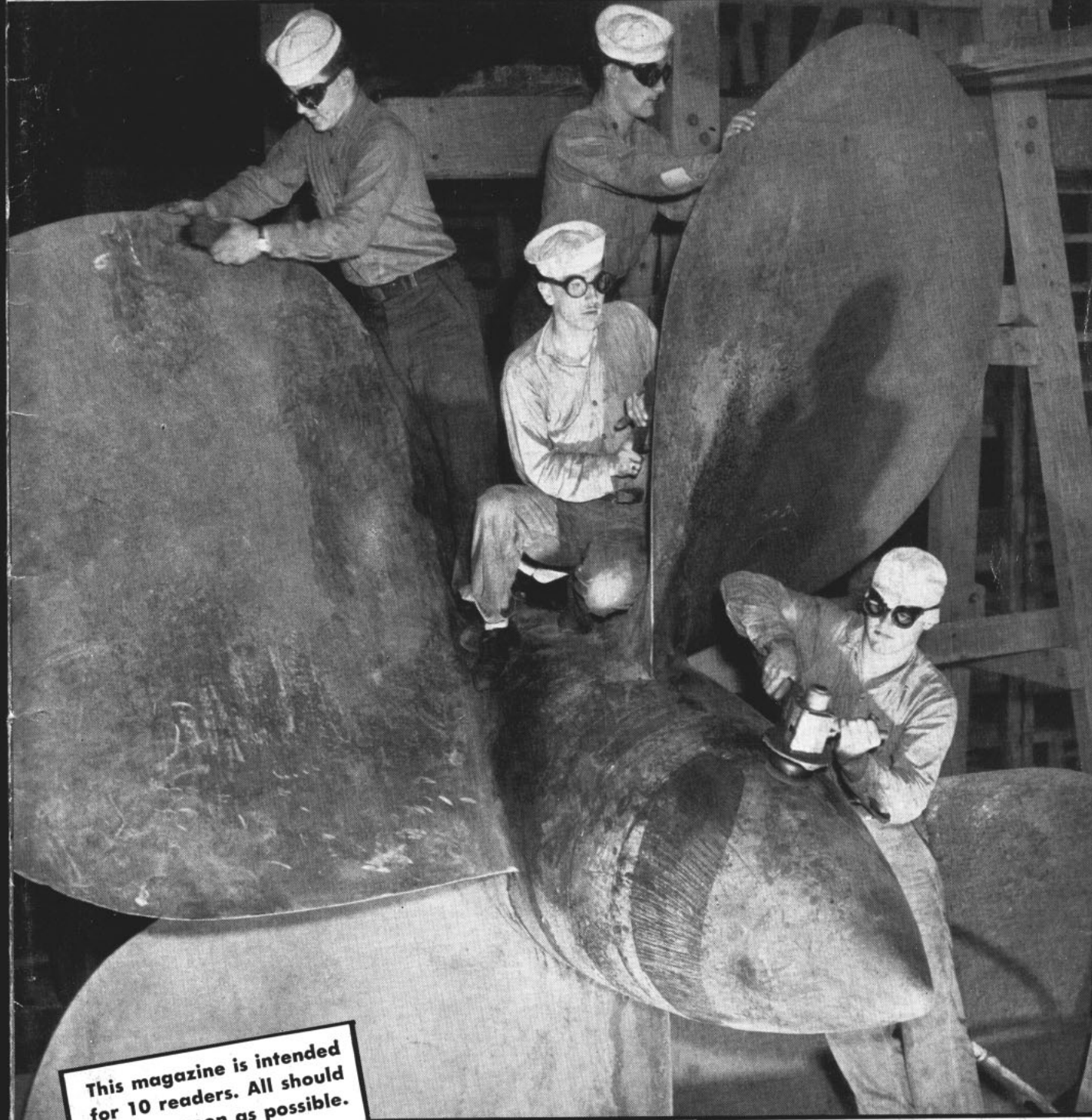


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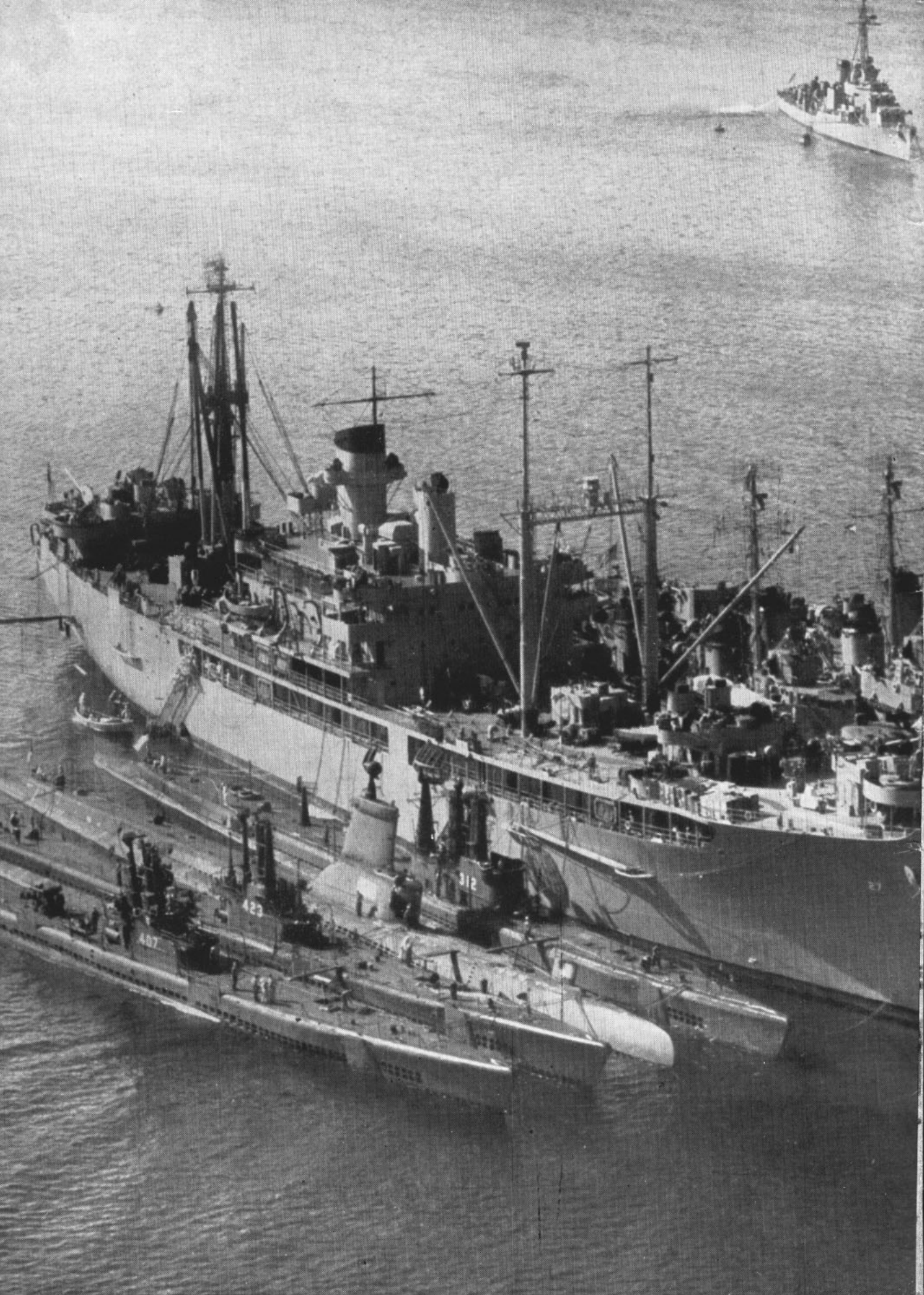
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

MARCH 1951



SERVICE STATION

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1951

Navpers-0

NUMBER 409

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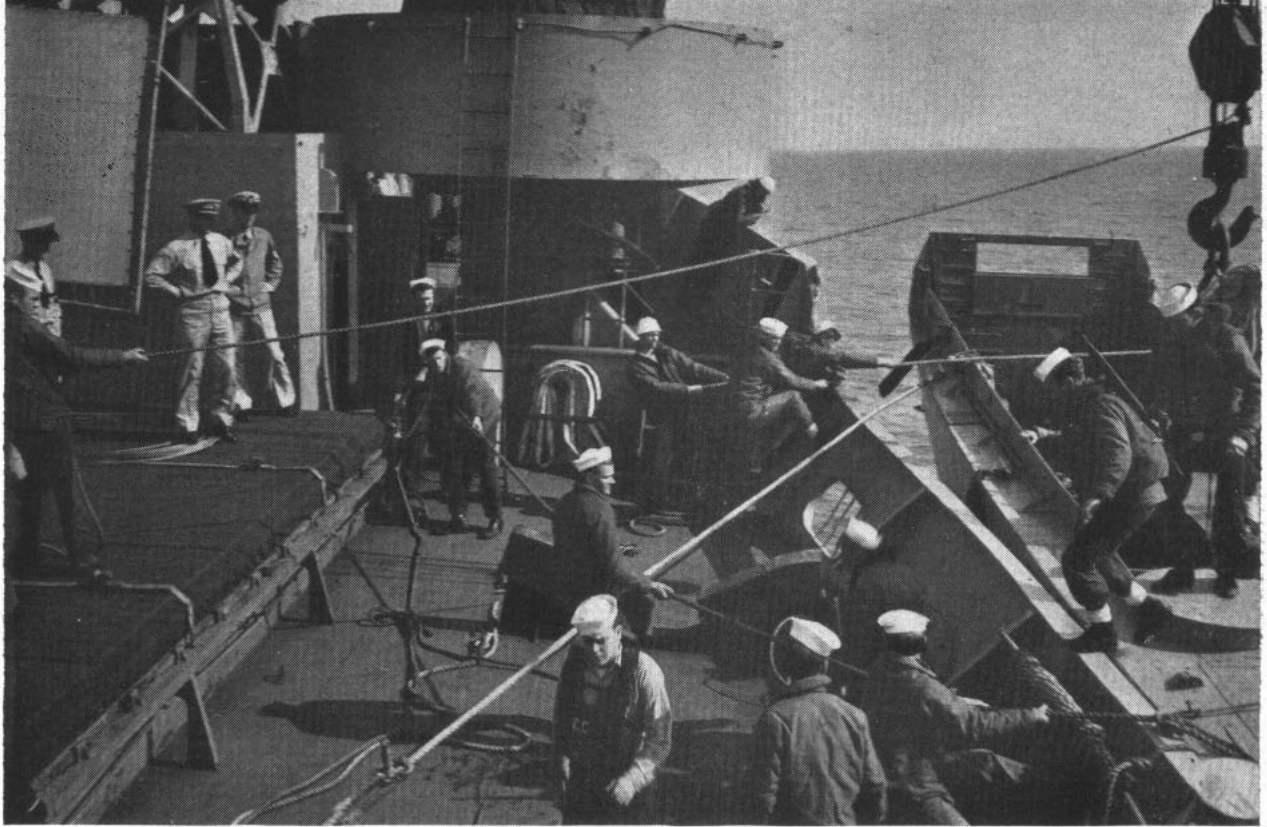
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● FRONT COVER: Symbolic of the Navy's set-to-go reputation and spirit, four members of the M Division clean up one of the four huge, hard-driving screws of USS *Kearsarge* (CV 33).

● AT LEFT: The destroyer tender USS *Yellowstone* (AD 27) is shown at Augusta Bay, Sicily, where she was engaged in repairing destroyers operating in the area and giving minor services to submarines. The ships are, from left to right: USS *Sea Robin* (SS 407), USS *Torsk* (SS 423), USS *Sea Leopard* (SS 483), USS *Burrfish* (SSR 312), USS *Yellowstone* (AD 27), USS *John R. Pierce* (DD 753), USS *Barton* (DD 722) and USS *Shea* (DM 30). In background is USS *Harry F. Bauer* (DM 26).

Credits: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



BOAT CREW hops on deck as LCVP is hoisted to rail of an attack cargo ship during underway training exercises.

Underway Training Teaches Ship Teamwork

ONE OF THE things that keep this Navy of ours going is training.

When a Navyman hears the word "training," he may visualize sailors sitting in a classroom, listening to an instructor. Also, he may think of the division officer aboard ship giving "the word" to his own group of men, whom he sees every day of the year.

Here's another kind of training, something like both of the kinds just mentioned, but not exactly like either of them. It's the training conducted by groups of men which are known as "underway training units."

As married men well know—and as single men may remember—things are different in a home when company comes. They are even different *before* company comes, if the visit is fore-known. The vacuum cleaner makes a speed run around the living room rug; the children get a briefing on the subject of manners. Everyone is likely to be more "on the ball" during the visit, and afterward too, than he would have been had the family simply rocked along as an air-tight unit.

The situation aboard ship is

somewhat similar, and underway training units can be considered the "company"—a delegation of visiting school teachers. To make their stop-overs especially valuable, UTUs give tips on better management as they



DRY RUN—A simulated fire drill is staged by damage controlmen under watchful eye of a CPO instructor.

go along, and end up by filling out a report card on their host.

The training given by UTUs varies with the class of ship, but has a basic purpose which doesn't vary. It is "to afford ships a course of training which will bring them to the highest degree of operational readiness in a given period of time."

Fundamentally, the training falls into two categories — shakedown training, and refresher training. Shakedown training is designed to train newly organized crews in operating their ship and to familiarize them with their ship in general. Refresher training, as the name implies, is instruction designed to restore a crew's former proficiency and to train new members of the crew to take their place in the team. It would be especially valuable after a prolonged shipyard overhaul or similar period of inaction. As a rule, a shakedown training period is longer than a refresher training period, but both types vary. While the shortest course may be less than a week in length, the longest will take more than a month.

Commander, Training Command, U.S. Atlantic Fleet, and Com-

mander, Training Command, U.S. Pacific Fleet, have the overall responsibility for conducting this training. Commanders of the various underway training units serve as representatives of Commander, Training Command, in their respective areas.

Underway training units are made up of both officers and enlisted men. These people—the ones who go aboard the ships—are known as inspector-instructors and as “ship-riders.” Each is skilled and experienced in at least one phase of ship operation; all of them are picked men.

Now to take a look at an imaginary attack cargo vessel *Pastoral* (AKA 789), just out from nine weeks in the Norfolk Navy Yard. She has steamed to Guantanamo Bay, shaking down a bunch of new crew members and conducting a few drills on the way. After awhile she will go on a fairly steady run from Hampton Roads to Europe, but not just yet. First comes some refresher training under guidance of the Underway Training Unit at Gitmo.

The first thing that takes place is an arrival inspection. That’s a sort of preliminary sizing-up by the underway training unit to see if the ship’s crew is prepared to undertake the type of training which has been specified for the ship by higher authority. The basic organization of the ship’s company comes under examination, as does the ship’s administration procedures and the crew’s state of training.

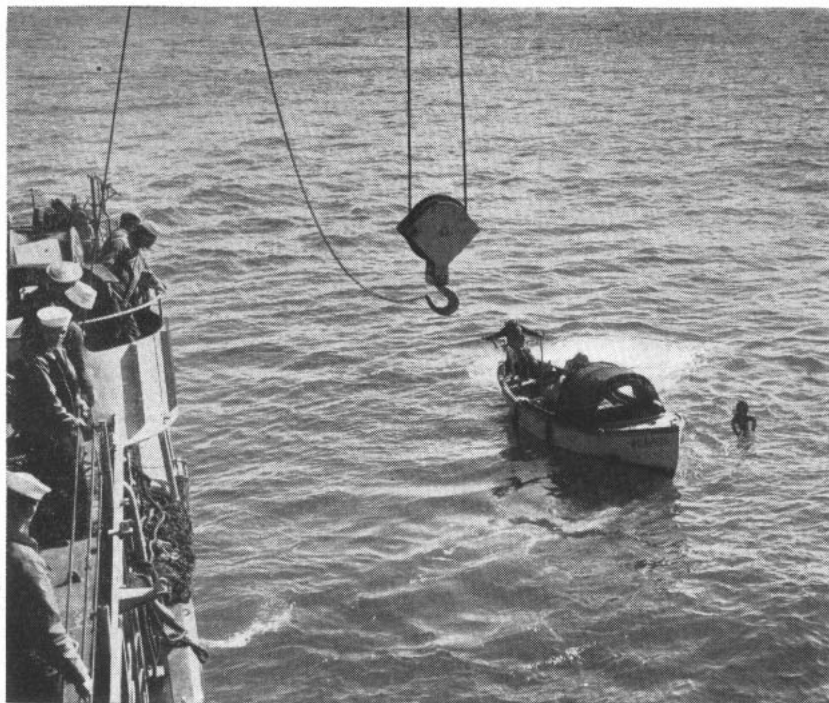
After the arrival inspection there is a get-together between the inspecting team and the ship’s officers. This is called a critique, and amounts to a general frank discussion of what has been observed so far. The commander of the Underway Training Unit now receives reports from his inspectors as to the state of readiness of each shipboard department.

Pastoral, it turns out, is in a state of readiness where she can utilize the training that the UTU is prepared to offer. What cooks now?

Well, the next thing on the fire is a conference. It’s an arrival conference, which will be held at headquarters of the underway training unit, ashore. Here, officers of the ship and personnel of the training unit outline and discuss the course



ANTI-AIRCRAFT crew is checked out during mock air attack. Below: Coxswain maneuvers whaleboat to pick up a dummy during man overboard drill.





SHIP'S CHOW gets taste test from a salty connoisseur. Preparation and serving of battle mess gets a high priority from Navy's shakedown shipriders.

of training that the ship will go through.

"You may have noticed we're a little weak in both communications and engineering," the captain says. "The deck force is sharp on seamanship; most of our other departments are coming along pretty well, too—except that the sick bay could stand a little prompting." These words bear out what the underway training unit men have already observed, to a large extent. The skipper may be a little over-optimistic in a fatherly sort of way, but he knows there's room for improvement.

Another ship in for attention by the UTU at the same time is stronger in communications and engineering, fortunately. That will make extra inspector-instructors in these fields available to *Pastoral*. But the other ship is also somewhat below par in the medical department. It will take careful planning to find enough shipriders to go around, there. Such planning, of course, is what arrival conferences are for.

Now, to sea—with the shipriders aboard. And the man who has said, "I don't like anybody looking over my shoulder," or "I won't tolerate any outside advice," or "Nobody's going to tell me how to do my job" might just as well change his tune. While the inspector-instructors are "right guys," they're not "easy

marks." They won't spend the day hiding out, and they won't look the other way when somebody sluffs off. They're experienced in their job, and they're doing what they're aboard to do.

A little more about these teams—

Almost all the enlisted men in the UTUs are CPOs or PO1s. Besides demonstrating proficiency in their

rating specialties, they have completed a course at the Navy's instructor school to learn approved methods of teaching. After that, they took part in an "intra-unit" training period in company with qualified inspector-instructors.

While, like the members of a household, members of a ship's crew may not notice inefficient practices of long standing—the visiting teacher will. Good can come of it only if the visitors do something about it. What they do is tell the erring personnel about their errors and tell them what the right way would be.

In Guantanamo, where it's just a little way to the operating area, *Pastoral* will come in each night and the shipriders will go ashore. If the training period were taking place in Chesapeake Bay, with the underway training unit based in Norfolk, shipriders would be likely to stay aboard a week at a time. Shiprider duty used to be considered shore duty, but was changed for obvious reasons to sea duty. A UTU man will often spend more time at sea per year than would a person stationed aboard a specific ship and detailed to other types of duty.

The bigger part of a week goes by, and how are things going with *Pastoral* these days?

To tell the truth, they're going rather busily. Monday the ship



SICK BAY and first aid stations are also graded for operational readiness. Shipriders, most of whom are Chiefs, spend more time afloat than ashore.

cruised along in a calm sort of way, but there was much ado in the engine room, the sick bay and the radio shack. Tuesday the accent was on operations, with a couple of smaller ships joining the activities to help create tactical problems. (The underway training unit had arranged for these ships, without any trouble to *Pastoral's* officers.) Wednesday brought some activity on the part of the ship's gunnery department, with the UTU furnishing the targets and pointing out the area for shore bombardment.

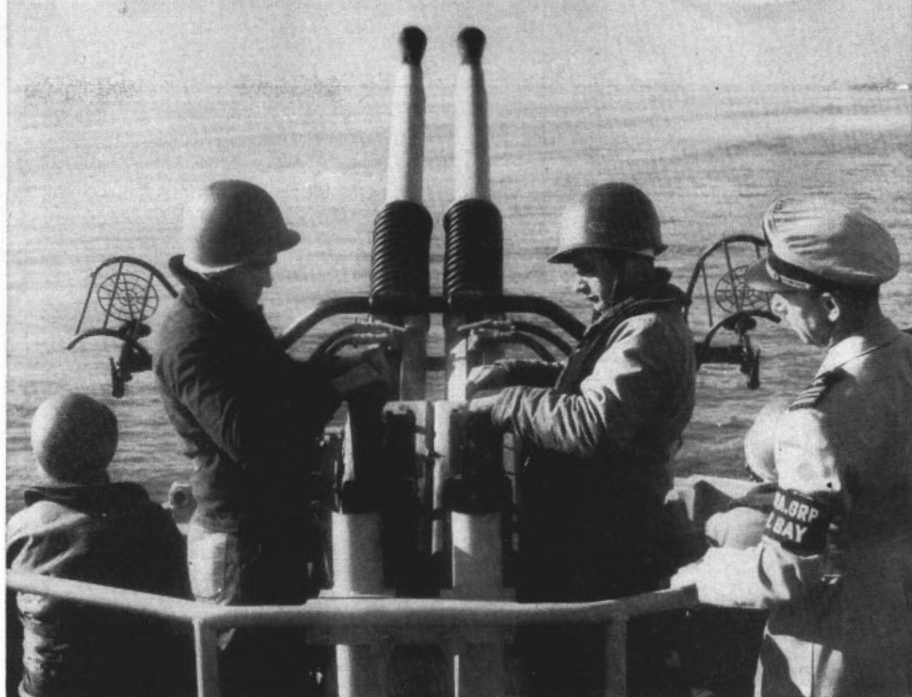
Thursday was devoted more strongly to engineering and operations again, with the sick bay once more coming in for its share of special attention. Friday the damage control parties went through a workout; and the chief yeoman picked up some new pointers on the use of job code numbers. No day was devoted to one department exclusively, and even the departments which were classed as strongest came under some instruction.

Suddenly, it seems, the training period is approximately half over. The skipper would like to know how his officers and crew are progressing, and so would the UTU. So, at about this time, what is known as a "mid-term battle problem" is usually held. The purpose of this is to determine the progress of the ship and to show up any weaknesses which may not have been uncovered as yet. In addition, the battle problem will show just how well the ship functions as a team under battle conditions—as near as battle conditions can be approached with safety.

Various kinds of "hits" are imposed on the ship—shells, bombs, torpedoes—with the resulting "damage" depicted as realistically as possible by the UTU inspection party. Some of damage is simulated; some is temporarily real. Fires aren't actually started, but a compartment full of smoke from a smoke-pot gives a good imitation of a real fire.

Now the mid-term ordeal is over, and there follows the inevitable critique. While it may be unpleasant, the criticism is constructive and impersonal. At any rate, the captain and his officers soon know what their strong points and weaknesses are—and fortunately there is still time left to correct them.

A schedule for the latter part of the training period is now set up,



BATTLE PROBLEM—Shiprider eyes gun crew as men load a 40-mm. prior to firing at attacking 'enemy'. Mock battle marks final phase of training program.



GETTING UNDERWAY an instructor gives lowdown to two engineers. Below: Operations completed, shipriders compare notes, make progress records.





DIM LIGHTS and soft music cast a spell over the dancers as personnel at mine warfare school, Yorktown, Va., celebrate school's tenth anniversary.

Yorktown Mine School Marks Its 10th Birthday

A dance for all hands, during which there were speeches, candle-lighting and cake cutting, highlighted a 10th anniversary celebration at Naval Schools, Mine Warfare, Yorktown, Va.

The school's decade of history dates back to 6 Jan 1941, when the first student body convened with an enrollment of 50 officers and 175 enlisted men. During the years which followed, more than 15,000 persons obtained training there in various phases of mine

warfare. This number has included, besides U. S. Navymen, student minemen from Great Britain, Canada, Australia and several nations in South America and on the continent of Europe.

At the school's birthday party, the youngest arrival on board was called front and center to light the 11th candle after others had torched off the first 10. The 11th light, "one to grow on," was, in effect, a toast to future students and the school's future.



NEXT DAY it is work as usual as trainees turn once more to solving the intricate mechanisms of explosives like these Mark 51 controlled mines.

somewhat similar to the schedule for the first part but designed to overcome and correct the deficiencies and weaknesses that have been found.

However, no one phase is emphasized to the exclusion of others, nor emphasized too long at a time. If two weeks of antisubmarine warfare training were to be included—as it might be in the case of a DE, for instance—it would be sifted in among the other training. It would lengthen the three-week course out to five weeks, but wouldn't come all in one stretch.

And safety. That's emphasized throughout. A shiprider will call the CO's attention to any unsafe method used by any department.

Throughout the training period, instructors and trainees hold a conference each week to discuss the coming week's training schedule. At the completion of training, each ship gets a departure inspection which usually includes a battle problem similar to the mid-term problem. In addition, there are various other kinds of exercises included in the departure inspection — man-over-board, abandon ship, fire and rescue, towing ship, shore bombardment, and others. Sometimes a ship's type commander may specify that the ship's graduation exercise include a full-scale military inspection. In this, the personnel and the ship both get a thorough going-over, from shoe shines to haircuts and "house-keeping." In any case, there follows the critique — this time it represents the final going-over the ship will get from the UTU.

The departure inspection helps determine the success of the training period; the critique outlines conclusions for the benefit of the ship's company. Each department is given an individual grade and the grades are used in combination to show the effectiveness of the entire ship after training.

A final report goes from the training group to the ship's type commander, and—it's all over. For *Pastoral*, this session with an underway training unit is finished, and the ship is better prepared to fill her Navy niche than she was. For the underway training unit—well, there's another ship in the offing. It's a CVE this time, just out of mothballs. It'll be a shakedown job. Arrival inspection Monday.—W. R. Bryan, J02, usn.



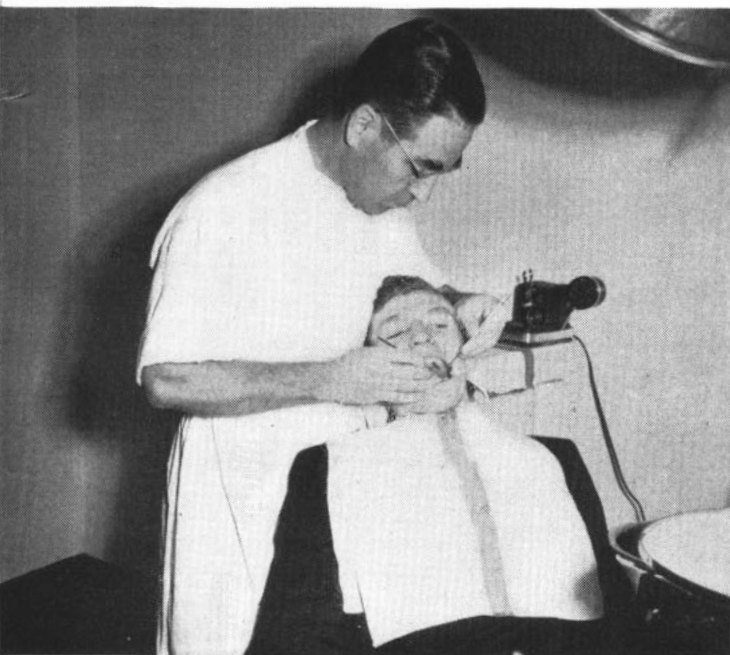
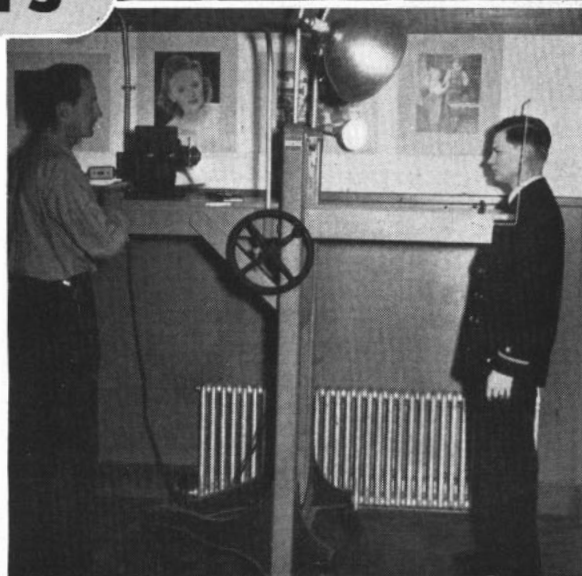
Neophyte Officers

THE NAVY'S FIRST indoctrination school for newly commissioned Naval Reserve Officers to go into operation since World War II has opened its gates.

Half of its first class was made up of former enlisted men of the Navy and Naval Reserve who had earned their college degree and who met other requirements for a commission. Others were commissioned directly from civilian life.

The new school is located on the rolling grounds of the General Line School, Monterey, Calif.

Pictured here (reading clockwise from upper left): A storekeeper doles out a supplementary issue of clothing; the new officers are issued their mess cards; a new arrival gets "mugged"; two trainees shop for a second uniform; and a lately arrived ensign gets the inevitable dental check-up.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ADVANCE NOTICE**—The four months' advance notice previously given Marine Corps Reservists is no longer possible under present emergency conditions.

Those now being called up are given five days after receiving their orders in which to take their physical examinations. If found qualified, Reservists are allowed 25 additional days, plus travel time, before reporting to active duty stations.

• **DOSIMETERS** — Some confusion has arisen over the dosimeters that are worn by personnel in radiological defense work. These instruments tell a person only how much radiation he has been exposed to—they do not ward off the radiation.

Each man in a decontamination party will probably be required to wear one of these dosimeters. Although the Navy has in the past recommended that a man serving

in a decontamination party wear two different dosimeters (*ALL HANDS*, January 1951, p. 8), several new dosimeters are under investigation which may prove to be the all-purpose instrument the Navy wants.

• **RESERVISTS' ASSIGNMENTS** — For the benefit of Reservists who might be confused by the Navy's assignment of Reserve emergency service ratings to fill general service billets when necessary, the following clarification is offered. The case arose when a TEMCA, ordinarily assigned to postal duties, was called upon to fill a TE general service billet and wrote a letter to *ALL HANDS* asking for clarification.

All emergency service ratings cover occupational areas narrower than that of the parent general service rating to permit more specialization and to permit utilization of civilian skills and occupations with a

minimum of additional training. Upon mobilization, the emergency service rating structure would be put in effect for all enlisted men.

Although this is not a time of mobilization, the international situation calls for a planned, orderly expansion of the Navy to meet an increase in authorized strength. Hence the peacetime general service rating structure has been retained.

Since this planned expansion has necessarily been accelerated by immediate and urgent requirements, permitting no time for training prior to assignment, and since the utilization of Reservists to meet these requirements is a temporary measure awaiting ultimate replacement by Regular Navy personnel when available, the Bureau of Naval Personnel has provided for the retention by Reservists of their current ratings whether general service or emergency service.

It was necessary at the same time, therefore, to authorize commandants to utilize both general service ratings and associated emergency service ratings in meeting their quotas.

Notwithstanding the concept of the emergency service rating, it is reasoned that in the event of unbalance resulting from such a procedure,

Shipmates Erect Memorial to Three Crew Members of Destroyer

Three men who fought and died in *uss Farenholt* (DD 491) during World War II have been honored

by shipmates who erected and dedicated a memorial bearing their names at the U. S. Naval Training

Center at San Diego, California.

On 11 Oct 1942, *Farenholt* became the Navy's first casualty during the Battle of Cape Esperance in the Solomon Islands. The ship received two six-inch hits, killing Arba E. Napier, CTM(PA), USN; Mack Buchanan, BM2, USN; and Robert Serafini, SI, USNR.

A memorial fund was raised toward the erection of a permanent navigational aid in Espiritu Santo, where the men were buried. After the war, however, it was decided to erect a bronze plaque and facsimile navigational aid at the Naval Training Center, where it could serve as an inspiration to others as well as a memorial to those who died.

Three men who were aboard *Farenholt* during the battle were on hand to unveil the monument. They were Lieutenant Donald T. Chinn, USN; Carpenter Raymond G. Valentine, USN; and Irvin E. Dunbar, FPC, USN.



SHIPMATES of three enlisted men killed aboard *USS Farenholt* (DD 491) in Battle of Cape Esperance at dedication of memorial at San Diego, Calif.

12 Men On Board Tin Can Ship Over for 72 years

Bombardment duty off the coasts of Korea didn't keep 12 crewmen on board USS *Zellars* (DD 777) from shipping over for a total of 72 years.

While a slight drizzle dampened the decks of the destroyer, the men took the oath of enlistment. When the brief ceremony was over, they changed from their dress blues into dungarees and resumed their usual tasks.

Zellars participated in the re-deployment of United Nations forces at Hungnam.

personnel holding emergency service ratings are the most likely candidates for assignment, in the absence of specially qualified personnel, to the general duties of the general service rating.

In practice, it has been necessary in many cases to assign personnel holding emergency service ratings, including TEM, to duties pertinent to the corresponding general service ratings, but beyond the scope of the particular specialty involved. Such assignments are made as a necessary compromise and not as the result of error, which some Reservists may have been led to believe.

● **GI BENEFITS**—The specific date upon which a serviceman lost his life has no bearing on the eligibility of his widow for a GI loan under the Housing Act of 1950, according to a Veterans Administration ruling.

The new Act entitles unmarried widows of men who lost their lives from service-connected causes, either in or after service, to the GI Bill loan benefits for which their husbands would have been eligible if they had lived.

Administrator's Decision No. 864 dispels any doubt as to the eligibility of those who became widows after 25 July 1947—the date established as the end of World War II for GI Bill purposes.

Therefore, the widow of a member of the armed forces with World War II service who gives his life in Korea may be entitled to a GI loan. A widow would also be entitled to a loan if her husband dies from service-connected causes and she makes application at any time

before 25 July 1957, when the GI loan program expires.

The veteran must meet the service requirements, however. They are as follows:

● Active duty at any time between 16 Sept 1940 and 25 July 1947.

● An other-than-dishonorable discharge.

● At least 90 days' total service—unless discharged under 90 days for line-of-duty disabilities.

● **IN SHARP FOCUS**—So that its in-service education and its public relations can be of the best, the Navy desires that its photographers—still and motion picture photogs alike—stay consistently "on their toes."

As part of the Navy's efforts in that line, the Bureau of Aeronautics issues periodically to the Fleet a publication known as *Photography Technical Bulletin* (NavAer 10-1R). Eighteen of the bulletins were issued from the Naval Photographic Center at Anacostia, D.C., last year, designed for eventual binding. A revised edition of the 125 bulletins which have gone out since 1942 is now being compiled. In addition, the Naval Photographic Center plans to resume publication of a *General Information Bulletin*—a general-interest photo news bulletin such as was circulated to Navy cameramen in the latter years of World War II.

A late 1950 issue of the *Photography Technical Bulletin* covered the subject of motion picture news-reel technique. In a brisk and informal but very informative manner it discussed "common faults," "hints for improvements," "composition," "angles," "lighting," and many other facets of the news cameraman's job.

● **FLIGHT TRAINING**—Naval Reserve nurses on active duty, with the rank of ensign and lieutenant, (junior grade) are eligible for flight nurse training if they are not more than 30 years of age. They must be now on active duty.

The training is given at Gunter Air Force Base, Montgomery, Ala., and is the same as that given to members of the Regular Navy Nurse Corps. It's six weeks in length. New increments of naval nurses report for the training at irregular intervals, as applicants become available.

Applications may be made to the Bureau of Medicine and Surgery.

QUIZ AWEIGH

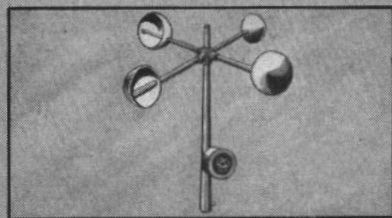
Designed for entertainment and instruction, this quiz offers a brief refresher course for personnel "in the know." If you answer all six questions correctly, you may score yourself 4.0; five is good, four is fair, and three is below par.



Either or both of the men who wear the specialty marks shown above may be called upon to maintain a vessel's fireroom machinery.

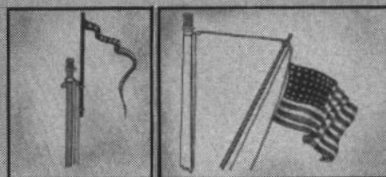
(1) The one at the left designates (a) machinery repairmen (b) boilermen (c) utilities men.

(2) The one at the right is worn by (a) utilities men (b) boilermen (c) enginemen.



(3) This instrument with its rotating hemispherical cups seen on a ship's mast yard is an (a) anemoscope (b) anemogram (c) anemometer.

(4) Its purpose is to (a) record the speed at which a vessel is moving against the wind (b) measure the velocity of the wind (c) indicate the direction of the wind.



(5) The short, slender staff rigged from the truck of a mast (at left, shaded) from which a commission pennant or officer's personal flag is flown, is called a (a) yardarm (b) pigstick (c) trestletree.

(6) The small spar abaft the mainmast (at right, shaded) at the peak of which the national ensign is flown when a ship is underway, is called a (a) truck (b) flagstaff (c) gaff.



BIG GUN of the Fleet, battleship is reactivated. Above: Gunners mates inspect gun 'bloomers.' Below: Painters touch up. Below right: Loading supplies.



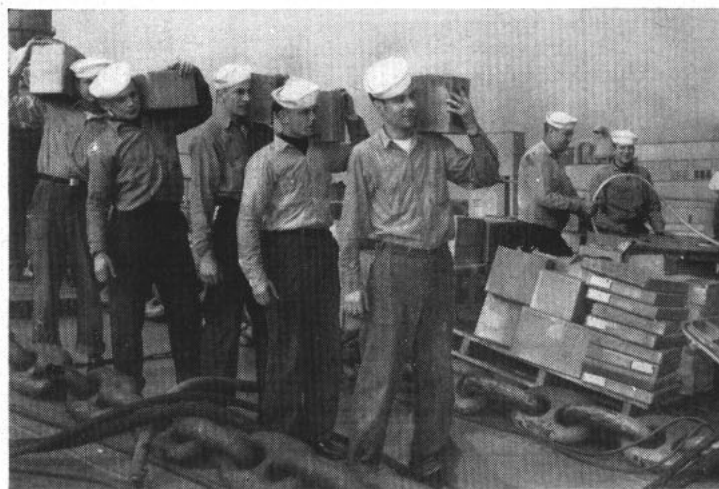
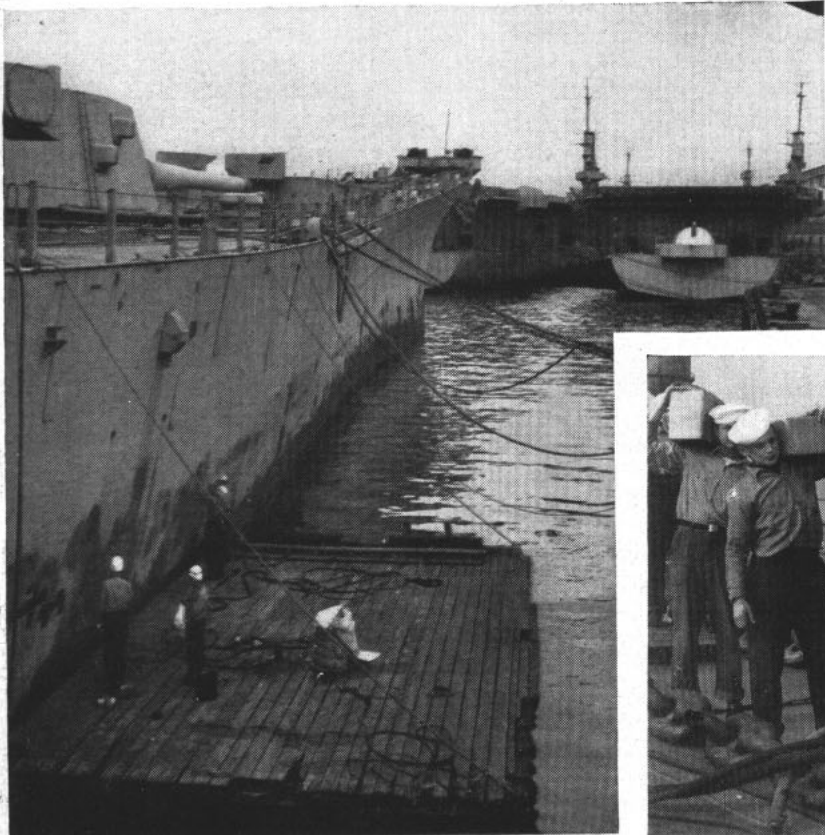
Big Guns Back

THE NAVY has begun to unlimber some of its long-range artillery. Two battleships which can propel projectiles with great accuracy many miles into the enemy lines will soon join the fighting Fleet.

They are the battlewagons *uss New Jersey* (BB 62) and *uss Wisconsin* (BB 64). A similar ship *uss Missouri* (BB 63), has carried out many missions of shore bombardment and has supported two amphibious operations during the Korean action.

The cobwebs which had gathered about *New Jersey* during the ship's three years of idleness were cleared away at the Naval Shipyard in Bayonne, N. J., where the battleship underwent demothballing.

Doors, hatches and ports which had been tightly sealed up were broken open and dehumidification machines were hauled out. These





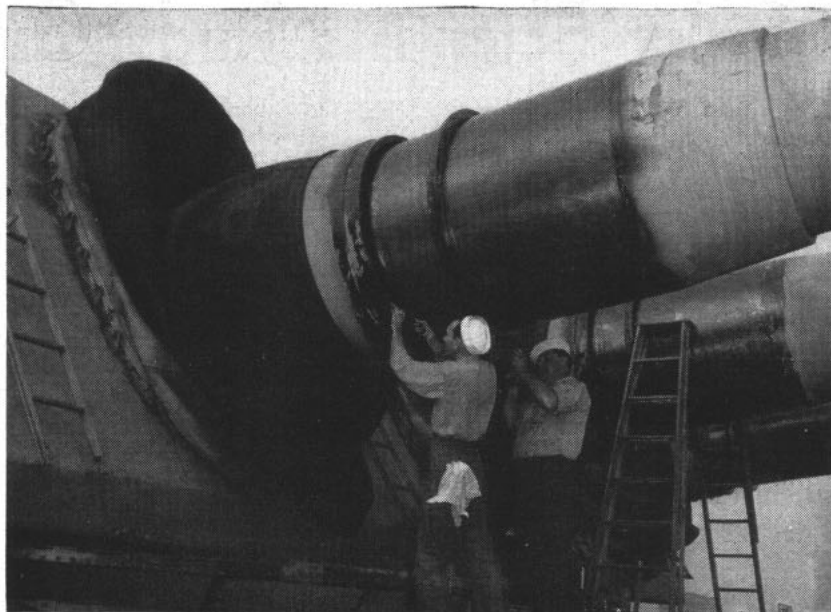
on Active Duty

machines had enabled the ship to "breathe" while it was laid up.

Containers of silica gel which were used to absorb moisture in inaccessible places like water or fuel tanks were brought topside. Next came many pieces of equipment such as 20-mm. and 40-mm. gun barrels which had been stowed for safekeeping in *New Jersey's* moisture-proof innards.

As men began to report aboard to take the giant ship to sea, the familiar paint-chipping began in earnest.

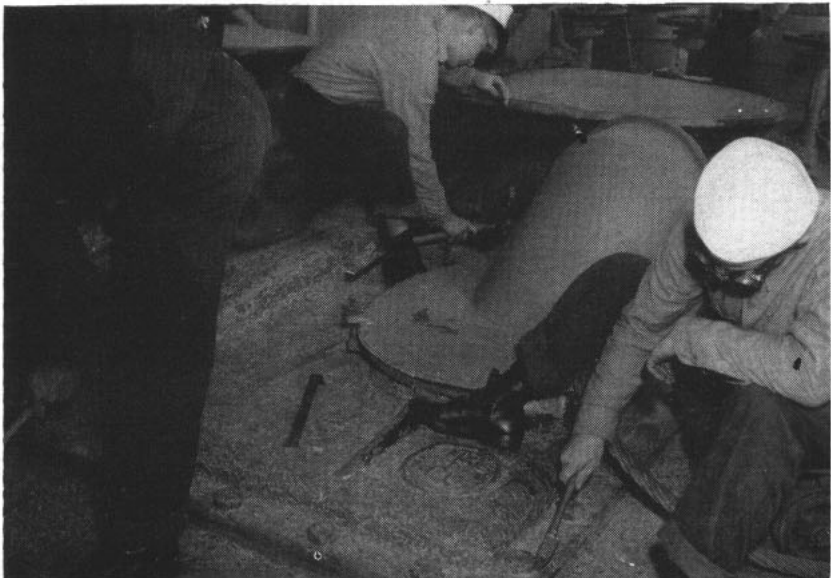
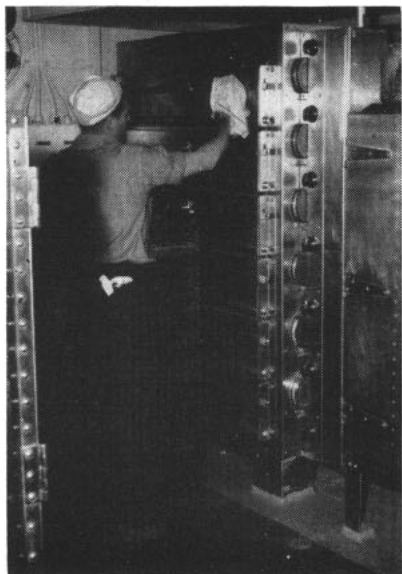
Although no full report was yet in, it seemed certain that the Navy's mothball program had provided the Fleet with quick replacements in a minimum of time.



FIELD DAY on a huge scale gets underway as men pack slide of one of the 16-inchers. Above left: Hungry members of a working party step up for chow.



UNSEALING a 5-inch gun mount, seaman strips off plastic coating. Below Deckhands chip paint. Below left: Crewman gives bake shop a housecleaning.



Sailor-Scientists Study Guided Missiles

IN A BIG LABORATORY on the outskirts of the nation's capital, the Navy is "losing no time." In this research and development building, Navy officers and enlisted men are taking advanced on-the-job training in the newest phase of modern weaponry—guided missiles.

There, at the Applied Physics Laboratory of Johns Hopkins University, in Silver Spring, Md., scientists are engaged in guided missile research for the Navy Bureau of Ordnance. In the wake of pioneer developments in the field, naval trainees from guided missile classes at the Naval Air Missile Test Center, Point Mugu, Calif., and from shipboard and shore stations, now go to this lab for advanced training. Generally, they are men with ratings involving gunnery, electronics or skill as a machinist. Whatever their years of experience or special training, new students at the Applied Physics Laboratory find they are just approaching a vast new field of guided missile technology.

At the Applied Physics Lab—hereafter referred to as "APL"—Navymen step into laboratories which have the latest and best research equipment. First, they are introduced into this new scientific world by officers of the Naval Inspector of Ordnance Office. Then they go to work under the instruction of their naval officers

and the laboratory scientists and engineers who developed the first supersonic ramjet engine and the Navy *Aerobee*. Under such tutelage, the modern-day sailor will become a specialist in some phase of guided missile technology.

Some are assigned to work under

Advanced On-The-Job Training In Newest Phases of Modern Weapon Given Naval Personnel

laboratory technicians on launching developments—problems in getting the supersonic guided missile off the ground. Others, under a naval officer or chief specialist, work with experts in the field of guidance—the highly complicated science of directing the missile or giving it "intelligence" so that it may find its own target.

Then, there is aerodynamics, and work with computers — electronic brains that can solve more problems in a few minutes than a room full of mathematicians could solve in a year. Many of the students go into telemetering — a system of employing electronic devices which, packed into the nose of a rocket, collect and transmit detailed data on the missile's flight and performance to recording

instruments located on the ground.

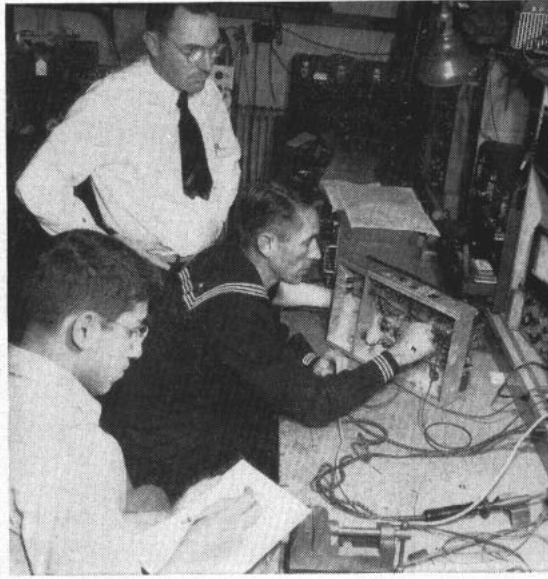
The courses, usually six months in length, include class work and lectures by naval officers and laboratory technicians, as well as instruction in shop techniques. Many of the students are assigned to the APL burner laboratory where they peer through ports in thick-walled cubicles to watch the actual operation of ramjet engines under simulated flight conditions.

It was only in 1945 that scientists at APL translated the principle of the ramjet into an actual propulsion system for guided missiles.

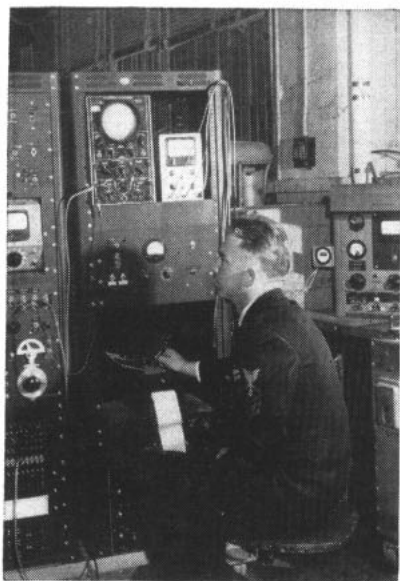
A ramjet is mainly a tube, open at both ends. It is launched by a rocket booster which pushes the ramjet or "flying stovepipe" to sufficiently high velocity to scoop air into the front opening and compress it by the speed. Fuel is injected and burned in the combustion chamber and exhausted out the rear of the tube. The impulse produced by escaping hot gases thrusts the device through the air. When the ramjet engine itself is operating full blast, it takes over and the booster drops off.

Boosters are usually solid-fuel rockets—much the same as the "Tiny Tim" of World War II. The study of boosters is also part of the extensive field covered at APL.

Among the most difficult studies is



OBSERVING actual operation of a ramjet engine in simulated flight, Navy trainees peer into test chamber. Man, left, checks dials while man, center, regulates fuel. Right: trainee tests equipment he will use; instructor looks on.



I. Q. TEST is given to missile by feeding it electronic information, then checking its 'replies' on the panel.

guidance. Scientists themselves have not fully mastered the problems of guidance. The subject involves intricate electronic and mathematical principles, some of which the Navy student learns about in the classroom. Officers and enlisted men alike admit that the going can be tough, but few drop out through failure to keep pace. According to the supervisor of Navy training at APL, the interest of the students is very high.

This is because they are more than

students. Since some facts cannot be found in books or lecture notes, students double as researchers. For instance, they assist in checking data on missile development with scientists and engineers. With the aid of APL members, they take readings on a variety of instruments from common meters to oscillographs.

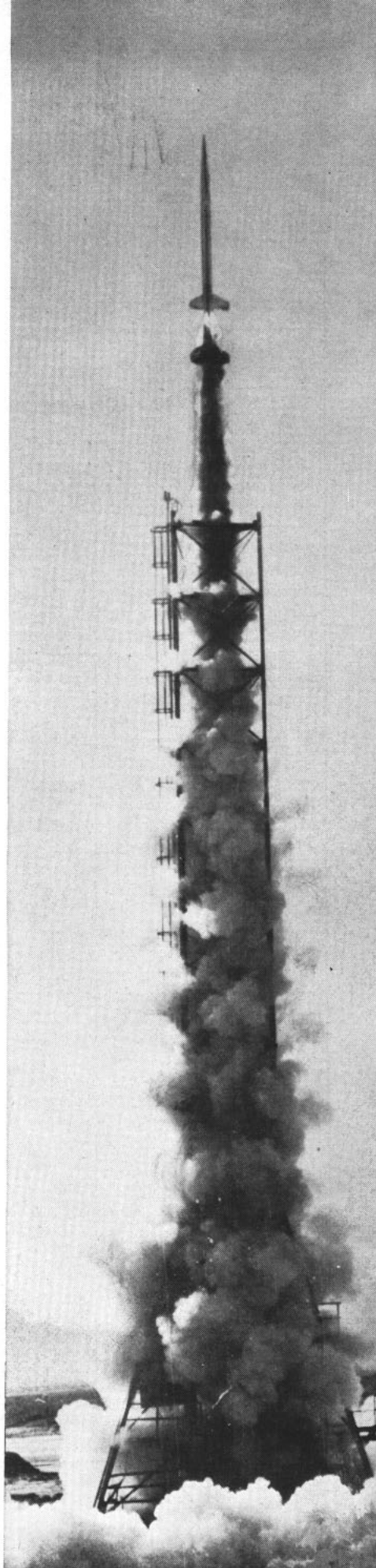
The men make electricity and electronics accomplish things they hadn't dreamed possible before. Sometimes a small group is assigned to try to find a new electrical means for speeding up a laboratory test or function. This often requires the men to lay out several "breadboards"—complicated electrical hookups. The various components of these must be checked and rechecked to find the desired method of electrical operation. The sailor-student soon finds a whole series of challenges and problems to keep him busy. He finds at the finish that he has patterned much of the course himself, gaining self confidence and know-how simultaneously.

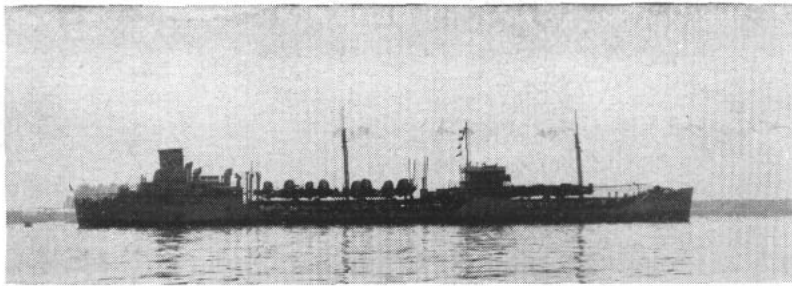
After completing their courses at APL, students are prepared to go to other naval or related establishments for guided missile work, or to one of the contractors associated with Johns Hopkins University Applied Physics Laboratory. The men will continue studies and on-the-job training in their special field at APL, or will go into another phase of guided missile work. Some go to guided missile test centers; others to industrial establishments.

Fourteen industrial organizations



ROLL CONTROL machine enables trainees to study behavior of missiles at supersonic speeds. Right: Aerobee zooms into the sky in a cloud of smoke.





MECHANO DECKING erected on USS Cedar Creek (AO 138) gives fleet oiler 12,000 square feet of space in which to transport Navy planes.

Extra Deck Enables Oiler to Ferry Aircraft

"It's a carrier. It's a cruiser. It's an I-don't-know-what," say some of our younger sailors when they see an MSTs tanker decked out with the latest thing tankers are wearing.

"Decked out" is really the word for it, and no one should criticize the recruits too severely for being taken aback. When an oiler is so rigged, gone—apparently—are the low-riding well decks fore and aft of the superstructure. Stowed on a level with the fo'castle deck and the poop deck may be a great expanse of folded-wing aircraft.

Typical of the double-duty tankers are *uss Mission San Diego* and *uss Cedar Creek*, both part of the Military Sea Transportation Service. The thing that enables them to do double duty is the new wrinkle in maritime transportation known as mechano decking.

Mechano decking reminds many men of the erector sets which are dear to the hearts of mechanically-minded boys. It stands up on legs several feet high to clear ventilators, hatches, valve wheels and other top hamper.

For hauling planes, the structure's top retains an openwork effect, with special wheel chocks providing a place for the thunderbirds to sit.

The whole thing is made of

aluminum, to help keep the ship's center of gravity where it belongs. Because no individual part weighs more than 175 pounds, two men could install mechano decking with no mechanical help except for hand tools.

About the only alteration a tanker needs in the process of becoming a part-time flattop is to have approximately 150 attachments welded onto the weather deck. These look like inverted cups, and provide something onto which the bottom of the "legs" can be bolted. They remain there permanently, although the decking and its supports can easily be removed.

In-built curvature of the ship's topside makes no difference to the mechano decking. It's compensated for in the stanchion bases, and the top of the portable deck is as level as anyone could wish. At the same time, it's not so unyielding that it's going to object to a little "working" in a heavy sea.

Installation of such a deck on a standard T-2 type tanker provides approximately 12,000 square feet of space for topside loading. Masts and stays extend down to their normal points on the ship's permanent topside. Enough space is left along the edge of the weather deck for normal foot traffic.

and eight universities—called associated contractors—come under technical direction of the Johns Hopkins University Applied Physics Laboratory. They form a "task force pattern" of research and development for attacks on guided missile problems. The entire task force, known as Section T, operates under a Navy BuOrd contract. Under this arrangement, the proximity fuze (VT) was developed during World War II. The task force is now employed in the Navy's *Bumblebee* guided missile program.

For a description of the Navy's basic training in guided missiles, conducted at the Naval Air Missile Test Center, Point Mugu, Calif., see *ALL HANDS*, October 1950, p. 2.

Three U.S. Ships to Italy

Three more U.S. Navy vessels have been turned over to a friendly foreign nation under the provisions of the Mutual Defense Assistance Program.

The destroyer escorts *uss Gandy* (DE 764), *uss Thornhill* (DE 195), and *uss Wesson* (DE 184) have been delivered to the Italian Navy. These ships have been renamed *Altair*, *Alderbaran*, and *Andromeda*, respectively.

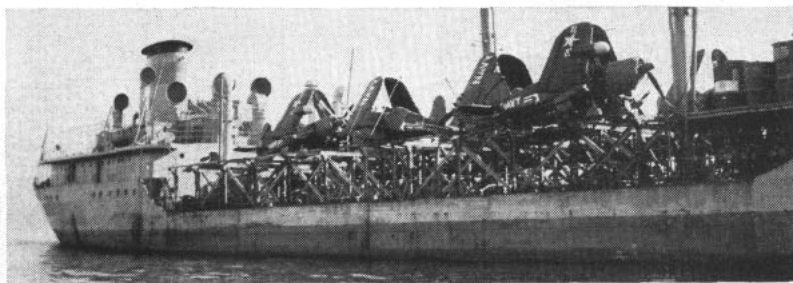
De-mothballing of the Reserve Fleet vessels took place at the Norfolk Naval Shipyard, Portsmouth, Va. Several months ago officers of the Italian Navy arrived at Norfolk and have since been joined by additional crew members. They are undergoing instruction in the operation of the American-made ships.

Carefully selected personnel have been translating instruction books from English into Italian, tracing out wiring, fuel and water systems, and otherwise preparing themselves to operate the escort vessels.

Street Names Honor Heroes

Fourteen Navy and two Marine Corps pilots from the midwest who lost their lives for their country were honored by officers and men of the Naval Air Station, Olathe, Kans., by having the station's streets renamed for them.

Families of 13 of the men were present at the ceremonies. Names and photographs of the honorees have been mounted in a permanent memorial in the lobby of the station's administration building.



China Shoppers

HONG KONG, located as it is in one of the danger corners of the world, is still a great adventure spot for the visiting sailor.

In the daytime, despite the threat of a possible Communist invasion from the mainland, the island of Hong Kong with its main city of Victoria is a bustling, prosperous place. In its many different shops American Navymen can take their choice of bargains from a lush assortment of items like gems of all types, woodcarvings, chinaware, cloisonne objects, silks and woollens.

At night, the city becomes a rainbow of neon lights which blaze out of the darkness to advertise night clubs, dance halls, hotels and an amusement park.

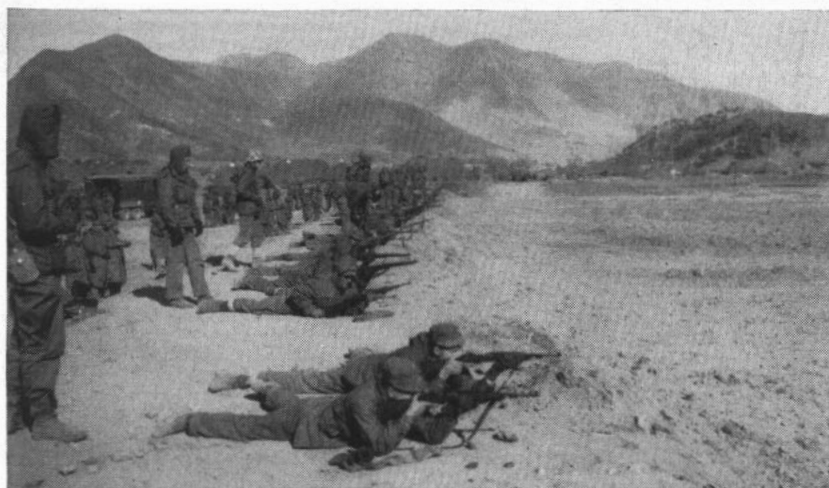
In the old section of Victoria, the visitor will find a maze of terraced, cobblestoned streets, many of which can be climbed only by foot (above). From shop doorways bordering the streets, salesmen call out their wares and lead buyers inside (center).

For the visitor in search of a view of the harbor, a cable car leads from the old city to the top of 2000-ft. Victoria Peak (below, right). In sharp contrast to the old section are the modern banks and office buildings and the well-dressed Hong Kong girls of the modern section of the British Crown Colony.





CHIPPING SNOW off flight deck, crewmen of USS *Badoeng Strait* (CVE 116) prepare to launch F4Us. Above right: Shipboard Marine guards prisoners.



LEATHERNECKS practice firing while awaiting orders to move up once more. Below: LST takes last-ditch troops off beach at Inchon after fall of Seoul.



Action Is Hot,

THE WEATHER was cold, the action hot for naval forces operating in support of United Nations armies who were grinding their way up the Korean peninsula.

Ice clung to the lines of ships of the Seventh Fleet as its heavyweight, *uss Missouri* (BB63), poured 16-inch salvos into Kangnung, leaving a smoking ruin. Snow flurries intermittently swept the flightdeck of *uss Philippine Sea* (CV47), as she sent her 8600th flight into the Korean sky—the total mileage of her fliers reaching the equivalent of more than 173 trips around the world.

Ashore a Marine sergeant with outside feet (15½EE, they are) wore out his unique boondockers but slogged along in frosty gunnysacks



MAIL CALL — Navy mail clerks aboard an aircraft carrier in the war zone bear



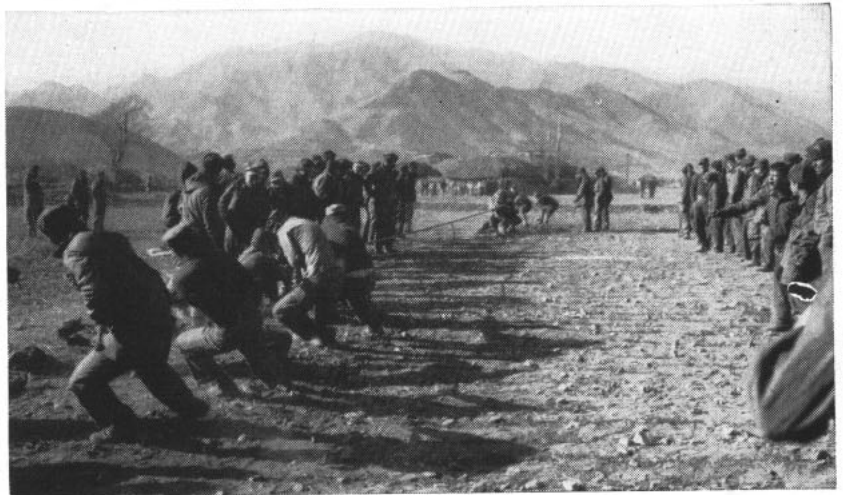
Weather Not

ROUGH WEATHER fails to keep USS Cimarron (AO 22) from refueling USS Philippine Sea (CV 47). Above left; Old Glory flies from icy rigging.

until his company commander found out about it and had him evacuated. And another Marine fired his rifle—just to see that it wasn't frozen—and flushed a covey of Red troops.

All in all, it was cold as Greenland—but it was the tough Chinese Communist forces, supposedly injured to sub-zero weather under combat conditions, who were retreating, and the allied armies who were advancing, doggedly.

LtGen Matthew B. Ridgeway, commander of the U. S. Eighth Army; estimated that Communist losses due to weather conditions were high. Though Americans and their allies suffered, their equipment was doing its job of keeping cold weather casualties within bounds.



TUG-O-WAR among Marines in a rear area rest camp takes minds off the larger struggle. Below: Troops land at Inchon before Seoul fell to the enemy.



a hand to get sacks below where they will be opened, welcome letters passed out.



Building a Strong Reserve Undersea Force

HALF A CENTURY ago, the seven-man crew of a brand-new type of U.S. Navy craft prepared to perform a naval maneuver which was to have far-reaching effects on modern warfare.

Assigned to carefully arranged stations, from which they could not move for fear of upsetting the craft's equilibrium, the crew was readying to submerge the vessel, sail under the water, and then return to the surface!

These underwater sailors were crew members of *uss Holland*, the Navy's first true submarine, purchased on 11 Apr 1900.

Although there have been "submersible" vessels of various types, starting with David Bushnell's *Turtle*, America's first submarine, which have performed in the Revolutionary War, the War of 1812, and the Civil War, the invention of

John Phillip Holland at the turn of the century demonstrated the potentialities of a powerful as well as feasible new type of warcraft.

Less than 50 years after *Holland's* purchase by the Navy, the prototypes of this vessel in World War II had chalked up a record which was not approached by any other warcraft of any nation.

The following facts illustrate this point:

- Two-thirds of the Japanese merchant fleet, and one-third of the Imperial Japanese Navy were sunk by U.S. submarines, according to Rear Admiral C. B. Momsen, USN, Assistant Chief of Naval Operations For Undersea Warfare.

- Statistics record that the total amount of Japanese merchant and naval shipping sunk by our undersea Navy was 5,320,000 tons, and that represented 54 per cent of all Japanese shipping sunk by all means. (U.S. Submarine Operations in World War II.)

- This feat was accomplished by a mighty, but small, segment of our naval fleet, representing, in fact, less than two per cent of all U.S. Navy personnel in World War II.

Three out of every four men who were undersea fighters in World War II were Naval Reservists, and it is probable that in any future conflict a comparable proportion of subma-

rine personnel will again come from the Navy's Reserve organization.

The training program, therefore, for the Naval Reserve's submarine force is a highly important one, despite the fact that this component is small in numbers as compared to other Reserve activities, such as the organized surface component.

The official mission of the Reserve submarine program is "to provide trained personnel who will augment the personnel of the active submarine forces on mobilization" in order to:

- Bring the crews of active and reserve submarines up to full complement as soon as possible.

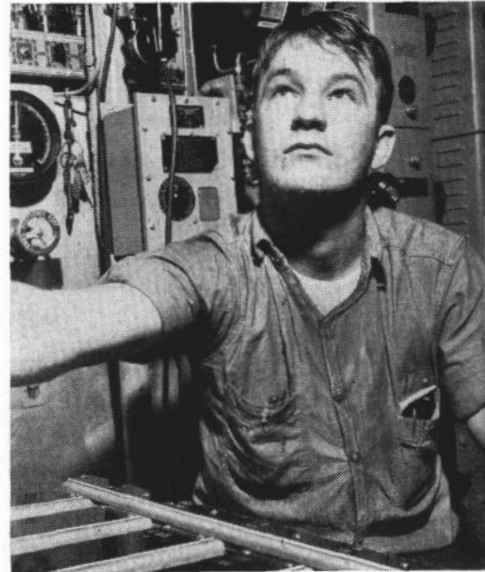
- Provide trained repair personnel for submarine tenders and bases.

- Provide submarine relief crews as required.

If anything like 75 per cent of our submarine force in a new mobilization period is to be drawn from the Naval Reserve, the training program established in this civilian component must be geared to provide the highest type of instruction in an extremely complicated — but equally interesting — field.

Today there are 38 training divisions in the Organized Submarine Reserve — with plenty of openings still available for prospective members in each division.

Reaching its full quota is one of



SURFACING SUB glistens in the sun (left). Top: Reservist manning stern plane watches depth indicator during dive. Right: Controllerman cocks ear for order.

the problems at the present time of every Reserve submarine division. This is due to numerous factors. A major one is that the Naval Reserve can draw on proportionately fewer submarine veterans as members of drilling units, since only two per cent or less of all naval veterans were originally in the wartime submarine component.

A second factor is that the large majority of these wartime submarine veterans come from small towns, inland cities, and widely-scattered communities, thus living too far away to join a Submarine Reserve unit.

Factor number three is the high qualification standards which are required. *It takes the best men to operate one of the most effective of our present day weapons.*

To permit the submarine component of the Naval Reserve to carry out its mission creditably, low age limits and the same strict physical and mental requirements have been established as in the Regular Navy's underseas force. These requirements are more rigid than those for members of the surface component, and among the highest of any branch of the armed services.

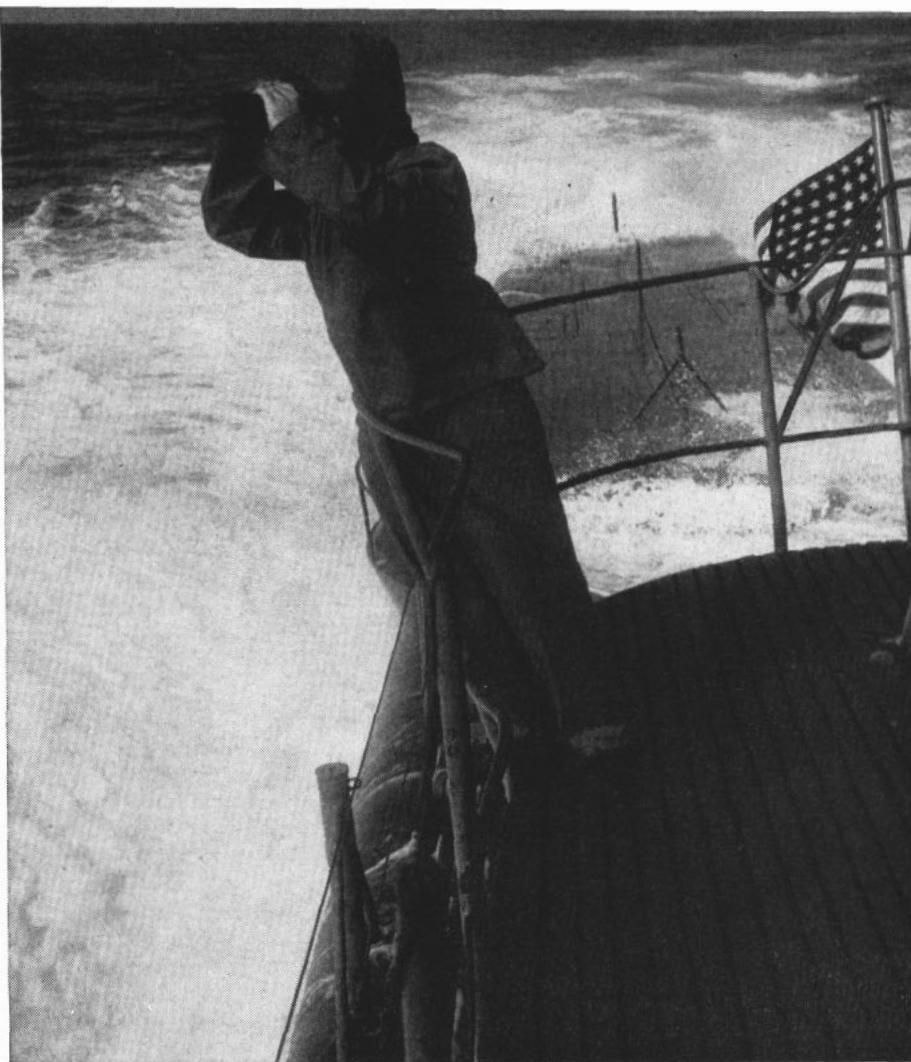
The next time you meet a qualified member of the Navy's submarine forces, Regular or Reserve, you can be reasonably sure that he is a man above average intelligence, who possesses judgment and emotional maturity, that he can keep his head in emergencies, is reliable and trustworthy in the performance of his duties, and that he has team spirit. Such men make a taut ship.

These are the qualifications as determined by psychologists as necessary for living in the close confinement and relatively crowded living conditions of a submarine without becoming a social problem to one's self or one's shipmates.

The *esprit de corps* in the submarine forces is correspondingly high.

"I never knew a submarine man yet," says one hardy veteran of numerous patrols, "who wanted to get out of them. In fact, the hardships of submarine life as visualized by people ashore are mostly imaginary."

For example, surveys have shown that the submariners, besides having a higher than average "IQ", are among the best paid, the best fed, and the best read of all personnel in the Navy. In addition, a subma-



ALERT LOOKOUT braces himself against a rail as he scans horizon. Undersea boats like this one are a far cry from the USS *Holland* of 50 years ago.

rine has a higher percentage of rated men than any other type of ship in the Navy.

That's because a submarine is an intricate, highly complicated piece of machinery, built with the precision of a watchmaker's art, and requiring trained technicians to operate and maintain it.

A visit to the nearest Naval Reserve Training Center which houses a submarine drilling unit will prove this to you amply, if you haven't had the experience of boarding a sea-going submarine.

There is more science packed, per square inch, into a submarine than

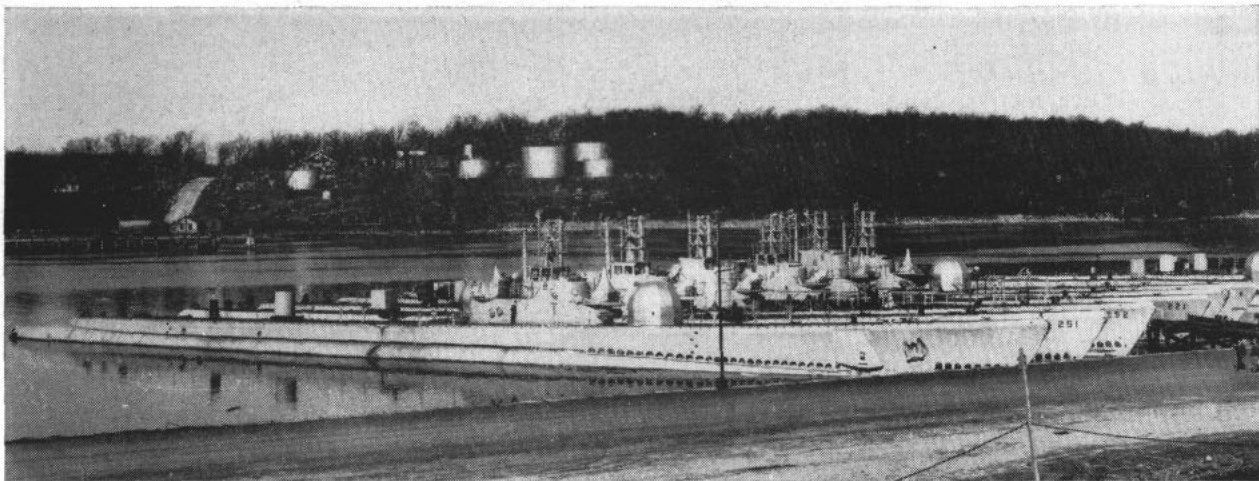
into any other warcraft, the submariner will tell you — and it would be almost impossible to prove him wrong.

To prepare himself as a future member of an undersea crew, the new Reserve recruit in an organized submarine unit drills once a week, both in the classroom and aboard a permanently moored submarine which gives him the "feel" of his sea duty assignment as well as on-the-job training. When he is sufficiently advanced, the Reservist participates in weekend cruises, and undergoes annual two-week training.

Half of the Reservist's drill time — which is in a pay status — is spent in training for advancement in rate, while the remaining half is spent in studying for qualification in submarine, to earn the right to wear the dolphin's badge.

The Reservist's first 14-day train-

**Can You Identify Every Piece
Of Gear in a Submarine?
'Deep Dunkers' Can—and Do**



MOTHBALLED SUBS nestle close to the shore at New London, Conn. Unzipped, boats get crews of mostly Reservists.

ing duty — if he has no submarine qualification — is devoted to selective screening and basic training at a submarine activity. Here it is finally determined whether he is physically, temperamentally and mentally qualified for this type of duty. If he passes the tests, he's recommended for "Qualified for Submarine Instruction" (SP). If he's not found qualified he is encouraged to transfer to an organized submarine repair division or to another organized program.

The next step in his Reserve training is to the classification of "Qualified in Submarines (Limited)" (SG), and he is given 36 months in which to prepare for this test. It includes a practical examination which must be

conducted on board an operating submarine by qualified submarine officers.

After this he may advance to "Qualified in Submarines" (SS), which requires the same examination and qualifications as are demanded of personnel in the Regular Navy. This classification carries with it the privilege of wearing the dolphin's insignia.

While training in the Submarine Reserve is primarily for the enlisted man, selected submarine divisions have established officer training sections in order to provide operations submarine training for officers and to furnish a pool of well-trained officers which will be utilized to keep the standard officer allowances of sub-

marine divisions up to the assigned quota.

There are nine student officers in each group, readying themselves for full qualification in submarines. Their individual training stresses not only instruction in submarine operation, but leadership and administration, with the aim of fitting the officers as functional personnel within a submarine drilling unit.

A third program in the organized undersea component is provided in the submarine repair divisions, of which there are five, situated in port cities near submarine bases.

In the case of the Reserve submarines who live too far away from an undersea drilling unit to join up, the Navy has devised two methods of helping them to continue their training, at least in part.

First, if a Reservist who is qualified in submarines lives in the vicinity of a surface drilling unit, and no submarine unit is available, regulations permit him to join the surface division, and drill in a pay status.

Secondly, the Naval Reserve has established "national quota submarine divisions", which are actually mythical units, since they exist only on paper, and do not meet or drill. Personnel who are not able to join a submarine training activity, and who have consequently enrolled in an organized surface drilling unit, are also listed as members of the paper units. They study enlisted Navy Training Courses and Officer Correspondence Course on submarine subjects, in addition to their other training with the surface units, and if professionally and physically qualified they are reasonably assured of assignment to submarine duty if



SKULL SESSIONS on dry land come before a Reservist is sent to sea for actual shipboard training. Chief checks out his men on a submarine's fuel oil system.

ordered back into active military service.

On first joining a Reserve submarine unit, the new recruit finds himself on the threshold of a Navy career which combines the elements of science and mystery, good fellowship, skillful training and the opportunity to enter a variety of specialized fields.

He may choose the field of basic electronics—including radar, sonar and loran—or diesel engines, hydraulics and numerous other specialties.

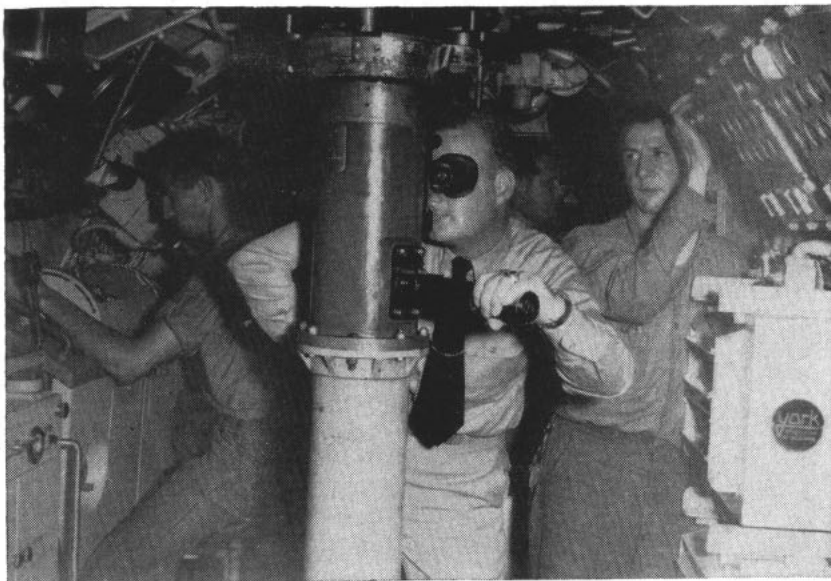
He learns about the snorkel “breathing” tube—a device which made it possible last year for one submarine to remain submerged for 505 hours, more than 21 days.

He is introduced to the modern “guppy” submarine—a fast warcraft which derived its name from the title of the research work that brought it about—Greater Underwater Propulsion Power Project.

At Reserve submarine training units the Navy has installed mock-up submarine devices which aid the trainees to learn part of their job on dry land. Permanently moored submarines, tied up along the piers near the NRTCs, provide “school of the boat” training. (Technically and by size a submarine is a ship, but submariners almost invariably call their vessels “boats”.)

How safe is all this training in the Reserve’s submarine component?

The exacting “dry land indoctrination” of the Submarine Reservists is



UP PERISCOPE!—Conning officer, aided by Reservists, sweeps the area with his ‘scope as a submarine rises to the surface after a training evolution.

organized to train him thoroughly before he has a chance to go out to sea as a full fledged member of a submarine crew. In training aboard the permanently moored submarine near his NRTC, the Reservist has an opportunity to learn even more carefully his sea-going job. None of these Naval Reserve submarines is actually equipped to submerge, but the diving station is rigged to permit simulated dives.

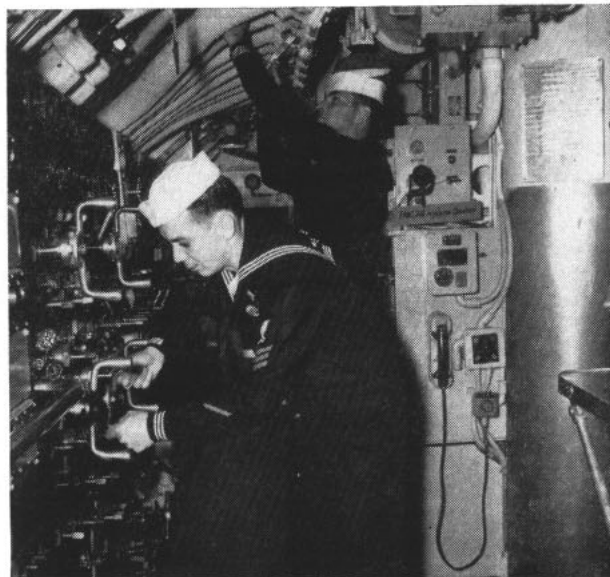
While earning his “Deep Dunker Certificate” and becoming fully qualified, the submariner, Reserve or Regular, must be able to start at the

stern and work to the bow of his boat, naming every part—and there’s a great deal of equipment crowded into the 300-plus foot length of the modern submarine.

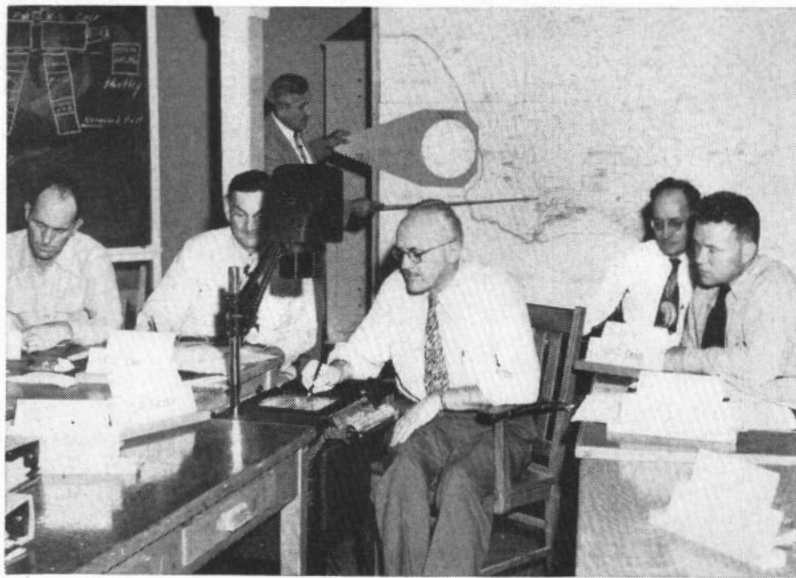
Who can join the Organized Submarine Reserve? The following are basic age or service requirements:

- Any qualified submarine veteran of World War II, or submarine officer or enlisted man honorably separated from the service, may transfer from the Volunteer Reserve to an organized submarine division, providing he is not over 36.

- Any person who is a graduate



ORDER FROM CONN gets prompt action (left). Right: Men in the control room re-learn operation of air manifold.



CATASTROPHE hazards and relief measures are outlined at special Navy school which show Navymen and civilians how to cope with disaster.

Disaster Relief Course Taught at Navy School

More students are desired for enrollment in the Civil Engineer Corps Disaster Relief Course at CECOS, Port Hueneme, Calif. Civil defense officials are eligible to attend, as are naval officers. CEC officers are especially desired; Reserve officers are welcome.

The purpose of the course is to prepare students to set up disaster relief plans for their own stations. The faculty is made up entirely of Civil Engineer Corps officers, each an expert in at least one phase of disaster relief. Emphasized is the matter of restoring facilities damaged by cataclysms, man-made or natural. The course includes a discussion of natural disasters such as floods, fires, tornadoes and earthquakes, besides bomb damage.

Length of the course for regular Navy officers is three weeks, while Naval Reservists take a two-week course. Average attendance at any time is 10 students. Approximately 180 civilians and Regular officers, and 200 Reservists have completed the course since it began in 1949. Of the Reservists, many hold key jobs in industry and engineering and in state governments and the Federal government.

Men who have completed the course are qualified as consultants at their own stations and communities. Disaster Relief Planning is expected to minimize the effects of

any major disaster occurring within a naval activity or in the surrounding community.

There is nothing academic about teaching methods at the Disaster Relief Course. Students actively participate as well as listen. They are divided into teams, and each team devises its own disaster plan for a typical military installation. These plans are submitted to the staff for a "trial run." Plans are standardized as far as possible so that a person transferred from one station to another would know in general what his duties would be in case of disaster.

Quotas for CEC officers at the Port Hueneme Disaster Relief Course are three officers per course from each naval district and river command. Quotas for other officers are left to the discretion of the officer-in-charge of the school. CEC officers should apply for the course through their district commandants. Others should write directly to the Civil Engineer Corps Officers' School.

Although the course is aimed primarily toward public works personnel, it is considered to be worthwhile for other Navy staff and line officers, as well as for Marine, Coast Guard, Army and Air Force officers, civilian personnel in the military establishment, and civil defense officials.

of a submarine school or who has had experience on board, repairing or building submarines, is eligible for transfer from the Volunteer Reserve to an organized submarine division, provided he is not over the age of 32.

• Any enlisted man who has not had submarine experience may transfer from the Volunteer Reserve to any organized submarine unit if not over the age of 28. Any officer veteran with no previous submarine training but who is qualified for line or engineering duty, or any non-veteran officer who is a graduate of college with an engineering or scientific degree, is eligible for transfer from the Volunteer Reserve to an organized submarine division, if not over the age of 28.

Personnel with the above qualifications who are not in Naval Reserve may join up and transfer immediately to the organized component.

With an appreciation of the fact that the submarine service is one of the nation's strongest lines of defense as well as one of our most forward lines of offense, the Naval Reserve is working to build up as quickly as possible a strong and active under-seas component. It is already well on its way to this goal, having started immediately after the close of World War II.

Savings Bond Drive

Navy shore activities are being urged to intensify their civilian savings bond programs so that the Navy can regain its position of first place among government agencies in payroll savings participation.

At the top of the list for 17 months, Navy slipped out of the first slot last November, largely because of the rapid increase in the number of civilian employees.

Last summer the Navy attained its overall objective—that of enrolling 65 per cent of all civilian employees in the program. Since then the average participation has declined five per cent. Therefore, shore activities that have not conducted payroll savings campaigns in the last six months and that have enrollments below 65 per cent are directed to speed up their programs to achieve this goal.

It will take a lot of effort to beat the record of Navy shipyards who top all government agencies in their past participation in the payroll savings plan.

Small-Mighty Fleet Tugs Show New Skill In Sub Rescue

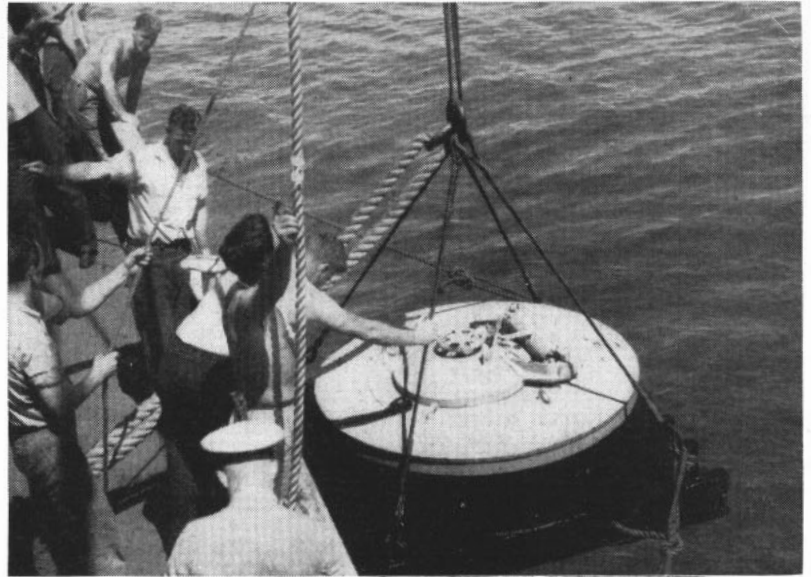
FLEET TUGS may pinch-hit for submarine rescue vessels in possible future emergencies. Experiment toward that end have been conducted in the Navy, with the latest performed by the Pacific Fleet Submarine Force.

Frequently, submarines of the Pacific Fleet operate in areas where rescue vessels are not assigned. This made the fleet-tug test especially vital to personnel of Submarine Squadron One, the group which conducted it.

To begin with, a "false seat" bearing a typical submarine escape hatch was lowered to the ocean floor near Barber's Point, off the coast of Oahu. With it was placed a marker buoy of the type which would be released by a sub.

Meanwhile, the fleet tug *uss Abnaki* (ATF 96) was knee-deep in activity. Men brought aboard hundreds of fathoms of mooring-line; air hose, diving gear and other vital rescue equipment. They rigged mooring gear which, in a submarine rescue vessel, would be already rigged. They hoisted aboard highly charged air flasks to take the place of the compressors aboard a sub rescue ship. The tug's deck gear would have to serve and no decompression chamber would be available for the divers.

The submarine rescue chamber



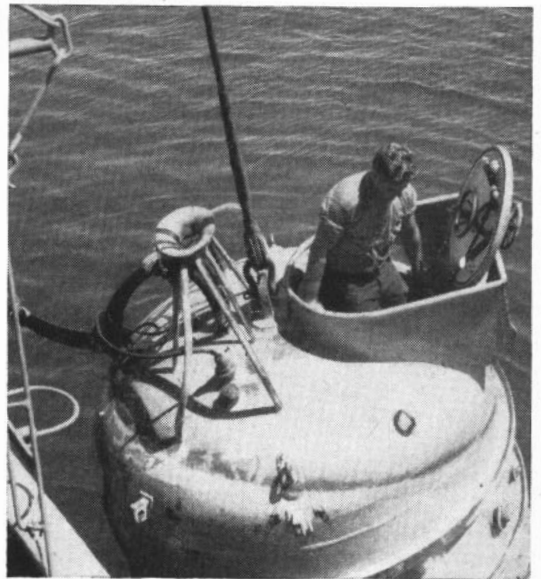
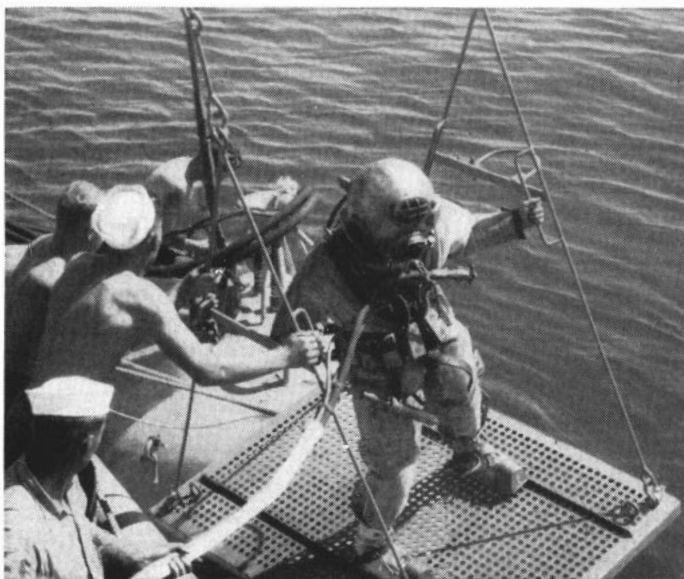
FALSE SEAT, a device which takes the place of the hatch of a sunken submarine, is lowered into 132 feet of water during the rescue exercises.

—sometimes called a diving bell—was too big and heavy to be carried on deck. A harbor tug towed it; floating, to the site of the "disaster."

Four anchors were sent plunging, one by one, into the sea around the false seat. The tug's crew, with the assistance of the divers, attached mooring lines to buoys floating above the anchors. At last the tug rode motionless above the false seat. A diver descended to at-

tach the rescue chamber's down-haul cable; men clambered into the sub rescue chamber, reeled it down to the sea floor, allowed it to rise again. Meanwhile, a helicopter hovered overhead. The commander of SubRon One was observing the maneuver.

The operation was a success. Result: Given divers, salvage gear and plenty of compressed air, a fleet tug could conduct such a rescue.



GROTESQUE gear arms skilled divers for under-sea mission (left). Rescue chamber would take men to surface.



FRESH IDEA NEEDED FOR SEA WATER

WOULD you like to be rich and famous and be remembered through the ages as a benefactor of mankind? You would? Then all you have to do is invent a quick and easy process for making sea water drinkable, and get a patent on your process.

In 1943 the Navy and other American armed services began including desalination kits—salt-removing kits, that is—in their emergency equipment. These, it was announced, made fresh water of sea water. Desalination kits consisted of two chemical compounds, compressed to soap-bar size, and four plastic bags. They were designed for use by weak, sick or wounded people as well as by strong healthy ones, and didn't require much strength or effort. But the water wasn't the kind that one would drink unless he had to. Even today, after seven more years of research, kits have not been developed which will turn out really good, tasty water. And by no means is that process the answer for thirsty cities or battalions.

Another emergency item for sup-

plying water to castaways at sea is the solar still. This is a waterproof fabric vessel which, when ready for operation, is spherical in shape. It is set afloat attached to the life raft or boat; sea water is put into it through the top. The light of day shines upon it, causing evaporation of the water inside. The evaporated water condenses and accumulates, after which it is good to drink. This has often been a life saver.

A solar still can produce nearly a quart of water a day under good conditions, and that is almost enough for two men to exist on. But the solar still itself could stand improvement. For one thing, it isn't so good for use in the arctic. The fabric is inclined to crack if it is unfolded in cold weather. If it is in workable condition after being unfolded, the still requires above-freezing temperatures if it is to operate and produce liquid water. Otherwise, you will get ice crystals to eat.

Also, if the conditions are less than ideal, the still may produce only a pint or so of fresh water per day. That's about the least that one man

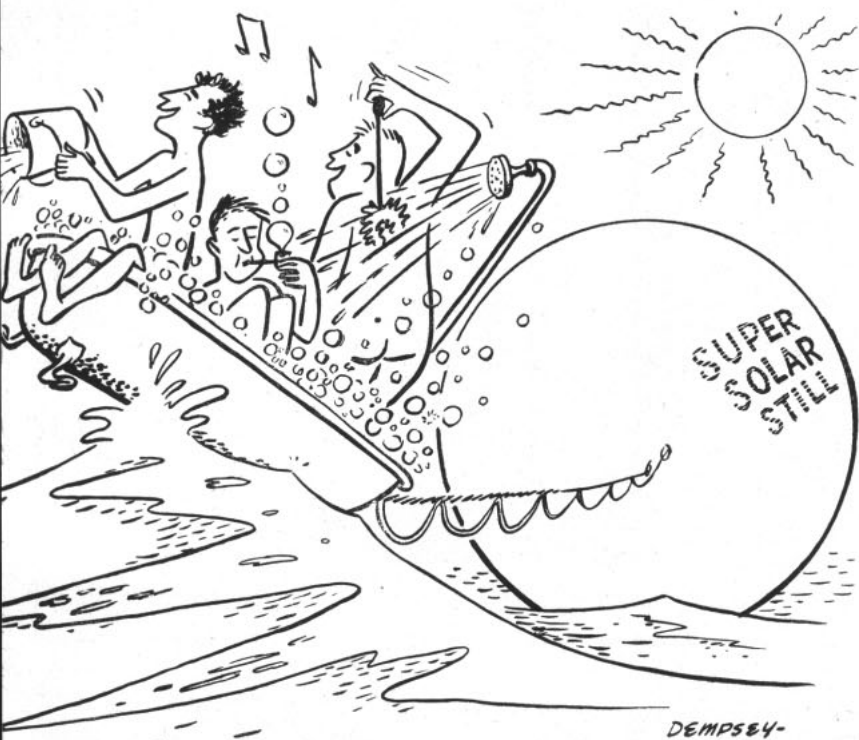
can get along on. So, you see, there's room for invention.

Why not, a person might ask, simply supply life boats and rafts with plenty of emergency water instead of with desalting kits and sunshine distilleries? That is a good question.

In aircraft and in any kind of floating equipment for lifesaving, there is the weight problem. Naturally, it is better to carry equipment weighing a few pounds than to carry as much water as the equipment is capable of producing. But there are other problems as well. Strange as it may seem, there is the problem of suitable containers. For centuries, the wooden keg or cask was the standard container for seagoing drinking water, and the coopers—or barrel makers—who looked after these containers, were valuable men in any ship's company. After steel ships with their "peak tanks" and double bottoms came into being, wooden casks went out of vogue for carrying the crew's regular drinking water. But they lingered on in life rafts and motor launches.

But kegs have their faults. Carefully as they are made, staves above the inside water level sometimes shrink, leaving cracks between. In an emergency, when the water is most needed, the kegs will probably be half awash in brine. That is when the shrunken staves will do their damage, letting salt water in and fresh water out.

Canned water has been considered and is in use to some extent. But what is best to can it in? Glass? Breakable. Plastic? Breakable, too. The container must be able to withstand rough usage and freezing of its contents. So far, regular tin cans have proved to be about as good as anything else. Rust is prevented by removing the air and replacing it with nitrogen. Rust, you know, is oxidation, and oxidation cannot take place without oxygen. The only part the nitrogen plays is to prevent there being a vacuum when the air is removed.



the pink

with a

Drink

FRESH FROM
THE SEA

WATER

DEMPESE

The drinking-water problem has been with seafaring people ever since they started sailing on salt water. Anyone who studied "The Rhyme of the Ancient Mariner" back in high school will recall the lines concerning water, water everywhere and not a drop to drink. One way sailors always obtained some water to drink when possible was to go ashore and dip it up out of a stream, pond or spring.

An instructor of midshipmen aboard the frigate *Constellation* wrote of such an event which took place in Norfolk in 1829. He told how the ship sent a water party into the Dismal Swamp to fill the casks with juniper water—water flavored by the many juniper trees in the area. The water was said to have a delicious tangy taste and to stay fresh longer than other water. Many old sea tales tell of the seamen's joy at sighting a green island on long sea voyages, and of the pleasure in going ashore to get fresh water. This is easy to understand, for often the remaining previous water supply was literally crawling by that time, rank with plant and animal life that had multiplied and increased within the kegs.

Obtaining water from lakes and streams is still sometimes necessary—especially for land forces and amphibious operations. But today we worry more about microbes and impurities than people used to. In connection with this, the Army and Navy recently conducted a research project on the atoll of Majuro in the Marshall Islands. Purpose of the research was to test the use of iodine in disinfecting drinking water in canteen quantities. The entire military and native population of Majuro took part—approximately 220 persons in all. Of these, one group of 24 underwent thorough clinical and laboratory study and another group of 16 served as a control unit. The last-mentioned group drank only regular chlorine-treated water.

Outcome of the six-month study

was this: Compounds releasing free iodine in proportions of one part to 125,000 were found to be highly effective as a disinfecting agent. No ill effects among personnel using water so treated were encountered.

In the old days, rain water was often caught and utilized by ships' crews, and rain helped keep many castaways alive in World War II. Aboard windjammers, canvas was rigged to funnel the falling rain into tanks or casks, and anyone marooned on a float or boat would be wise to save all the rain he can in a similar manner.

When steam vessels came into use it was soon obvious that fresh water for the boilers would have to be created aboard, with sea water serving as the raw material. There was heat a-plenty; distilling equipment was devised, and the fresh-water problem was practically solved as long as the ship remained afloat and the "vaps" kept working. Nevertheless, conservation of fresh water has always been urged aboard ship—especially aboard warships. It costs a lot of money to buy enough fuel to dis-

till all the water that a thousand men can waste.

Came the age of diesel-powered ships, and the problem was more knotty again. Not needing evaporators for the ship's own use, the builders didn't always put them in for the comfort of humans—especially not in submarines and the smaller surface vessels. Of course, for ordinary operations, a ship can carry all the water its passengers need. But in war time, many operations are extraordinary. Unusual numbers of people are transported; journeys are abnormally long. That is when a quick, easy way of freshening sea water would be valuable, to say the least.

And if sea water could be made fresh as fast as it will flow through a city's water mains, a golden age would indeed be upon us. Cars would be washed again in New York; city streets could be flushed off hourly and the desert could be made to bloom. All this is provided, of course, that the cost could be kept low enough. It's a challenge for all inventors.—H. O. Austin, JOC, usn.



LETTERS TO THE EDITOR

Promotion to BMCA

SIR: The personnel yeoman here says there is no boatswain's mate in the Seabees and that I would have to take a general boatswain's mate examination for chief petty officer. Would you please settle this dispute for us?—C.A.B., BM1, USN.

• Although there are emergency service ratings of BMB (CB boatswain's mate) and BMS (stevedore), Regular Navy personnel are currently required to serve in general service ratings. Therefore, you may compete for advancement to the general service rate of BMCA only.—Ed.

Rights of a Naval Reservist

SIR: There's a general discussion going around as to the rights and benefits of a Naval Reservist. Can you tell me: (1) Is a Naval Reservist on active duty entitled to the same rights and benefits as a member of the Regular Navy? (2) Is a Naval Reservist who has been on active duty for three years or more entitled to the reenlistment bonus when his enlistment for four years expires and he reenlists within 24 hours for four more years and remains on active duty? (3) If he is entitled to the same benefits regarding reenlistment bonus, under what regulations are the benefits outlined?—W.W.P., YNCA, USN.

• (1) A Naval Reservist on active duty is entitled to basically the same rights and privileges as is a member of the Regular Navy. (2) and (3) Reservists on active duty who reenlist in the Regular Navy are entitled to reenlistment bonus, otherwise no. The authority for payment of reenlistment bonus under these circumstances is outlined in paragraph 11(b)1, MPIM5 change of Volume 5, BuSandA Manual.—Ed.

Travel Allowance on Discharge

SIR: I recently extended my enlistment for one year and was paid travel allowance to my home. Will I be able to draw travel allowance again when I am discharged?—R. L. G., MMFM, USN.

• Yes. An enlisted member discharged from an extended enlistment is entitled to travel allowance from the place of discharge to the place of acceptance for enlistment or home address at the time of enlistment—whichever is elected by the member concerned.—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.

Pay for Unused Leave

SIR: My enlistment expired 4 Sept 1950 and, due to the current emergency, was automatically extended for a period of one year.

I have 60 days' leave accrued. Will I be paid for that unused leave now or must I wait until I am discharged?

Can I accrue an additional 30 days' leave—or more, depending upon the length of time I am retained in the Navy—and receive payment upon my ultimate discharge?—G.A.T., FCC, USN.

• You will not receive a lump-sum leave settlement until you are discharged. According to existing directives, lump-sum payments will not be made at any time for more than 60 days' unused leave.—Ed.

Seniority and Precedence

SIR: A question concerning seniority has arisen here. We have a chief electrician's mate who says he is senior to any chief boatswain's mate who made his rate after he did. I say he is wrong, with Art. C-2102, BuPers Manual to back me up. To settle this question, we would appreciate very much hearing your interpretation of this article.—J.M.W., ICC, USN.

• Whether either you or the EMC knows it, you are talking about two different things. He is talking about seniority, while you and Art. C-2102, BuPers Manual are talking about precedence. Before going any further, let's see what the dictionary says about these two words:

Precedence—The act or right of preceding or the state of being precedent; priority in place, time or rank. Specifically, superiority of rank.

Seniority—The state of being older in years or in office. Priority of age or service.

You're right as regards precedence, and precedence of ratings of enlisted personnel is specifically explained in the article you mention. Seniority of enlisted personnel isn't specifically defined in either Navy Regs or the BuPers Manual.—Ed.

Eligibility for EM Promotion

SIR: I enlisted in the Navy in 1939 and advanced to petty officer first class. I was discharged in November 1945 after having served over 30 months in rate. In January 1950, I joined the Organized Reserve and in July I was called to active duty.

Does the time served in the Regular Navy count toward time in rate for advancement purposes or does this period begin with my enlistment in the Organized Reserve?—H.W.W., QMS1, USNR.

• The 30 months you served in pay grade E-6 in the Regular Navy counts toward multiple computation only and does not count toward eligibility.

Only one-half the time served with a drilling organization since your enlistment in the USNR and all time served since you were ordered to active duty may be counted toward your eligibility for advancement to QMSCA.—Ed.

Promotion of Reserve Officers

SIR: Although I have read all the information I can find, I am still not clear on the subject of the promotion of Reserve officers.

(1) My date of rank as LCDR is 3 Oct 1945. When may I anticipate entering a promotion zone?

(2) I have been in the Organized Reserve since 1947, attending drills regularly and taking a two weeks' cruise each year. I have also obtained 12 points this fiscal year by completion of correspondence courses. In November, I was recalled to active duty. How many points have I earned and what further is required on my part in order to be in a satisfactory promotion status when I enter a promotion zone?

(3) Are correspondence courses required for promotion or retirement

No Uniform for the President

SIR: Is the President of the United States, as commander in chief of the armed forces, entitled to wear a military uniform?—H.W.S., LT, USN.

• The President is a civilian and is not at any time eligible to wear a military uniform in his capacity as commander in chief.

A President may, if he wishes, wear whatever uniform he may be entitled to as a veteran or as a member of the Reserves, but White House files contain no record of any instance when a President has done so.—Ed.

points or may sufficient credits be obtained by organized drills and active duty?—LCDR, W.M.M., USNR.

• *The 1951 Selection Board will consider some of the lieutenant commanders for promotion to the grade of commander with a date of rank of 20 July 1945 or earlier. It is estimated that you may enter the promotion zone in fiscal year 1952.*

In order to be eligible for selection for promotion, you must have earned 24 retirement points by 30 June 1951. This qualification you have already fulfilled.

If selected, you must earn 48 promotion points to be considered professionally qualified for advancement. The first year of Federal service to be valued for promotion points is fiscal year ending 30 June 1951. Therefore, at the present time you have 12 promotion points for satisfactory completion of a correspondence course and will have 12 additional points for a year of satisfactory Federal service as of 30 June 1951.

You will need an additional 24 points in order to be professionally qualified. Half of these may be obtained by completion of a year of satisfactory Federal service in fiscal year 1952 and the remainder will have to be earned by the satisfactory completion of a correspondence course valued at 12 points.

The Secretary of the Navy has recently waived professional qualifications for Reserve officers on active duty who are on current promotion lists.—Ed.

EMs to Be Commissioned in SC

SIR: I am a storekeeper first class, USN, with almost eight years' service. I'm interested in applying for a commission as ensign (not LDO) in the Supply Corps, USN. Art. C-1104, BuPers Manual, states that applications must be submitted in accordance with current directives. To date, I haven't been able to find any current or past directives on this subject. Inasmuch as I have less than 10 years' service, I'm not eligible to apply for LDO. Therefore, I see no chance for advancement to officer rank in the immediate future. Any information you can give me on the subject will be very greatly appreciated.—R.E.C., SK1, USN.

• *BuPers Circ. Ltr. 173-50 (AS&SL, July-December 1950) states that a plan is being considered to appoint during 1951 a considerable number of enlisted personnel to temporary commissioned grade of ensign and to temporary warrant grade. For this selection, the routine submission of the CPO and POI evaluation sheet (NavPers 1339) by COs replaces nominations formerly submitted by COs. Selections will be made by Boards convened for that purpose, utilizing information contained in service records as well as in the evaluation sheets.—Ed.*



USS EVERETT—Returned by Russians, frigate was recommissioned outside of the U. S.

The Word on Everett

SIR: We on the frigate USS Everett (PF 8) are very curious as to the history of the ship. Our information is very incomplete, due to Russia having the ship from 1945 to 1950. We would like to get information as to what city she was named after, and her history from keel laying to our recommissioning her on 26 July 1950 at Yokosuka, Japan.

Also, are we the only U.S. Navy ship commissioned outside U.S. continental waters since the Revolutionary War?—J.E.S., LT, USN.

• *USS Everett (PF 8) was named for Everett, Wash. The keel was laid on 31 July 1943, and the ship was launched on 29 September, the same year. Kaiser Cargo, Inc., of Richmond built the vessel. Navy hull number was to be PG 116, but Everett was reclassified PF 8 on 15 Apr 1943. The vessel was completed on 22 Jan 1944 and delivered to the Navy on the same day. She was loaned to Russia under lend-lease on 17 Aug 1945, and returned to the U.S. government on 15 Nov 1949.*

Your ship was not the only vessel commissioned outside continental U.S. waters since the Revolution.—Ed.

Promotion of USNR Officers

SIR: A recent directive stated that Naval Reserve officers would be required to qualify for promotion by completing correspondence courses. Now I find another directive that says professional examinations for promotion of Navy officers will not be required until further notice. Neither refers specifically to reserve officers on active duty.

I am a USNR lieutenant commander on active duty and would like to know what I am required to do to be eligible for promotion.—G.W.T., LCDR, USNR.

• *Paragraph 8, BuPers Circ. Ltr. No. 148-50 (NDB, 15 Sept 1950), refers only to Naval Reserve officers on active duty.*

SecNav has recently waived professional qualifications for Naval Reserve officers on extended active duty.

Inasmuch as this requirement may be reinstated at any time after 1951, Reserve officers on active duty should be encouraged to continue earning promotion points in order to qualify for future promotions.—Ed.

Admiral of the Navy

SIR: To settle a friendly dispute, would you kindly answer the following questions:

(1) Was Admiral Dewey the only person to hold the rank of "Admiral of the Navy" prior to World War I?

(2) How many full admirals in all served in the Navy before World War I?

(3) Was there a two-star red flag flown by rear admirals prior to World War I? If so, how was it used?—L.J.C., CDR, USNR.

• *(1) Yes. In fact he was the only person ever to hold that rank in the U.S. Navy. The rank of Admiral of the Navy was created by Act of Congress on 2 Mar 1899. The Act provided that the officer holding this rank should not be placed on the retired list except upon his own application. It further provided that when such office became vacant by death or otherwise the office would cease to exist. On the date of this Act, Rear Admiral George Dewey was appointed Admiral of the Navy. He held this rank until his death on 16 Jan 1917, whereupon the rank of Admiral of the Navy ceased to exist.*

(2) Including Admiral Dewey, there were three full admirals in the Navy prior to World War I. The others were Admiral Farragut and Admiral Porter.

(3) For some time prior to 1909, when two or more rear admirals were present the senior would fly the blue flag with white stars. The next senior would fly a red flag with white stars and all others a white flag with blue stars. The use of the white flag was omitted in Navy Regulation 1909, and the blue flag was then flown by the senior and red by all others, until 1940. At that time the red flags for juniors in the presence of seniors was omitted by change 21 to Navy Regs.—Ed.

LDO Applications

SIR: In 1949, I was recommended for consideration as a limited duty officer. My application was subsequently rejected. I have not submitted another application. Can I be selected on the basis of my first application?—D.K.J., MEC, USN.

• *No. It is necessary that LDO candidates submit new applications each year because: (a) physical qualifications may have changed, (b) personal information may have changed—that is, the assignment of duties and performance of duties, (c) evaluation and recommendation by your current commanding officer are required.—Ed.*

Ship Reunions

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

• **52nd Seabees**—All personnel of this Seabee unit are invited to attend the fourth annual reunion in Oklahoma City, Okla., the first weekend in August 1951. Contact Myron S. Hinkle, Secretary, 209 North 10th St., Ponca City, Okla.

• **USS LST 316**—The fourth annual reunion of all veterans of this ship's company will be held in Baltimore, Md., on 21, 22 and 23 Sept 1951. Interested personnel should contact John R. Cooper, 3809 Sylvan Drive, Baltimore 7, Md.

• **VS 33**—All former members interested in a reunion in the near future should contact D. V. Osborne, Harwood Road, East Greenwich, R. I.

• **Ex-Prisoners of War**—All ex-prisoners of war, ex-civil internees and surviving kin either are invited to a national convention to be held at the Congress Hotel, Chicago, on 3, 4, 5 and 6 May 1951. For reservations or information, write Mr. Chester J. Perry, Treasurer, AXPW, 1436 Bristol Ave., Westchester, Ill. Registrations may also be made at the convention site.

• **USS LCI(G) 449**—All personnel who served on board this ship who are interested in holding a future reunion should write, phone or visit Mr. R. W. Holtby, 132 Girard St., Royal Oak, Mich., or Mr. Bill Volendorf, 500 Harding St., Detroit, Mich.

• **Navy Club of the United States of America**—A national reunion will be held at Davenport, Iowa, on 19 through 23 June 1951. Interested persons should contact Dr. R. J. Mashak, 111 E. Wisconsin Ave., Milwaukee 2, Wis.

Extensions and GI Rights

SIR: I joined the Navy in May 1945. I was supposed to be discharged on 15 May 1951 but because of the emergency, my enlistment has been extended for another year. Will I still be eligible for the GI Bill of Rights? If my discharge is for medical or dependency reasons, will this effect my eligibility?—E. J. R., TN, USN.

• **The Serviceman's Readjustment Act of 1944, as amended, requires an eligible veteran to commence his course of education under the bill within four years from the date of his discharge from active service and further provides that no educational benefits under the bill may be furnished after 25 July 1956.**

You will have, therefore, four years from the date of your discharge to begin your course. This requirement is not affected by the recent automatic ex-

tension of your enlistment since the date of your ultimate discharge, rather than the date when you would have been discharged but for the extension, will be the controlling date.

The reason for your discharge is immaterial, provided that it is a discharge given under other than dishonorable conditions.

The extent of your entitlement depends on the length of your service prior to 25 July 1947. Since you entered the service 15 May 1945, you would be entitled to a period of one year plus an additional period equal to the length of your service between 15 May 1945 and 25 July 1947.—ED.

No Flight Training for USNRs

SIR: Directives now require Reserve officers, who want to become pilots, to resign their commissions and be appointed to flight school as midshipmen. Formerly, it was possible for officers to take this training in grade.

With the expanding of naval air, will it again be possible for Reserve officers to take flight training in grade?—T.A.B., LTJG, USNR.

• **At the present time, there is no authorized program for the flight training of Naval Reserve officers in grade and none is considered desirable under existing circumstances because of the necessity for the most efficient and economical use of available funds.**

The only authorized program for the flight training of Naval Reservists is the Naval Aviation Cadet Program which is capable of meeting the Navy's needs for Reserve aviators.—ED.

Enlistments and Transfers

SIR: Suppose that a USN member's enlistment expired on 10 Sept 1950 and on that date he was interviewed and stated that he did not voluntarily desire to remain in service. Therefore, an entry was made in his service record to the effect that his enlistment had been involuntarily extended in accordance with the provisions of Alnav 72-50. Thereafter the involuntary extension has become effective in accordance with law. Then, say on 20 Sept 1950, the man decided that he desired to voluntarily reenlist or extend his enlistment, and desired the involuntary extension be cancelled in order for him to do so.

I would like to know (1) is it possible for this member's involuntary extension to be cancelled by the proper authority and for him to reenlist or extend? (2) This is a new subject. In view of the contemplated expansion of personnel within the Regular Navy, has BuPers formulated a policy on the transfer of USNR personnel to USN?—G.M.S., CHSCLK, USN.

• (1) **The provisions of Alnav 72-50 (NDB, 31 July 1950) do not preclude discharge for the purpose of immediate reenlistment at any time during the course of the involuntary extension. The man may execute an agreement to extend his enlistment at any time during the course of the involuntary extension—the effective date of such voluntary extension is questionable and the Judge Advocate General of the Navy has been requested to render an opinion. This opinion will be promulgated when re-**

Is the Pilot in Command?

SIR: When a pilot boards a vessel outside the harbor entrance to bring it in to dock, does he assume full responsibility for that vessel in regard to navigation?

Does the captain or navigation officer have, at any time, the authority to navigate the vessel while the pilot is on board, performing his duties in bringing the vessel in?—F. J. F.

• **According to Navy Regulations—0752 Pilotage: "A pilot is merely an adviser to the commanding officer. His presence on board shall not relieve the commanding officer or any of his subordinates from their responsibility for the proper performance of the duties with which they may be charged concerning the navigation and handling of the ship. For an exception to the provision of this paragraph, see rule 30, supplement 29, 'Rules and Regulations Covering Navigation of the Panama Canal and Adjacent Waters,' which directs that the pilot assigned to a vessel in those waters shall have control of navigation and movement of the vessel."**—ED.

ET Wears Helium Atom

SIR: A few of us electronics technicians have different views on whether the ET insignia we wear is a representation of the universe or of the universe atom. Can you settle this for us?—E.J.W., ETSN, USN.



• **Its the helium atom, which was chosen for its simplicity and because similar symbols are widely used to symbolize electronics.**—ED.

ceived. (2) Naval Reservists on inactive duty may presently enlist or reenlist in the Regular Navy at Recruiting stations under the provisions of Recruiting Service Order No. 13-50 (Instructions governing enlistments and reenlistments in the Regular Navy under broken-service). A program to provide for voluntary transfers of Naval Reservists to Regular Navy is currently being formulated. Certain requirements as to active duty immediately prior to transfer, establishing qualifications for general service rate, etc., will be stipulated. Ratings and pay grades open to transfer will depend on needs of the service. This program will be announced by BuPers circular letter in the near future.—Ed.

Jason Serves Fleet Well

SIR: As a former commanding officer of USS Jason (ARH 1), I particularly enjoyed your fine article on repair ships, "Fleets Mr. Fixits," (ALL HANDS, January 1951, pp. 24-26). Such an article was long overdue.

No mention was made of Jason, however. Perhaps this is because there is a tendency to group her with the smaller repair ships—ARGs and ARLs, for example—even though she is in the same class as Hector, Ajax and Vulcan.

Would it be possible to include some mention of Jason in a future issue? I still take a lot of pride in her and hate to see her overlooked.

It might interest you to know that Jason won the "meatball" award last year in competition with Hector and the others in her competitive group.—J. W. F., CAPT, USN.

• USS Jason is the third Navy ship to bear that name. The first commissioned in 1869, was a single-turreted monitor. The second, originally Fleet Collier No. 12 but redesignated as a heavier-than-air craft tender, was commissioned in 1913.

The present Jason was built by the Los Angeles Shipbuilding and Dry Dock Corp. and commissioned on 19 June 1944. She repaired vessels at Pearl Harbor, the Solomons, Marianas and other Pacific areas. In the fall of 1945, Jason served ships in Korean and Chinese waters and also assisted in the evacuation of Japanese Nationalists.

A "community in itself"—complete from factory to business offices to movie theatres and barber shops—Jason repaired CVs, CVLs, CVEs, BBs, CAs, CLs, auxiliary vessels and landing craft. During one four-week period, 85 ships were assigned to Jason for repairs.

Jason won the "meatball"—battle efficiency award—last year, as reported in ALL HANDS, September 1950, p. 47.

Still performing her usual duties in the western Pacific, Jason's movements are now "classified."—Ed.

Right Arm Rates in 1940

SIR: Would you please settle a question by listing the right arm rates and the order of seniority as they were in 1940?—C.W.A., QMI, USN.

• In 1940, the ratings which comprised the seaman branch (right-arm rates), and precedence thereof, were as follows: boatswain's mate, turret captain (chief and first class only), gunner's mate, torpedoman, quartermaster, signalman and fire controlman.—Ed.

Shipping Over in Foreign Port

SIR: Article C-10317, BuPers Manual, 1948, states that early discharges may be effected for the convenience of the government and that a man may be discharged early so he can receive his reenlistment allowances prior to an extended cruise.

However, in ALL HANDS, November 1950, p.27, you state that a man may be reenlisted in a foreign port. Is it necessary, therefore, to reenlist a man early if the ship is going on an extended cruise? If he can be reenlisted in a foreign port, what are the provisions regarding travel allowance?—W. A. P., Jr., YNSN, USN.

• Since existing regulations do not prohibit discharge and reenlistment in a foreign port, it appears that it would not be necessary to reenlist early if you will have the opportunity to reenlist in a foreign port before the expiration of your present enlistment.

When the place to which you are entitled to travel allowance is in the United States, and the place of discharge is outside the United States (except Alaska, Canada, Mexico and Newfoundland)—or vice versa—the ports of New York and New Orleans are considered ports of entry or departure for locations outside the U.S. that are east of 100 degrees west longitude but west of 100 degrees east longitude. The ports of Wilmington, Calif., and San Francisco are considered ports of entry or departure for locations outside the United States west of 100 degrees west longitude but east of 100 degrees east longitude. Of the two possible ports of

entry or departure for any particular discharge or expiration of enlistment, the one which involves the lesser amount of land travel in the U.S. will be used.

Travel allowance in the foreign country where enlistment was accepted or expired will be allowed for land travel between the place to which you are entitled to travel allowance and the nearest port of entry to which commercial sailings are available from the established port of departure in the U.S.—or between the place of discharge or release and the nearest port of departure of commercial transportation for the established port of entry in the U.S.

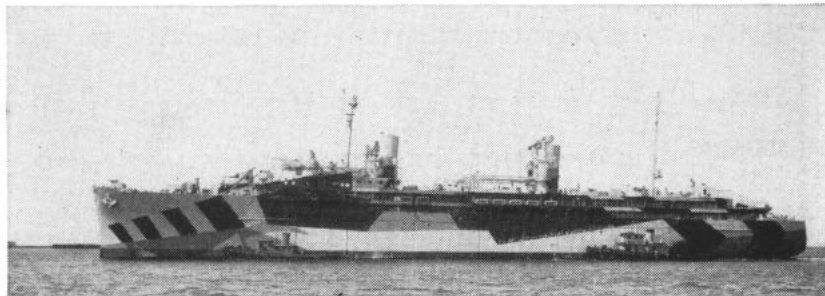
However, when the place to which you are entitled to travel allowance or the place of discharge or release in the foreign country is not inland, and the usual mode of travel between that place and the port of entry or departure is by water—as indicated in the Official Milage Tables—travel allowance will not be allowed for this portion of travel.—Ed.

Retirement for Commendation Holder

SIR: Can a man who has been awarded the Silver Star decoration with a permanent citation signed by the Secretary of the Navy, be retired after 20 years' service at 75 per cent of pay and allowances?—S.A.S., CHCARP, USN.

• Title 34 U. S. Code, section 410n, states: "All officers of the Navy, Marine Corps, and the Reserve components thereof, who have been specially commended for their performance of duty in actual combat by the head of the executive department under whose jurisdiction such duty was performed, when retired, except officers on a promotion list who may be retired for physical disability, shall, upon retirement, be placed upon the retired list with the rank of the next higher grade than that in which serving at the time of retirement shall be construed to mean the highest grade in which serving whether by virtue of permanent or temporary appointment therein."

That part of the provision which related to pay has been repealed. This advancement now carries no increase in pay with it and applies only to those holding appointments as officers at time of retirement.—Ed.



USS JASON (ARH 1)—Hardworking repair ship completed jobs on 85 ships in single month.

Wearing Commendation Ribbon

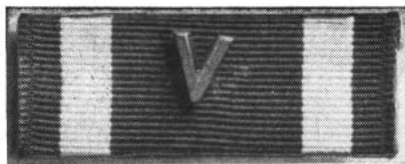
SIR: I was one of five hospital corpsmen, members of a malariology specialty unit, who received letters of commendation for service in the Admiralty Islands. Am I entitled to wear the commendation ribbon and metal pendant?—D.S.K., HMI, USNR.

• All personnel of the Navy, Marine Corps and Coast Guard who have received an individual letter of commendation signed by the Secretary of the Navy; Commander-in-Chief, United States Fleet; Commander-in-Chief, Pacific Fleet; or Commander-in-Chief, Atlantic Fleet for an act of heroism or service performed between 6 Dec 1941 and 11 Jan 1944, are authorized to wear the commendation ribbon. (ALNav 11, NDB, 15 Jan 1944; ALNav 179, NDB, 15 Sept 1944.)

Fleet Commanders with the rank of vice admiral or above were given authority to award the commendation ribbon with a letter of commendation.

On 22 Mar 1950, SecNav established a metal pendant for the commendation ribbon. Individuals who have been awarded the commendation ribbon are eligible for the metal pendant. Applications may now be submitted to the Commandant of the Marine Corps (DL) and the Chief of Naval Personnel (Pers-B4). (ALNav 39-50, NDB, 15 Apr 1950; Joint Letter 50-914, NDB, 15 Nov 1950.)

A combat distinguishing device—the combat "V"—has also been authorized by the Navy, to be worn with the Legion of Merit, Bronze Star and commendation metal pendant, to indicate that the services were performed under combat conditions. This award must be approved by the Navy Department's Board of Decorations and Medals. (AS & SL 46-319, NDB, Jan-June 1946; AS & SL 46-2042, NDB, July-Dec, 1946;



Commendation Ribbon with Combat Distinguishing Device

AS & SL 46-1847, NDB, July-Dec 1946.)

For additional information, it is suggested that you refer to NavPers 15790, a copy of which should be available for reference at any Navy recruiting station.—ED.

Advancement to W-3

SIR: I am now a temporary chief warrant officer in pay grade W-2. My date of rank is 1 Jan 1945. According to the Career Compensation Act, I should advance to pay grade W-3 upon completion of six years of commissioned warrant service.

When will I be advanced to pay grade W-3? Does BuPers notify each officer individually or is the officer concerned responsible for notifying the disbursing officer upon completion of six years in a specific pay grade?

In what warrant pay grade will I retire, assuming that I am in pay grade W-4 upon completion of 30 years' continuous active duty?—E.L.K., CHBOSN, USN.

• Regulations will soon be promulgated by the Navy Department indicating the requirements and procedures for the advancement in warrant pay grades. You will have to wait until these are forthcoming to determine when you will be eligible for advancement.

Upon completion of 30 years of continuous active duty, you will retire in the pay grade in which you are serving unless you are entitled to higher pay by other provisions of law.—ED.

Dependent's Allowance

SIR: My divorce decree does not specify that I must contribute to the support of my dependent child and I do not have a court order requiring me to contribute to his support. Since May 1946, however, I have had an allotment in effect to the child's mother.

The disbursing officer now tells me that I am not eligible to draw dependent's allowance unless I make out an \$80 allotment to go with the \$67.50 dependent's allowance, making a total of \$147.50 my ex-wife would receive. I am given an alternative of getting a court order requiring me to contribute \$67.50 to the support of the child.

Can I draw the \$67.50 dependent's allowance without obtaining a court order?—M.C.N., ADC, USN.

• Under the provisions of the Dependents Assistance Act of 1950, the credit of basic allowance for quarters must be substantiated by showing that the enlisted member has registered and is maintaining an allotment of pay in behalf of the dependent on whose account the allotment is claimed equal to the rate of basic allowance for quarters he is entitled to receive, plus the required contribution from his basic salary.

If the amount of child support is fixed by court order or written agreement approved by a court, at an amount less than the minimum allotment required, the amount required to be allotted may be reduced—at the election of the member concerned—to an amount not less than the applicable basic allowance for quarters or the amount that such member is required to contribute, whichever is greater.

If the member is not required to contribute to the support of the dependent concerned, he must allot not less than the minimum allotment required, to be entitled to the basic allowance for quarters.—ED.

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Fire Fighters Defy Flames in Suits of Woven Glass

AFTER NEARLY five years of development, the Navy has perfected an improved fire-rescue suit of fiber glass and other materials which is expected to replace the asbestos suit now being used by firefighters.

In successful tests of the suit at the Fire Fighting School at the Philadelphia Naval Base, more than 100 gallons of gasoline and oil were ignited to produce a temperature of over 2100°.

Overalls, with shoes attached, a jumper or parka, and a hood, together with the Navy's oxygen breathing apparatus, make up the ensemble. Later, a helmet device, similar to the helmet-liner, will be added to the hood. The wrists are elasticized, insuring firm fitting mittens. Other size adjustments can be made via straps and ties. The suit is fitted with a well-anchored ring so that the wearer can be raised or lowered by ropes to reach spots which would be otherwise inaccessible.

The 35-pound fire and heat-proof suit consists of five layers, selected after thousands of combinations were tested. Sweat-absorbing wool flannel makes up the suit's inner lining, with a layer of felted fiber glass next. A lightweight fiber glass cloth, impregnated with neoprene and constituting the



HOT POPPAS emerge unscathed from raging gas and oil fire, dragging a 'victim' with them. In this test, temperature reached a torrid 2100 degrees.

"vapor barrier," is third. A second padding of fiber glass is next. This is covered with a layer of asbestos. All existing suits are hand-made, at a cost per suit of approximately \$250.

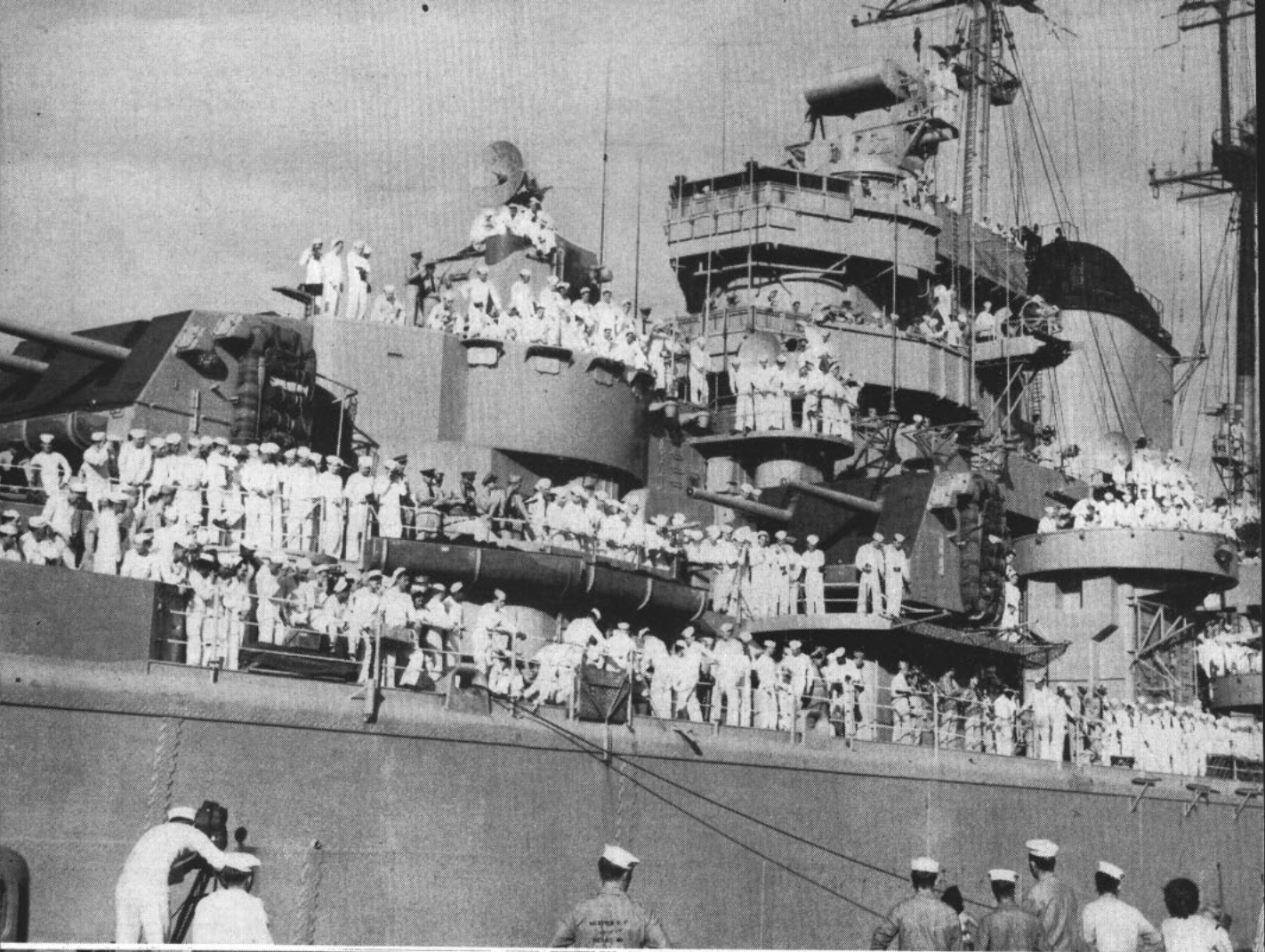
Considered the best of its kind, the Navy suit is more serviceable and only slightly more bulky than its predecessors. It withstands about 600° more heat than called for in the original specifications and

is considered superior to suits utilizing aluminum foil. The breathing apparatus enables a man to work strenuously for a half hour, less strenuously for about one hour.

Within a few months, the Navy expects to distribute 50 or 60 suits to various aircraft carriers where they will be used chiefly by trained rescue-men to recover pilots who would otherwise be trapped in their burning plane.



FREE AND EASY, man displays suit's flexibility. Right: man at right dons glass suit. Others wear asbestos type.



TODAY'S NAVY

Three New Chiefs of Bureaus Have Been Named: Schoeffel, BuOrd; Wallin, BuShips; Pugh, BuMed

Three new bureau chiefs have been named. Rear Admiral Malcolm F. Schoeffel, USN, former commander of the Naval Air Test Center, Patux-

ent River, Md., became Chief of the Bureau of Ordnance. Rear Admiral Homer N. Wallin, USN, reported as Chief of the Bureau of Ships on 1

Feb 1951. He had been Commander, Norfolk Naval Shipyard, Portsmouth, Va. Former BuShips Chief, Rear Admiral David H. Clark, USN, was ordered as Commander of the Norfolk Shipyard while Rear Admiral Albert G. Noble, USN, former BuOrd Chief, replaced retiring Vice Admiral Edwin D. Foster, SC, USN, as Chief of Naval Material.

Rear Admiral Lamont Pugh, MC, USN, is the Navy's new Chief of the Bureau of Medicine and Surgery, succeeding Rear Admiral C. A. Swanson.



RADM Schoeffel



RADM Wallin



RADM Pugh

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← The Navy in Pictures

FIGHTING CRUISER, USS *Rochester* (CA 124), is welcomed into Pearl Harbor after six months of almost constant operations around Korea. A veteran of the Inchon, Chongjin, Wonsan and Hungnam shows, the big ship was due for routine overhaul in the States. Bottom left: A. L. Bradbury, PH1, (right) grades a negative submitted by his kid brother G. G. Bradbury, SN, at the photographic school, Pensacola, Fla. Center: Big R. H. Brown, SR, poses as a chinning bar for fellow recruit H. Potts, SR, at Great Lakes. Right: Commissaryman Charles Bryant knew that USS *Essex* (CV9) was coming out of mothballs so he baked a cake.

Escort Carrier Recommissioned

USS *Kula Gulf* (CVE 108), one of a group of escort carriers designed during World War II to provide ocean convoys with air cover, has been readied for recommissioning at the Boston Naval Shipyard. Reactivation was scheduled for mid-February.

Joining the Pacific Fleet too late for combat, *Kula Gulf* performed "Magic Carpet" duty in 1945 and 1946, earning the Occupation Service and China Service Medals before she became part of the Atlantic Reserve Fleet in January 1947.

YESTERDAY'S NAVY



Navy Department was established by act of Congress 30 Apr 1798. On 1 Apr 1917, U. S. naval forces were first mobilized for World War I duty and first DDs sailed from Boston for overseas battle service on 24 April.

APRIL 1951

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



BUCKET HATS gleaming, Wave drill team of NAS Alameda, lines up for a parade. Girls pound typewriters during the day, practice drill in off hours.

Scouts 'Invade' Virginia

Hear about the big invasion of Jamestown Island near Norfolk, Va.? Some 500 uniformed (very young) men poured ashore there from a small Navy landing ship and remained for a considerable number of hours before withdrawing.

Not a shot was fired.

This was part of the Boy Scouts

of America 40th anniversary observation, and the "invaders" were, of course, Boy Scouts. They camped overnight at the spot where English colonists settled in 1607, and later toured the ruins of Jamestown, the first permanent English settlement in America.

Thirty troops of the Peninsula Council of Virginia were represented in the group. Transportation was

provided by a Navy landing ship (utility)—uss LSU 1462.

Emphasized in the BSA 40th anniversary observation was a "Crusade to Strengthen the Arm of Liberty." The goodwill visit to historic Jamestown was in line with the crusade.

Kilroy Radio Station

United Nations forces in Korea lucky enough to have radios are now enjoying programs broadcast by their own "Kilroy radio station."

Manned by nine enlisted men and one officer, the station operates from a two and one-half ton truck. A piece of wire, stretched 750 feet on available trees, is its transmitting aerial.

The station, which began its activities somewhere south of Seoul early last January, is probably the only mobile station in the world set up to broadcast commercial-type programs. It has been nicknamed the "Kilroy Station" because neither its staff nor its many listeners know where it will be located next.

Flight Record Surpassed

Planes of Fleet Logistic Air Wing Pacific, flying close schedules ever since the outbreak of the Korean war, have surpassed the record set

Divers in Alaska Descend Through Hole in Ice to Unplug Reservoir



PREPARING for a frigid dive, G. R. Nichols, TM2, USN, sits atop the ice layer as buddies help button him up.

Some of the most rugged diving operations Navy divers are called upon to perform are carried out as a matter of course at NOB Kodiak, Alaska.

December weather in Alaska is seldom better than mighty nippy, but when a sunken drift log stopped up an outlet for a water supply reservoir, there was little choice but to call upon the divers.

Donning heavy woolen underwear and winter diving gear, the divers went to work through a hole sawed in the 12-inch-thick ice. The log was located in the icy waters and removed from where it could block the outlet. Diving time beneath the ice was limited to a short period because of the cold.

The divers took their task all in stride. Says a release from the base: "Kodiak provides winter diving conditions and gives the divers excellent experience."



SLIPPING beneath freezing water, diver must walk under ice to work site. He can stay only a few minutes.

by a rival squadron announced in an article, "VR-8 Sets Another Record," (ALL HANDS, November 1950, p. 39).

Spurred on by the article, FLAWPac "statisticians" report that squadron VR-2's Philippine Mars flew 355 hours and an R5D of VR-5 flew 311.1 hours during August, nosing out the VR-8 R5D that had logged 274.9 hours for the same period.

In September, FLAWPac's "statisticians" continue, an R5D of VR-21 flew 309 hours. Another R5D of the same squadron flew 347 hours in October. Hawaiian Mars tops all figures in October, however, by logging a total of 369 hours.

FLAWPac squadron VR-2 is at Alameda, VR-5 at Moffett Field and VR-21 at Barbers Point.

Two U.S. Cruisers to Argentina

Two light cruisers—uss *Phoenix* (CL 46) and *Boise* (CL 47)—have been sold to Argentina under the Mutual Defense Assistance Program.

These ships, which displace 9,700 tons and are 608 feet long, are being reactivated at the Philadelphia Naval Shipyard.

Under similar agreements, *uss Philadelphia* (CL 41) and *uss St. Louis* (CL 49) were transferred to Brazil and *uss Brooklyn* (CL 40) and *uss Nashville* (CL 43) were transferred to Chile.



HARD BARGAIN is driven by Thomas Gamache, AD2, of USS *Midway* (CVB 41), on a side street in Algiers.

Museum Shows Old Sea Prints

A pictorial exhibit, entitled "Sea Power and Early American History," will be held at the Truxtun-Decatur Naval Museum in Washington, D.C. until the second week in May.

Consisting principally of maritime prints from the Eberstadt Collection, executed by European engravers in the period from 1500 to 1800, the exhibit will also include representations of the operational features of sea power during several centuries of American history.

Admission to the exhibit is free. It is sponsored by the Naval Historical Foundations.

New Cruiser Launched

The Navy's newest fighting ship is *uss Northampton* (CLC 1). The cruiser was launched at the Quincy Yard of the Bethlehem Steel Corporation, Quincy, Mass.

Officially designated as a command ship, *Northampton* will function as an AGC—an operations-communications-headquarters vessel—but will have more speed, maneuverability, armament and anti-aircraft firepower.

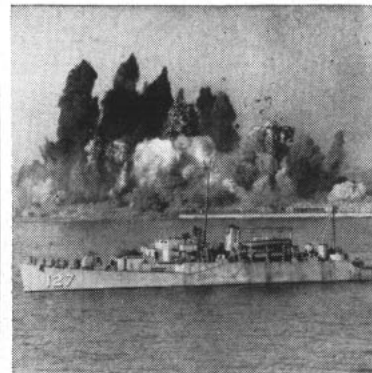
Northampton was originally designated as a cruiser of the *Baltimore* class. Begun in 1944, she was almost completed when her construction was suspended at the close of World War II. Construction was resumed in 1948, at which time one deck was added to the basic structure and radical alterations were effected in internal arrangements, armament, superstructure and other details.

The ship is 676 feet long and displaces 17,000 tons. As in the case of *Baltimore*-class cruisers, *Northampton's* propelling machinery will consist of geared steam turbines, driving four shafts, and developing a total of about 120,000 shaft horsepower. She will be fully air-conditioned.

Northampton is the second Navy vessel to bear the name of the famed Massachusetts town. The other, a heavy cruiser, was sunk off Guadalcanal in 1942, after taking part in several major actions.

Two DEs to Greece

Two destroyer escorts—*uss Garfield Thomas* (DE 193) and *uss Eldridge* (DE 173)—were recommissioned and then transferred to Greece in ceremonies at the Boston



HIGH SPEED transport is USS *Begor*, pictured off Hungnam. Ship is familiar figure in Far East.

All Hands Cover Photo Features APD in Action

Captions for the cover photo in ALL HANDS, Feb 1951, referred to the vessel pictured off Hungnam beachhead as a "patrol frigate" instead of its correct designation of "high speed transport."

The vessel, not otherwise identified in the picture captions on the index page of the magazine, is *uss Begor* (APD 127), which left the U.S. bound for Far Eastern waters in November 1950.

Begor is a familiar figure in the Western Pacific. Commissioned relatively late in World War II, she caught only the tail end of hostilities but was among the first vessels to enter Tokyo Bay on 26 Aug 1945. A report from *Begor's* commanding officer at that time states that "in spite of news reports to the contrary," *Begor* was the first U.S. vessel to enter Yokosuka naval base, heading into the base at 0631 on 30 Aug 1945.

Between World War II and the outbreak of hostilities in Korea, *Begor* made many runs between the U.S. and Pacific bases.

Naval Shipyard, under provision of the Mutual Defense Assistance Program.

Both ships, named in honor of American naval officers who lost their lives in action, saw extensive service in European and Pacific waters during World War II.

Garfield Thomas entered the Royal Hellenic Navy as *HMMS Panther*, and *Eldridge* was renamed *HMMS Lion*.



FRENCH SAILORS learn intricacies of small amphibious landing craft engineering (left) and boat handling (right) from U.S. Navy personnel of LanFtTngCom at Little Creek, Va. Course is part of Mutual Defense Assistance Program.

U.S. Navy Trains French Sailors

Twenty French sailors, now being trained by the Navy in the operation of small type landing craft, are the first foreign sailors to be trained in the United States as part of the Mutual Defense Assistance Program.

The sailors are receiving their schooling at the U.S. Naval Amphibious Base, Little Creek, Va. Navy CPOs are serving as tutors in the concentrated program, teaching the Frenchmen the operation of LCVPs and LCMs. Both types of craft were used during landings in Korea.

Aided by French-speaking American sailors, doubling as interpreters, the training is now almost 40 percent ahead of schedule.

When the sailors complete this course, which includes both engineering and boat landing, they will go to Seattle to aid in the activation and transfer of a number of amphibious vessels from the United States to the French fleet.

Dixie Adopts Foreign Ships

Unification is international in scope when ships of UN forces need attention in the far Pacific. The destroyer tender *uss Dixie* (AD 14) has played the part of "mother" to a brood with widely scattered homelands.

Besides looking after ships of the U.S. Navy, *Dixie* had tended vessels of Great Britain, France, Thailand, Canada, New Zealand, Australia and

the Republic of Korea at last report. Warships of all these countries went back into service in top fighting trim after short periods alongside the bustling tender.

New Shipbuilding Program

Foreign countries and the Army will share with the Navy in a new shipbuilding program that will produce minesweepers, amphibious vehicles and lighters.

Plans were made to construct 48 minesweepers, 113 amphibious vehicles and 203 lighters and barges. Of

the latter figure, the Army will receive all but 30.

Twenty-nine of the minesweepers will be for United States use while the remaining 19 will be distributed among Mutual Defense Assistance Program countries. Included in these figures are eleven 165-foot minesweepers (AM), nineteen 138-foot minesweepers (AMS) and eighteen minesweeping boats (MSB).

The amphibious vehicles will include 70 armored vehicles (LVT(A)) and 43 personnel-carrying vehicles (LVT).



WAVE MEDICS, ordered to active duty by 13th ND, are briefed on latest X-ray technique. Korean action increased need for trained hospital personnel.

Clever Flight Safety Idea

Navy pilots have come up with a new and worthwhile scheme to iron out problems affecting flight safety—"Anymouse Reports."

Originated by VR-31, Fleet Logistic Air Wing, Atlantic/Continental, the "Anymouse Reports" consist of a compilation of unsigned voluntary accounts submitted by squadron pilots of personally experienced incidents involving flight safety.

The cloak of anonymity aids materially in encouraging submission of the reports, for few pilots want to admit carelessness which resulted in a narrow escape.

All "Anymouse Reports" are read and discussed at weekly pilot meetings and suggestions are made to prevent reoccurrences. Since many near accidents are the result of pilot carelessness, incapacity or neglect, this opportunity to profit by the mistakes of others is expected to prove valuable in promoting flight safety.

Small Ship, Big Hearts

Crew members of *uss Marsh* (DE 699) took time out from their battle stations to play Good Samaritan for two South Korean orphanages and a home for invalids when they distributed a truckload of clothing provided by their friends and relatives.

The crew also presented \$275 to the port chaplain for the purchase of food for these unfortunates. Previously, a similar gift of clothing was made to the mayor of a southern Japanese port for distribution to his city's needy.

7 Waves on Ike's Staff

Seven Waves are now serving on the Paris, France, staff of General Dwight D. Eisenhower, Supreme Commander of the North Atlantic military forces.

Of the seven "continental" Waves, all but one are enlisted women: four YN1s and two chiefs. A novel sidelight is the fact that one of the YNCs and the lone officer, Lieutenant Carrie C. Carte, USN, are expert pistol shots. Both Lieutenant Carte and the chief, Helen Weaver, YNC, USN, are so officially classified by the Navy and each has plenty of medals for visual proof.

According to the detailing people at BuPers, Misses Carte and Weaver were picked for the Parisian duty on the same qualifications as the others;



CUB SCOUTS learn to tie bowline under practiced eye of L. J. Pollock, SN, one of crew of *USS Rombach* (DE 364) who volunteered to teach Seattle scouts.

not because of their pistol-packing proclivities.

The Navy to the Rescue

uss Estero (AKL 5), a small Navy cargo vessel, was a welcome sight to two American scientists when the ship approached tiny Kapingamarangi Atoll in the Trust Territory of the Pacific. *Estero* was there to remove the pair who had spent five months on the islet.

The two scientists, Dr. Kenneth P. Emory and Dr. Ralph E. Miller, had

been sent out by the Pacific Science Board of the U.S. National Research Council, in cooperation with the Navy. Dr. Emory, an anthropologist, called his work on the atoll "the last contact with the ancient Polynesian mind."

Originally, the sojourn was planned for a period of two months. However, a small ship which was to come and get the scientists proved to be too small and unsafe for the journey.

Kapingamarangi Atoll is one of the most primitive areas in the Pacific.



SMART SHIPS and well-trained crews mean security for the nation. *USS William C. Lawe* boils along during operations with Lant Flt destroyer force.

Gunner's Mate Spends Happy Off-Duty Hours Twanging Bow and Arrow

Chief Gunner's Mate Joe Maltby, USN, spends his on-duty hours working with some of the most modern weapons in the world, and his off-duty hours with one of the most primitive of weapons — the bow and arrow.

Maltby is an expert archer. Back in 1946 he bought a cheap lemonwood bow and a handful of arrows and started twanging away at a target behind his barracks. Today Maltby is president of a field archers club, runner-up for the New England Field Archery Championship, and a popular exhibitor of bow and arrow marksmanship at sportsman's shows.

Last summer Chief Maltby challenged a golf champion to a game of "archery-golf." The idea was that the golfer would shoot his regular game, and Maltby would use his bow and arrow. Each arrow shot counted as a stroke. When the golf champ teed off on the fairway with a driver, Maltby let fly a lightweight shaft called a flight arrow. From the spot where the arrow landed, he took his next "shot." On reaching the green, instead of sinking the ball in the cup, Maltby shot a four-inch ball off a two-inch stand.

When the match ended, Maltby



MODERN DAY William Tell, Joe Maltby, GMC, shows how he once beat a golf champ at his own game.

had defeated the golf champion by a score of 58 to 70.

Shortly after he took up the bow and arrow, Maltby gave up store-bought lemonwood bows and began making his own equipment. His precision, hand-made longbows give him greater accuracy.

"When I make a bow," Maltby

says, "I get a three-foot billet or a six-foot stave of osage or yew, cut green from the tree, and paint the ends so they won't chip. Then I season it by soaking it in water for six months. When I'm working a billet I cut it lengthwise, carve a fish tail joint and glue it together. With a draw knife I rough carve the bow and put a string on it to see if it bends evenly. Next, I shave and sand it down to the right weight and thickness. The weight of the bow determines its strength or pull. I notch the bow at both ends and string it with line or a commercial raw silk product called fortisan."

When he has finished, Chief Maltby has a bow that will last four or five years.

"Arrows are easier to make," Maltby continues. "I buy Oregon cedar doweling already cut to the right diameter, cut it to the proper length, glue on three pointer or flight feathers from a turkey's wing, cap it with a steel head and fit a plastic nock on the end for stringing. I finish the arrow with shellac, steel-wool it to a satin finish, and then paint it."

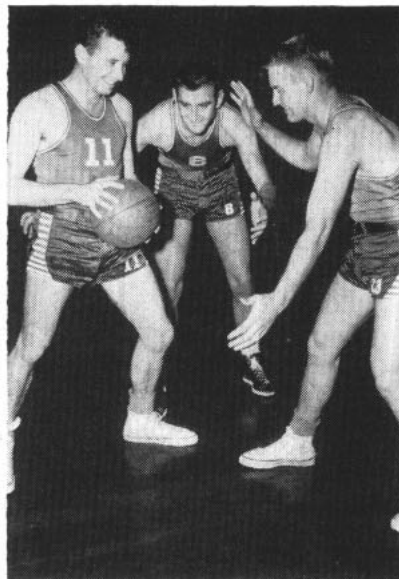
The chief recommends archery as a fine sport for any sailor.—Frank T. Chambers, JO1, USN.

Sailor Hillbilly Trio

A Navy hillbilly trio from USS LST 53 has been whooping it up in fine fashion, much to the delight of United Nations troops in South Korea.

The bluejacket band, which plays western tunes and swing dance music along with a well-rounded diet of Ozark Mountain ballads, is in great demand at Pusan clubs and GI service clubs, where jitterbugging Korean lassies join in the fun.

Members of the professional-caliber trio include Joseph A. Abdallah, SH2, USNR, a veteran of 14 years in show business who gets melody from a carpenter's saw as well as from a bass fiddle; Leonard Crook, SN, USN, known as the champion cowboy crooner of Alaska; and Ernest M. Leach, TE3, USNR, who organized the trio. Leach, a fiddler, also plays the piano, bass, mandolin and other strings.



THREE IOWANS, Carl Rusch, BM3; Jim Farrell, SN and Whitney Lohmeier, SN, play for SubPac's champs.

Pistol Ace Collects Medals

Last spring, in an inter-service pistol meet, Thomas D. Elton, AO1, USN, NAS Alameda, stepped up to the firing line to sight his .45 in his first competitive match. When the scores were tallied, Elton was presented with the first-place medal. Eight months later he had won 29 others.

Although Elton has been a gunner's mate for a number of years, he never got around to firing in competition until another Navy pistol expert noticed how frequently he punctured bull's-eyes when test-firing pistols at the Alameda pistol range. Elton, it seemed, was a "natural," and needed only to be taught certain techniques



T. D. Elton, AO1

of competitive firing. Since then, Sure-shot Elton has won some type of award in every match in which he's competed.

His highest ambition is to beat the record of top Navy pistol shot Luther W. Yocum, GMC, usn.

New EM Club in Frisco

When it comes to gala openings, even a Broadway production would find it hard to outdo the new enlisted men's club at Naval Shipyard, San Francisco, Calif. More than 2,700 guests attended the club's grand "first night."

The new EM club is located in the area once occupied by the canteen of the submarine barracks. It opens its doors at 1700, Monday through Friday, and at 1300 on Saturdays, Sundays and holidays. An enlisted men's committee, headed by a CPO as manager and a lieutenant as club adviser, is in charge of the recreation facility.

Navyman King for a Day

When the city of New Orleans held its annual Mardi Gras last month, the man who reigned as King was a Navy hospital corpsman first class who had fought the Communists with the Marines in Korea.



L. A. Larson

As carnival king, the HM1, Lindsay A. Larson, Jr., received the homage of thousands as he moved slowly through New Orleans streets on an ornate float. His float was part of the Parade of Patria, a highlight of Mardi Gras Day, when the week-long celebration reaches its peak and its end. At the New Orleans City Hall reviewing stand he was toasted by his "Queen," and by his "Court" which consisted entirely of men and women from the various branches of the U.S. armed forces.

Although a native of New Orleans and long familiar with the city's famous Mardi Gras, Larson never expected that he would some day "rule" the colorful event. His being selected as King was in keeping with the theme of the Parade of Patria—a tribute to the Army, Navy, Air Force, Marine Corps, Coast Guard, National Guard and Reserve components.

SIDELINE STRATEGY

On the fantail of *uss Newman K. Perry* (DDR 883) anchored in Newport, R.I., James C. Leasure, GM3, usn, suddenly stood up and pointed. About a mile off shore a deer was swimming, headed for the ship.

Leasure and three other sailors obtained a boat and headed for the creature. As they approached the frightened doe swam hard to get away, but they maneuvered the boat alongside. Leasure, fastening a lasso from the boat's bowline, flicked it, expertly over the head of the deer and hauled the animal alongside. Three struggling sailors hauled the kicking doe into the boat and headed for the nearest shore, where they released it.

* * *

John Kjos, AN, usn, is a man with a talent for organization. First he organized a women's bowling team at NAS Barber's Point, Oahu, T.H., and when they could find no opponents, he got the ball rolling to create a bowling league for the wives of servicemen stationed on Oahu. Currently the unmarried airman is directing a league of 50 women bowlers. Husbands of the keggers keep away from the alleys when their spouses are scattering pins, muttering that Kjos "is the only man with nerve enough to put up with all those women."

The softball team of Boat Operations, Naval Station, Cavite, P.I., tangled with the FASRon 119 sluggers, and wants the whole Navy to know about it. In a letter of grim satisfaction to ALL HANDS, an "official" of the team writes:

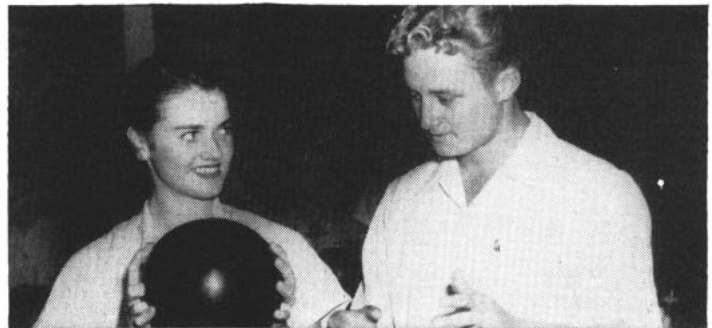
"Dear Editors: Well, to start things off we have a little bragging to do. Also a little something to rub in. A while back the softball team of FASRon 119 was bragging about what a 'hot to go' outfit they were.

"The game was close all the way but we won (4-3) in 11 innings. Ol' Dad Collins, the manager of their team would've liked to cried when we won.

"We surely are proud. Also I guess those new red and white uniforms helped a little." —"Hose Nose" Jacobs, Assistant Manager.

* * *

Korean harbors are not exactly the safest places in the world, and Navy seamen operating small boats in these harbors are equipped with small arms. Just how well the sailors have learned to use their guns was demonstrated when an eagle flew over an LCVP operated by Rowlan B. McDaniel, Jr., SN, usn, and Melvin C. Morse, SN, usn. Their carbines cracked and the eagle tumbled into the bay. It had a wingspread of 10 feet.—Earl Smith, JOC, usn, ALL HANDS Sports Editor.



BOWLER John Kjos, AN, shows grip to a Barber's Point Kegler.

Brief news items about other branches of the armed services

* * *

ARMY'S ARMOR AND ARTILLERY branches will be sporting new insignia before long.

The new insignia designed for the Armor branch—which replaced the old Cavalry branch—consists of a front view of an M-26 tank (original version of the Patton tank), with gun slightly raised, superimposed on two crossed Cavalry sabers in scabbards with cutting edge up. Of gold colored metal, the insignia for officers will be 13/16 of an inch in height while that for enlisted men will be reduced in size so that it can fit on a one-inch metal disk.

The color of the former Cavalry branch, yellow, will be used by Armor branch. Guidons will be yellow, with green insignia, letters and numerals. Enlisted men's garrison cap braid will be yellow.

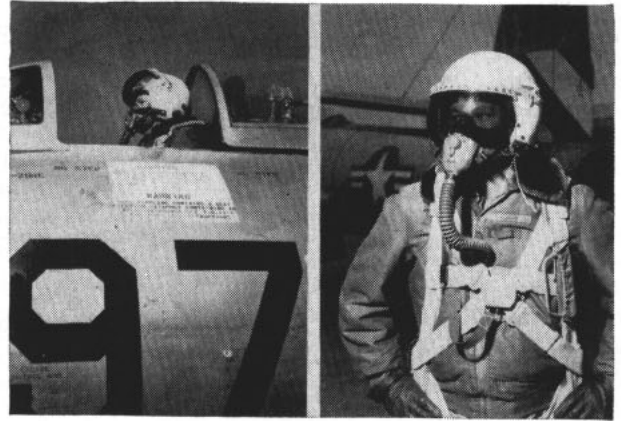
The new Artillery branch—a consolidation of the Field Artillery, Coast Artillery and Anti-aircraft Artillery will retain the crossed field guns insignia, used by the Field Artillery for over 100 years. Guidons will be scarlet with yellow insignia, letters and numerals. Garrison cap braid for EM will also be scarlet.

* * *

A NEW ARMY DEVELOPMENT in the field of medicine is methadone, a synthetic narcotic which could replace morphine.

Milligram for milligram, methadone has the same effect as morphine. Made from substance available in the U.S., the new synthetic will end American dependence on foreign opium markets.

Methadone has a pain-killing power as great as that of morphine, yet it has fewer objectionable side-effects since it produces less nausea and vomiting. Because methadone may be less habit-forming, it is expected to be very useful in curing morphine addicts. The drug was tested extensively at an evacuation hospital at Hamhung, Korea, and in Tokio and several stateside hospitals. It is generally administered subcutaneously—under the skin, that is—but may be injected directly into a vein or given by mouth.



SPHERICAL visor glues crash helmet to pilot's head, makes safer bailout for man and equipment at 500 mph.

JET PILOTS, forced to bail out of their planes, will be safer with new headgear developed by engineers at Air Materiel Command's Aero Medical Laboratory, Dayton, Ohio.

The new safety device is a spherical visor that virtually glues a flier's crash helmet to his head, in bailouts of more than 500 miles per hour. It protects the flier from concussion and prevents loss of valuable oxygen equipment.

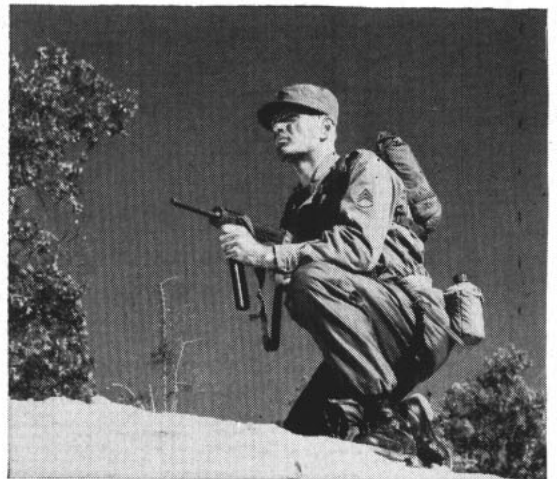
* * *

A FAST-WORKING CAMERA that produces finished pictures in two minutes has been developed under the sponsorship of the Army's Signal Corps Engineering Laboratories at Fort Monmouth, N. J.

Called "Two-Minute Minnie," it operates by means of a new electrostatic process in which light is recorded on a selenium-coated metal plate that has been sensitized by an electrical charge.

An ordinary lens and shutter are used and the light source is the same as for an ordinary camera. From a military standpoint, the new camera is expected to have several important advantages:

- Need for a darkroom is eliminated since the entire



ARMY RANGERS—volunteers all — are back. As in World War II, all training is under near-combat conditions.



SERVICE CLUB of Long Branch, N. J.—inspired by Korea—provides off-duty fun for soldiers, sailors and airmen.

process is performed in the back of the unique camera.

- Storage problems will be decreased. Plates are not sensitive to light until electrically charged in the back of the camera.
- Plates can be used again and again if the operator wipes off the image.
- Plates are not affected by atomic radiations.

* * *

A MORE COMFORTABLE and economical means of transporting troops by train may result from Army Transportation Corps' experiment with a converted Pullman tourist sleeper.

The car was converted by raising upper berths and inserting middle berths. Divided into 12 sections, with three berths each, and a drawing room, the car will accommodate 40 men.

* * *

ARMY PERSONNEL will be wearing a new cold weather uniform in the near future.

Designed to replace the "cold-wet" uniform, the new ensemble developed by the Quartermaster Corps follows the layer principle—woolen inner layers beneath wind-resistant and water-repellent cotton outer garments. It eliminates one layer, however, and utilizes items which are lighter in weight and yet afford greater protection from the weather than the winter uniform now in use.

* * *

A NEW AIRCRAFT, designated the YC-124B, is being built for the Air Force.

Powered by four turbo-prop engines, the new version of the C-124 *Globemaster II* heavy transport will have an increased speed, range, payload, rate of climb and service ceiling.

Originally developed for the Navy, the engines are rated at 5,500 horsepower each.

The aircraft will be equipped with wing-tip heating units for thermal de-icing of the leading edges of both wings. A pressurized flight crew compartment will permit continued operation at higher and more economical altitudes.

WHOLE INFANTRY SQUADS may be dropped inside "boxes" rather than as individual parachutists if new containers being developed at Wright-Patterson Air Force Base, Dayton, Ohio, live up to expectations.

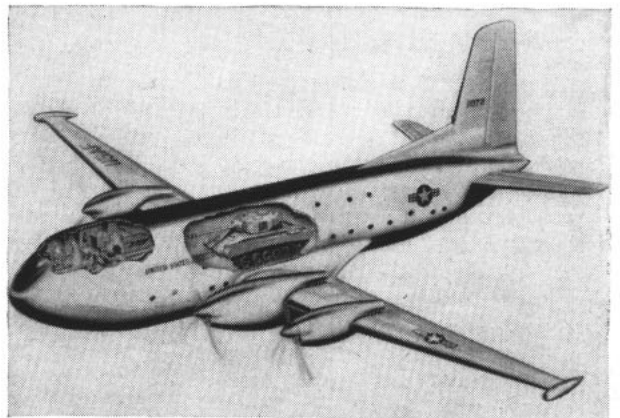
Two types of containers are planned. One is designed to hold 500 pounds of cargo while another, the "universal," will hold 6,000 pounds of men or cargo.

A metal landing skid, with a plywood floor, forms the base of the container. Four movable aluminum triangular compartments, attached to a framework made up of tubular sections, can be arranged as a box to carry cargo or rearranged to accommodate troops.

Four large air bags, constructed in the shape of barrels, take much of the "bounce" out of landings. They are fastened under the skid and remain deflated until the container is dropped. Air then rushes in through one-way openings during descent, making effective landing cushions of the bags.

A 100-foot parachute is used for loads up to 3,500 pounds while two are used for heavier loads. The 500-pound container utilizes a 24-foot chute.

So far no persons have descended in the containers.



GLOBEMASTER II, AF's big tank-carrying transport plane, is now to get more powerful turbo-prop engines.

THE BULLETIN BOARD

Active Duty Naval Reserve Enlisted Personnel May Enlist in Regular Navy

Naval Reserve enlisted personnel on active duty are now being given the opportunity to enlist in the Regular Navy.

Two methods or programs whereby active duty Reservists may enlist in USN have been announced:

- First, Reserve personnel on active duty who meet all requirements may be enlisted in the Regular Navy under the same conditions which have been prescribed for broken-service reenlistments of former Regular Navy personnel. An identical program is open to Reserve Personnel on inactive duty. Under its provisions, such Reservists in pay grade E-4 or above may be enlisted in the Regular Navy at least one pay grade lower than that held at the time of discharge from USNR.

- Second, Reserve personnel on active duty who meet the additional requirements will be given the opportunity to take a competitive examination which, if successfully completed, may allow them to enter the Regular Navy in the same pay grade held at the time of discharge from the Naval Reserve. However, the needs of the service will determine the number of personnel in each specific rate that may transfer to the Regular Navy under this plan.

If there are more fully qualified

USN Doctors with Army Ordered Back to Navy

The first 100 of a group of 570 Navy medical officers on loan to the Army have been ordered to return to duty with the Navy.

This group was expected to report back to duty with the Navy sometime in February. The remaining medical officers will be ordered back to the Navy in monthly increments.

These medical officers were ordered to duty with the Army several months ago by the Secretary of Defense to alleviate the shortage of Army doctors.



"But, doc, it couldn't be. . . I've never been an athlete."

applicants for a particular rating than can be absorbed without exceeding budgetary and rating structure limitations, enlistments in the Regular Navy will be limited to those Reserve Personnel with the highest score on the competitive exams. In those rates in which the Navy is already up to or in excess of requirements, only a limited number of Regular Navy enlistments will be permitted.

Reserve personnel who fail to qualify for enlistment in the Regular Navy in an equal pay grade can be enlisted in USN under the provisions of the first mentioned program only.

All active duty Reservists who wish to enlist in the Regular Navy under the second program must: (1) complete at least one year of continuous active naval service immediately prior to enlistment in the Regular Navy, and (2) be found professionally qualified for the appropriate *general service* rate by successful completion of a regularly scheduled service-wide competitive exam. All phases of the general service rate will be included in the scoring of this competitive examination.

For full details on eligibility requirements and administrative procedures connected with the enlistment of Reserve personnel in the Regular Navy under these two programs, see BuPers Circ. Ltr. 8-51 (NDB, 31 Jan. 1951).

Don't Move Your Family To the Mediterranean, Is BuPers Recommendation

Personnel temporarily assigned to duty in the Mediterranean area for periods of less than six months are advised of certain conditions which they should consider before deciding to take dependents to that area.

BuPers Circ. Ltr. No. 6-51 (NDB, 31 Jan 1951), states that dependents of such personnel are not eligible for transportation in MSTs ships to and from this area. Therefore dependents must use commercial facilities, at their own expense and not subject to reimbursement.

The following conditions obtain in the Mediterranean area:

- No quarters for dependents are available.

- Persons proceeding to the Mediterranean will be required to live on the local economy and on such facilities as are available to the general public.

- Living expenses while not prohibitive are extremely high and beyond the means of the average naval service family.

- No hospital, dental or medical facilities are available for dependents.

- Return commercial transportation to the United States cannot be obtained readily during the tourist season and should be arranged for prior to departure from the U. S.

For those who elect to move their dependents to the Mediterranean area despite these conditions, these recommendations are made:

- Personnel are advised to make a survey of the situation before deciding to move their dependents.

- All passport arrangements must be made direct with the Department of State in Washington, D. C., or with the clerk of the court nearest the home of the dependents. Application should not be made to the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean, for permission to bring such dependents traveling as private individuals to the Mediterranean area.

- All passport and visa charges,

at the regular rates, must be paid by the applicant.

Naval personnel who transport their dependents to the Mediterranean area at personal expense do so entirely on their own responsibility and are warned that government transportation will not be available for their return to the U. S.

Point Mugu, Calif., Added To Housing Shortage Areas

One more area has been added to the list of those reporting critical shortages of housing for naval personnel (see ALL HANDS, December 1950, pp. 47-49).

• *Point Mugu, Calif.* — Students selected for training at the U.S. Naval School, Guided Missiles, should not bring dependents to this area without making prior arrangements for their housing.

Long waiting lists for "available" federal housing at nearby Oxnard and Port Hueneme make it impossible for students to obtain government housing during their five months' tour at the school.

Civilian housing can be rented at prices comparable to those in other critical areas. A three-room furnished apartment, when available, rents for approximately \$80 per month.

Selection Board Schedule For 3 Months Announced

Both Regular officers and Reserve officers on active duty will be considered by a selection board for promotion to the grades of lieutenant commander and lieutenant in April, according to Alnav 5-51 (NDB, 31 Jan 1951).

Early in March, a board is scheduled to meet to consider USNR officers on active or inactive duty for promotion to the grades of captain and commander. USNR officers on inactive duty will be selected for the grades of lieutenant commander and lieutenant in May.

Those who are eligible include Reserve officers who are senior to the junior Regular Navy officer in each zone. USNR officers placed on the inactive-status list prior to the convening of the boards are not eligible for selection.

HOW DID IT START

Dipping the National Ensign

The naval courtesy of dipping the national ensign in acknowledgment of such a compliment by a passing vessel, is a survival of an old-time custom.

Regulations once were that a merchant vessel, upon approaching a warship on the high seas, was required to heave to and clew up all canvas to indicate her honesty and willingness to be searched. And such vessel was to stand by until the adjacent man-o'-war either sent a boat off to inspect her papers or signaled her to proceed. It was natural that delays would result from such a procedure and in later years the rule of dipping the flag was authorized as a time-saving substitute.

Today, ships of the U. S. Navy as a mark of courtesy return dip for dip all such salutes rendered by any vessel under U. S. registry or the registry of a nation formally recognized by the government of



the U. S. No U. S. Navy ship dips her ensign, however, except in return for such a compliment.

Only Low Priority Doctors Can Apply for Commissions

Applications from Priority 2 doctors are no longer being accepted for USNR commissions in the Medical Corps. With applications from Priority 1 doctors—those who were deferred because of participation in the Navy's V-12 or similar programs and who had less than 90 days' active duty during World War II—closed since last November, only those in Priorities 3 and 4 are now being accepted.

However, applications of Priority 2 physicians, already accepted by the Office of Naval Officer Procurement, will still be processed.

Priority 2 includes doctors and dentists who participated in the V-12 program, the Army Specialized Training Program, or similar programs who were deferred from World War II service to continue their education and who have served 90 days or more—but less than 21 months—on active duty, after they completed or were released from their program or course of instruction.

Doctors not included in the first two priorities who were not on active duty between 16 Sept 1940 and the end of World War II are in Priority 3. Those not included in Priorities

1 and 2 and who were on active duty between 16 Sept 1940 and the end of World War II are in Priority 4.

Applications for the Regular Navy Medical Corps are still being accepted from physicians in all priorities except former ASTP students. The Dental Corps Reserve remains closed to Priority 1 dentists but is open to those in Priorities 2, 3 and 4, unless they are former ASTP students. The Regular Navy Dental Corps is closed to dentists in all priorities.

Class A Stewards' School To Open at NTC San Diego

A Class A School for stewards has been established as a component of the Service Schools Command, NTC San Diego, Calif., which will turn out approximately 25 trainees every four weeks.

One officer and eight enlisted instructors will train enlisted personnel in the requirements of the steward rating, covering technical qualifications for second and third class petty officers. The course will last 12 weeks.

Most of the trainees will be selected from graduates of recruit training, but small returnable quotas will be provided for Fleet personnel.

**Distribution to Start Soon
Of Second NSLI Dividend
Paid by Anniversary Date**

First payments of the new special NSLI dividend are expected to reach policyholders next month, with other checks continuing to go out during the rest of this year and into 1952.

April payments of the current dividend will go to people who have policies with anniversary dates in January and perhaps to a few with policies with anniversary dates in February. Thereafter, it is expected that the dividends will be paid individually for each eligible account within approximately two months after the anniversary date in 1951. That is, if a policy was taken out on 1 Oct 1949, for instance, the holder can expect to receive that long green check some time before the end of November this year.

Dividends must be taken in cash; they cannot be left on deposit at interest. The government will retain all or part of dividends for any of several types of indebtedness, but not in the case of policy loans.

Policies issued in 1948, 1949 and

**Revised Aircraft Training
Course Is Now Available**

The following new Navy Training Course is now available:

Introduction to Aircraft, NavPers 10303-A. (A complete revision of *Introduction to Airplanes*, NavPers 10303, the new course replaces the older one.)

1950 will earn dividends up to their anniversary dates in 1951, provided that they were in force three months or longer. For policies issued prior to 1948, the dividend basis will be the period from the anniversary date in 1948 to the anniversary date this year, 1951.

However, aviation cadets will receive dividends even though they have had to pay no premiums. Premium payments in their case are considered "earned," which fulfills the requirement.

Certain policies issued under a law concerning service-connected partial disability have numbers prefixed by the letter "H." These policies will not qualify for dividends, since they are "non-participating."

The amount to be distributed for approximately eight million policies is in the neighborhood of \$685 million. No action on the part of policyholders is necessary, unlike in the first dividend distribution when an application was required.

Of the more than 16 million persons involved in the first special dividend payment, only 40,000 for which application has been filed remain to be paid. These cases require special handling, a Veterans Administration spokesman said.

VA explained that the majority of the remaining policies require extensive search and development, often from records outside the Veterans Administration, to verify premium payments. The 40,000 such policies remaining represent a vast reduction from the approximately 400,000 which were on hand on 1 June 1950.

Veterans who have applied for the first special dividend and are entitled to it but haven't received it are assured by the Veterans Administration that every effort is being made to get the checks out to them.

**World's Most Powerful
New Turbo-Jet Engine
Goes Into Production**

The Navy's new J-40 turbo-jet engine—believed to be the most powerful in the world—has successfully completed its ground qualification tests and is being placed in production.

The new engine weighs less than 3,000 pounds and develops a thrust equivalent to 14,000 horsepower at modern flight speeds. By adding an afterburner, plus other developments, thrust can be stepped up to nearly 28,000 horsepower. This is more than one and one-half times the shaft horsepower developed by the main engines of such escort carriers as *USS Badoeng Strait* (CVE 116).

The engine is equipped with an electronic control system which is

**Armed Forces Day to Be
19 May; Freedom Theme**

The second annual Armed Forces Day, with the emphasis on a community-level program, will be held on 19 May.

Established in 1950 in place of the separate dates formerly observed by each branch of service, Armed Forces Day will have a two-fold theme this year. Using the slogan, "Defenders of Freedom," it will serve first as a "tribute to the Armed Forces as an integral and interdependent part of the total material and spiritual power of America now being mobilized" and, second, as a "renewal of faith in our country's heritage, ideals of peace and freedom, to the preservation of which our power is dedicated."

Troop and equipment participation will be provided and, wherever practicable, military installations will hold "open house." Reserve components are expected to take part, together with civic, veterans', women's, labor, industrial and religious organizations.

Seven geographical areas have been designated, with the Army, Navy and Air Force each responsible for two. The Army will also be responsible for the District of Columbia and its adjacent areas.

SONGS OF THE SEA



Sailor's Lament

*She swore that she'd be true to me,
Mark well what I do say;
She swore that she'd be true to me,
But spent my money both fast and free.*

*I'll go no more a-roving
With you, fair maid,
A-roving, a-roving,
Since roving's been my ru-in,
I'll go no more a-roving
With you, fair maid!*

expected to make its operation more simple than has been possible with previous jets. This control system is completely integrated and automatic, from standstill to top altitude and speed. From starting to full power and under any conditions of flight or altitude, operation of the engine is accomplished with a single cockpit control, equivalent to a throttle. All engine conditions are, in turn, automatically tied to this control.

The new J-40 engine is of the axial-flow, or straight-through design. Unlike earlier jets, which take in air through a circular orifice, the air intake of the J-40 is divided into two elliptical openings, arranged like a "Y." Engine accessories are mounted between the arms of the "Y," and minor accessories are strung out along the sides of the "barrel" of the engine to conserve space.

The engine has been under development since 1947.

Shipboard Studies Urged by Chaplain

Urged on by the good offices of Lieutenant Commander Robert A. Vaughan, ChC, USN, 170 men of USS *Dixie* (AD 14), are pursuing courses of study through the United States Armed Forces Institute.

The ship's Methodist chaplain, who doubles as educational officer, Chaplain Vaughan makes a point of seeing all new men reporting for duty aboard *Dixie*, explaining the advantages of study and assisting them in selecting appropriate courses. Posters displayed throughout the ship remind the men of the available educational facilities.

Chaplain Vaughan directs his educational program from the ship's library-lounge, which is furnished with plush sofas, chairs, tables for writing and studying and, of course, hundreds of books. He assists the men in almost any subject.

Many of the sailors taking advantage of USAFI courses are completing requirements for high school diplomas while several are working toward college degrees. A few are working on graduate college courses.

USAFI diplomas and degrees are recognized by most high schools and colleges in the United States. They are less expensive than most civilian correspondence courses.

Navymen Infect Eggs, Search for a Flu Vaccine

How would you like to work with something nobody can see—not even with a microscope? That's what two hospitalmen and their civilian boss do at the virology lab of Naval Medical Research Unit 4 at USNTC Great Lakes, Ill.

As most medicos will know after reading this far, the invisible things that these men work with are viruses, when obtainable. The young scientists also work with something they can see: eggs—chicken eggs.

The purpose of all this is to make flu vaccines. No perfect vaccine for preventing all types of influenza has been produced, but vaccines have been developed which are at least partially successful. And NMRU 4 is helping to develop an all-inclusive vaccine.

The eggs form a "field of activity" for the viruses and furnish fluids. When some of the virus is

believed to have been captured, it is planted deep in eggs which have progressed 13 days toward hatching. Four days later, eggs which are still "alive" are "harvested" by removing a little fluid from the inner cavity.

This fluid goes into other eggs—11-day eggs this time, and is removed after two days, along with more fluid. Up to four more "egg passages" follow. The final crop of virus, when "typed," has several uses. Much of it goes to other labs of NMRU 4 for research work. Unusual types are sent to a "strain study center" on Long Island, N.Y., for study.

There is only one drawback to the lab work. Neither the two sailors, Gilbert Rossner, HMI, USNR, and Delos H. Fry, HMB, USN, nor the virologist, Paul Gerber, like eggs any more. Even for breakfast.

Visiting U. S. Cruiser Makes Hit With Tunis Tots

When the heavy cruiser USS *Des Moines* (CA 134) visited the harbor of Tunis, a group of young children came aboard for a U.S.-sponsored visit which they considered "a very amiable project."

The group of visitors included a group of French Sea Scouts. All, especially the Scouts, felt entirely at home in the motor launch that stopped at the dock for them, and enjoyed their ride out to the ship. Next came a guided tour of the big cruiser, followed by ice cream and cake in the wardroom.

Tres bien was the general verdict concerning the trip and the refreshments alike. Later, the monthly bulletin of the Scouts of France publicly thanked "our American friends" for "this amiable project."

New Carrier Jet Fighter Can Climb in a Hurry

The Navy has a new carrier-based jet fighter designed to fulfill the need for a plane that can intercept an enemy on short notice.

Designated the XF4D, the plane

is tailless and has a triangular-shaped platform wing. A slim nose extends forward, providing a cockpit for the pilot.

The aircraft is catapulted from carrier decks and can climb rapidly to the upper atmosphere.



NAVY ADVENTURES of Dick Wingate are told in new recruiting comic book to be distributed this month.

Trouble with Debts and Dependents' Support Can Foul Up Naval Career

Failure to take care of your personal debts promptly or provide adequate support for your dependents can easily foul up your naval career. You should be careful to meet your obligations before claims and complaints are made against you—and before the Navy takes a hand in the matter.

That the Navy will take a hand if necessary is reaffirmed in BuPers Circ. Ltr. 195-50 (NDB, 15 Dec 1950). "Extensive correspondence on the subject of debt concerning an officer or enlisted personnel," the directive states, "is indicative of financial irresponsibility, or evasion in the matter of payments, or neglect in the answering of correspondence from a creditor.

"The Bureau of Naval Personnel discourages indebtedness and believes that well-intentioned officers and enlisted personnel will so regu-

late their affairs as to avoid a burden of official correspondence. Failure or laxity in this regard is not in accordance with the standard of conduct required by BuPers in determining an officer's fitness or an enlisted person's claim to an honorable discharge."

Results of failure to meet just debts are pointed out clearly in the directive. An officer may be summoned to trial by general court-martial, and his fitness report and service record will contain the pertinent correspondence and appropriate entries. Enlisted personnel may be tried by court-martial or have their naval record blemished by an entry to the effect that he or she is "unreliable due to failure to pay just debts," and a quarterly conduct mark of 2.0 or less goes with it.

If the debts are large, both officers and enlisted personnel may be required to submit a statement of indebtedness, with a monthly schedule of how it will be paid off. This, too, is filed in the service record.

Recently a number of chiefs and first class petty officers, as well as other lower ratings, have been discharged for failure to take care of their just obligations or for failure to support their legal dependents.

The directive provides for a major change in the Navy's handling of correspondence regarding indebtedness of its personnel. In former times, when the Navy was on a smaller peacetime scale, the Bureau of Naval Personnel was the main liaison link between active duty personnel and their creditors. Under the terms of the new directive, most of that responsibility is given to the commanding officer. For their benefit the circular letter notes that correspondence with civilians "whether on the subject of indebtedness or official matters is a factor in maintaining good public relations."

This and other information is pointed out at length in the BuPers directive. You should obtain a copy of this easily understandable directive to gain a clear picture of the Navy's attitude and action to be taken on failure to meet debts, even if you have been careful about debts as a matter of principle.

Some of the Navy's main worries

in this matter stem from obligations innocently acquired by personnel. In one case, a serviceman's wife ran up heavy indebtedness in her husband's name while he was overseas. Today, although he had never heard of the debts until his wife's creditors began writing the Navy, his record contains all the correspondence and the monthly schedule of payments he was required to file.

In another case, a naval officer was held liable for an automobile accident and was sued for \$30,000. His insurance covered only \$10,000 in the liability clause, so he had to appear before a bankruptcy court and file that he was bankrupt.

Automobile accident debts receive special emphasis in the BuPers directive. "The present trend," it states, "of high awards by civil courts for bodily injury and property damage makes it highly desirable that owners of motor vehicles be adequately insured with liability insurance. Attention is invited to the fact that a large amount awarded as a court judgment does not constitute an unjust debt within the meaning of this letter."

If you have an auto, you should re-examine your insurance policy to see how you are covered as to general liability. In the past, the average policyholder carried liability insurance that would provide \$10,000 for bodily injury and property damage for one claimant, or up to \$20,000 if two or more claimants were involved.

Today, in view of the large awards granted by the courts, many policy-

Name-Plate Taken by Japs Is Returned to Chaplain

In 1941, when Guam was surrendered, Navy Chaplain James E. Davis watched Japanese forces loot the surviving Americans of all their personal belongings. Among the items taken from him was a colorful desk name-plate.

In 1944, a Marine officer picked up the name-plate in the ruins of an old Marine barracks, as American forces recaptured the island. He turned it over to Commander Monroe J. Epting, USNR, Savannah, Ga., regimental surgeon of the 21st Marines, who tossed it in with his personal luggage where it was forgotten until recently when the doctor was recalled to active duty. Sorting through his wartime foot locker, Dr. Epting found the name-plate and located Chaplain Davis through the Navy's Chief of Chaplains.

Today the name-plate is back on the chaplain's desk. Dr. Epting has a letter of thanks from Chaplain Davis, now a commander, revealing that the name-plate is the only personal possession taken by the Japanese that he has recovered.

90 Per Cent of LST's Crew Give Blood to Red Cross

Ninety per cent of the crew of LST 525 invaded the Red Cross Blood Center at Savannah, Ga., to donate blood.

After undergoing the "needle operation," officers and men retired to the canteen for coffee, cokes and doughnuts.

The sailors expressed their willingness to participate in a worthy cause. "More people should give their blood to help others," they said.

holders are discovering that that liability coverage might be inadequate in case of a serious accident. For a few dollars more per year, the amount of liability coverage can be doubled or tripled. But that's a personal matter for you to decide yourself.

Besides automobile accidents, other sections of the circular letter deal with the Navy's handling of complaints in regard to general debts, support of dependents, determination of and support of illegitimate children, bad checks, and miscellaneous debts. Another section concerns a related subject — limitations under which service personnel may obtain medical treatment from civilian sources at the expense of the Navy.

A brief summary of these sections follows.

General Debts

Commanding officers are directed by the circular letter to inquire into every instance of complaint of indebtedness and ascertain justness of obligation. "Since naval personnel are not always available or amenable to civil process and since they are often in a very mobile status, it devolves upon commanding officers and other authorities in the naval establishment to insure that civil complaints against individuals receive maximum consideration consistent with laws and regulations prescribed for the naval service," the directive points out.

If the indebtedness is readily acknowledged or considered just, the commanding officer will direct the individual to correspond with the complainant in regard to his intentions in the matter. The commanding officer will then write to the complainant that the matter has been brought to the individual's attention and that he has been directed to communicate with the party in question.

If the indebtedness is denied, or disputed in good faith or as to facts or law, the individual will be directed to communicate with the complainant regarding his intentions in the matter. The commanding officer's reply will state that the matter has been brought to the individual's attention and that he has been directed to communicate with the complainant. The commanding of-



icer will further advise that in view of the circumstances, the complainant should refer the matter to the proper civil court for adjudication.

The action of the commanding officer in any of these cases will be confined to upholding naval law and discipline, and will not extend to acting as a debt collector. The commanding officer has no authority to adjudicate private claims.

Support of Dependents

The Navy Department, states the directive, "takes cognizance of the fact that every individual has a natural, moral, and social obligation to support members of his immediate family. It is expected that commanding officers, upon receipt of information that a member of the command is not adequately supporting his legal dependents, will thereafter insure compliance with the requirements of this letter without further instructions from higher authority."

Even in case of divorce which may fail to include a decision or refer to maintenance or support of wife or minor children, the father is held to be responsible for the welfare and maintenance of his minor children.

If the question of support is in dispute and no determination as to the amount of support payment has been made by a civil court of competent jurisdiction or by mutual agreement of the parties, the following general guide for support payments will be considered to apply:

- Wife only—one third gross pay.
- Wife and one minor child—one half gross pay.
- Wife and two or more minor

children—three fifths of the gross pay.

- One minor child — one sixth gross pay.
- Two minor children—one fourth gross pay.
- Three minor children—one third gross pay.

Examples of this scale of payment are included in the directive.

When an officer or enlisted man fails or refuses to provide adequate support, the commanding officer will recommend the following action:

Officer—Trial by general court martial for conduct unbecoming an officer and a gentleman.

Enlisted man—Disciplinary action when practicable, or administrative discharge of appropriate character. An alternative to this is refusal of the privilege of extending enlistment or reenlistment until such formal court action has been taken as will place the marital status and responsibility on a permanent basis. The burden of producing authenticated evidence of such court action rests upon the man concerned.

BuPers will consider waiving this requirement for support of a wife (but not children) upon the presentation of irrefutable evidence of infidelity or desertion on the wife's part. Pending the issuance of such a waiver by the Chief of Naval Personnel, support will be provided.

Support of Illegitimate Children

"No complaint," states the directive, "requires greater exercise of judgment and tact than the charge that an officer or man serving under one's command is the father of a child born out of wedlock."

Usual cases of this kind fall into three categories, explained at length in the directive. One of the points made is that personnel should be warned not to enter into any agreement to pay support obligations in a single lump sum. Such agreements will not stand in court, and further support can be demanded any time after such a payment is made.

Bad Checks

Writing a check on a bank where an individual knows, or it is reasonable that he should know, that there will be no funds to meet the check, and without intending that there

should be, constitutes a criminal offense under the laws of many civil jurisdictions and the naval service. "No account" checks usually constitute a more grave offense than "insufficient fund" checks.

Commanding officers will investigate and recommend suitable disciplinary action. Both the criminal nature of the action and the resulting indebtedness will be considered in any action taken.

While every instance of checks returned because of insufficient funds is not necessarily criminal, repeated incidents of this nature are indicative of financial irresponsibility and will be handled as provided for repeated offenders.

Miscellaneous Indebtedness

Naval personnel or their dependents frequently incur indebtedness to commissary stores and outpatient services of government hospitals, and upon transfer to a new duty station fail to arrange for liquidation of the accounts. The directive points out that these quasi-official activities are for the benefit and welfare of naval personnel and for limited medical care of legal dependents. "It is mandatory," the circular letter states, "that these accounts be liquidated as rapidly as circumstances permit."

If personnel fail to make good their statements as to how they will take care of their debts and also fail to notify the commanding officer, that is considered a disregard for naval authority, and the commanding officer may take appropriate disciplinary action.

Medical Treatment by Civilians

When no government medical facilities are available, personnel in a duty status may obtain emergency or necessary medical treatment from civilian sources upon receiving authority from the commanding officer or senior officer present. In the absence of a superior officer, the personnel should make their own application to a civilian physician or a civilian hospital for emergency or necessary medical treatment.

Limitations under which civilian treatment may be obtained are spelled out in the directive. The charges for services rendered will be allowed only at reasonable rates and for no longer period than is necessary to permit the patient to be transferred to a government hospital when physically able. The proper naval authorities must be notified of that time or of the time of discharge from the civilian hospital if further hospitalization is not required.

Rules Are Listed for Use Of Navy's Circuits for Sending Personal Messages

Most Navymen know that messages from people in the U.S. can be sent to them almost anywhere they may be on board U.S. naval ships or on Navy overseas bases, and that they can send such personal messages back. Not as widely known is the "how" and "where" of sending such Class E messages, particularly from the U.S., outward. ALL HANDS here offers a roundup of rules on the subject.

First, a definition:

Class E messages are personal messages to or from naval personnel on which no charge is made for handling over Navy circuits unless otherwise indicated in communication publications. Charges are collected from the sender when commercial carriers are involved in transmitting the message or in its final delivery.

Here are subjects acceptable for Class E messages:

- Matters of life and death, and serious illness.
 - Matters of personal arrangements or important personal business, not of recurrent nature.
 - Occasional greetings on important personal anniversaries.
- These are *not* acceptable:
- Trivial or frivolous messages.
 - Holiday or anniversary greetings, other than those specifically permitted above, or as may be authorized in separate instructions.
 - Messages of unnecessary length.
 - Ordinary congratulatory messages.

• Frequent or recurrent messages pertaining to the conduct of a commercial venture.

(Remember, this last list consists of those *not* acceptable.)

Class E messages addressed to U.S. naval ships and overseas bases may be accepted at the points listed below. They will be handled free of charge over Navy circuits and will be delivered by rapid means to the maximum extent practicable. Class E messages addressed to units afloat may be placed in the mail for ultimate delivery if operational conditions require. That is, if local communication facilities in the area where the ship is operating are too

WHAT'S IN A NAME

Pea-coat

For more than 200 years the heavy top-coat worn in cold weather by seafaring men has been called a pea-coat or pea-jacket, names familiarly given the present-

day overcoat worn by naval enlisted men below the grade of chief petty officer.

Although the exact derivation of the term pea-coat or pea-jacket is obscure, one of the most plausible explanations is that the coats once were tailored from pilot cloth, a coarse, stout kind of twilled blue cloth with a nap on one side. The cloth sometimes was called p-cloth, for the initial letter of the word, and the garment made from it became known as a p-jacket—later pea-jacket, a term in use from 1723 on.

There also is the version that pea-coat is derived from an old Dutch word variously spelled py, pie, pii and applied in the 1400s to a coarse, thick, stout, woolen cloth or felt and the coat garment made from it.

Today's overcoat is made of jersey cloth which takes its name from Kersey Village in Suffolk, England, where a kind of coarse and ribbed woolen cloth was manufactured as early as the 13th century.



heavily loaded to permit handling of a Class E message, the message may finish its journey by mail.

Here are the points of acceptance within the continental U.S. for Class E messages:

- U.S. Naval Communication Station San Francisco, San Francisco, Calif., for messages to Pacific Ocean areas, including the Far East.

- Navy Department Communication Office, Navy Department, Washington, D.C., for messages to Atlantic, Mediterranean and Caribbean areas, including the Middle East.

- U.S. Naval Communication Station Seattle, Seattle, Wash., for messages to activities on shore in the Alaskan area.

Senders in the States will use commercial facilities in getting the message to the appropriate naval communication station listed above. Except in very unusual circumstances, Class E messages will not be given a precedence higher than "deferred" when on Navy circuits.

This would be a valuable item to your dependents or other family members in time of emergency. Clip it out and send it home.

Navy Club of U.S.A. Opens Membership-at-Large Plan

Want to join the Navy Club of the United States of America? Although primarily a veterans' organization, the club is welcoming personnel now on active duty—admitting them through its new membership-at-large program.

Cost of membership in the "MAL" program is one dollar for the duration of the member's naval service in the present emergency. Membership carries with it a one-year subscription to the club's magazine, *The Quarterdeck*, and entry to all Navy Clubs and many other veterans' clubhouses. Renewal subscriptions to *The Quarterdeck* are 50 cents per year.

An aim of the Navy Club of the U.S.A. is to give Navy veterans in its nation-wide membership the opportunity to maintain contact with their former shipmates. The club was chartered by Congress in 1940. It has for its motto, "Keep the Fleet to Keep the Peace."

N.C. U.S.A. will hold a national reunion in Davenport, Iowa, on 19-23 June 1951. (See Reunions, p. 28.)



"But, miss, you asked for some salt."

Air Transport Squadron Back in Action

Air Transport Squadron VR-22 is back in action again, having been recommissioned from units based at Norfolk, Va., as part of the Navy's speed-up of air logistic support in the face of expanding operational forces.

VR-22 was added to the Fleet Logistic Air Wing, Atlantic/Continental, at ceremonies held in the squadron's hangar. Operating R4D aircraft, the squadron provides both scheduled and special air transportation for priority cargo and passenger for the Atlantic Fleet.

VR-22, which succeeded VRU-2 in September 1948, was decommissioned 31 Jan 1950, when its remaining aircraft and personnel were placed in a detachment of ATS-1, Naval Air Station, Patuxent River, Md.

USNRs on Active Duty Need Not Earn Promotion Points

Naval Reserve officers on extended active duty need not earn promotion points to qualify for promotion, according to BuPers Circ. Ltr. No. 1-51 (NDB, 15 Jan 1951).

The requirement of earning promotion points has been waived for active USNR officers to conform with the suspension of written professional examinations for promotion of officers of the Regular Navy.

When these examinations are resumed, correspondence course requirements will be reinstated.

The requirements for inactive officers remain unchanged.

Rehabilitation Training Extended to New Veterans Of the Korean War

Rehabilitation training previously limited to World War II veterans has been extended to include many veterans disabled since fighting started in Korea.

Public Law 894 (81st Congress) contains many of the provisions of the earlier ruling concerning rehabilitation training, known as Public Law 16. Applications for such training will continue to be made on the same forms as before. However, where Public Law 16 carried a deadline of 25 July 1956 for applying, newly disabled veterans will have nine years from the end of the present emergency.

Here are some of the important points regarding rehabilitation training for disabled veterans:

- Under Public Law 894, a veteran must have been disabled after the Korean conflict began and prior to a date which is yet to be set.

- Disability must be such that Veterans Administration may pay compensation at full wartime rates.

- Veterans who already have had GI Bill or Public Law 16 training as a result of the World War II service may be entitled to additional training if such training is found necessary because of new disabilities.

Active Duty Program Halted For Certain Enlisted USNRs

The program which in the past has permitted enlisted male Naval Reservists in the two lowest pay grades to serve two years on active duty is suspended for the present.

Formerly men of pay grades one and two who were members of the Naval Reserve prior to 1 Sept 1950 were eligible for two years' active duty. Suspension of that program became necessary so that sufficient training facilities would be assured for the large number of recruits who have enlisted in the Regular Navy.

That phase of training for Naval Reservists will be resumed when the recruit training situation permits.

NAS Jacksonville to Reopen, Memphis Grows as Naval Air Technical Training Expands

Expansion of the Naval Air Technical Training Command got underway with the reopening of the training center at the Naval Air Station, Jacksonville, Fla., and the increasing of operations at the training center at Memphis, Tenn.

Of the 20 air technical training schools affected, 11 will remain at Memphis and undergo expansion. Nine have been moved from Memphis to Jacksonville.

The increased operations at Memphis call for a monthly input of about 1,000 students, a 30 percent increase over the current rate. The number of officer and enlisted instructors will be increased proportionately.

At Jacksonville, more than 70 buildings are being restored so that students can begin studies there in March. Over 100 officers and about 1,800 men will be required to train a planned input of almost 1,000 students per month. The total number under instruction at any one time will be about 6,000.

During World War II, the Naval Air Technical Training Center at Jacksonville reached a peak of 12,000 students and instructors. Technical training was moved to Memphis in May 1948 when the Jacksonville installation was closed due to reduction in force.

The following schools will be located at Jacksonville: Airman school, Class A and Class B Aviation Ordnanceman schools, Aviation Ord-



"But chief, this isn't Saturday night."

nance Officer school, Aviation Supply Officer school, Aviation Storekeeper school, Class A and Class B Aviation Electrician schools and Aircraft Instrument school.

Remaining at Memphis are the Class A and Class B Aviation Machinist's Mate schools, Class A and Class B Aviation Structural Mechanic schools, Class A and Class B Aviation Electronics Technician and Electronicsman schools, Class A and Class B Training Deviceman schools, Instructor Training school, Aircraft Maintenance Officer school and Aviation Electronics Officer school.

Three NAS and One MCAS Are Being Reactivated

Three Navy air stations and one Marine Corps air station, active in World War II but later vacated, are being reactivated as part of the nation's defenses.

The three naval air stations are located at Brunswick, Me., Sanford, Fla., and Kingsville, Tex. Location of the Marine Corps Air facility will be Santa Ana, Calif. Each station had been leased or disposed of in other ways to private firms or city governments, but all were subject to reclaim by the Government by virtue of "recapture clauses."

At first the Brunswick, Me., base will be classed as an air facility, with air station status coming later. That facility and the one at Sanford, Fla., will supplement present Atlantic Fleet air stations at Quonset Point, R. I., and Jacksonville Fla.

Jet pilots will be trained at Naval Auxiliary Air Station, Kingsville, Tex.; Pacific Fleet Marine Force helicopter pilots will be based at Santa Ana.

Bainbridge Reactivated, Camp Elliot Reopens as Recruit Training Expands

Camp Elliot, an annex of Naval Training Center, San Diego, Calif., has been reopened, and NTC Bainbridge, Md., is in the process of reactivation as the Navy expands its recruit training facilities.

It was planned that recruits would begin training at Camp Elliot last month and that the camp would have a capacity load of 9,000 recruits on board by the end of June. USNTC Bainbridge is expected to be ready for recruits some time in April. That center will provide training facilities eventually for some 20,000 recruits, as well as a naval hospital and service schools.

The training center at Bainbridge has been in a caretaker status since late 1947, when it was deactivated after four years of wartime operation. Camp Elliot, too, has been closed down since the end of World War II.

At the present time, Navy recruits are being trained at NTC San Diego, NTC Great Lakes, Ill., and Naval Training Station, Newport, R. I. Reactivation of the Bainbridge training center will bring to four the number of naval recruit training facilities. Recruits are not being trained at present at Norfolk, Va.

Navy, MarCor Reservists May Drop Traditional "R"

Navy and Marine Corps reserves on active duty may drop the "R" from the traditional USNR and USMCR designations, according to a directive issued by the Secretary of the Navy.

This move, the Secretary said, "makes suitable recognition" of the active duty status of Navy and Marine Corps reserves by requiring a "minimum of differentiation" between Regular and Reserve personnel.

Exceptions to the new policy would include Navy and Marine Corps personnel on training duty. Also, in matters such as personnel records, pay records and clothing accounts, the designators USNR and USMCR will continue to be used to keep clear the legal status of Reserves.

31 Pilots Get Air Medals In Presentation on Carrier

Thirty-one Navy pilots received air medals in what was probably the largest mass presentation since World War II, in simple ceremonies held on the hangar deck of *uss Valley Forge* (CV 45), 27,000-ton carrier of Task Force 77.

The awards were all earned by the pilots while flying from *uss Boxer* (CV 21) in support of the Inchon invasion, Korea.

Air medals are awarded to those who distinguish themselves by meritorious achievement while participating in aerial flight.

1951 Essay Contest Opens; Competition Is Limited To Enlisted Personnel

Essays on naval subjects, written by enlisted personnel of the Navy, Marine Corps or Coast Guard on active duty, are now desired by the U.S. Naval Institute, Annapolis, Md., for the 1951 enlisted prize essay contest. Deadline is 1 Aug 1951.

Here are the rules:

- Essays should not exceed 8,000 words.

- All essays must be typewritten, double spaced, on paper approximately eight and one-half by 11 inches in size, and must be submitted in triplicate, each copy complete in itself.

- The name of the competitor shouldn't appear on the essay. Each essay must have a motto in addition to the title. This motto must appear at three places—on the title page of the essay, on the outside of a sealed envelope containing identification of the competitor, and above the name and address of the competitor inside the envelope containing this identification. This envelope will not be opened until the Board of Control has chosen the winning essays. Essays and identifying envelope must be mailed in a large sealed envelope marked "Enlisted Prize Essay Contest."

- Awards will be made by the Board of Control, voting by ballot and without knowledge of the competitors' names.

- Awards will be made known and presented to the successful competitors as soon as practicable after the September meeting of the Board of Control.

- Essays must be received by the Secretary-Treasurer on or before 1 Aug 1951.

A prize of \$300 to \$700, a gold medal and a life membership in the Institute will be awarded for the best essay submitted on any subject pertaining to the naval profession, should the Board of Control consider the essay to be of sufficient merit. If the prize is awarded to a previous winner of the Enlisted Prize Essay Contest or the General Prize Essay Contest, a gold clasp suitably engraved will be given instead of the

Don't Be Careless About Your Cigarettes and Matches

If you are a careless smoker, then you are the Navy's greatest hazard so far as the origin of fires is concerned.

There were 938 fires, causing one death and 67 injuries as well as property damage amounting to \$1,500,000 during the fiscal year 1950. Figures compiled by BuDocks indicate that negligent handling of matches and cigarettes caused an estimated 267 Navy fires ashore.

Improper use of electrical equipment caused 205 fires. A \$600,000 fire at Pearl Harbor, resulting from faulty use of a hot-plate in a com-

missary, accounted for 34 percent of the total damage for the year. Improper wiring of cables and fuses caused another 173 fires. The reports indicate that 83 percent of the 938 fires occurred during non-working hours.

Despite these figures, fire loss was at a 10-year low. The number of fires was two-thirds below that of fiscal year 1949.

A new method of tabulating data on fires enables the Navy to detect and analyze fire origins. Future changes in fire protection standards will be based on analyses of these reports.



... fire and destruction result from carelessness and irresponsibility ...

medal. Also, the commuted value of the life membership will be given in that case, instead of the life membership.

Regardless of the "Prize" award, one or more essays may receive honorable mention if of sufficient merit. Essays awarded honorable mention will receive compensation, not including a life membership in the Institute, officials of that organization announced. If no essay is adjudged of sufficient merit to receive the prize or an honorable mention, the best essay submitted may receive a special award.

The 1950 enlisted essay contest was won by John E. McAuley, YNC, USN, who received honorable mention and a cash prize of \$150. Chief McAuley's essay, "The Navy's Role in International Affairs," appeared in the January 1951 issue of the *United States Naval Institute Proceedings*. An essay entitled "How Does Your Correspondence Read?" won \$100 for Howard S. Dewey, ENC, USN. This essay was scheduled to appear in the February 1951 issue.

Training Duty at Schools Open to Naval Reservists

Training periods of two weeks' duration at over 90 schools are being made available to Organized and Volunteer Naval Reservists during 1951.

Monthly billets have been established for some 400 Reserve officers and approximately 1,400 Reserve enlisted personnel for enrollment in two-week active duty training periods at various naval schools. The training periods will convene on the first and third Mondays of each month.

Commandants of the 1st, 3rd, 4th, 5th, 6th, 8th, 9th, 11th, 12th, and 13th naval districts and the Potomac River Naval Command are authorized to order personnel to these schools for training.

The Navy previously announced that billets were available for some 300 officers and approximately 2,000 enlisted personnel on 23 Atlantic Fleet Reserve cruises to be made during the first quarter of 1951.

Authorities Are Outlined For Issuance of Orders to Explosive Demolition Duty

A directive outlining who is authorized to issue competent orders to personnel "involved in the demolition of explosives as a primary duty" has been issued by BuPers.

Issuance of competent orders to personnel who are now or in the future may be assigned to duty involving the demolition of explosives is necessary in order to establish their eligibility to receive incentive pay. Eligible officers and enlisted personnel are entitled to receive incentive pay in the amount of \$100 and \$50 per month, respectively, according to instructions contained in Executive Order 10152 and BuSandA Manual MPIM 6. This is being paid retroactive from 1 Oct 1949.

Competent orders have been defined by BuPers as those issued in accordance with Article C-5301, BuPers Manual, including temporary duty and temporary additional duty orders, which specify "duty involving the demolition of explosives as a primary duty." Those eligible to receive such orders include:

- Officers and enlisted personnel assigned to duty involving the dem-



"I've had no trouble getting sideboys since I bought a boatswain's pipe."

olition of explosives as a primary duty with Underwater Demolition Teams or Explosive Ordnance Disposal Units.

- Officers and enlisted personnel assigned to duty or duty under instruction involving demolition of explosives as a primary duty at the Naval School, Explosive Ordnance Disposal.

Personnel in both classifications are entitled to incentive pay during the entire period while so assigned.

Officers and enlisted personnel

who actually perform demolition duty as a primary duty under competent temporary or temporary additional duty orders are entitled to receive incentive pay.

For personnel currently assigned to duty involving demolition of explosives, competent orders may be issued to both officers and enlisted personnel by COs of underwater demolition teams, OinCs of explosive ordnance disposal units, and the OinC of the Explosive Ordnance Disposal School.

In the future, officers assigned to this type duty will be issued orders by BuPers. Authority has been granted by BuPers to the following authorities to issue competent orders to enlisted personnel being assigned to duty involving the demolition of explosives: Fleet, force and type commanders, commandants of naval districts and river commands, CNA-Tra, COs of underwater demolition teams, OinCs of explosive ordnance disposal units, and the OinC of the Explosive Ordnance Disposal School.

This information was announced by BuPers Circ. Ltr. 3-51 (NDB, 15 Jan 1951).

Military Personnel to Get Reduced-Rate Rail Tickets

All military and naval personnel on leave—including cadets and midshipmen—can purchase round-trip railroad tickets at reduced rates until 31 March, according to Alnav 7-51 (NDB, 31 Jan 1951).

The reduced fare will be based on a two cents per mile rate but in some areas will be slightly more than two cents and in others will be slightly less than two cents. The federal transportation tax will not be charged.

Personnel must be in uniform, traveling at their own expense, and have written authority for leave, a pass or liberty card—not just an identification card.

Tickets, valid for 30 days from date of purchase, are good in coaches only. The usual stop-over and baggage privileges will be allowed.

Although at the present time the reduced rates will be in effect only until 31 March, there is an excellent chance that the procedure will be continued for the duration of the current national emergency.

Navyman Has Spent All of His 30-Year Career at Sea

Shore duty is something to which Lieutenant Commander Claude A. Ross, USN, is virtually a stranger. Except for his months at USNTS Norfolk, back in 1920 and 1921, his career has all been sea duty—all 30 years of it.

And we do mean sea duty. Aboard ship.

Records show that in July 1921 Seaman Claude A. Ross went aboard the cruiser *Uss Olympia*. Twenty-seven years later—in October 1948—Lieutenant Claude A. Ross reported aboard the transport *Uss General J. C. Breckenridge* (AP 176). After another year Lieutenant Commander Claude A. Ross, still in the transport filled out an officer's data card on himself. There was a place to indicate his choice of next duty—sea and shore. His first choice for sea duty was an APA in the Pacific; second choice, an AK in the Pacific. Under "Shore

Duty (give four choices)," he put "not desired."

Between the time he left *Olympia* and the time he went aboard *General J. C. Breckenridge*, Lieutenant Commander Ross served on 10 different ships. Among them were a battleship, cruisers, an aircraft carrier and a tanker. He served aboard some of them an unusually long time—more than eight years in the old cruiser *Uss Florida*; 61 months, including Pearl Harbor Day, in the battleship *Pennsylvania* (BB 38). After an enlisted career as a fire controlman, he was given a temporary appointment to ensign in 1942. It took only seven years to make lieutenant commander.

What will he do after retirement? Information available to ALL HANDS doesn't answer that question. Maybe a job as skipper of a lightship—or a whaler. . . . or, at last, some shore duty.

Wave Officer's Normal Tour In U.S. Billet Is 3 Years; Overseas Minimum 18 months

Normal tour of duty for Navy line and staff women officers in any one locality within the United States will be three years. Overseas assignments will be for a minimum of 18 months.

While the periods of service mentioned above will serve as a general guide in the assignment of women officers, a regular alternation between shore duty in the United States and overseas assignments cannot always be effected; that the sequence may be modified from time to time by the exigencies of the service and the need to equalize the character of total service performed by all officers of the same grade. However, women officers with no previous overseas service may expect such assignments in the future.

BuPers Circ. Ltr. 4-51 (NDB, 15 Jan 1951) states that women line ensigns will normally not be assigned to overseas billets. During the normal three year tour in the activity to which women line ensigns are first ordered, they will be assigned to two types of billets for approximately 18 months each. These assignments should be as varied as possible so that during their three years in the grade of ensign these officers will gain experience in two totally different kinds of Navy billets.

It is not intended that the women in the Regular Navy be an additional pool of personnel available to supplement allowances, the letter states. They will fill regular military billets within authorized allowances.

QUIZ ANSWERS QUIZ AWEIGH is on page 9

1. (b) Boilermen (BTs).
2. (a) Utilities men (UTs).
3. (c) Anemometer.
4. (b) Measures the force or velocity of the wind, the record of which is called the anemogram. An anemoscope shows the direction of the wind, the simplest form of this type of instrument being the common weathercock or weather vane.
5. (b) Pitgstick.
6. (c) Gaff.

WAY BACK WHEN

Dead Horse

In the old British sailing days, when seamen were apt to be ashore for considerable periods between voyages, they generally lived in a sailors' boarding house or tavern where, after their funds were depleted, they were "carried" by the keeper until they could secure new employment.

When the opportunity came for a seaman to sign up for a new cruise, it was customary for him to receive a month's or five weeks' advance in pay. However, the seaman invariably found himself penniless again after paying off his boarding house debts and purchasing the necessities for his new cruise. This meant that for the first several weeks of his cruise he would be working for nothing but food or "salt horse"—the salt beef which then was the sailor's staple diet.

After weighing anchor, no further payments would be allowed until the allotted time had elapsed to earn the pay advanced. Thus, the end of this period denoted, that the "horse" was dead and permitted an opportunity for jubilant celebration by the seamen who again would be working for wages and not alone for salt horse.

At this time, a resemblance to a horse would be constructed from odd ends of lumber and canvas fashioned to a barrel, or by stuffing canvas with rope yarn in the shape of a horse. With picturesque ceremony, the effigy then was hoisted clear of the side, set afire and lowered into the sea.

As the "dead horse" drifted astern to



mark the crew's liberation from debt, it was the occasion for boisterous hilarity. Cheering seamen manned the shrouds and shouted the old sea chanty which has come down to us variously entitled "The Dead Horse," "Poor Old Horse" or "Poor Old Man."

The term "dead horse" even today is sometimes used jokingly among seafarers when referring to any situation involving advanced pay. Too, the "dead horse" like many another old sea expression has come ashore to signify the paying off of any sort of debt—"We've at last got rid of the dead horse on the clubhouse."

Field Duty in Basic Course For New Medical Officers

Newly commissioned Navy medical officers are now given a 24-week basic course in naval medicine, of which all but 11 weeks will be spent on field duty and sea duty away from the Navy Medical School. Field and sea duty will give the new Navy medico a knowledge of duty in both surface ships and submarines, and in aviation, amphibious base operations and with the Marines in the field.

Thirty-one officers enrolled in the first extended class, which began instruction earlier this year. As in the past, the purpose of the course is to provide medical officers with instruction and indoctrination in the basic concepts of Navy medicine. Classes previously have varied from six weeks to nine months in length,

depending on the exigencies of the service at the time.

The 11 weeks of classroom work are spent at the National Naval Medical Center, Bethesda, Md. While at the school, officers have access to the hospital's large medical library, which operates on a liberal schedule. In addition, there are lectures, classroom instruction, demonstrations and laboratory work.

The new medical officers, upon satisfactory completion of the course, receive a certificate which is equivalent to an endorsement by the school and by BuMed.

The broad purpose of the basic course in naval medicine is, briefly, to orient the new Navy medical officer in the naval service and aspects of medicine special to the Navy, and to serve as a refresher course in diagnosis and therapy.

**New and Reissue Movies
Being Distributed to
Commands Are Listed**

Here's a listing of motion pictures now being distributed among ships and overseas bases, that have been obtained through the Navy Motion Picture Exchange, Brooklyn, N. Y. For the convenience of motion picture operators, numbers of the programs are included. All prints are 16-mm.

ALL HANDS will carry new listings as they become available from the Exchange.

- American Guerrilla in the Philippines* (507): War drama; T. Power, M. Prella.
- Desert Hawk* (497): Technicolor desert adventure; Y. DeCarlo, R. Greene.
- Tea for Two* (496): Technicolor musical melodrama; D. Day, G. MacRae.
- Tripoli* (512): Technicolor war adventure; J. Payne, M. O'Hara.
- Dallas* (520): Technicolor western; G. Cooper, R. Roman.
- Rio Grande* (505): Western; J. Wayne, M. O'Hara.
- Jackie Robinson Story* (514): Baseball drama; J. Robinson, R. Dee.
- West Point Story* (502): Musical melodrama; J. Cagney, V. Mayo.
- State Secret* (499): International drama; D. Fairbanks, Jr., G. Johns.
- The Milkman* (492): Comedy; J.

**Navy Chicken Farm in Japan
Supplies Messes, Pays Off**

Want your morning eggs strictly fresh and your Sunday chicken practically cackling? Better get recruiting duty in Kokomo, Ind., or any kind of Navy duty in Yokosuka, Japan.

Yep, Yokosuka, Japan. The Navy has a chicken farm there. Quite a large one. More than 4,400 chickens.

The Navy's Yokosuka chickens occupy only an acre of ground, but they eat a good deal of chicken feed: approximately 30,000 pounds of mash and a ton and a half of corn per month. Then the Navymen and their dependents eat the chickens and the eggs, so it all pays off.

The general mess, the officers' mess, the CPO mess and the commissary all pass on the benefits of the fowl enterprise.



"We're ready for a take-off, Miss Latour."

- Durante, D. O'Conner.
- Highway 301* (515): Crime melodrama; S. Cochran, V. Grey.
- Mad Wednesday* (518): Comedy; H. Lloyd, J. Conlin.
- Breakthrough* (493): War drama; D. Brian, J. Agar.
- Never a Dull Moment* (510): Domestic comedy; I. Dunne, F. MacMurray.
- Mrs. O'Malley and Mr. Malone* (495): Mystery comedy, M. Main, J. Whitmore.
- Watch the Birdie* (500): Comedy; R. Skelton, L. Ames.
- Operation Disaster* (503): Submarine drama; J. Mills, R. Attenboro.
- Destination Murder* (508): Crime melodrama; J. MacKenzie, S. Clements.
- Deported* (517): Drama; M. Toren, J. Chandler.
- Blues Busters* (516): Comedy; L. Gorcey, H. Hall.
- Three Husbands* (513): Drama; E. Williams, H. DeSilva.
- Trial Without Jury* (511): Mystery; R. Rockwell, B. Fuller.
- Emergency Wedding* (509): Comedy; L. Parks, B. Hale.
- Woman from Headquarters* (491): Police melodrama; V. Huston, R. Rockwell.
- The Golden Gloves Story* (519): Boxing melodrama; J. Dunn, K. Westfall.
- Armored Car Robbery* (501): Crime melodrama; C. McGraw, A. Jergens.
- Counterspy Meets Scotland Yard* (506): Espionage melodrama; A. Blake, H. St. John.
- Big Timber* (504): Melodrama; R. McDowell, J. Donnell.
- Snow Dog* (498): Drama; K. Grant, E. Verdugo.
- Side Show* (494): Circus melodrama; B. Quillan, T. Roberts.

Twenty "re-issue" programs have been added to the distribution list in recent months. They are as follows:

- Mutiny on the Bounty* (447): Sea adventure; C. Gable, C. Laughton.

- The Sea Hawk* (441): Sea adventure; E. Flynn, H. Marshall.
- Casablanca* (446): War melodrama; I. Bergman, H. Bogart.
- Born to Dance* (460): Musical comedy; E. Powell, J. Stewart.
- Beau Geste* (445): Desert adventure; G. Cooper, R. Milland.
- Alexander's Ragtime Band* (442): Musical, T. Power, A. Faye.
- The Mark of Zorro* (444): Adventure; T. Power, L. Darnell.
- The Lady Eve* (443): Romantic comedy; B. Stanwyck, H. Fonda.
- Holiday Inn* (450): Musical festival; B. Crosby, F. Astaire.
- Gunga Din* (448): Melodrama; C. Grant, V. McLaglen.
- You Can't Take it With You* (454): Comedy melodrama; J. Arthur, L. Barrymore.
- Ninotchka* (458): Comedy; G. Garbo, M. Douglas.
- Boys' Town* (455): Melodrama; S. Tracy, M. Rooney.
- My Gal Sal* (456): Musical comedy; R. Hayworth, V. Mature.
- In Old Chicago* (451): Drama; T. Power, A. Faye.
- Hunchback of Notre Dame* (449): Drama; C. Laughton, M. O'Hara.
- Mr. Deeds Goes to Town* (452): Comedy; G. Cooper, J. Arthur.
- The Philadelphia Story* (459): Comedy; C. Grant, K. Hepburn.
- Lost Horizon* (453): Drama; R. Coleman, J. Wyatt.
- Going to Town* (457): Comedy drama; M. West, P. Cavanagh.

**Recruiting Quotas Don't
Affect Ex-Servicemen**

Quotas established to regulate Navy recruiting have no effect on persons who have enough previous Navy service or other military service to make recruit training unnecessary.

Also, recruiting authorities point out, temporary slow-downs or stoppages of enlistments do not constitute a recruiting "freeze," but merely the observance of a quota. Recruit training facilities have been insufficient to accommodate the numbers that would have been enlisted by unrestricted recruiting. Therefore, it has become necessary to establish quotas.

Navy recruits are being sent to training centers at San Diego, Calif., Newport, R.I., and Great Lakes, Ill., at present. The naval training center at Bainbridge, Md., is scheduled for reopening next month.

Congress Directs Its Attention to Legislation for Service Personnel

Beginning months of the first session of the 82nd Congress saw many bills of interest to the naval establishment introduced or otherwise receiving action. Each month ALL HANDS provides a roundup of this type of legislation.

Construction and Conversion — H. R. 1001: Passed by the House; to authorize the Navy to construct, acquire and convert vessels in the gross amount of 1,500,000 tons. (This bill, passed unanimously by the House and slated for early action by the Senate, calls for the construction of 173 new vessels and conversion of 291 others at a cost of \$2,000,000. The construction program provides for a flush deck carrier of 57,000 tons, 22 minesweepers, 30 minesweeper boats, seven submarines, two ocean escorts, 12 fleet tankers, two rocket ships, one ice breaker, 66 landing ships, and 30 smaller vessels. The conversion program provides for shipyard work on six aircraft carriers, 12 cruisers, two guided missiles cruisers, 194 destroyers, 12 radar picket destroyers, 31 landing craft, and 34 smaller vessels.)

"Free Insurance" — H. R. 1 and 3: Passed unanimously by the House; to provide gratuitous life indemnity for all servicemen on active duty. (This bill, providing for payment of a uniform death indemnity of \$10,000 to designated beneficiaries of servicemen who die in active service, is less beneficial than may be seen on first inspection and is therefore opposed by the Department of Defense. A detailed comparison of the benefits to survivors of service personnel will be published by a circular letter in the event this bill becomes law.

Combat Pay — H. R. 1753: Introduced; to provide combat pay for members of the U.S. armed forces in Korea. (This bill would provide additional pay of \$50 per month for enlisted men and \$100 a month for officers of the armed services actively engaged in combat in Korea. This would be in addition to the basic pay now received and would be retroactive to 27 June 1950.)

Death Pension — S. 713: Introduced; to provide allowance of death



'Gosh! I finally got my name in the paper. I'm listed among those who may expect to be drafted soon.'

pension when death in service is denied service connection.

Veterans Benefits — S. 714D: Introduced; to extend to personnel of

the armed forces on active duty on or after 27 June 1950 certain benefits provided by law for veterans of World War II.

POW Disabilities — H. R. 2120: Introduced; to provide a presumption of service connection for disabilities incurred by prisoners of war.

Marine on JCS — H. R. 2127: Introduced; to fix the personnel strength of the Marine Corps and to make the Commandant of the Marine Corps a permanent member of the Joint Chiefs of Staff.

Tax Exemptions — H. R. 2128: Introduced; to grant income tax exemptions with respect to compensation received for active service in the armed forces.

Dependents' Pensions — H. R. 2135: Introduced; to extend pension to widows and children of certain

Scrappy Sailor Back in Navy for Third Fight

"Now is the time for all good men to come to the aid of their country," thought Michael J. Sullivan, BMG2, USNR, when shooting started in Korea. A lot of other fellows thought the same thing, of course, but for Sullivan it was his third international shooting match in the Navy.

Having first joined up in 1913, Sullivan was a seasoned sailor by the time the U.S. entered World War I. In 1919, with the Armistice safely signed and the nation scrapping its warships, he shifted to merchant ships for five years. World War II came along, and in 1943 the fighting Irishman was back in the Navy again. After that war he accepted a discharge once more, went back to his job as a policeman in Newport, R. I.,—a job he had taken after leaving the sea many years before.

Soon the Navy was looking for Reserves. Mike was quick to respond, but the recruiters thought he was too old at 50-plus. Some fast Irish blarney and a physical examination report convinced them of their error, however. Soon the policeman was off on a summer Re-

serve training cruise. In 1949 he was retired from the police force with 25 years' service behind him, and now he's in the Navy to stay, he says.

Harking back to this century's 'teens and early 20s, Sullivan recalls the early careers of many officers who later became world famous. Louis Denfield, then lieutenant (junior grade) USN, was once his division officer; William H. Standley, later ambassador to Russia, was his executive officer aboard the old USS *New Jersey*.

Besides spending a quarter century on the Newport police force between Navy hitches and freighter trips, Sullivan found time to gain considerable fame as a grower of prize-winning flowers. His posies have won three gold cups, three gold medals and hundreds of blue ribbons at Boston flower shows.

Mike's first shipboard rating was engineman striker, and the engines around which he worked were coal-burning piston-type steam engines. At the present time he's a BMG2 who says he can "show these young squirts a thing or two."—Joseph Ewing, JOSN, USN.

persons whose deaths in World War I or II were not in line of duty.

Customs Tax — H. R. 2141: Introduced; to make permanent the existing temporary privilege of free importation of gifts from members of the armed forces of the U.S. on duty abroad.

Male Nurses — S. 661: Introduced; to provide for the appointment of male citizens as nurses in the armed forces.

Special Pensions — H. R. 1770: Introduced; to provide special pensions for certain persons awarded medals for extraordinary heroism while serving in the armed services.

Dependents Allowance — S. 564: Introduced; to increase by \$50 per month the allowances provided for dependents of enlisted personnel on active service in the armed forces.

Retired Pay — H. R. 1531: Introduced; to provide for payment to certain retired members of the Naval and Marine Corps Reserve of a lump

Commendation Ribbon Not To Be Confused With NUC

A number of applicants requesting the Commendation Metal Pendant have apparently confused this award with the Navy Unit Commendation.

The Letter of Commendation with Commendation Ribbon—is the one that rates the Metal Pendant—is an individual award to a person. The Navy Unit Commendation—no medal or metal pendant involved—is an award made to a ship or unit.

Individuals who apply for the Commendation Metal Pendant are requested to confirm their eligibility by personally checking to see if they have previously received a Letter of Commendation rather than a Navy Unit Commendation.

The authorization letter, transmitting the Navy Unit Commendation Ribbon Bar, is not to be interpreted as an individual Letter of Commendation.

The directive establishing the Navy Unit Commendation provides no insignia other than the ribbon bar.

Japanese Boy Seeks Corpsman Who Aided Him

Is your nickname "Daffy"?

If so, were you a hospital corpsman on the island of Tinian from some time in 1945 up to January 1946?

If you are and were, there's one small-fella Japanese boy looking for you. His name is Shirai Fumio, and you helped save his life when he was injured in the battle for Tinian in WW II.

Shirai Fumio, who is still hospitalized, says it is his earnest wish to say a word of thanks to "Daffy."

Except for the nickname, the only data he can give is the fact that "Daffy" was a native of Chicago. He says he even dreams about his benefactor. Shirai was the youngest patient in the hospital at the time, and a wheel-chair patient.

Anyone knowing who "Daffy" may be can make a small boy's heart feel good by passing on the information. Address your letter to Public Information Office, Commander Naval Forces Marianas, c/o FPO, San Francisco, Calif.

sum equal to their retirement pay for the period during which they remained in an inactive status without pay.

Retired Hospitalization — H. R. 1532: Introduced; to provide dispensary treatment and hospitalization in Army and Navy hospitals for retired enlisted personnel of the Army, Navy, Marine Corps and Coast Guard.

Retired Exemption — S. 115: Introduced; to grant exemption from income tax with respect to \$1,500 of the amount paid to any individual by the U.S. or by any state or political subdivision thereof as a pension, retired or retirement pay.

Leave Transportation — H. R. 917: Introduced; to furnish members of the armed forces with free transportation to and from home during furlough.

Flight Pay — H. R. 19: Introduced; to provide for equalization of flight pay for Navy and Marine Corps officers and former officers who did not receive flight pay equal to that paid to Army officers engaged in regular and frequent aerial flights.

POW Subsistence — S. 382: Introduced; to provide for the payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Foreign Medals — H. R. 204: Introduced; to authorize members and certain former members of the armed forces to accept and wear certain decorations tendered them by foreign governments.

Information School Moves To Fort Slocum in April

The Armed Forces Information School moves from Carlisle Barracks, Carlisle, Pa., to Fort Slocum, N. Y., in April, following the graduation of the officer and enlisted classes now being conducted at the Carlisle location.

According to NavAct 2-51 (NDB, 31 Jan 1951), the first set of AFIS officer and enlisted courses at Fort Slocum will convene on 18 Apr 1951 and will be six weeks in length. Students should not report before 16 April and no later than 1700 on 17 April. Dispatch requests for quotas for these classes should be sent to the Chief of Naval Personnel (Attn: Pers-C122).

No classes have been officially scheduled beyond the 18 April courses and, therefore, all previously announced dates for subsequent courses at Fort Slocum are cancelled.



"Submerge 20 fathoms, please."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Anavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 1-51 — Notes passage of Anti-Slot Machine Act.

No. 2 — Requires holders of certain Series E transportation request books to forward them to the Bureau of Naval Personnel.

No. 3 — Extends date of acceptance of good health certification for National Service Life Insurance.

No. 4 — Provides for use of USN and USMC by Reservists as well as Regulars.

No. 5 — Announces schedule of selection boards for promotion of officers.

No. 6 — Notes establishment of the Armed Services Medical Regulating Office, joint service agency.

No. 7 — Announces reduction by railroads of round trip leave fares for service personnel from 26 Jan 1951 to 31 Mar 1951.

No. 8 — Suspends issuance of money orders drawn for payment in the Republic of the Philippines.

No. 9 — Announces Presidential approval of selection for promotion of one officer to rear admiral in Civil Engineer Corps.

No. 10 — Implements executive order which prescribes regulations for basic allowance for quarters.

No. 11 — Notes that extensive revision of travel regulations will be distributed.

No. 12 — Announces Presidential approval of officers selected for temporary promotion to rear admiral in Medical Corps.

NavActs

No. 2 — Announces dates for convening of classes at the Armed Forces Information School at the new location in Fort Slocum, N. Y.

BuPers Circular Letters

No. 1-51 — Establishes procedure for waiving requirement of promo-

tion points for Naval Reserve officers on active duty.

No. 2 — Sets accounting responsibilities for personnel temporarily absent from permanent duty stations.

No. 3 — Defines orders to duty involving demolition of explosives.

No. 4 — Announces Navy policy of normally not assigning women line ensigns to overseas billets.

No. 5 — Authorizes 34 additional persons to wear combat distinguishing device on commendations.

No. 6 — Notes that dependents of personnel temporarily assigned to Mediterranean area for less than six months are not eligible for government transportation.

No. 7 — Sets provisions for redistribution and disposal of excess recreation property purchased with non-appropriated funds.

No. 8 — Authorizes discharge of Naval Reservists for purpose of immediate enlistment in the Regular Navy.

No. 9 — Provides for readvancement to former pay grades of Regular Navy personnel who enlisted or reenlisted in lower pay grades than were held at the time of previous discharge.

No. 10 — Amends per diem allowances at overseas bases.

No. 11 — Provides for preparation of Selective Service home address report card.

No. 12 — Gives forms for information to accompany orders to active duty.

No. 13 — Announces that previous regulations pertaining to HTA/LTA flight training, previously cancelled, are now in effect again.

12th ND Transportation, Reservation Offices Move

The office of the District Passenger Transportation Officer of the 12th Naval District is now located at 30 Van Ness Ave., San Francisco, Calif. Also moved to that address are the 12th Naval District Hotel Reservation Bureau and Disbursing Office.

In announcing the new location of these offices, the BuPers Director of Transportation asked that all naval personnel ordered to report to the Commandant, 12th ND, for further transportation be directed to report to that address. Formerly, these offices were maintained in the Federal Office Building, San Francisco.

Here's an item of Navy property which, though it has been around for a long time, is still as new each month as the day it first appeared. It's as familiar to most sailors as their fa-



vorite mess table. Millions of people have heard of it, yet there may be those in today's expanding Navy who have never seen it. It's in your hands right now, and should be in the hands of at least nine other people while it's still new.

* * *

All Hands Magazine, the item in question, in 1942 blossomed under the astringent of printer's ink from a mimeographed old-timer dating from



1922 in BuNav. In pre-WW2 days it was known only as the "Information Bulletin"—but it had the same mission as today: to "pass the word" on what's new in the Navy.

* * *

All Hands became the title in 1945, about the time it hit a record circulation of half a million copies per month. Today—keeping pace with a growing service—the magazine continues to be a major medium in the



Navy's information program. Published at "headquarters," staffed with enlisted writers and artists, aimed at every U.S. Navy and Naval Reserve-connected person—All Hands strives always to keep you posted. Pass this copy along.

BOOKS:

SAGAS OF THE SEA TOP NAVY'S LIBRARY LIST

HERE IS A cross-section sample of the new books currently being shipped to libraries aboard U.S. Navy ships and stations everywhere. These books, and others, were chosen by the BuPers library staff out of the mainstream of the nation's literary river. There's something here for every reading taste.

★ ★ ★

● *Brassey's Annual: The Armed Forces Year-Book*, edited by Rear-Admiral H. G. Thursfield, R.N.; the Macmillan Company.

This year, in its 61st year of publication, the classic "Brassey's" ceases to be *Brassey's Naval Annual* and assumes the new title mentioned above. It's a 370-page manual of information about all the armed forces of the world, as accurate and nearly complete as the erudite British editors could make it. The book is valuable for students of military affairs, for anyone who is interested in knowing about the navies, armies and air forces of the world. Contains a considerable number of photos—particularly of aircraft.

★ ★ ★

● *Nightrunners of Bengal*, by John Masters; Viking Press.

On Sunday, 10 May 1857, a mutiny broke out in the Indian Presidency of Bengal. Indian soldiers turned on British officers and murdered them, their women and their children. By the middle of



GLENCANNON, that corrugated old engineer of S.S. *Inchcliffe Castle*, finally meets famous Tugboat Annie.

June the Honourable East India Company was a flaming wreck, and the English who had manned that great machine were fugitives in the fields and jungles. By August mutiny had settled into war, by then the bodies of dead women jammed the well at Cawnpore, and to call a man "merciful" was to insult him.

The chains of hatred forged on that Sunday bound England and India for 90 years; nothing short of love could have broken them, and there was no love. There was everything else, but no love.

These lines from the foreword to *Nightrunners of Bengal* give some of the background of this splendid historical novel and a hint of its surging story.

Like many other British officers, Captain Rodney Savage, its leading character, loved and trusted his native soldiers, and served both England and India loyally. But he did not *feel* India. And when the flaming mutiny broke, not even he was prepared, though the plotting had been obvious enough.

The book has two facets, usually opposed but here blended completely: an air of meticulous detail and a tone of swiftness. The author spent 14 years in the Indian Army, and is a member of his family's fifth generation in India. His novel is as authentic and as powerful a novel as you're likely to run across in a long time. It was a Literary Guild selection for February.

★ ★ ★

● *Glencannon Meets Tugboat Annie*, by Guy Gilpatric and Norman Reilly Raine; Harper and Brothers.

This is a story to which many people eagerly looked forward long before it was written. That's an anomalous statement, perhaps, but true. Among the thousands of readers who followed the separate perennial adventures of Mr. Colin Glencannon, chief engineer of SS *Inchcliffe Castle*, and Tugboat Annie Brennan, senior skipper of the Deep Sea Towing and Salvage Company fleet, there was a large percentage who long expected the two would sometime meet.

And meet they did, at last. When *Inchcliffe Castle* snapped her pro-

peller shaft just out of Secoma, who but the rugged Annie should appear for the rescue?

This tale, like the many separate ones about Glencannon and Tugboat Annie, appeared originally in one of our largest magazines. That fact, and the fact that any prolonged absence of the two brought strong public demands for their reappearance, gives evidence of their popularity. Some there may be who'll find it heavy going, traveling Glencannon's Scottish brogue with the voluble Annie setting up a cross-chop of waterfront Irish. But if it's characterization you want, it's here, mixed with slow-going humor.

★ ★ ★

● *The Scarlet Sword*, by H. E. Bates; Atlantic-Little, Brown.

The author of *Fair Stood the Wind for France*, *The Jacaranda Tree*, and other novels and short stories here gives us a tale of horror and heroism laid in today's India.

The group that takes refuge in a Catholic mission when strife and massacre sweep the district is a strangely assorted group, indeed—priestess, nuns, natives, a war correspondent, an ex-Intelligence colonel, a Bombay dancing girl, among other varieties of humanity. Convincing action and color sweep over the huddle of refugees; the perils to which they are exposed are certainly violent enough for the hardest adventure reader. If author Bates is a little too fond of small clichés which he invents, that slight fault is probably overbalanced by the warmth and compassion of his characterization.

★ ★ ★

● *Battle Submerged: Submarine Fighters of World War II*, by Rear Admiral Harley Cope, USN, and Captain Walter Karig, USN, W. W. Norton and Co., Inc.

An account of the many and varied employments of our submarine service—in carrying raiders, in evacuating survivors of Bataan, in providing information, in hampering enemy shipping. This book leaves the narration of chronological history to others, concentrates on specific examples of the various types of jobs our submarines performed.

For an informal, but more nearly "official" documentation, read *United States Submarine Operation in World War II*, by Theodore Roscoe; U.S. Naval Institute.

**ALL HANDS
BOOK SUPPLEMENT**

MALAYA REPRISAL



SUMATRA: 1832

From the book "Cruise of the Frigate Potomac," by Francis Warriner, comes this story of an unusual Navy task.



MALAYA REPRISAL

At New York in August 1831 was the newly commissioned 50-gun frigate Potomac, waiting to receive on board the U.S. minister plenipotentiary to England. Stately and tall, gleaming in her new paint, she was the best this country could choose for a mission of such prestige.

But when the news came from Sumatra, she was also the best choice for a show of power. Natives of the fierce Achinese tribe, on the northernmost tip of Sumatra had attacked and captured the U.S. merchant ship Friendship and ran her aground. Similar outrages had been happening for years to American merchantmen, traders in the spice and opium traffic, and now they were clamoring for the Navy to chastise the natives.

Potomac set sail for the East Indies instead of England. Off the Sumatra coast in February of 1832, she laid to at sea to make up a disguise. The guns were run in and bucklers were put over the closed ports, the other ports being painted white. Hammocks were piped down and canvas thrown haphazardly over the spar deck guns. As a final touch, stumpy topgallant masts were put up—and the Navy frigate took on the aspect of a large East Indiaman.

Quallah Battoo was where the merchantman Friendship had run into trouble, and the frigate stood directly for it, piloted by the merchantman's second mate. Francis Warriner, instructor of midshipmen, tells the details.

QUALLAH BATTOO is situated in the kingdom of Acheen, at 3°43" N. and 96°43" E. It is a maritime port, a mart of considerable importance where traders—more especially those of our own countrymen—have trafficked for spices. Previous to the conflagration by our ship's crew, the town was built on a low beach, embowered in shade trees and environed by high and thick jungle of fresh and vivid green. Its name comes probably from a river which flows to the south of it, as the literal interpretation of Quallah Battoo is "stony estuary." In the rear stretches a vast uncultivated plain.

The principal edifices, previous to the destruction of the place, were a mosque of no great magnificence and two extensive bazaars. Dwelling houses were built of rough timbers and split bamboo, interwoven like wicker work, and raised on piles some feet from the ground. The number of inhabitants was estimated at 1,100, some of whom were rich. Several of the rajahs are said to have had some thousands of dollars in ingots of silver and gold.

The town was defended by several forts, built more in reference to the system of internecine warfare among the native tribes of the islands, with which they were in open and constant hostility, than to any regular plan of modern military defense. They were, however, sufficiently formidable to resist a force of considerable magnitude.

Their tocsins of alarms were a gong and a tom-tom, or rude wooden drum, which they beat furiously on the approach of an enemy. These were usually kept in the

forts. Two of these forts were so situated as to protect the town from an attack by water. Two more were in the rear of the town, and two on the south side of the river.

Their shipping, if so it might be styled, consisted of several prows or small vessels, fitted with one and sometimes two masts, and rigged with square sails. Their war boats were nearly similar, mounted with several swivels and often manned with 50 or 60 men. They had also numerous fishing boats, furnished with one and sometimes with two outriggers called "sampans."

2

At noon on the fifth of the month, we hoisted the Danish national flag and about two o'clock came to anchor off the town, after a passage of 55 days from the Cape of Good Hope. We came to in merchantman style, a few men being sent aloft dressed in red and blue flannel shirts, and one top-sail being clewed up and furled at the time. We were all anxious to obtain a glimpse of the place and of the adjacent scenery, but no person was allowed to gratify his curiosity in this respect, for fear of disclosing our true character to the natives. Not a single breeze fanned us. Every port being closed, the air that we breathed was close and stifling. The melted tar fell in drops upon the deck and fairly broiled from the seams between the planks. We were obliged to preserve the strictest silence, and our situation remained as it had been for several days—uncomfortable in the extreme.

About four o'clock, Commodore Downes sent a party ashore for the purpose of reconnoitering the place. This party consisted of our first lieutenant, Mr. Shubrick; the first lieutenant of marines, Mr. Edson; Lieutenants Pinkham, Hoff, and Ingersoll; acting Sailing-master Totten, and Passed Midshipman Tooley. They left the ship under pretence of contracting for a cargo of pepper. Lieutenant Shubrick went as captain of the ship, Lieutenant Edson as supercargo. The other officers were dressed as enlisted men and rowed the boat, their pantaloons smeared with tar and their hands stained with rhubarb, that they might resemble old weather-beaten sailors. Their real design was to examine the relative positions of the forts, previous to the intended attack.

Approaching within a few yards of the beach, they found it lined with a large body of men in warlike appearance, armed with javelins, creses, cleavers, and sabres, and manifesting very hostile intention. They therefore did not deem it prudent to land. Lieutenant Shubrick inquired for the rajah.

They replied, "He no come down, he be one so great man."

Lieutenant Edson next questioned them as to the price of pepper. They said it was eight dollars per picul, but he finally got them to lower the price to four dollars. A small number of natives were invited to come down to the boat, and after a consultation was held, about a half dozen approached.

Our officers, finding that it was their intention to

surround the boat and fearing some hostile design, pushed farther out to sea.

"What for you no come ashore?" the Malays exclaimed.

An excuse was offered, and they were finally told that next day the captain would come on shore and complete the bargain. Inquiring as to the cargo our ship carried, the natives were informed it was opium. Shortly afterwards the officers returned to the ship, having obtained but an imperfect knowledge of the place and without ascertaining anything relative to the best method of assaulting the forts.

During the absence of the party ashore, four Malay fishermen, attracted by the sight of an old clump of an Indiamen—as they supposed our ship to be—came alongside to sell their fish. Lieutenant Barry, who could converse a little in the Malay language, invited them on board.

One came up with a couple of fish in his hand, but as soon as he reached the gangway and saw our formidable battery with about 500 men thickly stowed together, he dropped his fish in the utmost consternation, hurried back to the boat, and gave the alarm to his three companions.

They were told not to be afraid and to come on board so we could buy their fish, and that no harm should befall them. But they were not to be caught in such a manner. They had no wish to become prisoners on board of a ship of war, and began to paddle off hastily.

Fearing they might give the alarm on shore, a mizzen-topman leaped through one of the ports into the boat and seized them. They set up a yell and made resistance, but a rope was let down, and they, finding that they were about to be dragged into the ship through one of the ports, thought it best to submit.

As they came over the gangway, they trembled and lifted their eyes and clasped hands to heaven, like men

not knowing where they were, crying aloud, "Allah! Allah!" in an imploring tone. They were the poorest, smoke-dried specimens of human nature that we had seen, and the unfortunate predicament in which they found themselves brought forth a general burst of laughter throughout the ship.

This gradually died away, and a busy hum of conversation ensued, accompanied with animated gestures and occasional loud curses from the sailors gathered around them in crowds, viewing them with intense curiosity.

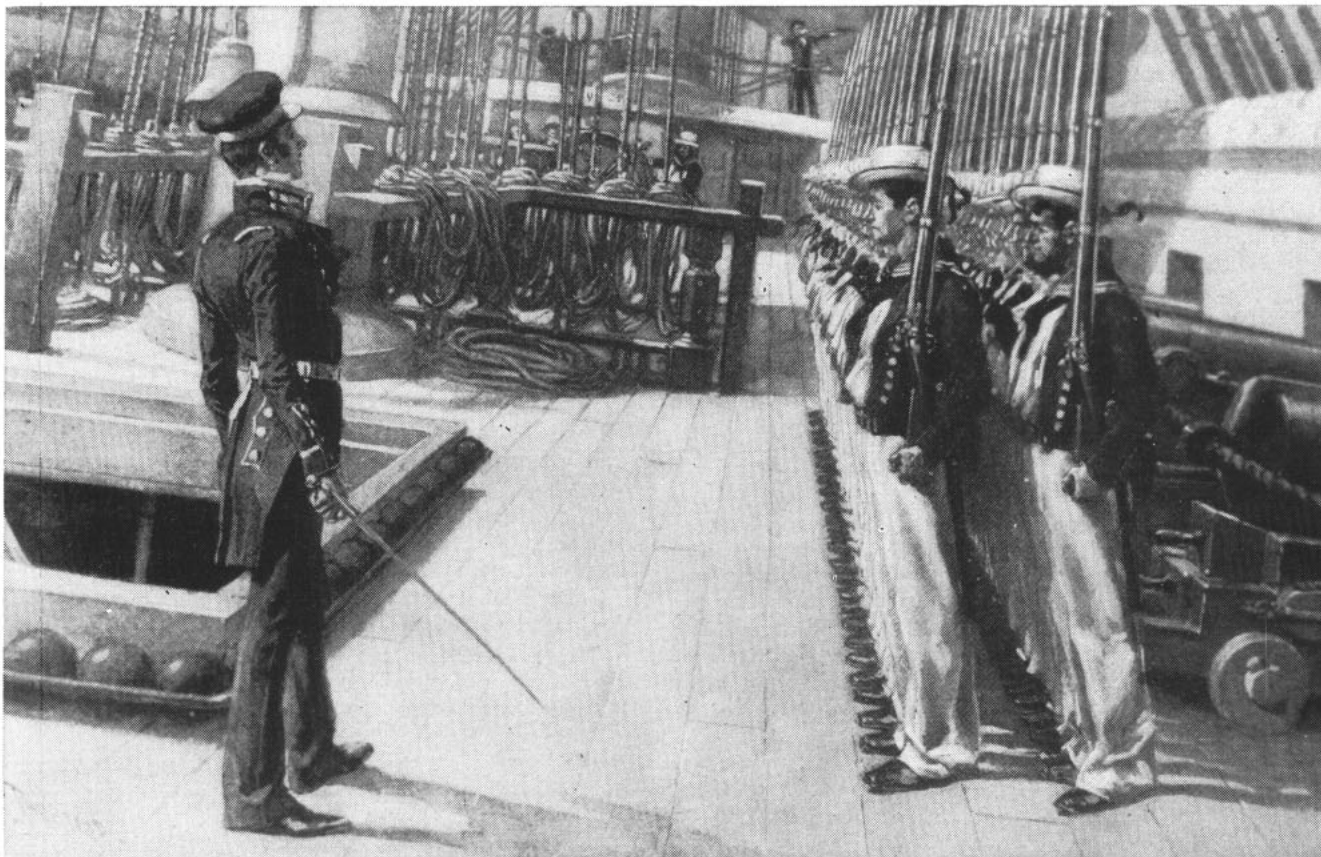
An easy conquest was predicted. "If these are true specimens of the Malays," it was said, "we can knock them over with poles."

3

Our ship now presented a busy scene. It was determined to commence an attack upon the town the next morning, and every necessary preparation was accordingly made. Muskets were cleaned, cartridge-boxes buckled on, cutlasses examined and put in order, and so forth. During the evening, the commodore sent for the officers commanding the several divisions and gave them their instructions.

They were ordered to land, to surround the town and forts, demand indemnity for the outrage committed upon the merchant ship *Friendship*, and to punish those concerned in the barbarous massacre of her crew. They were directed to spare the women and children.

At eight bells (twelve midnight), all hands were called. Those assigned to take part in the expedition were mustered, and Lieutenant Shubrick, commander of the detachment, gave them special orders. No man was to utter a word after he had entered the boat, no one was to fire till the command was given, and no man was to desert his ranks. Considerable time was occupied in getting the men into the boats and in making all things ready. Several of the officers felt impatient at the delay, and were fearful that they would be unable to effect a



MALAYA REPRISAL

landing in season to surprise the enemy. At length the gallant band, to the number of 282 men and officers, left the ship about two o'clock.

The last words we heard were, "Let fall, give way, men." Here was a moment of interest. All before in regard to fighting the Malays had been mere talk, but now there was stern reality. The expedition proceeded slowly on the midnight errand in perfect silence, save an occasional whisper from the officer in command, with muffled oars, the soft dipping of which we could faintly hear, and nothing but the stars of heaven to guide them to their place of disembarkment. Later, I for a moment lost myself in uneasy sleep, when I was awakened by the quartermaster exclaiming, "Mr. Warriner, hot work going on ashore, sir." It was then broad daylight, and I dressed myself and hurried on deck.

The din of war was heard throughout the town, threatening destruction to every opposer. Reports of cannon and musketry, as they came thundering across the water, told us plainly that the work of death was going on. Sheets of fire were arising from the town wrapped in flames, and the launch, with its carronade and swivels, was doing full execution upon the retreating foe.

Commodore Downes had stationed himself in the larboard gangway of the ship, with his glass, there not to leave till the engagement should be over. He felt anxious to know how the affair would terminate, and at times thought it would be necessary to take the ship nearer in shore to protect his men. The remainder of us were posted in different parts of the ship—some in the tops, some hanging upon the shrouds, and some on the "Jacob's ladders"—all gazing with breathless anxiety.

About an hour and a half after the action commenced, two boats were seen pulling off to the ship. They approached us in silence, and from the cast of gloom visible in the countenances of the boat's crew, we conjectured that some of our brave fellows had fallen. The sight of two bloody corpses soon proved that our conjectures had been but too true. I never shall forget the appearance of their features. They were much distorted, and the countenance of one, especially, exhibited a wild and terrific aspect. His long hair hung in matted tresses over his shoulders and glaring eyeballs. His name was Brown. He was shot near one of the jungles, where a body of the Malays were lying in ambush. The ball entered his breast, and the last words of this unfortunate marine, as he was falling, were, "I am a dead man." The name of the other person was Smith, a main-topman. He met his death just at the entrance of one of the forts. He had discharged his musket and wheeled about for the purpose of re-loading, when he was shot directly through the eye. One of the sailors standing near him was slightly wounded by the same ball.

4

An hour afterwards, the American colors were seen proudly waving over the battlements of the largest fort. We had been in deep suspense, anxiously awaiting the result of the contest on shore. The sight of our flag waving in the breeze and the rush of the main body of our forces into the fort raised a smile of joy upon every countenance. Our poor brainless prisoners were now re-

leased and liberally paid for their fish. Perhaps there never was more rapture depicted in any human countenances, than in theirs at this moment. They shook hands with us in the most cordial manner as they passed into their homely bark.

It seems our party had effected a landing near the dawn of day, amid a heavy surf, about a mile and a half to the north of the town, undiscovered by the enemy and without any serious accident having befallen them, though several of the party were thoroughly drenched by the beating of the surf and some of their ammunition was injured. The troops were then drawn up in regular order, and under the chief command of Lieutenant Shubrick, took up their line of march against the enemy, over a beach of deep and heavy sand. They had not proceeded far before they were discovered by a native at a distance, who ran at full speed to give the alarm. The lieutenant ordered his men to quicken their pace, to press onward, and, if possible, to take possession of the forts, ere the enemy should be apprised of the approach.

A rapid march soon brought them up with the first fort, when a division of men under the command of Lieutenant Hoff, was detached from the main body, and ordered to surround it. By the time the detachment had reached the rear of the fort, the remainder of the forces had gained its front and were passing it on their march to assail the other forts, when a shower of balls from some quarter passed over their heads.

The first fort had been found difficult of access, in consequence of a deep hedge of thorn-bushes and brambles with which it was environed. The assault was commenced by the pioneers, with their crowes and axes, breaking down the gates and forcing a passage. This was attended with some difficulty and gave the enemy time for preparation. They raised their war-whoop and resisted most manfully, fighting with spears, sabres, and muskets. They had also a few brass pieces mounted in the fort, but they managed them with so little skill as to produce no effect, for the balls uniformly whizzed over the heads of our men.

The resistance of the natives was in vain, almost every individual in the fort was slain. To'onkou N'Yamat, usually called Po Mahomet, a chief of much distinction among the people, who had been principally concerned in the piratical act of taking the *Friendship*, lost his life at this fort. The mother of Chadoolah, another rajah, was also slain here. Another woman met her death at this fort, but her rank was not ascertained; she fought with the spirit of a desperado.

The sword of war should ever distinguish between armed and unarmed opponents, but if women openly jeopardize their lives in the forefront of battle, can it be expected that they will escape unharmed? A seaman had just scaled one of the ramparts, when he was severely wounded by a blow received from a weapon in her hands. But her own life paid the forfeit of her daring, for she was immediately transfixed by a bayonet in the hands of the individual whom she had so severely injured. The seaman's head was wounded by a javelin, his thumb nearly cut off by a sabre, and a ball was shot through his hat. Had it not been for his fortitude and activity, he must inevitably have lost his life.

Lieutenants Edson and Terret, accompanied by a corps of marines, proceeded onward to the rear of the town, without commencing any act of hostility until they ar-

rived within the neighborhood of the fort which they had been ordered to assail. A bold attack was made upon the fort, and after a spirited resistance on the part of the enemy, it surrendered. Both officers and marines here narrowly escaped with their lives.

One of the natives in the fort had trained his piece in such a manner as to rake their whole group, but he was shot down by a marine while in the very act of applying a match to the gun. The cannon was afterwards found to have been filled with bullets. This fort, like the former, was environed with thick jungle, and great difficulty had been experienced in entering it. But for their crowbars and axes, the men could not have succeeded.

A fire was opened near this fort from a neighboring thicket, upon the marines, by a party of the natives in ambush. It is probable that this was the spot where the unfortunate Brown lost his life. In the vicinity of this fort, Lieutenant Edson found several women and children greatly terrified, and it was with difficulty that he could pacify them. They were carefully conducted to a place of safety, where they remained till the close of the action, when they were humanely released.

The engagement had now become general, and the alarm universal. Men, women, and children were seen flying in every direction, carrying the few articles they were able to seize in the moment of peril, and some of the men were cut down in their flight.

Several of the enemy's prows, filled with people, were severely raked by a brisk fire from the sixpounder, as they were sailing up the river to the south of the town, and numbers of the natives were killed.

A third fort was attacked under the command of Lieutenant Shubrick, assisted by Lieutenant Ingersoll and his division of men and acting Sailing-master Totten, in charge of a six-pounder. Lieutenant Pinkham, unable to find the fort he was to attack, joined them with his detachment, and the marines not long after united in like manner with the main body.

This fort proved the most formidable. It was the largest and the strongest fortified, and the co-operation of the several divisions was ultimately required for its reduction. So spirited was the fire poured into it by our troops that it was soon forced to yield, and the next moment the American colors were seen triumphantly waving over its battlements.

The greater part of the town was reduced to ashes. The bazaar, the principal place of merchandise, and most of the private dwellings were consumed by fire. The triumph had now been completed over the Malays. Ample satisfaction had been taken for their outrages committed upon our countrymen, and the bugle sounded the return of the ship's force.

The loss of lives on the part of the enemy is not known, but some of their chief warriors fell in battle. Po Quallah, one of their rajahs, fled at the commencement of the engagement. Two other rajahs, Chadoolah and De Lama, were absent from the town.

The loss on our part was simply the two men killed, already mentioned, and several severely wounded. A marine by the name of Cole was supposed to be wounded mortally. A ball perforated the middle of the sternon, passing obliquely to the right, penetrating the lungs, and injuring the external edge of the scapula as it escaped

from the body. He remained helpless for several months, and abandoned all hope of recovery. The wounds in the breast and shoulder gradually closed, when a third made its appearance, occasioned by a part of the ball, and a portion of his belt, which had remained within him, forcing their way through his side. He was subsequently sent to this country, but whether he ever arrived, or is still living, we know not.

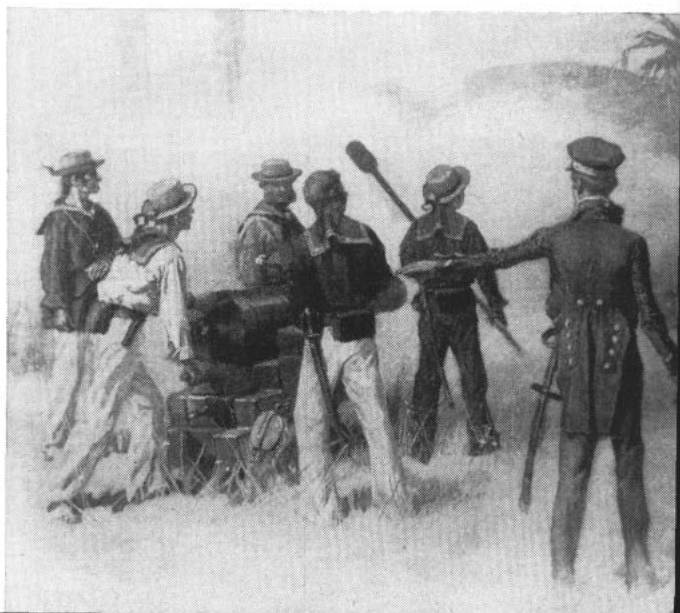
Another man was severely wounded by a ball which passed through his thigh. He was confined to his cot for several weeks, when he so far recovered as to discharge his appointed duties on board.

The remainder of the wounded, half a dozen in number, had been injured chiefly by spears and javelins. When the whole party returned on board, they appeared as if they might have come from Vulcan's work-shop, covered as they were with smoke, soot, and mud. As the weather was sultry, the men had been thinly clad, and during the action they had their clothes almost literally torn from their bodies. Many of the officers lost their shoes, and came off in their stockings.

Many of the men came off richly laden with spoils which they had taken from the enemy, such as rajahs' scarfs and shawls, daggers richly hilted and with gold scabbards, gold and silver chunam boxes, chains, earrings, and finger rings, anklets and bracelets, and a variety of other ornaments. Money to a considerable amount was brought off.

Among the spoils were a Chinese gong, a Koran, taken at Mahomet's fort, and several pieces of rich gold cloth. Some of the sailors had promised themselves a rich repast upon fowls and ducks which they had secured, but being called to repair on board sooner than they expected, they had to leave them behind.

It was fortunate that they withdrew from the enemy when they did, as a heavy surf was rising, which would have wrecked their returning boats. The Malays were also rallying in the rear of the town, and while our party were embarking, a fire was opened upon them from a fort on the south side of the river, which had not been attacked, and several balls passed within a short distance. It would have been hazardous to assail that fort, situated as it was, and it was unnecessary to make the attempt. Sufficient injury had already been done for the satisfaction of the American government.



TAFFRAIL TALK

CLOSEST THING to kickapoo joy juice, says a Marine Corps combat correspondent who should know, is kimchi, the national dish of Korea.

Main item in this concoction is four Chinese cabbages, forti-



fied with four bulbs of garlic, a white radish, a quart of trepang (sea cucumbers), a pint of red pepper, a quart of salt, four ginger roots, and a half pint of sesame seed.

That's the ordinary kimchi. The "special" has another 100 bulbs of garlic and four sliced pears. Mixed in a barrel, these ingredients savor and season for a week or so. "Almost invariably," says our informant, "extraneous matter such as spiders and crickets and other insects wander into the kimchi barrel . . . and are immediately and completely dissolved."

A 1st MarDiv officer investigated and made out a complete report on kimchi. One copy he filed with the division's food director. Another went to the Division of Graves Registration.

★ ★ ★

"Old Home Week arrived with a vengeance," says a letter from uss *Algol* (AKA 54) in Korean waters. Loading Marines and supplies one day, *Algol's* crewmen were startled to see a Japanese barge crewman stand up and wave frantically at them. Alongside, the little brown man grabbed a fender line and hauled himself hand over hand to the deck.

Bowing hat in hand to the OOD and pointing excitedly to the forward hold, the grinning Japanese was identified by a plankowner as a former soldier the *Algol* had taken aboard from a Pacific island and carried to Japan in 1945 after the war. "It took another war to do it," says our *Algol* informant, "but the ex-soldier was reunited with the ship where he had never had it so good—before or since."

★ ★ ★

A supersalesman without even looking for business is Lieutenant Louis D. Segal, usn, attached to uss *Leyte* (CV 32). As collateral duty insurance officer, he's written NSLI policies amounting to \$2,625,000 in four months. That's not counting the \$400,000 worth of insurance taken out by 40 Reservists who reported on board at Norfolk.

Changing beneficiaries—from parents to wives—is also a booming business for the part-time insurance agent.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

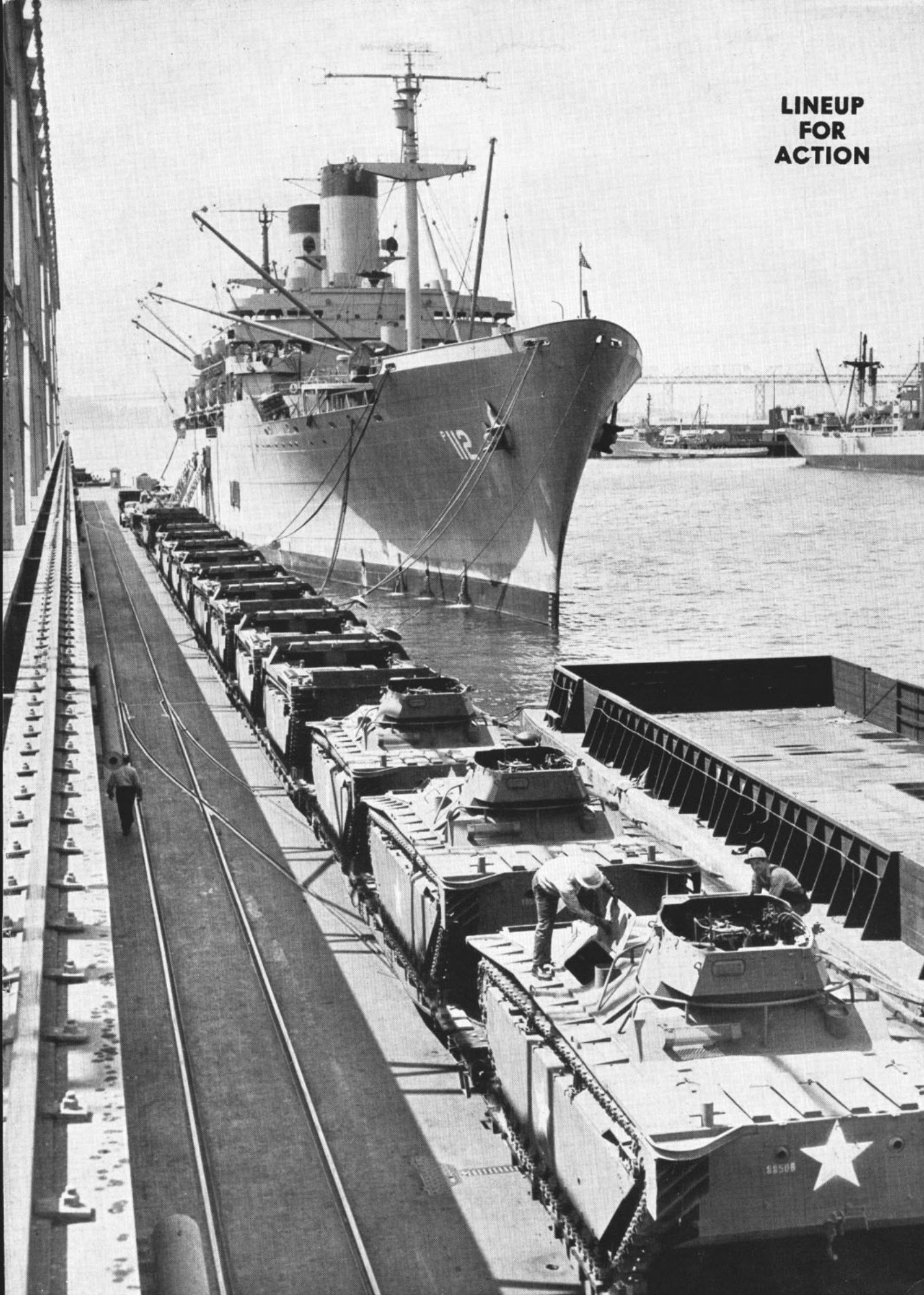
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

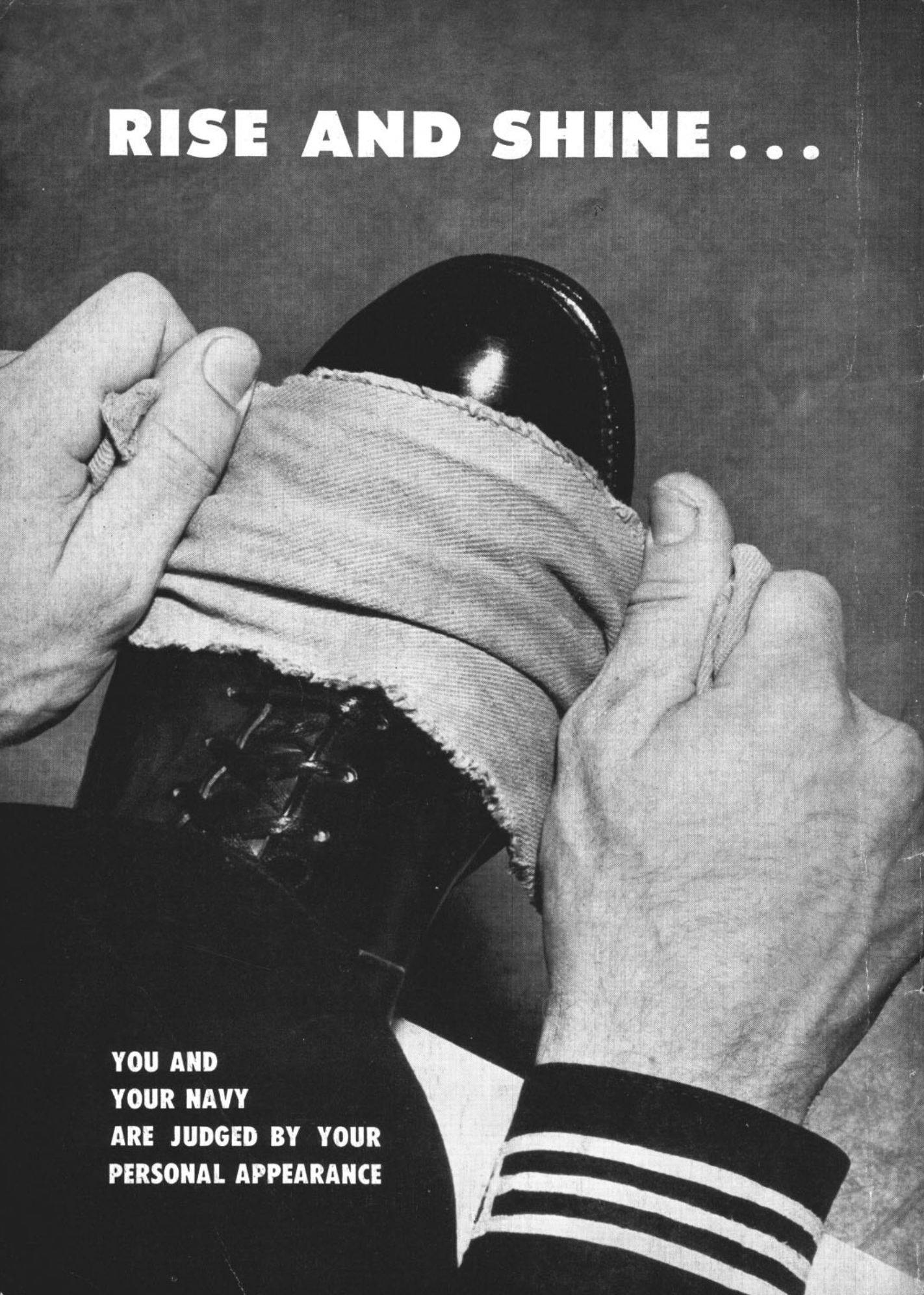
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Marine Corps amphibious tractors are ready to be shipped to our fighting forces in Korea. From flat cars they are loaded into barges at NSC Oakland, Calif., for transshipment to a U.S. Navy vessel headed for the Far East. ➔

**LINEUP
FOR
ACTION**



RISE AND SHINE . . .



**YOU AND
YOUR NAVY
ARE JUDGED BY YOUR
PERSONAL APPEARANCE**