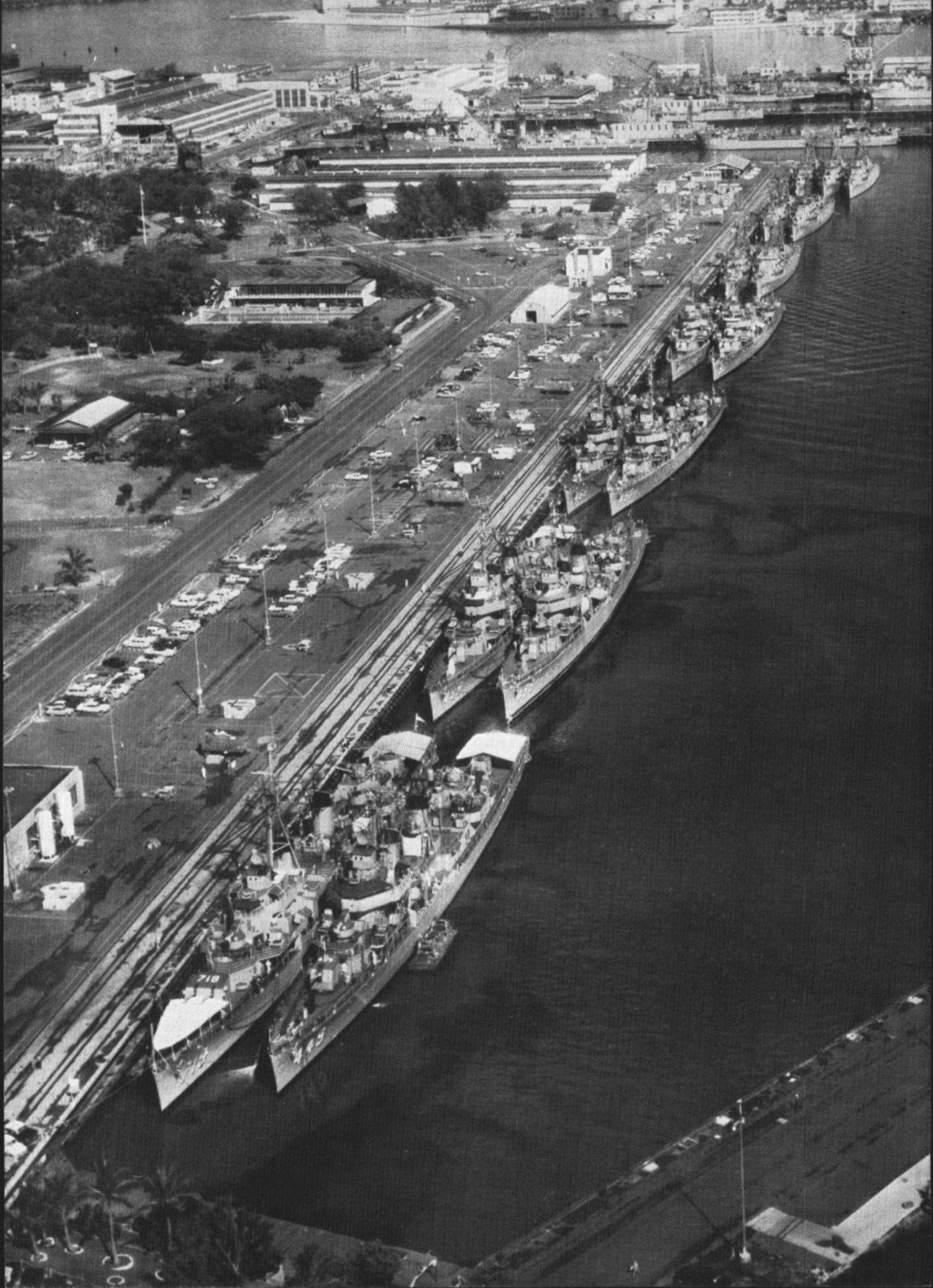


ALL HANDS



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MAY 1960



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1960

Nav-Pers-O

NUMBER 520

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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● **FRONT COVER: TEST RUN** — Navy's second *Polaris*-firing Fleet Ballistic submarine, *USS Patrick Henry*, SSB(N) 599, plows through Long Island Sound returning from cruise in the Atlantic. The nuclear-powered sub was commissioned in April.

● **AT LEFT: AT HOME** — View from above shows ships of Destroyer Flotilla Five moored at Pearl Harbor. The flotilla has a four-fold mission including: sea defense of the Hawaiian Islands; antisubmarine warfare; Barrier Pacific; and regular rotations and deployments to the Seventh Fleet.

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





DISHPAN HANDS—Crevasse detector led way. Below: R4D brings supplies.



Touring

About the time the icebreakers *Glacier* and *Burton Island* were setting out on their tour of uncharted coasts (see last month's *ALL HANDS*), an eight-man party—seven scientists and one Navy enlisted man—were returning to McMurdo Sound from a 117-day trek across Victoria Land, south of the Ross Sea.

During their travels they covered some 1550 miles, most of it previously unexplored, and investigated a large, unmapped range of mountain peaks to the west of the Admiralty Range, and a huge glacier near Rennick Bay.

Studies accomplished included altimetry, glaciology, measurement of weight or density and measurement of heat radiated from the sun, plus psychology, meteorology, topography and geology.

The group was led by Netherlander Frans van der Hoeven, a seismologist conducting studies for

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the U. S. Antarctic Research Program. They pushed off from New Zealand-manned Scott Base, and headed for Skelton Glacier in the Worcester Range, where the Navy's Air Development Squadron Six had established a food, fuel and explosives cache.

The leading sno-cat had a special crevasse-detector attached to its nose. Two other sno-cats and four equipment sleds completed the train.

About a week out they hit an area honeycombed by crevasses. Despite all precautions, one sno-cat broke through a thin snow bridge which hid a crevasse 60 feet deep and five feet wide. The leading cat, turning to help, nearly lost its sled in a second crevasse. It took six hours to restore both cat and sled to the surface, and then foul weather set in.

Several days later, visibility restored, a VX-6 *Neptune* made a low-altitude photographic flight, and warned of myriad crevasses still ahead. Next day two VX-6 helicopters were flown in. While observers in one copter radioed directions, the second hovered over selected spots and planted flagged bamboo poles to mark a safe trail. Thus aided, the ground party was able to reach the



TIRE-LIKE gasoline transporter is filled by Tom Baldwin, Jr., CMH2, USN.

for one more week, if we're lucky. Mess cat just broke fifth wheel. Can replace, but don't have any more spare wheels now."

Nearly a month later, the effects of the rugged terrain prompted an-

other typical message: "Had to stop late this afternoon, since detector cat can't be driven further in present condition. Would need extensive welding and bracing to repair. Suggest abandoning cat here, salvaging springs and tie rod ends. We would

prefer to continue trip with two cats as long as those hold out." The battered sno-cat abandoned, the party pushed on. Driving was really tough, Baldwin says. "We were bouncing all the time. By the

the South by Sno-Cat

cache the next day.

Clearing the crevasse area didn't mean an end to their troubles, however. Now they faced a new worry—mechanical failure.

Minor failures kept Navy construction mechanic Tom Baldwin, Jr., CMH2, USN, busy throughout the first month of the trip. It was in the second and third months of the trek, though, that serious breakdowns became an almost daily bugaboo.

Frequent messages radioed to NAF McMurdo, giving position and situation reports, reveal some of the difficulties they were encountering.

"Progress slow," one such message read, "due to rough snow surface. Had to use the last of our four spare outer pontoon bearings. Broke a tie rod end today, also pulled the runners out from under the Seismo sled. Think we can repair. We can keep going without new pontoon bearings

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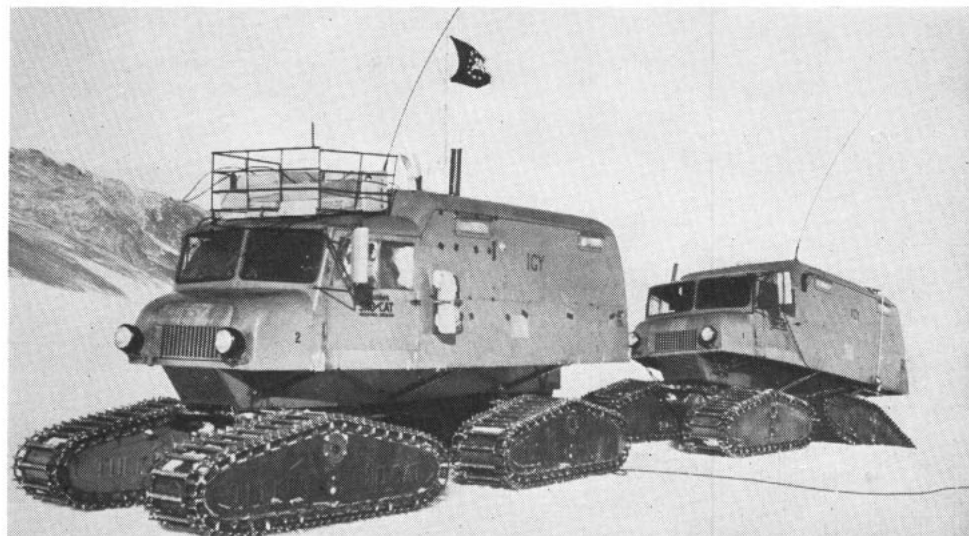
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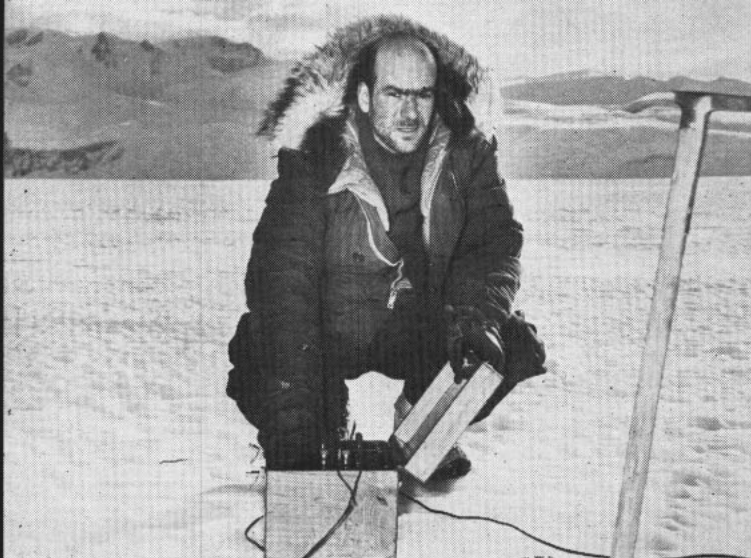
end of each day, we were all plenty tired."

"The toughest thing of all to take, though," he adds, "was the monotony."

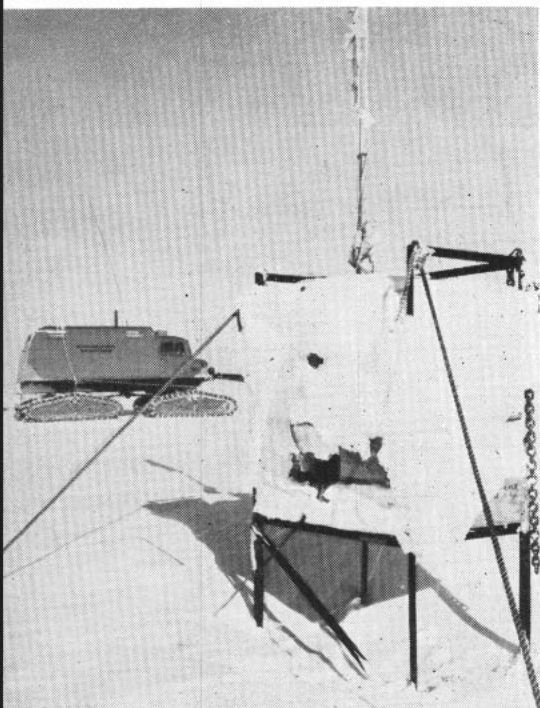
The sighting of a bird could become a major event, and when they

HEAVE HO—Traverse party's mess cat pulls another snow cat from crevasse.





SCIENTIST Franz G. van der Hoeven, group leader, sets off charge. Rt: Navy photog W. A. Jackman, PHC, gets set.



saw, or even heard, a plane they would jump up and down with excitement.

Later, they had a *big* thrill. During an aerial reconnaissance flight a VX-6 *Neptune* sighted a large range of mountains near the Admiralty Range, and reported its presence to the party.

"We had terrible weather at the time," van der Hoeven remembers. "Visibility was almost nil."

Adds Baldwin: "Then, all of a sudden, it opened up and we could see the peak. It was about 30 miles to the east, and the most beautiful thing I've ever seen. We called it Mount Flat Top."

The *Neptune* also told of sighting a 30-mile crevasse field ahead. Some of the crevasses, they warned, were as much as 100 to 300 feet wide, with sheer walls 30 to 40 feet high.

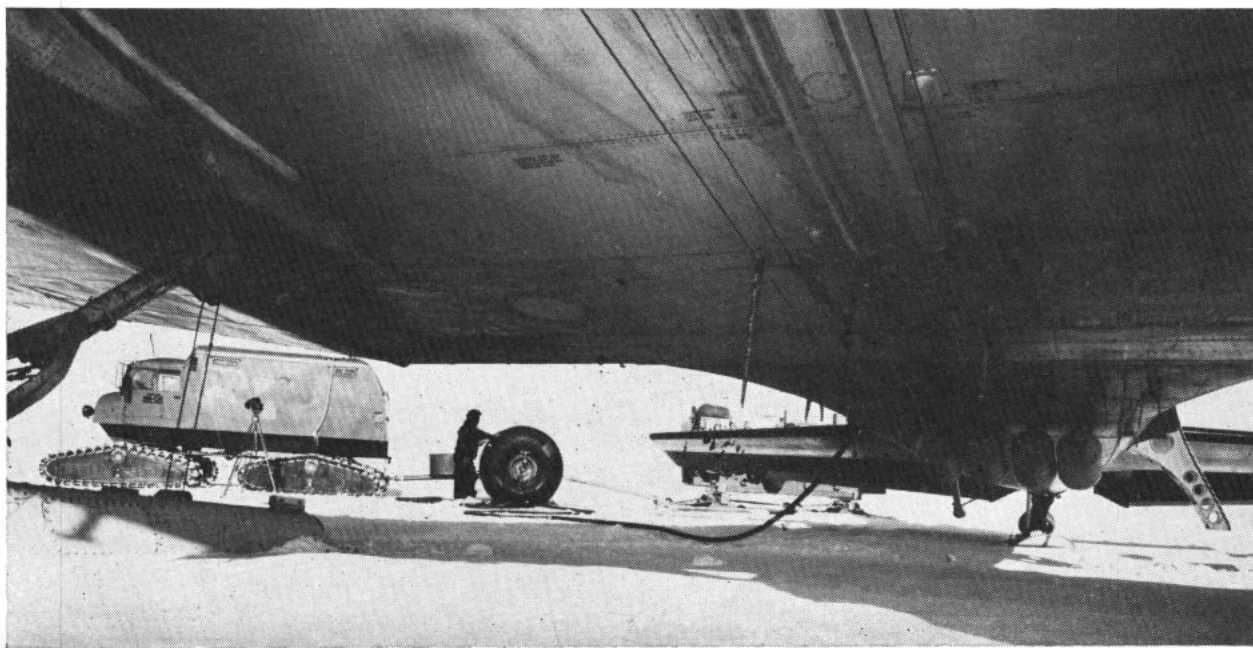
"This was when our morale reached its very lowest," says van der Hoeven. "We had gone through

one crevasse field, and knew what to expect. We had no choice, we had to backtrack to bypass the crevasses, and this took a lot of time. I was much concerned, for the season was rapidly drawing to a close."

A message reached them from McMurdo, suggesting they bear south upon reaching the mountain to shorten the distance between McMurdo and a possible pick-up site. The date for air evacuation was set, and a valley some 180 miles from Hallett Station was designated as the spot.

It took the party four more days to reach the pick-up site. Then, a first attempt at air evacuation was stymied by bad weather. Next day, a ski-equipped R4D *Skytrain* was able to land, and the travelers, along with 3000 pounds of equipment, were bundled aboard for the flight to McMurdo and the first shower in nearly four months.

ON THE ROAD Victorialand traverse party passes Hillary-Fuchs cache. Below: Supplies and gas are received.

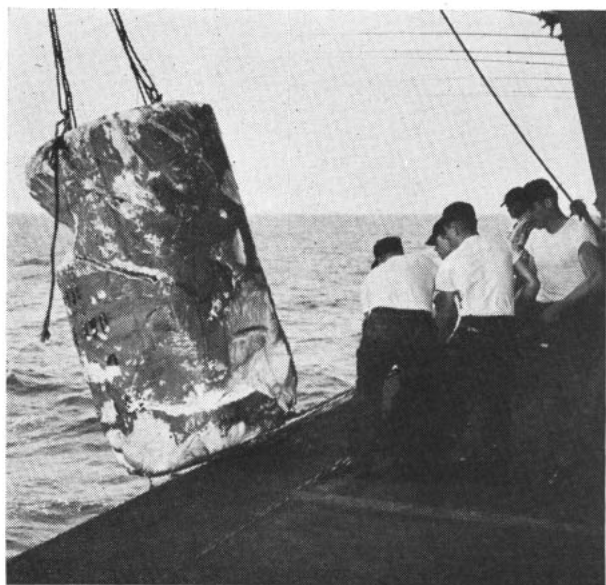


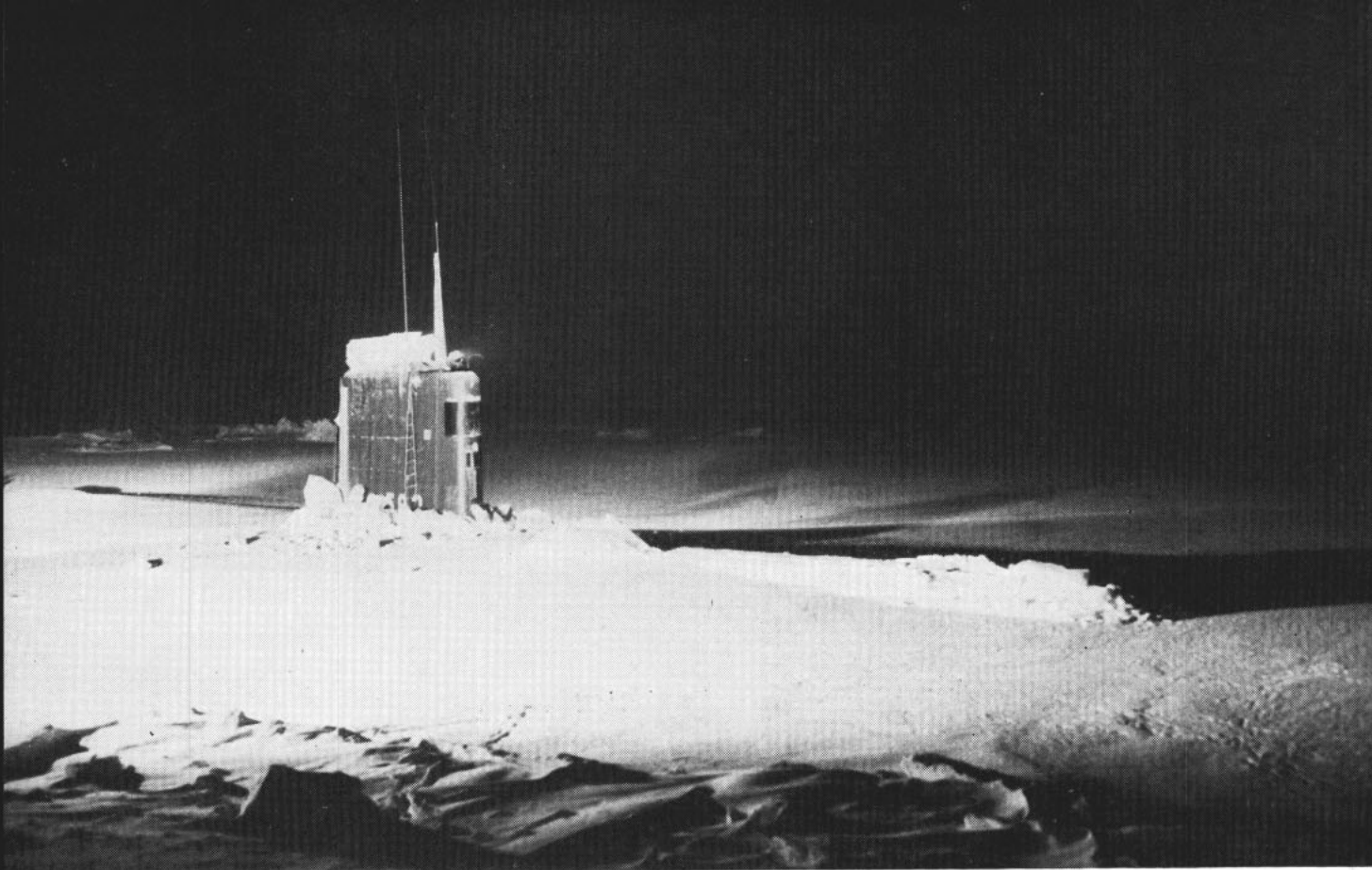


Skyhook Bravo

CARRIERMEN AND SCIENTISTS on board USS *Valley Forge* (CVS 45) recently launched the great granddaddy of all balloons. The helium-filled plastic giant inched up through rollers until it towered 500 feet above the carrier's flight deck and was ready for launching. The balloon, dubbed *Skyhook Bravo*, weighed 1760 pounds and carried a gondola of scientific instruments that tipped the scales at 2903 pounds. *Skyhook Bravo* was released from *Valley Forge* about 100 miles south of the Virgin Islands. It soared to a height of 116,000 feet and the unmanned flight lasted eight hours before unexpected winds started blowing it out of the Caribbean Sea toward South America. The instrument package was jettisoned and recovered by USS *Hyman* (DD 732) and returned to the carrier to be used again in another *Skyhook* flight.

Top: Skyhook balloon is rolled out as it is filled with helium. *Top Right: Skyhook Bravo* towers above USS *Valley Forge*. *Lower Right: Tracer* balloons are launched to check upper atmosphere winds. *Bottom: Gondola* containing instruments is returned to *Valley Forge*.





USS Sargo breaks into Arctic night. Below: Crew members prepare to surface.



Touring

THE ATOMIC SUBMARINE USS *Sargo*, SS(N) 583, has added another chapter to the history of under-ice explorations in the Arctic.

Under the command of LCDR John H. Nicholson, USN, *Sargo* operated in the Bering and Chukchi Seas during the winter months and spent almost a month cruising beneath the polar ice packs.

When *Sargo* broke the ice at the top of the world on 9 Feb 1960, it was the fourth time a U.S. sub had reached the North Pole within the past 18 months. *Nautilus*, SS(N) 571, was the first. She reached the pole on 3 Aug 1958 in an attempt to demonstrate that a submarine route between the Atlantic and Pacific Oceans over the top of the world was feasible. *Skate*, SS(N) 578, was next. She made the transit just eight days after *Nautilus* and again in March 1959.

If *Sargo* was the third U.S. submarine to visit the North Pole, why was her cruise significant?

First, there is no sunlight in the

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Arctic region during the winter months.

Secondly, the bottom of the Bering and Chukchi Seas is very shallow, ranging in depths from 120 to 180 feet.

Thirdly, Arctic ice has been known to be 100 feet thick at times, making underwater travel hazardous, and not leaving much room for an atomic submarine to squeeze through, even one such as *Sargo* equipped for such operations.

Sargo departed from her home port—Pearl Harbor—for the Arctic on 18 Jan. Eight days later she was joined in the Bering Sea by the icebreaker *USS Staten Island* (AGB 5). On 27 January, at about 61 degrees, 14 minutes north latitude, the two ships parted company. *Sargo* went under the ice and headed north.

Some 14 days and 21 hours later, after cruising 2744 miles under the ice, *Sargo* surfaced at 2:34 P.M. (EST), 9 Feb 1960, at the geographic North Pole. She surfaced seven times en route to the pole and five times during her return voyage. In most of the surfacings the entire



TOPSIDE—Party explores ice conditions in area around surfaced *Sargo*.

when that sub made its first trip to the North Pole in August 1958. For the job he did during that cruise, he was awarded the Commendation Ribbon with Metal Pendant from the Secretary of the Navy for his "outstanding performance of duty"

Arctic Research Branch of the Navy Electronic Laboratory at San Diego.

During the cruise into the Arctic Basin, the scientists took numerous samplings of ice and water. They studied current flow, and made many other oceanographic observations.

Sargo's 29 days under the ice was by far longer than the earlier voyages of *Nautilus* and *Skate*. In fact, her cruise equalled the combined total of time spent under the ice by these two subs during the three previous Arctic cruises. *Nautilus* spent five days under the ice during her cruise in 1958; *Skate* spent 12 days under the ice during each of her trips to the North Pole.

—H. George Baker, JOC, USN.

NUMBER THREE—*USS Sargo*, SS(N) 583, third U.S. sub reaches North Pole.

the North by Sub

ship was able to break through the ice. At the Pole, however, only *Sargo's* reinforced sail could penetrate the ice.

LCDR Nicholson planted the flag of the State of Hawaii at the North Pole (see page 35) and radioed Hawaii's Governor that "The Aloha Spirit has now been felt at both ends of the globe."

The purpose of *Sargo's* cruise was to continue exploration of the Arctic Basin. Like *Nautilus* and *Skate*, *Sargo* collected oceanographic data, including information on the "physical structure of the ocean bottom and sea and ice conditions in the relatively unknown area."

In addition to the scientific aspects of the cruise, *Sargo's* visit to the North Pole in the midst of Arctic winter reemphasized the ability of U.S. nuclear submarines to cruise at will in all parts of the world.

Sargo's commanding officer, LCDR Nicholson, is no newcomer to Arctic explorations. He served as executive officer and navigator aboard *Skate*

and "one of the finest navigational feats in modern naval history."

Besides her regular crew, *Sargo* carried a group of seven civilian scientists directed by Dr. Waldo K. Lyon, Head of the Submarine and





Our Coast Guard Friends —

GLACIER CHASERS

THE ANNUAL FLOW of icebergs in the North Atlantic is getting a blasting again this year.

In early March, the U.S. Coast Guard launched its 42nd annual attack when it re-established its ice patrol headquarters at Argentia, Newfoundland, and began daily ob-

PLOT THICKENS—Coast Guard officer (above) plots latest in iceberg development. Below: Pilots and observers are briefed before recon flight.

servation flights in the Grand Banks area.

Coast Guard planes, however, have been flying ice observation missions since January, but not as a function of the Ice Patrol. Ice warnings produced by these flights have been distributed to ships through the

Navy Hydrographic Office in Washington, D. C.

Blasting the icebergs this year will be conducted as in the past, in an experimental effort to reduce the annual threat to North Atlantic and coastal shipping.

Last year the bergs were bombed for the first time by Coast Guard planes. The results of these tests, however, were questionable as the thermite bombs only shattered the surface of the masses of floating ice and did not penetrate them.

This year the Coast Guard will again use thermite bombs, but of the armor-piercing type for greater penetration.

In addition, the Coast Guard assault forces will use a new method of attack this year. Landing parties will board the gigantic bergs that become grounded along the coast. Holes will be drilled in them and the bergs will be mined with thermite charges. This method of attack is expected to demonstrate whether stranded icebergs that often block waterways and harbor entrances can be dislodged satisfactorily.

The U. S. Coast Guard has conducted International Ice Patrols an-

nually since 1913, with the exception of the war years. This patrol was established shortly after 1500 persons died when *Titanic*—the largest ship then afloat—struck an iceberg on her maiden voyage and sank at a position no farther north than Boston.

It is estimated that 7500 sizable bergs break off the west Greenland glaciers each year. About 500 of the larger pieces of ice—many of them as long as a city block and half as high above the water—are carried along the Labrador current to the heavily traveled Atlantic sea lanes.

The normal rate of travel of the bergs is about 10 miles a day, although some have been known to drift at a rate of 30 to 40 miles a day for as long as six-day periods.

Each spring, when the frozen seas of the far north begin to thaw, the Coast Guard sets up its Ice Patrol headquarters at the U. S. Naval Station, Argentia, Newfoundland. At its disposal are long-range aircraft, ships and a mass of communication facilities. From then until the danger



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season is over—usually in late July—the patrol maintains a constant watch, searching out icebergs and warning ships of their positions. The patrol covers an area on the Grand Banks of Newfoundland roughly the size of the state of Pennsylvania.

Ships operating in areas adjacent to that patrolled by the Coast Guard are required to furnish the Ice Patrol headquarters data every four hours on their position, course, speed and visibility, the sea temperature and weather conditions. These reports enable the patrol to plot future observation flights, estimate ice melting rates and relocate drifting ice.

Radios at the Argentia headquarters are in constant touch with the patrol units and ships operating in the area. Reports of ice sightings are received from many sources in the western Atlantic and are analyzed to determine the actual and potential danger of the bergs.

Ordinarily long-range aircraft are used by the patrol to sweep the area in search of icebergs and to investigate the many scattered iceberg sightings reported by naval and merchant ships. However, sometimes fog obscures the critical area for weeks at a time and restricts flight operations. When this happens, Coast Guard cutters are sent out to make the searches.

Surface units assigned to this year's ice patrol include the ocean-going tug uscg *Acushnet* (WAT 167), the buoy tender uscg *Evergreen* (WAGL 295), serving as the patrol's oceanographic vessel, and buoy tender uscg *Gentian* (WAGL 290).

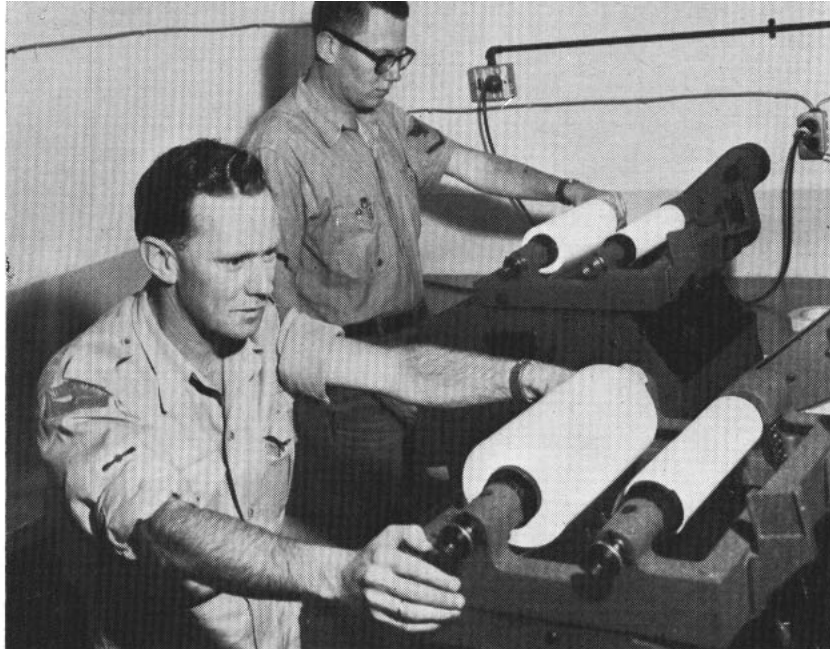


HOT SHOT—Coast Guard plane carries thermite bomb for test on heat destruction of bergs. Below: Radar on patrol plane helps spot dangerous ice.



BOMBS AWEIGH—Thermite bomb scores hit on iceberg. Right: USCG cutter monitors berg as patrol plane circles.





NEW ZEALAND AF man gets the word from P. M. Anderson PH3, USN.



PLANES mapped 500 miles of coast.

Down Under

Navymen get around. You'll find them serving in all parts of the world—working on a variety of challenging—and interesting—assignments. Here's a case in hand.

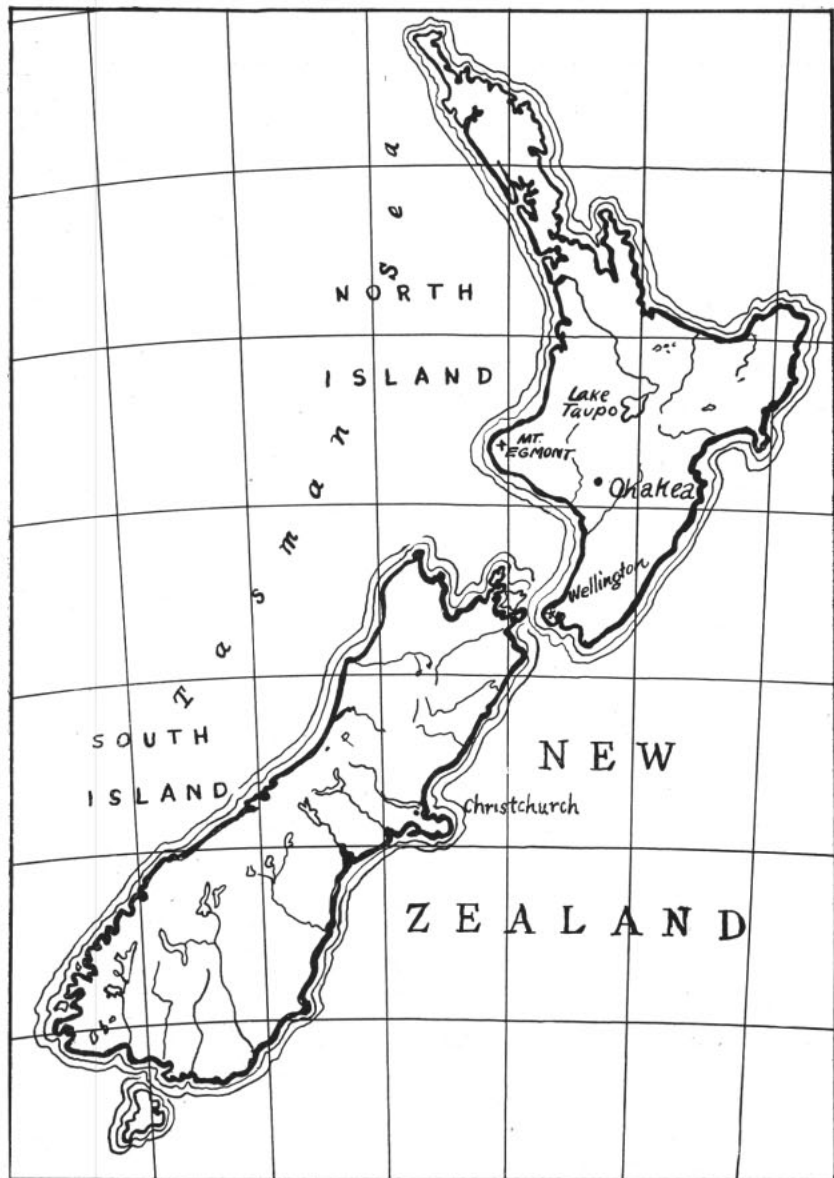
ONE DAY not long ago, Guam-based Composite Photographic Squadron Sixty-One (VCP 61) was directed to send a detachment to New Zealand to do a special job—mapping some 5000 miles of coastline.

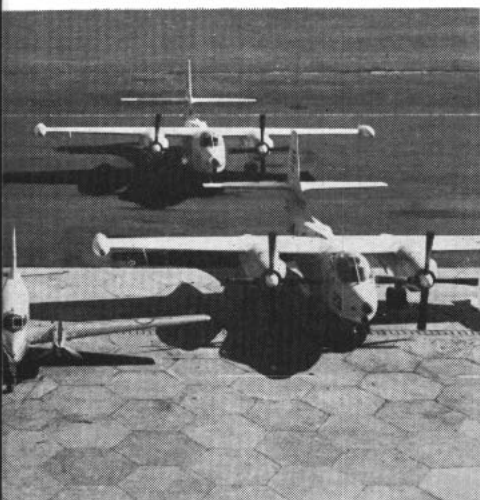
Designated *Operation Coastcraw*, the project was also an example of New Zealand-United States teamwork and cooperation. The Royal New Zealand Air Force was to provide the facilities of its jet base at Ohakea, plus its photo lab and personnel; the U. S. Navy furnished aircraft, equipment, supplies and men.

Supply was expected to present quite a problem, however. Ohakea had no support facilities for VCP 61's aircraft and its mission. Thousands of feet of film, cases of processing chemicals, aircraft and camera spare parts, maintenance equipment and records were required. There could be no running to the corner store for replenishment of special equipment once the squadron departed Guam. The detachment would then be 4000 miles from its source of supply.

One week after orders were received, VCP 61 Detachment Zulu launched a mass migration of the Seventh Fleet's remaining AJ-2P *Savages*.

Flying over the equatorial Pacific met the descriptions to be found in travel books, but this taste of tourism was given added point by the pros-





ALL TOGETHER—USN *Savages* line up with RNZAF photo plane: Rt: Christchurch is typical terrain that was mapped.

—Operation Coastcrawl

pects of the 17,000-foot mountains of New Guinea.

Port Moresby was the first stop, where the aircraft were serviced by Fuzzie-Wuzzies. Glancing about, crew members noted that within a few minute's flying time, some of the world's most forbidding jungle was at hand.

The next day's flight to RAAF Station, Richmond, near Sydney, Australia, was uneventful. Weather delayed the takeoff to New Zealand until early afternoon. As the flight progressed across the Tasman Sea, the sky cleared and a bright moon lighted the area. The white Mount Egmont, New Zealand's Fuji, marked their destination and, shortly before midnight, landings were made at RNZAF Ohakea.

The first VCP 61 photo mission was flown the morning after arrival.

Base facilities were small, but efficient. The work for the U. S. Navy and the New Zealanders was hard and the hours irregular. Aerology observers devised a system for getting immediate reports on clear areas for good photos. Flight crews ran into thunderstorm and icing conditions. Targets were 600 miles away and were only open a few hours on a few days.

Maintenance crews had to wait for late flying aircraft and then work through the night to have them ready for the morning launch. Processing crews began work when the first aircraft landed with film. Photo interpreters grabbed the film as it came from the dryer and could be found titling and plotting this same

film the following afternoon.

Problems arose and were solved. There was the matter, for example, of adjusting U. S. processing equipment to 250-volt, 50-cycle current. Unexpected lighting conditions created confusion among the lab personnel and extra work for the photo interpreters.

Weather was always a problem. Certain areas were checked for weeks before the sun peeked briefly through thick layers of clouds.

There was time for recreation. Crews were able to hunt deer (continuous open season), fish for 15-pound rainbow trout in huge Lake Taupo, observe fuming volcanoes and the geothermal novelties of North Island. (New Zealand consists of two large islands—North Island and South Island.) Flight crews were able to view some of the most beautiful country in the world—rolling green blankets of pastureland, speckled with white and black dots of sheep and cattle.

South Island presented its backbone of the Southern Alps which fed glaciers into rugged fiords.

Since New Zealand is primarily a farming country, the detachment was able to enjoy fresh vegetables, beef, lamb and dairy products which were so rare on Guam.

Meanwhile, the work moved. The four (outdated) *Savage* aircraft flew 310 hours the first three weeks. In one-third the predicted time, the CO of the detachment was able to report: "Operation Coastcrawl—completed."

—LTJG D. E. Blackwood, USN.



NAVYMEN found New Zealand land of unusual sights. Below: G. A. Butler, AN, USN, checks rolls of prints.



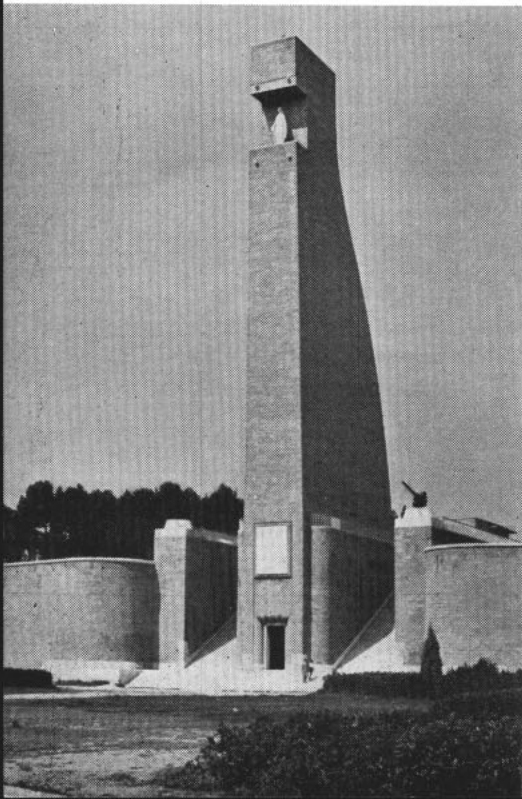


OFF WITH A ROAR—A squadron of Italian navy's motor torpedo boats cruises Adriatic during training exercises.

PT Boats—Italian Style

IN A SMALL BASIN on the coast of Italy, eager skippers and crews make ready for sea. Lines are cast off and a group of 63-ton torpedo boats ease themselves away from the pier into a 1,2,3 formation. They weave past Italy's rudder-shaped memorial to her naval war dead, through the outer harbor, and into

MONUMENT to Italy's naval war dead is passed by torpedo boats on leaving and entering their harbor.



the open Adriatic Sea.

These are the Italian navy motor torpedo boat teams. Their crews are inspired and challenged by the motto, "Remember Always to Dare."

The torpedo boat units take their place in the NATO framework in defense of Southern Europe and the Mediterranean Sea. Theirs is a story of hard work and daring seamanship.

The motor torpedo boat (M.A.S.) program in Italy dates back to World War I days when Fleet Admiral Paolo Thaon di Revelle ordered 400 of the small craft. Their fame grew almost overnight, particularly after the night of 8 Dec 1917, when a young naval officer named Luigi Rizzo led a task force of motor torpedo boats that sank the Austrian battleship *Wien*. Motor torpedo boats won a Gold Medal, Italy's highest wartime decoration, for that action.

Italy's torpedo boats continued to make a name for themselves in the final months of WW I and added to their reputation in WW II.

Today's torpedo-boat men, like those of the past, are a youthful group. Some crew members are still in their teens. Despite a lack of combat experience, however, each works like a seasoned veteran. A typical mock battle tells their story. This is what it's like:

The 1000-ton *Sagittario*, a fast

antisubmarine frigate, serves as flagship for Captain Giulio Valente, commander of motor torpedo boats. Today it is operating in the Adriatic for the maneuvers.

"We are a flexible force," says *Sagittario's* captain. "As the situation demands, we'll strike in force or disperse and hit individually. We can stalk silently like a submarine or roar in like a torpedo bomber."

Closely behind *Sagittario* is *Sentinnella*, a 300-ton fast corvette which acts as flotilla leader. Trailing are six torpedo boats and two gunboats. Everywhere radar antennas whirl incessantly.

The launching racks on both sides of each 78-foot torpedo boat are filled with 2000-pound torpedoes. Larger 125-foot gunboats display four 2500-pound torpedoes.

The flagship *Sagittario* has been designated as the ship to be "hunted." Time for the torpedo attacks draws close. With the swiftness and agility of a school of porpoises, the torpedo boats pull away from the formation. Moments later the target ship vanishes.

For the exercise, torpedoes are slated to be launched at 4000 yards. (In night exercises, radar-directed hits are known to have scored at twice that distance.)

Four boats swing into a single

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line, anxiously waiting for attack orders from *Sentinella*, the flotilla leader. "Close-formation attacks allow our enemies only one radar target," discloses LT Giorgio Battaglini, leader of Squadron Forty Four. "However, if the situation changes, we disperse for single attacks."

Helmeted gun crews in orange life preservers whirl in their seats, making last-minute checks on 40mm and 20mm machine guns. Surface or air retaliation is likely to follow.

Suddenly the order flashes, "Attack." The skipper of the lead boat shoves his throttle to full. The bow of the boat leaps from the water as it heads for the kill.

As the target ship *Sagittario* closes, all eyes train on its starboard side, hoping their 2000-pound fish will strike dead center. Each torpedo is set to run five feet below the target's hull. In the nose, 400 pounds of water replace the TNT.

Only the launching of torpedoes remains to complete the training cycle. The boat's radar screen serves as the skipper's eyes during the attack and he alone gives the order to fire. A hit or miss depends on him.

"Fire," echoes the order. The first torpedo splashes into the water and heads for the target two miles away. Seconds later its destructive path forms a narrow wake.

"It's a hit." Theoretically the ship is sunk or badly damaged.

Other MT boats swing into position. Some off-center hits are scored. Not all are perfect. Several fire too early, others too late, reflecting the inexperience of young skippers. But



SURFACE SKIMMING — Motor torpedeo boat 453 speeds by at operational speed of 32 knots which allows a cruising range of approximately 100 miles.

their eagerness today will pay big dividends in the future.

"We would need darkness and speed to escape possible surface fire and air attacks," Captain Valente commented after the daylight scrimmage. "That is where we are most vulnerable."

The words barely pass his lips when a pair of jets roar in at almost radar-mast level. Gunners on the 20mm and 40mm machine guns twist and turn in dry runs on the screaming jets.

Black smoke streams from each jet as it shoots skyward and out of

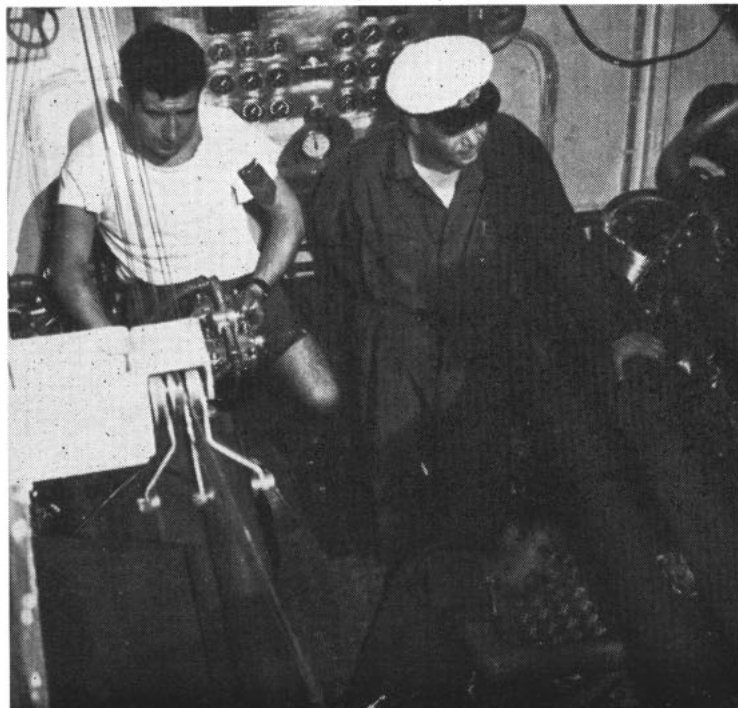
sight. Again and again the planes return, each time from out of the sun to give little or no warning to gunners. And on each pass, the gun sights of alert marksmen quickly find their marks as the jets sweep back and forth over the formation.

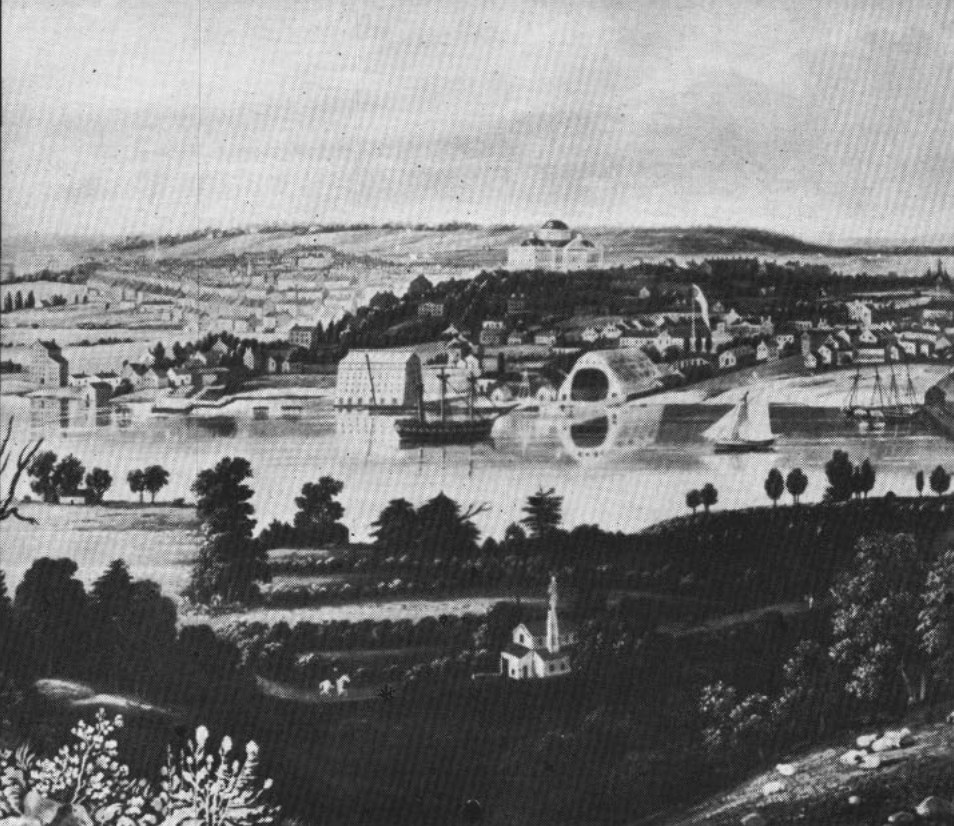
The day's exercise is over. Once again the MT boats swing in the direction of home where a de-briefing conference will point up the day's errors.

Next week they'll be at sea again for more training, operating with other units of the NATO navies.

—Gerald D. Short, JOC, USN

GUN CREW practices with 40mm antiaircraft gun. **Right:** Mechanic works on boat's high compression engine.





TODAY's Weapons Plant (at right) is a far cry from the old Washington Navy Yard, which dates back to 1799. View above shows it in 1837.

ALTHOUGH YOU MAY BE one of the most avid souvenir collectors in the Navy, chances are the knick-knacks and trophies on your whatnot shelf would look pretty puny compared to some of the Navy's store of "little keepsakes" at the Naval Weapons Plant in Washington, D. C.

The Weapons Plant—known as the Washington Navy Yard from 1799 until 1945 and as the U. S. Naval Gun Factory from 1945 to 1959—took over 160 years to accumulate its collection. The items in it range from 300-year-old brass cannons to German and Japanese weapons of World War II. From periods in between there are such odds and

ends as Hotchkiss revolving cannons captured in the Spanish-American War, Confederate guns from the Civil War, a huge plaque describing the big railway guns made at the gun factory in World War I and assorted other reminders of the past.

Most of these relics are displayed in two quiet little parks almost within a cannonball-heave of busy shops where Weapons Plant workers now help to produce rockets and guided missiles. One park is named for CAPT E. H. Leutze, USN, Commandant of the Navy Yard from 1905 to 1910. The other is named for CAPT (later RADM) Arthur Lee Willard, USN, who commanded

LONG TOM, a leading participant in 1814 battle with the British at Fayal, is one of many unusual items in Weapons Plant "souvenir" collection.



Navy Guns

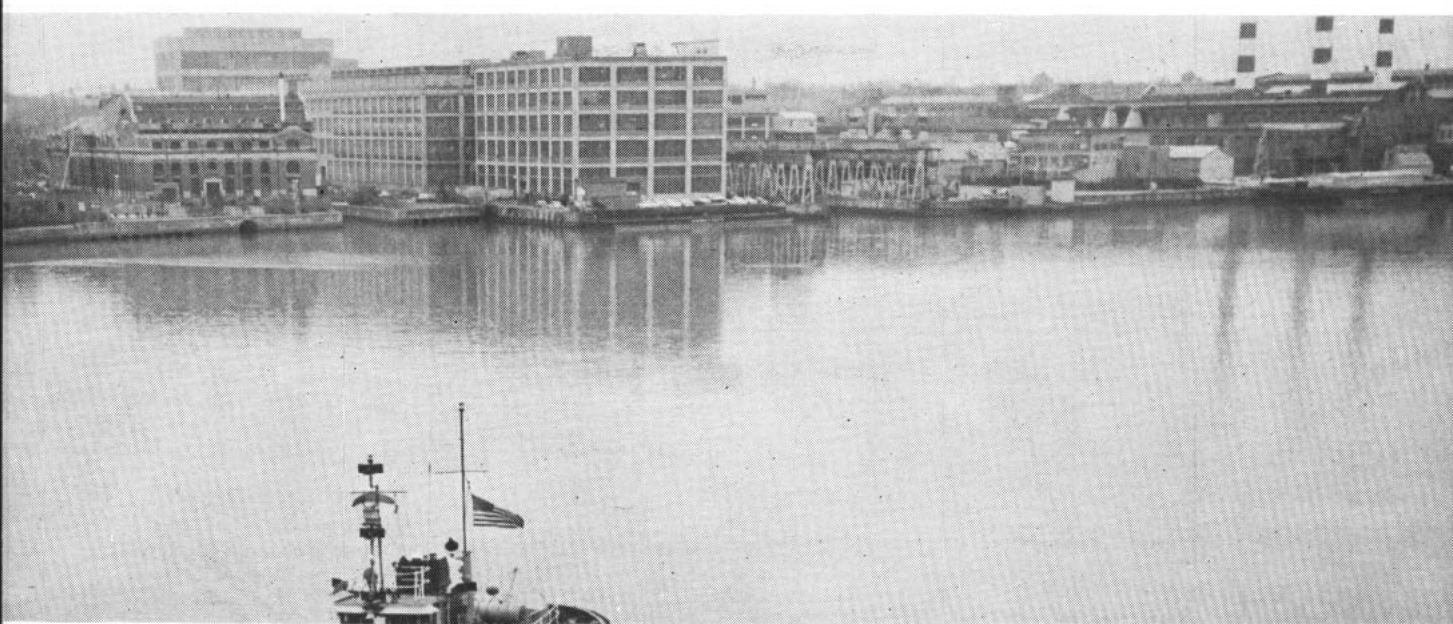
the yard during World War I.

A roomy old house facing the first of these parks is allegedly haunted by the ghost of CAPT Thomas Tingey who, as first Commandant of the Navy Yard, was the first occupant of those quarters. According to legend, Tingey served so long as Commandant (1800 to 1829) that he willed the Navy Yard to his heirs on his death. Opposite Leutze Park on the east is the oldest building on the Weapons Plant grounds—a structure remodeled in 1801 from a farm house built before the Navy Yard was founded in 1799.

ON THE ANACOSTIA RIVER waterfront of the Naval Weapons Plant you will find many historic ties. Nearby are areas of the old Navy Yard where the first Japanese diplomatic mission to the United States landed in 1860; where John H. Surratt was returned to this country from Egypt to be arrested as one of the conspirators in the assassination of President Lincoln; and where Charles A. Lindbergh first set foot in the United States after his famous flight in 1927.

The relics at this historic Navy site fit right in with their surroundings, for quite a few of them have been associated with great sea episodes and famous names.

For instance, there are several guns which CAPT Stephen Decatur



Down Through the Years

captured in fights with the Barbary pirates. Two of these are reminders of one of his most stirring exploits. They are brass 24-pounders with a six-and-one-eighth-inch bore manufactured in Barcelona in 1788 for Charles III of Spain. By the time Decatur came up against them off Tripoli on 3 Aug 1804 they were part of the armament of two enemy gunboats.

For years the Barbary corsairs had been preying on our commerce in the Mediterranean, and in 1801 the Bashaw of Tripoli went so far as to declare war on the United States. We reciprocated on 6 Feb 1802, but weren't able to launch an offensive with real teeth in it until the summer of 1804.

The pair of 24-pounders in Leutze Park are trophies of the first attack in that offensive.

DURING THIS SCRAP, Commodore Edward Preble's squadron moved within point-blank range of the Tripolitan's shore batteries so that the larger ships of the squadron could keep the batteries busy while gunboats, supported by schooners and brigs, closed with the enemy flotilla near the harbor entrance. Stephen Decatur, who had already made a name for himself in earlier fights with the pirates, commanded a squadron of three gunboats, and was captain of one of them. His brother, LT James Decatur, was

captain of another, and a LT Trippe captained the third.

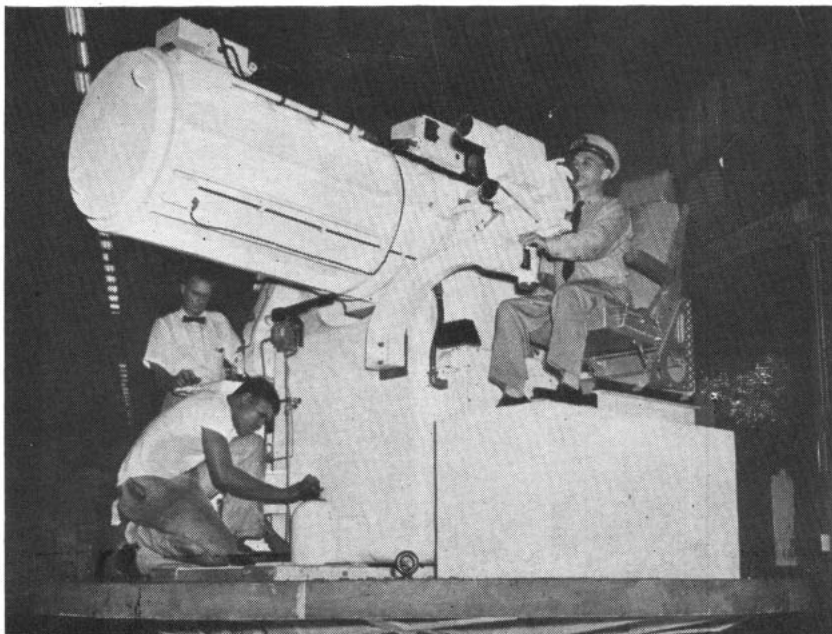
Decatur's division, using both oars and sails, advanced on a nine-boat enemy division. James Decatur fell in with one of the largest Tripolitan boats and inflicted heavy casualties on her before she struck her flag. But, as he was boarding the surrendered boat, the enemy captain shot him through the head. The Tripolitan, aided by other enemy boats, then made his escape.

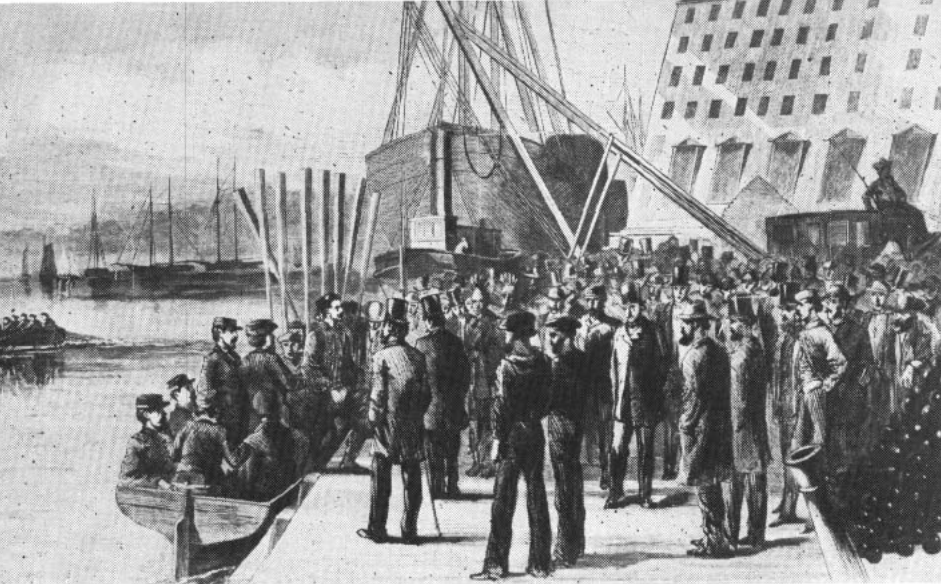
LT Trippe ran alongside another large enemy boat and started to lead a boarding party onto her decks. Behind him came Midship-

man John Henley and nine enlisted men, who managed to clamber aboard the Tripolitan craft before Trippe's boat drifted off with the rest of the boarders. That left 11 Americans fighting for their lives against 36 of the enemy—and in those days the Barbary pirates held a wide and well deserved reputation for skill in boarding and hand-to-hand combat.

Trippe's party pitched into the corsairs with pistols, sabers, pikes and tomahawks, attacking so furiously that they cleared the enemy's decks within a few minutes. By the time the Tripolitan's colors were

LONG GLASS—24-inch telescope, produced by the Weapons Plant's optical shops, is used to track and record ballistic missile flights during tests.





HISTORY of plant is colorful. At left, John Surratt is returned from Egypt as conspirator against Lincoln.

hauled down, Trippe had 11 saber wounds to show for his part in the brief battle.

MEANWHILE, Stephen Decatur picked out his quarry, led his boarders onto her decks and took possession of her after a bloody brawl. Then, he took his prize in tow and went looking for another fight. In a second boarding action, he and his men captured another Tripolitan boat, which might have been the last prize of Decatur's career if it hadn't been for the heroism of one of his crew.

Decatur was in the middle of the hand-to-hand combat on the second enemy boat when a scimitar-wielding corsair spotted an opening and got set to split Decatur's skull. However, as the pirate started his swing, one of Decatur's men, disabled in both arms by wounds, threw himself in the way to protect his captain. Some historians say Seaman

Reuben James was the hero of this action. Others give the credit to a Marine named Daniel Frazier. In either case, Decatur's life was saved—and so were the two guns from Decatur's prizes which can be seen today at the base of the flagpole in Leutze Park.

ONE OF THE FAMOUS mementos at the modern Weapons Plant is a "Long Tom" with an equally colorful history. This cast iron 42-pounder, made in France in 1786, was part of the main battery of the 74-gun French man o' war *Hoche*. The British captured that ship and sold her battery, including the Long Tom, to the United States.

Somehow, the gun turned up next on a Haitian privateer, then about 1812 it was returned to storage in New York. It was brought out of storage during the War of 1812 to become the biggest gun aboard the brig *General Armstrong*, a privateer

skipped by Captain Samuel Chester Reid.

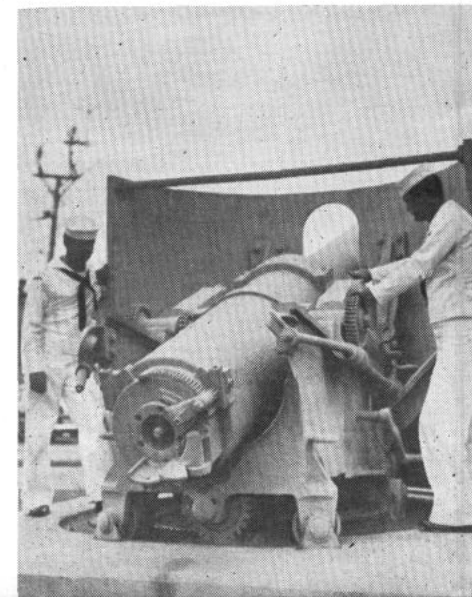
(Reid, who had served under Commodore Thomas Truxtun as an acting midshipman in *USS Baltimore*, was later to figure in the selection of the 13-stripe design for the United States flag. See *ALL HANDS*, August 1959.)

Besides the Long Tom, which was mounted amidships, *General Armstrong* carried three nine-pounders on each side. She was manned by a crew of about 90.

The Long Tom blasted its way to fame on *General Armstrong's* fifth and last cruise, during a battle at Fayal, in the Azores. The American brig anchored in that Portuguese harbor on 26 Sep 1814. About sunset of the same day, three large British ships also put in there—the 18-gun *Carnation*, the 74-gun *Platagenet* and the 38-gun *Rota*. On board they carried some 2000 troops who were supposed to become part



TROPHIES at left are part of collection of early Navy guns. Gun at right, from *USS Maine*, is in Willard Park.





BIG GUNS, center, were taken from Confederate ram *Tennessee*. Cannonballs, right, are also Civil War relics.

of an invasion force then being assembled in the West Indies for the attack on New Orleans.

Although Fayal was a neutral port, Captain Reid foresaw trouble. He moved his ship in close to shore, where the big British ships wouldn't be able to come alongside, and made preparations for repelling boarders. Before long the British ships began lowering armed boats, and about dusk, four of them, filled with men, drew within hailing distance. Reid warned them to stand off, but after a brief pause the boats came on. The American ship let go with a deadly storm of grapeshot, which the British answered with small arms and the swivel guns mounted on two of their boats. The boats soon withdrew.

Around midnight the British attacked again—but with more heavily armed craft and a much larger force. Reid figured they had at least 12 boats and some 400 men.

This time the attackers threw all caution overboard, advancing through a murderous fire from *General Armstrong* to stage a fight which lasted 40 minutes. When it was all over, more than half of the attackers were either dead or wounded—many of them victims of the brig's Long Tom. Reid's casualties were only two killed and seven wounded.

Next morning, one of the British ships got within range of the privateer and opened up with her big guns. Although Reid returned her fire, he knew further resistance would be useless, so he attempted to scuttle his ship, and took his men ashore. As soon as Reid and his men were gone, British boarding parties took over. They finished off the troublesome little American ship by setting fire to her.

Many years later the Long Tom which had done so well in the battle was recovered from the bottom of Fayal Harbor and presented to the

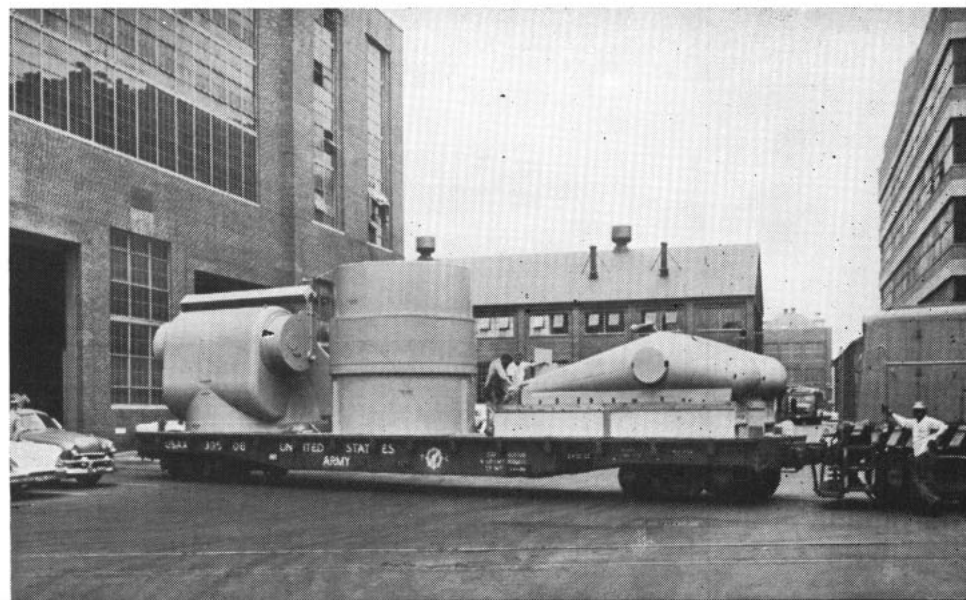
United States by the Portuguese government. Shortly after the presentation the gun was exhibited at the Chicago World's Fair of 1893. Then it went on to be "put out to pasture" in Leutze Park.

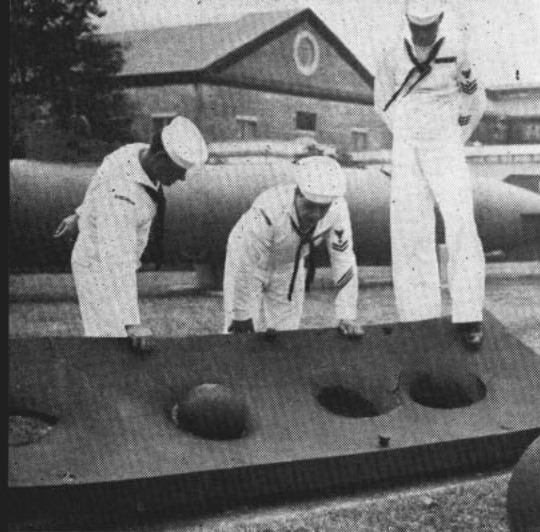
THE CIVIL WAR is well represented in the Weapons Plant souvenir collection. For instance, along one side of Willard Park is a line of rifled 100-pounders taken from the ironclad ram *Tennessee*, which historian Commodore Dudley W. Knox, USN, calls "the most powerful vessel ever to fly the Confederate Flag." These guns, almost a century old, are still mighty deadly-looking.

They must have looked even more sinister to RADM David Glasgow Farragut and his fleet at Mobile Bay on 5 Aug 1864—the day *Tennessee* fought her last fight and Farragut damned the torpedoes indelibly into history.

At that time the only deep-water

GUIDED MISSILE at left is Japanese *Baka* bomb. At right, modern missile-launching system is readied for shipment.





PACKED A PUNCH—"Old fashioned" cannonballs did this to a piece of six-inch armor in a test firing years ago.

passage into Mobile Bay was sown with mines (then called torpedoes) in such a way that the minefield and the only clear channel into the bay were covered by 23 heavy and 46 light guns mounted in and around the Confederates' Fort Morgan. *Tennessee* and three partly armored, light gunboats were there to contest any Union effort to enter the bay.

Farragut, with a fleet of four iron-

clad monitors and 14 assorted wooden steamers, planned to shoot his way through the clear channel, smash the Confederate naval force inside the bay, then take Fort Morgan and Fort Gaines (across the bay entrance from Fort Morgan) in joint operations with the Army. The four monitors led the way into the channel, followed by the wooden ships which were lashed together in pairs.

When the battle began, *Tennessee*, the Confederate flagship, stationed herself so that she partially blocked the opening between the minefield and the fort.

As you probably learned in boot camp, the channel passage was no pleasure cruise. *uss Brooklyn* stopped in the channel and wound up blocking the way for Farragut's flagship *Hartford* and the other wooden ships behind her. This gave the Confederate gunners of the naval squadron and fort a nice fat bunch of ships for a target. About the same time *Brooklyn* stopped, the Union monitor *Tecumseh* hit a mine and sank.

Despite this evidence of what the mines could do, Farragut ordered *Hartford* to lead the way past *Brook-*

lyn and through the middle of the minefield, shouting his famous, "Damn the torpedoes," in answer to warnings from *Brooklyn*. A number of mines touched *Hartford's* bottom, but these turned out to be duds.

Tennessee tried in vain to ram *Hartford* after she emerged from the minefield. Then the slow-moving Confederate ironclad turned to do battle with the rest of the wooden ships as they passed into the bay. She was able to damage the Federal steamer *Oneida*, which had already been hit in the boiler by a shot from the fort, and she withstood a ramming attempt by *uss Monongahela*, but that was about all she accomplished in this round of the fight.

Now, instead of staying in shallow water close to the fort and using her long-range guns to best advantage, or going after the Union transports outside the bay, *Tennessee* made the mistake of following Farragut's fleet into the bay. The Union ships turned on her with everything they had, but the Confederate ram proved a very tough nut to crack.

uss Monongahela rammed her again—so hard that she crushed her own stem. *Lackawanna* and *Hartford* rammed her too, then collided with each other while maneuvering to ram again. Although *Hartford* was badly damaged, she still tried to carry out her second ramming.

Besides trying to ram, the wooden ships also peppered the Confederate with their guns, but most of their shots just bounced off the ironclad's thick hide. The guns of the Union monitors were more effective—especially those of *Chickasaw*, who stationed herself under *Tennessee's* stern and blazed away at the Confederate ram for half an hour.

The ironclad, leaking and practically helpless, finally surrendered. By then her smokestack and rudder chains were gone. Of her six guns, only two were still usable—and they couldn't be brought to bear on the enemy. Twelve of her crew had been killed and 19 more were wounded, including the commander of the Confederate squadron, ADM Franklin Buchanan. On the Union side there were 335 casualties—113 of whom had drowned in *Tecumseh*.

Admiral Buchanan, who lost a leg fighting for the Confederacy at Mobile Bay, had good cause to ponder the fortunes of war after *Tennessee's* surrender. In April 1861 he had resigned his commission as



STAR-SPANGLED shield was once the bow ornament of *uss Olympia*, ADM Dewey's flagship at Manila Bay. Anchor in foreground is from same period.

a captain in the U.S. Navy because he thought his home state, Maryland, would soon secede from the Union. Less than two weeks later, he saw that Maryland would remain in the Union, and tried to have his resignation withdrawn, but it had already been accepted. So, he wound up on the Confederate side, became one of the South's leading naval figures and went on to oppose Farragut at Mobile Bay.

Following *Tennessee's* capture, her guns were added to the Washington Navy Yard's trophy collection, which Buchanan must have seen many times before the war. In his last assignment as a Union officer he had been commandant of the Yard.

SOME OF THE OTHER trophies at the Weapons Plant—also bring back recollections of the Civil War:

- A bronze 12-pounder—manufactured for Charles III of Spain in 1767 and believed to have been taken in the Mexican War—which was used by the Confederates and recaptured from them at Norfolk, Va., in May 1862.

- An assortment of guns captured in the amphibious operations against Fort Fisher, N. C., in August 1863.

- Guns from various Confederate blockade runners.

- And, guns taken from the Southern raider *Florida* after she was captured by the Federal steam sloop-of-war *Wachusett* at Bahia, Brazil, on 7 Oct 1864.

From the period of the Spanish-American War, the Weapons Plant also has relics and trophies that aren't likely to be found on the average whatnot shelf—for example:

- A 6-inch gun, complete with shield and training circle, that was recovered from *uss Maine* after she was sunk at Havana, Cuba, in February 1898.

- The red, white and blue shield which decorated the bow of Admiral Dewey's flagship, *uss Olympia*, during the battle of Manila Bay.

- Bronze cannons, dating back as far as the mid-1700s.

- And, a trio of Hotchkiss revolving cannons that were captured at Santiago, Cuba.

TWO OF THE WORLD WAR I items at the Weapons Plant probably stand out more because of their connection with post-war events than they do for anything that happened in the



war. One of these relics is a 5.9-inch gun from the German cruiser *Ostfriesland*, which was flagship of the German fleet's First Battle Squadron in the Battle of Jutland. The other is a 4.1-inch gun taken from the German destroyer, *G-102*.

Both *Ostfriesland* and *G-102* were among the ships scuttled by the Germans at Scapa Flow in 1919 to prevent their delivery to the Allies. However, they were raised and brought back to the United States for study.

Representing World War II in the Weapons Plant collections are German anti-tank guns, a Japanese tank, and other fairly conventional weapons—plus some which are pretty unconventional. The most unusual of these is probably the Japanese *baka* bomb.

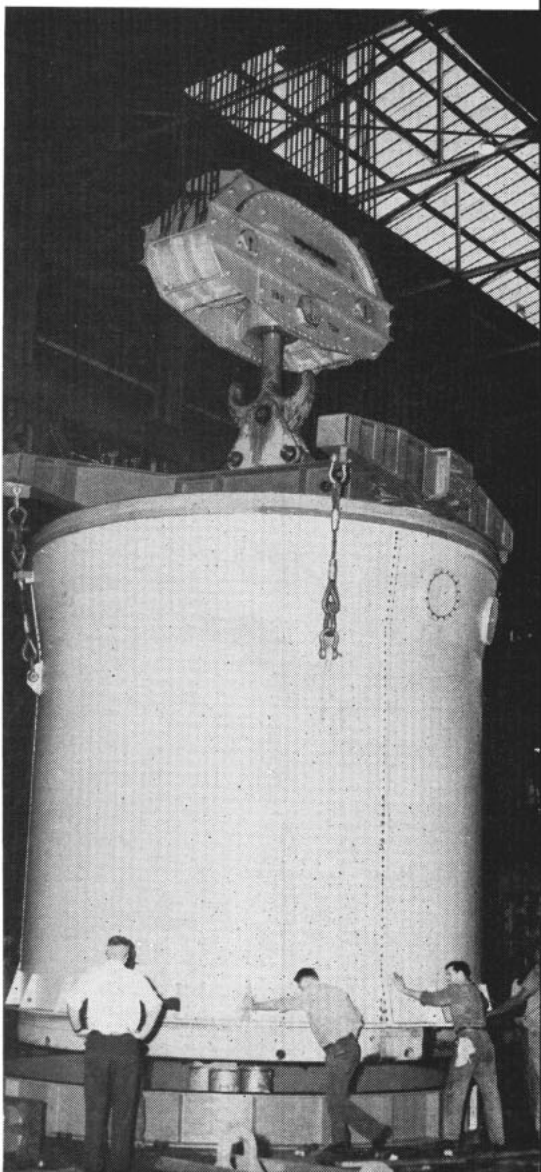
One of the few jet-propelled aircraft to see action in World War II, the *baka* bomb was a little monoplane with a 15-foot wing span, oval fuselage and twin vertical fins and rudders. It was designed to be carried into a combat area by a mother plane, then guided to its target by a kamikaze pilot, who aimed the plane—and the 2645-pound bomb in its nose—through a rifle-type sight.

Three tail rockets, which could be fired singly or all at the same time, gave it a top speed of about 630 miles per hour.

If you've got any of these babies in your souvenir collection, you'd better make darned sure the kids don't get their hands on it.

—Jerry Wolff.

WEAPONS PLANT of today works on such products as the *Talos* launcher above and, below, magazines for the *Tartar* launching system.





HOVERING FOR HOIST copter prepares to transfer injured destroyerman from USS Bache (DDE 470) in rough seas.

Ambulance Service on the High Seas

WHILE GALE WINDS lashed their hovering copter, an airborne Navy rescue team safely executed a precarious air transfer of a seriously injured man from the destroyer *Bache* to the flight deck of aircraft carrier *Randolph*.

The airlift, an example of Navy emergency teamwork, was made above extremely rough seas 200 miles south of Cape Hatteras, N.C., where both ships were operating with Task Group Alfa.

This is how the story developed. While transiting an exposed area of the main deck, a member of the crew was smashed by pounding surf against the destroyer's steel superstructure. When shipmates reached him, he was unconscious and bleeding severely.

Within minutes, a hospital corpsman had applied pressure bandages to halt the flow of blood from several head and facial lacerations. The injured man regained consciousness shortly after, but his condition did not look good.

It was decided to transfer him to the carrier with its hospital facilities.

A stretcher was rapidly prepared for the highline on a ship-to-ship

transit. For nearly two hours, the men of the *Randolph* deck force battled the elements in an attempt to rig a highline over the raging water between the carrier's fantail and the bobbing destroyer steaming in her wake. Three attempts, each one involving changes of course and speed for the entire task group, failed and then the 20-foot ocean swells halted deck-based efforts.

An HSS-1 helicopter was then enlisted for an airborne transfer. This all-weather, day-and-night sub-hunter is rarely employed in ship-to-ship transfers, but the regular "Angel" was undergoing repairs.

At 1:30 P.M., *Randolph* launched "Lucky 81" and an escort helicopter. The HSS-1 hovered into position above the fantail of *Bache*, rolling and pitching violently. The copter crew carefully lowered the litter in a sling to several destroyermen below, all struggling to keep their balance. The litter was detached, and the helicopter pulled away while the *Bache* crewmen strapped the injured man into his basket.

The destroyermen flashed the green "approach" flag for "Lucky 81" at 2:04. The helicopter dropped

her rescue cable and hook.

The lines from the wire basket were secured to the end of the helicopter's swaying cable. With the aid of a mechanical hoist, the copter crew raised the litter slowly and swung it, with difficulty, out of the wind and into the aircraft cabin.

Thirty-nine minutes after its launching, "Lucky 81" was once again back on the carrier.

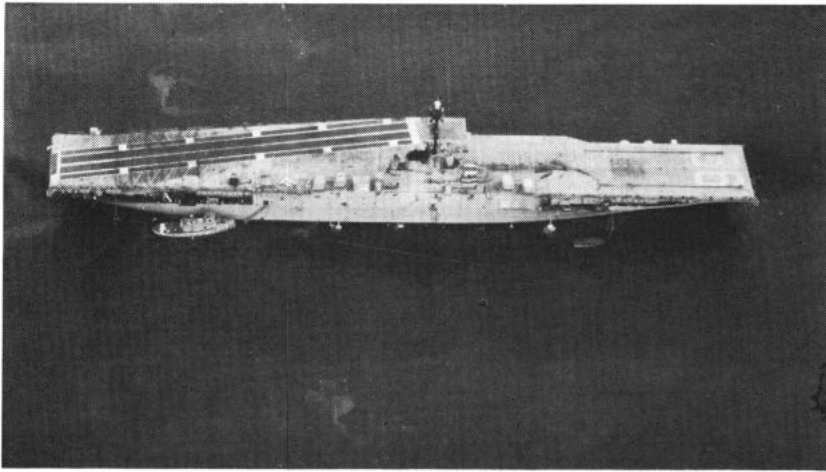
The injured man was carried below to Sick Bay's operating room. For more than 90 minutes, the *Randolph* surgeon, assisted by the ship's physician and seven hospital corpsmen, worked over the accident victim. He was found to be suffering from severe laceration of the back of the skull (but no fracture), multiple lacerations of the face and a broken nose.

That night the surgeon reported his condition much improved, and the following day, as the rough weather abated, he was airborne again for transfer to Norfolk and the Portsmouth Naval Hospital.

It's all in the day's work. But in an emergency it's nice to know that medical care isn't far away, even to a ship in rough seas.

LUCKY 81 returns to USS *Randolph* (CVA 15) with injured Navyman. Rt: Patient rides carrier's elevator to sick bay.





AT ANCHOR in Pensacola Bay USS *Antietam* (CVS 36) is visited by a tug.

Pensacola's Navy

LITTLE IS HEARD about sea-going units at Pensacola, the cradle of the Navy's air complex, but here in the midst of aviation activities, you'll find a group of old salts adding to their reputation as seafaring men.

About the only ship that most local residents will recognize is USS *Antietam* (CVS 36), the Navy's first angle-deck aircraft carrier, which is attached to the Naval Air Basic Training Command. But Pensacola does have other sea-going units. They are assigned to the Boat Division which is a part of the Operations Department at NAS. Although these small boats and yard craft are midjets compared to a carrier, they still do a big job. They provide logistic support for *Antietam*, conduct search and rescue missions and maintain a seaplane drome.

The largest of Pensacola's mighty mites are the tug boats, YTB-522 and YTB-729. Their main job is to provide routine services to *Antietam* when she goes to sea and returns to her mooring buoys at Pensacola Bay. (Berthing facilities to accommodate carriers are currently being built at Pensacola's Allegheny Pier.)

In addition, the tugs furnish pulling power for the barges used to carry fuel, oil, fresh water and supplies to the antisubmarine support carrier. Tugs are commanded by a CPO and manned by a crew of nine.

A utility landing craft (YFU-47) with a five-man crew hauls other supplies and provides garbage service for the carrier.

Two Navy crash boats are also

based at Pensacola. AVR-19 is a 43-footer while AVR-84 is 63 feet long. Each of them has a crew of four. They are always on a standby status in the event a plane is forced to ditch in the bay or some small craft runs into trouble.

Then there's a self-propelled floating crane, YSD-52, with a seven-man crew that is available for all sorts of salvage work.

Working with these craft are five qualified divers, trained and equipped for both deep-sea and shallow-water diving.

Additional duty for the Boat Division is the upkeep of the seaplane drome at Pensacola that is maintained to service transient seaplanes. This service includes marking sea lanes and providing clearance and guidance for planes landing and taking off.

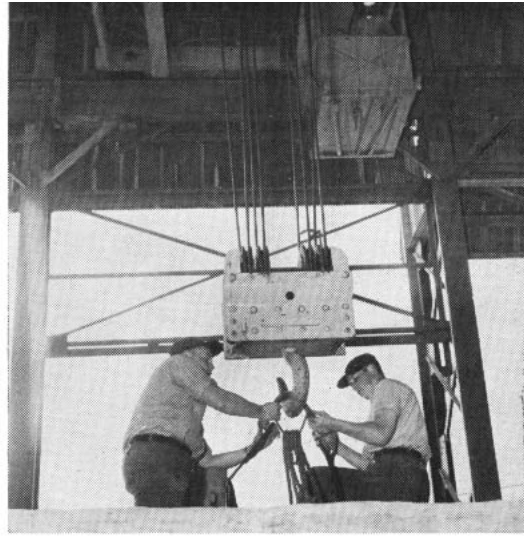
The Boat Division also provides mooring facilities and assistance to any ship that may visit the area.

For the local deep-sea fishing enthusiasts, there's a 43-foot fishing boat assigned to Special Services but maintained by the Boat Division.

In general, personnel attached to the service craft section of the division are on sea duty, while those assigned to the yard craft are on shore duty.

Regardless of how they are assigned, these salts know their jobs call for plenty of seamanship. And without any hesitation, they'll tell you that they are the "Black Shoe Sailors of the Airdale Navy."

—Frank La Pointe, JOSA, USN



HOIST AWAY—Boatmen prepare to lift boats from water for repairs. Below: Crash boats, floating crane rest at berth at NAS, Pensacola, Fla.





CRAFTMASTER is congratulated. Rt: C. W. Lockey, FN, USN, mans the helm. Below: Chief engineer regulates water.



The Drinks Are Free, and '105

THIRSTY ships stopping over or based at Pearl Harbor have a big welcome for a small craft that comes to visit them. Its job is to provide drinking water for their crews and feed-water for their boilers.

USS YW-105, the Navy's only water tender in the Pearl Harbor area, is the thirst quencher. By supplying this delivery service YW-105 eliminates the need for larger ships to move about in the harbor to take on water. The water tender carries a split cargo of 100,000 gallons of drinking water and 140,000 gallons of boiler feed-water. To replenish a destroyer, the type of customer the craft most often services, "105" spends one hour to discharge 20,000 gallons.

The small craft in past years

served as a yard oiler. The "No Smoking" signs that used to be seen on its weather decks have been removed as the ship's present cargo just won't burn. So today the smoking lamp is usually lighted throughout the tender.

A well trained crew of nine, trained in all phases of seamanship, operates the craft with ease and safety. The crew is composed of a BMCS (the craftmaster), ENC (the chief engineer), EN2, FN, CS2, and four SNs. Both versatility and team work are called for in the jobs of the crew. A crew member might be doing mess cook duty at one time and manning the helm at another, or you might find an engineman securing his engines to rush topside to help with the hoses.

CONNECTIONS— E. D. Ferguson, SN, and A. G. Egbert, EN2, connect hose. Rt: L. P. Hudgins, GS2, feeds crew.



ALL HANDS



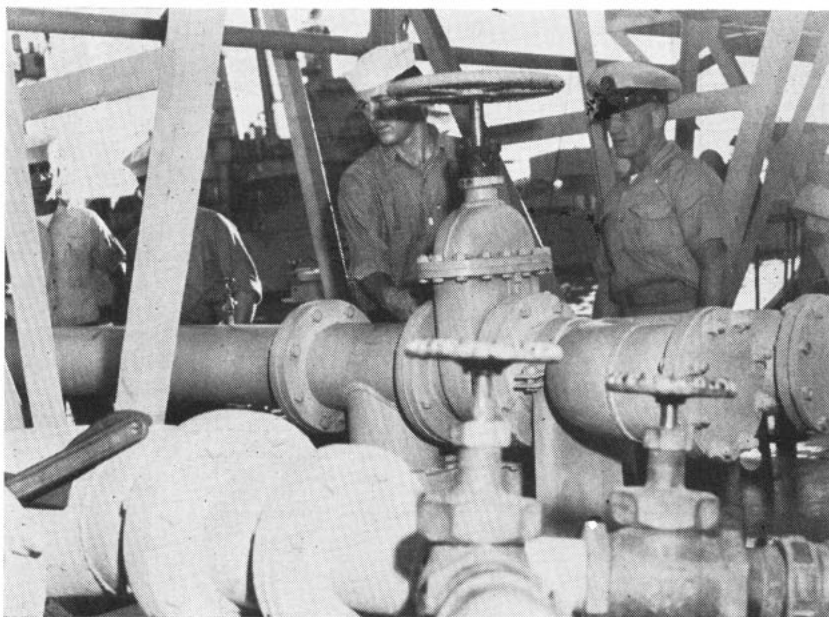
SKIPPER of USS YW-105, Clyde Marsh, BMCS, sets craft's course. Rt: Water tender supplies USS Sproston (DD 577).

Delivers Also

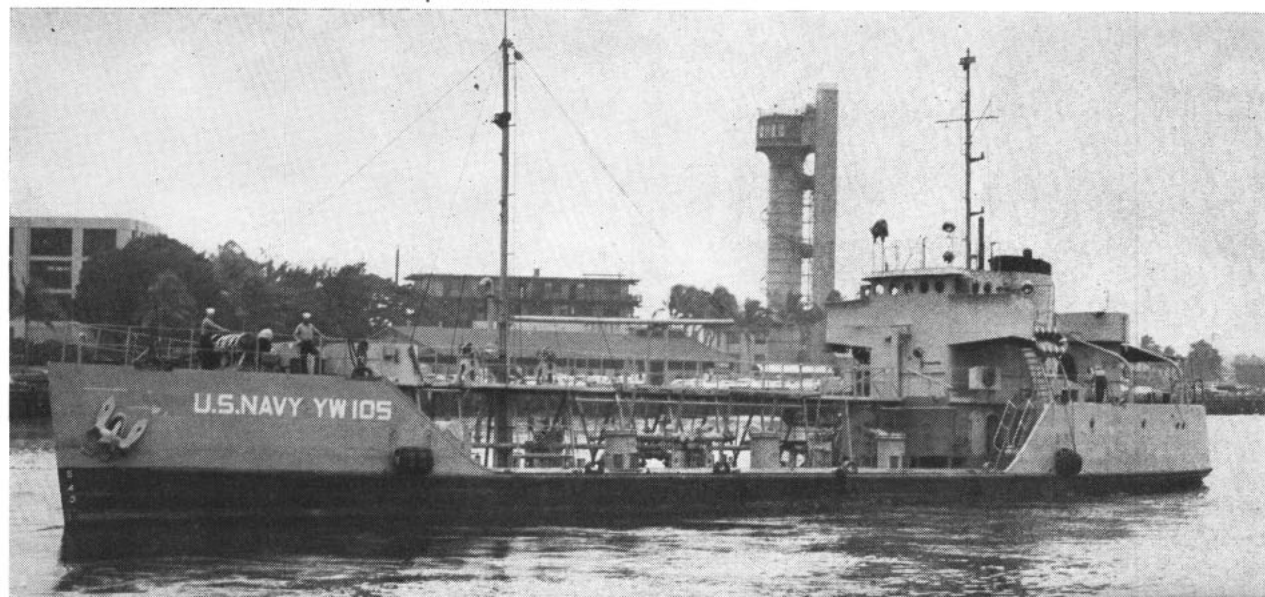
Once alongside, it takes the crew only seven minutes to have water on its way to the receiving ship. When the load is delivered the craft is under way in five minutes.

In charge of this smooth running group is a salty craftmaster, Clyde Marsh, BMCS, a veteran of 23 years of naval service. The Senior Chief Boatswain's Mate has had three previous small craft under his command. His water tender is under the operational control of Com 14, but for administrative purposes it comes under the Pearl Harbor Naval Station's Small Craft Headquarters.

The hard working crew of YW-105 all agree that they get a big kick from the congratulatory remarks made by ship skippers for a "bottle feeding" well done.



WATER WORKS—E. F. Peine, ENC, supervises the release of main water valve. Below: USS YW-105 returns to berth.



FIRST

John L. Draves, QMSN, USN



"There it is chief, just like you said."

THIRD

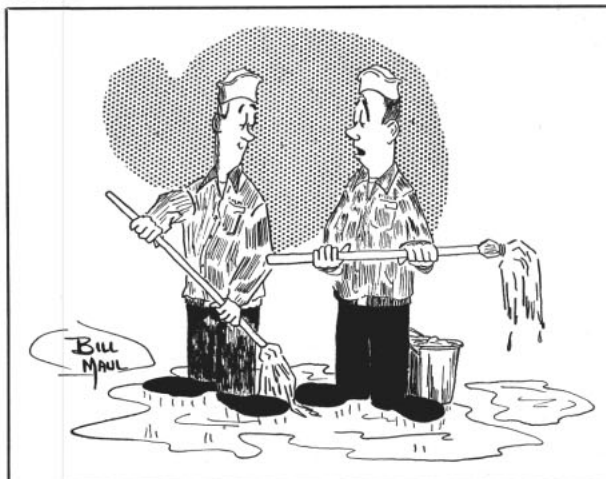
LT Billups E. Lodge, USN



"I worked hard, saved my money, sent my son to college . . . and what happens! Now he is my C.O."

FOURTH

William R. Maul, CT1, USN



"I believe my first mistake was when the recruiter asked if I'd like a commission and I said, No, I'll just take a straight salary."

SECOND

Frederick E. Cooksey, RMC, (SS), USN



"Gad, now they got their own train."

Just for Laughs

A QUARTERMASTER STRIKER capitalized on an age-old seafaring joke to win first prize in the Fifth All-Navy Cartoon Contest. He is John L. Draves, QMSN, USN, of the ocean radar picket ship *uss Lookout* (AGR 2). In addition to winning the top honors, Draves also copped the First Honorable Mention.

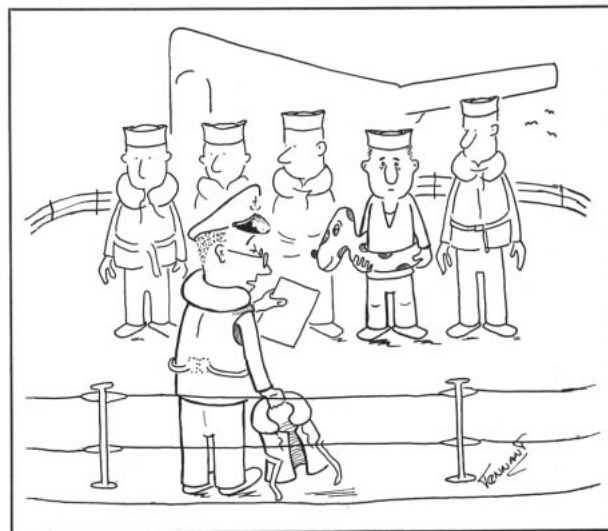
All-Navy Championship Trophies furnished by the Chief of Naval Personnel will be presented to the first five winners and Honorable Mention Certificates will go to the 15 runners-up.

Draves' cartoon—based on the much-searched-for mail buoy—was selected over 450 cartoons entered in this year's contest.

The second place cartoon was entered by Frederick E. Cooksey, RMC, (SS) USN, who is serving in the

FIFTH

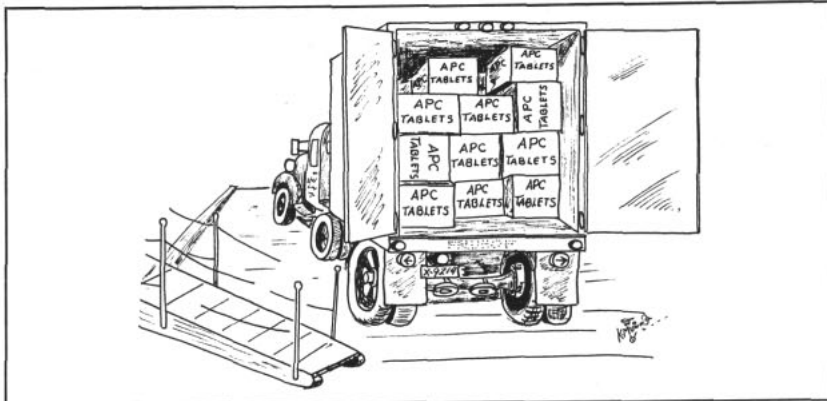
Theo H. Tennant, YNC, USN



"So much for the dope sheet. Now then, I have an announcement to make. Is anyone missing his kapok lifejacket again?"

THIRD HONORABLE MENTION

William K. Munn, ENC, (SS), USN



"All hands, lay down to the pier, to load medical supplies!"

submarine *uss Thornback* (SS 418).

LT Billups E. Lodge, USN, of the Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va., won more honors in this year's contest than any other entrant. He placed third and won two honorable mentions. Last year he also had three winning entries.

Also returning to victorious grounds was William T. Maul, CT1, USN, of the Naval Security Station, Washington, D. C. He won fourth place and the second honorable mention. Last year he copped third place plus 7th, 10th and 15th honorable mention. In 1956, in the Second All-Navy Cartoon Contest, Maul placed third.

Fifth place winner in this year's contest was Theo. H. Tennant, YNC, USN, of the CINCPAC Flag Allowance. He also won the 12th honorable mention.

Other winners in the Fifth All-Navy Cartoon Contest include:

SECOND HONORABLE MENTION

William R. Maul, CT1, USN

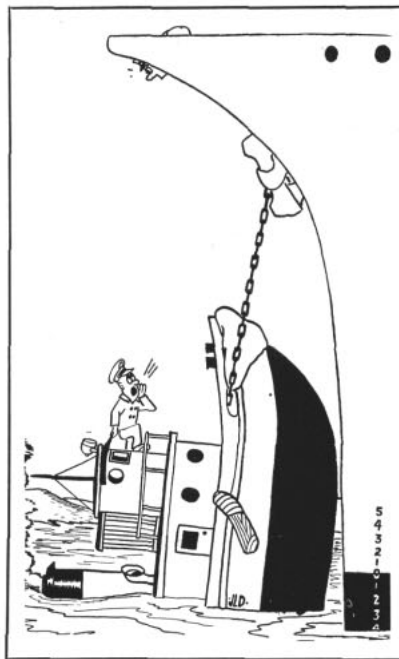


"We can't sort of 'co-exist,' huh, man?"

MAY 1960

FIRST HONORABLE MENTION

John L. Draves, QMSN, USN



"I believe we've gotten our anchors fouled."

FIFTH HONORABLE MENTION

William V. Rockett, AM2, USN



"Guess who's playing today."

FOURTH HONORABLE MENTION

David F. Joachim, JO3, USN



"It's a crime the way Navy cooks ruin perfectly good food!"

LETTERS TO THE EDITOR

Duty Beyond 22 Years

SIR: I'm still confused after having read and re-read BuPers Inst. 1133.12A, which concerns continuation of enlisted personnel approaching, completing, or exceeding 20 years of service.

What puzzles me, is the fact that only certain E-7 rates are listed. How does this affect those in pay grades E-6 and below?

My conclusions are that no person, regardless of rating or pay grade, may reenlist or extend beyond 22 years of active service. Am I correct or not?—L. M. S., PNC, USN.

• You are so right. All personnel, including those in pay grades E-8 and E-9, with less than, but approaching 20 years' active service, are prohibited from reenlisting, extending their enlistments, or executing active duty agreements for a period of time which would extend their active duty beyond 22 years.

Then, upon completion of 22 years of active service, all personnel except those serving in six ratings—SHC, LIC, SFC, EOC, ABC and SDC—may reenlist or extend their active duty agreements, if they meet all necessary requirements and are fully qualified professionally and physically.

Personnel in the six ratings listed above with 20 or more years of active service must request permission from the Chief of Naval Personnel before they can reenlist or extend their enlistment.

(It must be stressed that the list of ratings requiring special authorization to remain on active duty is subject to periodic review and change depending upon the needs of the service.)

Applying for Class 'A' School

SIR: I have heard that Fleet personnel can now be made available for assignment to various service schools. How can I apply for one of these?—J. D. B., AN, USN.

• Non-rated Fleet personnel may request certain Class "A" schools in accordance with BuPers Inst. 1510.86A. Requests should be submitted in letter form to the Chief of Naval Personnel (Attn: B2132) via the chain of command.

To be eligible you must meet the requirements for the school that you desire to attend and have the necessary obligated service.

If and when you are selected, a trained relief will be ordered to your command by the appropriate EPDO. See your personnel officer.—ED.

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

BuPers Inst. 1430.11A requires personnel selected for E-9 who have 17 or more years of service to remain on active duty for a period of three years from date of advancement to pay grade E-9. Personnel selected for E-8 as a result of the August 1960 exams and after must remain on active duty for two years from date of advancement.—ED.

Eligible for E-9 Exam

SIR: I was advanced to UTCS on 16 Dec 1959. I have more than 17 years' continuous active service, and was in pay grade E-7 for more than six years.

My question: Will I be eligible to participate in the August 1960 E-9 exam? Two commands in the area of my current duty station hold conflicting views on this subject—one says yes, the other says I won't be eligible until August 1961 or later.

Which is right?—E.H.M., UTCS, USN.

• You'll be eligible to take the test for E-9 this August, provided you're recommended.

The time in grade requirements for advancement to E-9 for the August 1960 exams are at least one year as E-8 and six years E-7 and E-8 service. However, a heading on page one of enclosure (1) to BuPers Notice 1430 of 5 Nov 1959 permits those E-8s advanced on 16 Dec 1959 who have six years' combined service to participate in the August 1960 exam.

Good luck.—ED.

Integration and LDO Programs

SIR: It has been my understanding that the Navy has always wanted and still wants mature, well qualified, seasoned officers. To obtain these the Navy launched the Integration—so-called Seaman to Admiral—Program. This program, I thought, was designed to give the "qualified enlisted man" an opportunity to better himself and the Navy by advancing to the rank of officer. Fine, but now the Bureau has reduced the age limit for this Integration Program to "under 25 years."

So far as I can determine, this move eliminates the seasoned, career petty officers from the picture and leaves this

program open only to the youngsters and college grads—the short-timers—many of whom are in the Navy simply to fulfill their military obligation.

It is almost impossible for a man to make chief today before he is 25 years of age because of time in grade requirements. I certainly would like to meet the CPO or warrant officer who is under 25 years of age, seasoned and fully qualified. It seems to me that the only officer program open to the career man is the LDO program and all others are for the birds. That is, so far as the backbone of the Navy is concerned.—W.E.E., PN1, USN.

• There were two primary reasons for lowering the maximum age requirement for the Integration Program. First, it was desired to appoint a greater number of younger men through this program so that they would be in the same general age group with their contemporaries who were procured from other sources.

Secondly, there is the continuing need for the Navy to make the best possible use of its available technical personnel. Before the maximum age for the Integration Program was lowered, most of the personnel appointed under the program were coming from the technical ratings. They were being commissioned as unrestricted line officers, regardless of their enlisted training and experience.

True, there are very few CPOs or warrant officers who would be under 25 years of age at the time of applying for the Integration Program. With the lowering of the maximum age for this program, more of the younger men in the lower ratings will be recommended, selected and appointed under the Integration Program. This leaves the older, more highly trained and experienced personnel available under the LDO Program, thus allowing their past train-

Does Previous Hitch Count?

SIR: On 15 Dec 1956, I was discharged from the Navy as a GM1. On 15 Oct 1957, I reenlisted as a GM2.

Does the previous time in rate as GM1 and GM2 count for multiple now, or does the time in rate period for multiple purposes begin when I reenlisted?—W. M. R., GM2, USN.

• The time you spent as GM1 and GM2 during a previous enlistment can be counted toward total multiple now.

Your eligibility for advancement, however, starts on the date you reenlisted.—ED.

ing and experience to be put to good use more effectively as technicians or specialists.

BuPers Inst. 1120.18F says that the LDO Program is the principal enlisted to officer program of the Navy.—Ed.

Saginaw at Kure

SIR: In the "What's in a Name" column in a back issue, you make mention of *uss Saginaw's* wreck on Kure Island in the Pacific in 1890. You say this happened on "the return voyage". The voyage to where—Pearl Harbor or United States?

I flew over Kure—some sources spell it Cure—in 1940, and as I remember, it is a small island about 50 nautical miles west of Midway.

What was *Saginaw* doing there in the first place? If you could find the answer, you might have a good sea story.—CAPT. W. V. Gough, Jr., USNR.

• We have the answer, and a good sea story as you said.

uss Saginaw left Midway on 28 Oct 1870 en route to the United States. Aboard was a group of construction men who had spent about six months on Midway readying the island as a halfway coaling station for commercial traffic headed for the Orient.

CDR Montgomery Sicard, commanding officer of *Saginaw*, intended to come within sight of Ocean Island (now Kure), early the next morning to verify its location (no one was quite sure just where it was) and to pick up any sailors who might have been stranded there. Since the island was out of the ordinary sea lanes, there would have been very little chance of rescue from other sources.

About 0300 on 29 October, *Saginaw* ran aground on the island she was looking for.

After attempts to free the ship failed, and with a hole in the hull, the ship was abandoned and all hands (93 of them) successfully got ashore on the uninhabited island. They salvaged a boat and a small amount of food and supplies.

Once aboard the island an old boiler was set up to distill fresh water.

Knowing their chance for rescue was practically nonexistent, a boat was fitted out for a 1500-mile voyage to Honolulu—the nearest port from which relief could be expected. (No clue is offered as to why they did not return to Midway.)

One officer and four enlisted men volunteered and were selected for the small boat trip. They were LT John G. Talbot, executive officer of *Saginaw*; William Halford, coxswain; Peter Francis, quartermaster; and seamen John Andrews and James Muir.

On 18 Nov 1870, the group departed. Thirty-one days later on 19 Dec 1870, they arrived off Kauai, one of the Hawaiian group. When they



WISE WORDS—Crew members of *USS Valley Forge* (CVS 45) line up topside to spell out motto at the start of the Happy Valley's safe driving campaign.

attempted to land, however, the boat was upset, and LT Talbot and three of the men, already exhausted, were drowned in the surf. Only William Melford struggled ashore with the dispatches from CDR Sicard.

When the U. S. Minister to the Sandwich Islands (now Hawaiian Islands) received the message, he immediately chartered a vessel—which sailed the same day—to rescue the shipwrecked crew.

When the rescuers arrived, CDR Sicard and his men had been using material from the wrecked ship and

had almost completed a new schooner that was perfectly seaworthy, and sufficient, under favorable circumstances, to carry the entire shipwrecked group to safety.

If you want more details, an **ALL HANDS** book supplement about the incident was published in October 1949, p. 59. There is also a book, *The Last Cruise of the Saginaw*, written by Paymaster George H. Read, USN, that tells the story as seen by the surviving coxswain of the small boat and the paymaster himself, who stayed aboard the island.—Ed.

LCDR J. H. NICHOLSON, USN
USS SARGO (SSN-583)
Fleet Post Office
San Francisco, California



RAIM W. E. FERRALL, USN
Commander Submarine Force
U. S. Pacific Fleet
Fleet Post Office
San Francisco, California

PHILATELIC DREAMS—ComSubPac's RADM W. E. Ferrall, USN, recently received these letters from sub officers on historic missions. Above: Letter mailed by LCDR J. H. Nicholson, CO of *USS Sargo*, SS(N) 583, during sub-Arctic cruise. Below: Letter from LT D. Walsh, USN, and Jaques Piccard, on Trieste's record dive of 37,800 ft. in Pacific's Challenger Deep, off Guam.

Submersible Test Group
Navy 006



Rear Admiral W. E. Ferrall
Commander Submarine Force Pacific Fleet
c/o Fleet Post Office
San Francisco, California



WHAT IN THE WORLD—Weird looking copter is a skycrane with new light-weight minesweeping gear. Here it demonstrates its sweeping techniques.

Tour of Non-Rotated Ships

SIR: Could you enlighten us as to what constitutes a normal tour for personnel in non-rotated ships.

There's been a lot of discussion concerning this subject lately aboard this particular non-rotated ship, caused by an apparent discrepancy between the *Enlisted Transfer Manual* and BuPers Inst. 1300.15C.

Article 6-11 of the ETM, which became effective 1 Aug 1959, states: "Duty in non-rotated ship or staff afloat permanently based outside the U. S. is not considered overseas service for rotation purposes."

In addition, Article 6-15, ETM, reads: "Normal tours for personnel assigned to overseas-based, home-ported, non-rotated ships, staffs and units will be for two years unless located in an area where the prescribed tour is less than two years, in which case the shorter tour will be established."

However, Paragraph five of BuPers Inst. 1300.15C, dated 9 Dec 1958, has this to say: "Normal tours for personnel assigned to non-rotated ships, afloat-based staffs, and afloat-based units will conform to regular sea tours except that such tours shall not exceed the tour lengths 'with dependents' specified in Enclosure (1)."

Enclosure (1) of that instruction lists the tour for Japan as 24 months without dependents, and 36 months with dependents.—J. L. F., HM1, USN.

• Glad to. The *Enlisted Distribution* section of the Bureau of Naval Personnel tells us that paragraph 6-15 of the ETM will be changed to read:

"Normal tour lengths for personnel assigned to toured sea duty"—that is, overseas-based, home-ported, non-rotated ships, staffs and units—"will be for those periods prescribed by the

area or type commander, and shall not exceed the tour lengths established by the Secretary of Defense (see Section 6.5)."

This change will eliminate the conflict between the ETM and BuPers Inst. 1300.15C.—Ed.

Nuclear Power Rating?

SIR: Are there any plans afoot to begin giving personnel working in the nuclear power field examinations for advancement in rating commensurate with the duties they perform?

The rigorous training program those of us in the nuclear power field are required to follow leaves us little or no time to study the training courses es-

tablished for our ratings. This puts us at a disadvantage come Fleet-wide exam time.

As it stands now, I'll be examined on equipment that I've never worked on, or had much of an opportunity to read about, when I go up for second class.—J. T. R., ETN 3, USN.

• The matter of establishing a Nuclear Power Rating has been periodically considered of late. However, no favorable action has been taken thus far. Therefore, unless such a rating is established, you and all other personnel assigned to the nuclear power program will continue to be examined in your respective ratings.

Now then, let's examine your contention a little more thoroughly. Most everything, we're fond of pointing out, is relative. This would appear to be another case where this holds true.

For instance, while it is true that the rigorous and time-consuming training program you are involved in doesn't leave you as much time to study for advancement as a man working full time in your particular rating, look at it this way—large numbers of nuclear power trainees have been, and should continue to be in the future, selected for NESEP and commissions, so the training you are receiving certainly shouldn't work to your disadvantage in the long run.

Also, nuclear power students have done well in past in pro-pay and advancement-in-rating competition, and there's no reason to think they won't continue to do so.

There's another thing to keep in mind too—test items are developed from requirements contained in the "Qualifications for Advancement of Enlisted Personnel" (NavPers 18068 revised) and the "Training Publications



ANTARCTIC GRASSHOPPER—Deep Freeze personnel check Navy Grasshopper weather station that automatically transmits reports by radio signals.

for Advancement in Rating" (NavPers 10052). Questions are not "equipment-orientated," and any reference to a particular piece of equipment is to illustrate a basic principle which is, or should be, common knowledge to all personnel of that rating. You should rarely, if ever, encounter a test question concerning a machine of which you have no knowledge whatsoever.

One final item—when you applied for nuclear power training, you were advised of the contents of paragraph 11.51, "Enlisted Transfer Manual," which reads:

"Applicants volunteering must understand that most of the training offered will be in a new and technical field and will involve extensive out-of-rating or cross-rating training."—Ed.

Bo'sun Artist

SIR: On page 392 of the *Boatswain's Mate 3 and 2 Manual* (NavPers 10121-B), it says a mixture of the three primary pigments—red, yellow, and blue—when mixed in equal proportions, will produce black paint.

Maybe so, but when I mixed red formula #40, yellow formula #42, and blue formula #43 in equal amounts, I did not get black paint. What went wrong?—A. L. M., BM1, USN.

• The theory is correct, but to make black paint from these three pigments, they must be pure basic pigments. The three formulas you used were not pure. They contain additives and filler pigments.

Yellow formula #42, for example, contains chrome yellow (which may vary from pale yellow through deep orange), zinc oxide (white), plus driers which contain manganese, lead and cobalt naphthenates.

For normal use in mixing paint, these formulas are good, but they are not suitable to demonstrate a color principle.

The results you obtained with this experiment are explained on page 392 of the *BM3 and 2 Manual*. It says if the mixture of the three pigments turns out to be a muddy gray or brown, it indicates that "the paints were of unequal color strength." That is, they were not pure basic pigments.—Ed.

Benefits on "Nineteen and Six"

SIR: Is there any difference in the rights, privileges or anything else which are allowed a man entering the Fleet Reserve on 19 and 6 instead of an even 20 years?

Some one has been going around our ship with a printed handout sheet of unknown origin which states that it is advantageous to complete the full 20 years in order to guarantee retainer pay. It raises the possibility that if you were recalled to active duty after going out on 19 and 6, and had, in the meantime, become disabled so that you were unable to pass the physical, you might



THANKS—Argentine Navy interpreters and aides are gifted by CAPT R. T. Whitaker, USN, CO of USS Macon (CA 132), after visiting Buenos Aires.

lose your retainer pay.—J. A. M., YNC, USN.

• Whoever it was who was circulating that printed handout sheet, he's reached a new level in the misinformation department. Very few of his type reduce their scuttlebutt to writing.

National Holidays

SIR: Here's one for you and your staff to scratch your heads over:

On page 728, the 1959 edition of the *World Almanac* states that "There are no national holidays in the United States."

However, Article 2186 of *Navy Regs* is headed, "National Holidays."

Can you explain this?

Who is wrong?—David C. Graham, SMC, USN.

• You're absolutely correct—the *World Almanac* does say that. And, our copies of Webster's Unabridged Dictionary and the Encyclopaedia Britannica also contain similar statements.

Because each state has jurisdiction over the holidays it will observe, there is, in a strict legal sense, no such thing as a national holiday. Nevertheless, in spite of this technicality, the holidays listed in Article 2186 of "Navy Regs" are observed in every state of the Union. (The only conceivable exception is November 11th — Veterans Day — which is an "optional holiday" in Oklahoma.) In our book, that makes them "national" in the sense that they fit the dictionary definition of the word, national, as—"common to the whole nation."

Anyway, no matter what you call it, a day off is a day off.—Ed.

Most of them rely on word of mouth to spread erroneous bits of information.

To clear this up once and for all (we hope)—a Navyman who enters the Fleet Reserve with 19 years, 6 months and 1 day of service is entitled to exactly the same benefits as those which accrue to one with 20 full years of service.

If you went into the Fleet Reserve on 19 and 6, and, upon subsequent recall you were found to be not physically qualified for active duty, you would be transferred to the retired list. Unless otherwise entitled to higher pay, you would, as a retiree, draw exactly the same amount as the retainer pay you had been drawing. Okay?—Ed.

Period of Fitness Report

SIR: Will you settle a question for me regarding an officer's fitness report? If a lieutenant commander reports to a command for duty on 5 February, must the reporting senior submit a regular, semi-annual fitness report on him for the period ending 29 February, or does Article B-2203(4) 1. (b) 1, of the *BuPers Manual* give the reporting senior discretion in the matter and allow him to account for the 24-day period in the next regular Report of Fitness?

Some maintain that a report must be submitted, even though of a "not observed" type. Others say that the reporting senior has discretion in the matter. — G.S.Y., YNC, USN.

• The article in the "BuPers Manual" to which you refer gives a commanding officer the authority to extend a fitness report on either end of the reporting period by 30 days.

In the example you cite, the period from 5 February through 29 February may be included in the next regular report to the reporting senior.—Ed.



REMEMBER HER?—USS *Cleveland* (CL 55), vet of WW II, was in 19 shore bombardments and 14 invasions. Decommissioned since '47, she was sold this year.

Who Is Senior?

SIR: In our ship there has arisen a slight difference of opinion in interpretation of the *BuPers Manual* concerning the following question: Who is senior, an SOCA with two years in rate and 10 years' total service, or a BMCA who has just recently attained that rating, but who has 17 years' total service?

Furthermore, just what is meant by professional and military and non-military matters?—D. R. K., BM1, USN.

• The great debate concerning precedence and seniority as it applies to Navy enlisted men is as old, no doubt, as the Navy itself. It will keep popping up again from time to time, as long as there remains a Navy with at least two enlisted men holding conflicting ideas on the subject.

We've answered such questions many times in the past, and expect to be called upon to help arbitrate differences of opinion in the future—perhaps questions having to do with precedence under the polar ice pack, or seniority in space.

In any case, the answer remains the same today as it's always been. Most of the confusion arises over correct distinction between the two terms involved—precedence and seniority.

For example, compare the commanding officer of a coastal minehunter, let's say—probably a LT or LTJG of the Line of the Navy—with a Medical Corps Rear Admiral. Of the two, obviously the RADM (MC) is senior in grade or rank. However, should that RADM (MC) be temporarily attached to the MHC, he would take precedence in that ship after the commanding officer, as well as after the executive officer, in the execution of his duties as such.

The relative status of the two CPOs

you mentioned is defined by Article C-2103, "*BuPers Manual*," as follows:

• For military matters the BMCA takes precedence, and in such matters is considered senior.

• For non-military matters the SOCA takes precedence, since he has greater continuous service in pay grade E-7.

Now then, as to the distinction between military and non-military matters: Military matters are defined as those in which an individual may be required to exercise his authority over others. Some examples of instances in which the question of seniority, hence of responsibility and authority, might come up in the case of military matters are: Determination of the senior PO in a boat; assignment of a CPO Mess President; determination of the senior PO

Reporting Time on Transfer

SIR: When a man is transferred to another station in the immediate vicinity of the transferring activity, what "Report not later than" time and date should be entered on the Standard Transfer Order.

I say it should read "Immediately," or at least within two hours. However, another yeoman here claims that it should properly be designated as 2400, date of transfer.—D.R.B., YN1, USN.

• You're both right, because there is no hard and fast rule in such cases.

Since no travel time is involved, it's up to the commanding officer of the detaching activity. He may designate any time for reporting up to 2400 on the day of detachment, which is considered a day of duty.—Ed.

among survivors of a distressed ship or a landing force; assignment of a section leader for a school class; assignment of Platoon Petty Officers in a landing force.

Non-military matters, on the other hand, are defined as those which involve privilege or honorary functions—ones in which no responsibility to exercise authority over others is involved. These might include: Preference in assignment of bunks in a bunkroom; preference in seating assignments at movies; preference for positions in a parade, procession, or at a funeral.

All clear now?—Ed.

Seniority After Broken Service

SIR: I have two SM3s in my division. One has broken service, but made his rate in 1957. The other man was rated in 1958.

I maintain the one with broken service is senior since he was rated first. Can you clear this up for me?—J. R. D., SM1, USN.

• It all depends on your interpretation of broken service. If the SM3 with broken service was affiliated with the Naval Reserve while he was out of the Regular Navy, he is senior and his date of rate goes back to 1957. Naval Reserve time, even though inactive, counts for seniority just as much as active duty.

On the other hand, if he had no naval affiliation whatsoever while he was out for more than three months, his precedence in pay grade would start with his date of reenlistment.

To cite a similar situation, personnel on the retired list or in the Fleet Reserve on inactive duty have no military authority in the Navy as long as they are on inactive duty. Yet these same persons are continuing to accumulate precedence for non-military matters, since they are still affiliated with the Navy.

Thus Fleet Reservists and retired personnel can take precedence over most active duty personnel when it comes to non-military privileges or at honorary functions.

If these Fleet Reserve or retired persons are ever recalled to active duty, they can count their inactive Fleet Reserve or retired time toward precedence for military matters.—Ed.

What About Whetstone?

SIR: Every time I read ALL HANDS, I look for uss *Whetstone* (LSD 27) somewhere, even on the last page, but not once have I seen her name.

I'm sure that all the officers and men will go along with me, that the *Stone* deserves some mention, especially for the way she has performed on this current cruise in the western Pacific.

To fill you in on a little of her background—she was commissioned in 1946, too late to participate in World War II, but nevertheless, not too late to show herself as a "fine lady of the Fleet."

After working hard for two years, she was decommissioned in 1948.

When the Korean conflict broke out, *Whetstone* was called back to active duty and participated actively in that hassle. She was the first ship to salvage a downed MIG aircraft.

In 1953, *Whetstone* rescued nine Japanese fishermen from an overturned boat in heavy weather. In 1954 she evacuated civilians from north and central Viet-Nam. For this she was awarded the Viet-Nam Ribbon of Friendship.

Since 1954, *Whetstone* has been more or less on the sidelines so far as news is concerned, but she has contributed greatly to the stability and dependability of the Amphibious Force, U. S. Pacific Fleet.

However, in January 1959 *Whetstone* was called on to perform what seemed an almost impossible task, ferrying a 1485-ton dredge, *uss Norfolk* (YM 22), from Subic Bay, Philippines to Tsoyien, Formosa. The YM was 220 feet in length, 42 feet at the beam, and 65 feet high at the top of her spud frame; it had a 10-foot three-inch draft forward and a nine and one half foot draft.

Perhaps this may have been the largest load ever carried by any LSD or for that matter, by any ship. Am I right?

Sure, she is a slow and odd looking ship, and maybe there are cruiser sailors or carrier sailors who laugh when they see her, but all of us who know her are immensely proud of *Whetstone*.—Gerald F. Dinda, PN2, USN.

• *It looks as though you have been so busy doing your part to make Whetstone a smart ship that you haven't had time to read back copies of ALL HANDS. If you did, you'd know that we don't have the time or the staff to cover the activities of every ship and activity in the Navy. Thus, we are dependent to a large extent on material*

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 Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Indianapolis* (CA 35) — A reunion will be held on 29, 30 and 31 July in Indianapolis, Ind. For details, write to Dr. Giles C. McCoy, Boonville, Mo.

• *uss New Mexico* (BB 40) — The third annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., on 2 July. For further information, write to D. J. Cady, 632 Roycroft Ave., Long Beach, Calif.

• *Carrier Air Group 83* — A reunion for the 1944-46 "alumni" is being planned. Write to Jim Beaumont, 516 N. Arbogast, Griffith, Ind.

• *uss Henrico* (APA 45) — A reunion of World War II personnel is planned. Write to J. Chiarini, 1721 76th St., Brooklyn 14, N. Y.

• *uss Taconic* (AGC 17) — All crew members who served from 1952 to 1957 and who are interested in holding a reunion with time and place to be decided may write to Charles W. Gabriel, 235-A Monitor St., Brooklyn, N. Y.

• *uss J. Fred Talbott* (DD 156) — A reunion is being planned for July or August, to be held in Washington, D.C. For more information, write to Vincent J. Colan, 10421 Gary Rd., Rockville, Md.

• VA-214 — All who served in VA-214 or VF-214 who are interested in holding a reunion in San Francisco during the summer of 1960 may write to Lee Blessing, 5144 Wild Horse Valley Rd., Napa, Calif.

from voluntary contributors such as you who are proud enough of their ship to tell us about it. If you have seen no mention of Whetstone—or any other ship—don't blame us. Inquire around and see if anyone has taken the trouble to pass the word to us.

One further word, however. Don't just tell us that you're proud of your outfit. Most men are. Tell us why you have reason for your pride. If it seems to be of interest to other Navymen (and if we have the space), we'll be happy to tell the Fleet.—Ed.

Question on Advancement

SIR: I have a question concerning personnel in the naval aviation cadet program who are former rated person-

nel. Take the case of an SK2 in flight training at Pensacola, Fla. Before becoming a NavCad, he had already passed the examination for SK1, and was to be advanced on 16 Dec 1959.

If he should be washed out of the aviation cadet program, would he be reverted to SK2 or SK1?—E. L., YN1, USN.

• If he is dropped from the NavCad program, he will revert to SK2, the same rate he held when he entered flight training. Since he has already successfully competed for SK1, however, he may then request authority from the Chief of Naval Personnel to be advanced to SK1. If he is still qualified, the Bureau would probably authorize his advancement.—Ed.

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SACK TIME — Navy's only inshore fire support ship, rocket-firing *USS Caronade* (IFS 1) is slated for mothballing and a rest with the Reserve Fleet.

Contract for New Terriers

A contract for \$25.2 million has been awarded for additional production of advanced *Terrier* guided missiles.

The newest version in the *Terrier* series will intercept any present-day supersonic aircraft many miles from its intended target. Like the original *Terrier*, the new weapon is a supersonic guided missile, powered by two stages of solid fuel rockets. The first stage, a separate booster rocket, supplies high thrust for a short time to launch and accelerate the missile. When the booster burns out, the booster shell falls away and the second stage ignites. The second stage, called the sustainer, maintains supersonic flight velocity of the missile as it continues to the target.

Flight-ready *Terrier* missiles are contained in large, automatic load-

ing magazines aboard Navy guided missile ships. The loading mechanism moves the missile-booster combination into position and rams it onto the launcher. A salvo of two *Terriers* may be fired at rapid intervals from each launcher.

The Navy's first guided missile frigate, *uss Dewey* (DLG 14), which was commissioned at the Boston Navy Yard on 7 Dec 1959, will be the first ship armed with the advanced *Terrier*. Two conventional carriers, three guided missile cruisers and 19 additional guided missile frigates will also be equipped with this guided missile. The weapon is being installed in *uss Long Beach*, CG(N) 9, and *uss Bainbridge*, DLG (N) 25. Advanced *Terrier* will replace the original version of the missile in existing shipboard magazines and depots.

Two New Fleet Commands

Two new Fleet commands and a new auxiliary naval air station have been placed in commission.

The Navy's ASW efforts in the Pacific were bolstered with the establishment of the Antisubmarine Defense Force, Pacific, commissioned on 1 March. Assuming command ASDEFORPAC was VADM John S. Thach, USN, who formerly commanded ASW Task Group Alfa in the Atlantic Fleet.

The headquarters for ASDEFORPAC are located at Ford Island, Pearl Harbor.

The second of the new Fleet commands established was Submarine Flotilla Two, with headquarters at Norfolk, Va. This command takes in Submarine Squadrons Six, Four and Twelve, based at Norfolk, Charleston, and Key West, Fla.

CAPT J. W. Williams, USN, assumed command of the new submarine command aboard his flagship, the submarine *uss Requin* (SS 481) on 1 March.

Just four days after ASDEFORPAC and SUBFLOT Two went into business, the newly completed Naval Auxiliary Air Station at New Iberia, La., was officially commissioned during ceremonies in which ADM Arleigh Burke, USN, the Chief of Naval Operations was the principal speaker.

This new NAATC support facility—used for training ASW pilots in the use of the multi-engine S2F *Tracker*—is commanded by CDR Roderick O'Flaherty, USN.

Whirlybird Sweepers

Helicopter minesweepers may some day replace surface minesweepers. The helicopter, unlike the surface minesweeper, is not vulnerable to the mines being swept.

During a recent demonstration at Panama City, Fla., a twin-engined helicopter lowered new lightweight minesweeping gear into the water, towed it, and then retrieved it.

In another phase of the demonstration, conventional minesweeping gear that was being towed by the minesweeper *uss Venture* (MSO 496), was picked up and towed by one helicopter, transferred

YESTERDAY'S NAVY



On 7 May 1774 Commodore William Bainbridge was born in Princeton, N. J. On 7 May 1934 *uss Constitution* (Old *Ironsides*) returned to the Boston Navy Yard after three-year tour of large U. S. seaports, during which she traveled more than 22,000 miles. On 13 May 1862 the town of Natchez, Miss., was occupied by the Navy. On 27 May 1813, Fort George, on the Canadian side of the Niagara River, was captured in a joint Army-Navy operation. On 27 May 1944 U. S. forces landed on Biak, off New Guinea.

to another one, and finally returned to the minesweeper by the second chopper. The transfers were made by using hooks extended beneath the helicopters.

The Navy's experimental use of helicopters as minesweepers dates back to 1952. Various Navy helicopters were evaluated as minesweepers and a number of new tactical and operational techniques were developed. The HSS-1, the Navy's standard antisubmarine warfare helicopter, was selected for further testing since it appears best suited for towing minesweeping gear.

The need for this type of minesweeping equipment was shown during landings at Wonsan, Korea, in 1950. The harbor area had been heavily mined, and two minesweepers were lost within minutes after they entered the harbor area. Hence, the entire task force milled around outside Wonsan Harbor for over a week while an approach was cleared to the beachhead. In this operation a helicopter was used to spot the mines.

Russians Rescued by Carrier

Four Russian soldiers, adrift in a 50-foot landing craft for 49 days, have been rescued by the aircraft carrier USS *Kearsarge* (CVS 33) about 1000 miles west-northwest of Midway Island in the Pacific.

The four soldiers were exhausted and emaciated when brought aboard the carrier. The Russians had been adrift in the LCM-type boat since it was crippled in a storm off Etorofu Island in the Kuriles, just north of the Japanese Island of Hokkaido.



SPEAKING OF TROPHIES, these were won by drill team from ET School, Treasure Island, in just four months.

They had drifted about 1000 miles.

During the 49 days, the soldiers had only three cans of jerky (dried) beef and one loaf of bread. The only water they had was gathered from rainfall. Each man lost from 35 to 40 pounds.

When the crippled boat was sighted by a *Kearsarge* lookout in fading twilight, the four occupants, wearing green uniforms with red stars on their caps, were huddled on the raised afterdeck of the boat. The well deck was flooded with from two to three feet of water.

Although none of the soldiers spoke good English, they were able to identify themselves and to give a brief account of their ordeal.

They said that they had sighted ships three times but each time the

ships failed to see them. The Russians had no means of communications aboard the small craft.

Hancock Claims a Record

Records aren't records long aboard the 45,000-ton attack aircraft carrier USS *Hancock* (CVA 19) now operating in the Pacific. Take the following for example.

Recently a ship's record of 245 jet aircraft landings in one day were made aboard by pilots of Carrier Air Group eleven.

Almost perfect weather helped *Hancock* set this new high. The ship was able to steam in a full 360-degree circle during the entire day. Not once was it necessary for the ship to stop air operations and hunt for wind. Flight operations were stopped once when one plane developed a damaged landing gear. The commanding officer also ordered two 20-minute coffee breaks during the day. When the last plane landed aboard that night the new record was in the books.

After a weekend of liberty, the carrier again set sail from the Naval Air Station at Alameda to resume operations off the coast of California.

Once in the operating area, flight operations were again started. This time not a single mishap was recorded. During 10 hours of flight operations on that day 260 landings were made—another new high for *Hancock*.

In setting these new records, *Hancock* men claim that each operation was done methodically, with safety uppermost in mind, and with no atmosphere of record breaking.

IN THE MED—USS *Franklin D. Roosevelt* (CVA 42) rests near USS *Essex* (CVA 9) (background) off shore of Sardinia.





BAG TAGGED—Navy's newest and largest airship, ZPG-3W, is moored to mobile mast at NAS, Lakehurst, N. J., as another airship rests in background.

Mobile Mooring Mast

The mooring mast for the Navy's newest and largest airship, the ZPG-3W, has undergone a series of tests and evaluation by the Airship Test and Development Department at NAS Lakehurst, N. J.

This mobile airship mooring mast consists of a tractor propelled pyramidal steel structure that is used to hold and tow airships. It is constructed so it can be readily disassembled and transported for use anywhere in the world.

The mast is equipped with controls which operate a constant tension winch for hauling the airship to the mast; lights for nighttime operations, and a hydraulic control for changing the height of the mooring to accommodate smaller sized blimps.

Another component of the mast is an electrical power unit which provides servicing for the airship's electrical equipment. The power from this unit is transmitted to the airship car via a slip-ring and brush assembly which is located near the top of the mast. This allows continuous electrical transmission while the blimp weathervanes freely on the mooring circle around the mast.

The mast is propelled by a tractor similar to a standard commercial vehicle that is used to transport earth-moving equipment.

Rocket Tests at Pt. Mugu

In the January 1960 issue, ALL HANDS chronicled the rapid growth of the Naval Missile Center, Point Mugu, Calif., as the center of a rocket and missile testing complex known as the Pacific Missile Range. Now, we'd like to tell you about one of the many tests currently being conducted there.

Actually a series of six high-altitude rocket probes under the auspices of the Atomic Energy Commission, the present shots are referred to as HAS (High Altitude Sampler) tests.

The first test, already successfully completed, was a two-stage shot which reached an altitude of 250 miles. Remaining probes are all scheduled to be of the three-stage variety.

Objectives of this series of tests are four-fold. Briefly, they are:

- To fire instrumented payloads more than 200 miles into the ionosphere.
- To evaluate the performance of those instruments.
- To obtain high-altitude atmospheric data.
- To determine the ballistic performance of the three-stage rocket, and to investigate the possibility of using a single trajectory determination station instead of the dual stations now being used.

The three-stage HAS vehicle has

a theoretical range of some 400 miles, and a theoretical altitude of more than 240 miles. The three stages over-all total 25 feet 4 inches in length and 1 foot 9 inches in diameter, and have a total fueled weight of 3154 pounds. Maximum velocity is 7600 feet per second, and axial acceleration is 32.5 G's (32½ times the force of gravity).

In physical make-up, the three stages look like this:

First stage—An M-5 JATO (Nike). Completely assembled it is 11 feet 2 inches long, and weighs 1425 pounds.

Second stage—Consists of six Viper rockets clustered around the third stage motor. This stage fires in two sequences of three Vipers each. Each rocket burns for 5.6 seconds, and develops 5400 pounds of thrust. Individual Vipers are 8 feet 11 inches long, and weigh 190 pounds. Collectively they form a stage 11 feet 2 inches long weighing 1352 pounds.

Third stage—Made up of one Viper rocket and the nose cone housing the instrument payload. Assembled weight is 377 pounds, and over-all length is 13 feet 3 inches.

The payload itself is 110 pounds of instruments and recovery equipment. It includes the necessary instruments to provide telemetry data on acceleration, pitch, yaw, roll, vibration, angle of attack, fin strain and internal and external pressures.

Recovery aids carried within the payload package are an eight-foot parachute (gray if reflective, orange and white if non-reflective), a clear plastic inflatable bag, and a dye marker.

In addition the C-band beacon and telemetry transmitter, while primarily data-collecting instruments, act as essential recovery aids once the payload begins its descent.

Descent and re-entry into the atmosphere is aided by drag flaps, which extend from the second stage at the moment of payload separation. An automatic pressure switch opens the parachute when the nose cone has dropped back down to between the 15,000- to 10,000-foot level. The plastic bag is cubical, and is designed to hold the payload on the ocean's surface once it hits the water.

Immediately after launching of an HAS probe, search and recovery groups go into action. The Recovery On Scene Commander (OSC) is

aloft in a WV-2 Patrol plane. All ships and aircraft obtain bearing information and proceed to the estimated impact point. Aircraft attempt to sight the package while it is in the parachute descent phase, which lasts about five minutes.

After initial sighting the aircraft maintains visual contact, dropping smoke lights and sonobuoys as necessary. Ships proceed to the impact point guided by circling planes or fix information from shore units and cross-bearing plots aboard the aircraft.

In the event the payload has not been sighted by or before impact time, an immediate sea search is begun. Primary units are aircraft, with the OSC coordinating the search from his plane. The dye marker becomes of extreme importance in a sea search, since the only visible object to searchers is a portion of the two-foot square plastic bag, and perhaps the parachute.

News From the Fleet

As the Navy went about its business:

- Helicopter Antisubmarine Squadron Four has deployed to the Western Pacific aboard *uss York-*

town (CVS 10) to relieve *HSRON Six*.

- *uss Toledo* (CA 133) is undergoing inactivation at the Long Beach Naval Shipyard. Her place in the Cruiser-Destroyer Force, Pacific Fleet, will be taken by *uss Providence* (CLG 6) recently converted to a guided missile light cruiser.

- *uss Piedmont* (AD 17) and *Hooper* (DE 1026) took on an extra load of some 28 tons of food, clothing and equipment for the needy of Asia before they departed San Diego.

- Approximately five years have been added to the life of *uss Turner* (DDR 834) now undergoing a face-lifting at the New York Naval Shipyard under the FRAM (Fleet Rehabilitation and Modernization) program.

- While on a Seventh Fleet training mission, *uss John S. McCain* (DL 3) rescued the entire 41-man crew of a Japanese freighter some 200 miles southwest of Okinawa, her fifth rescue operation within the past year.

- Following the custom of submarines, *uss Jarvis* (DD 799) has

appointed Seburn J. Jones, BMC, USN, "Chief of the Ship."

- The "Constant Vigilance Award" granted to radar picket escort vessels for demonstrating outstanding operational efficiency while manning the Atlantic extension of DEW Line, has been awarded to *uss Roy O. Hale* (DER 336).

- After viewing Imabari, Shikoku, Japan, from a distance for several years while en route from Sasebo to Kobe or Yokosuka, crew members of *uss Woodpecker* (MSC 209) and *Widgeon* (MSC 208) finally had an opportunity to visit the town during a recent good-will tour.

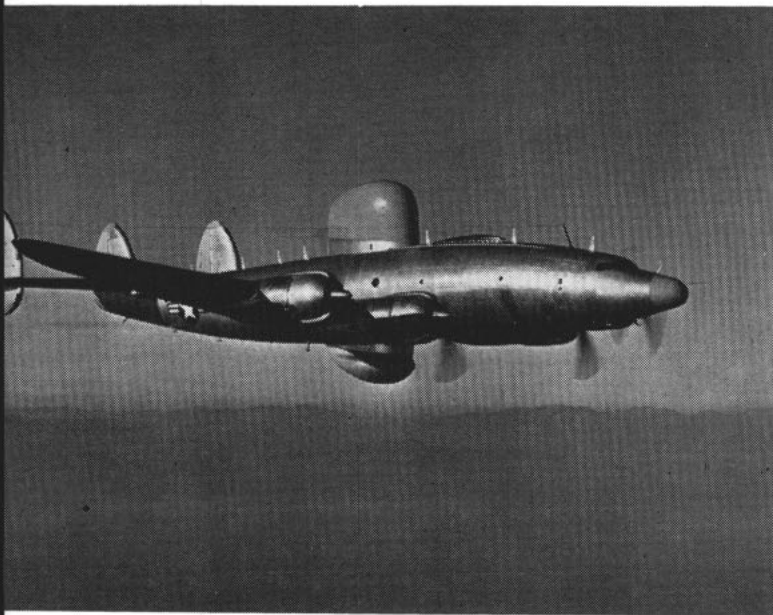
- *uss Hall* (DD 583) is now known as *HHMS Lonchi* (D 56) following transfer to the Greek nation under terms of the Military Assistance Program.

- Herbert H. Hochwarth, AT1, has been selected as the enlisted "Instructor of the Year" for 1959 at the U. S. Naval CIC School, NAS Glynco, Brunswick, Ga.

- *uss Sealion* (APSS 315) relieves *uss Haddock* (SS 231) at Portsmouth, N. H., as a Naval Reserve Training Ship.



BOTH ENDS—Hawaiian spirit was felt at both ends of the globe as Navymen from 50th State raised its flag at North and South Poles. Rt: LT F. L. Wadsworth and H. Meyer, IC1, erect flag at North pole during cruise of *USS Sargo*, SS(N) 583. Left: D. Doyle, RM1, hoists flag brought to Antarctic by ADM Hopwood last winter.



CREW MEMBERS of radar picket ship send out a liferaft to "rescue" Navy men on ditching plane during training.



Building a Picket Fence over the Ocean

THERE'S A TEAM of Navy men based in Hawaii that provides an invisible picket fence against possible enemy attack on the 50th state as well as on the west coast of the United States. The team is made up of ships and planes of the Pacific Barrier Command which keeps a continuous vigil between Midway and the Aleutian chain of Alaska.

The modified *Constellation* planes that fly the picket are kept in tiptop shape by their ground crews but there is still the chance that some emergency might arise and the plane would have to be ditched. With this in mind the radar picket ships sail-

ing below have worked out a plan.

Should a "Mayday" ever come in on the radio, the men of the ship spring into action. While a crew on the fantail spreads a 2500-yard layer of fire foam upwind on the ocean, another group prepares to lower a rescue craft. After the foam "runway" is spread, the ship swings in a 180-degree arc to come back to the centerline. A boat is then lowered to pick up the 24 crewmen of the plane.

At night the procedure would be much the same except lighted flares would be positioned to guide the plane in ditching.

FOAMY WAKE—USS *Haverfield* (DER 393) lays down an emergency runway of fire-fighting foam from fantail.





AIRBORNE TOO—Marine boosted rocket artillery weapon is transported by MR2S copter and right readied for action.

Big Western Six-Gun for the Marines

THE MARINE CORPS has a new weapon that operates like a western six-gun, but it's new in concept and far more potent. It is an automatic field artillery piece, the 115mm boosted rocket XM-70, that can deliver shells at the rate of six rounds in two-and-one-half seconds.

This automatic weapon now in advanced research and development stage is lightweight and can be airlifted by helicopter. The Marine Corps considers this new artillery piece the most significant improvement in conventional artillery in our country since 1940.

Capable of delivering single-shot as well as automatic fire, the XM-70 operates on the boosted rocket principle. Automatic firing is accomplished with two clusters of three breech tubes each, mounted side by side. Each cluster revolves, like the cylinder of a six gun, moving around into position for firing through a single-mounted launching tube.

The XM-70 weighs only 3000

pounds and is effective at greater ranges than the 105mm howitzer that it was designed to replace. It is capable of firing direct as well as indirect close support missions. The gun is easy to handle and can be towed by a lightweight vehicle.

The 115mm boosted rocket round can be equipped with a point-detonating or proximity fuze and its high explosive warhead is effective against mechanized forces and similar artillery targets. The boosted-rocket principle, with light initial firing charge, permits lighter construction of the launching hardware. Conventional artillery requires heavy tube and over-all construction to withstand the great pressure caused by the detonation of propellant charge.

The Marine Corps plans to have its first XM-70 battery in the field, equipped with six launcher, by February 1962. Eventually it is planned that the 115mm boosted rocket will replace the 105mm how-



FAST-FIRING artillery weapon is tested by Marines at Quantico, Va.

itzer and 4.2 mortar in artillery regiments of the Corps' three divisions.

Thus far, the XM-70 has successfully completed road tests, tests for helicopter transportation, firing and cold weather tests. In addition, it passed its amphibious work out on the beach at Camp Lejeune, N.C. Even though it has fired over 1500 boosted rocket rounds, the new weapon will undergo more tests and development until it joins the Corps.

FIRE ONE—Gun crew drills with new XM-70 artillery piece that can fire six rounds in two-and-one-half seconds.





HAPPY HOUR—Young Koreans hold concert for crew of *Helena* (CA 75).

Miniature Korean Band Plays for Navy at Chinhae

A group of Korean youngsters pulled a switch on Navymen aboard the heavy cruiser *USS Helena* (CA 75). Instead of the usual Navy band concert and entertainment provided for visiting small fry, the youngsters put on their own show, including a small-sized orchestral concert.

Helena was visiting the city of Chinhae, Korea. During the two days there, about 1100 Republic of Korea Naval, military and civilian guests toured the ship.

Among them were about 40 seven-year-old children from the Chinhae school. When the children arrived aboard wearing multi-colored Korean costumes they were

taken on a tour of the ship and were then served refreshments. Then they returned the welcome.

First on the program were the youthful dancing girls—seven-year-olds who performed on the ship's fantail. The group brought their own music along. The orchestra, led by a small Korean boy, played several native songs on "custom built" instruments.

Other entertainment in which the crew participated during its visit at Korean port included volleyball, basketball, and softball games between the ship's team and teams from the Republic of Korea Navy, and the U. S. Naval Advisory Group stationed there.



TURN ABOUT—After tour of cruiser, school children of Chinhae, Korea, pulled a switch and entertained their host with native dances and music.

Donations to Turkish Karathon

Some 200 Turkish children in Istanbul are now drinking milk every day (and will continue to do so until the end of this year), thanks to a handful of U. S. Navymen.

The American Navymen stationed at Karamursel, Turkey, raised the money for the nearly two tons of milk powder by holding a "Karathon." Their small, closed-circuit radio station operated for 115 hours without stopping.

An anonymous donor who agreed to match the first \$100 collected got the fund drive off to a good start. When the drive ended the U. S. Navy group had \$550.

The milk powder given by the Navymen is being distributed to the Koca Mustafa Pasa Children's Home (50 children); Eyup, Alemdar and Kilical Nursing Centers (140 children), and Bakirkoy Hospital.

In addition to the gift of milk to the Child Welfare Society, the American Navymen plan to give one year's supply of milk powder to a primary school in Kocaeli province, a primary school in Yalova, a girl's orphanage at Bebek, a boy's orphanage at Sulh Hospital in Sisli, and the Old Folks Home in Istanbul.

36,000 Tons in Tow

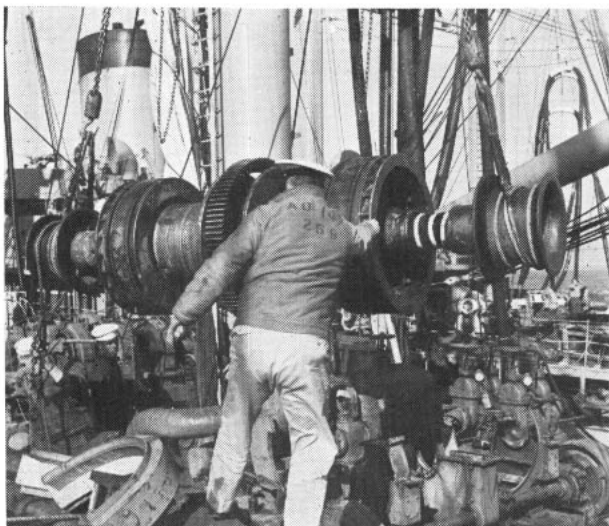
Towing outside loads is only SOP for Navy Fleet tugs—but the skipper of the 1600-ton *USS Paiute* (ATF 159) could easily have been forgiven a few misgivings about a job he was sent to do this past spring.

It turned out to be one of the heaviest ocean tows on record.

Paiute steamed out to St. Johns sea buoy, outside the St. Johns River entrance to the Mayport Carrier Basin on Florida's northeast shore, and took in tow the disabled 36,000-ton supertanker *SS Esso Argentina*.

The tanker, loaded with 13 million gallons of Venezuelan oil and bound for Havana, Cuba, had broken down off the coast of Cuba. A sister ship, *SS Trinidad*, towed her to Mayport, the only harbor south of Norfolk deep enough to accommodate her.

The two big tankers couldn't negotiate the river entrance together, however, so *Paiute* got the call. Three miles later, safe inside Mayport Basin, she released her tow to be moored by 10 harbor tugs. *Argentina's* cargo was shifted to *Trinidad*, lightening her enough to be towed up-river to a shipyard in Jacksonville.



Repair Ship

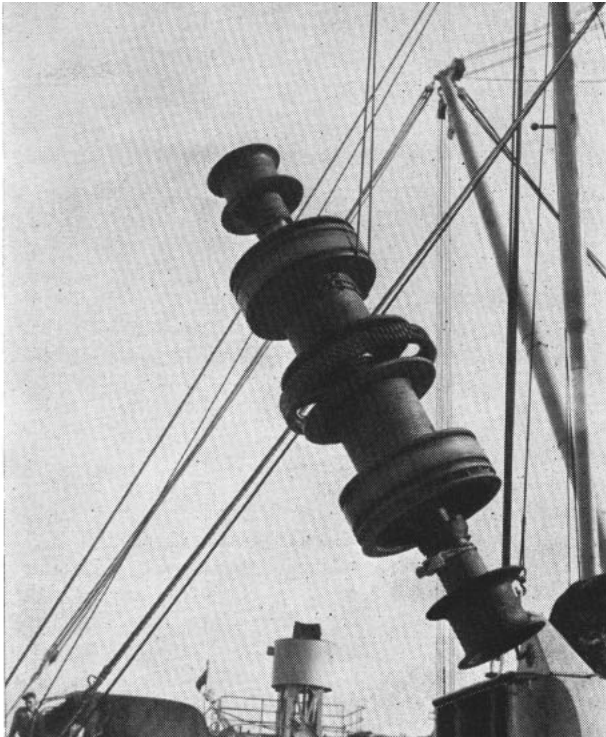
SERVICE SHIPS of the Fleet perform a great variety of tasks but all have the same objective, that of keeping Navy ships and their crews in top condition. One such ship is *uss Tutuila* (ARG 4). This internal combustion engine repair ship with her highly skilled crew is ready to repair anything from giant diesel engines to tiny gauges and meters in her repair departments' many shops.

These shops include the internal combustion engine repair shop, the main battery of *Tutuila's* repair facilities. In addition the ship has sheet metal, shipfitting, pipe, carpenter, machine, refrigeration, engraving, print, typewriter, diving and salvage, electrical, electronics and gyro shops. Here members of *Tutuila's* machine shop go about a routine chore of overhauling and repairing a deck winch from Fleet oiler *uss Truckee* (AO 147).

BUSHED—*Tutuila* repairmen remove bushings from drum.



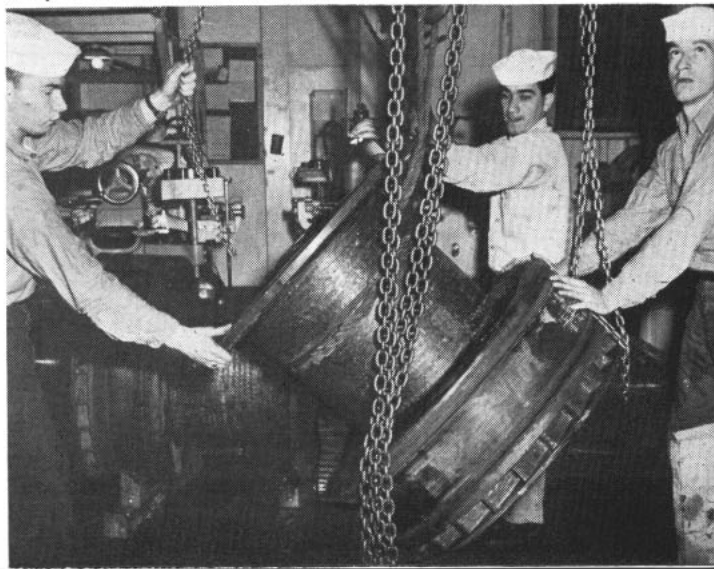
MAY 1960



BACK AGAIN—Winch assembly is returned to oiler and (rt.) swings high as it is hoisted aboard *Tutuila* for repair.



INSIDE JOB—Winch assembly is lowered into machine shop and (below) cable drum is removed from its shaft.



Brief news items about other branches of the armed services.

THE AIR FORCE will proceed with the development of its air-launched ballistic missile, *Sky Bolt*, the GAM 87-A.

Sky Bolt is a two-stage solid-propellant missile capable of hypersonic speeds, and ranges up to 1000 miles. It will be launched from strategic bombers.

The bomber-missile combination is expected by the Air Force to provide the nation with increased mobile striking power.

★ ★ ★

A "ROTATABLE DUCTED-FAN" AIRPLANE, developed for Army use, has been test-flown successfully.

Known as the VZ-4DA VTOL (Vertical Take-Off and Land), the plane can rise, hover or settle in helicopter fashion, or it can fly straight ahead at high speeds, as conventional fixed-wing aircraft do. In tests at Edwards Air Force Base, Calif., the plane successfully made the transition from vertical to horizontal flight and back to vertical flight again. The conversions were accomplished in flights from the ground and at altitudes between 3000 and 6000 feet. At all the test altitudes the plane hovered steadily in a stationary position, then returned to normal flight.

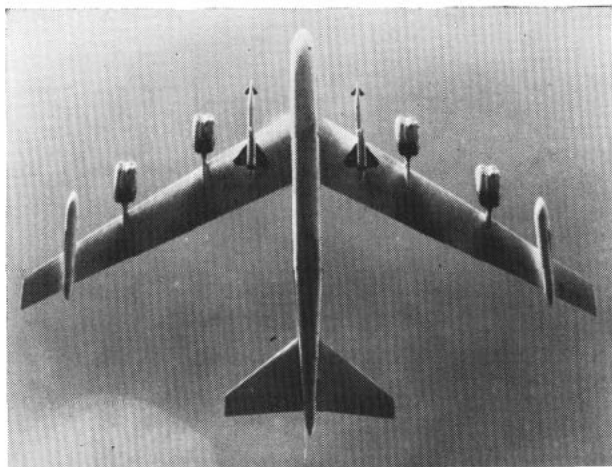
The plane is propelled by fans which are mounted in ducts on the wing tips. The ducts can be rotated through 90 degrees. Pointed straight up, the ducted fans provide lift which enables the aircraft to take off or land without a runway. After take-off, the ducts are rotated full forward for horizontal flight. For a vertical landing, the ducts are rotated back to the up position.

With its ducts kept in the forward position, the VZ-4DA can make conventional take-offs or landings on a regular airstrip. Setting the ducts at an intermediate angle permits short-run take-offs or landings. In forward runway take-offs the aircraft's load ability is better.

The test plane is powered by a single 840-horsepower shaft turbine engine mounted in the fuselage behind tandem seats for pilot and observer.



FOUR IN ONE—Army's M-14 automatic rifle will replace M-1 rifle, BAR, carbine, .45 calibre sub-machine gun.



LOOKING UP—Air Force B-52 eight-jet bomber flies overhead with air-to-ground *Hound Dog* missiles on wings.

USCG ICEBREAKER EAST WIND (WAGB 279) has returned from Antarctic with the most unusual cargo it has ever carried—two seals, aged 2000 years.

Each year a limited number of these naturally mummified seals are returned from Antarctica for advanced research and museums. This year's cargo was delivered to the Texas Technological College at Lubbock, Texas.

It is believed that the mummified seals wandered too far inland and died from lack of food and have been encased in ice from 1600 to 2600 years. They were located in the McMurdo Sound Area.

★ ★ ★

THINGS ARE CONSTANTLY getting better for the Army's foot soldiers.

Two new mine-planting aids have relieved them of the back-breaking task of digging holes for planting land mines.

Using hand tools, the average soldier took about five minutes of steady digging to do the job while the new efficient mechanical aids do it better in 20 seconds. One of these "dream machines" consists of a dozer-mounted mine-laying scoop, while the other is an earth auger mounted on a truck or jeep.

The dozer-mounted scoop digs an average of 11 holes a minute on a straight run, at spacings about 18 feet between holes. The earth auger can drill a hole for a land mine in approximately 20 seconds in average tillable soil.

Both of these new mine-planting aids were developed by the U.S. Army Engineer Research and Development Lab, Fort Belvoir, Va.

★ ★ ★

THE SONIC BOOM, which has created so much trouble, is finally being put to good use.

In response to a request from the National Park Service, the Air Force is putting the sonic boom to work against accumulations of snow and ice in Glacier National Park in an effort to induce avalanches.

Each winter overhanging snow and ice threaten to bury Going-to-the-Sun Road—a seven-mile highway cut into the side of Glacier's famous Garden Wall Gorge.

If avalanches can be induced and controlled by sonic

booms the number of accidental avalanches should be greatly reduced. The success of this operation, dubbed "Safe-Slide" will be of interest to other snow-locked areas of the world.

The sonic bombings (or boomings), which began in January, continued periodically through April to prevent ice and snow from accumulating.

F-106 *Delta Darts* flying out of Seattle, Wash., are being used to boom the target areas at speeds of more than 750 miles per hour.

★ ★ ★

THE U.S. ARMY is making its own diamonds. These are not, however, the kind known as a girl's best friend. They are made of common graphite and are being developed for possible use in electronics systems of rockets and other devices where high temperatures develop.

Scientists of the Army Signal Corps Research and Development Laboratory, Fort Monmouth, N. J., developed the synthetic diamonds as part of a program which seeks new electronic materials.

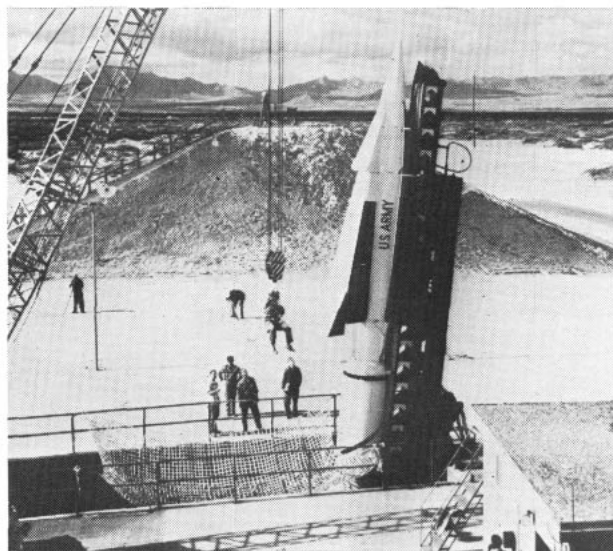
To make a synthetic diamond, a pellet of graphite about three-sixteenths of an inch in diameter is placed in a bore of a heat-resistant mineral cylinder with an outside diameter of about half an inch.

Metal pellets, which react with the graphite under heat and pressure, are pushed snug into each end of the bore and metal disks placed on top.

This small container is then placed in a two-stage pressure chamber and put under 1,250,000 pounds of pressure per square inch at temperatures up to 3000 degrees Fahrenheit.

After the sample has been removed from the press and cooled, acid is used to dissolve the metal. The unconverted graphite is then removed, leaving a synthetic diamond.

X-ray analysis of several hundred diamonds produced in this way indicate a similarity to real diamonds. The largest crystals so far produced are about one-sixteenth of an inch long. Industrial diamonds have been pro-



FUTURE PROTECTOR—Antissile missile Nike-Zeus, now in research and development stage by Army, set for test.



DIG THIS—Army engineers dug this area near Denver, Colo., in building underground USAF *Titan* missile sites.

duced by commercial companies for several years.

Army scientists pointed out that pure diamonds are poor conductors of electricity in the ordinary sense. However, these characteristics can be modified in synthetic diamonds.

★ ★ ★

THE AIR FORCE is conducting tests with an experimental low-drag covering on its *Thor* IRBM.

This lightweight cone-shaped structure—which increases the over-all height of the *Thor* by some eight feet—is designed to cut drag on the *Thor's* blunt, heat-sink type re-entry vehicle.

The missile is powered by a modified liquid fuel engine being developed to increase the *Thor's* versatility as a space booster.

The streamlining structure, or fairing, is being used to cut some of the drag created during early flight through the atmosphere by the *Thor's* normal blunt-nosed shape.

★ ★ ★

A HIGH-ALTITUDE TEST CHAMBER that will aid in advancing the national space program has been put into operation by the Army.

Located at the U. S. Army Signal Research and Development Laboratory, Ft. Monmouth, N. J., the new chamber duplicates conditions met by missiles and satellites 100 miles above the earth.

The new test chamber, a stainless steel cylinder eight feet long and five and a half feet in diameter, provides the means to insure, before launching, that equipment and components have been engineered to retain their operating stability.

Although many satellites and missiles go farther into space than 100 miles, many conditions are the same at the higher altitudes as they are in the virtually air-free environment found in the ionospheric zone which the chamber simulates.

A refrigeration system and an array of infrared heat lamps make it possible to vary test chamber temperature from 90 degrees below zero to 300 degrees above.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **WW II GI LOANS**—If you are planning to apply for a home, farm or business loan under World War II GI Bill, you will have to move fast, as time is getting short.

Under present law, 25 Jul 1960 is the cut-off date set for World War II GI loan provisions.

Veterans who submit their applications on or before the deadline, will be allowed an additional year (until 25 Jul 1961) in which to have the loan processed and actually closed.

It must be stressed that these dates DO NOT apply to veterans of the Korean conflict. They have until 31 Jan 1965 to make GI loan applications.

World War II veterans who also served during the Korean war are considered Korean veterans for the purpose of GI loans.

Under the GI loan program, qualified veterans are offered the opportunity to obtain VA guaranteed or insured loans to (a) purchase, build or improve a home; (b) buy a farm or farm supplies; and (c) buy or expand a business venture.

Veterans in rural areas and in small cities and towns where guaranteed loans are not generally available are eligible for VA direct home and farmhouse loans. This direct loan program for both World War II and Korean war veterans is due to expire on 25 Jul 1960.

Since the GI loan program was launched in June 1944, and up through December 1959, 5,125,000 loans have been guaranteed or made

to World War II veterans for a total face value of \$40.8 billion.

Of these, 4,822,000 were home loans; 229,000 were for business ventures; and 74,000 for farm purposes.

Approximately one-third of the eligible World War II veterans and one-eighth of the Korean veterans have taken advantage of the loan program to date.

Of the home loans made to date, more than one out of every four has been paid in full and only one out of every 100 has resulted in foreclosure.

• **WARRANT OFFICER BILLETS** — All warrant officer billets in the Navy are being redesignated. Over half will eventually be filled by limited duty officers and the rest by E-9s.

During the warrant officer phase-out period, however, one warrant officer will continue to be relieved by another if such a relief is available. If not, a master chief petty officer or a limited duty officer will be assigned, depending on the billet's redesignation.

To accomplish the coordinated detailing required, a Technical Duty Officer Assignment Section has been established in the bureau with the responsibility for the assignment of surface line warrant officers, LDO (T) ensigns and LTJGs, and master chief petty officers who are needed to fill ex-warrant officers billets.

Aviation warrant officers, enlisted aviation pilots, and aviation LDO (T) ensigns and LTJGs, are being

assigned by the LTJG and ensign assignment section in the Bureau of Naval Personnel.

Staff corps warrant officers will continue to be the responsibility of the appropriate corps. Those staff corps master chief petty officers needed to fill former warrant officer billets will actually be detailed by the Enlisted Distribution Branch of the Bureau, after coordination with the appropriate staff corps.

Other info may be found in BuPers Notice 1300 of 8 Feb 1960.

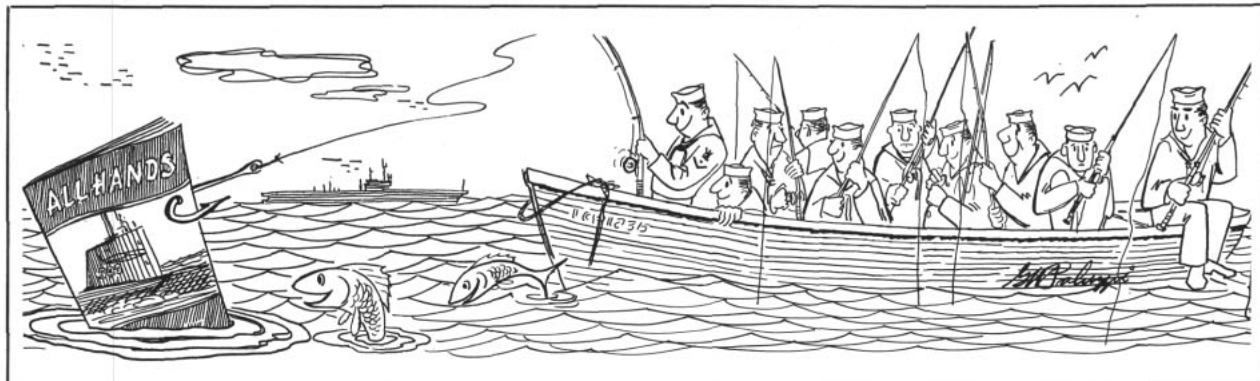
• **UNIFORM FOR RESERVISTS** — Heading back to inactive duty? If you have a six-year obligation and are released to inactive duty before the end of this time, you must be prepared to take part in the Naval Reserve program. You'll need your uniform for drills and annual active duty for training.

Quite a few men with a remaining obligation have been letting their uniforms go adrift when they return home from their active duty tours. Then, when they join a drilling unit, they find they have to replace uniform items at their own expense.

A word to the wise—the initial clothing issue will be needed throughout your period of obligated service, so don't deep-six it.

• **SUB DUTY REQUIREMENTS** — If you're a Navyman with a yen for submarine duty, and you haven't quite been able to meet the Submarine Service's strict physical requirements in the past, here's good news—you and a lot of others in the same boat can now have your applications reconsidered.

There are, the Navy feels, a large number of well qualified enlisted men who apply for submarine training each year only to see their requests go unforwarded because of some marginal physical defect.



"IT'S A BIG CATCH! Share it with the nine other Navy men who are waiting to read this issue of ALL HANDS."

Slightly less strict adherence to those exacting standards, it is believed, would open up a whole new source of supply of highly motivated volunteers for sub duty, including the high priority nuclear power and Fleet Ballistic Missile programs.

Here's what you should do: If you're otherwise qualified and eligible, resubmit your request. Commanding officers have been directed to forward all such requests, along with the Report of Medical Examination, direct to the Chief of Naval Personnel.

In his endorsement your CO will indicate what effect, if any, and to what degree any slight physical defect has on your performance of your military and professional duties.

Each request will receive individual attention in the Bureau. You'll also get personal acknowledgement that your request has been received and is being considered. For additional info, see BuPers Notice 1510 of 11 Mar 1960.

• SCHOOLS FOR FLEET PERSONNEL

—If you failed to get a Class "A" school when you left boot camp, but still want to attend, now is your chance. Non-rated Navymen are needed to fill quotas in 44 different Navy schools during August 1960.

The available schools, according to BuPers Inst. 1510.86A (Plan TIGER), are CTM, ET, FT, GS, AQ, AT, GF, CTA, SK, BT, BU, CE, CM, DM, EM, IC, MM, MN, NW, OM, SFM, SFP, SW, TM, UT, CTO, CTR, RD, RM, SO, AE, TD, AD, AM, AO, AB, PR, ACT, ACW, AG, AK, PH, IM and HM.

If you're interested in attending any of these schools you should first find out if you are eligible. School entrance requirements are listed in the *catalog of U.S. Naval Training Activities and Courses* NavPers 91769-D), and in CNATECHTRA Bulletin of Schools and Courses.

Once you have ascertained that you are qualified to attend the school of your choice, you should submit a letter to the Chief of Naval Personnel (Pers-B2132), via chain of command, requesting that you be assigned to a Class "A" school. To improve your chances of being selected, you should list three choices in order of preference.

Your commanding officer will list your basic battery test scores and give your educational background in his endorsement. A waiver of 10 points on a combined score or five

points on a single score will be considered by the Bureau.

If you are assigned to a school, a trained replacement will be assigned to your ship or station.

• CHANGES TO UNIFORM REGS—

Here is a roundup of the latest changes to U. S. Navy Uniform Regulations, as approved by the Secretary of the Navy:

A new distinguishing mark for wear by enlisted personnel qualified as Scuba divers is authorized. It consists of a diving helmet and breastplate with the letters "SD" centered on the breastplate. This is effective upon availability of insignia. (Art. 0653.5)

Another change authorizes the wearing of a unit identification mark by those enlisted personnel below the grade of CPO who are assigned to Cargo Handling Battalions. It will bear the identifying letters CHB plus the appropriate numeral. (Art. 07611.3)

The Navy "E" with horizontal stripes is to be worn until present stocks are exhausted. (Art. 0653.5)

The OC or ROC shoulder sleeve insignia are authorized for wear on the left sleeve of peacoats, overcoats, and raincoats, in addition to jumpers and officer-type uniform coats. (Art. 0658.1, 07610 and 07613.1.b)

A cloth rating badge without specialty mark is directed for wear on the blue working jacket by petty officers below the grade of CPO. This is effective upon availability of insignia. (Art. 0762.1, 0762.6, 0762 Table 1)

An alternate method to stenciling is the use of a half-inch stamp for marking enlisted men's clothing. Stamps will not be stocked in Clothing and Small Stores, they must be purchased individually. (Art. 0740.1 and 0740.4)

In the case of Waves, spacing between chevrons on enlisted women's rating badges is increased to one-fourth inch to make possible removal of excess chevrons, and permit stocking in first class design only. Badges with the old 3/16-inch spacing may be worn until present stocks are used up. (Art. 0862)

The officer's sword belt and scabbard may be made of synthetic material presenting the same appearance as plain black grain leather. This is authorized only as alternate material, and does not replace leather for use in these items. (Art. 0159.3)

QUIZ AWEIGH



Recently the U.S. Navy adopted an official flag. The history of Navy flags, however, is the story of the Navy itself. Here are six flags associated with the birth of the U.S. Navy. See if you can match them with the following statements.



A



D



B



E



C



F

1. Had a yellow background.
2. Was first distinctive American flag flown in south.
3. Used to symbolize America's first naval victory.
4. Received a nine-gun salute from the French Fleet—the first formal salute to the U. S. Flag.
5. Was hoisted by John Paul Jones aboard *Alfred*.
6. Was personal flag of Commander in Chief of the Navy of the United Colonies.
7. The Grand Union or Cambridge Flag, it was also called the first Navy Ensign.
8. The First Navy Jack.
9. Was adopted as "the flag of the United States" on 14 June 1777.
10. Was flown by Washington's Navy.
11. Referred to as Rattlesnake or Gadsden's Flag.

To find out how well you did on this quiz turn to page 52.

THE BULLETIN BOARD

Facts and Figures on Medicare for the Navyman's Dependents

TWO FACTS STAND OUT in any current discussion among Navyman about Medicare.

One is the startlingly large amount of misinformation and lack of information which still exist about the workings of this most important fringe benefit. The other concerns the newest changes in the program, which have restored some benefits lopped off more than a year ago.

Probably most of the confusion arises over the question of who's eligible for what and where to get it. Some 40 per cent of Navy dependents reside apart from their sea-going sponsors, and a great many of those dependents haven't gotten the word as to what's available to them, and how to go about getting it.

Similarly, in the case of the Navyman and his dependents residing together, there apparently is a good deal of misunderstanding regarding the conditions under which those dependents become eligible for treatment in civilian institutions.

As for the latest changes to the program, most of them, as mentioned earlier, restore some benefits dropped as an economy measure in October 1958.

The following types of care have been restored to the civilian part of the program:

- Surgery that the attending physician believes is medically indicated and necessary for proper care and treatment of the basic condition.
- Treatment of acute emotional disorders constituting an emergency.
- Necessary diagnostic tests and examinations before and after hospitalization for surgery or bodily injuries.
- Outpatient treatment of bodily injuries, such as fractures, dislocations, lacerations or similar wounds.

Not affected has been the requirement that dependents residing with their sponsor avail themselves of service medical facilities if such are reasonably adequate and available.

Since Medicare is considered to be one of the outstanding positive morale factors affecting practically every Navyman and his dependents, it's important that everyone be thoroughly informed about it.

Definition of Dependent

The Medicare program was established by the Dependents' Medical Care Act. It affects dependents of active duty and retired members of the Armed Forces and dependents of Armed Forces personnel who died while on active duty or in retirement. For purposes of this program, a dependent is defined as:

- The wife.
- The unremarried widow.
- The husband, if he is dependent on the active duty or retired member for over one-half of his support.
- The unremarried widower, if he was dependent upon the active duty or retired member, at the time of her death, for over one-half of his support because of a mental or physical incapacity.
- An unmarried legitimate child, including an adopted child or step-child, who either—
 - (a) Has not passed his 21st birthday;
 - (b) Cannot support himself be-

cause of a mental or physical incapacity that existed before that birthday and is, or was at the time of death of the active duty or retired member, dependent on him for over one-half of his support;

(c) Or, has not passed his 23rd birthday, and is enrolled in a full-time course of study in an approved institution of higher learning and is, or was at the time of death of the active duty or retired member, dependent on him for over one-half of his support.

(The fact that the former wife of a member of the uniformed services remarries does not necessarily terminate a child's eligibility for medical care. However, adoption of the child by a third party—other than a person whose dependents are eligible for care—terminates the child's eligibility.

(When an eligible dependent child marries, entitlement to medical care as a dependent child ceases on the date of marriage. However, should the marriage be terminated, the child may again be entitled to medical care as a dependent child, provided the child still meets with the eligibility requirements listed above.

- A parent or parent-in-law who is, or was at the time of death of the active duty or retired member, dependent on him for over one-half of his support, and who is or was residing in a dwelling place provided or maintained by the active duty or retired member.

All-Navy Cartoon Contest
Honorable Mention
H. P. Wood, Jr., CMA3, USNR



“... and I can't find an outlet for my electric blanket.”

Dependents Identification Card

DD Form 1173 (Uniformed Services Identification and Privilege Card) is the prescribed form for the identification of dependents seeking medical care. To apply for it on behalf of your dependents, you should submit a DD Form 1172 (Application for Uniformed Services Identification and Privilege Card). Except in special circumstances, dependents over 10 years old are required to show DD Form 1173 when applying for treatment. Normally, the card is not issued to those under 10.

Medical Facilities Authorized for Dependents

Only wives, dependent husbands and dependent children of active duty members of the uniformed services are authorized care from civilian medical facilities at government expense. *When you are released from active duty, your wife and children are no longer eligible to receive civilian medical care. Also, the Medicare Program will not pay for civilian medical care for dependent parents or parents-in-law, dependents of retired personnel, or dependents of deceased personnel.* However, for treatment at Armed Forces Medical facilities, all dependents are eligible—subject to the availability of space and the capabilities of the professional staff.

When *not* residing with you, your wife and children may choose between military and civilian medical facilities. When they *are* residing with you in the United States or Puerto Rico they may, in most cases, obtain medical care from civilian sources at government expense only when that care cannot be provided by a military facility within reasonable distance of the patient's residence. (Exceptions are made in emergencies and certain other circumstances.)

Your dependents are considered to be residing with you if they live in an area to which you are assigned—for example, in the area of your permanent duty station or your ship's home port or yard. This applies even though you may be temporarily away with your ship or unit, or if you are absent on individual TEMDU or TAD orders.

"Nonavailability Statement"

Explained

A *Nonavailability Statement* (DD Form 1251) normally will be furnished your wife and children if they are residing with you—when there are no medical facilities of the uniformed services in the area in question or when the available military medical facility (or facilities) in the area cannot provide the required care.

DD Form 1251, was formerly called the "Medicare Permit." It has been revised and is now entitled the "Nonavailability Statement." Until the revised form becomes available through normal channels, old Medicare Permits will be used.

The Nonavailability Statement must be presented to the source of civilian medical care if one of your dependents chooses to seek such treatment under the Medical Program. The statement is for immediate use, and should not under any circumstances or conditions be considered a guarantee that the Government will necessarily pay for the civilian medical care obtained. The statement merely indicates: that the care requested is not available from military facilities; that if the care

is subsequently determined to be authorized under the Dependents' Medical Care Program, it will be paid for by the Government to the extent that the program permits; and that if the care is found not to be authorized under the program, the Government will not be liable for payment of any portion of the unauthorized care received.

If you are living in an area where there is no military medical facility, you or your dependents may request a Nonavailability Statement

HOW DID IT START

Navy Nurse Corps

The Navy Nurse Corps is 52 years old this month. It was established by an Act of Congress on 13 May 1908.

Over the years the duties of Navy nurses have ranged from teaching girls in primitive Pacific Islands to assisting Navy doctors with major surgery at sea. Navy nurses have served with the American Fleet around the world.

Nurses were employed by the Navy even before they were made a part of the service. In 1898, the Naval Hospital in Norfolk, Va., employed nurses to care for sick and wounded men of the Spanish American war.

On 8 Aug 1908, almost three months after the Nurse Corps was established, Esther Voorhees Hasson was appointed the first Superintendent. Within a year, 44 Navy nurses were assigned to Naval hospitals at Washington, D.C.; Norfolk, Va.; Annapolis, Md.; Brooklyn, N. Y.; and Mare Island, Calif.

In 1910, Navy nurses were assigned to overseas hospitals in the Philippines, Guam, Hawaii, Japan, Samoa, Cuba, and the Virgin Islands.

During World War I, 1386 Navy nurses served in England, Scotland, Ireland and France, as well as in the United States. Four of these nurses were awarded the Navy Cross.

When the Japanese struck at Pearl Harbor in 1941, Navy nurses were on duty at Pearl Harbor, Kanohe Bay, P.I., on Guam, and aboard the hospital ship *USS Solace* (AH 5).

Five nurses on Guam were captured by the Japanese and imprisoned for seven months. Eleven other Navy nurses were captured in Manila and were imprisoned for 37 months. Even then, these women continued their work, caring for the sick and wounded. For her service on Bataan during World War II, one Navy Nurse, Ann A. Bernatitus, was awarded the Navy's first Legion of Merit. Thirteen Navy nurses

won Bronze Star Medals. Eleven received a Gold Star in lieu of a second award.

During World War II more than 11,000 Navy nurses were on active duty and were assigned to naval activities in the Aleutian Islands, Alaska, New Zealand, Australia, New Hebrides, New Caledonia, Solomon Islands, Admiralty Islands, Mariana Islands, England, Africa, Italy, Bermuda, Newfoundland, Cuba and Jamaica, as well as to naval medical activities within the United States.

In April 1947 the Army-Navy Nurses Act established the Nurse Corps as a permanent staff corps of the U. S. Navy with ranks from ensign to captain. (Captain Ruth A. Houghton, NC, USN, present director of the Navy Nurse Corps, was the first Nurse Corps officer to be selected in the grade of Captain.) Nurses had been given relative rank in 1942 and actual rank in 1944 to last until the duration of the emergency, plus six months.

During the Korean war, nurses (now Navy staff corps officers) were assigned to three hospital ships in Korean waters; to Military Sea Transportation ships; to Military Air Transport Service planes; and to hospitals, Hospital Corps schools, infirmaries and dispensaries at home and overseas.



from the nearest military installation or off-post activity (except installations and off-post activities of the Coast and Geodetic Survey). The commander of that installation, or his designated representative, will furnish you or your dependents with a Nonavailability Statement if he determines that a military medical facility is not within reasonable distance of the dependent's residence. In determining what constitutes reasonable distance, consideration is given not only to distance, but also to time required normally to complete the trip, unusual geographic and transportation factors (such as availability of private or public transportation) and the presence of toll bridges or ferries which would unreasonably increase the time and expense of travel. The fact that a uniformed services medical facility is located in another geographic area, as delineated by a state, county, city, town or similar boundary, does not, in itself, place the facility outside the area of the dependent's residence.

If you live in an area where there is a uniformed services medical facility, your dependents must apply first for medical care at that facility. The commander of the medical facility, or his designee, will determine whether adequate medical facilities and medical staff are available to furnish the required care. If it is determined that such care cannot be provided, the commander of the medical facility, or his designee, will furnish Nonavailability Statement. *Under no circumstances will the commander of a uniformed service medical facility, or any member of his command, refer a dependent to a specific civilian physician or civilian hospital for medical care.*

Requirements Waived

The requirement for a Nonavailability Statement will be waived under the following circumstances:

- When it is necessary for your wife or children to obtain care from civilian sources because of a *bona fide* emergency—for example, serious injury following an accident, or sudden illness requiring immediate hospitalization to preserve life or health, or to prevent undue suffering. In such cases, the attending physician is required to certify that the emergency did, in fact, exist.
- During the period of absence

All-Navy Cartoon Contest Honorable Mention LT B. E. Lodge, USN



"Say, isn't that your P.O. evaluation sheet that he is working on?"

from the area of your household on a trip.

In areas where there are medical facilities of two or more uniformed services, there is a "Dependents' Regulating Office" to insure all possible utilization of such facilities. The service having the facility with the largest number of beds for patient care in the area is responsible for operating the local Regulating Office. If proper care cannot be furnished at the uniformed services medical facility to which you or your dependents apply, the Regulating Office will be contacted to determine whether or not care can be provided at another facility before a Nonavailability Statement is issued. When two or more facilities are available, you will be permitted to make a choice. The function of the Dependents' Regulating Office is not to issue Nonavailability Statements, but to collect and make available to the various medical facilities information on the capability of other uniformed services medical facilities in the area. The commander of the medical facility to which you or your dependents apply for care is responsible for issuance of a Nonavailability Statement, if one is required.

An important point to remember: an issuing authority can issue a Nonavailability Statement on a retroactive basis to cover care already commenced or completed by civilian medical sources, when it is determined that the Nonavailability Statement could have been issued before the care was commenced, if

application had been made.

Wives and children residing with their sponsors will be issued, and should retain, DD Forms 1173 to indicate that they are eligible for Medicare. This form is the basic identification document, and is not affected by the requirement for a Nonavailability Statement.

Change in Residence of Dependents

If the status of your dependents changes from residing apart to residing with you, the source of medical care will be determined as follows:

- **Hospitalization**—If your wife or children were residing apart from you at the time of admission to a civilian hospital, and they acquire the status of "residing with sponsor" during hospitalization, they may complete authorized care for that admission and readmission without a Nonavailability Statement.

- **Maternity Care**—If your wife is residing apart from you at the time maternity care is commenced, and later takes up residence with you during the period of the care and prior to hospitalization for delivery or for complications of pregnancy, she may continue to obtain care and hospitalization from civilian sources without a Nonavailability Statement, provided she does not change her attending physician. If she cannot continue care with the same physician, and your residence is in an area where there is a uniformed services medical facility, she must apply for care at that facility. If your residence is in an area where there is no uniformed services medical facility, she may request a Nonavailability Statement from the nearest uniformed services installation or off-post activity (except installations and off-post activities of the Coast and Geodetic Survey) in order to obtain civilian medical care.

- **Outside the United States and Puerto Rico**. If your wife and children reside outside the United States or Puerto Rico, you or your wife must apply to the oversea naval commander of area where they are residing for information and authority to obtain authorized civilian medical care from professional acceptable local sources in accordance with regulations. For example, if your wife lives in Canada, either you or she should apply to the

U. S. Naval Attache, American Embassy, Ottawa, Canada, for information relative to obtaining civilian medical care. Likewise, if your wife lives in the Philippine Islands, either you or she should apply to the Commander, U. S. Naval Forces Philippines, for civilian medical care. However, where medical facilities of the uniformed services are available in the overseas area, and are capable of providing the required care, your wife and children who are residing with you must use these facilities for medical care.

Care in Medical Facilities Of the Uniformed Services

Whenever requested, authorized medical care in medical facilities of the uniformed services will be provided, subject to the availability of space and the capabilities of the professional staff.

This care is not available to dependents at facilities operated by the Public Health Service—such as outpatient offices, designated physician's offices and Indian or Alaska Native Service Hospitals.

The determinations made by the commanding officer, medical officer in charge, or contract surgeon in charge of the uniformed services medical facility, or by his designee, as to the availability of space and facilities and the capabilities of the professional staff, will be final and conclusive.

In deciding whether or not a uniformed services medical facility is available to dependents for medical care, the determining authority will consider the primary mission of the facility, adequacy of professional care available, number of patients who can be treated without sacrificing high professional standards, and maximum utilization of the facility.

Except in an emergency, medical care for your dependents in the facilities of the uniformed services will be limited to diagnosis, treatment of acute medical conditions, treatment of surgical conditions, treatment of contagious diseases, immunization, maternity and infant care, and any other treatment authorized by the Surgeon General of a uniformed service.

Treatment will be provided in acute emergencies of any nature which are a threat to the life, health and well-being of the patient. Hos-

pitalization is authorized in medical facilities of the uniformed services for such emergencies only pending completion of arrangements for care elsewhere, unless the illness or condition is one of those listed above.

If your hospitalized dependent should require care beyond the capabilities of the medical facility, the commanding officer or officer in charge of the facility is authorized to arrange for the required care by one of the following means:

- Transfer the patient to the nearest medical facility of the uniformed services where the required treatment is available (Government transportation will be used when available.)

- Procure from civilian sources the necessary supplemental material and professional and personal services required for the proper care

NOW HERE'S THIS Paint for Golden Gate

The Golden Gate — long a symbol of homecoming to Navymen from the Pacific — may be gilded in color as well as name.

Ever since the days of the Forty-Niners, the strait at the mouth of San Francisco Bay has been known as the Golden Gate. Since 1937 the strait has been spanned by the Golden Gate Bridge, under which thousands and thousands of Navymen have passed on their way to or from the Pacific.

Up until recently there was no gold paint on the market that could withstand the punishment the bridge takes from the weather, so the color of the famed span has been about the same as that of other bridges.

Now, however, the manager of the bridge has agreed to test a new gold paint which has already been used successfully on automobile bodies. If the tests work out, the bridge may have taken on a 24-carat new look by the time you see it again.



and treatment of the patient in his facility. (Charges for such material or services will be paid from funds available to operate the uniformed services medical facility furnishing the care.)

Limitations on Hospitalization At Uniformed Services Facilities

Your dependents will NOT be provided hospitalization at medical facilities of the uniformed services for the following:

- Chronic diseases, except for acute exacerbations or complications requiring active and definitive medical or surgical treatment.

- Nervous and mental disorders, except for diagnostic purposes.

- Care which, in the opinion of the cognizant medical authority, is not medically indicated; for example, surgery solely for cosmetic purposes.

- Domiciliary care.

However, in special and unusual circumstances, exceptions for specific patients may be made by the Surgeon General having jurisdiction over the uniformed services medical facility concerned, and hospitalization and/or treatment may be provided for such disorders or diseases. In no instance may the period of hospitalization exceed 12 months.

Your dependents will NOT ordinarily be provided with the following at Uniform Services facilities:

- Artificial limbs, artificial eyes, hearing aids, orthopedic footwear or spectacles. However, outside the United States, and at remote stations within the United States when so designated by the secretary of the uniformed service concerned, and upon approval by the Secretary of Defense where adequate civilian facilities are not available, those items if available from Government stocks, may be provided to dependents at invoice cost. When the invoice cost is not available, the inventory or catalog price may be used at the discretion of the responsible property officer concerned. For example, the charges to the dependent for spectacles could be on the basis of standard unit price.

- Ambulance service for initial admission — unless a Government ambulance is used in acute emergency as determined by the medical officer or other responsible officer in charge.

- Home calls—except in special

cases where it is determined by the medical officer in charge to be medically necessary.

To provide effective cross-utilization of medical facilities of the uniformed services, dependents, regardless of service affiliation, are given equal opportunity for medical care. They may request and be furnished medical care at the medical facility of the uniformed service serving the area in which they reside, or in the medical facility of their own branch of service, depending upon the capability of the medical facilities concerned. In areas where medical facilities of two or more uniformed services are available, the appropriate officials of each service, with due consideration for the relative size and capabilities of the medical facilities, jointly determine the capabilities and establish areas of medical responsibility.

When medical care is provided for your dependents in facilities of the uniformed services, a charge of \$1.75 per day is made for in-patient care. No charge is made for out-patient care.

If your dependent is at a uniformed services medical facility at the time you are discharged from the service, or if your dependent's status changed so that he or she was no longer a dependent, the Government's responsibility for furnishing medical care under the Dependent's Medical Care Act ceases at 2400 hours (midnight) on the date of such event.

However, if the medical officer in charge rules that continued hospitalization in the uniformed services facility after the date of such change in status is necessary (until proper disposition of the patient can be made), charges will be made at the full per diem reimbursement rate.

Dental Care at Uniformed Services Facilities

Within the United States, except in remote areas, dental care for dependents is limited to emergencies. Your dependents may be provided emergency dental care to relieve pain or suffering. This does not include orthodontic or prosthodontic treatment or permanent restorative work.

Your dependents may also be provided dental care deemed necessary by the cognizant dentist and physi-

cian as an adjunct to medical or surgical treatment—that is, treatment of fractures of the jaw and treatment of infections of dental origin.

Outside the United States and at designated remote areas within the United States: Routine dental care includes general operative, surgical and prosthodontic treatment of the type which active duty members of the uniformed services are furnished.

In areas where dental facilities of two or more uniformed services are available, appropriate officials of each service jointly determine the capabilities of the facilities and establish areas of dental responsibility.

Remote areas within the United States are designated by the secretary of each uniformed service, upon approval by the Secretary of Defense. Normally, an area is not considered remote unless the uniformed services activity is an unreasonable distance from a community with adequate civilian dental facilities. Consideration is given to unusual geographic and transportation factors, such as toll bridges or ferries which unreasonably increase the time and expense of travel. A community's dental facilities ordinarily are considered inadequate if it is determined that the local civilian dentists are unable to provide proper care for eligible dependents of all members of the uniformed services residing in the area.

Any dental care provided to dependents by dental facilities of the uniformed services is furnished free.

All-Navy Cartoon Contest
Honorable Mention
J. R. Leszewski, SMSN, USN



"Well there goes another finished product."

Medical Care in Civilian Hospitals

Only a wife, a dependent husband, or children who are dependents of active duty members of the uniformed services are eligible to receive specified medical care in civilian hospitals and from civilian physicians and surgeons at government expense. Your dependents requesting medical care from civilian sources will be required to observe the identification procedures prescribed by the uniformed services. Additionally, your dependents who are residing with you in the United States or Puerto Rico must provide civilian sources with a Nonavailability Statement except in an emergency, or if they are absent from the area of your household on a trip.

The medical and surgical care authorized your dependents from civilian sources includes:

- Treatment of acute complications of chronic diseases, only during hospitalization.

- Treatment of surgical conditions during hospitalization. In addition to care for acute surgical conditions, treatment, is authorized for surgical conditions that are not classified as acute, but for which good medical practice dictates prompt attention (for example, tonsillectomies). However, treatment of some nonacute surgical conditions is authorized ONLY if certain conditions prevail. Some examples of surgery in this category are (for a complete list check with your medical officer):

- *Ears*—surgery for restoration or improvement of hearing.

- *Eyes*—surgery for glaucoma, cataracts, strabismus (squint) or other conditions, to aid or improve vision of the affected eye.

- *Harelip and/or cleft palate*—surgery for initial repairs, including surgery for subsequent repair known and established as a requirement at the time of original surgery. Subsequent revisions are not authorized.

- *Skeletal defects* (for example, club foot, congenital dislocated hip)—surgical treatment is authorized only when treatment is required as an inpatient to improve function. Care normally provided on an outpatient basis and not requiring hospitalization is not authorized.

- *Scars*—surgical treatment is authorized only when a scar is ulcer-

ated, shows clinical evidence of malignancy, or when a contracture impairing anatomical function is present.

- Surgical treatment for removal of certain types of lesions only if they are bleeding, ulcerated, painful, or show clinical evidence of malignancy, or if size and location produce functional impairment.

- Surgical treatment for removal of certain types of warts, cysts or moles only if they are bleeding, ulcerated, painful, or show clinical evidence of malignancy, or if size and location produce functional impairment.

If any of your dependents were admitted to a hospital for nonacute surgery before 1 Jan 1960, and they were still in the hospital on that date receiving a type of treatment which is authorized on and after that date, payment may be made to the civilian sources of care for the entire uninterrupted period of hospitalization.

Those surgical procedures that are customarily handled by a dentist may be treated by a dentist who is a member of the staff of a hospital and normally performs these surgical procedures in that hospital. The removal of teeth is not normally authorized surgical procedure. When authorized surgical treatment is performed by a dentist, other procedures, diagnostic tests, services and supplies authorized or ordered by him may be paid to the same extent as if a physician or surgeon authorized or ordered them.

Treatment of contagious diseases during hospitalization is authorized.

Maternity Care At Civilian Facilities

Complete obstetrical and maternity services will include prenatal care, delivery, and postnatal care in a hospital, office or home. Payments for prenatal care, delivery and postnatal care will be made to the physician performing the respective service in accordance with the local schedule of allowances. In the event more than one physician provide prenatal care, the prenatal care period may be divided into three parts with appropriate apportionment of the prenatal fee—or other appropriate arrangements for reimbursing the physician may be made in the local schedule of allowances.

The Government normally will

WHAT'S IN A NAME

The Hurricane Ladies

Since most seafaring men—and landlubbers, too—seem to devote a good portion of their everyday conversation to the fair sex and the weather (fair or foul), it was not just a coincidence that the Weather Bureau decided to use female names for certain weather conditions. The ladies' names were chosen, however, for somewhat uncertain weather phenomena—hurricanes and tropical storms. Each year now, these gals are making the headlines.

A look into the Weather Bureau's little black book reveals 84 names. Divided into four groups of 21 each, the names will be permanently assigned to the big storms arising in the Atlantic Ocean, Caribbean Sea and Gulf of Mexico.

The number one gal in the 1960 storm circuit is Abby. Her sisters will be Brenda, Cleo, Donna, Ethel, Florence, Gladys, Hilda, Isbell, Janet, Katy, Lila, Molly, Nita, Odette, Paula, Roxie, Stella, Trudy, Vesta and Winny. Quite a collection.

Next year, storms and hurricanes will have a similar series of two-syllable names running from Anna to Wenda. In 1962, the



list will extend from Alma to Wilna, and in 1963, from Arlene to Wallis.

By 1964 you should be tired of the new crop of gals so you can go back to this year's list. Thereafter each set of names will be repeated. However, if any one gal gets a little too stormy and out of hand, she'll be stricken from the list, and a new name will join the group.

not pay more than one physician's fee for each quarter. During prenatal care a change in physicians as a result of your permanent change of station, a change in residence of the patient involving a considerable distance, or death or disability of the attending physician are authorized exceptions. Similarly the Government will not pay a separate fee for postpartum care except when the physician performing the postnatal care is other than the physician who performed the delivery—as a result of such changes as those mentioned above. Allowances are authorized for laboratory tests, pathological and radiological examinations and other procedures performed or authorized by the attending physician in the management of the pregnancy.

In instances of home or office confinement, payments are NOT authorized for the purchase or rental of beds, bassinets, or similar equipment, or for all services of private-duty nurses.

Necessary infant care is provided during the period of hospitalization following delivery. If the infant requires further hospitalization after discharge of the mother, such care

is authorized as a continuation of the original admission. Also, in the case of a home or office delivery, necessary infant care may be provided on an outpatient basis for a period not longer than 10 days following the date of delivery.

Obstetrical and maternity patients who develop acute emotional disorders complicating pregnancy or constituting postnatal psychosis occurring within the six weeks' postnatal period authorized for maternity care, are authorized in-hospital care for such disorders.

Any patient hospitalized in a civilian hospital for treatment authorized above may be transferred to a hospital of the uniformed services subject to the availability of space and facilities and the capabilities of the professional staff.

Arrangements for such transfer should be made between you or your dependents and the commander of the nearest uniformed services medical facility.

Acute Emotional Disorders

Treatment in a hospital for acute emotional disorders is authorized as follows:

- Care of the type required by a dependent during a period of hos-

pitalization for a condition that qualifies as authorized care.

- Acute emotional disorders complicating pregnancy or constituting postpartum psychosis occurring within the authorized six weeks' postnatal period.

In addition, since 1 Jan 1960 treatment in a hospital for an acute emotional disorder has been authorized if such disorder is considered an emergency which is a threat to the life or health of the patient. Ordinarily, care is provided for an acute emotional disorder only until the disorder subsides, until arrangements are made for care elsewhere, or until the end of 21 days of hospitalization—whichever occurs earliest. Extensions beyond 21 days may be granted on a case-by-case basis if you or your representative shows that owing to absence (for example, your overseas assignment when your dependent is in the U. S.) arrangements for care elsewhere could not be completed within the 21-day period.

If your dependent was admitted to a civilian hospital before 1 Jan 1960 for treatment of an acute emotional disorder constituting an emergency, and was still in the hospital for treatment of such condition on that date, payment may be made to civilian sources for care provided up to a maximum of 21 days, even though a portion of the care was furnished prior to 1 Jan 1960.

In special cases, and when authorized by the Surgeon General of a uniformed service, additional care for an acute emotional disorder may be provided in a hospital of that service on a space available basis.

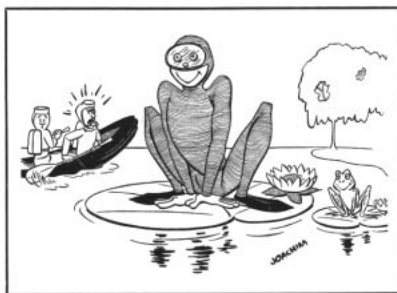
Laboratory Tests During Hospitalization

All diagnostic tests and procedures, including laboratory tests and pathological and radiological examinations, when ordered by the attending physician and accomplished during a period of hospitalization are authorized.

In those instances during the period of hospitalization when treatment by the use of X-ray, radium or radioisotopes is prescribed, such treatment may be continued or carried out on an outpatient status.

The cost of blood and the service charge for blood required during authorized care of your dependents

All-Navy Cartoon Contest
Honorable Mention
D. F. Joachim, JO3, USN



"Quit the comedy, Smith!"

in civilian medical facilities are allowable benefits. However, friends and relatives of the patient having the type of blood required should be encouraged to donate blood. In instances where blood must be purchased, these purchases will be made by the civilian hospital and included on the claim for reimbursement. Only in exceptional instances will payment be made to a civilian physician. Any person providing blood for an individual under going treatment at Government expense may be reimbursed at the rate which prevails at the civilian medical treatment facility, not to exceed the sum of \$50 for each withdrawal.

Services Before or After Hospitalization

Services required of a physician or surgeon before and following hospitalization for a bodily injury or surgical operations are considered authorized care.

If your dependent is hospitalized for treatment of a bodily injury or for a surgical procedure, payment for pre- and post-hospitalization tests and procedures is authorized as follows:

- Effective 1 Jan 1960, payment was authorized in an amount not to exceed \$75.00, at Government expense, for necessary diagnostic tests and procedures performed or authorized by the attending physician before hospitalization for the same bodily injury or surgical procedure for which hospitalized. If your dependent was admitted to a hospital for treatment of a bodily injury or for surgical procedure before 1 Jan 1960, and was still in the hospital on that date, prehospitalization tests and procedures in

connection with that hospitalization are authorized for payment.

- Effective 1 Jan 1960, payment was authorized in an amount not to exceed \$50.00 at Government expense for necessary tests and procedures performed or authorized by the attending physician for proper after-care of the same bodily injury or surgical procedure for which the patient was hospitalized. If the patient was hospitalized before 1 Jan 1960 and is still in the hospital on that date, the necessary post-hospitalization tests and procedures in connection with that hospitalization are authorized for payment.

The monetary limitations listed above may be exceeded in special and extraordinary cases if the physician authorizing the tests and procedures submits a special report justifying the additional charges.

Outpatient Treatment for Bodily Injuries

Effective 1 Jan 1960, treatment for bodily injuries (fractures, dislocations, lacerations and other wounds) was authorized on an outpatient basis. In a case where your dependent was injured before 1 Jan 1960, but after 1 Dec 1959, and where he or she was still under the care of the physician on or after 1 Jan 1960 for the same injury, payment is authorized from the date of commencement of care. Authorized treatment includes diagnostic and therapeutic tests and procedures ordered by the attending physician. Treatment of fractures, dislocations, lacerations and other wounds customarily cared for by a physician is authorized.

Charges for Dependent Medical Care

When the charge for the hospitalization of your dependent is \$25 or less, you must pay the charge as a direct transaction not involving the Government.

In other instances, charges are made as follows:

- If the entire period of hospitalization is in other than private accommodations, you must pay to the hospital for each admission the first \$25 of the bill, or an amount determined by multiplying the number of days of hospitalization by the per diem rate of \$1.75, whichever is greater.

- If your dependent spends the period of hospitalization in a private

room, and the attending physician certifies that such accommodations were required for proper care and treatment, the amount of private room charges less your payment listed above will be paid by the Government. If, however, private room charges are more costly, you will be charged an additional 25 per cent of the difference between private room charges and the weighted average cost of semi-private room charges. If your dependents have private room accommodations at your own request, and without certification from the attending physician that they are necessary, you will pay the entire difference between the charges for private room and the weighted average cost of semiprivate room charges.

- If your dependent is hospitalized in a hospital which has only private rooms, and you have no choice in the matter, you'll only be charged 10 per cent of the daily charges for such accommodations, or the total charges less \$15 per day, whichever is greater.

- If your dependent needs private-duty nursing care while receiving authorized hospital care, and the attending physician so certifies, you will be charged the first \$100 and 25 per cent of any charges in excess of \$100. The government will pay 75 per cent of special duty nursing charges in excess of \$100.

- If your dependent is admitted to a hospital as an obstetrical patient, as an inpatient for care required in direct connection with the pregnancy (including direct complications thereof) or for immediate postnatal inpatient care if delivery occurred outside the hospital, all of this will be considered as one admission for the purpose of determining charges.

- When your dependent is admitted to a hospital for authorized care, you are charged at least \$25 of the hospital charges for that admission. If, within 14 days following discharge from the hospital, he or she is readmitted for authorized treatment of the original condition or direct complications thereof, you won't be charged the first \$25 of the costs of such readmission. Instead, you will be charged the per diem rate of \$1.75 per day.

- If your dependent is trans-

ferred to another hospital for necessary treatment not available in the first hospital, and no break in hospitalization occurs except for time in transit, it will be considered as one admission for purposes of payment of charges.

- If your wife or child is treated for a bodily injury, such as a fracture, dislocation, laceration or similar wound, in a physician's office, or outpatient department of a hospital or clinic on an outpatient basis, you will be required to pay the first \$15 of the physician's charges. The government will pay the balance of the physician's costs above the first \$15 in accordance with the local schedule of allowances, and the hospital charges for use of emergency room and supplies. The government will also pay up to a maximum of \$75 for laboratory tests, pathology, and X-ray examinations performed or ordered by the attending physician in treatment of the bodily injury.

Information and Reception Centers Set Up at NAS Memphis

The problems of the newcomer and the visitor to naval activities in the Memphis area have been happily reduced.

An Information and Reception Center, designed with the newly arrived in mind, has been placed in operation at Gate One of the Naval Air Station.

This center offers help and information to newcomers, visitors and those not new to Navy Memphis but needing information.

The Navy at Memphis is a com-

plex organization. It consists of 10 separate commands and about 13,500 military personnel. The naval installation covers about 3265 acres and almost 400 buildings. In the past it has been difficult for new arrivals and visitors to find their way around. The new Center helps to eliminate this difficulty.

A crew of three mans the center. In addition to providing a warm welcome, they provide information about housing, medical care, religious services, education and recreation facilities, clubs, the Navy exchange, nurseries, baby sitters and domestic help, the commissary store, clothing and small stores, the station bank and the post office.

Other services offered at the Center include a notary public, a Red Cross field office, and an airline ticket office. In addition, there's a locator service that will tell you where a certain building is situated and the best way to get there.

The center was in the planning stages for several months. It first went into operation on a limited scale. Then, various services were added, maps, brochures, pamphlets and other information were accumulated in order to provide greater service, faster and easier.

The reception center is decorated with a large mural of the Civil War Battle of Memphis painted by William T. Elder, YN1, USN, of Basic Training Group Seven.

Enlisted Navymen and Marines Selected for NROTC Program

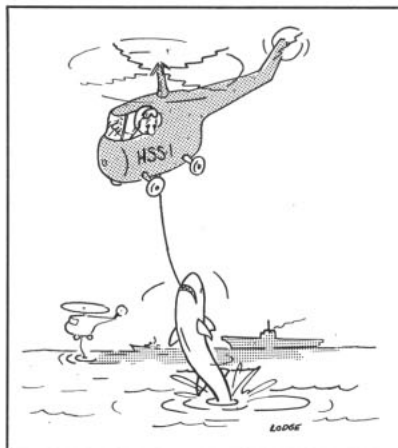
Some 257 Navymen and 79 Marines have taken the first step toward four years of college education—courtesy of the U. S. Navy—and commissions as career officers in the U. S. Navy and Marine Corps.

On the basis of scores attained in the Navy College Aptitude Test conducted last December, and preliminary screening of their service records, they've been provisionally selected for enrollment in the NROTC program.

They will report to the Naval Preparatory School, Bainbridge, Md., for refresher training and further screening.

Candidates finally selected will receive appointments as midshipman, Naval Reserve, and will report to college in September.

All-Navy Cartoon Contest
Honorable Mention
LT B. E. Lodge, USN



Latest List of Motion Pictures Scheduled for Distribution To Ships and Bases Overseas

The latest list of 16-mm. feature movies 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 picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in March.

The Sleeping Beauty (1471) (C) (WS): Animated Cartoon.

On The Beach (1472): Drama; Gregory Peck, Ava Gardner.

The Big Sleep (1473): Drama; Humphrey Bogart, Lauren Bacall.

Cash McCall (1474): Drama; James Garner, Natalie Wood.

Solomon and Sheba (1475) (C) (WS): Biblical Drama; Yul Brynner, Gina Lollobrigida.

The Rookie (1476) (WS): Comedy; Tommy Noonan, Pete Marshall.

The Treasure of the Sierra Madre (1477): Drama; Humphrey Bogart, Walter Huston.

Third Man on the Mountain (1478) (C): Drama; Michael Rennie, James MacArthur.

Subway in the Sky (1479): Melodrama; Van Johnson, Hildegard Neff.

Brother Orchid (1480): Melodrama; Edward Robinson.

Noose For a Gunman (1481): Western; Jim Davis, Barton MacLane.

The Flying Fontaines (1482) (C): Drama; Michael Callan, Evy Norlund.

Around The World in 80 Days (1483) (C) (WS): Comedy; David Niven, Shirley MacLaine.

The Story on Page One (1484) (WS): Drama; Rita Hayworth, Anthony Franciosa.

Flamingo Road (1485): Drama; Joan Crawford, Zachary Scott.

All-Navy Cartoon Contest
Honorable Mention
C. J. Ortega, DMISN, USN



The Gene Krupa Story (1486): Drama; Sal Mineo, Susan Kohner.

They Came to Cordura (1487) (C) (WS): Drama; Gary Cooper, Rita Hayworth.

A Dog of Flanders (1488) (C) (WS): Drama; David Ladd, Donald Crisp.

Silver River (1489): Western; Errol Flynn, Ann Sheridan.

The Purple Gang (1490): Drama; Barry Sullivan, Elaine Edwards.

Six New Correspondence Courses Are Now Available

Six new correspondence courses—five enlisted and one officer—have been issued by the Bureau of Naval Personnel, and five enlisted courses have been cancelled.

The six new courses are:

Title	NavPers No.
Dental Technician, Prosthetic, 1 & C (may be taken for repeat Naval Reserve credit)	91687-1 (ECC)
Surveyor 1 & C	91566-1 (ECC)
Navy Purchase	10402 (OCC)
Torpedoman's Mate 1 & C (Vol. 1)	91298 (ECC)
Air Controlman 3 & 2	91676 (ECC)
Aviation Storekeeper 1 & C	91675 (ECC)
Discontinued Courses	
Torpedoman's Mate 1	91304-D
Torpedoman's Mate C	91306 A
Air Controlman	91657 B
Surveyor 1	91565-A
Surveyor C	91566-A

The enlisted courses (ECC) are administered by the individual ship or station I & E training offices, while the officer courses (OCC) are conducted by the Naval Correspondence Course Center, Scotia, N. Y.

Navy Relief Society Made Loans of \$4,000,000 Plus Grants of \$755,000 in 1959

In 1959 the Navy Relief Society granted more than 60,000 interest-free loans to Navymen and Marines and their families, according to the Society's annual report on its operations.

The expenditures for these loans came close to four million dollars—slightly less than the amount loaned by the Society in 1958. The Society also paid about \$755,000 in outright grants in almost 14,000 cases last year—about the same as in 1958.

One outright grant was for \$3900. A six-year-old daughter of a PO1 was severely burned when her clothing was set afire by a gas heater in a small Southern school. Second and third degree burns covered 60 to 65 per cent of her body. She was hospitalized, but was given little hope for recovery.

The father, who was at sea, was granted emergency leave. He was later assigned humanitarian shore duty near his home. Private nurses around the clock, transfusions, special drugs and extensive laboratory work were vital.

After the critical period passed, extensive skin grafts were needed. The child was hospitalized for nearly 10 months. At the end of the period she had almost completely recovered. Only plastic surgery which could be accomplished at the Bethesda Naval Hospital in Washington, D.C., still remained to be done.

Although medicare paid much of the cost of hospitalization and care, the Navy Relief Society paid out \$3900 in outright grants in this case.

Usually the expenditures are smaller, and the cases turn out to be less serious.

In what the Society calls "relief in kind" (layettes, nursery expenses, thrift shops and such), expenditures during 1959 came to some \$175,000. In 1958 they totaled about \$147,000.

Besides helping financially, the Society rendered assistance in over 50,000 cases last year where monetary help was not required. These "service cases" ranged from answering simple questions to easing complicated situations of personal and family distress.

One case that falls into this category concerned a first class petty

ANSWERS TO QUIZ AWEIGH

- | | | |
|------|------|-------|
| 1. B | 5. F | 8. C |
| 2. E | 6. B | 9. D |
| 3. A | 7. F | 10. A |
| 4. D | | 11. B |

This month's quiz can be found on page 43.

officer who was on emergency leave in California from Guam. His sister had died suddenly, followed very shortly by the death of his sister's husband. Their 15-year-old son was left an orphan.

There were no other relatives and custody of the boy fell upon the serviceman, who was already the father of two boys. They were with their mother in Guam.

The POI's leave was about to expire and the boy had to accompany him to Guam. There was no one to care for him in the States. Only three days remained in which to complete all arrangements. These included court proceedings for adoption as well as authorization for passage on a military plane.

The Navy Relief Society was able to expedite the court proceedings and arrange for transportation. Within the time limit, the POI and his new son were flying home.

The number of Navy Relief Society "service cases"—that is, assistance which does not involve the expenditure of funds—was 51,407, an increase of some 2000 over 1958. These cover a wide variety of personal situations ranging from informal assistance to complex problems of counsel and moral support to Navy families during the absence of the Navyman overseas.

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 current 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. 3—Requested applications from USNR and USNT officers for augmentation in unrestricted line as non-pilot aviation officer (1350).

Instructions

No. 1133.11A—Establishes cri-

teria for recommendations for reenlistment.

No. 1301.31A—Describes a plan for the distribution of unrestricted line officers based on the number of officers of each grade available for detailing.

No. 1301.32A—Emphasizes the importance of the Officer Distribution Control Report (NavPers 2627).

No. 1412.11A—Describes the assignment to duty with Joint, Combined, Allied, and Office of the Secretary of Defense staffs as a requirement for promotion to flag rank.

No. 1430.11B—Provides information regarding eligibility, examinations, study materials, physical qualification and obligated service for advancement to pay grades E-8 and E-9 of all active duty personnel.

No. 1811.1B—Provides information concerning nondisability retirement of officers, warrant officers and enlisted personnel of the Regular Navy.

Notices

No. 1110 (1 March)—Announced the names of those active duty enlisted personnel in the Navy and Marine Corps who have been provisionally selected for enrollment in the NROTC program.

No. 1620 (4 March)—Discussed the dangers of indebtedness.

No. 1520 (7 March)—Announced the selection of officers for the submarine school class which convened 4 April at the Submarine School, New London, Conn.

No. 1020 (8 March)—Announced changes to Navy Uniform Regulations.

No. 1510 (11 March)—Modified certain paragraphs of the Enlisted Transfer Manual to permit qualified enlisted personnel to apply for initial submarine training even though they are unable to meet all physical requirements.

No. 1412 (23 March)—Requested information from USN officers whose previous duty assignments included a normal tour of duty on a Joint, Combined, Allied, or Officer of the Secretary of Defense staff, or equivalent duties.

No. 3590 (24 March)—Announced the schedule, rules and procedures to follow in the upcoming 1960 Navy championship rifle and pistol competitions.

Advances in naval aviation come thicker and faster than ever these days—so fast, in fact, that it's sometimes difficult to keep up with them.

The trick, therefore, in discussing a new plane, is to avoid becoming overly concerned with bare statistics, lest some new development makes such figures old hat.

In the case of the F4H Phantom II, the Navy's first supersonic two-seat, twin-jet, all-weather interceptor, the statistics already racked up are undeniably impressive, but they're far from being the whole story. That story can best be summed up in just one word—versatility.

When it becomes a part of operating squadrons later this year Phantom II will provide the Fleet with an entirely new and superior complete weapons system. It will combine advanced speed, range- and altitude-capabilities with special radar, improved detection equipment, guided missiles, and the ability to deliver both conventional and nuclear bombs.

The result—an attack fighter capable of operating day or night in all types of weather, possessed of the



greatest firepower yet developed and equally at home in the role of an interceptor.

Some of the superior firepower will be provided by Sparrow III and Sidewinder (both air-to-air) missiles. Its long-range capabilities will be aided by the fact that it can be refueled in flight both from a tanker, using the "probe and drogue" system, and from another F4H via the "buddy tank" method.

A few other facts of interest: Phantom II's two J-79 engines give it a total thrust of more than 30,000 pounds. Its wings are swept back at a 45-degree angle, and a downward-sloping horizontal stabilizer provides better handling characteristics at all speeds. It is 56 feet long, has a wing span of nearly 38½ feet, and can exceed twice the speed of sound.

In one of its first tests CDR Larry E. Flint, USN, flew the Phantom II to a record-breaking altitude of more than 98,000 feet. Later, he and LCDR Paul Spencer, USN, piloted it through a week-long series of carrier suitability trials aboard USS Independence (CVA 62).

Here Are Latest Changes in Group V and IX Rating Structure

REVISIONS TO the structure of 10 Group IX (Aviation) ratings and three Group V (Administrative and Clerical) ratings have now been approved by the Secretary of the Navy.

Aviation ratings affected are: AD, AM, AQ, AE, TD, GF, PH, AB, AT and AC. The general rating of Postal Clerk (PC) has been established, and revisions to the YN and PN ratings have been made.

In the Group IX ratings, the changes are as follows:

Aviation Machinist's Mate (AD)

Disestablish, in all pay grades, the General Service Rating of *Aviation Machinist's Mate (AD)* and the Emergency Service and Selected Emergency Service Ratings of *Turbo-Jet Engine Mechanic (ADJ)*, *Reciprocating Engine Mechanic (ADR)* and *Propeller Mechanic (ADP)*.

Disestablish, in all pay grades, the Exclusive Emergency Service Rating of *Aircraft Carburetor Mechanic (ESA)*.

Establish a General Rating of *Aviation Machinist's Mate (AD)* in pay grades E-8 and E-9 and the ratings of *Jet Engine Mechanic (ADJ)* and *Reciprocating Engine Mechanic (ADR)* as Service Ratings under the AD in pay grades E-4 through E-7. (Pertinent qualifications of the disestablished ADP and ESA will be included in appropriate Service Ratings of the AD.)

The path of advancement from *Aviation Machinist's Mate* will lead to Limited Duty Officer, Aviation Maintenance.

As a result of these changes, the new Rating Structure for ADs will look like this:

Pay Grade	Rate
E-9	ADCM
E-8	ADCS
E-7	ADJC.....ADRC
E-6	ADJ1.....ADR1
E-5	ADJ2.....ADR2
E-4	ADJ3.....ADR3

Aviation Structural Mechanic (AM)

Continue the AM General Rating at pay grades E-8 and E-9.

Disestablish the AM General Rating at pay grades E-6 and E-7.

Extend the AME (*Safety Equipment*), AMH (*Hydraulics*) and AMS (*Structures*) Service Ratings to include pay grades E-6 and E-7, as well as the present E-4 and E-5.

Establish the path of advancement for AMs so that it leads to Limited Duty Officer, Aviation Maintenance.

The revised structure will be:

Pay Grade	Rate
E-9	AMCM
E-8	AMCS
E-7	AMEC.....AMSC.....AMHC
E-6	AME1.....AMS1.....AMH1
E-5	AME2.....AMS2.....AMH2
E-4	AME3.....AMS3.....AMH3

Aviation Fire Control Technician (AQ)

Redesignate the General Service Rating, AQ, a General Rating in pay grades E-5 through E-9.

Disestablish the Emergency Service and Selected Emergency Service Ratings of *AQB (Bomb Director)* and *AQF (Fire Control)*.

Establish two Service Ratings—*AQB (Bomb Director)* and *AQF (Fire Control)*—at pay grade E-4.

Make the path of advancement for AQs lead to Limited Duty Officer, Aviation Electronics.

This will be the new structure:

Pay Grade	Rate
E-9	AQCM
E-8	AQCS
E-7	AQC
E-6	AQ1
E-5	AQ2
E-4	AQB3.....AQF3

Aviation Electrician's Mate (AE)

Redesignate the General Service Rating of AE a General Rating in all pay grades.

Disestablish, in all pay grades, the Emergency Service and Selected

Emergency Service Ratings of *AEM (Electrician)* and *AEI (Instrument Repairman)*.

Establish a path of advancement for AEs leading to Limited Duty Officer, Aviation Electronics.

Thus, the AE rating structure will be:

Pay Grade	Rate
E-9	AECM
E-8	AEC5
E-7	AEC
E-6	AE1
E-5	AE2
E-4	AE3

Trademan (TD)

Redesignate the General Service Rating, TD, a General Rating in all pay grades.

Disestablish, in all pay grades, the Emergency Service and Selected Emergency Service Ratings of *TDI (Instructor)* and *TDR (Repairman)*.

Make the path of advancement for Trademan lead to Limited Duty Officer, Aviation Electronics.

The streamlined structure for TD will thus be:

Pay Grade	Rate
E-9	TDCM
E-8	TDC5
E-7	TDC
E-6	TD1
E-5	TD2
E-4	TD3

Aviation Guided Missileman (GF)

Disestablish the GF General Service Rating in all pay grades.

Transfer GF personnel to either the *Aviation Electronics Technician (AT)* or *Aviation Fire Control Technician (AQ)* ratings.

Transfer the functions of the GF rating to the *Aviation Fire Control Technician (AQ)*, *Aviation Electronics Technician (AT)*, and the *Aviation Ordnanceman (AO)* ratings as appropriate.

Photographer's Mate (PH)

Redesignate the *Photographer's Mate (PH)* General Service Rating a General Rating in all pay grades.

Disestablish in all pay grades the Emergency Service Ratings (including Selected Emergency Service Ratings) of *PHG (Cameraman)*, *PHA (Aerial Cameraman)*, *PHM (Microfilm)*, *PHR (Camera Repairman)* and *PHL (Laboratory Technician)*.

Establish the following path of advancement: *Photographer's Mate* to LDO, *Photography*.

All-Navy Cartoon Contest
Honorable Mention
J. F. Melvin, HM1, USN



"Is the barber still on leave, Chief?"

Aviation Boatswain's Mate (AB)

Redesignate the General Service Rating of *Aviation Boatswain's Mate* (AB) as a General Rating at pay grades E-8 and E-9.

Disestablish the General Service Rating of AB at pay grades E-4 through E-7.

Disestablish in all pay grades, the Emergency Service Ratings (including Selected Emergency Service Ratings) of: ABG (*Gasoline Handler*), ABU (*Utility*) and ABA (*Airship Rigger*).

Establish, at pay grades E-4 through E-7, three Service Ratings: ABH (*Aircraft Handling*), ABF (*Fuels*), ABE (*Launching and Recovery Equipment*).

Establish the following path of advancement: Aviation Boatswain's Mates to Limited Duty Officer, Aviation Operations.

Aviation Electronics Technician (AT)

Redesignate the General Service Rating of *Aviation Electronics Technician* (AT) a General Rating in pay grades E-5 through E-9.

Disestablish, in all pay grades, the Emergency Service Ratings (including Selected Emergency Service Ratings) of: ATR (*Radar*), ATN (*Communications/Navigation Equipment*), and ATS (*ASW*).

Establish, at pay grade E-4, four Service Ratings: ATR (*Radar and Radar Navigation Equipment*), ATN (*Radio Navigation Equipment*), ATS (*Antisubmarine Warfare Equipment*) and ATW (*Airborne CIC Operator*).

Input to ATW is to come, initially, from personnel of the disestablished *Air Controlman W* (*Airborne CIC Operator*) (ACW) Selected Emergency Service Rating.

Establish the following path of advancement: Aviation Electronics Technicians to Limited Duty Officer, Aviation Electronics.

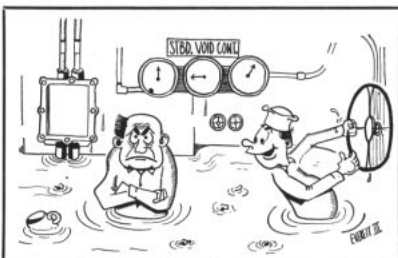
Air Controlman (AC)

Redesignate the General Service Rating of *Air Controlman* (AC) a General Rating in all pay grades.

Disestablish, in all pay grades, the Emergency Service Ratings (including Selected Emergency Service Ratings) of: ACT (*Tower*), ACR (*Radar*), and ACW (*Airborne CIC Operator*).

Transfer the functions and personnel of the ACW to appropriate pay grades of the AT general rating,

All-Navy Cartoon Contest Honorable Mention G. W. Everett, IC3, USN



"Well that should take care of that port list, Chief!"

the ATW3 service rating or the AC general rating.

Establish the following path of advancement: Air Controlman to Limited Duty Officer, Aviation Operations.

Postal Clerk (PC)

Establish a general rating of *Postal Clerk* (PC) in all pay grades.

Add the *Postal Clerk* (PC) to Rating Group V—Administrative and Clerical.

Establish the following path of advancement: Postal Clerk to Limited Duty Officer, Administration.

Yeoman (YN)

Redesignate the *Yeoman* (YN) General Service Rating a General Rating in all pay grades.

Disestablish in all pay grades, the Emergency Service Ratings: YNS (*Stenographer*), YNT (*Typist*), and YNM (*Mailman*).

Remove stenographic require-

All-Navy Cartoon Contest Honorable Mention T. H. Tennant, YNC, USN



"I won the anchor pool, but frankly I'm a little disappointed."

ments from the scope of the rating and indicate billet requirements for stenographic skills in complements and allowances by means of NECs.

Remove postal requirements from the scope of the rating and transfer them to the General Rating of *Postal Clerk* (PC).

Establish the following path of advancement: Yeoman to Limited Duty Officer, Administration.

Personnel Man (PN)

Redesignate the *Personnel Man* (PN) General Service Rating a General Rating in all pay grades.

Disestablish in all pay grades the Emergency Service Ratings of: PNI (*Classification Interviewer*), PNT (*Training Assistant*), and PNA (*Personnel Records Clerk*).

Establish the following path of advancement: Personnel Man to Limited Duty Officer, Administration.

Boat Owners Are Required to Have Craft Registered

If you have your own boat and it is powered by a motor—either inboard or outboard—rated at more than 10 horsepower, it must be registered and numbered under the Federal Boating Act of 1958.

The Coast Guard will issue numbers to boats registered in the 15 states and the District of Columbia which have not yet adopted their own numbering systems. These states are: Alaska, Connecticut, Georgia, Hawaii, Idaho, Maine, Massachusetts, Iowa, Nevada, New Hampshire, New Jersey, Pennsylvania, Tennessee, Wyoming and Washington.

You may obtain your application for the Federal Certificates of Number at any local Post Office. The completed form and a \$3.00 fee must be filed with the Post Office. At that time a blue, Federal Boating Stamp will be affixed to the application and a temporary certificate will be returned to you. This certificate will serve as proof of compliance with the law until the application has been processed by the Coast Guard.

The permanent Certificate of Number to be issued will be an embossed plastic card. It will show the number to be affixed to each side of the bow and must be on board when vessel is in use. A number

awarded by the Coast Guard will be valid from date of issuance and for three years from the date of your next birthday after the certificate is issued.

Application blanks may be obtained from any Coast Guard Marine Inspection Office, as well as at any Post Office, but the fees must be paid at the Post Office.

If your boat was previously numbered by the Coast Guard before 31 Mar 1960, you must apply for a new number under the Federal

Boating Act. Your previous number and certificate, however, may be retained for temporary identification until your new number is issued. Boat owners may continue to operate their craft legally if they have applied for renumbering, paid the required fee and retained proof.

Detailed information on the Federal Boating Act of 1958 can be found in the Coast Guard publication CG-290 "Pleasure Craft" which may be obtained from the U.S. Government Printing Office.

Register of USNA Alumni List Names, Addresses of Graduates

The 1960 edition of the Register of Alumni published by the U. S. Naval Academy Alumni Association is now ready for distribution. It lists every ex-midshipman who ever attended the Naval Academy from 1840 through the Class of 1959. Listed are 39,679 names.

Information on obtaining copies may be obtained from U. S. Naval Academy Alumni Association, Alumni House, Annapolis, Maryland.



FLASHY—USNS *Golden Eagle* (AF 52) trying out sea-going turn signals.

MSTS Tries Out Turn Signal Lights for Ships

If you have been seeing flashing arrows in the Atlantic lately, then you can relax. You're not suffering from fatigue nor are you seeing guided missiles or other modern-day mysteries of the sea.

These arrows are nothing more than experimental turn signal lights that the Military Sea Transportation Service has installed aboard the cargo ship USNS *Golden Eagle* to improve maritime safety.

The turn signals are flashed by *Golden Eagle* as she approaches an oncoming ship in order to indicate just which direction or course she intends to take.

Designed to be visible for three miles, the turn signals are composed of 28 bulbs, each 100 watts, enclosed in amber globes. They are mounted horizontally across the railings on the forward side of the flying bridge and can be seen by oncoming ships in a 120-degree arc.

The control panel for the signals is mounted on the forward bulkhead of the wheelhouse, forward of the binnacle. When the signal switch is thrown the lights flash for a period of 30 seconds, though additional settings can be made to allow for a longer maneuver.

The lights were fitted to *Golden*

Eagle on an experimental basis following the evaluation of lighted turn signals used for the past two years on a Dutch ship in the English Channel.

Reason for these tests is the mounting collision rate between ships working in heavy traffic during recent years. MSTS officials feel that many of these accidents are caused by misunderstood whistle signals. (There are approximately 45 large ship collisions each week.)

Mariners have traditionally looked for plumes of steam from approaching ships' whistles to determine the number of blasts which had actually been sounded. In the case of diesel powered ships using air whistles, no tell-tale steam accompanies the whistle signal and shipmasters and pilots have often been confused about the number of blasts actually sounded.

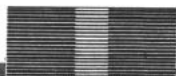
Additionally, skippers have often been tempted to give an extra yank on the whistle lanyard when they feel that the first blast might not have been heard by the other ship. This usually results in confusion and often an unnecessary collision.

While it is unlikely that there will be a flurry of activity in the passing signal industry, MSTS is anxious to learn the reaction to *Golden Eagle's* signal lights. Ships observing them are urged to pass along their comments.

The Coast Guard, meanwhile, is studying the use of synchronized whistle-light signals on ocean-going ships. This type of signal has been required on the Western Rivers, but so far is merely optional on deepwater ships.



DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **BOONE**, Walter Frederick, ADM, USN, for exceptionally meritorious service to the Government of the United States in duties of great responsibility as United States Representative on the North Atlantic Treaty Organization Military Committee and Standing Group from April 1958 to February 1960, and previously, as Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, from March 1956 to February 1958. In his role as the Representative of the U.S. Joint Chiefs of Staff, he exercised unusual professional acumen in upholding and advancing the interests of the United States in the NATO forum. In his capacity as a Specified Commander, Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, Admiral Boone displayed a comprehensive grasp of the vast number of complex and delicate problems confronting him, thereby contributing essentially to the stability of that area and to the continuing prestige of the United States.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

Gold Star in Lieu of Second Award

★ **MILLER**, William, RADM, USN, for exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Director, Strategic Plans Division, in the Office of the Chief of Naval Operations from 2 Dec 1957 to 7 Oct 1958, and as Assistant Chief of Naval Operations (Plans and Policy) from 7 Oct 1958 to 10 Dec 1959. Taking a leading role in establishing and organizing the Navy Department's Cold War Advisory Panel, RADM Miller assumed the chairmanship of this group in 1958, and immediately established lines of coordination and communication between the Panel and numerous governmental, civilian and military groups dealing in cold war matters. Under his

outstanding leadership, the Cold War Advisory Panel made major strides in acquainting both the Navy and the public with the nature and depth of the cold war threat to the United States.

★ **BOND**, George F., CDR, MC, USN, for exceptionally meritorious conduct in the performance of outstanding services in connection with trials of the buoyant ascent method of submarine escape in waters off Key West, Fla., during the period 28 Sep to 2 Oct 1959. Repeatedly braving the hazards of rapid compression and decompression in performing these tests in the open sea at depths in excess of 150 feet, CDR Bond, utilizing a method of escape not previously tested at these depths, succeeded in carrying out a buoyant ascent from a submarine at a depth of 302 feet. Through this record-setting exploit, he not only helped to prove the feasibility of this method of escape from disabled submarines at a similar depth, but also contributed essentially to the safety and morale of submarine personnel.

★ **WALSH**, Don, LT., USN, for exceptionally meritorious conduct in the performance of outstanding services from January 1959 to January 1960 as Officer-in-Charge of the Bathyscaph *Trieste*. Throughout this period, Lieutenant Walsh exercised marked professional skill and resourcefulness in carrying out an important assignment. During deep-diving operations in the Marianas Trench, he successfully completed a series of record-breaking dives, culminated by a dive to the unprecedented depth of 37,800 feet on 23 Jan 1960.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **BLOOMER**, George M., AN, USN, for heroic conduct on 15 Jun 1959 while serving with Helicopter Squadron Two (HU-2), Detachment 45, on board *USS Essex* (CVA 9) at sea. Participating in the helicopter rescue of a critically injured, jet-fighter pilot who had ditched his aircraft in the turbulent seas, Bloomer, aware of the hazards involved, leaped from a height of 20 feet from the hovering helicopter into the floating debris of the crashed plane and swam to the side of the uncon-

scious airman. Despite the extremely choppy waters and rotor blast, he managed to secure the victim to the rescue seat and safely into the helicopter.

★ **CRIPPES**, John J., BM1, USN, for heroism while serving with Mare Island Naval Shipyard, Vallejo, Calif., on 6 Aug 1959. En route from Vallejo to his home in Antioch he encountered a gasoline tank truck and trailer that had plunged off an elevated highway into a schoolyard below and overturned. On determining from onlookers that the driver was still in the cab, Crippes immediately rushed down the embankment and, while standing in a pool of gasoline, singlehandedly tried to extricate the trapped victim from the wreckage. When the gasoline ignited, he vainly continued his rescue efforts until the truck literally exploded hurling him away from the conflagration and inflicting severe burns on his body.

★ **HILL**, Oscar A., BMCS, USN, for heroism while serving on board *USS Salinan* (ATF 161) in waters off Andros Island, the West Indies, on 30 May 1959. When a shipmate was struck and knocked over the side of *Salinan* by a one-inch wire which had jumped out of the stern rollers and swept across the deck, Hill immediately dived overboard, swam approximately 100 yards to the victim, and kept him afloat until another rescuer, with a life-ring, swam to them to give further assistance. With the buoyancy of one life-ring insufficient to hold them up, Hill attempted to obtain additional rings which had been tossed from the ship. Although in a state of almost complete exhaustion, he persevered in his efforts until he observed the ship's whale boat proceeding to pick up the other two men.

★ **KOHL**, Orlin A., SFC, USN, for heroic conduct on the afternoon of 20 Oct 1959 while serving on board *USS Tringa* (ASR 16). When *Tringa* maneuvered to get alongside a one-man liferaft occupied by a downed Air Force pilot, who was lying face downward and entangled in his parachute, the liferaft capsized, tossing the airman into the extremely choppy seas. With the victim's parachute dragging him beneath the surface, Kohl dived into the water, brought the man to the surface, and began cutting away the parachute. Assisted by a shipmate, he secured a line around the pilot, who was then hoisted to safety by members of the crew.

BOOKS

SOMETHING FOR EVERYONE IN THIS MONTH'S LIST

SOMETHING TO PLEASE almost everyone can be found in this month's list of books chosen for comment on this page. You'll find some or all of them at your ship or station library.

Grant Moves South, by Bruce Catton, will be of great interest to Civil War fans. Here, the author of *A Stillness at Appomattox* and *This Hallowed Ground* tells of the military career of Grant from the time when, in 1861, he was called from retirement as a Colonel until, in 1863, as a Major General, he captured Vicksburg. Stationed first in Illinois, Grant was ordered to move South in May 1861; with the capture of Fort Donelson, he gained a confidence that he had earlier lacked.

After Donelson, came his string of victories and defeats, tough marches through swamps, mud and rain; river campaigns and gunboats; the battle of Shiloh and, finally, the capture of Vicksburg. Catton also reports in these campaigns the jealousies of Grant's higher officers and interference by politicians. As Catton treats this period of Grant's life, war has little glitter and the men fighting it are tired, sweating, frightened soldiers, not strutting heroes. Readable and realistic.

The Little War of Private Post, by Charles Johnson Post, brings us somewhat forward in time. *Little War* is the memoir of a foot soldier in the Spanish-American War who happened also to be a first-rate artist and who carried his sketchbook along with his gun. It is the little man's view of the invasion of Cuba in June 1898, from the moment that Post passed his jump test, coughing

test and eyesight test and thus became a soldier, to the day he returned to New York gaunt and fever-ridden—the first man back from San Juan Hill. Personal impressions instead of documented history, this memoir makes the "little" war just as real and just as grim for the men who fought it as any of the big ones.

Two books, **The Far Shore**, by RADM Edward Ellsberg and **My Life**, by ADM Erich Raeder, are concerned with World War II. *Far Shore* is a personal experience story of the American part in the great Normandy invasion. ADM (then Captain) Ellsberg was assigned to the English Channel area where the great artificial harbor was waiting to be towed on D-Day to the Far Shore of Omaha Beach. ADM Ellsberg, it appears, discovered a terrifying miscalculation that might have wrecked the entire undertaking and it was primarily because of his persistence that, through the intervention of the highest British authority, the error was corrected. The rest of the book is concerned with the Channel crossing on D-Day, with its tragic mistakes, its remarkable heroism, near defeat by the sudden storm and, finally, the ultimate landing and the defeat of the Nazi defenders.

In his memoirs, Admiral Raeder, as Supreme Commander of the German Navy portrays the resurgence and rebuilding of the German Navy under the restrictions imposed by the Versailles Treaty following World War I. He gives an account of German naval operations during World War II and of his concept of the over-all strategy for the conduct of the war. His frequent disagreements with Hitler on naval strategy eventually led to his resignation in 1943. He also has a few words to say about the conduct and outcome of the Nuremberg Trials. Good reference material for German naval strategy and doctrine from World War I through World War II.

Turncoats, Traitors and Heroes, by John Bakeless, takes us back a bit in time and to a vastly different atmosphere. *Turncoats* is concerned with spies in the American Revolution, and the author makes the point that the silent war of that time was

just as grim and ruthless—and essential—as present-day espionage. Granted that spies do not, as a rule, write too many reports or memoirs, Bakeless' story, which is based largely on the papers of Sir Henry Clinton, is remarkably complete. As Clinton was a general of the British Army, most of the spies described are, of necessity, the more successful British ones. There were Dr. Benjamin Church, of Boston, who worked for both sides; the illiterate Ann Bates, called the "most successful woman spy in history;" Nehemiah Marks, who found out how Washington received his secret mail. And, of course, Benedict Arnold, Major Andre, Nathan Hale and Paul Revere are included.

Another behind-the-scenes book is **The Invisible Presidency**, by Louis Koenig. Koenig examines the roles of seven men, ranging in time from the era of George Washington to the present, who at a critical period in history, acted as Presidential assistants and, as such, exerted far more power than the electorate ever visualized. A little startling.

Two fiction titles are offered. **Trustee from the Tool Room**, by the late Nevil Shute, is somewhat off-beat as to subject matter but by an author whose techniques and methods of treatment are fairly well established. The theme concerns a "little" man who is thrust into greatness through his search for a sizable fortune in diamonds.

Trask, by Don Berry, is concerned on the surface with a tale of the opening of the Oregon country in the early 1840s. However, in addition, it is an excellent story of the relations between Indians and whites, as well as a description of the character development of the protagonist, Trask.

18th Century Sailor



Early 19th Century Sailor





NAVY'S

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**ALL HANDS
SPECIAL
SUPPLEMENT**

The idea of combining Army and Navy sea transportation under a single command was discussed as far back as the Mexican War (1846-1848). It came up again during the Spanish-American War (1898), and from time to time after that until MSTs became a reality, approximately a century later.

The basic concept—that the military be permitted to control and operate the ships required for military support—was endorsed by Congress in 1903.

Coordination got a boost in 1941, when the Joint Army-Navy Planning Committee proposed that Army transports be transferred to the Navy, and the Secretaries of both services approved. Some ships were transferred, but the plan was abandoned when it was found that personnel ceilings prevented the Navy from manning all the Army vessels.

As a result, the United States went into World War II with the Army and the Navy retaining their individual shipping services. Throughout the war there were four activities controlling merchant-type shipping: the Army Transport Service; the Naval Transportation Service; the War Shipping Administration; and the Fleet Service Forces.

All support shipping was pooled and controlled by the Joint Military Transportation Command in Washington and through committee organization of the War Shipping Administration, Army and Navy at the port level.

Shortly after World War II the wheels started rolling again, resulting in the establishment of the highly successful MSTs organization. Here is the story, derived in

large part from the publication "The United States Navy's Military Sea Transportation Service: Service to the Services," published by the Navy Department.

IN MAY 1946, the Joint Chiefs of Staff directed that a study be made of the procedures necessary if the Navy were to be assigned the single responsibility for an ocean transporting organization.

Three years later—on Oct 1, 1949—the Military Sea Transportation Service came into being. Established within the Navy, it was given a status comparable to that of a Fleet operating directly under the Chief of Naval Operations, and RADM William M. Callaghan, later VADM, was assigned as the first Commander Military Sea Transportation Service with headquarters in Washington, D. C.

Each of the Services concerned was to pay for its respective sea transportation requirements on the basis of the shipping ordered and rendered.

Service to the Services

THE MILITARY SEA TRANSPORTATION SERVICE is a component of the U. S. Navy and was established to provide, under one authority, all ocean transportation for the Department of Defense.

The mission of MSTs is threefold. Briefly, it can be summed up as follows:

- To provide sea transportation for personnel and cargoes of the Department of Defense (excluding personnel and cargoes transported by units of the Fleet).
- To plan and negotiate for use of commercial ship-



MSTS TO FREEDOM—MSTS ships evacuate those fleeing communism, such as Viet-Nameese (left) and Hungarians.

ping to augment the MSTS nucleus fleet as necessary.

- To plan for and be capable of expansion in time of war.

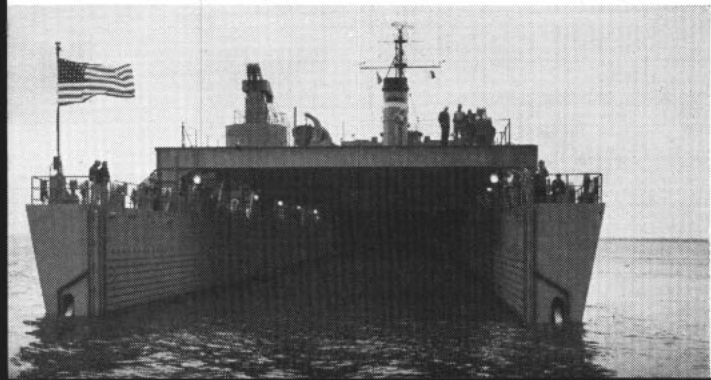
Although MSTS is run by the Navy, three features of its operations distinguish it from any other operational force in the Navy.

The first, of course, is the fact that MSTS provides ocean transportation not just for the Navy but for other DOD agencies as well. In this respect, MSTS may be considered the oceangoing counterpart of the Military Air Transport Service (MATS), with one very important difference. MATS is operated by the Air Force, but personnel, planes and equipment are contributed by both the Navy and the Air Force. In contrast, all ships and equipment of the MSTS nucleus fleet belong to the Navy.

MSTS operations are at once military and industrial in character. It employs both marine civil service and military personnel afloat—sometimes on the same ship. It conforms closely to the instructions and standards formulated by the Coast Guard, the American Bureau of Shipping and the Public Health Service. There is close cooperation with the Maritime Administration.

It also relies heavily on the commercial shipping industry to augment its lifting capacity, thus helping to maintain a healthy Merchant Marine in a state of readiness for emergencies. The extent of this reliance is best illustrated by the fact that 78 per cent of MSTS' 1958 operating expenses of 425 million dollars was paid directly to the maritime industry—berth-line operators, tramp ship operators, commercial operators of Government-owned ships, and private ship repair yards.

USNS Point Barrow (AKD) resembles LSD but is specially built cargo ship (dock) for operations in the icy Arctic.



Trial under Fire

THE ABILITY TO FULFILL its mission was demonstrated during the Korean conflict. When the shooting started, MSTS was less than a year old and was in the process of organizing itself.

At that time the only MSTS ships in operation were those necessary to fulfill normal requirements. All other vessels were laid up in the Reserve Fleet.

Faced with a staggering requirement for sea transportation, MSTS, in collaboration with the National Shipping Authority and commercial shipping industry, took drastic steps to put ships on the line for operations.

Thirteen civilian-manned troopships and eight USNS civilian-manned cargo ships were broken out of the National Defense Reserve Fleet. Three commissioned troopships and 12 cargo ships were broken out of the Navy Reserve Fleet.

In addition, 243 cargo ships were broken out from the National Defense Reserve Fleet and were assigned to MSTS. A total of 308 vessels were taken out of mothballs and assigned to ship repair yards for activations resulting in a major increase in the capability of MSTS to support Korean military operations.

During the Korean conflict MSTS sealifted a total of more than 54 million tons of cargo, nearly five million troops and passengers and more than 22 million long tons of petroleum products to the Far East. This represented more than 85 per cent of the fighting forces and equipment used.

In addition to the sealift support of our forces in Korea, MSTS met the other normal, day-to-day sea transportation military requirements in all other parts of the world.

MSTS vessels also participated in operations not normally expected of non-combatant units. Under temporary command of the Naval Amphibious Forces, MSTS ships participated in the landings at Inchon, Iwon and Wonsan. More than 190 MSTS ships participated in the UN's evacuation at Hungnam, where more than 105,000 military men, 91,000 Korean civilians, 17,000 vehicles and approximately 350,000 tons of supplies were safely loaded aboard and delivered to UN-held territory.

ALL HANDS

Korea was not the only crisis for MSTs. Almost without warning, 300,000 Viet-Nameese chose to leave their homeland by a sealift exodus in order to avoid life under Communism. Just as spontaneous was the uprising on the other side of the world with thousands of Hungarian refugees requiring sealift to the United States. Nor was the closing of the Suez Canal predicted; with the necessary evacuation of Americans from the Middle East and the sudden shortage of tanker bottoms.

Even the normal operations are hardly to be considered routine. The job of delivering defense materials to the Arctic is one to which MSTs likes to point with pride. Pushing its way into waters never before cut by deep-draft ships, MSTs has sealifted the materials necessary to complete the early warning, trans-Arctic electronic defense chain.

Numerous other operations have prevented MSTs activities from becoming dull: Downrange sealift support of Air Force missile tests; participation in the Navy's Operation Deep Freeze; gyroscope movements of Army elements, complete with their dependents and material; sealift of United Nations troops; European migration lifts; Texas Tower resupply; mules to Greece; mosquito-eating fish to Guam, Italian statues to the United States; and patients in iron lungs.

In spite of these varied operations, there has been continued self-improvement in such fields as safety, damage control, sanitation, technical advancement, and construction of special purpose ships.

Operation Sealift

THE ARCTIC OPERATIONS of MSTs deserve more than just a passing mention.

In support of outposts in the Arctic, MSTs has sealifted more than five million tons of cargo to the Far North since 1950.

This special mission, called "Operation Sealift for Security," reached its peak during the 1955-57 operations. This polar assault was made to supply men and materials for the construction of the Distant Early Warning (DEW) radar system which stretches across the entire Arctic fringe of North America.

HOT SPOTS—MSTs ships delivered supplies at Lebanon and (Rt.) participated in the invasion of Inchon, Korea.



BARRELING ALONG—USNS *American Explorer*, one of MSTs's king-size tankers, has 190,000-barrels capacity.

In spite of the worst ice conditions ever recorded in the Arctic, MSTs sealifted more than one million tons of cargo and building equipment, plus 10 million barrels of petroleum products to the DEW Line sites.

MSTs also sealifted more than 50,000 tons of building material and equipment to the Air Force's Ballistic Missile Early Warning System (BMEWS) installation since construction began in Thule, Greenland, in 1958.

All this would not have been possible without the benefit of eight years' experience in polar logistics. MSTs began arctic operations in 1950 when it began the "Seaborne Supply of the North East Command" (SUNEC) in the Labrador-Greenland area.

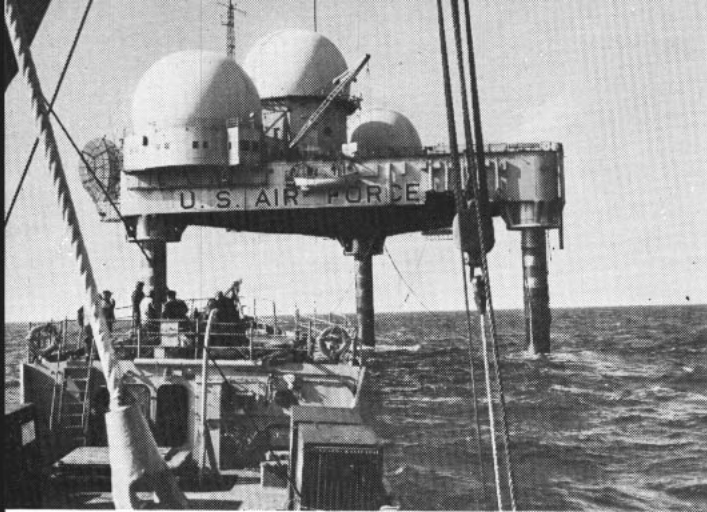
In 1951 over 50 MSTs-controlled ships in support of operation "Blue Jay" transported materials and personnel to build the Air Force Base at Thule, Greenland. Also at that time, the defense sites at Baffin Island and Labrador were established.

One of the smallest, yet one of the most interesting, phases of MSTs Arctic Operations is the resupply of the Pribilof Islands in the Bering Sea. Each year, supplies are sealifted to the U. S. Government's sealing stations on barren St. George and St. Paul Islands. The seal products returned to the States are worth more than the material carried to the Pribilofs.

In 1957, the long-sought-after Northwest Passage became a reality. Since the 1500's, man has sought a practical deep-draft water passage across the top of North America.

MSTs had to develop such a passage as a possible escape route for MSTs ships which found an ice block-





TOWERING—USAF-manned Texas Tower at Georges Bank receives supplies from MSTS ship USNS AKL 17.

ade across their normal route out of the Arctic. Under the direction of VADM John M. Will, USN, an MSTS task group in 1957 charted such a route at the top of North America's mainland, through Bellot Strait and its approaches from the westward through Rae, James Ross and Franklin Straits.

Ship Status in MSTS

MSTS ships are United States naval vessels and are included in the official "List of Naval Vessels." They fly the Union Jack from the jack staff just as other U. S. Navy ships.

MSTS vessels are classified into two major categories: those "in commission" and those "in service."

Currently, MSTS operates only four "in commission" ships. They are the passenger transports *Breckenridge*, *Mitchell*, *Mann* and *Randall*. These five ships carry the prefix USS (United States Ship) and fly the Commission Pennant in addition to the jack. They are manned by Navy officers and enlisted men.

All other ships under MSTS operational control are "in service" vessels and carry the prefix USNS (United States Naval Ship.) They are manned by civilian crews.

All USNS tankers, with the exception of the ice-strengthened *Alatna* and *Chattahoochee*, are operated by

commercial shipping companies employing their own merchant marine crews.

A USNS ship is identifiable on sight by a blue and gold band on the stack. The stacks of the five "in commission" transports are topped by a single black band.

Custom-Designed Ships

TO MEET THE MANY varied and unusual sealifts that MSTS undertakes yearly, several custom-designed ships have been built.

One of the most revolutionary of these special purpose USNS ships is the *Comet*. She is the first ship of her kind to be specifically designed and constructed from the keel up as a roll-on, roll-off vehicle cargo ship.

This roll-on, roll-off prototype was built to provide quick, convenient sea transportation for large vehicle lifts to overseas bases.

Besides the feature of fast loading of military vehicles and short turnaround time, *Comet* offers a means of lifting cargo without breaking bulk, a feature which has interested private industry for some time.

Another important factor about the vessel is the ship's dual use—it can transport vehicle or general cargo, and conventional cargo-handling gear gives the ship everything a conventional cargo ship has.

Comet was designed to lift one-sixth of the equipment of an Armored Division, including trucks, jeeps, tanks and gun mounts, a total of approximately 700 units.

She is capable of rapid loading and discharging of vehicles under their own power through four side ports and one stern ramp. When the loading of the ship is completed, the drivers and their trucks will have accomplished in a matter of hours what probably would have taken several days if the trucks had been loaded by conventional means.

No dockside or floating cranes are required at either end of the voyage.

During the Lebanon crisis, *Comet* transported an entire tank battalion from Bremerhaven, Germany, to Beirut, using the roll-on, roll-off method of on- and off-loading.

• Another bulk transportation problem that faced MSTS involved the movement of lighterage and landing craft in the ice-laden waters of the Arctic. To meet this

TWO MANNIS—Passenger ship USS General W. A. Mann (left) moors with missile tracker USNS Pvt. Joe E. Mann.



need, an ice-strengthened cargo ship (dock), USNS *Point Barrow* (AKD), was built.

Resembling a Navy landing ship dock, the prototype's hull is fitted with an ice belt to withstand the crushing force of heavy ice formations.

Point Barrow encompasses in her construction a number of lessons learned in polar operations. Combining ice-breaker ruggedness with LSD carrying capacity, the AKD is built to deliver lighterage and landing craft to many of the Arctic sites that MSTs services annually.

- Also specially designed for the delivery of bulk petroleum in the Arctic and Antarctic are the AOGs USNS *Alatna* and *Chattahoochee*.

These ice-strengthened tankers are heavily reinforced twin-screw bulk petroleum carriers capable of transporting diesel oil, heavy and aviation fuel, avgas and motor gas virtually anywhere that ice-breakers can go.

Designed for dependable cold weather operations, the *Alatna*-class AOG is a rugged, easily maneuverable ship, able to withstand heavy weather and icing and yet easy to maintain.

- MSTs' three T-AK 270 class ice-strengthened small cargo ships, USNS *Eltanin*, *Mirfak* and *Mizar*, are built to lift cargo into remote polar regions which flat-bottomed LSTs and other vessels are unable to negotiate.

Equipped with fast-acting cargo-handling gear for both reefer and general cargo, the *Eltanin*-class AK is built to work through heavy ice and provide satisfactory stability even after damage to one compartment.

With all-welded steel construction, raked ice-breaker type bow, and modified cruiser-type stern, the T-AK 270 class cargo ship meets the requirements for successful steaming in polar waters.

- MSTs also has in operation five custom-built tankers. Classed as T-5s, USNS *Maumee* (T-AO-149), USNS *Potomac* (T-AO-150), USNS *Shoshone* (T-AO-151), USNS *Yukon* (T-AO-152) and USNS *American Explorer* (T-AO-165) have the largest cargo capacity of any ship in the MSTs fleet.

These 25,000-deadweight-ton T-5s have a cargo capacity of 190,000 barrels in a four-product system. Their cruising speed is 18 knots and they have a range of 18,000 miles.

The *Maumee*-class tanker follows the worldwide commercial trend of increasing the standard size of tankers from 16,000 tons to 25,000 deadweight-tons and above. Like its commercial counterparts, the *Maumee*-class T-5

can carry more petroleum farther at less cost than the smaller and slower T2s.

MSTs' cargo ship and tanker prototypes represent a compromise between specialization and practicality.

- Today's interest in space exploration has added another responsibility to MSTs' role in defense logistics and support. Ships of the Military Sea Transportation Service, already at work exploring the oceans, have now been committed to additional activities which include tracking and recovering missiles and boosters; following the track of satellites; and many other assignments as yet unannounced.

One off-beat function of MSTs is its transportation of aircraft to Europe and the Mediterranean. Home port for the operation is Mobile, Ala., which is also home port of USNS *Card* (AKV 40) and *Croatian* (AKV 43). The two MSTs carriers keep up a steady flow of U. S. European-bound aircraft shipments.

Located at the head of Mobile Bay, 30 miles inland from the Gulf of Mexico, the port has facilities for rapid loading and quick turnaround. It is also one of three Army supply points on the Gulf Coast and is the sole port for a number of Air Force bases in the Deep South. Aircraft from all three armed services is lifted from nearby Brookley Air Force Base.

Before overseas shipment, the planes are inspected and treated with a sea-spray cocoon for protection against salt spray and moisture. Under this joint MSTs-Air Force program, shipping planes in a partially disassembled form instead of flying them overseas, has proved to be economical.

One of the programs Mobile handles is the seaborne transportation of aircraft to Military Assistance Program countries in Europe and the Mediterranean area. On return trips, the two carriers lift Air Force planes to Brookley AFB for overhaul.

Facts and Figures

In a decade of service to the services, MSTs-operated ships have sea-lifted more than:

178 million measurement tons of cargo

14 million passengers

1 billion barrels of petroleum products

MSTs ships, sailing the seven seas, have participated in more than 400 mercy missions and rescues at sea.

MSTs ships have carried over a quarter-million refugees to new homes.

SPECIAL project MSTs ships include missile retriever USNS *Haiti Victory* and (Rt.) oceanographic ship USNS *Chain*.



TAFFRAIL TALK

The Commissary Store at NAS Pensacola has a pleasant custom we'd like to pass on to interested parties. Near the entrance is placed the Fish Bowl, containing a handful or two of small change for the convenience of customers who found themselves a few cents short while shopping.

Loans are limited to \$1.00 and patrons are on an unspoken honor system to return promptly any amount borrowed.

Granted, the practice is not of earthshaking importance, but it is customs such as these that are hopeful signs for the future of our peculiar style of civilization.

★ ★ ★

Another, more widespread naval custom also gives us reassurance as to our country's future. The Navyman has traditionally been openhanded and generous, but we can't help but feel that the practice is growing.

As we get the picture, more and more ships and overseas activities are going out of their way to extend a hand of friendship to all those they meet. Most such gestures are considered of such little importance they aren't even reported. Many a ship's crew quietly digs into its pockets each payday to help support an overseas orphanage or school. Another will "adopt" a youngster and assume complete responsibility for his food, clothing, shelter and education.

Such actions, however, are not confined to Navymen. It's a popular avocation of the entire "materialistic" American public. That's why we'd like to refer—as an example only—to the quasi-official activities of USS *Eldorado* (AGC 11) on its recent tour to the Far East:

Before she left San Diego last November, *Eldorado* took on board some 147,000 "Meals for Millions" which consisted of canned dehydrated, high protein food supplements bought by school children throughout the United States and by *Eldorado* crew members.

At Pearl Harbor, the staff spaces of Commander, Amphibious Group One, who was embarked for the cruise, were used to store an additional 20,000 cubic feet—40 tons—of relief material. This had been collected by the Japanese Relief Society of Hawaii for the typhoon-stricken families of the Nagoya, Japan, area which had suffered severely from typhoons last fall.

Loaded onto the already crowded ship were medical supplies, clothing and household appliances. The material joined other, similar cargo. Somewhere amongst it all was a 1960-pickup truck that had been donated by a San Diego church for a Korean orphanage.

The majority of the clothing, food and other materials went to the victims of typhoons that struck Taiwan and neighboring islands. Another large part went to Japan.

But not all. Some 86,000 Meals for Millions were unloaded at Hong Kong, along with 400 pounds of clothing, 2000 penicillin tablets and 1000 packages of bottles of medicines and antibiotics. These medical materials had been collected by the ship's Chaplain, who had scrounged them from San Diego doctors.

Materialistic? Sure. We're proud to be as materialistic as *Eldorado*.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future.

At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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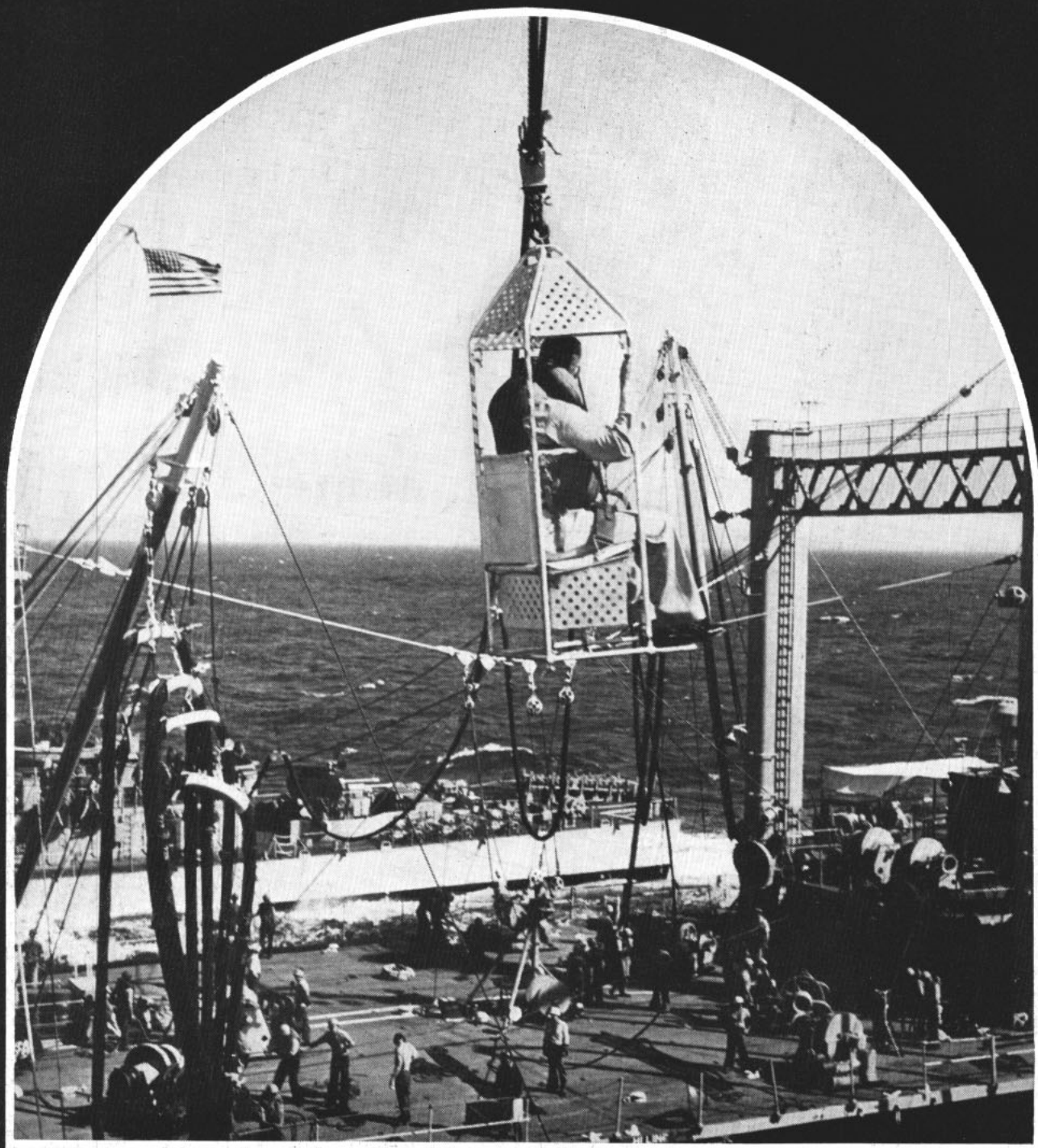
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• AT RIGHT: SMILING faces of carriermen from USS *Franklin D. Roosevelt* (CVA 42) indicate good times ahead as the liberty launch shoves off for the famous Italian port of Naples.

ALL HANDS





GOING PLACES
in the Navy