Act, remain liable for service until their 35th birthday (see below).

The following classifications are considered deferments under Section 6 and are the *only* ones which extend a registrant's age of liability from 26 to 35:

- NROTC students and members of other specified officer training programs.
- Accepted aviation cadets deferred so that they may be called for flight training.
- Elected government officials.
- Men deferred because of fatherhood or hardships to dependents.
- Men deferred because of civilian occupations or because of agricultural occupation.
- Men rejected for service because of physical, mental, or moral reasons.
- Students deferred either by regulations or by law.

This means that if you were NOT deferred on or after 19 Jun 1951 for one of the reasons listed above, you have no further liability after you reach your 26th birthday. You are classified V-A (over-age).

FMF Combat Operation Insigne Authorized for Naval Personnel

Latest information on eligibility of naval personnel for wearing the Fleet Marine Force Combat Operation Insigne is contained in BuPers Inst. 1650.4B. Authorized to wear the insignie are members of Navy units as well as those persons who individually served on duty with and were attached to FMF units in active combat. As determined in a previous Instruction, this includes hostilities in Korea and any future wars, conflicts or insurrections.

The miniature bronze replica of the official U. S. Marine Corps emblem will be worn centered on the appropriate campaign ribbon. For example, Navymen who served with FMF units during combat in Korea would wear the emblem on the Korean Service Ribbon. Only one emblem may be worn on any one campaign ribbon but authorized engagement stars may be worn. They will be arranged symmetrically on the ribbon in relation to the emblem, the first star to the wearer's right, and the second to his left.

Further details concerning the new insignie and the determination of eligibility may be found in BuPers Inst. 1650.4B.

List of Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in August.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by 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 Long Wait (117): Murder Mystery; Anthony Quinn, Peggie Castle, Charles Coburn.

About Mrs. Leslie (118): Drama; Shirley Booth, Robert Ryan.

Take The High Ground (119) (T): Army Drama; Richard Widmark, Karl Malden, Elaine Stewart.

Francis Joins The Wacs (120): Comedy; Donald O'Connor, Julia Adams, Zasu Pitts and "Francis" the Talking Mule.

Kings Row (121) (Re-issue): Drama; Ann Sheridan, Robert Cummings.

Drums Across The River (122) (T): Western; Audie Murphy, Lisa Gaye, Walter Brennan.

Gentleman Jim (123) (Reissue): Boxing Melodrama; Errol Flynn, Alan Hale.

Indiscretion Of An American Wife (124): Drama; Jennifer Jones, Montgomery Clift.

Desperate Journey (125) (Re-issue): War Melodrama; Errol Flynn, Ronald Reagan.

The Lone Gun (126) (T): Western; George Montgomery; Dorothy Malone.

Queen of Sheba (127): Biblical Spectacle; Gino Cervie, Leonora Ruffo.

Blackout (128): Murder Drama; Dane Clark, Belinda Lee.

Bounty Hunters (129) (T): Randolph Scott, Dolores Dorn.

Escape From Fort Bravo (130) (T): Western; Eleanor Parker, William Holden.

The Scarlet Spear (131) (T): African Drama; Martha Hyer, John Bentley.

The Saracen Blade (132) (T): Adventure Drama; Ricardo Montalban, Betta St. John.

Bowery Boys Meet The Monsters (133): Comedy; Leo Gorcey, Huntz Hall.

Her Twelve Men (134) (T): Romantic Comedy; Greer Garson, Robert Ryan, Barry Sullivan, Barbara Lawrence.

Rails Into Laramie (134) (T): Western; John Payne, Mari Blanchard, Dan Duryea.

The Caine Mutiny (136) (T): Sea Adventure; Humphrey Bogart, Jose Ferrer, Fred MacMurray, Robert Francis, May Wynn, Van Johnson.

The Naked Alibi (137): Mystery Drama; Gloria Grahame, Sterling Hayden, Marcia Henderson.

Secret Of The Incas (138) (T): Adventure Drama; Charlton Heston, Robert Young, Nicole Maurey, Yma Sumac.

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. 36—Directs commands to submit new lists of officers on their roster together with current information on what security checks have been run on each.

No. 37—Announces the selection for temporary promotion to the grade of rear admiral of eight officers of the Staff Corps.

No. 38—Summarizes statutory re-

tirement provisions for male and female warrant officers of the Regular Navy.

No. 39—Announces the selection of 282 officers of the line of the Regular Navy and Naval Reserve on active duty for temporary promotion to the grade of captain.

BuPers Instructions

No. 1111.4A — Concerns nomination of enlisted personnel for entry into competition for the 1955 NROTC program.

No. 1306.6A — Prescribes procedures for enlisted personnel to request assignment to duty in naval missions, offices of naval attachés, military assistance groups and similar activities.

No. 1440.15 — Prescribes the administrative procedure for effecting changes in rating of personnel necessary to implement the consolidation of the PI and RI ratings into the single rating of LI.

No. 1520.37 — Consolidates the policies of the "Five-Term College Training Program" for officers transferred to the Regular Navy who possess less than two years of college training.

No. 1520.38 — States that additional college training due naval aviators under the Naval Aviation College Program is being resumed this fall.

No. 1626.8A — Gives current instructions concerning claims for reimbursement for dependents' transportation.

No. 1650.4B — Passes the word on how to wear the recently authorized Fleet Marine Combat Operation insignia.

BuPers Notices

No. 1140 (2 Aug 1954) — Makes several minor changes in BuPers Inst. 1140.1A (Change One) which relates to the submission of forms concerning induction quotas under the Selective Service system.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH IS ON PAGE 7

1. (b) Snatch block.
2. (c) Swivel link.
3. (c) Guided Missileman. The special mark at left represents Guided Missileman (GS), the other is Aviation Guided Missileman (GF).
4. (a) General service ratings.
5. (b) Balloon pilot.
6. (c) On the left breast.

No. 1414 (4 Aug 1954) — Makes a change in BuPers Inst. 1414.2 stating that Fire Control Technicians (FTs) no longer have to complete Class B school in order to be eligible to take the exam for Chief Fire Control Technician.

No. 1650 (10 Aug 1954) — Informs personnel how to replace lost or damaged medals and devices.

No. 1412 (16 Aug 1954)—Makes a minor change to BuPers Inst. 1412.7 (Change One) which relates to sea and foreign service requirements for promotion of line officers in the Regular Navy.

No. 1740 (23 Aug 1954) — Announces the recently passed FHA mortgage insurance provision for "career personnel" of the armed forces and states that detailed instructions will be issued on it as soon as possible.

Eliza Gets Her Face Lifted As Charleston Club Goes Modern

Navy men returning to Charleston, S. C., Naval Base after several months away from Sixth Naval District's home port will find Eliza Lucas Hall still outside the main gate and away down the hill, but the "old girl" has had her face lifted—an operation which transformed the front section of the aged building into a modern-type servicemen's center comparable to any in the country.

One of the most important features of the rambling structure's "new look" is the conversion of the old gymnasium into a modern club area complete with kidney-shaped tile dance area, new bandstand, tables, and semi-circular leatherette booths. Black-tiled floors and a 12-foot ceiling of acoustic material complete the large clubroom in the 37-year-old structure.

Other improvements include a new refreshment bar and short-order counter, television lounge, reading room, and new air-conditioning, lighting and heating systems.

Renovation of the club was financed by the base's non-appropriated funds, supplemented by a grant from the BuPers Central Recreation Fund.

These funds are derived from the profits of Navy Exchanges and ship's stores.

Going to Germany Soon? Here's Word on Living Conditions

From time to time, *ALL HANDS* publishes reports on overseas living conditions. This one gives the latest information on living conditions in Germany for U. S. naval personnel and their dependents.

U. S. naval personnel in Germany are located in most cases at Heidelberg, headquarters for the Commander, Naval Forces, Germany; U. S. Naval Advanced Base, Bremerhaven; U. S. Navy Rhine River Patrol at either Schierstein, Mannheim or Karlsruhe; and on ComNavGer Staff at Berlin. The following information generally applies to all these activities.

Climate—The weather in Germany is similar to that of the North Atlantic states, with balmy, pleasant spring; warm, hazy summer; "Indian Summer" autumn; and a cold, damp winter spiced with occasional freezing temperatures.

Housing — There is currently a critical dependent housing shortage in the American Zone of Germany. Hence, it is necessary for all personnel to report to their new permanent duty stations *before* applying for dependent housing and transportation of dependents.

Quarters are provided in lieu of rental allowance. The waiting period for government quarters varies from a few weeks to eight months, depending on the particular location to which the member is assigned. Some quarters are private homes that have been requisitioned to house occupation personnel. The majority of families are billeted in apartments which have been constructed under administration of the occupation forces.

Quarters are usually assigned in accordance with rank and rate seniority. However, family size and date of departure from the U. S. are also important determining factors. Enlisted personnel below the rate of PO2 are not permitted to bring dependents to the European Command.

Household Effects — Take along your favorite kitchen utensils and knick-knacks, also such items as "favorite lamps," and table, bath and bed linens. Blankets are provided. Household effects shipped from the States under your orders should be addressed to yourself in care of "Supply Officer, U. S. Naval Advanced Base, Bremerhaven, Germany."

Furniture — In most cases, the quarters provided are comfortably and adequately furnished with respect to major items such as furniture, china, glassware and flat silver. Refrigerators and stoves are provided with each billet and have proved adequate.

Utilities—Don't take along your television set or electric clock because of the 50-cycle current in Germany. Current is either 220 volts, 50-cycle AC or 110 volts, 50-cycle AC. Other than the above mentioned articles, most American-made appliances will work satisfactorily, so take them along. It's also advised that fully automatic washing machines be left at home although a wringer-type machine will work okay.

Clothing—Service Dress Blue "A" is worn from November through March; Service Dress Blue "B" April through October. The service Dress Khaki is optional during working hours in summer months.

The Service Dress Whites are now required for official-social functions when specified. Take along the evening dress uniform, if you have one. Civilian clothes may be worn by naval personnel when off duty. Exchanges carry civilian clothes and tailoring is generally good and fairly inexpensive.

Bring along an adequate supply of socks, ties, shoes, caps, insignia and other accessories. Most of these small items, however, are available at the ship's store in Bremerhaven.

Women will find the dressing tastes of New York or Washington quite appropriate in Germany. Light cottons, linens and silks for summer; woolens and correspondingly heavier materials for fall, winter and spring. Most American service wives prefer to bring a supply of shoes to last them a full tour of duty.

It's also recommended that you take along plenty of children's clothing. The Exchanges have only a limited supply of children's clothing.

Food—Most food for naval personnel in Germany comes through Army commissaries, Post Exchanges and Class "B" Messes. A moderate variety of meats, canned goods and frozen and fresh vegetables are carried and prices compare favorably

Duty with ComLifeRaftLant Has its Surprises

"Four-oh" is perfect in the Navy, and that's the mark a crew of a P2V-5 got in ditching procedure from their Operational Readiness Inspection observer during a recent flight out of NAS Brunswick, Me.

During an operation flight with the observer on board, the crew was being put through their paces in safety and operational techniques. When the pilot ordered "prepare for ditching" the crew went to their stations believing it was part of the inspection.

The port engine had been feathered but it all seemed routine until the second engine backfired and lost power.

In a matter of minutes the pilot had taken the plane into a long glide and the crew was standing by for the real thing. This was no drill.

The plane hit the water with nary a bounce and everything went off just as the ditching manual says it

should. Crew and observer scrambled out of the plane and onto the life rafts approximately 110 miles east of Long Island.

An emergency radio was put into operation, notifying NAS Quonset Point of the ditching. One and a half hours later a rescue plane hove into view and picked up the Navymen without a hitch.

The return of the crew to Brunswick was marked by a whole-hearted reception by the entire squadron. In an impromptu ceremony the pilot was given orders to duty with "ComLifeRaftLant" for his outstanding part in the ditching, while the rest of the men were awarded large gold stars which marked them as "Heroes, First Class."

There wasn't anything the observer could do but give the crew 4.0 on ditching procedures when he wrote up his report. After all they even brought him back!

to those of Stateside commissaries. The quality of food on the German market is excellent with the cost of most fresh items less than Stateside prices.

Fresh milk, eggs, and butter are supplied to commissaries daily from Holland and Denmark. The prices of these items are reasonable, being about equal to the cost in the U. S. Also, a wide variety of baby foods can be purchased at all major installations.

Automobiles—Automobiles may be shipped to Europe via MSTs and should not be more than seven years old. Cars operated in Germany must have a minimum of \$5,000-10,000 personal liability and \$5,000 property damage insurance coverage. This insurance can be bought in Germany. Proof of ownership and a shipping document — obtained through the MSTs office at the New York Port of Embarkation—are both needed.

Gasoline is obtainable at 16 cents a gallon and is presently rationed at 100 gallons a month. Stateside motor oil is available at 25 cents a quart. Suitable repair facilities may be obtained either through the Exchange system or at German garages. Automobiles are considered an asset in Germany and many pleasant trips are possible within the time limitations of a weekend.

Medical care — All posts in the American Zone of Germany provide medical and dental care. General and station hospitals are available as well as dispensaries.

Pets—At the present time, pets may be brought into Germany without restriction and without quarantine. Regulations covering transportation of pets via MSTs change from time to time, so it's recommended that you contact the MSTs office in New York for current regulations if you desire to bring a pet to Germany.

Education — A dependent school system from kindergarten through high school is maintained for children of American service personnel. The teachers are accredited instructors from the States with the exception of the language teachers, many of whom are foreign nationals. Schools are free to all dependents of military personnel and are available at all posts where U. S. naval installations are located. The University of Maryland operates evening college courses at all major posts in the American Zone.

Religion—Services are held Sundays and weekdays by Army chaplains of all faiths. American personnel may also attend German churches if they desire.

Recreation — Outstanding recreational facilities are provided by the Army's Special Services division. Clubs, theaters, libraries, hobby and handicraft shops, photographic darkrooms, and bowling alleys are available as well as the usual sports of basketball, golf, tennis, softball and swimming.

German theaters present a year-round program of opera, concerts and ballet. Large leave and recreation centers are set up in Garmisch, Berchtesgaden and Chiemsee, where skiing, bob sledding and ice skating are favorite winter sports.

Pamphlets giving detailed information on Germany may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Tough Way to Make a Living But This 'Enemy' Keeps Coming Back

Getting shot at every day seems like a tough way to make a living, but one small Navy outfit takes it in stride and calls the duty "just a day's work."

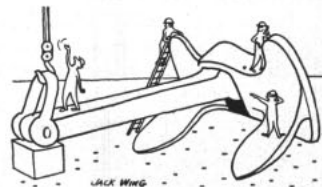
The outfit is a Utility Squadron 4 detachment, composed of a lieutenant, three CPOs and seven white hats stationed at NAS, Jacksonville, Fla. Their job is providing tow target service for Atlantic Fleet ships.

The 11 men fly two JD "Invaders" up and down the Florida and Georgia coastline trailing a huge 30-foot target sleeve behind them while everything from 50-caliber machine gun bullets to eight-inch shells are thrown their way by various ships.

On a normal towing job, each of the detachment's JDs carries 12 targets—towing them one at a time. If a ship requests it, the planes fly over while the ship fires at the target, and then drop the target close-by where it can be picked up by the crew to check the accuracy of their gunnery.

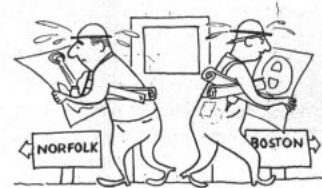
When they are not being shot at they are being tracked on radar and intercepted by Navy, Air Force and Air National Guard aircraft.

The new *Forrestal* type carriers (three are now in construction and the fourth has just been authorized by Congress) will carry the largest anchors and anchor chains ever used by the U. S. Navy. The job of making the anchors was divided between the Norfolk and Boston Naval Shipyards with Norfolk



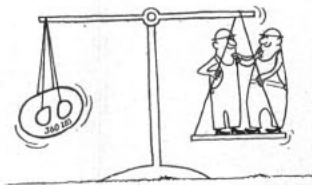
casting the crowns and flukes, or heads, while Boston forged the shanks and shackles and made final assembly and proof testing.

The chains are standard Navy die-lock design, but Boston had to install special equipment to handle the huge chain. A 25,000-pound drop hammer and a special forging press are in use. Each die-lock link in the completed chains will weigh about 360 pounds



and measure 28½ inches in length, 17¼ inches in width, and 4¾ inches in diameter at the smallest cross section. The chain will have a breaking strength in excess of two-and-one-half million pounds.

The anchors will be 60,000 pounds, with each of the flukes about 36 inches wide, a foot thick and about 12 feet long. The over-all length is 21 feet. It took seven weeks for the Norfolk yard to turn out the first anchor head, one



week of that time being devoted to normalizing and tempering the anchor. Each of the carriers, *USS Forrestal* (CVA 59), *USS Saratoga* (CVA 60), *USS Ranger* (CVA 61) and the fourth one yet unnamed, will carry two of these giant anchors when they join the fleet, plus 180 fathoms of the chain for each anchor.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

- ★ BERK, Harold R., CAPT, MC, USN, Senior Medical Officer of the First Marine Aircraft Wing from 4 May to 4 Dec 1953. Combat "V" authorized.
- ★ BOWEN, Harold G., CAPT, USN, Commander Wonsan Defense and Blockading Unit from 27 Feb to 15 Aug 1953. Combat "V" authorized.
- ★ JUSTICE, James R., CAPT, DC, USN, Division Dental Officer for the First Marine Division from 12 Mar 1953 to 8 Jan 1954. Combat "V" authorized.
- ★ LANGSTON, Charles B., CDR, USN, Chief, United States Naval Advisory Group, Republic of Korea Navy, and Commander Task Group 95.7 from 1 Jun to 4 Jul 1952, and Executive Officer, Operational Planning Officer and Chief Staff Officer, Task Group 95.7 from 5 Jul 1952 to 3 Sep 1953. Combat "V" authorized.
- ★ MILLER, Walter R., CAPT, MC, USN, Division Surgeon for the First Marine Division from 25 Apr 1953 to 31 Jan 1954. Combat "V" authorized.
- ★ SHARP, Raymond N., CDR, USN, Assistant Chief of Staff and Chief of Staff of Commander Carrier Division Five from 27 Jun to 18 Aug 1944 and Member of the Staff of Commander Second Carrier Task Force from 19 Aug to 28 Sep 1944. Combat "V" authorized.
- ★ WALLACE, Lewis, CAPT, USN, Chief, United States Naval Advisory Group, Republic of Korea Navy, and Commander Task Force 95.7 from 7 Jul 1952 to 27 Jul 1953.
- ★ WHITFIELD, James D., CAPT, USN, Commander Destroyer Division 162 from 13 Oct 1950 to 27 Apr 1951. Combat "V" authorized.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ EVANS, Jack B., RM3, USN, for assisting in the rescue of three men from drowning in the Sea of Japan on 10 Jan 1954.

★ KANIA, Anthony E., BM1, USN, for heroic conduct on board the *USS Leyte* (CVS 32) during disastrous explosions and fires 16 Oct 1953.

★ PARRACK, Bobby D., SN, USN, for rescuing a man from drowning in the Sea of Japan on 10 Jan 1954.

★ PIERCE, Joe, QM2, USN, for rescuing a man from drowning in Reykjavik Harbor, Iceland, on 7 Feb 1954.

★ PETERSON, James F., EM3, USN, for assisting in the rescue of a drowning man in Reykjavik Harbor, Iceland, on 7 Feb 1954.

★ RAMSEY, Joseph D., GUN, USN, for being instrumental in saving the lives of several men on board the *USS Leyte* (CVS 32) during explosions and fires at the Naval Shipyard, Boston, Mass., on 16 Oct 1953.

★ RIDDLE, Meredith C., LCDR, USN, for being instrumental in saving the lives of several men on board the *USS Leyte* (CVS 32) at the Naval Shipyard, Boston, Mass., on 16 Oct 1953.

★ STRADER, Charles A., SA, USN, for saving the life of a companion during the crash of a jet aircraft at the Naval Air Station, San Diego, Calif., on 31 Aug 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ BOYER, Millard L., BMC, USN, for meritorious service in Korea from 10 to 19 Jan 1952.
- ★ BROWN, James E., LT, USN, for meritorious service in Korea from Aug 1951 to Jun 1952. Combat "V" authorized.
- ★ KIRKPATRICK, Marian G., CDR, USN, for meritorious service in Korea from 14 Apr to 27 Jul 1953. Combat "V" authorized.
- ★ KIRKPATRICK, William S., Jr., CDR, USN, for meritorious service in Korea from 28 Nov 1952 to 17 May 1953. Combat "V" authorized.
- ★ KLEPACK, Philip H., LT, USN, for meritorious service in Korea from 30 Jun to 2 Nov 1952. Combat "V" authorized.
- ★ KOBAY, Albert L., Jr., CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.
- ★ LAMPE, Joseph M., LCDR, ChC, USN, for meritorious achievement in

Korea from 7 Jul 1952 to 1 Aug 1953.

★ LANHAM, Harvey P., CDR, USN, for meritorious service in Korea from 27 Mar to 28 Apr 1953. Combat "V" authorized.

★ LARGESS, Clifton R., Jr., LCDR, USN, for meritorious service in Korea from 26 Apr to 27 Jul 1953. Combat "V" authorized.

★ LEE, Florn L., LCDR, USN, for meritorious service in Korea from 8 Apr to 5 Jul 1952. Combat "V" authorized.

★ LOWTHER, Robert B., CDR, USN, for meritorious service in Korea from 6 Nov 1951 to 15 May 1952. Combat "V" authorized.

★ LYTTLE, John S., LT, USN, for meritorious service in Korea from 6 Apr 1952 to 25 Feb 1953. Combat "V" authorized.

★ MASON, Harry C., CDR, USN, for meritorious service in Korea from 20 Nov 1952 to 25 Mar 1953. Combat "V" authorized.

★ MATHEWS, John C., CDR, USN, for meritorious service in Korea from 10 Feb to 24 Jul 1952. Combat "V" authorized.

★ McDOWELL, Joseph M., CDR, USN, for meritorious service in Korea from 26 Dec 1952 to 12 Jul 1953. Combat "V" authorized.

★ McCALL, Charles D., CDR, USN, for meritorious service in Korea from 15 Jun to 14 Oct 1952. Combat "V" authorized.

★ McCORMACK, Vincent F., CDR, USN, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ McCORMICK, Thomas E., Jr., CDR, USN, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ McCROCKLIN, James W., CDR, USN, for meritorious service in Korea from 16 Feb to 6 Jul 1953. Combat "V" authorized.

★ McKNIGHT, George W., LCDR, USN, for meritorious service in Korea from 3 Jan to 28 May 1953. Combat "V" authorized.

★ MEAD, Charles H., CDR, USN, for meritorious service in Korea from 20 Nov 1952 to 16 May 1953. Combat "V" authorized.

★ MORRISON, George S., CDR, USN, for meritorious achievement in Korea from 20 Apr to 27 Jul 1953. Combat "V" authorized.

★ MUGG, Richard B., CDR, USN, for meritorious service in Korea from 1 May to 27 Jul 1953. Combat "V" authorized.

★ NELSON, Henry G., LCDR, USN, for meritorious service in Korea from 1 May to 27 Jul 1953. Combat "V" authorized.

★ NICHOLSON, Archibald T., Jr., CDR, USN, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ ODELL, John E., Jr., CDR, USN, for meritorious service in Korea from 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.

★ NORMAN, Oliver L., LTJG, USN, for meritorious service in Korea from 25 Aug to 21 Sep 1952. Combat "V" authorized.

★ NOVAK, Wallace, LT, USNR, for meritorious service in Korea from 17 Dec 1951 to 12 Jan 1952. Combat "V" authorized.

★ PASCHAL, Joe B., CAPT, USN, for meritorious achievement in Korea from 13 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ PEACOCK, Andrew J., Jr., LT, USNR, for meritorious service in Korea from 24 Dec 1952 to 2 Jul 1953. Combat "V" authorized.

★ QUIGLEY, Donald F., CDR, USN, for meritorious service in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.

★ QUINN, Frank N., LCDR, USN, for meritorious service in Korea from 21 Nov 1951 to 6 Jun 1952 and from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ RANDELL, William B., LT, USN, for meritorious service in Korea from 1 Aug 1952 to 3 Jul 1953. Combat "V" authorized.

★ RODIER, Richard L., LT, USN, for meritorious service in Korea from 10 Jun 1952 to 11 May 1953. Combat "V" authorized.

★ ROSTAN, David A., LTJG, USN, for meritorious service in Korea from 20 Oct 1951 to 10 Sep 1952. Combat "V" authorized.

★ ROTH, Emil S., LT, USN, for meritorious service in Korea from 9 Aug to 3 Sep 1952. Combat "V" authorized.

★ RUBEL, David M., CDR, USN, for meritorious service in Korea from 30 Jan to 11 Jul 1953. Combat "V" authorized.

★ RYAN, George G., LT, USN, for meritorious service in Korea from 16 Apr to 27 Jul 1953. Combat "V" authorized.

★ SALMON, Nelson B., CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.

★ SCHOLES, James A., LCDR, USN, for meritorious service in Korea from 28 May 1952 to 27 Jul 1953. Combat "V" authorized.

★ SIMCOX, William A., LT, USN, for meritorious service in Korea from 21 Mar to 27 Jul 1953. Combat "V" authorized.

★ SMITH, Ernest P., LCDR, USN, for

meritorious service in Korea from 17 Oct 1952 to 3 Apr 1953. Combat "V" authorized.

★ SMITH, Stanford S., LT, USN, for meritorious service in Korea from 30 May 1951 to 5 Jun 1952. Combat "V" authorized.

★ STEERS, William R., LT, USNR, for meritorious service in Korea from 6 Dec 1952 to 27 Jul 1953. Combat "V" authorized.

★ STENCIL, Walter J., CDR, USN, for meritorious service in Korea from 15 Jul to 26 Nov 1952. Combat "V" authorized.

★ STEVENS, Henry E., LTJG, USNR, for meritorious service in Korea from 7 Nov 1951 to 18 Jul 1952. Combat "V" authorized.

★ SULLIVAN, Bruce M., LT, USNR, for meritorious service in Korea from 3 Jan to 8 Mar 1953. Combat "V" authorized.

★ SUMMERS, Donald L., BMC, USN, for meritorious achievement in Korea from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ TAYLOR, Robert C., LTJG, USNR, for meritorious service in Korea from 7 Nov 1952 to 27 Jul 1953. Combat "V" authorized.

★ TENANTY, Joseph R., CDR, USN, for meritorious service in Korea from 9 May to 27 Jul 1953. Combat "V" authorized.

★ THOMPSON, Ray S., Jr., CDR, USN, for meritorious service in Korea from 27 Nov 1951 to 3 Jul 1952 and from 14 Nov 1952 to 8 Mar 1953. Combat "V" authorized.

★ WADSWORTH, Victor F., CDR, USN, for meritorious service in Korea from 21 Nov 1951 to 30 Mar 1952. Combat "V" authorized.

★ WELLS, Tom H., CDR, USN, for meritorious service in Korea from 6 Nov 1951 to 4 Apr 1952. Combat "V" authorized.

★ WIELAND, Daniel T., Jr., LT, USN, for meritorious service in Korea from 26 Jul 1951 to 8 Aug 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ ARMSTRONG, David M., CDR, USN, for meritorious achievement in Korea from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ BEYER, Aaron F., Jr., CDR, USN, for meritorious service in Korea from 19 Mar to 1 Apr 1952. Combat "V" authorized.

★ BLESCH, Paul K., CDR, USN, for meritorious service in Korea from 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.

★ COMPTON, Emmett M., CDR, USN, for meritorious service in Korea from 17 Oct 1952 to 3 Apr 1953. Combat "V" authorized.

★ CUTTS, Robert E., CDR, USN, for meritorious service in Korea from 30 Apr to 27 Jul 1953. Combat "V" authorized.

★ BECKER, Arthur T., CDR, USN, for meritorious service in Korea from 31 Oct. 1952 to 21 Apr 1953. Combat "V" authorized.

★ FOOTE, Ovid E., Jr., CDR, USN, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ HOWARD, Hugh W., CDR, USN, for meritorious service in Korea from 12 May to 2 Nov 1952. Combat "V" authorized.

★ LEAHEY, Harold G., CDR, USN, for meritorious service in Korea from 31 May to 16 Jun 1953. Combat "V" authorized.

★ LOYALL, Julius A., CDR, USN, for meritorious service in Korea from 10 Feb to 10 Jun 1952. Combat "V" authorized.

★ MAY, Einer A., LT, USN, for meritorious service in Korea from 8 Nov 1951 to 5 Sep 1952. Combat "V" authorized.

★ McLAREN, William F., CDR, USN, for meritorious service in Korea from 4 Nov 1951 to 14 May 1952. Combat "V" authorized.

★ MYERS, Emory B., LCDR, USNR, for meritorious service in Korea from 6 Aug 1951 to 19 Sep 1952. Combat "V" authorized.



BOOKS:

MID-FALL READING LIST OFFERS VOLUMES OF FACT AND FICTION

BIOGRAPHIES, adventure yarns and various types of non-fiction books are among the many volumes purchased by the BuPers library staff for distribution to Navy libraries ashore and afloat. Here are reviews of a few of the latest volumes:

• *Strategy*, by B. H. Liddell Hart; Frederick A. Praeger, Inc.

B. H. Liddell Hart has been acclaimed for many years as one of the top military theorists of the day. Many of the theories he has outlined during the past quarter century have been utilized to advantage by military leaders—including both Allied and German officers during World War II.

Applying the idea that to have peace one must understand war, his latest volume is an attempt to brief

for the reader military strategy from the Fifth Century, B.C. through World War II. It includes a discussion of the theory of strategy—both pure, or military, strategy and higher, or grand, strategy. All of this material is shaped by the author to support his long-standing and celebrated theory of the “indirect approach.” According to Liddell Hart, this theory is not only applicable to wars but to commerce, politics, etc., as well.

The author contends that in most campaigns the “dislocation” of the enemy’s psychological and physical balance has been the prelude to his overthrow. This dislocation, Liddell Hart says, has been brought about by a strategic indirect approach, whether “intentional or fortuitous.” Among the many examples he cites is the psychological collapse of Germany during the last hundred days of World War I.

You’ll not find a cure-all, a formula for avoiding wars, in this volume but there is plenty of brain food to chew on and digest. Although this is a “think” book, it is highly readable, intensely interesting.

★ ★ ★

• *They Called Him Stonewall*, by Burke Davis; Rinehart and Company.

This is a thorough-going biography of one of the most famous of Confederate officers, Lieutenant General Thomas Jonathan “Stonewall” Jackson, CSA.

A West Pointer, Jackson served with distinction under Scott in Mexico where he was “brevetted” to captain and major for gallantry (a promotion in rank but not in pay). After being stationed for several years at Fort Hamilton, he resigned from the Army in 1851 to accept the post of professor of natural and experimental philosophy and artillery tactics at the Virginia Military Institute, Lexington, Va.

Soon after the outbreak of the War Between the States, Jackson was ordered to report with his cadet corps to Richmond for active duty. He was commissioned a colonel, placed in command of Virginia’s

forces and sent to Harper’s Ferry—where he witnessed John Brown’s hanging.

His troops were organized into a brigade that year—later known as the Stonewall Brigade—and he was made brigadier general. He fought a number of daring engagements and became one of the top Confederate generals.

Jackson showed a strong, almost Puritanical, religious bent early in his military career which affected all who served with him. He never began a battle without a prayer. He believed in making war with consideration for all noncombatants but he fought bitterly, relentlessly all enemies of his cause. Militarily, he was respected for his sound judgment, applauded for his ability to seize an advantage quickly, usually turning opportunity to victory.

As biographies go, this is one of the most interesting to roll off the presses in quite awhile. Carefully documented, it will be valuable to students of the Civil War and its personalities.

★ ★ ★

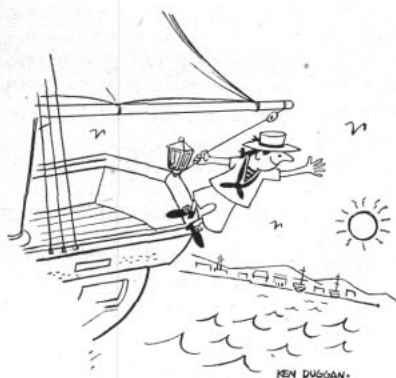
• *North to Danger*, by Virgil Burford; John Day Company.

When he was 14 years old, Burford ran away from home for a couple of years, working his way through New Mexico, Arizona, California. He became a gold prospector, cowboy, carnival boxer and restaurateur. Eventually he found his way to Alaska where he began a long career as a diver and adventurer.

Arriving in Alaska broke and inexperienced he nevertheless got a job as a diver. Soon he was working for the salmon canneries, checking damaged nets, doing salvage work. Inevitably, he met up with salmon “pirates”—a collection of enterprising men who disputed the canneries’ rights to maintain salmon traps and who saw easy money in “pirating” the salmon caught in those traps. Canneries often found themselves buying the very fish that had been pirated from their own traps. The canneries objected—but in order to can fish, they had to have fish to can!

Many other yarns fill the pages of this volume as Burford has close shaves underwater, meets up with an octopus, goes fortune hunting, gets marooned. They all make for good, exciting reading.

SONGS OF THE SEA



The Sailor

We cruise the deep, the trackless sea,
Our sails are spreading to the breeze,
'Midst foam and spray our course we lay;
With bowlines hauled and leeches taut,
The feebl'st Cat's-paw's quickly caught,
To waft us on our way,
To waft us on our way.
We plow the ocean's troubled breast;
We dance upon its highest crest;
With close reefed sail ride on the gale;
While creaking blocks and topmasts groan,
And howling winds with dismal tone,
Make e'en the bravest quail,
Make e'en the bravest quail.

—Old Naval Song



'YOU MAY FIRE WHEN READY!'

BATTLE OF MANILA BAY--1898

A staff officer who watched Dewey in action tells how the Commodore ordered his squadron seemingly into the jaws of destruction only to turn the tables with his daring battle plan and fight the conflict to its blazing conclusion.

Taken from the pages of *With Dewey at Manila* by "An Officer on board the flagship Olympia;" Edited by Thomas J. Vivian; originally copyrighted by R. F. Fenno and Co., New York, N. Y., 1898; transferred to Landau Book Co. Inc., 235 Fourth Avenue, New York, N. Y. Now in public domain.

It had been scarcely five days since the U. S., following the sinking of the battleship Maine in Havana harbor, had declared war on Spain.

Now, halfway around the world, the battle-gray ships of Commodore George Dewey's Pacific squadron slid stealthily into Manila Bay to take on the highly regarded Spanish Fleet in the first major action of the war—and one of the most decisive.

To many it shaped up as a one-sided battle—on the side of the Spanish. Spain boasted of the prowess of Rear Admiral Patricio Montojo's squadron. Moreover, it was known that shore batteries were spotted all around the Philippine harbor and the enemy's "minefield" had been widely advertised.

But Dewey knew his ships, he knew the fighting quality of his men—and he also knew plenty about the enemy harbor. He had been reading everything he could on the Spanish defenses. So on the night of 1 May 1898, the American commander led his battle-darkened fleet into the harbor, right past rows of protecting shore batteries that fired only an occasional shot in protest.

As the first streaks of dawn painted the sky, Dewey spotted the Spanish armada drawn up in a line across the entrance to the small bay which separates Cavite from the mainland (see chart). His strategy was to advance on the Spanish ships, open

fire at about 5000 yards, gradually lessen the range to 2000 yards, and then countermarch in a line approximately parallel to that of the enemy fleet. His vessels would thus turn an alternate side in firing, enabling every battery to come into play in succession, thereby easing the strain on the sweating gunners. Montojo, on the other hand, would be forced to fire from his fixed positions.

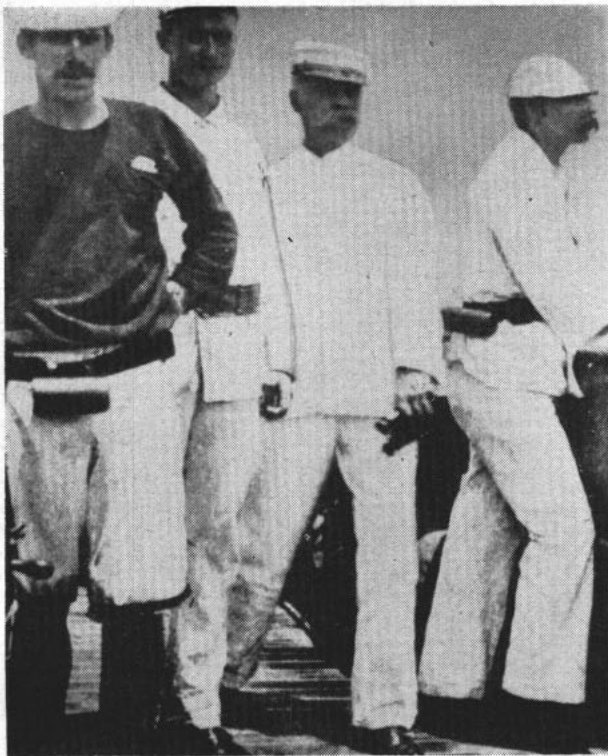
How well the Commodore's strategy worked and with what devastating effect the American gunners carried out their mission is dramatically told in this eyewitness account of the battle set down by an unnamed officer on board the flagship Olympia.

WITH DRUMS BEATING TO QUARTERS, we sailed some seventeen miles up the bay. As soon as we had sighted the Spaniards, our fleet passed in a broad curve to the east side of the bay. Then, with the *Olympia* leading, we curved around the Manila water front, again turned and headed for a sailing line exactly parallel to the line of Montojo's fleet.

The Commodore's plan—and from first to last he followed it out with a grim and steadfast precision that made every man in the fleet as grim and deliberate—the Commodore's plan of action was simply this: To detour to the east in order to drop the supply ships at a careful distance and then to sweep around with sufficient way to have good sailing past the enemy. Each of the ships was to hold her fire until within certain effective distance; to pour in every available shot as she passed the enemy's fleet and forts; to wheel as soon as she



Admiral George Dewey



COMMODORE DEWEY, shown with crew members in rare photo, directs operations from bridge of *Olympia*.

had passed out of effective distance; to steam past the forts and fleet on a return line; but closer inshore than on the first line of attack; to wheel again as soon as she had passed out of effective range and to keep thus wheeling and passing and firing until the forts were silenced and the fleet was smashed, or until a signal of recall was floated.

As we passed on the eastward curve before actually beginning the engagement, our lookouts reported that Admiral Montojo's flag was flying on the cruiser *Reina Cristina*. They reported also that the Spaniard appeared to be protected by a sort of roughly constructed boom of logs. I could distinguish no steam up and it occurred to me that the Spanish admiral's idea was that our ships would be drawn up opposite his and that the fight would be carried on as a sort of brigade engagement, each man to stand his ground until shot down.

As we steamed slowly along after dropping the supply ships, there came a spit of flame and a *boom* from the bastions of Cavite, followed immediately by another flame spit and a sharper report from one of the Spanish flagship's modern guns. Both shots dropped somewhere in the bay and our only answer was in sending up a string of flags bearing the code watchword "Remember the Maine." Not exactly our only answer either; for as the flags fluttered out the whole fleet roared. But it was not the roar of guns, it was the concerted yelp of the sea dogs that knew their time for vengeance was at hand.

On steamed the fleet, with every gun loaded and every man at his post; but not a lanyard was pulled. Even the Spaniards at Cavite ceased firing as we moved down toward Manila. As we rounded past the city's waterfront, with about four miles of blue water between us and it, we could with our glasses make out the city walls, church towers, and sightseers.

The battery on the Luneta mole paid us a little more attention and sent three shells at us. They must have been from large guns, for the projectiles screamed far overhead and fell miles beyond us. Here it was the impatient *Concord* that replied and she sent two of her shells hurtling toward the fort.

The Commodore however, sent up a signal to hold fire as he had no idea of battering down the city yet.

As we headed toward the Spanish fleet their gunners and those of the forts began a right merry fusillade. There was a good deal of the booming roar that showed the presence of old guns, but there was also a good deal of the sharper declamation that told us of modern rifles and of heavy work laid out for us.

With all this thundering and snapping of the Spaniards, however, there was no answer from us; the turrets were silent and each sponson was unsmoked. Up went the signal, "Hold your fire until close in," and on went the squadron. Suddenly something happened. Close off the bow of the *Baltimore* there came a shaking of the bay and geyser of mud and water. Then right ahead of the *Raleigh* came another ugly fountain of harbor soil and water.

We were among the mines at last!

No notice whatever was taken of the fact. No change of course was ordered; no special word of command was given and though each man of us, I suppose, took a tooth grip of the lower lip and had no idea of how many seconds lay between him and kingdom come, the only remarks I heard made were such as "Torpedoes at last," or "Now we'll get it."

But we did not "get it," for these two upheavals marked the extent of our experience with the "terrible mines" of Manila Bay. Still the roar and snap of the Spanish ships and forts kept on as they had ever since ten minutes past five, with the short cessation while we were opposite Manila, and still, with the exception of the *Concord's* evidence of impatience, we had not begun to fight. The Commodore, his chief of staff Commander Lamberton, the executive officer Lieutenant Reese and the navigator, were on the forward bridge. Captain Gridley was in the conning tower. With a glance at the shore the Commodore turned to the officer next to him and said, "About five thousand yards I should say, eh, Reese?"

"Between that and six thousand, I should think, sir," Reese answered.

The Commodore then leaned over the railing and called out: "When you are ready you may fire, Gridley."

Captain Gridley evidently was ready, for it was at eighteen minutes and thirty-five seconds of six o'clock when the Commodore gave the order to fire, and it was eighteen minutes and thirty-four seconds of six o'clock when the floor of the bridge sprang up beneath our feet as the port eight-inch gun of our forward turret gave its introductory roar. Our first aim was the center of the Spanish fleet, the *Olympia's* shot being particularly directed, as a sort of international mark of courtesy, to the *Reina Cristina*. About coincidental with the Commodore's polite intimation to Captain Gridley, he ordered the signal run up for the ships astern, "Fire as convenient."

As our turret gun rang out, the *Baltimore* and *Boston* took up the chorus, their forward guns pitching in two-hundred-and-fifty-pound shells. The reply of the Spaniards was simply terrific. Their ship and shore guns

seemed to unite in one unending snap and roar, while the scream of their shot, the bursting of shells, made up a din that was as savage as it was unceasing. It was, however, but as the scraping of fiddle strings to the blare and crash of a full orchestra when compared with that which was to follow.

One wailing, shrieking shell was making straight for the *Olympia's* forward bridge when it exploded about a hundred feet in front of us, one fragment sawing the rigging just over our heads. Another fragment chiselled a long splinter from the deck just under where the Commodore stood, a third smashed the bridge gratings, and all around and about and above us there was the sputter and shriek and roar of projectiles.

But the miracle was that none of us was hit. Through this hail of miraculously impotent steel we steered until within a distance of four thousand yards of the Spanish column.

"Open with all guns," said the Commodore, and they were opened. That is, all on the port broadside. The eight-inchers roared and the five-inch rapid firers sputtered and cracked, and soon the *Baltimore* was booming away, then the *Raleigh*, then the *Boston* and *Concord* and finally the *Petrel*, as busy and earnest in the management of her long popguns as though the very issue of the fight depended on her.

By the time the *Petrel* had passed the Spaniards, the *Olympia* had swung around on her return line of attack and once more we were steaming past Montojo with our starboard guns flaming, roaring, spitting and smoking as we went.

As we passed, the batteries on shore and the Spanish batteries afloat banged away at us fighting gallantly and furiously. One shot went clean through the *Baltimore*, but hit no one. Another, we discovered later, struck just outside the wardroom but did not even dent the ship's side. Another cut the signal halyards from Lieutenant Brumbuy's hands on the after bridge; Ensign Dodridge's stateroom on board the *Boston* was wrecked by a shell which entered the fore quarter and started a fire, while another fire was started by a shell which burst in the port hammock netting. Another shell passed through the *Boston's* foremast not far from where Captain Wildes was on the bridge.

On the third turn the *Raleigh* was caught in a strong inseting current and was carried plump into the bows of two Spanish cruisers. Instead of sending her to the bottom, the enemy's ships seemed to be positively useless, so taking advantage of her nearness, the *Raleigh* sent in a couple of raking fires before she steamed back into place.

It was on the third turn, too, that the great naval duel between the two flagships took place.

When we sighted the Spanish fleet, I remarked, it will be remembered, that the enemy seemed to have no steam up and that the fleet seemed to lie behind a breakwater.

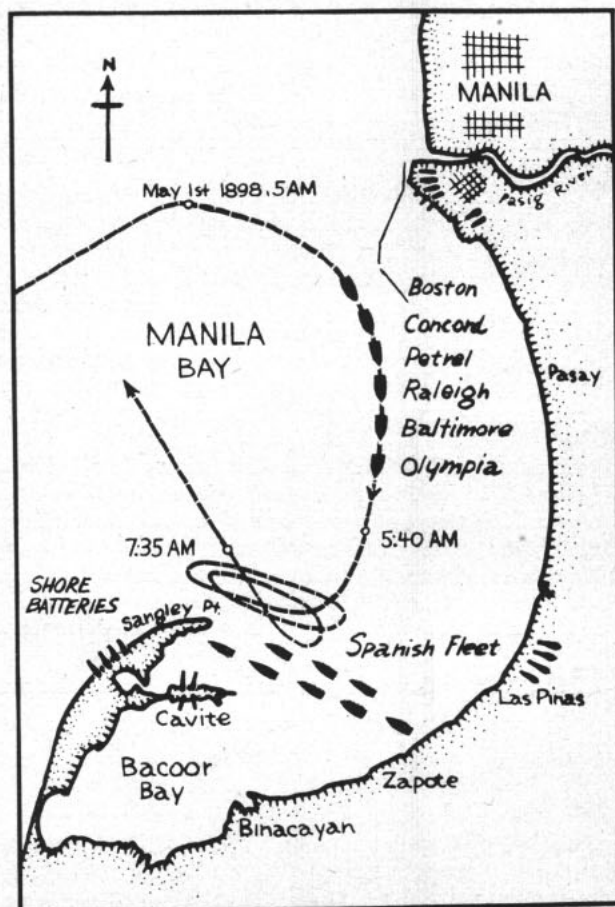
They lay anchored while we made our first and second parallels of attack, but by the time we were sweeping up on the third course their stokers had made such hurry work that the smoke poured out of the *Reina Cristina's* smokestacks; there was a fleece of white gathered about the steam pipe, and the flagship moved out to the attack. She gallantly stood for the *Olympia* and it looked as though it was her intention to ram us.

The Commodore passed the word to concentrate all possible fire on the *Reina Christina*, and she actually shivered under the battering of our storm of shot and shell. Rents appeared near her waterline where the eight-inch shells had torn their way. One shot struck the port bridge on which Admiral Montojo stood, upon which, like the brave man he was, the admiral coolly stepped to the other end.

But no bravery could stand the driving, crushing, rending of the tons of steel which we poured into the *Cristina*, and there was quite a little cheer from our forward men as the Spanish flagship slowly turned and made for the shore.

That one shot practically disabled the Spanish flagship, while in the whole duel between the *Cristina* and the *Olympia* sixty of the Spanish crew were killed, including the chaplain and the first lieutenant.

It was during the frightful hubbub of the duel between the admiral and the Commodore that two gunboats belonging to the *Mindanao* and acting as torpedo boats crept out from behind the Cavite pier and started in to do desperate deeds. One stole out along the shore, then turned and made for the supply ships, while the other headed for the *Olympia*. The *Petrel* was sent after the first and after a sharp bark or two from her four-pounders, the Spaniard evidently gave up the job and made for the shore. The *Petrel* made after her and while the Spanish crew clambered over their boat's sides and on to the beach and up into the underbrush, the *Petrel*



TRACK OF DEWEY'S Squadron from the North shows the strategy of his attack on the Spanish Fleet.

'YOU MAY FIRE WHEN READY!'

turned her rapid-fire guns on their craft and literally blew her to pieces.

The other torpedo boat, which was bound to destroy our flagship, made a better fight. Our secondary battery was concentrated on her, but still she kept on until within five hundred yards, and matters were beginning to look serious for us. Then the machine guns in the tops began to treat her to a hailstorm and this proved too much for this representative of Spanish naval daring. She turned tail, and as she did so the same fate that befell the *Reina Cristina* on her retreat overtook this gunboat. A shell struck her just inside the stern railing, exploded, and the gunboat dipped suddenly in the middle, her stern and bow rose as suddenly in the air, and she disappeared.

Backward and forward we went twice more, each time drawing nearer to the Spanish fleet, and as each of our vessels came into action the same maneuver was repeated. First the forward guns, then the broadside, port or starboard, as it might be, and lastly, the stern chasers as each vessel passed and gave place to the following ship. The firing of our broadsides was distinguished by a well-defined crash that came as regularly as clockwork, while the fire of Spanish ships and forts produced a continuous roll and rattle. But with all this unbroken roar from the enemy afloat and ashore, none of our ships was seen to stagger or draw off, and when we were near enough to be well in range of the Spanish small guns and fighting tops, still the American line of ships went on with its deadly work as uninterruptedly as though it had been a railroad train running on a strict schedule time through a grove of yokels armed with putty blowers.

After passing five times in front of the enemy and the men having been at their blazing work for two uninterrupted hours the Commodore concluded that it would be well to call a halt. By this time the smoke of the engagement was hanging so thick along the shore and over the water that not only was it almost impossible to distinguish ship or fort except by a gray mass and the sputter of flame, but we were so smoke-encompassed that it was next to an impossibility to see any signals.

Thus far in the battle, the Americans had taken a heavy toll of the Spanish ships at an amazingly low cost. Not a U. S. ship had been disabled, not a man had been killed, not a man had even been injured (there were only seven Americans wounded in the entire battle as compared to some 639 Spaniards killed or wounded).

Confident now that his force's superior firepower and

gunnery would ultimately give him the victory—although he was a little uncertain of how much ammunition he had left—the Commodore performed the celebrated maneuver of breaking off the engagement for breakfast.

The gun crews, of course, had been up all night with only a cup of coffee to keep them going and, with the sun up, had been sweltering in the turrets. The three-hour break gave them a rest—and gave Dewey a chance to check his ammo.

Then, at 1116, the Fleet stood back in to finish the job.

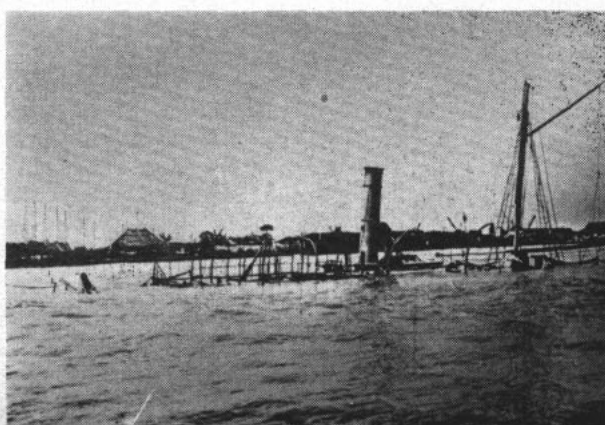
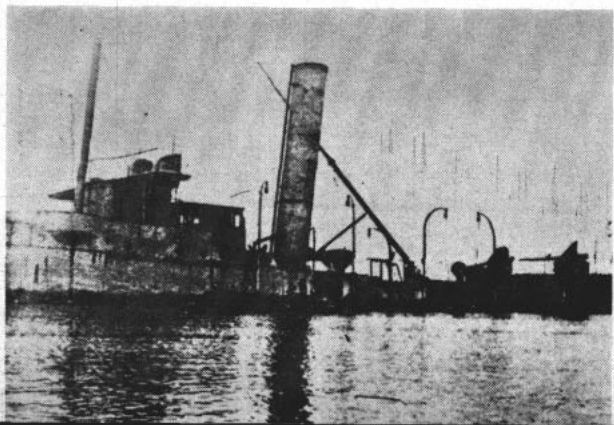
The programme for the second act of the tragedy—and here again everything was laid down with the exactness of a time table—was that we were to finish up the enemy's fleet, taking one ship after another, and then attend to the forts. Again we sailed around the Manila channel, and as we drew near the Spaniards we saw that the *Cristina*, the *Castilla*, and the transport *Mindanao*, which latter had been beached about midway between Cavite and Manila, were all ablaze, and their crews were busy as so many ants trying to put out the flames.

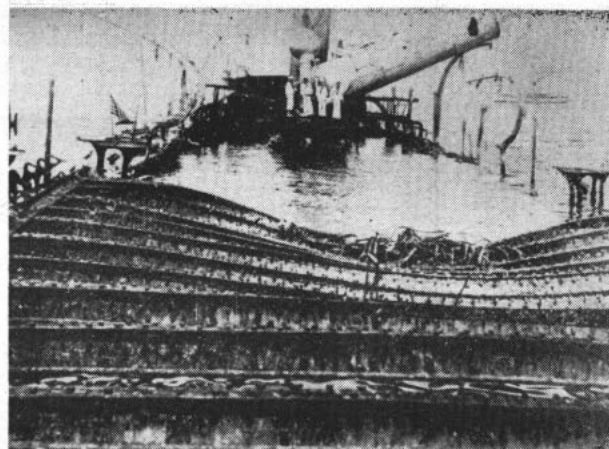
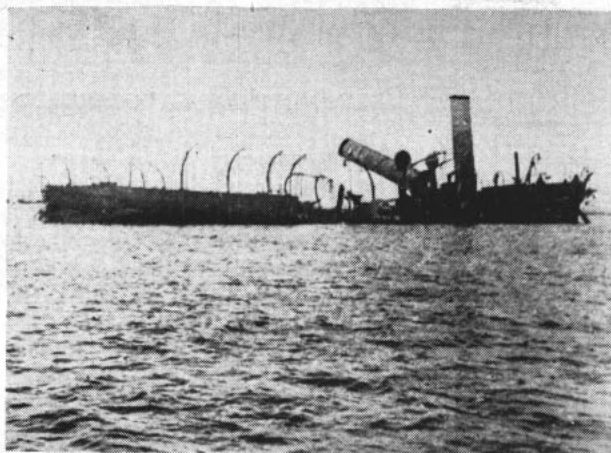
The condition of the Spanish flagship was most pitiable. Her duel with the *Olympia*, and the raking which she had received when turning to seek cover, I have described. Every attempt had been made during the breathing spell to put her into some sort of shape, but evidently without success; for before we had commenced firing the second time we saw Admiral Montojo transferring his flag from the *Cristina* to the *Isla de Cuba*. Others saw it also, and from the *McCulloch* came her launch shooting and sniping and making for the *Olympia*.

Now the *Baltimore*, following straight-to-the-point tactics, headed for the *Cristina* and *Austria*. As she came within range she caught all of the Spanish fire that was left on board those two ships. It seemed that in their desperation the Spaniards fired better at this time than they had in the earlier morning, for one of the foreigner's shells exploded on the *Baltimore's* deck wounding five men with the splinters. No reply came from the *Baltimore*. A few minutes passed and another shell plunged on the *Baltimore's* decks, and three other men were hit. Still the *Baltimore* did not reply. Shells plunged about her until she seemed plowing through a park of fountains.

Then, when she reached about a three-thousand-yard range, she swung and poured a broadside into the *Reina Christina*. I really believe that every shot must have told, for the former flagship seemed literally to crumble at the discharge. The smoke clouds hid everything for a minute or two, but when they lifted we saw the *Cristina* blow up, and the waters about her beaten with a rain of descending fragments and men. Under that shrieking, roaring discharge of the *Baltimore's*, Captain Cadarso

ACCURACY of Dewey's gunners is shown by the destruction of the Spanish cruiser *Isla De Luzon* and the gunboat *Cebu*.





TWO VIEWS of the Spanish flagship *Reina Cristina* illustrate the devastating firepower produced by Dewey's Squadron.

and many of his men were killed. When the rain of her fragments had ceased the *Cristina* settled and sank, the remainder of her crew jumping overboard and swimming for the nearest consort.

The *Baltimore* then turned her attention to the *Don Juan de Austria*, the *Olympia* and *Raleigh* steaming up to complete the destruction in as mercifully brief a time as possible. The three cruisers poured a continuous stream of deadly steel into the Spaniard, which rocked under the smashing. The Spaniard replied as best she might, but in the midst of it all there came a roar that drowned all previous noises. A shell from the *Raleigh* had struck the Spaniard's magazine and exploded it. Up shot the *Austria's* decks in the flaming volcano, and so terrific was the explosion that the flying fragments of the cruiser actually tore away all the upper works of the gunboat *El Correo* which lay beside her. The *Austria* was a sinking wreck and *El Correo* was so nearly one that as a coup de grace the *Petrel* steamed up close to the Spanish gunboat and put her out of misery and existence.

A gunboat, which we learned afterward was the *General Lezo*, had been quite active during the cannonade on the *Don Juan de Austria*, and Commander Walker of the *Concord*, seeing this, turned his attention to the small Spaniard, and with a few well-directed shells soon silenced her. She made for the shore, but before she had reached it was ablaze, her crew taking to the water.

The cruisers *Velasco* and *Castilla* were the next of the enemy's ships to be wiped out. The *Boston* gave the *Velasco* special attention, Captain Wildes swinging his ship around until he could give the Spaniard a broadside. When he had fired the *Velasco* listed heavily to port, showing the jagged rents in her starboard side as she did so, then careened to the starboard and went down smoking, with barely enough time for her crew to throw over their boats and make for the shore. The *Castilla* had been set on fire in the first onslaught, and when the *Concord* and *Baltimore* poured their tremendous weight of shell into her, she was scuttled in order to prevent the magazine from exploding.

Every ship in the Spanish fleet, with one exception, fought most valiantly, but to the *Don Antonio de Ulloa* and her commander Robion should be given the palm for that sort of desperate courage and spirit which leads a man to die fighting. The flagship and *Boston* were the executioners. Under their shells the *Ulloa* was soon burning in a half dozen places; but her fighting crew

gave no signs of surrender. Shot after shot struck the Spaniard's hull, until it was riddled like a sieve. Shell after shell swept her upper decks, until under the awful fire all of her upper guns were useless; but there was no sign of surrender. The main deck crew escaped, but the captain and his officers clung to their wreck. On the lower deck her gun crews stuck to their posts. As shot after shot struck the shivering hulk, and still her lower guns answered back as best they might, it seemed as though it was impossible to kill her. At last we noticed her in the throes, that sickening unmistakable lurch of a sinking ship. Her commander noticed it too; still there was no surrender. Instead, he nailed the Spanish ensign to what was left of the mast and the *Don Antonio de Ulloa* went down, not only with her colors flying, but also with her lower guns still roaring defiance.

The fleet having been disposed of, our vessels next turned their attention to the batteries, which still kept firing, notwithstanding Montojo's surrender. The most pertinacious of the forts was one low down on Sangley Point, which lies about opposite to the Cavite spit, and which was armed with two Hontorio guns, which I imagine must have been taken from the fleet. There were some pretty good gunners behind the Hontorios, one of the shells striking the *Boston* and another smashing the whaleboat of the *Raleigh*. We managed to cripple one of these guns, but it was not until the *Raleigh* had sailed in to about one thousand yards and had killed six of the gunners that the second was silenced.

One after the other of the remaining shore batteries was settled, and then at 12:45 came what may be called the knockout blow. The bastions of the Cavite forts had been crumbling under the shells of the *Boston*, *Baltimore*, and *Concord*, while the *Raleigh*, *Olympia*, and *Petrel* had been devoting themselves to the reduction of the arsenal. After half an hour's fight of this sort the Cavite gunners evidently became demoralized and began to fire wildly. Those guns left in position continued firing, however, until at their back was a thunderous roar followed by a heart-shaking concussion. A shell from either the *Olympia* or the *Petrel*, and the honor is still a matter of dispute between Gunner Corcoran of the flagship and Gunner Vining of the gunboat, had landed in the arsenal magazine. With the upward rush of flames, fragments and dead, the heart of the Spaniard went out of him, a white flag was run up at the Cavite citadel and the battle of Manila was over.

TAFFRAIL TALK

STAFF writer Barney Baugh, JO1, USN, got more first-hand comments from the office force than he expected when he sat down to write the story of the Navy's cooperation with the Scouting movement (see page 18 of this issue).

Digging for "color" for his story, Baugh found he had former Scouts all around him. Numbered among the magazine's staff members are a couple of former Eagle Scouts, a Life Scout and three others of various grades.



While gathering material for his Scouting article Baugh unearthed the interesting facts that (1) a Girl Scout "Mariner" group, Troop No. 18 of Toledo, O., had requested and received permission to name their unit after the heavy cruiser *Toledo* (CA 133) and carry on that ship's traditional spirit; and (2) a new revised edition of the Girl Scout *Mariner's Manual* will give special mention to ALL HANDS.

★ ★ ★

ALL HANDS recently infiltrated the VR-7 area at Hickam Air Force Base. Our landing party went in and captured E. E. Nichols, ADAN, USN, attached to the MATS squadron. Nichols is now assigned to the drawing board formerly occupied by Ken Duggan, JO3, USN. Duggan has decided to specialize in painting, by way of a four-year course at Syracuse University.

New staffer Nichols studied at the University of Kansas, and after enlisting in the Navy, attended a Navy training school at Norman, Okla. Upon completion of the course he was assigned to VR-7, based in the land of the luau, where he was located and identified by our reconnaissance party. His work has appeared in numerous publications including the MATS magazine, "Trans-Pacific," of which he was an associate editor.

★ ★ ★

The aircraft carrier *Randolph* (CVA 15) is one for the birds.

During flight operations one day a strange object entered the flight pattern, "requested" landing instructions and proceeded to make its approach.

After a perfect landing, the uninvited flier was identified as a big-eyed owl and was immediately sent up to the executive officer's stateroom for possible disciplinary action for interfering with the night-flying operations of Carrier Air Group 14.

The exec was lenient, however, and at last report the visiting "airman" was being accorded all the courtesies of the ship. The owl, naturally, was given a name—"Randowl."

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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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

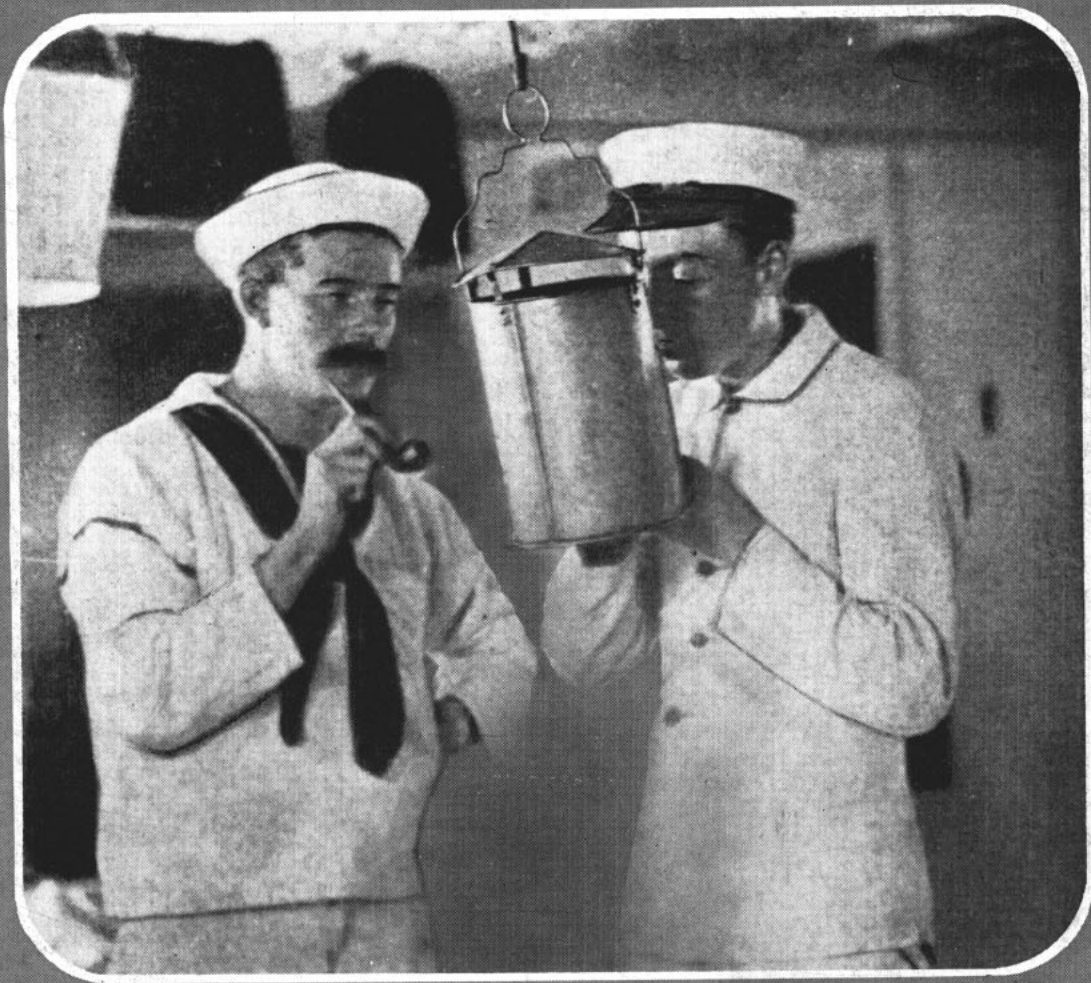
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: 'TALKER' in gun mount aboard USS Worcester (CL 144) sends down orders to the magazine, during recent gunnery practice. Photo by LT E. L. Hayes, USN.

ALL HANDS



'THE SMOKING LAMP IS LIGHTED!'



Aboard the USS Olympia, 1898
—the smoking lamp—a practical
tradition for the convenience
and safety of the crew. . . .

SAFETY
IS A
TRADITION
IN THE NAVY