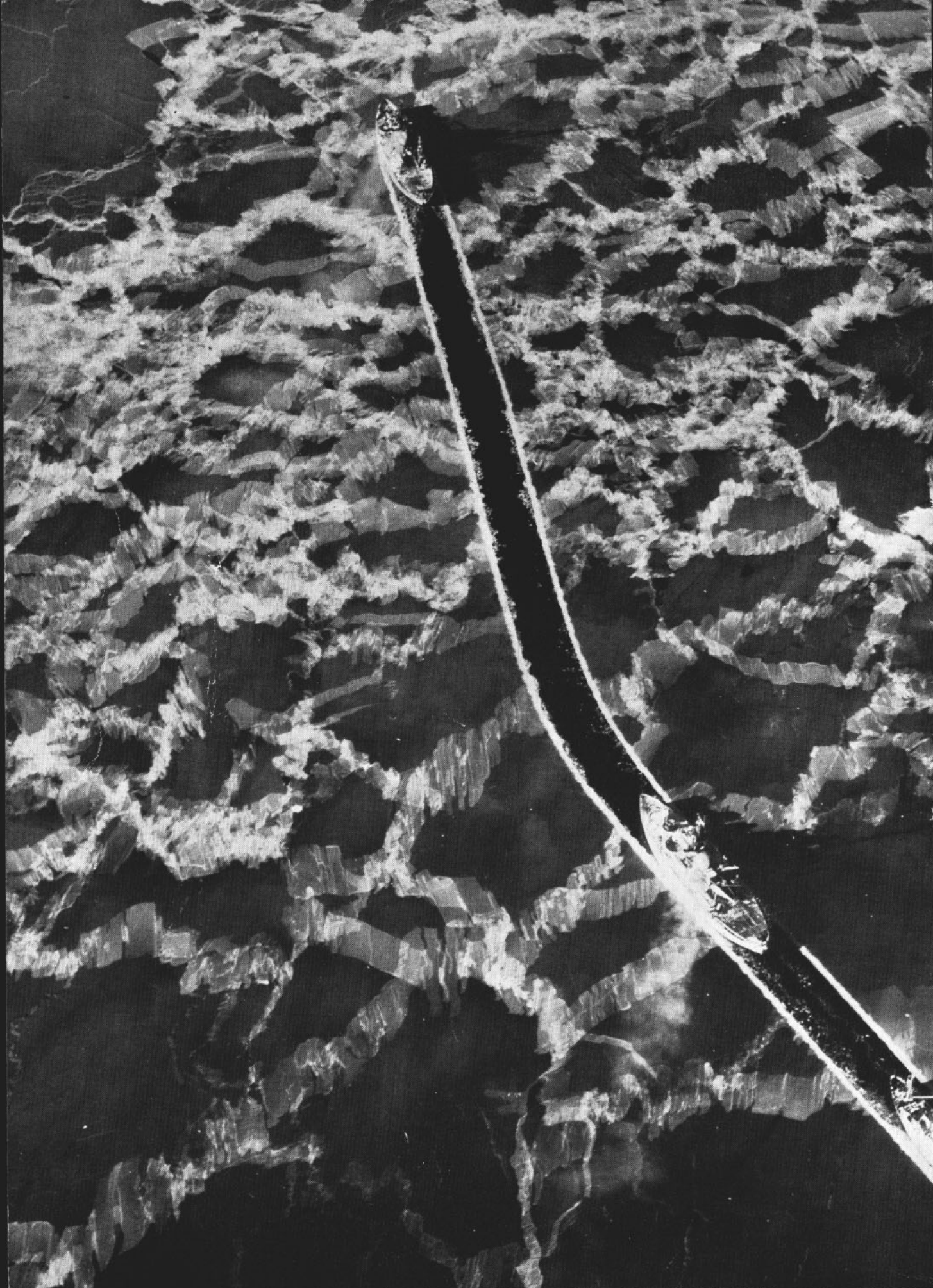


ALL HANDS



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JULY 1959



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1959

Nav-Pers-O

NUMBER 510

VICE ADMIRAL H. P. SMITH, USN

The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, JR., USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Skating Under Ice	2
Operation Standback—Okay, You Take Over....	6
Navigator's Friend	9
Life with IGY—It's Been a Great Year	10
Surveyors at Sea	13
On Maneuvers with the Italian Navy	14
Sailing with the Peruvian Navy	16
Sailing with the Philippine Navy	17
Waves Round Out Seventeen Years	18
New System Puts Punch in Exams	20
Servicescope: News of Other Services	22
Letters to the Editor	24
<i>Special Feature</i>	
A Ditty Bag with 719 Dimes	30
Centerspread: Do You Know These Rules of the Road?	32
Today's Navy	34
The Word	40
Bulletin Board	42
Has the Hot Weather Got You Down? Think About Duty at Argentia	42
Information Centers for Navy Families	46
How to Get the Word Out Fast—Just Talk About It	47
If There's an 'X' After Your Rate, You're Marked for August Exams	49
Directives in Brief	50
Seavey Segment III	52
Report on Ex-Servicemen's Unemployment Com- pensation	54
There's a Good Reason for the New ODCR....	56
Book Reviews	58
<i>Special Supplement</i>	
Cutting the Cables at Cienfuegos	59
Taffrail Talk	64

CDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

Associate Editors

G. Vern Blasdell, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Reserve

Don Addor, Layout

● **FRONT COVER: SHOOTING THE WORKS**—Lit up with strings of lights and in full dress while fireworks soar overhead, these ships typify Independence Day celebrations. In this case the port of Cartagena, Spain, is the setting, and the ships are *USS Yellowstone*, *Beale*, *Murray* and *McGowan*.

● **AT LEFT: STRANGE PATTERNS**—While supplying research bases in Antarctic, Navy icebreaker, *USS Edisto* (AGB 2), cuts a 'highway' through ice fields for British Scientific Research Ship *RRS John Biscoe* as U. S. Coast Guard icebreaker *Northwind* follows.

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



SKATING UNDER

"THE ARCTIC wasn't so friendly this time as it was back in August 1958." This comment from USS *Skate*, SS(N) 578, pretty well summed up the findings of that nuclear submarine's second scientific exploratory cruise under the Arctic ice to the North Pole.

During *Skate's* record-breaking patrol this spring, the Navy's third nuclear submarine found conditions in the Arctic much different from those she found last summer when she made her first polar cruise.

In spite of the severe conditions existing in the Arctic during the winter months, *Skate* broke all previous records for both time and dis-

tance in polar under-ice operations—and at the same time proved to the world that the U.S. Navy can now operate in the Far North, regardless of the season.

Last summer, under "ideal conditions for polar operations," *Skate* operated for 10 days and 14 hours under the ice. During that time she traveled 2405 miles and surfaced nine times within the permanent ice pack—once within 40 miles of the North Pole.

During that cruise, *Skate* found that temperatures in the Arctic remain steady (about 32 degrees Fahrenheit). The winds are light, the sky overcast, and the sun hangs

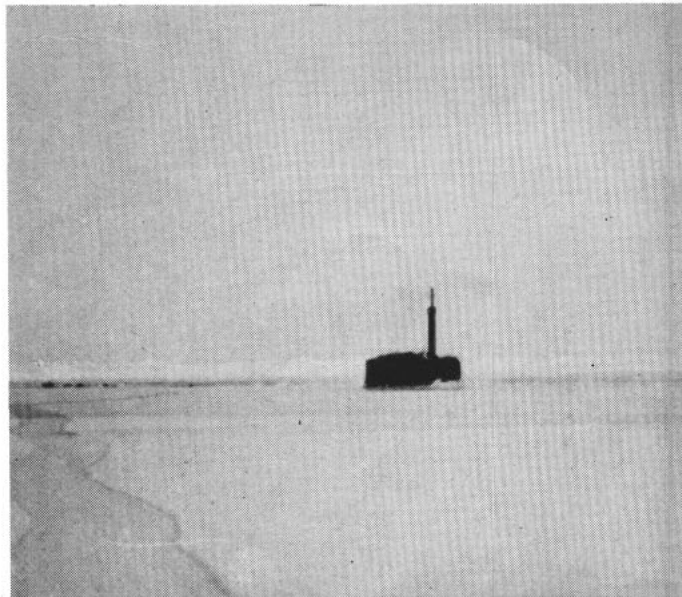
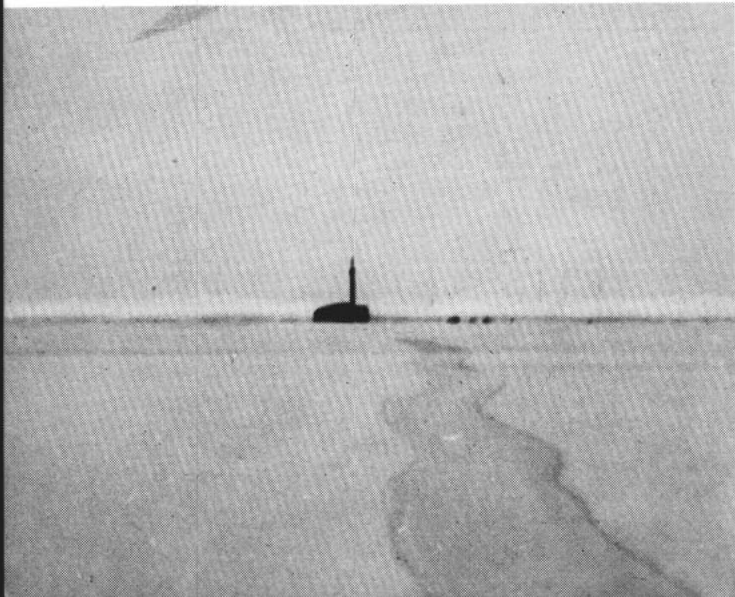
low on the horizon of the field of ice.

It was found that none of these conditions varied very much during the summer months.

According to *Skate's* skipper, CDR James F. Calvert, usn, these pleasant summer conditions made navigating in the Arctic no more of a problem than navigating at sea off New London, Conn. "The ice pack was pock-marked with 'lakes' of open water, some small and others half a mile wide, usually elliptical in shape," he explained.

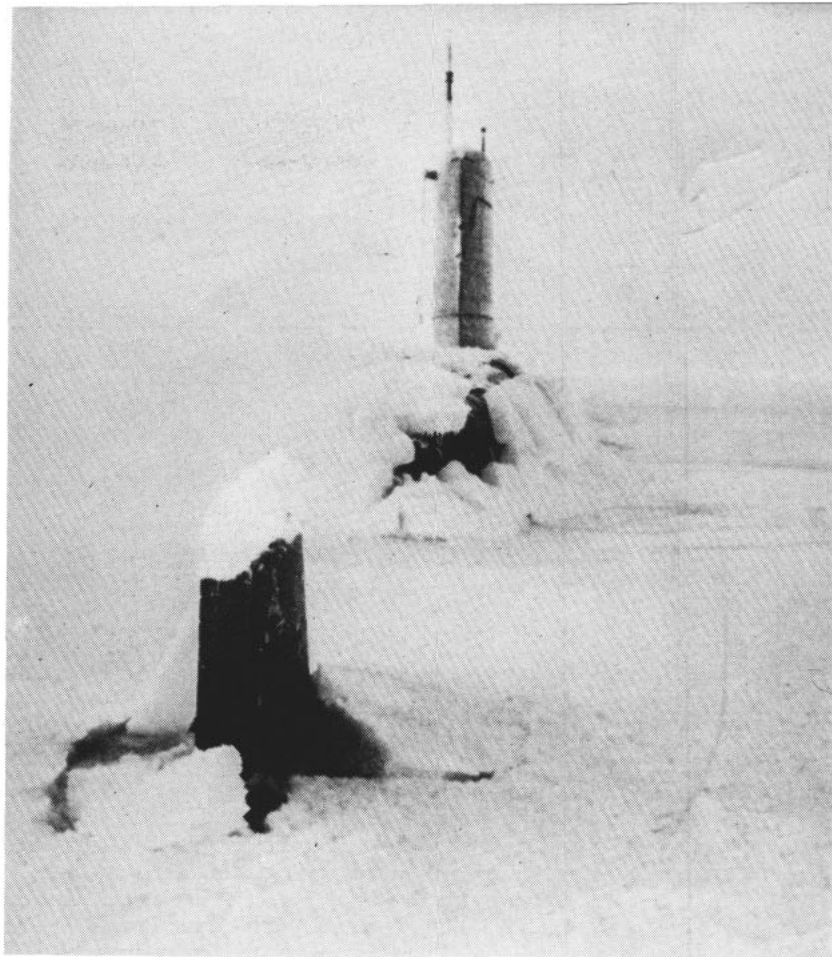
BUT *SKATE* found conditions somewhat different during the winter cruise she made seven months later.

ICEBREAKER—Sequence of photos shows USS *Skate*, SS(N) 578, as she cracks her way through polar ice cap.



The "lakes were gone. They had frozen over as the mean air temperature was down to 30 degrees below zero—some 60 degrees colder than that registered on *Skate's* first visit. "Only one puddle, two feet wide," was found during the entire 12-day, 3090-mile cruise under the ice. Although this was the only opening that *Skate* found, she broke through the ice pack 10 different times—once exactly at the North Pole.

While the air temperature averaged 30 degrees below zero, the water was comparatively warm. That is, if you call slightly above 32 degrees warm. The wind howled across the ice up to 55 miles an hour and often blew the ice floes apart. This created "leads" or open patches of



'NIGHT EYES' helped *Skate* find leads to surface through the Arctic ice.

water which froze over at the rate of six inches a day.

Thus, in order to surface, *Skate* had to find these leads and come up through them before they froze solid. When asked about surfacing, CDR Calvert replied, "I cannot discuss the thickness that we broke because it's something other nations would like to know—something that cost us time and money to learn." However, he revealed that when the 264-foot sub surfaced at the North Pole, she broke through ice of sufficient strength to support 30 of her crew.

A TELEVISION CAMERA helped *Skate* find the leads in which to sur-

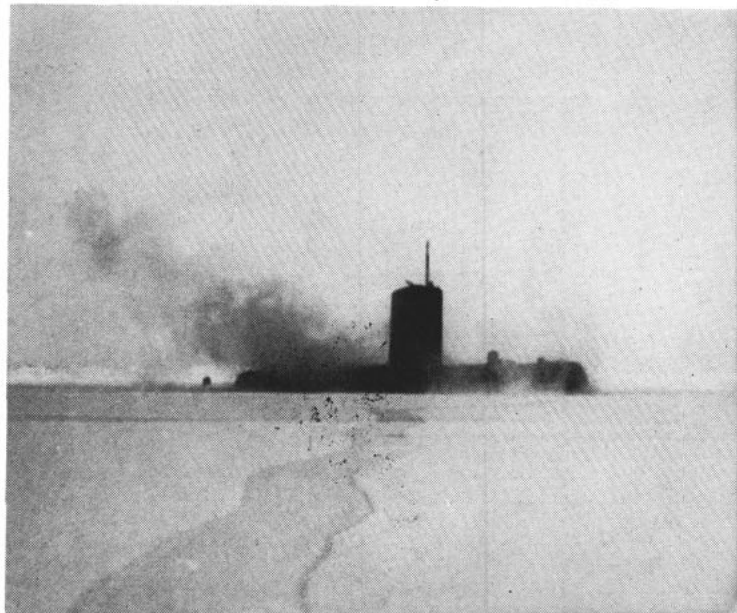
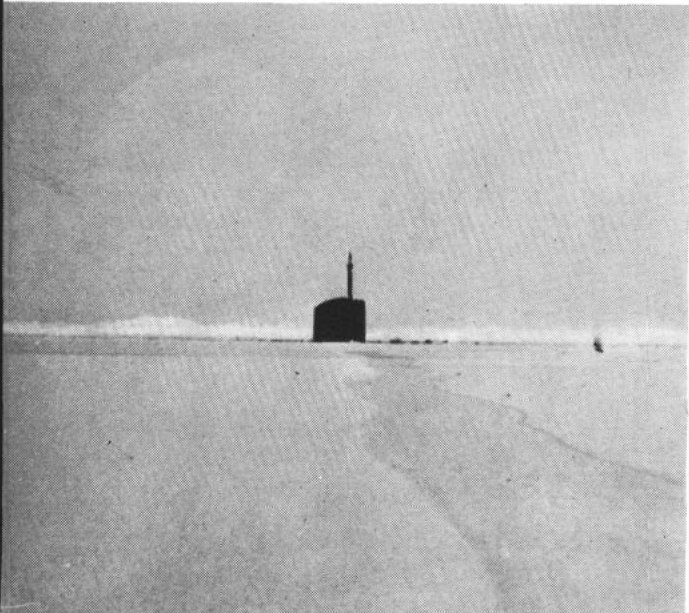
face. The camera was mounted in a shock-proof container on *Skate's* deck and enabled the crew inside the submerged submarine to view the ice overhead. (This radically new seeing device was recently developed by the Army for mounting in tanks to improve fire direction. Only one prototype of this new viewer has been built to date and that was the one used for the first time dur-

ing *Skate's* second polar exploratory cruise. This equipment was described by CDR Calvert as "a most useful piece of gear.")

In addition to television *Skate* also used a fathometer aimed upward to bounce its beam off the ice in order to take overhead soundings.

Skate and her 106-man crew left New London for her second polar voyage on 4 Mar 1959. Although her

IT'S A FACT—*Skate's* cruise under Arctic ice during bad weather proved polar region could be year-round base.





LAST REQUEST of polar explorer, Sir Hubert Wilkins, was carried out in Arctic night by crew members after they surfaced directly over the pole.

superstructure or "sail" had been strengthened especially for her northern patrol, *Skate* carried no special gear for breaking the ice.

Just 10 days after leaving her home port, *Skate* went under the Arctic ice. Three days later—on 17 March—she surfaced in the ice for the third time, exactly at the North Pole.

AT 0600, IN THE HALF-LIGHT of the polar winter, *Skate's* crew

carried out a last wish of the late polar explorer Sir Hubert Wilkins by scattering his ashes amidst huge ice drifts during a raging snowstorm.

Speaking of this historic occasion—which took place just 50 years after Robert E. Peary first reached the North Pole—CDR Calvert said that nothing else in his naval career had matched the drama of this ceremony.

"It was 34 degrees below zero,

the wind was blowing hard and the light poor," he said. The ice was piled higher than *Skate's* bridge. "We could see maybe three or four hundred yards in the driving snow. We were quite awed by it all."

About one third of *Skate's* crew went ashore and set flaming red torches in the ice. When the scene was set, they gathered around their commanding officer as he read from the service for the dead. A rifle squad fired the traditional salute over the urn before the explorer's ashes disappeared into the wind and snow.

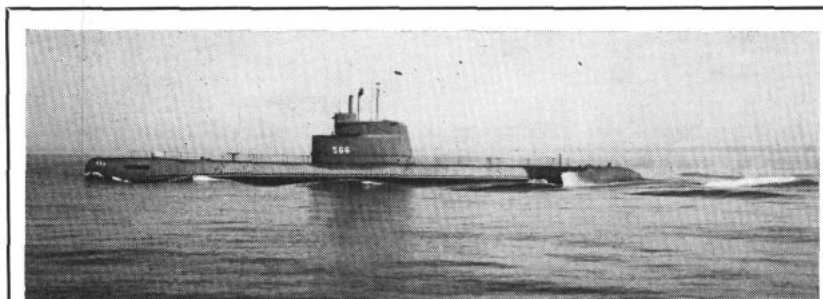
Notes explaining the ceremony in memory of Sir Hubert Wilkins were buried by the crew under a pile of rocks. He had taken part in 24 Arctic expeditions and nine to Antarctica. His one desire was to reach the North Pole—but he never made it on or under the ice. In 1927, however, Sir Hubert succeeded in flying over the Pole, and a year later was knighted by King George V for his feat. In 1931 he attempted what the nuclear sub was to accomplish, sailing in the ex-U.S. Navy submarine 0-12 of World War I vintage, which Wilkins had re-named *Nautilus*. (Sir. Hubert died in 1958.)

AFTER THE CEREMONY *Skate* again went into the darkness under the ice and continued to make soundings of the depth of the ocean's floor and studies of "the profile of the ice." In the next seven days the submarine surfaced seven more times.

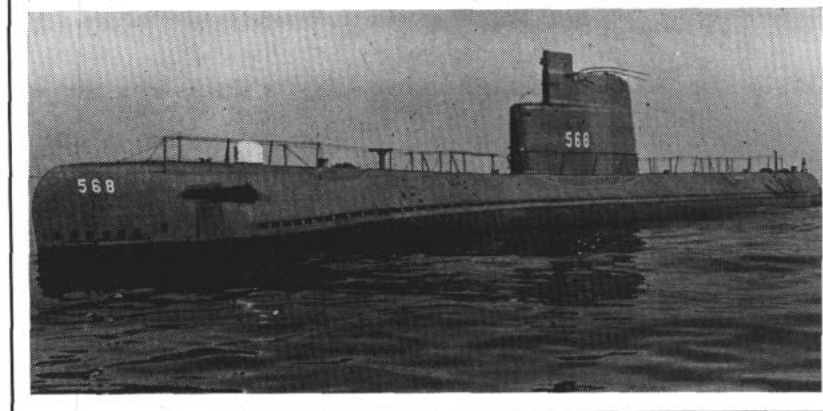
During her entire polar cruise, *Skate* never went within 100 miles of a land mass except during her passage between Spitsbergen and Greenland to enter and leave the Arctic Ocean. The Arctic does not have any land mass or huge thick ice caps such as those found in Antarctica. The area around the North Pole is made up of individual ice floes which are always in motion and usually freeze together when they meet.

Skate was able to receive radio messages throughout her polar cruise, but could send messages only when surfaced.

She emerged from under the ice cap at 10:45 p.m., 26 March, and headed for home. Upon arriving at New London, the scraped and dented atomic sub received a hero's welcome. Upon orders from the Secretary of the Navy, CDR Calvert received a gold star in lieu of a



SAME TIME—Conventional subs, *USS Trout* (SS 566) and *USS Harder* (SS 568), also cruised under Arctic bringing back valuable information.



second Legion of Merit, and his 106-man crew and ship received a Navy Unit Commendation ribbon. (For many of them who were aboard *Skate* during her first cruise to the North Pole, this meant adding a Bronze Star to the award they had received for that patrol.)

WHILE *SKATE* was making history at the North Pole, the conventional submarines *uss Trout* (SS 566) and *Harder* (SS 568) returned to New London after doing a little under-the-ice exploring themselves.

Although their accomplishments did not compare with those of *Skate*, they did go 280 miles under the ice cap to establish a new record for conventionally powered submarines.

Both *Trout* and *Harder* are 269-foot, diesel-electric-powered attack submarines built in 1952. They cannot remain completely submerged for extensive periods of time as the newer nuclear submarines do. They must surface or at least expose their snorkel at regular intervals in order to take in air and recharge their batteries.

Trout and *Harder* were able to go the 280 miles under the ice only by finding holes in which they could come up for air. Neither was equipped with any special gear for operating under the ice.

Harder surfaced 23 times during the seven days she spent in the ice area. She remained under the ice up to 14 hours at a time and cruised 75 miles from the edge of the ice pack. According to LCDR Edward W. Cooke, usn, commanding officer of *Harder*, this is a record for conventional subs.

So far as LCDR Cooke could determine, the ice pack was about eight feet thick. "We ran slowly under it, with our periscope elevated to maximum, 60 degrees above horizontal," he said. When we found out that the underside of the ice was not smooth, we had to be careful to avoid striking the bumps projecting downward. "If we bent one propeller we would have been seriously handicapped; if we bent both, we would have been dead," he added.

"Looking through the scope was like watching a curved dome revolving overhead. You got the curious feeling you were about to fall forward on your face," LCDR Cooke explained. "The ice looked like a whitish, cumulus cloud; the open water was a dull gray, with ripples.



LIBERTY ANYONE?—Members of *Skate's* crew take a look at barren Arctic.

When we observed a *polynya*—that's a sort of open pond in the ice—of 1000 yards or so, we would surface vertically."

The 172 enlisted men and 20 officers assigned to *Harder* and *Trout* found their trip under the ice pack off Newfoundland to be one of the calmest patrols they have ever taken. However, some of the officers and men at first thought that when they went under the ice, they would not

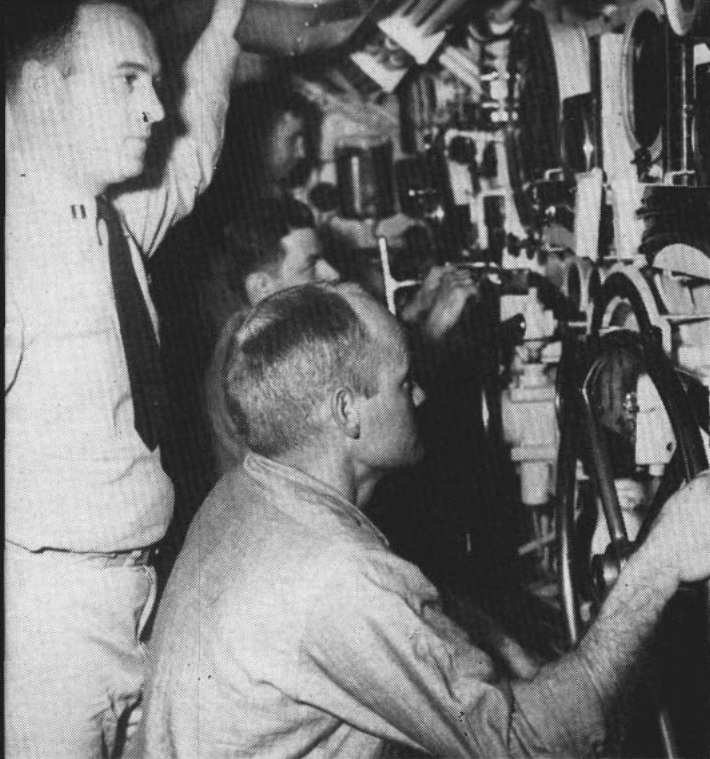
find an opening to come up in. But it didn't take long to relieve them of this fear as numerous *polynyas* were found. Inside them the sea was a dead calm but the wind was strong.

"It was an eerie feeling to look around that endless empty field of ice, a *Harder* crew member said. "No land, no ships, no birds—just plenty of nothing, and a dead silence too."

—H. George Baker, JOC, USN.

TOPSIDE—Men found winds at 55 mph and temperature 30 below, above ice.





RESERVE SUBMEN from Wash., D.C., area man the controls of USS Grenadier (SS 525) on cruise out of Key West.

OKAY, YOU TAKE

OPERATION STANDBACK—an exercise combining the efforts of members of a Naval Reserve Submarine Division and an operating submarine of the Atlantic Fleet—came off without a hitch.

The Reservists, assigned to SubDiv 5-8, Washington, D. C., spent two weeks on Active Duty for Training (AcDuTra) on board USS Grenadier (SS 525), home-ported in Key West, Fla.

The highlight of the cruise was "Operation Standback" in which members of the ship's company—from OOD to controllermen—turned over to Reservists every key maneuvering watch station. The Reservists filled the shoes of their Regular Navy counterparts capably—getting the submarine underway, proceeding to the operating area, making

the first dive, and returning Grenadier back to port upon completion of the scheduled exercises.

"Operation Standback" also served to introduce the unit cruise concept in AcDuTra to the submarine forces. Groups of officers and men from the Reserve division reported as a unit for their AcDuTra.

Submarine Reservists normally perform their annual training duty as individuals and not as members of a division or unit. This practice is in line with the mobilization policy for Reserve submarine forces which calls for individual augmentation rather than have a Reserve division completely man a submarine or furnish several full watch sections as integrated units.

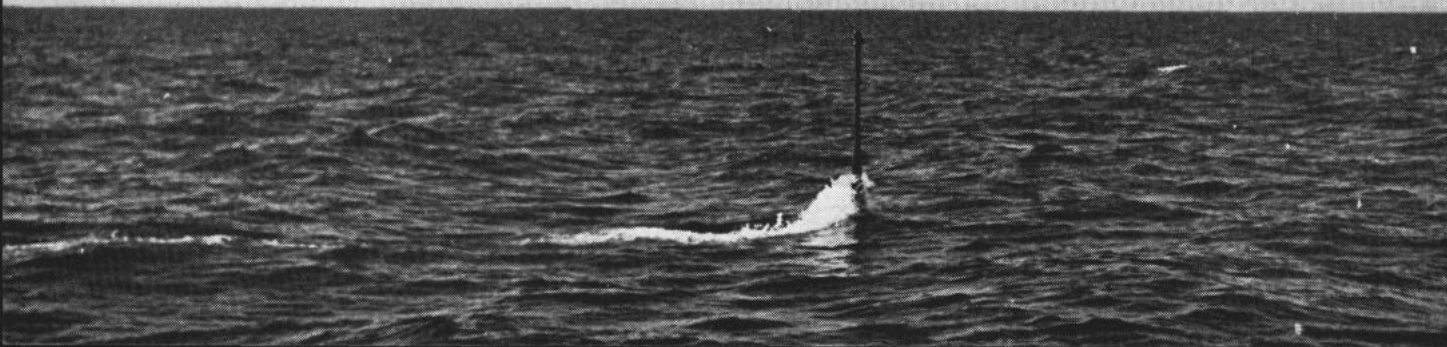
Naval Reserve Submarine Divisions are organized into several "at-

tack teams" and a repair unit. The part-time submariners train at Naval Reserve Training Centers and on board pierside training submarines as part of a team. Attack teams make weekend cruises in operating submarines several times a year.

In the spring of 1958, LT F. A. Govan, USNR, one of the attack team commanders of SubDiv 5-8, proposed that his unit take annual training duty as a group in one submarine. Key West was suggested as the location for the pioneering venture. COMSUBLANT and COMSUBRE-FITRAGRU, Key West, approved the plan, and the Fifth Naval District submarine program officer made the arrangements for quotas, orders and transportation.

While these administrative details were attended to, LT Govan and his

'OPERATION STANDBACK' got its name when ship's company stood back to let Reservists from SubDiv 5-8 take over.





NR Approach Officer takes over.

OVER

unit chief, G. L. Gregg, ENDC (SS), USNR, concentrated on training their men specifically for the unit cruise. A few Reservists were recruited from other attack teams in the Division in order to achieve a balance among the rates. The group finally selected for the cruise included torpedomen, enginemen, quartermasters, electricians and seamen. Nineteen of the 21 enlisted men were "qualified in submarines."

The Reservists traveled by air, arriving in Key West at 0717 one Sunday morning. They were greeted at the airport by *Grenadier's* exec and chief of the boat. Each Reservist was given a roster of the ship's company, and a brochure on recreational facilities in the area. Every man was assigned a "running mate" of the same rate from the submarine's regular crew.

Formalities over, transportation was provided to the naval base where a hearty breakfast awaited the Reservists. Paperwork was quickly attended to on board the submarine tender *uss Bushnell* (AS 15) and, at 1500, the Reservists reported on board *Grenadier*—just in time for the submarine's traditional Sunday afternoon "holiday dinner."

At quarters on Monday morning, LCDR T. F. Davis, USN, *Grenadier's*



TWO-WEEK sub cruise gave EM and officer Reservists chance to test training.

skipper, extended his official "welcome aboard" and explained that a major part of the ensuing two weeks would be devoted to high priority evaluation tests of new equipment.

The maneuvering watch was stationed, with a Reserve officer as OOD, and *Grenadier* got underway for a day of independent exercises, drills, and general familiarization for the Reservists.

On Tuesday, Reserve torpedomen rigged the forward torpedo room and loaded a Mark 14-3 torpedo. The next day, under the supervision of *Grenadier's* torpedo officer, they completely made ready the torpedo. Defective parts were detected and repaired or replaced. The ready torpedo was loaded into Tube No. 3.

At 1510 Thursday, while cruising submerged, the "bong-bong-bong" of

the general alarm sounded throughout the ship.

"Battle stations, torpedo!"

Reserve officers manned the key posts of approach officer, torpedo data computer operator, and navigational plotter. The target was identified as a PC-type ship at a range of 6500 yards, with a small starboard angle on the bow. The submarine immediately swung around to intercept the target, and a periscope approach was begun.

On orders from the conning tower, Reserve torpedomen made ready Tube No. 3 for firing, setting speed and depth as ordered.

On the third observation, the target had zigged to port and now showed an angle on the bow of 20 degrees starboard. The approach officer ordered "right full rudder"



SEASIDE—Reserve officer passes the word on operations. Rt: Chief of the Watch and auxiliaryman secure controls.

to a new approach course computed by his TDC operator and then went below periscope depth for a short high-speed run to close the track of the target.

After slowing down, periscope depth was ordered for another observation. The target was coming into critical range. A visual check on bearing and range indicated that only minor adjustments were needed in the target course and speed. These adjustments were quickly made.

"Final bearing and shoot."

"Up periscope."

"Bearing mark."

"Set."

"Shoot!"

"Fire Three!"

There was a characteristic swoosh of air and a slight shudder was felt throughout the submarine.

HOW NOW—Torpedo is readied in submarine's forward torpedo room by team of Reservists as they put hours spent at drill to a practical test at sea.



"Number Three fired electrically."

"Conn, sonar. The fish is running."

Since this was a practice exercise with a friendly PC as target, and since the torpedo was equipped with an exercise head and was set to run deep, there was no contact, no explosion.

Observers on board the PC saw the torpedo wake pass directly under the bridge of the target.

Grenadier surfaced and ran down the torpedo track to assist the retriever in recovering the unit. The spent "fish" was located visually where it had bobbed to the surface.

The approach party had estimated target course at 225°T, speed 12.5 knots. The PC signalled "course 223°, speed 12.5 knots."

Grenadier's exec announced over the PA: "The torpedo ran hot straight and normal and hit the

target amidships. Congratulations to the Reservists."

The retriever recovered the torpedo and, later, the Reservists reloaded it and made it ready for a second firing.

The Reservists managed to take time out for relaxation during the training-packed cruise, with Miami as a weekend liberty port.

Early Monday, with an assist from a tug, *Grenadier* spun around in the turning basin and headed out the channel to sea for the return run to Key West, and the submarine's operational commitments were resumed.

On the final Friday of the cruise, two awards were made at quarters. R. D. Brennan, TMT1 (SS), USNR, was chosen as the "outstanding Reservist" for the unit cruise. He was commended by *Grenadier's* CO and presented with an ash tray inscribed with the sub's insignie. Brennan had earned his silver dolphins two years ago, having qualified in this same sub.

The second award went to R. E. White, ENC (SS), USN, *Grenadier's* chief of the boat, for his outstanding leadership during the cruise. He was commended by the Division's skipper and presented with a submarine jacket patch insignie of USS *Drum* (SS 228), the Division's training submarine. It turned out that Chief White had made several World War II patrols in *Drum*.

The Reservists of SubDiv 5-8 are now hard at work preparing for another phase of their training. As this issue goes to press, plans are being firmed up for a joint exercise with surface and air units of the Selected Reserve. This time, the emphasis will be on ASW operations.

By all accounts, these submarine Reservists are top-notch examples of our ready Ready Reserve.



LATEST WORD—LT K. R. Jillson, OIC, studies an inquiry.

Navigator's Friend

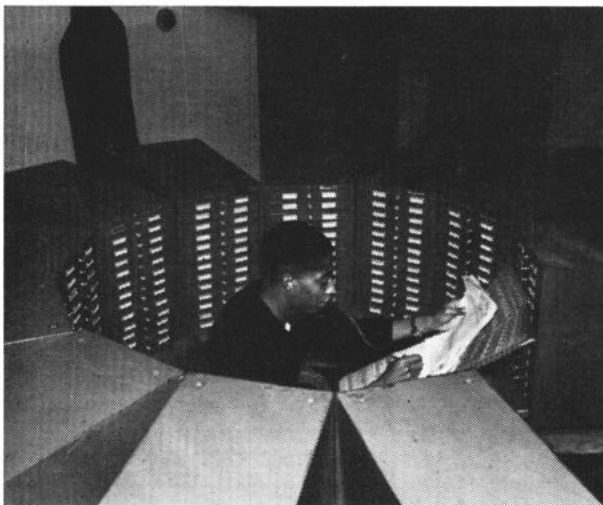
EVEN WITH THE NUMEROUS road and highway signs dotting the countryside it's handy to have a good map when one sets out on a trip of any distance. At sea it is the same, only more so, especially with no gas stations to query in checking your course.

Supplying navigational needs for the Navy for the last 128 years has been the Navy's Hydrographic Office in Washington, D. C.

In the Western Pacific Hydro is represented by a branch at Yokosuka. This office, one of three branch Hydros outside the continental U. S., provides Pacific Fleet and civilian shipping in the area with nautical aids and information. It stocks over 1200 charts and some 50 publications of the Pacific area including reproductions in Spanish, German, Dutch and Japanese.

The office also keeps in touch with other hydrographic authorities to obtain information on new hazards or aids to shipping. This data is published and sent to ships in the area and is passed on to the rest of the world through "Notice to Mariners" published weekly by the main office in Washington.

'ROUND HOUSE' of files is used to keep track of 4000 items stocked by Pacific branch of Hydrographic office.



JULY 1959

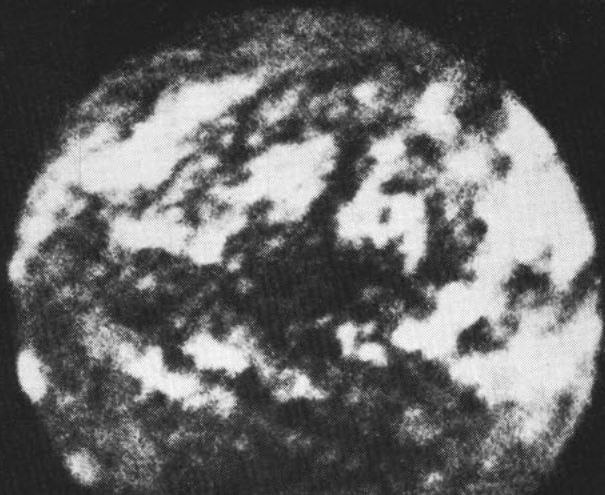


OFF WE GO—H. P. Beaty, QMC, and H. V. Neal, QMC, study chart in Pacific Hydro Office, Yokosuka, Japan.



CHANGE is made on chart as information is received. Below: Submariner draws charts from Yokosuka branch.





- It may be that underseas ridges are formed by great convection currents in the earth's interior. These force up sections of the ocean's floor and, at the same time, depress the neighboring crust.

- The earth's crust isn't as thick as it might be. Seismic methods indicate that the thinnest portion beneath the seas is about two and one-half miles thick; the thickest, nine and one-half miles.

- Seismic stations in the Antarctic may tell us, sooner or later, whether the Antarctic is essentially continental or oceanic.

- It's quite possible that Antarctica may be divided in two parts—or almost so.

- Mount Olympus, Washington, appears to be the wettest and snowiest area in the continental United States. A full 120 inches of snow fell in January 1958 — equivalent to slightly more than 30 inches of water. In February, this was topped by 417 inches more, a real record.

Life with IGY—

IT'S BEEN A GREAT

NOW THAT the International Geophysical Year has run its course, what have we learned that is new and startling? Was it a success? Was it worth the time, trouble and expense?

As yet, it's hard to tell. Yet, before the IGY had come to an end, vast quantities of information about the earth on which we dwell—and its

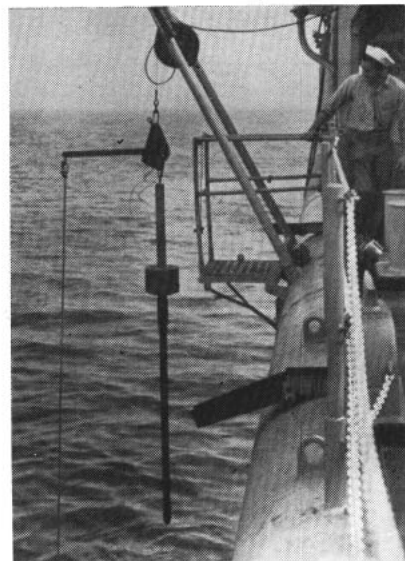
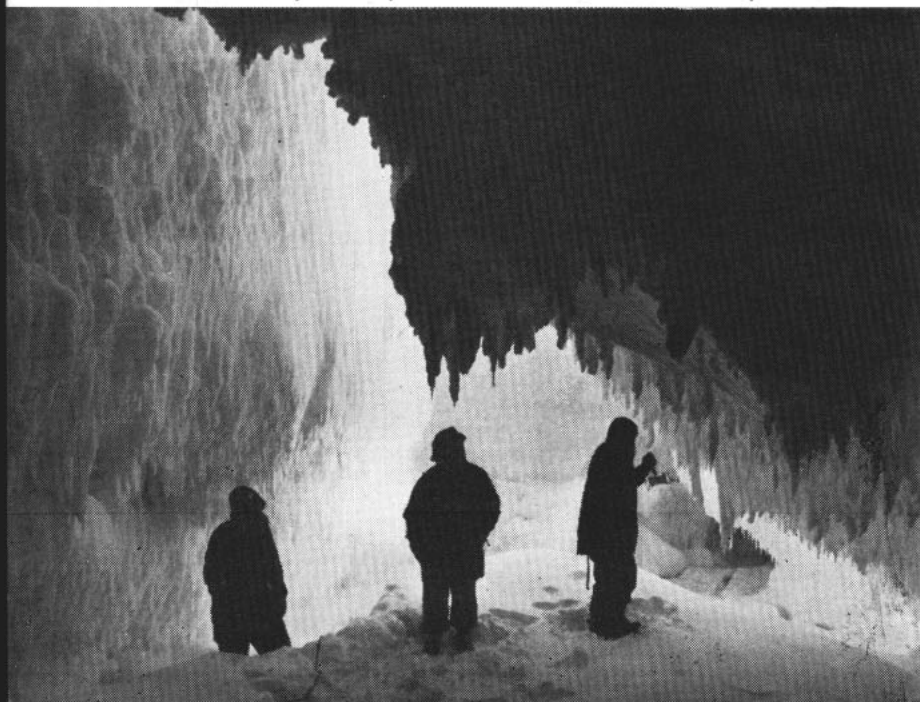
environment—had been developed.

It should be understood that the accumulation of IGY data will continue for many months to come and study of this information will occupy scientists for years to come. Nevertheless, some preliminary data has already been made available. Here's a brief summary, as made available by the Office of Naval Research:

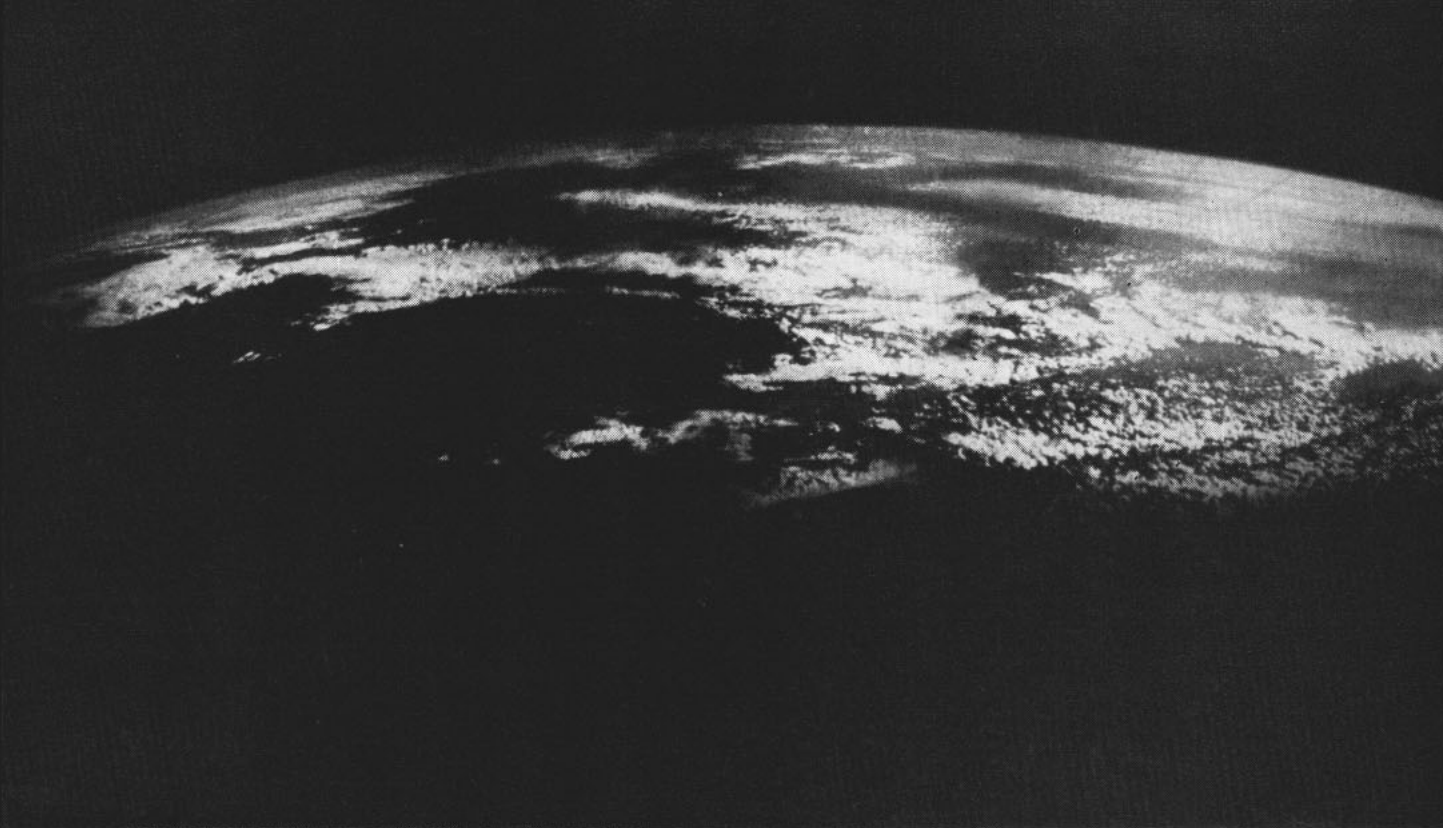
- A record low temperature of -124° F. was recorded on 17 Aug 1958 about 400 miles from the South Pole.

- But the South Polar areas are getting warmer, and the North Polar areas twice as much so. The annual mean temperature at Little America has increased about five degrees in 50 years; the increase at Spitsbergen,

IGY BELOW—Navy men explore Antarctic ice cave. Rf: Depths are studied. Above: First ultraviolet photo of sun.



ALL HANDS



WHAT ON EARTH—High flying photo is composite made during weather studies. Below: Glacier is observed in an Antarctic reconnaissance flight.

YEAR

in the Arctic, has been twice that much. A few more years and the temperature won't be mean at all, maybe.

- As a result of IGY efforts, the first daily weather maps of the entire globe will be available in a year or two. The United States will be responsible for the Northern Hemisphere, South Africa for the Southern, and the German Weather Service for the equatorial belt.

- The eastward movement of water in the equatorial Pacific is at least three times as much as earlier thought. This calls for a new investigation of the water balance and circulation system of the Pacific.

- Want to make a million or so dollars? Buy up a couple of square miles of Pacific Ocean bottom. Large areas of the goo have been found to be covered with a sludge of manganese, iron, cobalt, copper and other minerals worth perhaps \$500,000 per square mile. All you have to do is figure out how to collect it.

- A new undersea ridge has been discovered in the Arctic Basin, thus contributing to a better understanding of the nearly self-contained circulation of Arctic waters.

- The melting of ice along the





IGY SATELLITE program included Navy's development of Vanguard rocket and satellites. Here, Vanguard is readied and instruments are inserted.

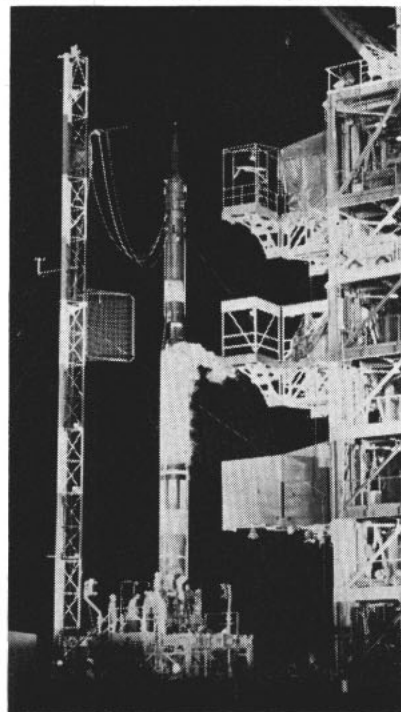


Antarctic coast in the summer causes a rapid decrease in the saltiness of the neighboring sea.

- In the area of Little America, the continental ice-cap which covers Antarctica moves seaward about five feet a day.

- The thickest ice-cover ever measured is about 14,000 feet, resting on rock 8200 feet below sea

READY TO ORBIT—Navy's Vanguard rocket stands on pad ready to put a U. S. satellite in 200-year orbit.



level, about 100 miles east of Byrd Station.

- Ice measurements in Antarctica, where 90 per cent of the world's ice is estimated to be, require upward revision of estimates of the world ice total by at least 40 per cent.

- Little or no change has occurred in the position of glacial fronts in the McMurdo Sound region in the last half century.

- Cosmic ray intensity at high altitudes is over four times more intense in the Arctic and Antarctic than at the Equator.

- The ozone layer and layers of the ionosphere (which extends roughly from 40 to 400 miles up) that are created by solar radiation, appear to persist during the long Antarctic night even though there is no sun.

- The existence of an "equatorial electrojet" appears to have been confirmed, supporting the theory that three globe-circling electric currents circle the earth in the high atmosphere; the other two are in the polar regions.

- Evidence for the existence of magnetic fields in space has been drawn from the fact that cosmic rays do not move directly toward the earth's magnetic field, but instead, show a bias to the west.

- Interior satellite temperatures have been found to be controllable within limits of easy human tolerance.

- The distribution of atmospheric pressure and temperature at high

latitudes differs from that at low latitudes. There are strong daily and seasonal variations in density.

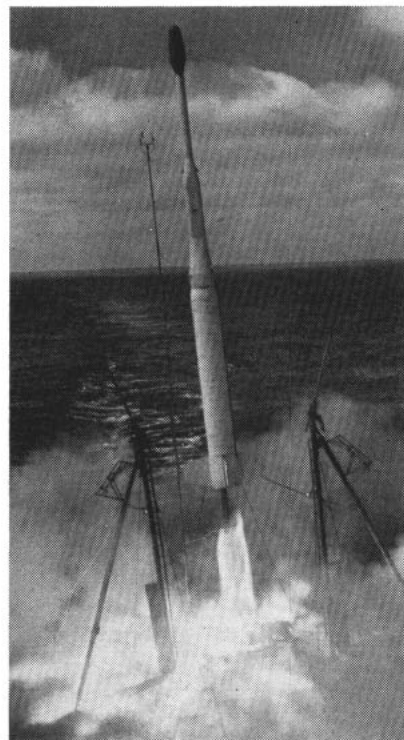
- Observations from satellites suggest that the upper atmosphere is at least 10 times denser than previously thought.

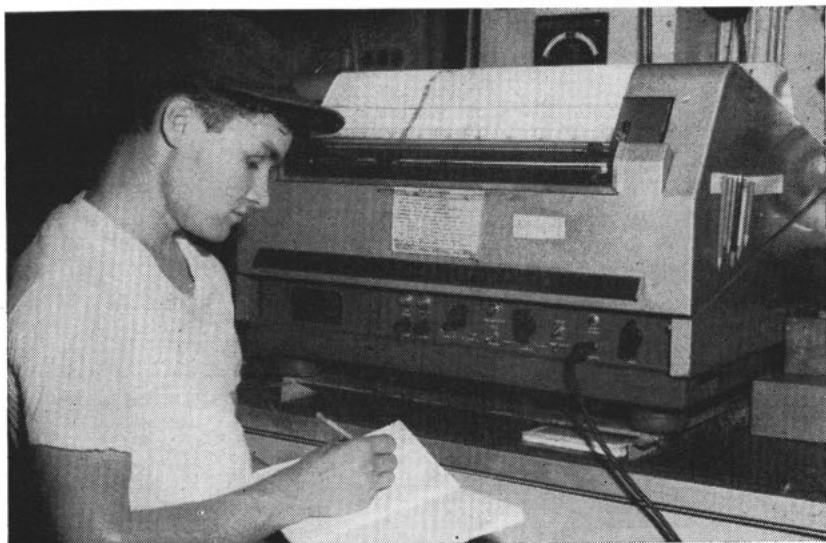
- The earth passed through a remarkably intense solar cloud on 11 Feb 1958, enabling scientists to collect an unusual amount of data on the relationships of upper atmosphere phenomena.

It should be mentioned that, during the International Geophysical Year, which ended 31 December, about 30,000 scientists and technicians in 66 countries made a concerted effort to increase man's knowledge of the earth's interior and surface, the oceans and atmosphere, and the space around the earth.

The work was conducted at about 4000 principal stations and at several thousand additional temporary and volunteer sites and stations. It is estimated that the United States contribution, directed by the National Academy of Sciences and funded in part by Congress through the National Science Foundation, cost about \$100 million, exclusive of logistic support. The world-wide program cost about \$750 million.

HIGH LEARNING — Earth's upper atmosphere was studied to gain information for future space travel.





DEPTH Recorder automatically measures ocean's depth with electronic beam.

Surveyors at Sea

ROAD MAPS as we said on page 9 play a big role in today's ever-increasing mobile life. Most people would not think of taking the family for a Sunday afternoon's drive over new roads without a map. The same goes for the captain of a Navy ship. He wouldn't take his ship and its "family" to sea without a complete set of charts mapping coral reefs, sand bars, ocean depths and channels to safe anchorages.

Gathering this pertinent data for mariners is the job of the oceanographic survey ships. One such ship of the Pacific Fleet Service Force is the *USS Rehoboth* (AGS 50), with

a crew of 12 officers and 160 white-hats.

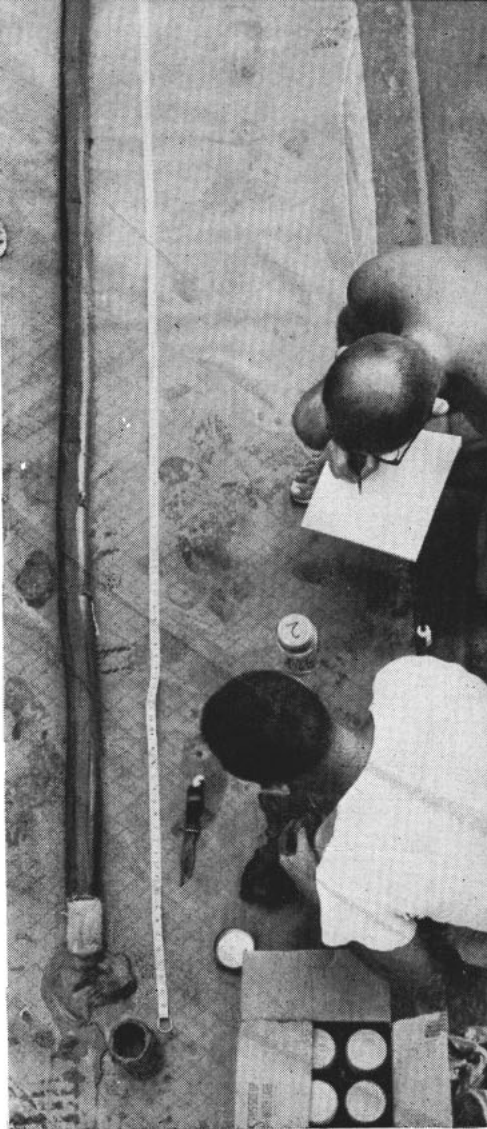
It's an all-hands job to measure the salinity of the sea, take accurate depth readings, gauge the temperature of the ocean water at different depths—from surface to bottom—and take samples of mud, sand and rock content of the ocean's floor.

The ship's log of *Rehoboth* can give men of the sea the answers to any questions relative to the above information. If the ship's records do not list the data on the exact location you are interested in, after a day's time on station the *Rehoboth* men will have the answers.

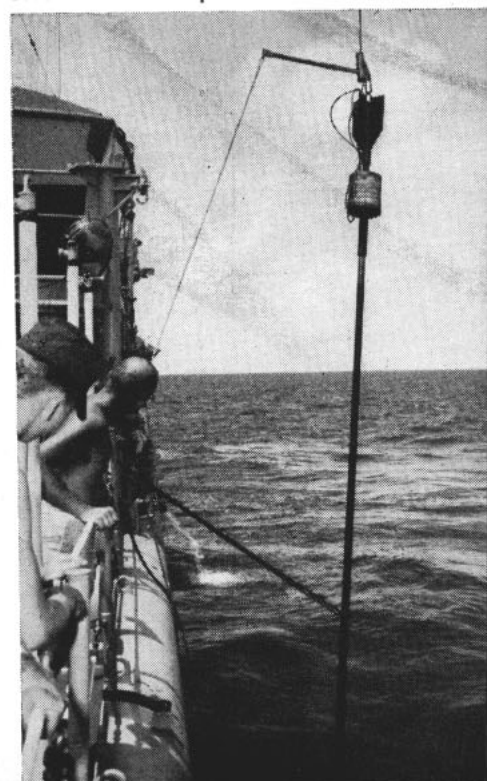
SALTY JOB—Member of *USS Rehoboth* (AGS 50) prepares to lower Nansen bottle into the sea to measure temperature and salinity at various depths.



JULY 1959



MUDDY MEASURE—Mud brought up by corer is checked. Below: Ewing corer is set for drop into ocean's floor.





CHIEFS' CHOW—Italian Navy CPOs smile as they are served macaroni during first course of evening meal.



BRIDGE-EYE VIEW—Ship's Captain. Right: Swells break over *San Giorgio*.



On Maneuvers with the

THE DESTROYER LEADER *San Giorgio*, flagship of Commander Division Two of Italy's new streamlined fleet, plowed north through the Gulf of Taranto. On the horizon, Italian-built destroyers and frigates formed a tight cordon around a convoy steaming northward from the Ionian Sea.

The force, normally based at Taranto on the instep of the Italian boot, was homeward bound. For the past two days, ships and crews of the command had undergone a series of maneuvers designed to sharpen Italy's post-war navy in one of her prime NATO assignments—convoy escort duty.

The ships in company with *San Giorgio* reflect credit upon Italian shipbuilding. In modern times, Italian warships have been noted for their speed and their maneuverability.

The most recently constructed of this group includes the 2775-ton fleet destroyer *Indomito* and the fast escort destroyers *Castore* and *Centauro*.

Other screening ships in the exercise included the frigates *Albatros*, *Airone*, *Fenice* and *Aldebaran* (a former U. S. destroyer escort). The corvettes *Orione* and *Farfalla* were assigned to act as convoy vessels during the exercise.

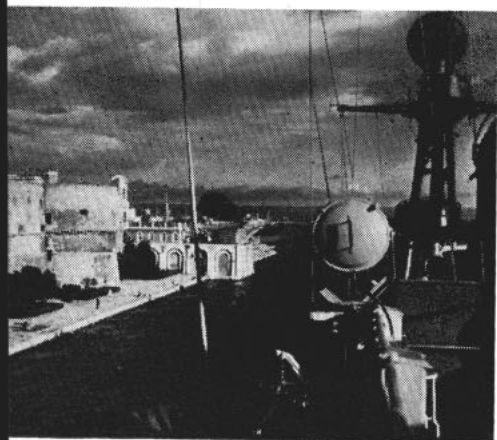
During the journey, the convoy had been under surveillance of the 865-ton submarine *Giada*. Merchant ships, assumed to be carrying arms and reinforcements, had been *Giada's* main target. She managed to enter the screen twice, and was under attack 15 times during the maneuver.

During the 40 hours of exercise, every conceivable wartime situation had developed. Before sailing, all command officers received sealed instructions. Each envelope contained a list of "damages" their ships supposedly suffered during an attack.

During the night, a U. S. Navy *Neptune* bomber from Malta joined the exercise on an ASW mission. The following day, Italian Air Force jet fighters entered the maneuvers, assigned to give the convoy friendly air support against hostile aircraft.

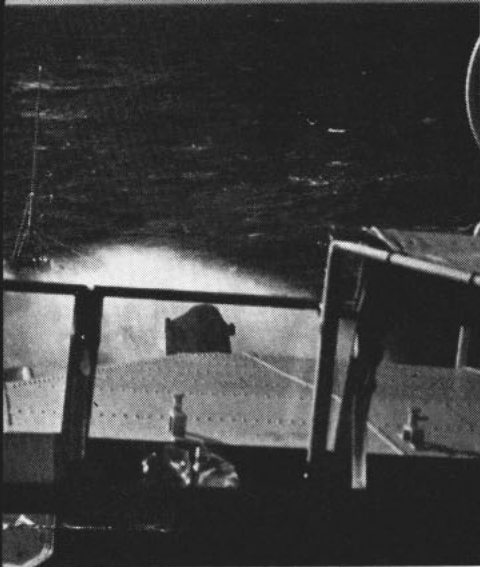
Gunnery drills, ship-to-ship transfers of "wounded" personnel, and night attacks by motor torpedo boats rounded out the action. When the convoy and its escorts reached port, they experienced underwater attacks by frogmen of the opposing forces.

Convoy escort duty, in addition to antisubmarine and minesweeping

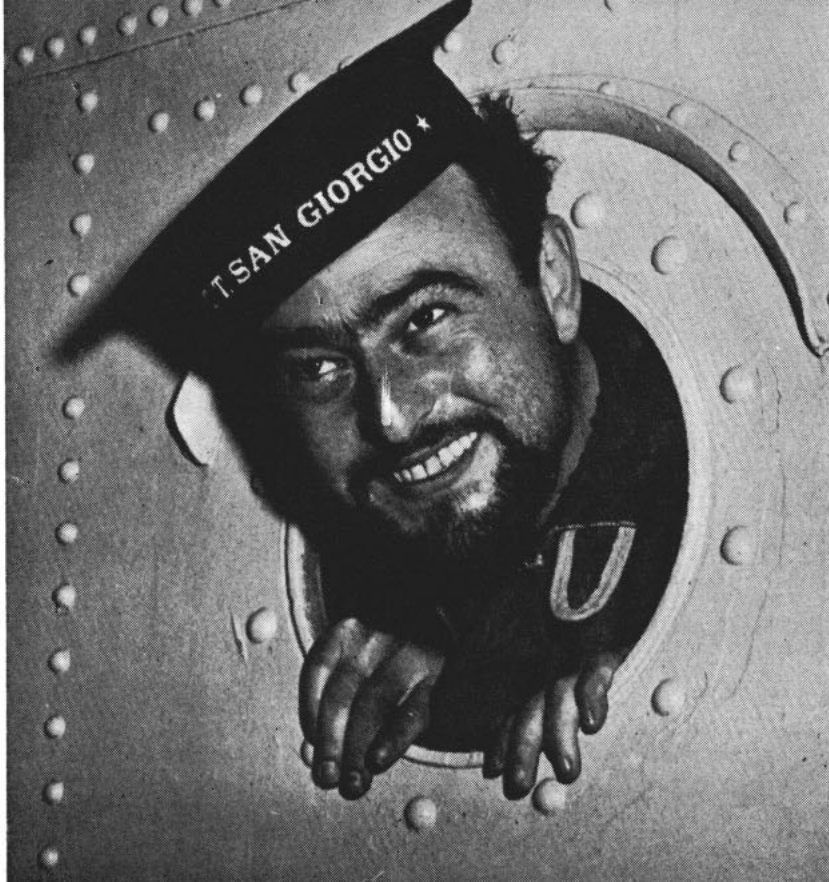


SHIPSHAPE—Fast frigate *Castore*, one of four such types in Italian fleet made her debut last year. Above: Ship sails into inner 'Little Sea' at Taranto.





SAN GIORGIO in Gulf of Taranto.



BACK IN PORT—An able seaman, Italian style, beams through porthole as his destroyer leader enters port. Below: Destroyer leader San Giorgio patrols.

Italian Navy

operations, keeps Italy's ships and men busy the year round.

In its national capacity, the fleet operates under its commander-in-chief. When functioning as a NATO force, a NATO commander such as Commander, Allied Forces, Central Mediterranean, directs its movements.

The latter command shares the wartime responsibility of keeping the Mediterranean sea lanes open for Allied use. Italy's partners in that multi-nation armada include the naval and air arms of Greece, Turkey, the United Kingdom and the United States. Collectively, they form Allied Forces, Mediterranean, whose control point and nerve center is based on Malta.

The Italian Navy participates in five or six major allied exercises annually. Each successive maneuver helps it to know its allies better.

How do navies of many nations, speaking five different languages, coordinate as one? A high stack of heavy, bound publications helps to provide the answer. Between each book's covers are pages of operating procedures, signals, and maneuvering instructions for convoys. Each non-English speaking navy has copies translated into their native tongue.

One of the most effective appraisals of the Italian navy came from the Commander-in-Chief, Allied Forces Southern Europe. Admiral Charles R. Brown, USN, assumed this post at the beginning of the year relieving Admiral P. Briscoe, USN. This is the CINCSOUTH statement:

"Italy, among all the NATO nations in Europe, has been one of the first to enter upon a planned modernization program of their navy.

"It is paid for by their own budget and aimed at maintaining an effective navy of ship types best fitted for a war of the foreseeable future." The statement added:

"Most of their World War II ships, not capable of effective operation in a future war, have been or are being scrapped. The proceeds of this program are being applied to new construction of modern, effective ships in the destroyer, corvette and mine-sweeping classes."

—Daniel R. Reilly, JOC, USN.

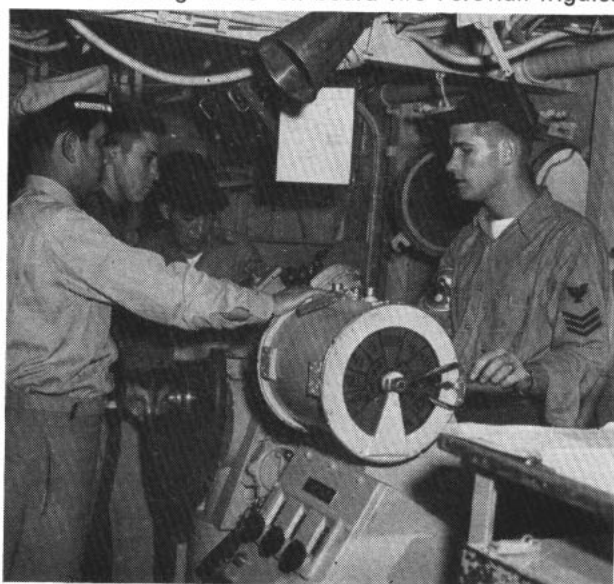




DOWN BELOW—Power plant pointers are given Peruvian enginemen. Rt: Signalmen receive instructions on bridge.



GOOD WORD—U. S. Navymen join Peruvian sailors on training cruise on board two Peruvian frigates.



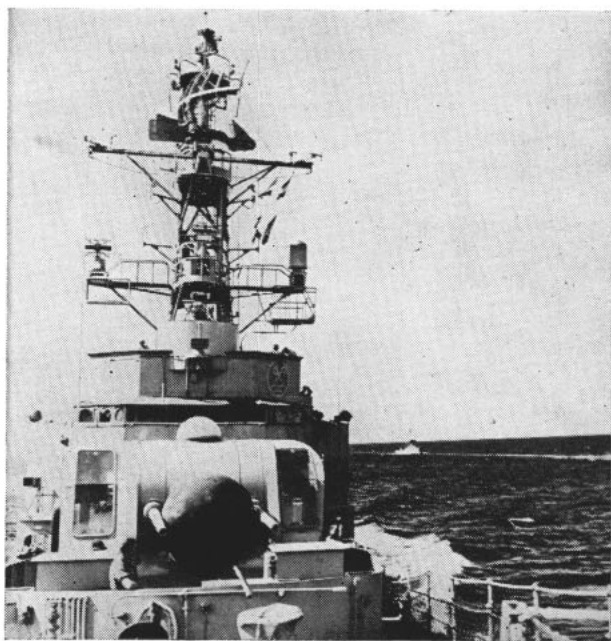
Sailing with the Peruvian Navy

H EADING UP from the land of the Incas and the Andes, two Peruvian ships pulled in to the U.S. West Coast, then headed to sea again for a training cruise under the guidance and instructions of U.S. Navymen. From engineroom to wheelhouse the salty word was passed between our sailors and those of this South American navy. The ships, BAP *Castilla* (D 1) and BAP *Aguirre* (D 2) were familiar to U.S. waters and Navymen, as they are the former *uss Bangust* (DE 739) and *uss Waterman* (DE 740), trans-

ferred to the Peruvian navy in 1951 under the Mutual Defense Assistance Program.

As the ships cruised Pacific waters their crews sharpened the skills of their ratings under watchful eyes. Instructions included gunnery, navigation, plotting, operations in the combat information center and communications.

In addition to the exchange of the skills of the sea, the feeling of understanding was strengthened between men of two navies sailing the high seas for the same principles.



INTERNATIONAL TEAMWORK—USS *Bauer* (DE 1025) and Philippine patrol craft hunt subs in China Sea maneuvers.

Sailing with the Philippine Navy

ALL WAS NOT so quiet in the western Pacific as a U.S. DE and two Philippine patrol craft teamed together to hunt subs and blast "enemy" planes from the sky.

It was a joint United States and Philippine Navy operation to train men of both navies in working together against air and submarine attacks.

Escort vessel *uss Bauer* (DE 1025) and Philippine patrol crafts *RPS Capiz* and *RPS Bohol* were the participants in the operation that began with an ocean rendezvous to start antisubmarine operations against a simulated sneak attack on shipping entering Manila harbor.

On board *Bauer* were a group of Philippine Navy enlisted specialists. For more than a week the men received on-the-job training in engineering and damage control techniques. *Bauer* assigned an officer to each of the Philippine units as observers.

With the aid of two U.S. Navy antisubmarine patrol bombers from the Naval Air Station, Sangle Point, the ships tracked down the supposed submarine, "destroying" it with depth charges during a coordinated attack.

In another phase of training the ships were attacked from the air by two planes out of Subic Bay. *Capiz* provided antiaircraft cover and prevented planes from "sinking" *Bohol*

as *uss Bauer* rushed to the rescue.

Tagged "Watersides One," the operation was initiated by Rear Admiral Edgar A. Cruise, Commander Naval Forces, Philippines and Commodore Jose Francisco, Commander of the Philippine Naval Forces, to develop proficiency in joint U.S.—Philippine operations.

After the exercise the unit commanders met aboard *Bauer*. It was mutually agreed that the exercise had been successful. Special praise was given the Philippine ships for excellence in operating their guns.



BIG HIT—U. S. and Philippine Navymen racked up high scores during simulated air attacks while undergoing joint training session on the high seas.





Waves Round Out

AS THE WAVES near the end of their second decade of service with the Navy they have been on board to see many changes, including the growth of our Atomic Fleet and latest reaches into space. They have kept up with the changing times, filling many billets never even dreamed of when Congress authorized the Waves (Women Accepted for Volunteer Emergency Service) 17 years ago in July of 1942.

Since the Women's Armed Services Act in 1948 that allowed women

in the Navy to take up a career as part of the Regular Navy, their services have become an integral part of our modern Navy.

Here is a pictorial presentation of some of the many jobs in a variety of fields in which Navy women are pulling duty today.

Clockwise from upper left: (1) Wave Aerographer's Mate operates theodolite. (2) Flight orderly awaits passengers. (3) Seaman Wave finds plotting Fleet movements in CNO's office interesting duty. (4) Elec-





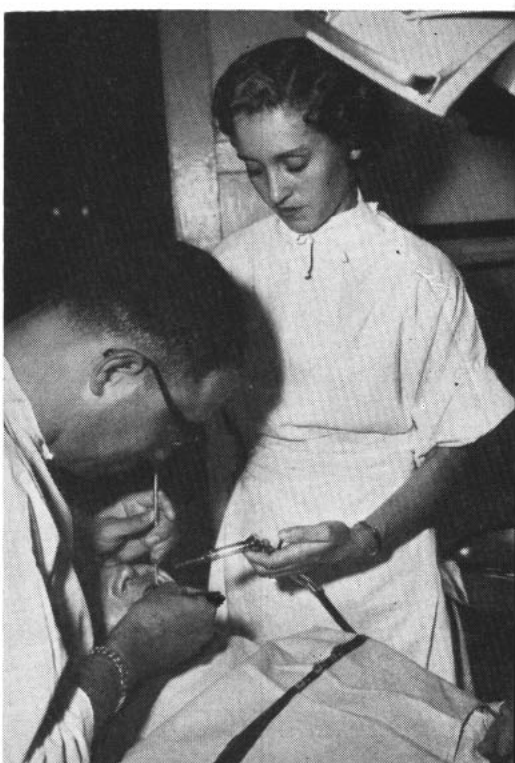
Seventeen Years

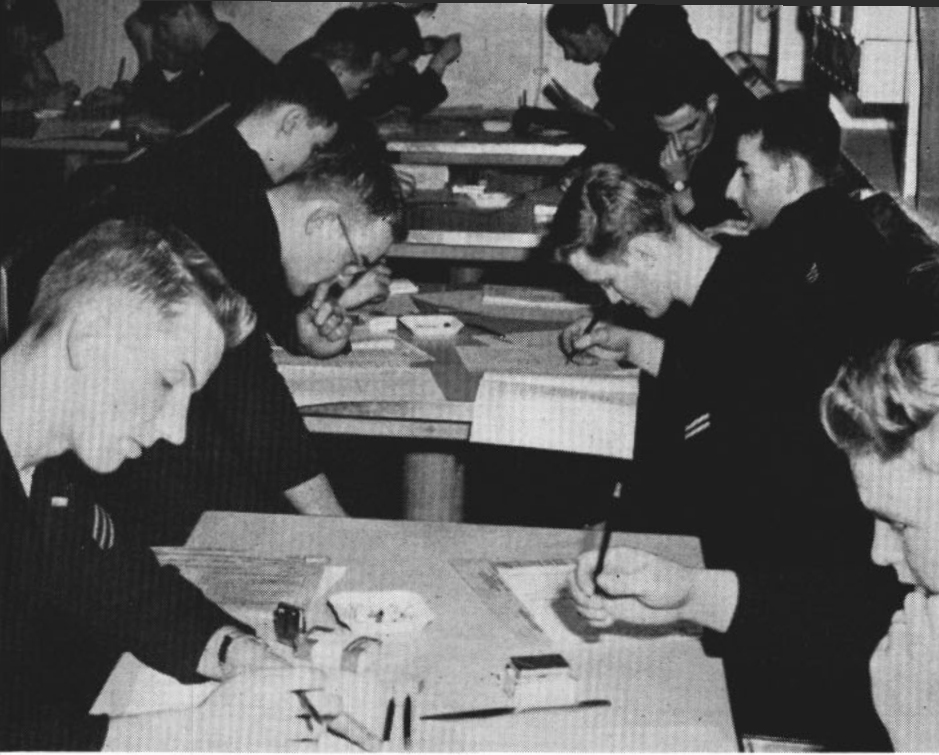
tronic Technician tests equipment. (5) Wave measures out chemicals in laboratory. (6) Hospital Corpsman pulls duty in Navy hospital's nursery. (7) YN3 mans her typewriter while serving as clerk-typist. (8) Dental Technician assists Navy dentist. (9) Wave Machine Accountant striker sets up for a run. (10) An Aircontrolman takes her turn at tower duty. (11) Navy woman serving as court reporter adjusts Steno Mask. (12) Wave practices on an electronic circuit trainer. (13) A

slide is studied by Wave in biology lab. (14) Wave officer participates in public information radio program.

Probably the billets that Waves might be least expected to fill are those at sea, but during the past few years we have seen Waves assigned in hospital ships, and aboard Navy transport ships that carry Navy families overseas.

As you can see from the accompanying photos, they're a good group — and here's wishing the Waves a very happy 17th birthday.





which will help speed up the examination processing cycle and will permit the use of punched cards as examination answer sheets.

These new punched cards will be used in the upcoming August exams. They replace the current answer sheets on which you were required to mark the answers with a special graphite pencil.

Under the new system, you will receive an examination booklet containing 150 multiple choice questions, and two punched cards as answer sheets. Each punched card (NavPers 624-1 and 624-2) will have space for 75 answers. Detailed instructions on how to use them will accompany each examination.

To learn just how these cards will work, let's watch over the shoulder of J. D. Doe, AB2, as he takes the exam next August.

Doe opens his exam envelope and finds, in addition to the exam book-

New System Puts Punch

THE NAVAL EXAMINING CENTER at Great Lakes, Ill., has changed its operating procedures and has improved its techniques to speed up the processing of examinations.

This change was a direct result of the additional workload placed

on all commands, and the Naval Examining Center, by the recently established proficiency pay and E8 - E9 examinations.

The Examining Center is currently installing more efficient automatic sorting and grading equipment

EXAM TOOLS—Punch cards and stylus will replace current answer sheets marked with special pencil, in new system designed to speed up results.

let, a direction sheet and two special IBM cards, one white and one yellow, which look like the sample printed on this page. The white card has a large "1" printed on it and has numbered columns for the answers to questions 1 through 75; the yellow card has a large "2" and spaces for answers 76 through 150.

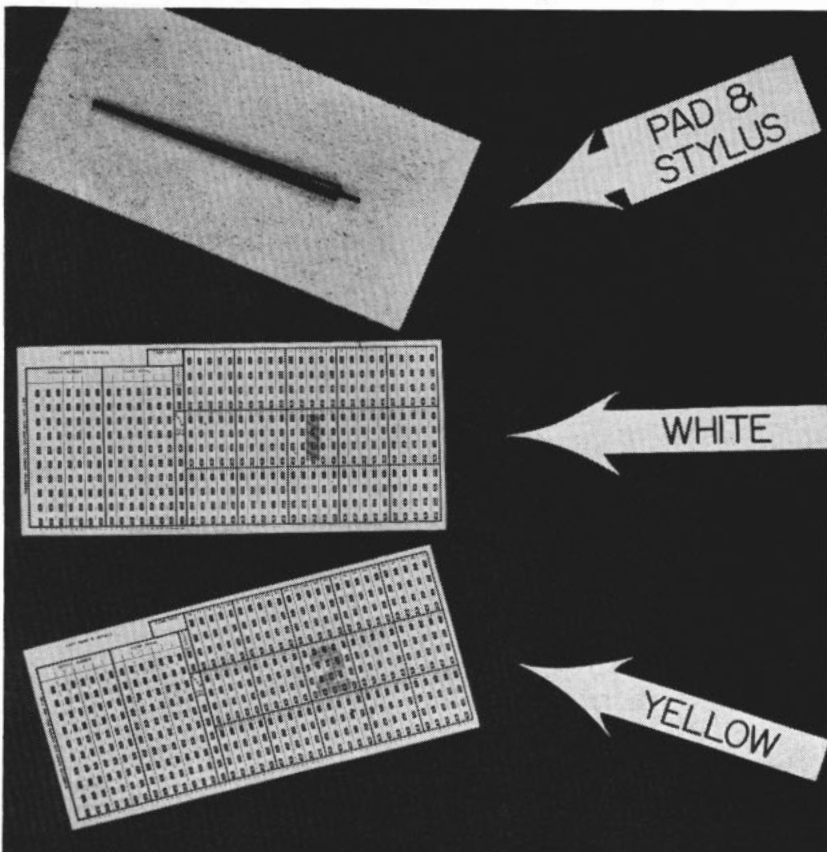
Doe picks up the white card and prints his last name and initials in the block at the upper left corner of the card. He prints "AB1" in the box marked "Exam Rate," the rate he's going up for. Under "Service Number" he fills in his service number, one digit in each block, and then circles the corresponding numbers in the columns below each digit.

Doe checks his exam booklet for the serial number, which he copies in the blocks below "Exam Serial" and then circles the proper numbers below each digit. Since Doe is filling in card number "1" he circles "1" under "Card No." AB1 is pay grade E-6, so he circles the "6" under "Exam Pay Gr."

Now card number "1" is ready, so Doe takes the yellow card and prepares it the same way, except that he circles the "2" in the "Card No." column.

Doe is now ready to take the

ALL HANDS



exam. When he gets the word, Doe places card "1" on a hard smooth surface and begins the test. He decides that choice number "1" is the correct response to question number "1" so he circles the "1" under the "1" column.

So it goes for the rest of the exam, Doe shifting over to card number "2" for questions 76 through 150.

He finds, when he has gone through all the questions, that he still has time left, so he goes back and rereads the exam. He changes his mind about the answer to question "2"; it should be choice "4" instead of "2." Instead of erasing, he draws an X through the "2" he circled earlier and circles the "4."

When Doe is satisfied with his answers, the proctor gives him a sponge pad and a blunt-tipped plastic stylus. Placing the card on the pad, Doe uses the stylus to punch out all the numbers he has circled.

in Exams

This card will be the only thing the machines at the Exam Center will have to work with in determining his grade.

IN ADDITION to using the new punched cards for answering the exams, other changes in administrative procedures should help speed up the results.

Your command submits a duplicate copy of NavPers 624 (Report of Examination for Advancement or Change in Rating) to the Examining Center at least 30 days before the date of the exams. (Copies of NavPers 624 for personnel scheduled to take the August 1959 examinations are due at the Examining Center, Great Lakes, on or before 1 Jul 1959).

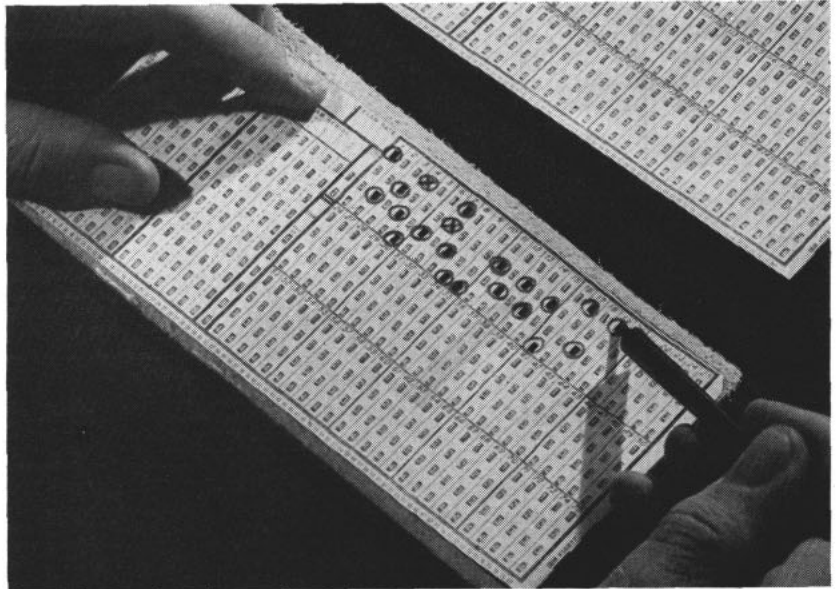
Previously, your NavPers 624 was prepared by your command and forwarded to the Examining Center with your examination answer sheet.

In addition, many commands fail to submit the answer sheets promptly to the Examining Center. In the November 1958 proficiency exams, for example, 18 commands did not mail the completed examinations to the Examining Center until after 15 December—about 40 days after the exams were conducted. As a result, some of these completed exams were not received at the Examining Center until January 1959.

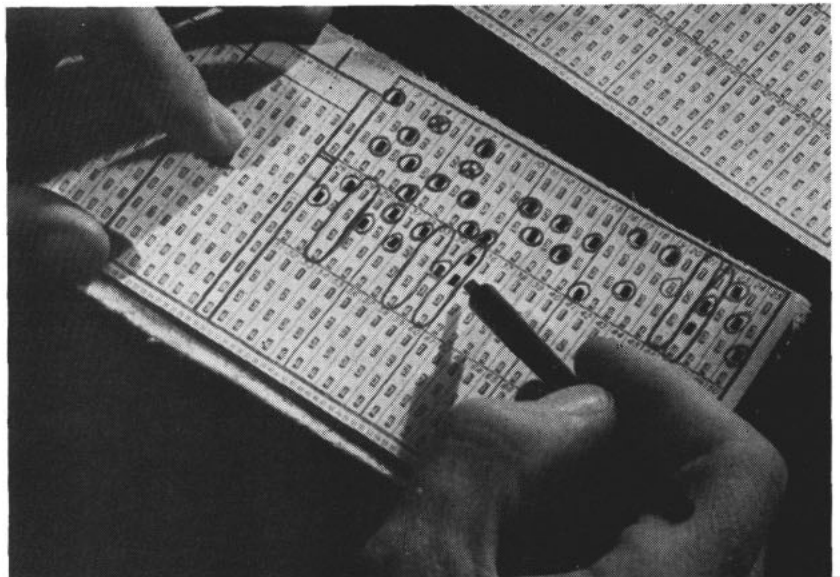
JULY 1959



HERE'S HOW new answer system will work. First, circle number of desired answer. Mark X through changes. Below: Push out final answer with stylus.



SOMEONE GOOFED—Sample card below shows two types of errors in marking. Circled mistakes show failure to punch and punching more than once.



Brief news items about other branches of the armed services.

THE WORLD'S LARGEST plastic balloon—measuring five and one quarter million cubic feet—has been launched by the Air Force. This large-balloon flight was the first in a series of launches scheduled as part of a long-range study of the stratosphere being conducted by scientists of the Air Force Cambridge Research Center's Geophysics Research Directorate.

The stratospheric balloon program is designed to provide geophysical information for a more comprehensive understanding and analysis of the earth's atmosphere. Data received from these flights are directly applicable to the Air Force atmospheric and space programs.

The balloon, launched from Vernalis, Calif., was instrumented by Tufts University of Medford, Mass. It carried a payload of instruments for measuring pressure, temperature and wind velocity. At the end of the flight, the instrumentation package is separated from the balloon and descends to earth by an orange and white parachute.

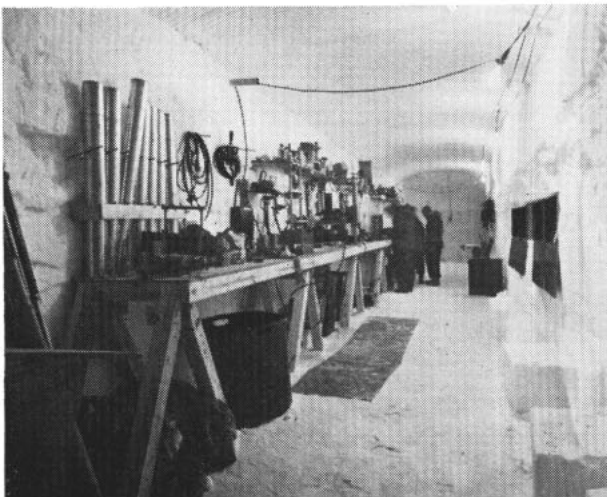
The polyethylene plastic which the balloon is made of is only one-thousandth of an inch thick. When filled with helium the balloon measured 240 feet in diameter. When the balloon's payload is dropped, the huge plastic bag then ascends to an extreme altitude where expansion of the helium and the cold upper air combine to shatter the balloon into almost microscopic fragments.

★ ★ ★

THE ARMY ORDNANCE Guided Missile School in Huntsville, Ala., has televised a live two-hour course on guided missiles direct to the Pentagon. The course dealt with maintenance methods used to keep five of the Army's operational guided missiles in constant combat readiness. These include *Hawk*, *Nike-Hercules*, *Lacrosse*, *Corporal* and *Redstone*.

The telecast was the first program on missiles ever transmitted by the Army to the Pentagon. Viewing the activities which were taking place 730 miles away from the Pentagon were the Secretary of the Army, Wilber M. Brucker, and about 300 high ranking officers.

The guided missile course was also transmitted simultaneously for viewing by senior officers at the Armor School, Fort Knox, Ky.



COOL SHOP — Army scientists and technicians in the Arctic region perform tests in underground snow house.

THE FIREBEE has established a new world altitude and duration at altitude records for a jet target drone. The record-breaking flight was made from Halloman Air Force Base, N. M.

Achieving a maximum radar-measured altitude of 59,000 feet, the XQ-2C drone made four simulated target runs during 77.5 minutes of remote-controlled flight above 50,000 feet in the dual-record accomplishment.

Total flight time was 96.8 minutes, including 87.5 minutes under power, and 9.3 minutes in a glide before its parachute recovery.

The most advanced member of the *Firebee* drone family, the XQ-2C is a faster, higher altitude version of the Navy KDA-4 and Air Force Q-2A models now in quantity production.

★ ★ ★

AN ICICLE TREASURE TROVE of frozen historical facts—dating back more than 800 years—is being studied by scientists in the Army's Snow, Ice and Permafrost Research Establishment (SIPRE) at Wilmette, Ill.

The "icicle," a core of Arctic ice four inches in diameter and more than 1300 feet long, contains trapped samples of air preserved from the days when Washington breathed at Valley Forge, Columbus sniffed at sea and King John gulped at the signing of the Magna Charta.

From sample sections of the core, which was drilled from the Greenland icecap some 200 miles east of Thule, the scientists should be able to answer all sorts of questions—for instance:

How much air contamination has been caused by the industrial revolution?

How much atomic fallout has there been each year since Hiroshima and Nagasaki?

How much snow has fallen in Greenland since 1100 A. D., the year the oldest part was believed formed?

Even 800-year-old bacteria are believed to be perfectly preserved in the ice and available for study.

Dr. Henri Bader, chief scientist at SIPRE, calls the icecaps of Greenland and the Antarctic a "treasure trove for the scientist."

"Every snowfall and everything that fell with it are,



TITAN SUCCESS—Air Force's ICBM breaks for the sky on first try during February test at Cape Canaveral.

so to say, separately and safely filed for future reference by being buried under later snowfalls," he says, "Natural objects which fell with the snow, such as volcanic ash, meteorites, spores and bacteria are perfectly preserved year-by-year for anyone who is interested in them. Scientists who have been monitoring radioactive fallout can go back to the icecaps to measure some things they missed at the beginning."

Although scientists have long known about the icecap "treasure trove," they couldn't exploit it fully until the development of deep-drilling techniques by SIPRE in 1956 and 1957. Chester C. Langway, Jr., who is in charge of the Greenland deep drill core investigation, says samples of air from the past have been trapped in the ice and preserved as bubbles. When the bubbles are analyzed, the content and composition of the air for any given available year can be determined. The years can be identified, in most cases, by easily distinguishable "rings."

Already, ash from the Katmai volcanic eruption of 1912 has been identified in ice about 70 feet below the surface. About 160 feet down Langway expects to find ash from the 1883 eruption of Krakatoa, a volcano in Indonesia which blew up so violently that it caused sea waves as far away as Cape Horn and possibly England.

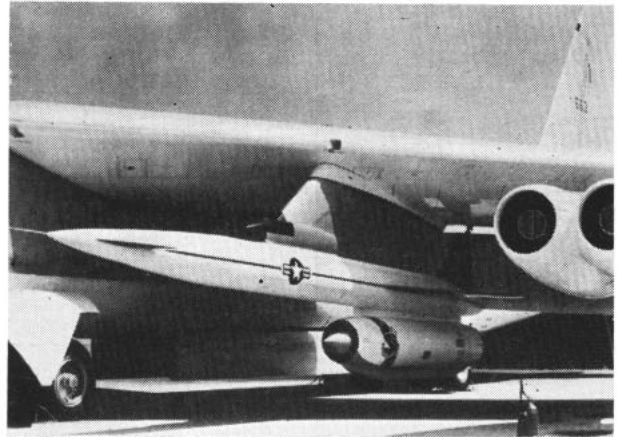
The 1300-foot ice core drilled in Greenland was sawed in half lengthwise at the site. Half of it is being stored in Greenland, and about 200 feet of selected sections, cut in six-foot lengths, have been packed in dry ice and shipped to Wilmette. Tests were made in Greenland and at the SIPRE laboratory in Wilmette to detect any structural changes in the ice caused by handling and shipping.

IGY scientists are working on a similar drilling operation in the Antarctic. Comparison of their data and that gathered by the SIPRE scientists may reveal a great deal about the movements of air masses.

★ ★ ★

THE U.S. ARMY'S *Nike-Hercules*, supersonic surface-to-air guided missile, has successfully intercepted and destroyed a target at an altitude of more than 20 miles.

The target was provided by *Pogo-Hi*, a Navy-developed parachute-type target which is boosted to the



HOUND DOG—USAF's new air-to-ground missile rests in place under wing of B-52 for transportation to target.

desired altitude by a small 13½-foot rocket, and then spring ejected. The parachute, coated with a thin layer of metallic silver, reflects radar signals and resembles an aircraft on the radar scope.

More than 200 *Nike-Hercules* missiles have been fired under a variety of extreme target and intercept conditions. With a maximum range of more than 75 miles, *Hercules* has now made interceptions at altitudes below 5000 feet to over 100,000 feet. Although 20 miles is less than one-third of the extreme range of *Hercules*, it is the maximum altitude for targets.

Hercules has demonstrated its effectiveness against targets flying at speeds above Mach 2.5 and against targets which have maneuvered violently before interception. Recently at Eglin Air Force Base, Fla., six missiles were fired and all were successful [all target drones engaged were destroyed].

Hercules is now emplaced in defense of critical target areas in the United States. It will supplement and eventually replace existing *Nike-Ajax* weapons which have been guarding key cities and defense installations.

★ ★ ★

THE AIR FORCE HAS MODIFIED one of its C-130A transport planes so it can launch jet drone targets. The huge transport with jet drone targets nestled under its wings has already made a successful test flight from Dobbins Air Force Base near Atlanta, Ga.

These tests are to determine the C-130A (*Hercules*) transport's ability to launch realistic targets for support of research, development, operational evaluation and aircrew training of the Air Force's air defense weapon systems.

The drone launcher-director, called GC-130A, is one of two C-130 propjets being modified for the AF's Air Research and Development Command.

When modifications are completed, the two planes will be able to release jet-propelled drone targets high in the sky to test the capabilities of the nation's air defense system under actual operational conditions.

The GC-130A can carry and launch twice as many drone targets as present drone-carrying aircraft. The modified *Hercules* will be able to release the drones as free flying targets at altitudes up to 30,000 feet. Present drone launchers work with a 15,000-foot ceiling.



ON ICE—A reminder of cooler days is this shot of USCGC icebreaker *Eastwind* last winter in Gulf of St. Lawrence.

LETTERS TO THE EDITOR

Requesting Extension of Sea Duty

SIR: Can I refuse shore duty when I fill out my Seavey rotation data card?

If I am able to remain on sea duty, will I receive another Seavey card a year from now?—E. E. T., HM2, USN.

● According to BuPers Inst. 1306.62A it is possible for you to request an extension of your sea tour if rotation to shore duty would create an undue personal hardship. However, under normal conditions, you cannot refuse shore duty unless you have less than a year of obligated service remaining on your enlistment or extended enlistment.

As for your second question—if your tour is extended, you should still receive a Seavey card the following year, since your sea duty commencement date would remain unchanged.—Ed.

Retainer Pay

SIR: In past editions of ALL HANDS you have published articles about retainer pay. I agree that the basic pay for a chief going out on 19½ years is based on 20 years' longevity. Every instruction I can obtain substantiates this.

But, it appears after talking with chiefs, that they are receiving retainer pay based on 18 years' service (day-for-day without constructive time).

The general opinion seems to be that there was a NAVCOMPT ruling made some time last year that said a man going out on 19½ years would receive retainer pay based on 18 years' longevity unless he actually completed 20 years' service, day-for-day.

If the above facts are right your articles concerning retainer pay are wrong. What is the straight story?—G. N., PN1, USN.

● We don't know who's been talking to you, but you have either been getting some bad info, or you have misinterpreted what you've been told.

If a man goes into the Fleet Reserve with 19½ years' day-for-day service (six months or more counts as a full year for pay purposes), his retainer pay is based on the pay for over 20 years' service.

Only if a man has 19½ years' service, which includes constructive time, would his retainer pay be based on 18 years' service.

Here is what the Comptroller said about this on 5 Aug 1958 in Comptroller General decision B-135771:

For the purpose of transfer to the Fleet Reserve and for use as a percentage multiple in the computation of retainer or retired pay, a minority enlistment should be counted as a full four years' service and enlistments served within three months of expiration

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.

should be counted as a full term enlistment. (That's where you can pick up constructive time.) However, such constructive service cannot be used in the computation of basic pay.

It is possible, therefore, that a man will have as much as 19 years' and 6 months' service for transfer to the Fleet Reserve (including constructive time) but will not have that much (actual day-for-day time) for basic pay purposes. His retainer pay will be computed at 2½ per cent times 20 years' active service times basic pay for over 18 years (2½% X 20 X 18).

If a member does not have any constructive time (as in the cases you mention) included in his 19 years' and 6 months' service, his retainer pay would be computed at 2½ per cent times 20 years' active service times basic pay for over 20 years (2½% X 20 X 20).—Ed.

Army Medals

SIR: Before enlisting in the Navy I was in the Army. I earned the Army of Occupation and Army Good Conduct Medals.

Can they be worn on my Navy uniform?—A. L. R., ACAN, USN.

● But definitely—as we sometimes say when we're trying to sound high-class.

Both the Army of Occupation and Good Conduct Medals may be worn on the Navy uniform. "Uniform Regulations," which lists the order for wearing all Navy awards, plus quite a few of those of other branches of the armed forces, will show you how they should be worn.

If, besides earning the Army of Occupation Medal, you have also earned the Navy Occupation Service Medal, you are not entitled to wear both. However, you may decide for yourself which one you want to accept and wear. In the Navy, the Army of Occupation Medal takes precedence after the Navy Occupation Service Medal, and the Army Good Conduct Medal takes precedence after the Navy one.—Ed.

Eagle-Eyed Ham

SIR: Being an ardent and active "ham" (W7UWP), I read with interest the article about the ham radio set aboard USS *Glacier* (AGB 4), back in your February issue.

I doubt, however, that *Glacier's* station "... operates on the 15- and 20-millimeter bands . . ." since this is considerably higher than the amateur bands extend. I'm sure the writer meant to say "meter," instead of "millimeter."—O. W. B., LTJG, USN.

● You're absolutely right—the writer did mean to say "meter."

Unfortunately, just as he was typing up that part of the story, someone walked by singing, "Down By the Old Mill Stream," and the poor fellow got a bit confused.

As everyone knows, the 15- and 20-millimeter bands are super-high frequencies, such as might be used in radar. Ham stations operate on much lower frequencies.—Ed.

Aviation Guided Missileman

SIR: I understand strong recommendations have been made to disestablish the GF rating. If this does come to pass and I am reverted to my old rating of ATC, what will happen to the pro pay that I am now receiving? I have been told that if I change my rate to ATC now, I might lose my pro pay. Would the same thing happen if I wait?—G. W. B., GFC, USN.

● First of all, you're right about the fact that disestablishment of the Aviation Guided Missileman rating is being considered. Many recommendations from Fleet commanders have been received and are being considered, but no decision has been reached. It doesn't seem likely, however, that the rating will be disestablished this year.

So far as the pro pay is concerned, you would probably keep it since ATC, like GFC, is a critical rating. The same thing would be true if you decide to change your rating now. Each individual case, however, is reviewed by the Bureau; no blanket decision is made.

If you have any other questions about pro pay, we suggest you find a January 1959 issue of ALL HANDS. A full explanation of the pro pay system is on page 47.—Ed.

Big, Happy Family

SIR: In your April 1959 edition, H. I. Hanna, CHSCLK, W-4, USN, spoke up for personnel men just a little too loud for my temper.

When, in your forthcoming issue you

tell how much you know about personnel men, don't forget to point out that when a command doesn't rate a PN, or where it is impossible for a PN to get into some of the more arduous positions afloat (such as the one I have), it is up to the YN to carry out his own duties and fulfill the responsibilities of PNs.

As yeoman for this submarine I do all the jobs that Mr. Hanna pointed out as "major and indispensable items which would be hard to come by if the personnel man failed to carry them out" plus all the jobs that a personnel man couldn't carry out—especially one that doesn't know what a CO Order Book is (even if they don't ask for it on a service-wide examination).

As justification for the above statements concerning the varied tasks for which I and all other yeomen in submarines are responsible, I respectfully submit the following rundown for CHSCLK Hanna:

- First, as part of the submarine crew, all yeomen (as well as every one else aboard) must know as much about the submarine as the most senior engineer. This covers everything from normal steaming (surfaced or submerged), to the ability to start, stop and operate all machinery including main engines. He must be able to handle any emergencies. It takes months of hard work after normal working hours (if there is any such thing as normal working hours on a submarine) to earn the right to wear dolphins.

- The yeoman tallies the ration count and furnishes the Supply Officer with the necessary information. We eat, and eat well, and we don't have a personnel man within miles.

- The yeoman keeps BuPers going (as Mr. Hanna contends the personnel men do) by preparing diaries, keeping personnel records up-to-date, handling reenlistments and all related paper work. By the way, check the reenlistment



TIED UP—Navymen of USS *Cadmus* (AR 14) play captive volleyball. It's like the regular game except a line is attached from ball to wire over net.

percentages for the rest of the Fleet against submarines.

The submarine service is the Navy in this age of atomic power. So far as I know, there is only one PN1 in the submarine service today, and he has been in subs less than a year. So where is the big need for personnel men?

That takes care of the personnel men jobs that Mr. Hanna thought only PNs could do. Now you want me to start on all the jobs I do as a yeoman? Better yet, lest I get writer's cramp, I suggest you check the manual for qualifications for advancement to YNC and then check the manual for qualifications for warrant officer (ship's clerk 782) and I'll bet any senior submarine yeoman (second class or above) can do any of the jobs involved, alone.

As for the PN being "a technician in

personnel management," just show me one that is—unless Mr. Hanna is talking about the one in submarines. Most offices are supervised by either yeomen or warrant officers who were yeomen.

If personnel men are so indispensable, why don't submarines (where a job well done is the rule rather than the exception) have an allowance for a personnel man instead of a yeoman? —J.E.B., YN2(SS), USN.

- *Submarine yeomen do have a good reputation, but we hesitate to take sides. We're just passing on your own opinions.*

Here is a PN that has a couple of things to say in their behalf.—E.D.

SIR: I want to know what the yeoman (who asked "What does a personnel man do, anyway," November 1958) has been doing himself since he joined the Navy. Since he had the nerve to ask such a question, I'm sure that somewhere along the line he has read NavPers 18068 (Qualifications for Advancement in Rating).

We personnel men are a cross between journalist, disbursing clerk, and yeoman. Between answering questions concerning pay, time in service, liberty, leave, insurance, and a million other items, we have the job of preparing and maintaining service records. If you think this isn't a big job, I suggest you take a tour of any receiving barracks or personnel office.

After what H. I. H., CHSCLK, W4, and H. J. J., PN1, had to say about personnel men, I don't think it's necessary for me to add anything more.—R. L. S., PN3, USN.

- *Don't get us wrong, please. We're not saying a word one way or another (we wouldn't dare, at this point). We're just forwarding, without comment, opinions from the Fleet.*—E.D.



WATER BIRD—USS *Thrush* (MSC 204) is pictured steaming out of Key West, Fla., where this coastal mine sweeper (nonmagnetic) makes her home port.

Duties of the Command Duty Officer

SIR: Since the war the new "Duty Commander" watch has been under considerable discussion. I would appreciate some clarification of his duties and responsibilities, and would like to know whether or not this watch is authorized for in-port use only, underway only, or at all times.

If it is authorized for underway operations, does the "Duty Commander" take precedence over the OOD in an emergency situation?—A. C. R.

• The term "Duty Commander" is not defined or even mentioned in "U. S. Navy Regulations" (1948) or other departmental regulations. Therefore, it has no official significance in the Navy. Informal inquiry indicates, however, that this term probably had its origin in naval custom and usage, concerning which Articles 1285 and 1009 of "Navy Regs" appear to have a bearing.

Article 1285 provides that:

"1. Unless otherwise authorized by the Chief of Naval Operations, at least one officer, either in command or eligible to succeed to command, shall always be present and ready for duty within each naval command to which two or more such officers are attached.

"2. Aboard ships having, in addition to the commanding officer and the executive officer, two or more officers detailed as heads of departments and eligible to succeed to command, one head of department, or such other officer, eligible and qualified to succeed to command, as the

commanding officer may designate, shall always be present and ready for duty, unless relieved by the commanding officer or the executive officer. The executive officer normally shall not be required to alternate with any other officer in leaving the ship unless the number of officers available for duty, as described herein, is reduced to two.

"3. In the absence of the commanding officer or the executive officer, or both, the duties of these officers shall devolve upon the officer next in rank and eligible to succeed to command, who is attached to and present in the ship or station."

Article 1009 provides in the pertinent part that:

"1. The executive officer may direct the officer of the deck in matters concerning the general duties and safety of the ship. When the commanding officer is not on deck the executive officer may direct the officer of the deck how to proceed in time of danger or during an emergency, or he may assume charge of the deck himself, and shall do so should it in his judgment be necessary.

"2. When the commanding officer considers that circumstances warrant, he may delegate to another officer, for a specified watch, authority similar to that prescribed in the preceding paragraph for the executive officer in relation to the officer of the deck. Such officer shall, while on watch, bear the same relation to the officer of the deck, both in authority and responsibility, as that prescribed for

the executive officer, but shall be subordinate to the executive officer."

"Shipboard Procedures" (NWP 50) provides for the designation of a "Command Duty Officer" to serve during both in-port and underway routine steaming.

The duties of the Command Duty Officer are defined in Articles 621 and 631 of "Shipboard Procedures" to include the powers of the executive officer with relation to the OOD. These articles provide that the commanding officer may, if he thinks the circumstances warrant such action, delegate to another officer authority similar to that prescribed by Article 1009 of "Navy Regulations," quoted above. This officer (The Command Duty Officer) "shall, while on watch, bear the same relation to the officer of the deck, both in authority and responsibility, as that prescribed for the executive officer" in Navy Regs.

The Command Duty Officer, however, remains subordinate to the executive officer. Such officer is referred to in Article 631 of NWP 50 as "deputy to the executive officer" and has, on some occasions, been called "acting executive officer."

As you can see from all this, there is a legal basis for the designation of a Command Duty Officer underway as well as in port, and that an officer so assigned by the commanding officer may take precedence over the officer of the deck in an emergency.

The term "duty commander," however, has no official significance within the Department of the Navy.—Ed.

Overseas Retirement

SIR: I have some questions concerning release to the Fleet Reserve while stationed overseas, and travel from place of release to the home of selection. Here is what I want to do:

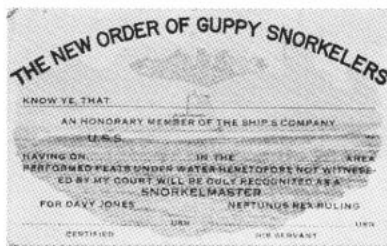
I want to be released to the Fleet Reserve from my present station in Morocco. Then I want to travel in Europe for a few months. After this, I want to go through the proper procedure to obtain permission to reside in either Australia or Mexico.

How do I go about obtaining transportation from Europe to my home of selection — wherever it may be? — E. E. G., ADC, USN.

• Article C-10201(4)(a) of the "BuPers Manual" describes the procedure to be followed when requesting separation in a foreign country for the purpose of residence or travel. It states that you must apply for the necessary passports in accordance with Art. B-2110, "BuPers Manual," and for permission to remain or travel in a foreign country or its possessions. You are reminded that each application in this connection is

given due consideration on an individual basis.

Before you are separated or released to inactive duty, your commanding officer must make sure that you will be issued a passport or have been or will be granted permission to remain in the foreign area concerned. In this connection, he may accept a written statement from the appropriate consular or diplomatic representative to the effect that you have applied for a passport and that it appears that you are eligible to receive a passport upon your separation or release from active naval service.



SALTY SYMBOLS—Navy certificates are many. We'd like to see yours.

As for permission to travel or reside in foreign countries, you will need a written statement from the foreign governments concerned. This statement should say that you have been granted, or it is anticipated that you will be granted, permission to remain or travel in the foreign country concerned.

When you complete your European travels, it is suggested that you contact the nearest U.S. naval activity for travel arrangements to your selected home. It will probably be necessary to process your application for transportation through this Bureau. But it will depend on your location at that time and the location of your home.

To go a step further, Chapter 8 of "Joint Travel Regulations" contains information in regard to shipment of household effects. Also, check with your local shipping officer concerning shipment of your household goods to your home of selection. This may present a problem. It should be thoroughly checked out before any final decision is made.

Article C-13303, "BuPers Manual," states that Fleet Reservists who wish to

reside outside the United States or its possessions for more than six months should forward their requests to the Chief of Naval Personnel via their commanding officer.

Permission to reside outside the continental limits of the United States is granted for periods of one year only. But this period may be renewed, upon request, at the discretion of the Chief of Naval Personnel. You may get this permission before you transfer to the Fleet Reserve. Good Luck!—ED.

Reversion to WO Status

SIR: If an LDO were reverted to warrant officer status, would the time he served as a warrant officer before he accepted an LDO commission count toward computation of warrant grade eligibility?—C.A.H., Jr., LTJG, USN.

• Following two consecutive failures of selection to higher grade, an LDO who held a permanent grade below W-1 when first appointed an LDO has an option. Instead of being retired or discharged, he may revert to the grade and status he would have held if he had been appointed a W-1 instead of an officer designated for limited duty.

Having been appointed to LDO from W-1 (temporary) grade, he would be reappointed a warrant officer if he so elected. This would be with the rank and date of rank to which he would be entitled had he remained a warrant officer.

Secretarial regulations for administration of the Warrant Officer Act of 1954 provide that a former warrant officer shall be credited, upon reappointment, with the active service actually performed in the grade under a previous appointment.

The above principles pertaining to reversion from an LDO status are applicable only to those who have twice failed of selection to higher grades.—ED.

Dress White Trials

SIR: On the cover of the December 1958 issue of ALL HANDS, sailors are wearing what appear to be dress whites.

What's going on, are dress whites coming back?—R.B., ex-USN.

• They may come back, and then again, they may not. The picture you saw does have men wearing dress whites. That uniform, with a dark blue washable cotton twill collar and cuffs with white striping, is being tested in the Fleet as a possible replacement for the present plain white undress jumper.

Before World War II, a dress white jumper with a blue wool collar was worn, but problems of manufacture, comfort, laundering, shrinkage, lint and fading caused it to be discontinued. The new dress jumper, if and when approved, should overcome those faults.—ED.

Knot Board

SIR: As regular readers of ALL HANDS we have noticed many pictures and stories of knot boards and fancy work throughout the Fleet.

We aboard the cable layer, USS Thor (ARC 4), don't like to be outdone, and feel we can compete with the best. We are sending a picture of the knot board which now hangs in our crew's recreation room. Maybe you can use it to show your readers our knot board does differ a little from the others.

We have a complete round bar davit with a model of a whale boat griped in. Also, on the port side of the board we have a boat boom rigged in with tackles, ladder, etc. The centerpiece contains pictures of our ship, our skipper and exec, topped with a mast complete with halyards.

Around the edge is a border of pennants and flags, and topping the board is a wooden, hand-carved image of Thor, pagan god of thunder, for whom our ship was named.—W. J. H., BM3, USN, and J. P. G., BM3, USN.

• We didn't think anyone would out-spectacular Chief Mickalson's knot-board, (ALL HANDS, January 1958) but after a look at this photo, we agree Thor's crew is not to be easily outdone. Can you top this?—ED.

Many Good Examples

SIR: When I compared the records of USS Mercury (AKS 20), published in the January issue of ALL HANDS, and the records of our ship—USS Castor (AKS 1), I noted that although both ships were built in 1939, Castor was commissioned 15 months earlier than Mercury. Besides that, Castor was designated an AKS from the very beginning.

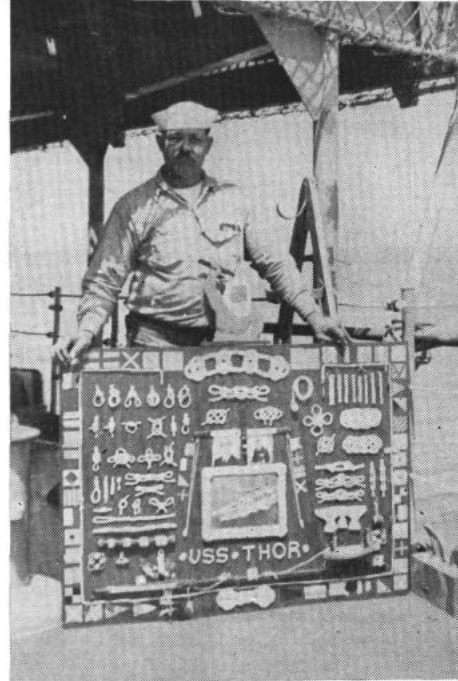
I feel certain that the editors of ALL HANDS will honor the well known custom of granting "equal time" or in this case "equal space" to the history of USS Castor.—M. H. D., Capt, USN.

• When we run a long history of a ship, such as we did for Mercury, we assume it will be of interest to every other ship of its type and that it will also stand as sort of an example of the fine work being done by men in those ships.

In other words, although the name of the ship was not Castor, we published it as an example of the hard work that has been done, and is still being done, by all AKSs, including yours.

We did look over the history of Castor, and as did Mercury, you too have won five battle stars. You made trip after trip during the war in an effort to keep our men overseas supplied with clothing, medical and dental supplies, and ammunition.

Unlike Mercury, you were at Pearl Harbor when the Japanese attacked on 7 Dec 1941. You were strafed. After the assault, unloading operations were



PLENTY OF ROPE—W. J. Hamilton, BM3, USN, poses with knot board on deck of cable ship, USS Thor (ARC 4).

resumed; fortunately there were no casualties aboard.

That was only the beginning of many missions that were successfully carried out by your ship. So far as we can tell from the history of Castor, she has visited nearly every island in the Pacific. Here's a list of a few of them; Wake Island, Johnston Island, Ellice Island, American Samoa, Fiji Islands, Tarawa, New Guinea, Admiralty Islands, Eniwetok Atoll, Okinawa, Saipan, Guam, and the Marianas.

Castor can well be proud of her record. Incidentally, two ALL HANDS staffers have sailed in Castor, and have a fond memory of that fine ship.—ED.

When Does Overseas Tour Start?

SIR: I left the United States for duty on Guam in September 1957. Although the normal tour there was two years, I was transferred to Hawaii after only one year.

The tour here in Hawaii is three years. Officially, when did my three-year tour begin: On the day I left the United States; on the day I arrived on Guam; or on the day I arrived in Hawaii?—T. G. B., DM2, USN.

• Your three-year tour began on the day you reported to Guam. The question is answered by two instructions. BuPers Inst. 1300.15C provides that personnel who are transferred from one overseas area to another will be credited with the time served in the first area (in your case, the year on Guam).

BuPers Inst. 1306.62A states that tours commence on the day you report to the overseas activity.—ED.

They're a Good Group—And NSGA Writer Shows Why

SIR: For over a year now I have been hearing about the efforts to further the President's People-to-People Program. Almost every time I pick up a copy of ALL HANDS I read a story on the subject.

The U. S. Naval Security Group Activity in Bremerhaven, Germany, has done as much along this line as any command I have read about. We started off by asking local authorities if they knew of an orphanage that could use some outside help. They told us of the Luberstat Kinderheim, which received help only from the German Red Cross. That was in February 1958.

One Saturday a group of us reserved a bus and went out to the place, about 30 miles from Bremerhaven. We found they really needed a helping hand.

Through word of mouth, news of the situation at the orphanage got around to others in our crew of Navy-men and Marines. On the next trip, in March, a bus went out to the Kinderheim loaded with men and about 12 boxes of used clothing and toys, plus \$100 in cash. After getting acquainted, the Navymen promised to be back the next month.

We then took out another \$100, boxes of toothpaste, soap and more clothing and toys which had been collected and repaired. On Easter we had baskets filled with eggs and candy, one basket for each child.

Since then, the Security Group has taken the orphanage \$100 every month, along with dozens of pairs of new shoes and slippers, a \$150 vacuum cleaner, a \$200 automatic potato peeler, several new play pens, crates of fruit juice, candy and many boxes of new and used toys and clothing. The children put out a big welcome when we arrive.

The money comes from a donation averaging from 110 to 150 dollars a month. The other items are extra. For instance, if the word is passed that there's a need for toothpaste, within three days there are more tubes of it received than there are service records.

Besides the Kinderheim there are other programs carried out by the Fleet Reserve Association, the ladies auxiliary of the FRA, the Navy Wives, the Navy Officers' Wives, the various divisions and watch sections and individual families of Security Group

personnel. They sponsor needy families whose only other support is local welfare and they contribute time and money to other worthwhile charities. At private parties given by our people guests are sometimes required to bring along two or three dollars' worth of food or clothing for a needy family or an orphanage.

Not only that, but Security Group people have helped organize such activities as the Bremerhaven Hoe Downers (a square dancing group) and the Bremerhaven Auto and Sports Club, and have invited local residents to participate in them.

The recipe for our People-to-People work was conceived by our CO, CAPT P. P. Leigh and our Executive Officer, CDR W. R. Cox. It boils down to this—"When you do something for a worthy cause, do it from the heart and not for a 'feather in the cap.'"

The recipe has turned out very well. Thus, we've done our bit to show the people of another land what Americans are really like.—Robert M. Lundien, PN1, USN.

• *Although the Security Group may not have been trying for a feather in its cap, it certainly deserves one.*—Ed.

I Remember Scorpion

SIR: Your item earlier this year on *uss Scorpion*—our one-ship Fleet in the Mediterranean before World War I—closed with the note that you'd like to hear more about her. Since I was once her executive officer I believe I can shed some light on her service as station ship at Constantinople (now Istanbul), Turkey, from 1908 to 1927.

First of all, you'd probably like to know what she was doing in Turkey. To understand that you need a bit of background information.

When *Scorpion* began her service as station ship, Turkey (or the Ottoman Empire) covered much more territory than it does today, extending into areas which are now within the borders of Albania, Greece, Yugoslavia and other present-day Balkan countries; along the Red Sea to cover the backstay of the Arabian "book;" and over modern Iraq. In North Africa, what is now Libya was then a Turkish province.

Except for camel caravans and a very few short railroads, sea travel was the only way of getting from one part of the empire to another. Therefore, most countries kept station ships at Constantinople to provide high foreign service personnel with transportation.

These ships were commissioned vessels, but they had no armament. For many years it had been Turkish policy not to allow ships of war from other countries to pass the Dardanelles without Turkish consent. This restriction,

designed to protect the Empire from invasion and from "undue foreign pressure," did not apply to the station ships, since they carried only small arms and saluting batteries. Thus, the diplomatic personnel were able to eliminate considerable red tape when they traveled from the Turkish capital to other parts of the empire.

Scorpion was admirably suited for this sort of duty. One of the first American ships equipped with water tube boilers (she had two of them), she had been one of the fastest ships in the United States.

She was considered the best duty in the Navy, and some of her crew who had gone with her to Constantinople in 1908 were still on board when I was executive officer in 1922 and '23. Most of these old-timers were men whose families had come to the United States from areas under Turkish rule, so they had friends and relatives ashore. Quite a few were married to local girls.

One crew member I remember in particular was a chief carpenter's mate named Meena, whose family came from Salonika (now part of Greece). He joined the Navy about 1901, had come over with *Scorpion* in '08 and was still on board in 1923. He spoke English, Greek, Turkish, Armenian, French and German. Most of the other men spoke at least two languages besides English, and they were a great help in dealing with local residents and officials.

Our naval attache in Turkey doubled as *Scorpion's* CO. The other officers of

the ship were assistant naval attaches.

Scorpion was interned in 1917. However, not all her crew was confined with her. Before the blow fell, the captain and about half the crew escaped. They eventually wound up in France. The other half, under the executive officer, CDR H. S. Babbitt, remained on board along with the ship's paymaster, doctor and engineer officer. For the duration of World War I, the exec, the paymaster and members of *Scorpion's* crew who acted as interpreters were the only people from the ship allowed to go ashore—and then only on official business.

It didn't take long for this to become tedious. The only reading material aboard, outside of official manuals and such, was a set of the *Encyclopaedia Britannica*. The resourceful executive officer put this to good use in an ingenious plan to keep the men in the ship from being bored to death. He set up a study program. Everyone in the ship read assigned articles in the encyclopaedia. Regular tests were given on the subjects that had been assigned to them.

Once in a while there was a British air raid on the dockyard to break the monotony. Later, when I was exec, I saw this log entry about one of them: "Bomb dropped near fore-castle. All hands took shelter aft. Bomb dropped near quarterdeck. All hands took shelter forward."

Through it all, the ship sat—and sat—the mussels on her hull becoming so thick that Turkish fishermen stopped

by regularly and scraped them off to sell in the markets.

After the war *Scorpion* resumed her duties as station ship under RADM Bristol, who was not only High Commissioner to Turkey, but also Minister Extraordinary and Plenipotentiary with rank of Ambassador and commander of the U. S. Naval Detachment in Turkish waters.

In 1923 a destroyer tender was called in to retube the boilers and *Scorpion* finally went into drydock. When she did, the mussels on her keel (which the fishermen couldn't reach) were found to be two feet thick. Her paint measured one-fourth an inch from last coat to bare metal.

After a thorough overhaul—and I do mean thorough—she came out of the yard to cruise overseas again until 1927, when she returned to the United States.—RADM Thomas H. Robbins, Jr., USN.

• *Thanks for bringing us more up to date on the Scorpion with your on-the-spot account. It brings back nostalgic memories of the not-so-old Navy.*—Ed.

Back on Corregidor

SIR: I usually stay well clear of all the claims and counter-claims made in your columns, but when I noted the rather puny claims made by *Essex* (CVA 9) in the February issue, I just blew my stack. And rightly so, I think.

If you really want some records for miles steamed, just examine the logs of the now defunct and decommissioned "Jeep" carriers, until recently used by MSTs. They were real steamers. Just ask anyone who served in them.

I was aboard *Corregidor* (T-CVU 58) for 32 months, and though the exact figures are not available to me, I estimate that we steamed between 200 and 300 thousand miles during that period (I was detached in June, 1957).

Ship Reunions

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

uss Chicago (CA 29)—A reunion for former members and survivors will be held in the Chicago area on 6 September. For further information, write to Loren R. Thomas, CSC, USNR, 18 South Third Ave., St. Charles, Ill.

29th Seabees—The 13th annual reunion will be held on 14, 15 and 16 August at the Statler Hilton Hotel, St. Louis, Mo. Details are available from Leonard J. Knoll, 10346 Edgefield Dr., St. Louis 36, Mo.

82nd Seabees—The 13th reunion will be held at the Penn-Sheraton Hotel, Pittsburgh, Pa., on 11 and 12 September. For additional information, write to James Greenwood, 147 Bathurst Ave., North Arlington, N. J.

66th Seabees—The fifth annual reunion will be held on 5 and 6 September at the Captain Shreve Hotel, Shreveport, La. For details, write to J. E. Chandler, Secretary, 66th Seabee Battalion, McLemoresville, Tenn.

Fleet Post Office, N. Y.—All personnel who served at FPO, N. Y., are invited to attend the annual reunion scheduled for 24 October in New York City. For additional information, write to Box 36, General Post Office, New York, N. Y.

uss Tills (DE 748)—All who served on board during World War II who are interested in holding a reunion in the New York or Philadelphia area may write to C. N. Eastlack, Jr., 73 North Woodland Ave., Woodbury, N. J.

U. S. Naval Net Depot (Melville), Newport, R. I.—All who were stationed there from 9 Mar 1950 until now, and who are interested in holding a reunion in the Newport area, may write to Kenneth W. Montgomery, West Main Road, Little Compton, R. I.

I do remember one period rather well. I relieved the navigator about the first of September 1956 at San Francisco. We had just come from Mobile, Ala., our home port. Between September and February we made three trips to Yokosuka, Japan, and back, visiting Pearl Harbor twice and Wake Island once in the process.

After that, we left San Francisco, and went back to Mobile by way of Yokosuka, Okinawa, Karachi (Pakistan), Bandar Shapur (Iran), Bahrein, Capetown, and Port-of-Spain (Trinidad). Working from data in a hydrographic office publication, I estimate a conser-

vative 60,300 miles sailed. We arrived in Mobile on 4 Apr 1957.

In the 32 months I was on board, *Corregidor* visited some 16 countries plus Gibraltar and Hawaii. During the 10 months I was navigator, we sailed 70,600 miles.

Now? Are there any more with records to display?—LT William A. Manly, Jr., USNR.

• *If you think there will not be any more records displayed, you have another think coming. It has been our experience that for every person who is sure his ship has set a record, there's someone else who can top it.*—Ed.

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

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

A Ditty Bag with 719 Dimes

THERE ARE ONLY about two things in this life that you can have for free—one is the clean air that you breathe; the other is a hard, stiff, jolting automobile accident. The first won't harm you; but the sudden stop at the end of that second one can kill you.

During the year 1957, (it was much the same in 1958), one out of every 67 people living in the United States was killed or injured in an automobile crash. The total casualties climbed to a staggering 2,563,700—just about the equivalent of the combined population of the states of Nevada, Wyoming, Delaware, Vermont, New Hampshire and Idaho. Of these, 38,700 were killed.

Some might say that things like this will happen when they let cars on the road which are in need of repairs. Surprisingly enough, of the 47,650 vehicles involved in fatal accidents, 45,550 (or 95.6 per cent) were in apparently good condition. The figures run even higher for vehicles involved in nonfatal accidents. Of the 2,730,000 cars taking part in these wrecks, 2,665,000 (or 97.6 per cent) were also apparently in good condition.

Admittedly it is sometimes difficult, after a crash, to determine if the brakes, lights, tires and steering of a vehicle were in top operating condition. But the reports submitted by experienced and qualified investigators reflect the opinions that defective vehicles are not a major cause of accidents.

What is an accident? The dictionary says that it is "an unexpected or unforeseen event, generally unfortunate." From this, you could probably draw the conclusion that most automobile accidents occur on wet, snowy or icy roads while driving in fog, rain or snow.

But that isn't the best way to get killed or mashed. If you want to do a good job of it, statistics indicate this is the best way. Drive a passenger car in a straight direction in clear weather on a dry road and exceed the speed limit. Make sure that you drive over the weekend. For the clincher, aim for the hours between sundown and sunup (preferably between one and six in the morning). That's the best formula and the surest way to get yourself scraped off the concrete pavement.

One more point: Make sure the passengers include a machinist's mate, sonar operator, commissary man, radioman, hospitalman and yeoman. If you're going to do a good job of it, you might as well help cripple your ship at the same time.

There are, of course, other suggestions—but these are the type that will get you to where you're going—and back again. Here are some:

- Slow down at night or when visibility is poor or obstructed.
- Scan the road ahead.
- Glance frequently in your rear view mirror so you know the traffic picture around and behind you.
- Follow at a safe distance. Be ready for sudden stops.
- Watch for children between intersections.
- Stay in one lane as much as possible. On the highway stay over to the right. Cross the center line only when passing or turning left. Don't weave or hog the road.
- Always signal your intentions to

other drivers—they need to know.

- When passing, signal the driver ahead. Be sure he knows you are going to pass. Pass on the left. Don't cut back too sharply—wait until you can see the left front headlight in your rear view mirror. Do not pass on curves, hills, at intersections or in "no passing" zones.

- Prepare for turns and stops by getting into the proper lane well in advance and signaling.

Some 47,500 drivers (88.9 per cent of them men) were involved in fatal accidents—in which 38,700 were killed. It took another 2,713,000 drivers (84.1 per cent of them men) to injure 2,525,000. In a turkey shoot, this would be considered poor shooting. But when it comes to slaughter and licensed mayhem on the highways, it's gruesome.

While you're wagging your head from side to side and clucking your tongue, don't just limit these accidents to youngsters. The drivers who were involved in fatal accidents and



who were over 25 years of age made up 73.1 per cent. Drivers in non-fatal accidents over 25 made up 80.1 per cent.

Experience doesn't give anyone the license to take it easy while driving. More than 96 per cent of the drivers involved in fatal and non-fatal accidents had more than one year of driving experience.

Getting back to statistics again, 3810 deaths and 118,800 injuries were attributed to driving off the roadway. Oftentimes, other drivers may crowd you and force you to drive with the right wheels, front and back, off the pavement and on the shoulder of the road.

The first rule is *don't panic*. Don't apply your brakes sharply, or attempt to cut back on the pavement too quickly. Hold on tightly to the steering wheel—and take your foot off the gas pedal. Wait until the speed of your car has been greatly reduced, then—after making certain that your return to the pavement will not interfere with any vehicle which might be following you—cut your front wheels sharply to the left and you will be back on the pave-

Happy Holiday

During the Memorial Day weekend in 1958—a typical knock-down, drag-out, haul-off and scrape-up holiday—371 Americans lost their lives in traffic accidents. Hundreds more were injured.

The Navy and Marine Corps contributed to the statistics with a “grand” total of 77 Navymen and Marines killed or seriously injured—an average of almost 26 per day.

ment again. (Check tires for cuts.)

Another of the most common types of accident is the rear-end collision. These are far too numerous, ranging in severity from minor collisions to severe crashes. A collision of this kind occurs because one car follows another car too closely.

Assume that your car and the one ahead of it are both traveling at the rate of 20 miles per hour, and both have the same brake efficiency. A distance of 47 feet is required for stopping from this speed. During the time it takes you to react, you've already gone 22 of those 47 feet.

Thus, if the space between your car and the one ahead is 22 feet or less, you cannot possibly avoid a rear end collision if he should stop suddenly.

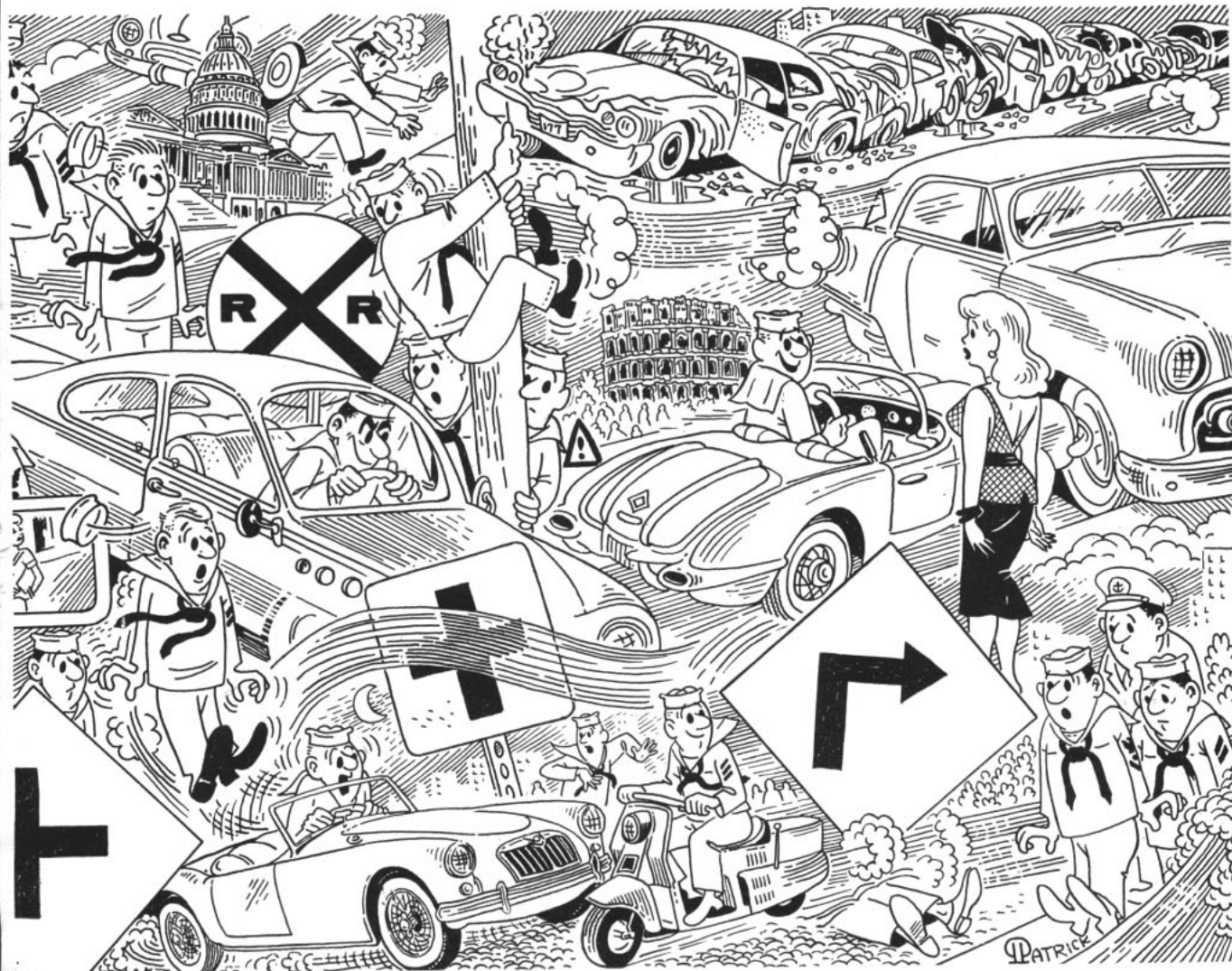
Naturally, as your speed increases, so does the distance you travel during your reaction time.

To be safe, stay the following distances behind the car ahead, at the speeds indicated:

- 10 miles per hour—one car length.
- 20 miles per hour—two car lengths.
- 30 miles per hour—three car lengths.
- 40 miles per hour—four car lengths.
- 50 miles per hour—five car lengths.

The next time your shipmate “digs out,” tromps down on the gas pedal and starts to fly low, try this—ask him to slow down. While it might not be your car, it is your life. And if he brags about being able to stop the old gas buggy on a dime, ask him if he'll give you as many dimes as it takes him to stop on, at only 20 miles per hour.

If he takes you up on it (at some safe spot), have a ditty bag handy because you'll need it to haul the loot away. A ditty bag with 719 dimes in it weighs quite a lot.



DO YOU KNOW THESE

LONGER LIFE FOR YOU

CHECK YOURSELF

REST BEFORE a long trip. Refuse to drive when you are ill or fatigued.

AVOID ALCOHOLIC BEVERAGES. Drink strong coffee or tea to help stay alert.

PREVENT CARBON MONOXIDE poisoning by checking your exhaust system.

STOP AND REST!—Get out and walk around. Pull off road for a nap, if necessary.



CHECK YOUR VEHICLE

KNOW YOUR vehicle's history and keep a record of lubrication and repairs.

INSPECT CHASSIS for damaged springs, faulty shock absorbers, loose nuts, etc.

SEARCH FOR LEAKS of oil, water, gasoline. Inspect muffler for holes.

EXAMINE TIRES for uneven wear, damage and improper air pressure. Check spare.

BE SURE you have enough oil, water, gasoline, antifreeze and brake fluid.

CHECK ROAD AND WEATHER conditions that exist on your planned route.

ACCESSORIES—Try lights, horn, windshield wipers, heater and defroster. Adjust rear-view mirrors. Check tools.



KNOW YOUR ROUTE

GOOD ROAD MAPS will help you to familiarize yourself with turns and crossings, places to stop and type of roads.

FARM AREAS—Watch out for farm animals, crossings and agricultural vehicles.

PLAINS AND DESERTS—Monotonous long stretches of road may lull you to sleep or tempt you to speed. Check your supply of gas, water and oil.

INDUSTRIAL AREAS—Congested traffic will slow you down. Adopt defensive driving and forget "hurry."

RESIDENTIAL AND SCHOOL AREAS—Be alert for children playing, old folks, shoppers and pets. Obey speed limits. **DON'T PASS A STOPPED SCHOOL BUS** from either direction!



NIGHT DRIVING

GET PLENTY OF REST before a long trip.

DRIVE AT LOWER SPEEDS than in daytime.

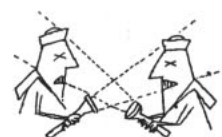
AVOID LOOKING DIRECTLY at approaching headlights and use right-hand edge of road as your guide.

DEPRESS HEADLIGHTS when meeting another vehicle and when following another car.

KEEP HEADLIGHTS ADJUSTED and clean.

KEEP WINDSHIELD CLEAN for better vision.

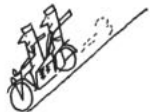
CHECK BATTERY, lights, wiring and flashlight.



PRACTICE COURTESY!

ENGINE AS A BRAKE GOING DOWNHILL

Always drive down a hill with vehicle in gear. Brake gently to reduce speed, if necessary.



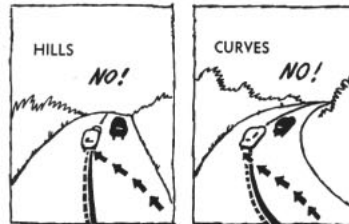
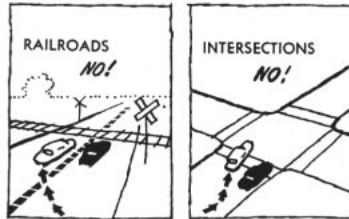
LOCAL

THE NAVYMAN should find out and observe the customs and laws of a foreign land. Care and courtesy are universal.

Obey **SPECIFIC LAWS**, as illustrated here in your own country. Respect local customs and property under specific local laws. Do not serve the rights of others.

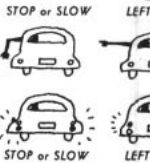
OVERTAKING AND PASSING

USE CARE AND COURTESY. Don't cut back in line until you can see the car you've passed in your interior rearview mirror.



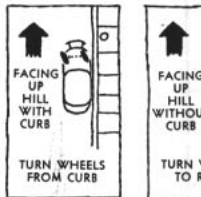
SIGNAL FOR STOP

BEFORE you stop, slow down in your lanes, let other drivers know your intentions with your signals.



PARKING

SET BRAKES, LEAVE wheels turned straight ahead, set front wheels turn lock car when leaving.



STANDARD ROAD

DIAMOND SHAPED WARNING OF HAZARD



OCTAGONAL SHAPED STOP!



Eight-sided STOP sign means: bring your vehicle to a complete stop.



TRIANGULAR



Crossed bars placed over the sign.

RECTANGULAR SHAPED



STANDARD SIGNAL LIGHTS

Approach with reduced speed. Come to FULL STOP when required.



SOME TYPICAL INTERNATIONAL



RULES OF THE ROAD'?

YOUR VEHICLE AND YOU

LAWS

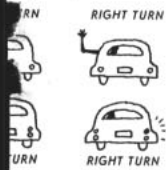
Obey local traffic regulations when he drives and when he drives across the country or in general.

ALL HANDS Magazine, were made to provide proper conditions. Be alert, take time and observe.



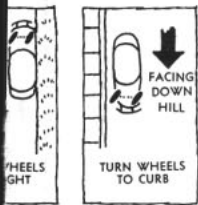
OPS AND TURNS

Slow down, turn or change lanes and pedestrians know proper signal.



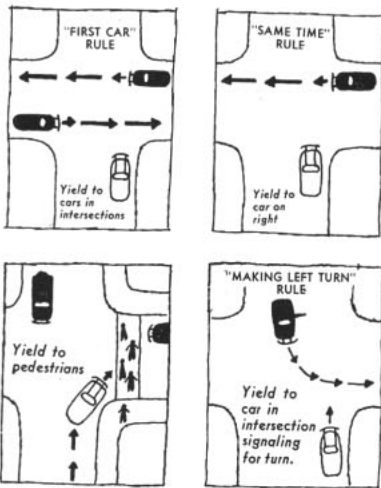
ON HILLS

Vehicle in gear and as shown. Always unattended anywhere.



RIGHT OF WAY AT INTERSECTIONS

WHEN IN DOUBT, yield to the other car. Be courteous. Keep vehicle under control. USE CARE AND COURTESY.



SIGNS U. S. A.

TRIANGULAR SHAPED



ROUND SHAPED RAILROAD CROSSING



Round sign placed at some distance from the railroad crossing.

SQUARE SHAPED CAUTION OR INFORMATION



REGULATION OF TRAFFIC



BOTH HANDS ON THE WHEEL...

HAZARDOUS ROAD CONDITIONS

HEAVY RAIN—Keep lower beam headlights and taillights on. Drive slowly!

SLEET—If sleet accumulates too fast for defroster, pull over and don't drive—take "five."

FOG—Stay off the road unless trip is absolutely necessary . . . then CREEP!

Drive with **LOW BEAM** headlights.

Avoid sudden stops to prevent rear-end collisions.

SNOW AND ICE—Keep speed down.

Keep car pulling steadily with no sudden changes of direction or speed.

Follow other cars at longer distances.

Make no sudden use of brake.

Stay in gear to maintain control.

Steer in the same direction that the rear end is skidding.

Avoid oversteering. Keep both hands on wheel.

Keep windshield clean.

Start slowly and in higher gear.

Take it easy, even with chains.

WET LEAVES, OIL, DEEP BUMPS, MUD and LOOSE SAND can be treacherous! Slow down!

IF YOU RUN ONTO A SOFT SHOULDER

NEVER try to get back on the pavement at high speeds.

DON'T slam on the brakes.

DRIVE STRAIGHT AHEAD and slow your vehicle down gradually.

COME TO A STOP or slow way down.

DRIVE back onto pavement slowly and at a sharp angle.



IF A TIRE BLOWS OUT

KEEP OFF the brake and gas pedals.

STEERING IS THE IMPORTANT THING. Grip the wheel hard to keep the car on as straight a path as possible.

APPLY BRAKES GENTLY and slowly, keeping the car in gear until you stop.

CROSSING TROLLEY CAR TRACKS

ALWAYS drive off the tracks or straddle one rail. If you must cross, bring your car to a slow speed and cross AT A SHARP ANGLE.

BE SURE TO CHECK behind you and give proper signal for turn you will make.



IN CASE OF ACCIDENT

STOP immediately . . . and, if needed, RENDER FIRST AID and get medical help.

CALL POLICE (civilian or military) and notify your command.

PREVENT OTHER COLLISIONS by directing traffic, placing flares, clearing road.

IDENTIFY YOURSELF but don't sign anything.

MAKE REPORT to proper authorities and insurance company.

TRAFFIC SIGNS—EUROPE



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ROUGH GOING — Destroyers rendezvous with ammunition ship *USS Mauna Loa* (AE 8) during operations at sea as winds churn ocean to an angry mass.

Another Nuclear Sub for PacFlt

Pearl Harbor has been designated as the home port for the Navy's fourth nuclear submarine—*USS Swordfish*, SS(N) 579.

She is expected to join the Pacific Fleet this month. In shifting from Portsmouth, N. H., where she was built, to Pearl Harbor, the 2310-ton *Swordfish* will also change its home yard from the Portsmouth Naval Shipyard to the Pearl Harbor Naval Shipyard.

The only other nuclear submarine at present assigned to the Pacific Fleet is *USS Sargo*, SS(N) 583, which was built at the Mare Island Naval Shipyard, Vallejo, Calif.

The Navy's first three nuclear submarines—*USS Nautilus*, SS(N) 571; *USS Seawolf*, SS(N) 575; and *USS*

Skate, SS(N) 578, are homeported in New London, Conn.

Swordfish has a complement of approximately 100 officers and men and is under the command of CDR Shannon D. Cramer Jr., USN.

Amphibious Assault Ships

Two well known Navy ships, *USS Boxer* and *USS Princeton* have been designated as amphibious assault ships, LPH 4 and 5. *Boxer* is assigned to the Atlantic Fleet while *Princeton* is serving in the Pacific.

Two other amphibious assault ships are under construction. *USS Iwo Jima* (LPH 2) is being built at the Puget Sound Naval Shipyard, Bremerton, Wash., while the yet unnamed LPH 3 is on the ways at the Philadelphia Naval Shipyard.

DDGs from the Keel Up

The Navy's first and second all-new guided missile destroyers, *Henry B. Wilson* (DDG 7), and *Towers* (DDG 9), have been launched. *Wilson* went down the ways at Bay City, Mich., and *Towers* at Seattle, Wash.

These are two of 18 ships designed from the keel up as DDGs. *USS Gyatt* (DDG 1) was converted from a DD to perform missile work.

The new missile-launching destroyers will be primarily concerned with destroying enemy submarines and surface ships. They will also be used, however, to support amphibious assault operations, for anti-aircraft and ASW protection of convoys, and for shore bombardment.

DDGs emphasize seaworthiness to meet the all-weather requirements of a screening force. They will be armed with *Tartar* sea-to-air missiles (twin launchers), two 5-inch rapid fire single mounts, and antisubmarine weapons.

The ships are 437 feet long, have a 47-foot beam, and an all-aluminum superstructure. Their engines develop about 70,000 horsepower, which gives them a top speed above 30 knots. Standard displacement of the DDGs is 3370 tons.

Both *Towers* and *Henry B. Wilson* will have improved fueling systems that will permit faster transfer of fuel at sea under all weather conditions. They will also be equipped with integrated weapons control and new radar systems.

Whirling Weapons Carrier

The Navy is testing a new all-weather antisubmarine weapons carrier which is described as the world's largest amphibious helicopter.

Designated as HSS-2, the sub hunter is powered by twin 1050-horsepower gas turbine engines. Its performance characteristics are superior to those of the HSS-1, and also, it can land and take off on the water.

The HSS-2 is said to be the first *real* all-weather helicopter and has the capabilities to give a "terrific psychological boost" to pilots.

Designed to operate from ASW

YESTERDAY'S NAVY



On 9 Jul 1944 organized enemy resistance ceased on Saipan, Mariana Islands. On 10 Jul 1943 the U. S. and British Navies landed Allied troops for the invasion of Sicily. On 15 Jul 1941 the U. S. Naval Air Station and Naval Operating Base at Argentia, Newfoundland, were established. On 16 Jul 1945 the first atomic bomb test was held at Alamogordo, N. M. On 25 Jul 1866 the grade of Admiral was created and conferred on Farragut. On 30 Jul 1942 the Waves were established.

support carriers, the HSS-2 will be equipped with new-type heavier sonar devices and will be armed with conventional and atomic depth charges as well as the newest type homing torpedoes.

Gas Turbine Whirlybirds

The Navy has awarded a \$14-million contract for gas turbine-powered HU2K-1 helicopters. The HU2K-1 is a high-speed, all-weather utility helicopter equipped with automatic stabilization equipment.

The new chopper was developed for a variety of missions such as rescue, carrier plane guard, litter evacuation, transport of externally slung cargo, personnel transport and observation-reconnaissance missions.

A special feature of the HU2K-1 is its self-contained flotation equipment capable of filling emergency flotation bags with gas within two seconds.

Also featured on the HU2K-1 is a retractable landing gear and a four-bladed main rotor.

Rescuing Missile Cones at Sea

A Navy chief boatswain's mate has developed a net-type basket recovery rig to rescue missile nose cones from the sea.

Called the "Halter Recovery Basket," it was conceived and designed by George J. Halter, BMC, usn. Two other boatswain's mates, W. I. Wilson, BM1, and H. B. Bost, Jr., BM2, helped Chief Halter with his development.

Chief Halter, who was serving in USS *Shenandoah* (AD 26) on the staff of COMDESFLOT Four, was asked along with a number of others, to create a device for getting instruments—and possibly a man-carrying nose cone—out of the water and onto the deck of a ship.

"I got the idea from a movie on commercial fishing," said the Chief. "The basket works much the same as small nets used to scoop fish from a larger one."

The net of manila line is held in shape by two metal rings. When it is slipped over the object, the wire cables on the bottom are pulled together in drawstring fashion.

"It's already been approved," Halter stated. "The problem now is to teach the ships' crews to use it effectively." Although it was primarily designed for the small fast destroyer, Halter's recovery basket can be used by all naval surface-type ships.

Another Rung Up the Ladder for Top Navy Leaders

Thomas S. Gates, Jr., four years (1953-57) Under Secretary, and two years (1957-59) Secretary of the Navy, who helped guide the Navy through some of the vital stages of its conversion from guns and steam to guided missiles and atom power, has moved into the number-two job in the Department of Defense—that of Deputy Secretary of Defense.



Deputy SecDef Gates

New Secretary of the Navy is William B. Franke, who has been Under Secretary since 1957.

A much-decorated World War II naval intelligence officer, who saw action in France, the Philippines, Iwo Jima and Okinawa, Mr. Gates was planning to return to his investment banking business in Philadelphia when he was called upon to fill the vacancy left by the death of Deputy Secretary of Defense Donald A. Quarles.

Among Mr. Gates' many accomplishments as Navy boss were the introduction of an electronic book-keeping system which has been called the best in the armed forces, and the inauguration of the Enlisted Scientific Education Program.



SecNav Franke

Mr. Franke, author of the report submitted to Mr. Gates last spring which recommended sweeping changes in the Navy Department, is a native of Troy, N. Y.

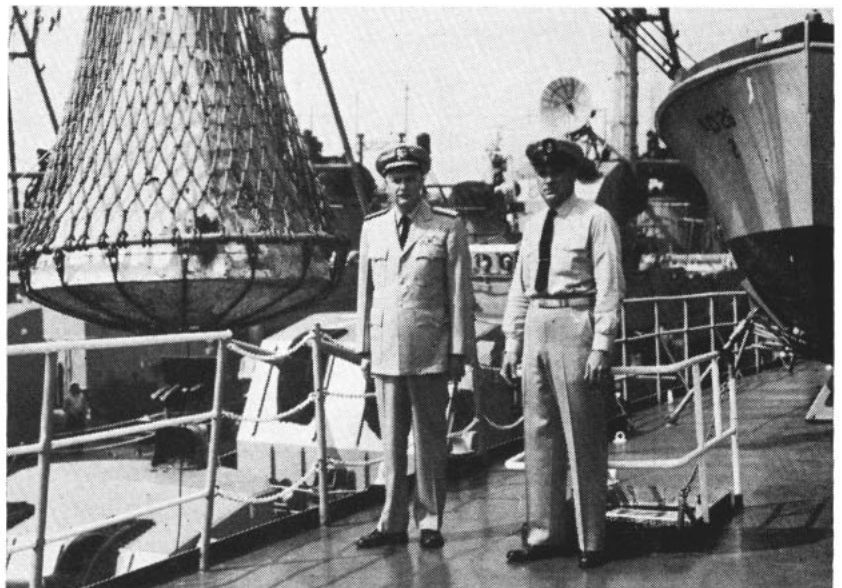
Before moving into government work, he was chairman of various businesses, and headed his own firm which specialized in accounting for educational institutions.

He first went to Washington in 1948 as a member of the U.S. Army Comptroller's Panel, and later served as an assistant to the Secretary of Defense, then as Navy Under Secretary.

"In time, the baskets will be carried by most of the ships in the Navy. Right now we are only making them by specific requests," the Chief explained.

The first basket was constructed

aboard USS *Shenandoah* by M. H. Lewis, BM1. It took him nearly a week to complete it. The baskets can now be constructed in less than 24 working hours. They are being made aboard two destroyer tenders.



NET RESULTS—RADM Harry Smith, USN, ComDesFlot Four, and G. J. Halter, BMC, USN, pose by missile nose cone recovery net invented by Chief Halter.



HEAVY CRUISER USS Los Angeles (CA 135) cruises to Pearl and the Far East.

Seagoing Samaritans

Fourteen Chinese Nationalist fishermen, two Amphibious Force Pacific Navymen and the operator of a San Diego water taxi, a disabled merchant ship bound for Bombay and a pneumonia-stricken Navyman in a destroyer returning from Pago Pago—all these were among the beneficiaries of the Navy's helping hands in the Pacific in recent months.

- The 14 fishermen were rescued from their grounded and sinking trawler in the southern Pescadores Islands, in Formosa Strait, by *uss Eversole* (DD 789).

Eversole reached the scene, on the south side of Bokoto Island (P'eng-hu Tao), at daybreak, and found the trawler aground full length and listing to port at a dangerous angle. A rescue and salvage party, with LTJG C. W. Riedy, USNR, in charge, was sent over in a motor whaleboat to investigate.

Several attempts were made to get the motor whaleboat alongside the stricken trawler. But submerged rocks, breakers and limited visibility caused by rain and darkness made these attempts unsuccessful.

So, LTJG Riedy returned to the ship and took in tow an empty 25-man rubber lifeboat, which was floated over the rocks and breakers to the grounded craft. The 14 fishermen scrambled aboard with whatever personal belongings they could carry, and the rubber boat was towed to a nearby Chinese Nationalist patrol vessel.

While the survivors were getting aboard the patrol craft, a line from the lifeboat fouled the propeller of the motor whaleboat. The on-shore current set the boats dangerously close to the rocks and breakers. How-

ever, N. B. Bruno, SN, USN, saved the day by diving under the boat and cutting the line.

By then, the rescued fishermen were all aboard the patrol craft, headed for home. The rescue and salvage party returned to *Eversole* without further incident—except that on hoisting the lifeboat aboard, a large hole was discovered.

- The two Amphibious Force Navymen and the water taxi operator were saved from the choppy waters of San Diego Harbor by an alert boat crew from *uss Fort Marion* (LSD 22).

The water taxi, after colliding with a mooring buoy near the Naval Station, was sinking rapidly when the two sailors, from the crew of *uss Catamount* (LSD 17), donned lifejackets and followed the taxi operator to the bow of the sinking craft to signal for help.

Their signals were sighted by

James Collins, FN, boat engineer of Fort Marion's LCVP. He then directed coxswain James Gaines, SN, to the taxi's aid. In a matter of seconds, the stranded Navymen were taken aboard the LCVP, and a line was rigged to the taxi in an attempt to tow it to safety. The flooding taxi sank, however, and the operator was forced to jump into the water. Charles White, SN, and Donald McLaughlin, SN, of the *Fort Marion* boat crew, threw him a life ring and pulled him into the LCVP, exhausted.

Shortly after the rescue, a boat from a nearby attack transport took the survivors to safety.

- The disabled merchant ship was *ss Wang Buccaneer*.

When spotted by *uss Colonial* (LSD 18), of the Pacific Fleet Amphibious Force, she lay dead in the water approximately 200 miles southwest of Tokyo. She was flying the international distress signal.

Inspection by *Colonial's* repair party disclosed that the 10,200-ton ship—bound from Portland, Ore., to Bombay, India, with a cargo of grain—had blown a tube in each of her boilers. This meant that plugging would be necessary before she could build up steam and continue her journey.

Colonial made the plugs in her machine shop and sent a party over to *Buccaneer* to complete the repair job. The repair party also took along a portable pump to be used in refilling the boilers after repairs had been made.

Later, when the first pump began to operate erratically, a second was

One Hundred Top Tunes for the Navyman

If you hear weird sounds coming from the fantail of your ship or over the horizon, no doubt some boatswain's mate in your own crew or from a distant ship has his hands on a copy of the new *Navy Song Book* and is exercising his vocal cords.

The *Navy Song Book* (NavPers 15047A) has been prepared by the Music Branch of the Special Services Division of the Bureau of Naval Personnel. It has already been distributed to all ships and stations.

Individual copies of this song book are not available, and because of copyright restrictions it is not for commercial use. Commands

desiring copies in addition to those received during initial distribution should requisition them in accordance with existing FPSO Instructions.

The *Navy Song Book* was published for use throughout the Navy as it is impossible to purchase a single commercial song book containing songs normally associated with Navy life. It contains 100 songs. Many of them are strictly Navy songs; some are songs of general interest as well as songs of the armed forces, patriotic and favorite holiday songs.

In addition, the new *Navy Song Book* has a special section containing folk songs of foreign lands.

dispatched by whaleboat to help speed the refilling of the merchantman's boilers. But, approaching darkness and heavy seas prevented the completion of this trip. The boat was swamped, and the extra pump went down with it. All the men from the boat were picked up by *Colonial*, which maneuvered alongside them to effect their rescue.

At about 0200 on the morning after *Colonial* had spotted her, *Wang Buccaneer* was able to light off one of her boilers, and her master decided to try to make it to Bombay.

Colonial's repair party then returned to the LSD and the two ships went their separate ways—*Buccaneer* minus one crewman. Her chief mate, injured during the repair of the boilers, had been transferred to *Colonial* so that he could be taken to Okinawa for treatment.

• The pneumonia-stricken Navyman—Ignacio M. Sena, SA—was kept alive by the ingenuity of three Navy medical men who jury-rigged a life-saving device from a vacuum cleaner aboard *uss Cowell* (DD 547) at sea between Pago Pago, American Samoa, and Pearl Harbor, T. H.

The life-and-death drama began when LT A. H. Fix, a Navy medical officer serving four destroyers, had to cut a hole in Sena's throat to draw fluid from his lungs.

Medical procedure calls for the use of suction apparatus to pump out the fluid, but there was none aboard the ship. So, Dr. Fix, aided by Chief Hospital Corpsmen Standford Stone and L. C. Meyers, jury-rigged a suction machine from a large vacuum cleaner used on electrical switchboards. Thus, they kept their patient's lungs free of fluid for 12 tense hours.

Sena's condition was complicated by congestive heart failure, which caused most of the fluid.

Cowell had no Xray equipment, and the doctor's stethoscope was virtually useless because of the ship's noise. The sound of the cleaner made hand signals necessary when withdrawing the fluid—a three-minute procedure repeated every half hour.

"There were 240 men in that ship all working for that man," said Dr. Fix after *Cowell* had reached Pearl, and Sena had been safely transferred to Tripler Army Hospital. "I've never seen such cooperation."

The doctor, in describing his experience, said he had faced worse

emergencies, but never without proper facilities. "It's like getting training for 1958 medicine and then operating with 1918 techniques."

A Honolulu physician described Dr. Fix's vacuum cleaner apparatus as a "work of genius."

Aid from an AD

A Navy EM club on Taiwan and a Filipino youth who wanted to go to school both got a boost from *uss Bryce Canyon* (AD 36) during one three-week period.

The EM club, at Kaohsiung, Taiwan, was damaged by a fire which burned the walls, furniture and ceiling, and destroyed all the electrical wiring and the air-conditioning unit in the club's Bamboo Room.

News of the event reached *Bryce Canyon* a few hours after the blaze. The ship's skipper, CAPT E. H. Steinmetz, immediately came to the rescue.

He sent a team of carpenters and electricians—plus the necessary material—to the club to help get it shipshape again.

The club, which opened in April 1952, is the only military recreational facility in Kaohsiung for enlisted men of the Fleet.

Three weeks after helping out at Kaohsiung, *Bryce Canyon* presented a \$500-scholarship to Rogelio Lim, a 17-year-old boy from Olongapo, Zambales, Philippine Islands. As a result, Rogelio is now studying automotive mechanics at the Feati Insti-



TESTING—*USS Compass Island* (EAG 153) cuts her way through the sea conducting navigation experiments.

tute of Technology in Manila, instead of looking for a job as he had originally planned.

The scholarship will cover the cost of Rogelio's tuition, books and living expenses for one year. *Bryce Canyon* established the award to show her appreciation of the hospitality extended to the ship by the people of Olongapo.

Since the destroyer tender *Bryce Canyon* is basically a repair ship, she decided a scholarship in the field of industrial arts would be the most appropriate.

Rogelio was selected by a committee made up of leading educators from Olongapo and RADM A. F. Spring, USN, commander of the Naval Base at Subic Bay.

ALL'S QUIET—Guided missile ship *USS Norton Sound* (AVM 1) sits in calm waters after an overhaul. She makes her home port at Hueneme, Calif.



Introducing—The U. S. Naval Weapons Plant

It's got a new name. And it's turning out new products. But the fortress on the banks of the Anacostia is going stronger than ever.

That would be the ex-U. S. Naval Gun Factory, Washington, D. C., which, as of 1 July, has become the U. S. Naval Weapons Plant, Washington, D. C.

Through 160 years of history—from the day of the smooth-bore carronade to the present guided-missile age—the Gun Factory has never faltered in its primary mission of arming the Fleet.

It no longer makes guns, however. Hence the new name, which will more accurately reflect its current mission.

Actually, the title of Naval Gun Factory is of recent origin, dating

only since 1945. Before that the site was officially known as the Washington Navy Yard.

Ordnance, however, has been one of the more important functions of the Yard from the start. Powder, shot, pistols, gun carriages, sights and other material have been made there. The Yard's location, near the Navy Department, made it the logical place to conduct trials and experiments of new ordnance advances. Thus it became the center for design, testing and development of naval weapons.

First big step in the conversion of the Navy Yard into an ordnance plant came in 1847, when the Bureau of Ordnance established an independent department there. Lieutenant John A. Dahlgren, USN,

called by many the "father of naval gunnery," was installed as director of all ordnance matters.

The General Order of 14 Aug 1886, which established a Gun Factory within the Yard, caused further concentration on ordnance manufacture. The Gun Factory grew rapidly in succeeding years as the defense of the nation through four wars placed a premium on advances in the design and production of better naval weapons.

Today the Naval Weapons Plant and its allied Naval Ordnance Laboratory are busily turning out radically newer and more potent products—the guided missiles, rockets, controlled torpedoes and other weaponry needed to keep the modern U. S. Fleet strong and ready.

Help Arrives from Antarctica

The icebreaker *USS Edisto* (AGB 2) and two of its helicopters played major roles in the rescue and evacuation of flood victims in the Uruguayan cities of Trienta and Paso de Los Toros this spring.

The two whirlybirds, one an HUL utility craft equipped with pontoons and piloted by LTJG Howell H. Purvis, USN, and the other an HRS-type operated by LTJG Allen M. Erickson, USN, and ENS. Richard M. Nelson, USN, belonged to Helicopter Utility Squadron Two based at NAS Lakehurst, N. J. They were aboard *Edisto* for a temporary assignment in the Antarctic.

Edisto was en route to Buenos Aires, Argentina, from Antarctica when word was received that Uruguay was being inundated by the worst floods in its history, and that much of the country was in a state of emergency.

She immediately diverted to Montevideo, Uruguay's capitol city, and sent two copters to help.

LTJG Purvis, crew member Eugene M. Davis, AD1, USN, and an Uruguayan army interpreter flew into the interior and set up a base of operations at Treinta y Tres.

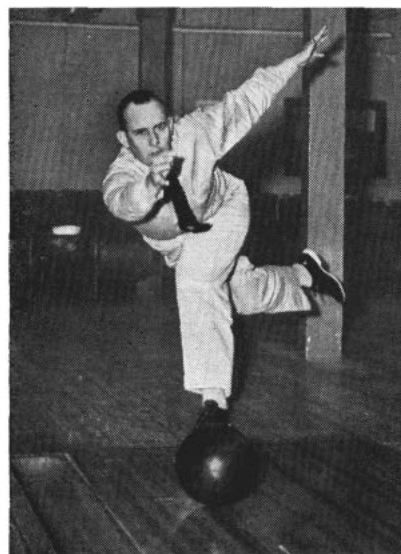
Flying in a 20-mile radius east of that city, they battled high winds and strong currents to rescue 31 persons in 48 hours.

The second copter, with crew members Kenneth Forrester, AD1, USN, and Paul F. Noonan, PH1, USN,

also aboard, assisted in completely evacuating Paso de Los Toros, and flew in explosives for use in blowing a diversionary channel around the threatened hydroelectric dam there.

Both aircraft also took part in the evacuation of the city of Mercedes, bringing in food, clothing, etc.

Edisto, whose skipper, CDR Henry D. Davidson, USN, recently completed a two-year tour of duty as Chief, Navy Military Assistance Advisory Group in Uruguay, contributed all possible food and medical supplies to the disaster areas.



ROLL ON—Bowling alleys afford Navymen recreation and competitive sport at Navy shore establishments.

Just What the Doctor Ordered

"Adult psychology" has been tried by a Navy Unit in Japan to get the men to take their "medicine," and like it.

The medicine, in this case, is "15 minutes of daily exercise" ordered for certain naval aviation commands in the Pacific by COMNAVAIRPAC. The object is "developing and maintaining physical conditioning."

The order didn't prescribe exactly how this should be carried out although it did mention a word that causes reactions raging from shudders to nausea—"calisthenics."

LTJG Robert J. Zawasky, USN, Special Services and Athletic Officer on the Staff of COMFLTAIRJAP based at NAS Atsugi, reasoned that the men would enjoy their exercise if they could get in competitive sport.

The first problem was to determine what sport would interest everyone and be within the widely varying athletic abilities of the approximately 130 persons at the staff headquarters. Second, how could the program be carried out without interfering with necessary work or cutting into off-duty hours? And third, how could enthusiasm be maintained day after day?

The first problem was solved through a questionnaire asking all hands whether they would prefer volleyball, badminton, or any write-in choice of another sport. Volleyball won an overwhelming victory. No other single sport received much

support, but the write-in choices ranged from checkers to judo.

Volleyball players were organized into teams by departments with the larger ones having several teams. Extra men were given to each team to allow for men on watch.

Ten teams now meet daily and play a 21-point game. Competition is growing keener with each day of play and departmental rivalry adds to the zest.

The way things are going, volleyball seems headed for the big time on the Staff of COMFLTAIRJAP with departments now dickering over player swaps, bonus clauses and the like. They may even need to appoint a commissioner to arbitrate disputes.

Volleyball has also proved to be a sport in which the youngest are not necessarily the most able. The only undefeated team has only one player under the age of 30.

Records are kept of each day's play and current plans call for the eventual distribution of trophies paid for from the COMFLTAIRJAP staff recreation fund.

As Tom Sawyer proved long ago, the easiest way to get people to do something is to make them enjoy it.

—C. K. Ferguson, JO1, USN.

Portable Ring

A portable boxing ring which can be set up on the helicopter deck of *uss Hermitage* (LSD 34) has proved to be a definite morale booster and provides more seagoing recreation for the ship's crew and embarked Marines.

Made from materials found aboard ship, the regulation-size ring was constructed under the supervision of G. V. Freeman, MMC, USN. It has since provided hours of entertainment in the form of boxing and wrestling matches.

The ring was also the center of attraction during *Hermitage's* first smoker held while participating in *Brigadelex* 59 with *PHIBRON* 10 in the Caribbean.

Scheduled boxing matches are limited to three two-minute rounds while the grunt and groaners are limited to two falls or a 15-minute time limit.

The ring has added recreation to many days of rigorous training and has given the Navymen a chance to match their prowess with the shipboard Marines. So far, the sailors have defeated the Marines in two out of three matches—a record which *Hermitage* hopes to maintain.

SIDELINE STRATEGY

EVER SINCE the days of 'way back when' salty yarns have been told and retold about the underdog or little guy coming through and killing the giant.

Well, to retell a modern Navy version of an old Biblical story—David caught up with Goliath again. This time, however, the scene of action was in WESTPAC instead of the Middle East. To be more exact, at the U.S. Naval Base, Subic Bay in the Philippines, from whom ALL HANDS heard this story.

In this case, David was the

of thousand more aboard her escorts, replied:

"Have recalled our scrub team from Spring training re your kind invitation. Consider your alleged sweeping capability based solely on embottled courage. . . ."

What more could you expect from a 33,000-ton giant, you say. But, they hit the little fellow again with this:

"Presume you have sufficient personnel to field regulation nine-man team. Recommend you reconsider your challenge if morale a problem in your command. *En garde.*"



softball team from the tiny nonmagnetic ocean minesweeper *uss Embattle* (MSO 434). The giant was the "invaders" from the antisubmarine support carrier *uss Yorktown* (CVS 10).

It all began with a teaser sent out from the fewer-than-75-man MSO which said: "*Embattle* challenges *Yorktown* to softball game request you *do not* accept unless you can field competent, well coached team of professional caliber. . . ."

Game and cocky, you say—but *Embattle* didn't stop there. "Augmentation of your eight escorting destroyers, embarked staff and others authorized as necessary," the message continued. "Intend accomplishing our mission of sweeping the field but desire sufficient competition to provide adequate workout . . . loser buys for all."

Without any hesitation or concern, the mighty *Yorktown* with over 2000 officers and men on board—and a couple

But David didn't back down.

Game time came and both the giant and the little guy showed up. The game was played—and much to *Yorktown's* surprise, the Biblical story was reenacted. The giant was undone. Cause of undoing: No slingshot, but the bats of *Embattle* that knocked in seven runs. *Yorktown* was in there pitching, but came out on the short end of a 7-3 score.

After the game, the flattop silently put to sea. No additional messages on this subject have been intercepted.

★ ★ ★

Here's another story about the little guy being the giant killer. But this time, it's a gal—Mrs. Joan Dull, the wife of an SOC on the staff of the Sub School at New London. She hauled in a 51 pound, 8 ounce Channel Bass at Cape Hatteras, N. C., and established a new Women's World Record in the 12-pound line test class. How about that, Mac!—H.G.B., JOC.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **DEEP FREEZE, ANYONE?**—General medical officers and flight surgeons under 45 years of age are needed for Operation Deep Freeze V which is scheduled to depart for the Antarctic in the fall of 1959.

Regular Navy medical officers, Reserves, or men in the graduating class of interns will be considered. Those selected will be ordered to Davisville, R. I., for several months' special training before leaving for New Zealand and Antarctica.

Members of the Deep Freeze V team will be returned to the United States in the spring of 1961. After the tour in Antarctica, all possible consideration will be given to preference for the next duty assignment.

Volunteers should notify BuMed by dispatch.

• **SIDE TRIPS**—If you're stationed overseas, and would like to take a side trip while on your way back to the United States under transfer orders, you may be authorized to do so—but NOT at government expense.

Here are some points to know:

• Authorization to travel other than by a direct route *must* be obtained from the Chief of Naval Personnel.

• Reimbursement for travel will be based on the most direct route from your present duty station to your new duty station.

• Travel time used in excess of that required by the most direct route will be charged as leave.

So if you're stationed in England, for example, and would like to visit Italy en route to the U. S., your re-

quest to do so may be approved by the Chief of Naval Personnel for your convenience, but the Navy won't pick up the tab for any extra money or travel time you expend.

• **GOING UP**—A total of 1237 names are on this year's lists for the WO, LDO and Integration Programs.

The selection board convened by the Secretary of the Navy in February picked 597 applicants for temporary warrant officer (W-1), 531 for temporary LDO and 109 for the Integration (seaman-to-admiral) Program. These appointments are contingent on the fulfillment of all administrative requirements by the selectees.

Appointments to warrant officer, W-1, will take place from time to time as vacancies occur. Individual notifications will be forwarded when the appointments are to be made.

Because of the large number of temporary LDO selectees, they will be split into two groups for the LDO indoctrination course at the Naval Schools Command, Newport, R. I. The first group will report to Newport on 8 Jan 1960 and complete the course on 26 February. The second will report on 26 February and complete its indoctrination on 15 Apr 1960. All LDO selectees will be commissioned on 9 Jan 1960, either at Newport or at their various duty stations, depending on which group they are in.

Those selected for the Integration Program will report to the Officer Candidate School at Newport on 28 Sep 1959. School will convene on

5 October, and commissioning will take place about 5 Feb 1960 for those who successfully complete the course.

The selections were announced in BuPers Notice 1120 of 13 Apr 1959.

• **NUCLEAR WEAPONS TRAINING CENTER**—Special Weapons Training in the Atlantic Fleet has been consolidated by the establishment of a new Navy Nuclear Weapons Training Center at Norfolk.

As a result of this move, two former commands—the Special Weapons School at FTC Norfolk, and the Special Weapons Unit at NAS Norfolk—have been abolished.

The new school is operated under the military control of COMTRALANT, RADM H. H. Henderson, USN, and is commanded by CAPT Francis W. Ingling, USN. It has a staff of 150 officers and men.

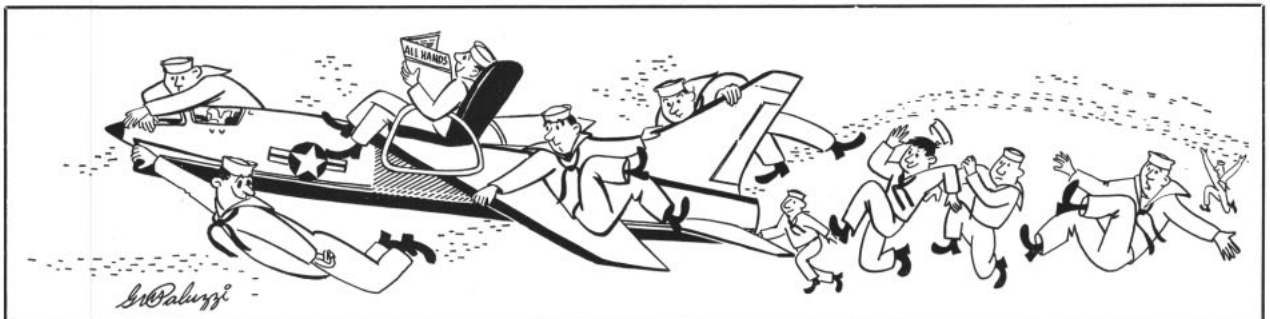
The Nuclear Weapons Training Center offers two courses of instruction. One, for officers, conducts orientation and employment courses in nuclear weapons and guided missiles. The second, the Technical Training School, conducts courses for both officers and enlisted personnel. It features the assembly, inspection, maintenance and storage of nuclear weapons.

• **QUALS MANUAL CHANGES**—As another step in the program to streamline the Navy's rating structure, Change No. 12 to the *Manual of Qualifications for Advancement in Rating*, NavPers 18068 (Revised), has now been incorporated in the "quals."

Major items added by the change concern the qualifications for advancement in:

The new emergency rating of Stevedore (ESB), which was formerly an emergency service rating under boatswain's mate (BM).

The new general rating of Ship-



DON'T FLY OFF with ALL HANDS Magazine. There are nine other Navymen waiting for their chance to read it.

fitter (SF) and the service ratings of Metalsmith (SFM) and Pipefitter (SFP). These supersede the two separate general service ratings of Metalsmith (ME) and Pipefitter (FP).

The general rating of Sonarman (SO) at pay grades E-6 and E-7; the service ratings of Sonarman S (Submarine), Sonarman A (Airborne) and Sonarman G (Surface) at pay grades E-4 and E-5; and the service rating of Sonarman O (Oceanographer) at pay grade E-4.

The rating structure is being altered to provide for:

A single integrated system which is the same in peacetime and wartime for either Regulars or Reserves.

Generalization at the higher pay grades wherever possible.

And, specialization—through the establishment of Service Ratings—in areas where specialization is necessary.

A number of minor items, mainly of administrative interest, are also covered in Change No. 12.

• **TEMPORARY JGs**—Officers of the Regular Navy with ensign dates of rank during calendar year 1956 will be eligible for permanent lieutenant (junior grade) during calendar year 1959.

The cognizant people in the Bureau are passing on a reminder that "it cannot be emphasized too strongly that the aforementioned officers have a promotion physical conducted about two months in advance of the third anniversary of their date of rank as esign."

This action was earlier directed by BuPers Notice 1425 of 20 May 1959.

• **BUPERS MANUAL**—Information on all sorts of subjects has been brought up to date by Change No. 33 to the *BuPers Manual*. The change concerns such topics as:

Pay rates for Scuba divers.

The authority of commanding officers to commute rations.

Instructions for the preparation of correspondence.

The Reports Management Program.

Extensions of enlistment and agreements to remain on active duty.

Leave, proceed and travel time for enlisted men.

Transportation of prisoners under guard between naval commands.

Emergency leave travel from overseas stations via MSTs or MATS.

Qualifications and eligibility requirements for UDT men and divers.

Use of the Activity Diving Log and the Record of Dive Form.

Use of NavPers Form 2696—"Report and disposition of Offense(s)."

Separation of enlisted men while in custody of civil authorities.

The inclusion of a synopsis of the conduct record in the convening authority's initial action, in court-martial cases where the adjudged sentence includes a punitive discharge for the Navyman.

The authority of naval attaches and chiefs of naval missions to approve foreign travel by personnel attached to their staffs who are in a leave status.

• **SUBMARINE OFFICER TRAINING**—One hundred fifty-four naval officers have been selected to begin training at the U. S. Naval Submarine Base, New London, Conn., as submarine officers.

Classes are scheduled to begin on 6 Jul 1959.

BuPers Notice 1520 of 11 May 59, which named this year's selectees, also asked for applications from officers for the next class which convenes in January 1960.

Officers in the grade of lieutenant (junior grade) whose date of rank is on or after 1 Jan 1957, and ensigns whose date of rank is on or before 1 Jan 1959 are eligible for the school.

Applications should reach the Bureau no later than 15 Aug 1959. Complete eligibility requirements and information about the school are listed in BuPers Inst. 1520.6G.

• **EMs SELECTED FOR COLLEGE**—More than 200 Navy enlisted men have been selected for college training programs.

A selection board named 100 for the two-year Navy Enlisted Advanced School Program (NEASP) and 130 for the four-year Navy Enlisted Scientific Education Program (NESEP). The Marine Corps had earlier selected 50 enlisted personnel, including one woman, to take part in NESEP.

The 230 Navy selectees and the 50 Marines will begin their college training this fall.

If you are interested in applying for either of these programs, you should consult BuPers Inst. 1510.69C. Detailed information on the NEASP and NESEP can also be found in the August 1958 issue of ALL HANDS.

QUIZ AWEIGH

Since we stressed naval aviation last month, this month we'll take off with a few questions on the flying Navy.

1. This operational swept-wing fighter is a general carrier and all-weather interceptor. It's the (a) *Fury*, (b) *Demon*, (c) *Skynight*.



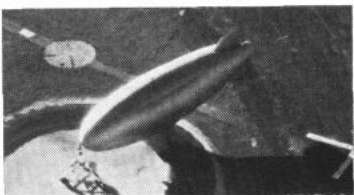
2. The F3H-2N is armed with four 20mm cannon and a wide assortment of bombs, rockets and guided missiles. Its range is greater than 1000 nautical miles and it attains speeds greater than (a) 600, (b) 800, (c) 1000 knots.

3. Here's *USS Forrestal* (CVA 59), which was commissioned in October 1955. She's equipped with four steam catapults, displaces 76,000 tons when fully loaded and cruises in excess of 30 knots. Her over-all length is about (a) 975, (b) 1040, (c) 1100 feet.



4. The Navy's first "super" carrier is a far cry from the first ship designed and built from keel up as an aircraft carrier. That ship, displaced only 14,500 tons, was 769 feet in length and was commissioned in 1934. She was (a) *USS Lexington*, (b) *USS Saratoga*, (c) *USS Ranger*.

5. The non-rigid airships which the Navy uses for AEW and ASW are commonly called (a) zeppelins, (b) blimps, (c) dirigibles.



6. In 1957, *ZPG-2* established a new world's endurance and distance record. During that voyage the 347-foot airship traveled 8690 miles, point to point. She was aloft more than (a) 11, (b) 13, (c) 15 days.

Check your altitude on page 45.

THE BULLETIN BOARD

Hot Weather Got You Down? Think About Duty at Argentia

NOW THAT SUMMER is here you may want to get away from the heat and go north. Well, with orders to Argentia, Newfoundland, in hand, you'll find it cool, man, cool. So, prepare yourself.

Here's a report on what to expect:

First of all, being ordered to Argentia (as well as to practically any duty station) will cause certain inconveniences. For example, it will mean being separated from your family for a few months, since no concurrent travel is authorized to Argentia. You must be aboard the station and be assured of adequate housing before your dependents will be authorized to join you.

Housing — Government quarters for dependents at Argentia are available only in limited numbers. Therefore, it is necessary to maintain waiting lists which are often quite lengthy. No arrangements may be made for moving your dependents to Argentia without permission of the commanding officer. This also applies even if you plan to reside off the station because you are not permitted to live off the station without the approval of the CO. All off-station housing must be approved for adequacy and sanitation.

Public quarters are equipped with furniture, electric stoves, refrigerators, table and floor lamps. Furnishings such as washing machines, vacuum cleaners, blankets, linens and curtains are not provided. If you have these items, you should make arrangements to bring them to Argentia with you. If you own a deep freezer, you should definitely bring it along as it is practical for storing fish and game, as well as seasonal fruits and vegetables.

Long before your family is scheduled to depart for Argentia, you should check with the Public Works Property and Supply Section so you can determine exactly what to have shipped from the States. Only items which you will actually need should be included, since facilities for storing household effects are not available. Arrangements should be made

All-Navy Cartoon Contest
D. R. Stoner, PN3, USN



with your Supply Officer in the States to have your excessive household goods stored. (See paragraph 29003-4f *BuSanda Manual*.)

Electrical outlets in government quarters run 110/220 volts, 60 cycles, alternating current.

Off-station housing in neighboring Newfoundland communities is generally substandard in insulation, plumbing, heating and sanitation. In addition, the condition of the roads in the winter often makes it practically impossible to commute.

Transportation — When you have been assured of housing, then your next step is to make arrangements for your family to join you. Government transportation of dependents to Argentia must be requested from the Chief of Naval Personnel after entry into Newfoundland has been approved by the Commanding Officer, U. S. Naval Station, Argentia.

In order to obtain government transportation you must submit a request to the Naval Station Personnel Transportation Officer, who prepares the necessary papers for forwarding to the Chief of Naval Personnel.

At present, MATS schedules flights to Argentia from McGuire AFB, Trenton, N. J., and MSTs schedules surface transportation from

New York City. All methods of transportation are arranged for by the Bureau of Naval Personnel only upon receipt of a request initiated by you at Argentia.

Your dependents *do not need* passports to travel to Argentia. A letter in lieu of a passport is acceptable to Canadian Immigration authorities, and is issued by the commanding officer for those authorized to live on or adjacent to the naval station. Dependents traveling to Newfoundland by other than government transportation are required to show proof of U. S. citizenship.

Medical Information—Before your dependents are allowed to travel to or from duty in Newfoundland they must meet the following immunization requirements:

General: Smallpox, typhoid-paratyphoid, and tetanus-diphtheria shots are required. Children between the ages of two or three months and seven years are required to be immunized against diphtheria, pertussis (whooping cough), and tetanus (DPT). Poliomyelitis vaccination is required for all personnel under 40 years of age.

Specific: Smallpox: Infants as young as one month should be vaccinated (unless the doctor says otherwise) before traveling to Argentia. If result is negative, the vaccination shall be repeated as often as necessary, at intervals of not more than 10 days, until positive results are obtained. Revaccinate every three years. DPT: Basic series and reimmunization at ages 18 months, four and seven years. Age 10 reimmunize with half-dose adult tetanus with diphtheria. Typhoid-Paratyphoid: Basic series of reimmunization at four-year intervals. Tetanus with Diphtheria: Basic series or reimmunization at four-year intervals. Poliomyelitis: Basic series. However, travel will not be delayed for any except the first dose.

The Navy does not allow women pregnant beyond 180 days to use government transportation. (In cases of pregnancy a signed statement by

a medical officer or civilian physician attesting to the duration of pregnancy must be forwarded to the Chief of Naval Personnel. A signed duplicate copy of this statement must be carried by the dependent.) Infants under six weeks of age will not be accepted for transportation via government aircraft or MSTs ships.

Navy dependents will be required to have a physical examination before departing for Argentina. Facilities are usually available at the port of departure. Chest X-rays are highly desirable before embarkation.

Baggage — If your dependents travel by government aircraft they will be allowed 65 pounds of baggage per person, unless additional allowance is authorized in their orders. Hold baggage via MSTs is allowable at 350 pounds per person over 12 years old and 175 pounds for children.

Excess baggage and household effects may be shipped via first available cargo ships from either the Naval Supply Center, Norfolk, Va., or NSD Bayonne, N. J. It should be plainly marked "For further transshipment to Naval Station, Argentina, Newfoundland." Arrangements for shipping should be made through the Supply Officer at either of these activities.

At least one cargo ship leaves either Bayonne or Norfolk for Argentina every three or four weeks. Shipments from Bayonne are usually faster than those originating from Norfolk.

Pets—With the exception of Eskimo, Husky and Alaskan dogs, you can take pets to Argentina with you. However, they cannot be transported in government aircraft. They can be shipped aboard MSTs ships in the summer months only. Before you ship an animal to Newfoundland it is recommended that you check current regulations and requirements, as they are subject to change. Rabies and distemper immunization certificates from a veterinary are required, and all animals must be registered upon arrival by the Provost Marshal. Animals must wear a collar or harness bearing the pet's name and that of the owner.

Arrival of Dependents—Naturally, you are expected to meet your dependents upon their arrival at Argentina. In the event that you are

unable to meet them upon arrival, the Air Transport Duty Officer will contact either the Officers Wives Club or the Enlisted Mens Wives Club to assist them. Both clubs, upon request, will provide any services desired. These clubs are usually prepared to furnish dishes, utensils and linens on a loan basis if your household effects have not arrived.

Automobiles—You are encouraged to take your car to Argentina with you. Upon doing so, however, you will be subject to certain controls and custom regulations. Automobiles may be shipped through the Naval Supply Depot, Bayonne, N. J., without advance consent of the Supply Officer, providing space is available without displacing government freight.

Vehicles must be registered by the owners at the Canadian Customs Office located in the Canadian Railway Depot in the town of Argentina. Such registration is effective for six months only and must be renewed every six months thereafter.

If you take your car to Argentina,

you cannot sell it without approval from the Provost Marshal's Office. Also, you cannot purchase a car from another Navyman without the Provost Marshal's approval.

Privately owned vehicles must be registered in Newfoundland and all drivers of privately owned vehicles must obtain a Newfoundland driver's license. Insurance valid in Newfoundland is required in the minimum amounts of \$5000/\$10,000 public liability and \$5000 property damage. Both driver's license and license plates may be obtained through the Registrar of Motor Vehicles in St. John's.

The climate at Argentina is conducive to rust. Particular trouble is encountered with the chrome trim and bright work on automobiles. Purchase of a new car specifically for use during the tour of duty in Argentina is not recommended. The high winds and driving snow of winter and the cool summer temperatures make convertibles impractical. No garage facilities are available, therefore, private vehicles must be

HOW DID IT START

Navy's First Dirigible

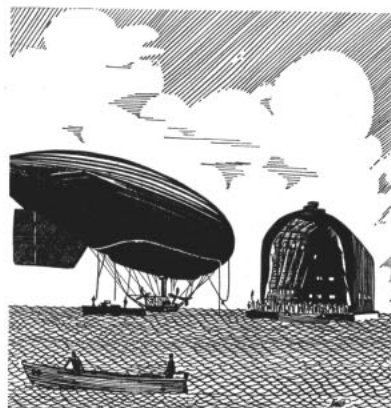
The first dirigible to be constructed for the Navy was begun in the fall of 1915 and not completed until early in 1917. This was later referred to as the "A" class dirigible and officially known as the DN-1.

The specifications for the non-rigid dirigible called for it to be 175 feet long, 50 feet high and 35 feet wide. It had two four-bladed propellers powered by a 150-horsepower gasoline engine. The airship was designed to carry a use-load of 2000 pounds at 25 miles per hour and to rise 3000 feet without disposing of ballast. The original cost was approximately \$45,000.

After passing her builder's tests the DN-1 was dismantled and shipped to Pensacola in December 1916. Here she was reassembled and the first official flight tests were made during 20-27 April 1917.

In these tests the DN-1 flew across Pensacola Bay, around Santa Rosa Island, circled Pensacola, made two landings on the water and returned to her hangar. The hangar, incidentally, was the Navy's first floating hangar and was undergoing tests at the same time.

During her first flight, which lasted two hours, the dirigible consumed only 22 gal-



lons of gasoline yet maintained a cruising speed of 30 to 35 miles per hour.

Later improvements led to the Class B and Class C dirigible and in 1923 the huge rigid *Shenandoah* was commissioned.

In 1924 the German-built ZR-3, *Los Angeles*, flew across the Atlantic and was delivered to the Navy at Lakehurst, New Jersey. *Los Angeles* remained in service until she was dismantled.

parked outside in designated areas. Older model cars are recommended for use in Newfoundland.

Schools—Navy-operated schools (The Arthur L. Bristol School) conform with the standards prescribed by the Chief of Naval Personnel. The Navy's dependent educational program at Argentia is divided into three parts: Kindergarten, Elementary and Junior-Senior High School.

Kindergarten is for children of ages five and six who do not meet the age requirements for entry into the first grade. Children who have not been in kindergarten before coming to Argentia will not be permitted to enroll after the sixth week of the fall semester. Those who have been in kindergarten before will be accepted on a regular transfer basis.

As kindergartens are not included in the Department of Defense Overseas Dependents Schooling Program, a nominal tuition is charged. The tuition naturally depends on the number of children enrolled. During the last school year the tuition was \$3.00 per week for the morning session and \$2.00 per child per week for the afternoon session.

The elementary school consists of grades one through six. A child not previously enrolled in first grade must reach his sixth birthday by 31 December of the school year currently in progress to be eligible for the first grade.

The Junior-Senior High School consists of grades seven through twelve. The high school is accredited by the North Central Association of Secondary Schools and Colleges and offers a curriculum designed primarily as a college preparatory course.

A parochial school is also available to a limited number of Navy dependents for grades one through 11 at nearby Freshwater, Newfoundland.

A number of college extension courses are offered through the University of Maryland Overseas College Extension Program. These courses cost about \$10.00 per credit hour. Most courses carry three credit hours.

Bus transportation to and from school is provided for all students including those who live off the base. Additionally, transportation is provided for the elementary students living on the base to permit them to eat lunch at home. The Junior-



"Better not, I don't like the look in his eyes."

Senior High School and off-base elementary students must bring a lunch as there are no cafeteria facilities available.

The school term usually begins the last week in August and is completed about 1 June of the following year. The early commencement date provides about two weeks head start and enables students who must return to the United States during the school year to lose only a minimum amount of classroom work.

Medical and Dental Care—Facilities for handling routine medical care are available at Argentia for dependents. Elective surgery is not permitted at outlying stations, but routine and emergency medical or operative treatment is available. There is no charge for outpatient treatment, examinations, and consultations for dependents. A daily charge of \$1.75 per day is required for hospitalization.

Dental facilities at Argentia are taxed to the limit. Accordingly, only limited dental treatment may be administered to dependents of military personnel except in emergencies. It cannot be too strongly emphasized that dependents must arrive at Argentia with no dental deficiencies. Therefore, dependents should obtain a complete dental check-up and a signed statement of dental fitness before departing from the United States.

If eyeglasses are required for adequate vision, it is recommended that dependents have in their possession the correct prescription, and an additional pair to allow for breakage.

Weather—Winter storms are frequent in Argentia and it is not unusual for them to last for two or three days. These storms are extremely variable, with rain and gale winds that are followed frequently by snow. In general, you can expect between five to 10 inches of snow monthly from November to March. High winds with snow may result in drifts several feet deep, but the snow usually melts within a week since warm southerly winds prevail at Argentia even in winter. Temperatures of 50 degrees in February and March are not uncommon.

Because of its flat terrain and water boundaries, Argentia is exposed to excessive winds. Calm days are rare. Southerly winds prevail from April to December, after which the predominant winds are northerly.

A high relative humidity prevails at Argentia owing to the proximity of Placentia Bay. Fog is quite common in July and August, and on some occasions, lasts for long periods of time.

Clothing—Medium weight clothes are suitable most of the year but a sturdy raincoat (not plastic), and galoshes—or overshoes are essential. The high winds in Argentia make umbrellas impractical.

For the severe winter weather, a parka or some such hooded garment with detachable fur or felt lining is suggested. Slacks, woolen skirts, suits and fur coats are practical. Cocktail and evening dresses are suggested for social events but are scarce and expensive if procured locally.

Go easy on bringing summer clothing to Argentia as there aren't too many days, even in August, when it will be warm enough for them.

For children, it is advisable to bring lined boots or galoshes, heavy snow suits and stout shoes. It would also be wise to bring the next size shoe for the children, and to fit the boots to these. Limited quantities of shoes and boots are available for children at the Navy Exchange.

Both boys and girls may wear blue jeans or overalls for school. Flannel shirts and flannel-lined jeans are practical. A heavy raincoat is a necessity.

Exchange and Commissary Facilities—The Navy Exchange Retail Store offers many articles including toiletries, newspapers and magazines, to-

bacco products, small appliances (hi-fi, radio and phonographs, washing machines, etc.), jewelry, toys, sporting goods and kitchenwares. In addition, it stocks clothing for men, women and children in limited quantities. Clothing is usually limited to staple items such as sweaters, suits, topcoats and baby needs.

Patent medicines and products for self-medication are not stocked, other than basic needs. You should bring your own medicines and lotions to stock your own medicine cabinet.

Articles, including luxury items, which are not carried in the store may be ordered in the Exchange's Special Order Department. Delivery of these articles may take from six to eight weeks but it's well worth the wait owing to the substantial savings that can often be made.

The Commissary Store is stocked with all staple items. Frozen vegetables and fruits are usually available and fresh vegetables and fruits to a lesser degree, depending upon plane and supply ship schedules. The selection of meats and dry provisions is very good. Frozen and reconstituted milk, cod liver oil and canned baby food are always stocked.

The Navy Exchange also operates three restaurants which offer complete meals or just a snack; a cobbler shop, beauty and barber shops, laundry and dry cleaning, tailor shop, flower shop, a gasoline station, an auto garage for minor repairs, and TV and washer repair shops.

In addition, grocery and merchandise stores are available in neighboring communities a few miles from the station. St. John's, a city of approximately 60,000, has corresponding shopping facilities. Prices are generally higher than for similar items in the United States, since practically all finished products are imported.

Currency—U. S. currency is the medium of exchange at the Naval Station in Argentia. Canadian currency is used in Newfoundland, although U. S. currency is normally accepted in cases of purchases off the leased area. The Naval Station disbursing officer maintains a supply of Canadian money which may be purchased at the current rate of exchange. Personal checks drawn on U. S. banks can be cashed at various facilities on the Naval Station.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 41

1. (b) Demon.
2. (a) 600 knots.
3. (b) 1040 feet.
4. (c) USS Ranger.
5. (b) Blimps—not gas bags either.
6. (a) 11 days — remember, this was above, not under the sea.

Although there is a branch of the Royal Bank of Canada on the station, a checking account in a U. S. bank is recommended for convenience in effecting purchases by mail from the States. The "S" allotment for all military personnel or the "Q" allotment for enlisted personnel may be used for maintaining bank accounts in the U. S. An account of this type is considered most desirable by the Navy Department as it may be used throughout one's naval career, regardless of duty station.

NOW HERE'S THIS

White Hat, Hard Hat

Anyone who's ever come up against the chief's exam should be able to appreciate this item from the Bulletin Board of Propwash — the station paper of NAS Whidbey Island, Oak Harbor, Wash. Only the man's name has been changed to protect the unadvanced.

"John Doe of Fason 112 lost a blue working jacket, size 36, at the Ault Field Galley while he was participating in the E-7 examination. The pocket of the jacket contained a white hat stenciled with his name.

"The finder is requested to phone Doe at AF 5164 as he expects to be wearing the hat for another year."



Local Transportation — Adequate free bus transportation on the station is available. Buses operate daily throughout the base on a 20-minute schedule. Limited commercial service is also available to nearby communities.

Religious Services—Both Protestant and Roman Catholic services are conducted regularly at the naval station chapels. Jewish and other religious services not able to use the ministrations of Station Chaplains are conducted by their lay leaders.

Radio and TV—Argentina has its own Armed Forces Radio Service station VOUS. Reliable reception is possible from stations located in St. John's, Newfoundland and Sydney and Halifax, Nova Scotia. Short wave reception is good.

One St. John's television station can be received at Argentia with good results. Adequate reception was made possible two years ago with the construction of a new "satellite" transmitter.

Recreation — Trout and salmon fishing in the area is tops, so fishing gear is a must for those interested in this sport. Sleds and other toys for the children may be purchased more economically in the States, and ice skates can be used as the winters are unusually severe.

There are a motion picture theater, bowling alleys, gymnasium, indoor swimming pool, hobby shops for leathercraft, woodworking and photography; and an adequate lending library located aboard the station.

Recreation for the children includes: swimming and roller skating, Boy Scouts, Girl Scouts, Brownies and Cub Scouts, Saturday afternoon matinees and special children's parties.

For the adults there are six clubs on the station alone to provide entertainment and relaxation for the personnel stationed at Argentia. These clubs are: The 103 Club for minors under 21; the Bluejackets Club for enlisted personnel over 21; the Petty Officers Club for personnel over 21 who are in pay grade E-5 or higher; the CPO Club; the Officers Club; and the Newfoundland Civilian Club.

These clubs feature numerous entertaining events each week including regular movies at the Bluejackets, PO, CPO and Officers clubs. Dances are held frequently.

Information Centers for Navy Families Are a Big Hit, More Are Needed

Dependents' Information Centers at San Diego and Norfolk have enjoyed success and acclaim since their beginning more than four years ago. So much, in fact, that the Chief of Naval Personnel is encouraging other Navy commands to form similar activities.

WAY BACK WHEN

Naval Railway Batteries

During the period from 6 Sep 1918 until the signing of the armistice, five United States naval batteries bombarded German bases and positions behind the lines in France. Each battery was composed of one 14-inch 50-caliber gun carried on a special railway mount attached to ammunition and auxiliary cars.

These guns, more powerful than any others in use at the front, played a prominent part in destroying railway and supply bases and, in general, hampered concentrations behind German lines.

In the planning stages, it was evident that the batteries would have to be completely mobile, and would also have to be entirely independent of logistics. This meant the guns themselves, the rolling repair shops, the cars for the machine shops, ammunition, cranes, and wireless outfits, as well as the barracks for personnel.

When word got out that these guns were being built and what they would be used for, more than 20,000 officers and men volunteered to be allowed to join the expedition.

The final complement read: one commanding officer, one aid (liaison), one medical officer, one supply and pay officer, one clerk, five battery officers, five fire-control officers, five gunners, five machinists. The enlisted breakdown came to five chief gunner's mates, 15 gunner's mates, five machinist's mates first class, five carpenter's mates first class, five blacksmiths, 11 cooks, 16 assistant cooks and mess attendants, 12 radio operators, one hospital steward, six hospital apprentices, six locomotive engineers, six firemen, six trainmen, 60 fire-control observers, 35 seamen (gun crew), 155 general ratings of the artificer branch for the construction crew.

For instruction the men were sent in groups to the Naval Gun Factory, Washington, D.C., and the proving grounds at Indian Head, Md., and Sandy Hook, N. J. They put the guns in place, loaded and fired them, disassembled them after proof, and became accustomed to the gunfire.

BuPers Notice 1750 (6 May) observes that most naval stations already have some sort of system operating to supply needed aid and information to Navy men and their dependents. It urges consolidation and reorganization of existing facilities to conform more nearly to the San Diego and Norfolk models.

Ideally, it is felt, a Dependents' Information Center should be a part of, or closely allied with, the District Housing Office.

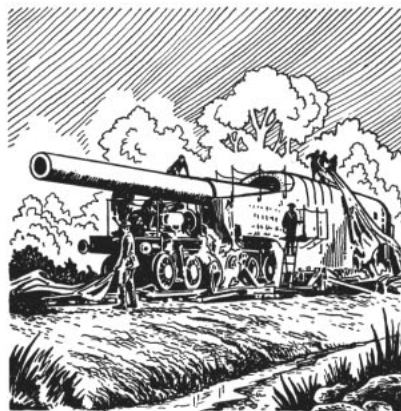
The group sailed for France in two drafts; the first arriving 10 June, the other 29 June. On 8 July, the naval battery was ready to proceed with the assembly work. The assembly of the first gun was begun on 26 July, and the first train was completed and ready to leave St. Nazaire on 11 August.

In all the assembly work the men were seriously handicapped. In some unexplainable manner, all blueprints were missing. But the resourcefulness of some of the men who made sketches in notebooks and brought them along made the job possible.

The first train left St. Nazaire on 18 August, traveling at the rate of six miles per hour. The American guns, constantly moved from point to point until the armistice was signed, were used in practically every famous battlefield of the war.

There was no let-up in the steady fire of the naval batteries at their respective targets until the last moment before the armistice went into effect. Battery No. 4, from its position at Charny, fired the last shot at 10:59 a.m., 11 November, into Longuyon. James A. Kafka, Ship Fitter 1st Class, USN, was the man who closed the firing key.

In all, the five naval batteries fired a total of 782 rounds against the enemy.



A logical location is just outside the main gate, or as close to it as possible, where it can provide a one-stop clearing house for all possible assistance and information available.

Some of the services that may be provided by Dependents' Information Centers are:

- Local housing information.
- Free notary service.
- Overseas living information and brochures.
- Issuance of completed Uniformed Service Identification and Privilege Cards to dependents, widows, Fleet Reservists, Naval Reservists and retired personnel, or information relative thereto.
- Information and assistance concerning transportation, travel and passports.
- Information concerning local uniformed services medical facilities and civilian medicare.
- Locator and directory service for area.
- State, city and base maps.
- Information concerning Navy Exchanges, commissaries and hobby shops.
- Income tax forms.
- Information on local schools, churches and recreational facilities.
- Information concerning pay, allowances, benefits, social security, insurance and voting.
- Liaison with Navy Relief, Red Cross, Navy Wives Clubs, Travelers Aid, and other federal and civil agencies in the area.
- Listings for baby sitters and domestic help.

Scholarships at Military Academy for Navy Juniors

Each year, Culver Military Academy at Culver, Indiana, awards 100 scholarships, worth a total of over \$100,000, to deserving youths. A number of these grants are specifically reserved for the sons of armed forces personnel, and your youngster may qualify for this program.

The scholarships are awarded on a competitive basis, and any young man entering the ninth or tenth grades this coming fall is eligible to enter the competition.

Those interested in this opportunity are invited to contact Major General D. T. Spivey, USAF (Ret.), Superintendent, Culver Military Academy, Culver, Ind.

This Is How to Get the Word Out Fast—Just Talk About It

The mess cook always has the latest scuttlebutt. But, besides the traditional hot scoop, the mess cook often has real information. For example, he knows the location aboard ship of certain classified material. He may be striking for a technical rate and thus would have access to secrets. He knows where the ship has been and, often, where it is going.

Then, as he goes up the promotion ladder, he learns more and more. A great deal of his information is about secret naval material. And, he learns to be very careful when he discusses classified matters. He knows that he can't tell even his one and only, as trustworthy as she is and as curious as she may be.

There are times, however, when our mess cook feels he can discuss a security matter and be perfectly safe. But is he?

Let's suppose you're a PO1. You know secrets about this Navy of yours and about your ship or station. Your family and friends know that you can't talk about a lot of your work. You're smart and you know how to wangle out of any attempt to "pump" you for your information. In short, you go by the regs and keep your secrets to yourself.

There may come a time, when you're ashore. You're bringing a shipmate home to meet your wife. In your auto, you discuss classified material—talking shop. Any chance of that being overheard? You're right—it can be.

Let's take another example. You're on leave. You and your wife are taking a trip. You go to a hotel. While you're there you run into a former shipmate who is now as-

signed to a different ship. Your wife takes off for a shopping tour and you and your shipmate sit around and talk over ports you have visited, people you know, sports—and then, as sometimes happens, start talking about your work. It's safe, so you discuss the latest gizmo and the improved statisfrat that the Navy scientists have whipped up to improve the Mark VI Mod V Frammis.

Can anyone hear you? You guessed it—they can.

How? With electronic devices. Little listening gadgets, that is. They are small, powerful and sneaky. They can be installed in telephones, furniture, behind draperies, under rugs, within electrical outlets, in automobiles. They can be straight pick-up types, or even radio transmitters. That's not all. Take a look at some of these. The training officer who handles security training in the Bureau gave us a list of some of them.

- Highly sensitive microphones and miniaturized radio transmitters that can be planted in small places with little or no trace of tampering and which can be monitored from remote locations without use of wires. Transmitters as small as a pack of cigarettes can pick up a conversation, beam it to a portable receiver and have it recorded a quarter of a mile away.

- Parabolic microphone, which can pick up a conversation at distances up to 200 or 300 yards.

- The telephone, when modified in one of many different ways, will serve as a "hot" microphone even when the handpiece is properly placed in its cradle. A similar adjustment may be made to any intercom system, radio, phonograph

or TV. And it's been done too.

- Interception of telephone conversations is relatively easy by a "tap" even at distances many miles from the tapped instrument. Then there is the neat trick of tapping a telephone by induction. This enables a listener to pick up a two-way conversation without even touching the telephone wires.

- Tape recorders are made so small they may be concealed in a briefcase, shopping bag, delivery box or similar article. Some models are equipped to record automatically and unattended under battery power for many hours.

- A microphone disguised as a wrist watch or hearing aid, or concealed under a necktie or coat lapel, can be hooked up to a recorder carried in an inside pocket or shoulder holster.

Did you ever run into this situation? You're in a foreign port. Suddenly your ship is ordered to proceed to another foreign port. You get underway, proceed at standard speed, moor. The first liberty boat hits the landing. You go ashore, and—there's a sign, welcoming your ship. You figure that one out.

You may be a communications officer or a sonarman. You may even be the number one mess cook. Whoever you are, you have information. You are ready to guard your ship and your country with your life. You should guard your classified information with the same toughness, the same skill.

It's almost a matter of "Don't talk to anybody about anything any place." Or, to be more official—and safe—don't discuss classified information in unauthorized areas or with unauthorized persons.

Two More Correspondence Courses Join Navy Roster

Two new Enlisted Correspondence Courses are now available, and one course has been discontinued.

Enlisted Correspondence Courses for active duty personnel will be administered (with certain exceptions) by your local command in-

stead of by the Correspondence Course Center. Your division officer will advise you whether the course for which you have applied is suitable to your rate and to your training program. He will forward your application (NavPers 231) to the Center, which will supply the course materials to your command.

Personnel on inactive duty will

have courses handled by the Center.

Title	NavPers No.	Assignments
Photographer's		
Mate 3	91492	11
Aviation Boatswain's		
Mate 3 and 2,		
Vol. 1	91636	6

The discontinued course is entitled *Aviation Boatswain's Mate*, Vol. 1, (NavPers 91654-1A).

For Navy Legal Specialists —Here's Your Chance To Break into Print

Navy law specialists who like to write may now win cash—\$500—for their efforts.

An award for that amount will be made to the Navy law specialist who has written and published the best article on Navy Law and Sea Power during the 1960 Fiscal Year.

The Navy Lawyer Award has been made possible for the next two years by an anonymous donor. It will be administered by a committee representing the Navy League and the office of the Judge Advocate General.

Rules are:

- Competition is open to any Navy law specialist, Regular or Reserve, on active duty, who has not previously received this award.

- To be eligible for submission an article must relate to Navy Law and Sea Power, have been written by an eligible Navy law specialist, and have been published during the fiscal year ending 30 June 1960 in a periodical acceptable to the committee as having substantial circulation.

- Entry of an article may be made by the author or by any person desiring to nominate an article with the written consent of the author. Six copies of the published article together with the written

B. E. Lodge, LT, USN



"Sir, I-I think you are shooting the mast-head light."

consent of the publisher for its entry, must be submitted to the Navy League at any time after 1 Jul 1959 and before 15 Jul 1960.

- No requirement is made as to length, form or copyright. Any reprinting, extensive quotation from, or digest of any submitted article, award winning or otherwise, will be entirely subject to the consent of the publisher or copyright owner.

Selection from the submitted articles as the "best of the year" will be made by the judges on the basis of over-all reader interest, literary excellence, professional merit, and

contribution to the Navy. Decision by the judges will be final.

The award will be presented with appropriate ceremony at a time and place to be announced by sponsors.

Summer Training Keeps Midshipmen Busy

More than 800 midshipmen are winding up summer cruises which included training ashore and in ships operating in the waters of the Atlantic, Pacific, Mediterranean and Great Lakes. Almost 6000 Naval Reserve Officer Training Corps midshipmen from 53 colleges and universities and 2600 midshipmen from the Naval Academy are participating.

About 160 NROTC and 960 Academy men—among them the entire second-year class from Annapolis—were scheduled to take part in the opening ceremonies of the St. Lawrence Seaway, and visit various Great Lake ports.

Another 130 NROTC midshipmen joined 470 from the Academy for Med cruises in Sixth Fleet ships.

At least 240 NROTC and 60 Annapolis midshipmen were flown to the Seventh Fleet in the western Pacific for three months' training there. An additional 1800 NROTC midshipmen were trained in First Fleet ships in the eastern Pacific.

In the western Atlantic about 150 midshipmen were embarked in Second Fleet ships, and about 1200 trained with antisubmarine carrier groups of the Atlantic Fleet Antisubmarine Defense Force.

This year, for the first time, some midshipmen were assigned to submarines for the entire summer training period. More than 100 of them were on board subs operating from New London, Norfolk, Key West, San Diego and Pearl Harbor.

Some 1400 NROTC midshipmen received aviation training in two "shifts" at Corpus Christi, Tex. The first shift, made up of NROTC students from western colleges, moved to Coronado, Calif., for amphibious training after their session at Corpus Christi. The second, composed of NROTC men from eastern colleges, were instructed in amphibious operations at Little Creek, Va., and then moved to Corpus for air training.

Another 800 Naval Academy men received amphibious training at Little Creek, and aviation training at Jacksonville and Pensacola, Fla.

Note to Reservists: Here's How to Get the News

Want to keep up with the latest developments in the Naval Reserve? Reservists serving on full-time active duty—and other interested naval personnel—can do so easily by reading *The Naval Reservist*.

This eight-page periodical is distributed each month on the same basis as ALL HANDS—that is, one copy for each 10 persons on board. (Individual copies cannot be mailed to Reservists on active duty.) While these copies are intended primarily for use by Reservists on board, they should be made available to all naval personnel.

If you're a Reservist on active duty, make sure you read the *Re-*

servist regularly; then pass your copy along to your fellow Reservists and other interested Navy-men. The *Reservist* should be available in your personnel office and at ship and station libraries.

Reservists on inactive duty may receive individual copies of the publication. Those attached to drilling units—Selected Reserve (pay) and Specialist (nonpay)—receive copies via their COs. Inactive duty Reservists who are not members of drilling units receive copies by mail from the commandant of their naval district. However, Reservists on the Retired or Inactive Status Lists must notify their commandant if they wish to receive the publication.

If an 'X' Is After Your Rate, You're Marked for August Exams

NEXT MONTH is exam time again. Enlisted personnel in every pay grade except E-6 will compete for advancements in 124 different areas.

Since CPO exams are administered only in February, POs will be the only persons who will not be confronted with the examination booklets in August.

Many changes in the administration and procedures in governing the advancement in rating system will be used for the first time during next

month's exams. These changes are part of a long-range effort to improve and speed up the Navy's examining system for advancements in rating.

Briefly, these changes in procedure include:

- BuPers Notice 1418 of 9 Apr 1959. Subject—Temporary changes to administrative procedures for submission of forms and reports during the August 1959 examinations.

This notice announced plans for temporary change in the method of

submitting the Report of Examination for Advancement or Change in Rating (NavPers 624, revised 5-58). One of the more important aspects of this change includes the use of a punched card answer sheet (NavPers 624-1 and -2). See page 20 for full details and illustrations.

These punched answer cards will be used instead of the present marked answer sheets on the reverse side of the NavPers 624. They will permit more efficient processing of

RATING	E-4	E-5	E-6	E-8	E-9	RATING	E-4	E-5	E-6	E-8	E-9	RATING	E-4	E-5	E-6	E-8	E-9
AB		X	X	X	X	EN	X	X	X	X	X	ML	X	X	X	X	X
ABG	X					EO			X	X	X	MM	X	X	X	X	X
ABU	X					EOH	X	X				MN	X	X	X	X	X
AC			X	X	X	EON	X	X				MR	X	X	X	X	X
ACR	X	X				ET		X	X	X	X	MU	X	X	X	X	X
ACT	X	X				ETN	X					NW	X	X	X	X	X
ACW	X	X				ETR	X					CM	X	X	X	X	X
AD		X	X	X	X	ETS	X					PH		X	X	X	X
ADJ	X					FT		X	X	X	X	PHA	X				
ADR	X					FTA	X					PHG	X				
AE		X	X	X	X	FTE	X					PM	X	X	X	X	X
AEI	X					FTG	X					PN	X	X	X	X	X
AEM	X					FTL	X					PR	X	X	X	X	X
AG	X	X	X	X	X	FTM	X					PT	X	X	X	X	X
AK	X	X	X	X	X	FTU	X					QM	X	X	X	X	X
AM			X	X	X	GF	X	X	X	X	X	RD	X	X	X	X	X
AME	X	X				GM	X	X	X	X	X	RM	X	X	X	X	X
AMH	X	X				GS	X	X	X	X	X	SD	X	X	X	X	X
AMS	X	X				HM	X	X	X	X	X	SF			X	X	X
AO	X	X	X	X	X	IC	X	X	X	X	X	SFM	X	X			
AQ		X	X	X	X	IM	X	X	X	X	X	SFP	X	X			
AQB	X					JO	X	X	X	X	X	SH			X	X	X
AQF	X					LI	X	X	X	X	X	SHB	X	X			
AT		X	X	X	X	MA	X	X	X	X	X	SHC	X	X			
ATN	X											SHL	X	X			
ATR	X											SHS	X	X			
ATS	X											SHT	X	X			
BM	X	X	X	X	X							SK	X	X	X	X	X
BR			X	X	X							SM	X	X	X	X	X
BT	X	X	X	X	X							SO			X	X	X
BU			X	X	X							SOA	X	X			
BUH	X	X										SOG	X	X			
BUL	X	X										SOS	X	X			
BUR	X	X										SOO	X				
CE			X	X	X							SV	X	X	X	X	X
CEP	X	X										SW			X	X	X
CES	X	X										SWE	X	X			
CET	X	X										SWF	X	X			
CEW	X	X										TD		X	X	X	X
CM			X	X	X							TDI	X				
CMA	X	X										TDR	X				
CMH	X	X										TE(RM)		X	X		
CS	X	X	X	X	X							TE(YN)		X			
DC	X	X	X	X	X							TM	X	X	X	X	X
DK	X	X	X	X	X							UT			X	X	X
DM	X	X	X	X	X							UTA	X	X			
DTG	X	X	X	X	X							UTB	X	X			
DTP	X	X	X	X	X							UTP	X	X			
DTR		X	X	X	X							UTW	X	X			
EM	X	X	X	X	X							YN	X	X	X	X	X

Jot These Dates Down In Your Little Black Book

Here's the schedule of the service-wide examinations for advancement in rating to pay grade E-4, E-5, E-6, E-8 and E-9 to be conducted in August:

- Pay Grades E-8/E-9 (Senior and Master Chief Petty Officers)—Tuesday, 4 Aug 1959.

- Pay Grade E-4 (Petty Officer, Third Class)—Thursday, 6 Aug 1959.

- Pay Grade E-5 (Petty Officer, Second Class)—Tuesday, 11 Aug 1959.

- Pay Grade E-6 (Petty Officer, First Class)—Thursday, 13 Aug 1959.

examinations at the Naval Examining Center with a consequent reduction in the time required to announce the results of the examinations. The new answer cards and full instructions for their use will accompany the examination booklets.

- BuPers Inst. 1414.3B. Subject—changes in minimum service requirements for eligibility for advancement to pay grades E-3 and E-4. *This instruction has been canceled.*

Time in rate requirements as specified in *BuPers Manual*, Article C-7204, will be effective for the August 1959 examining period (see accompanying box).

- BuPers Inst. 1440.15, Subject—consolidation of Printer (PI) and Lithographer rating into one rating, LI. This directive has been *canceled*, as all printers have now been changed to the rating of lithographer.

- BuPers Inst. 1440.22, Subject—procedure for establishment of the Nuclear Weaponsman (NW) rating. This instruction has been *canceled*, since satisfactory input into the NW rating has been accomplished. Future changes to NW will be in accordance with BuPers Inst. 1440.5B and/or 140.18B.

- BuPers Notice 1418 of 8 Feb 1958, which provided for initial input of personnel into Photographic Intelligenceman (PT) rating has been *canceled*.

Future changes to the PT rating will be in accordance with BuPers Inst. 1440.5B. A forthcoming change to BuPers Inst. 1430.7C (advance-

D. J. Majchrzak DN, USN



"I'm rehearsing for the day I make Chief."

ment in rating of enlisted personnel) will specify successful completion of the Photo Reader Course at a Fleet air intelligence training center as a prerequisite for advancement to PT3. Graduation from that course, or the Photographic Interpretation School, is a requirement for change to the PT rating.

- BuPers Notice 1440 of 20 Mar 1959 establishes service rates within the Sonarman rating at the lower pay grade levels. These service rates are: SOG (Sonarman, Surface), SOS (Sonarman, Submarine), SOA (Sonarman, Airborne), and SOO (Sonarman, Oceanographer).

Only seamen (SN) are eligible to compete for advancement to SOG3, SOS3, and SOO3. Both seamen and airmen (AN), however, may compete for SOA3.

On the preceding page is listed exams to be given in August for all pay grades in the general, service and selective emergency service ratings, except E-8 and E-9. The senior and master chief petty officer exams will be combined into one exam.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Instructions

No. 1120.30—Prescribes the policy and procedures whereby eligible USN officers may request transfer to the Army, Air Force or Marine Corps.

No. 1560.12A—Recommends study materials for those planning a program of study for the examination to be administered to those nominated for commissioned status.

No. 1210.9—Establishes procedures for qualifying officers for command of destroyers.

No. 1750.6A—Provides current administrative regulations and procedures for immediate payment of death gratuity.

No. 5512.2A—Prescribes the identification cards to be issued to USN and USNR members, and introduces a standard application form NavPers 2721 "Application for Armed Forces Identification Card DD Form 2N."

No. 5521.2C—Revises and clarifies administrative requirements and procedures concerning security clearance eligibility of naval personnel.

Notices

No. 1430 (7 April)—Listed those who may be advanced to chief petty officer, acting appointment.

No. 1120 (13 April)—Announced the selection of applicants for training leading to a permanent commission as ensign, USN, for temporary appointment as ensign (LDOT) and warrant officer, W-1.

No. 1531 (14 April)—Requested nomination of candidates for assignment to the U. S. Naval Preparatory School, Bainbridge, Md.

Check the Directives Which Concern You Before Exams

Here's a list of directives which affect some of the individual ratings for which examinations are scheduled during the first two weeks of August:

- BuPers Inst. 1223.1: Selective Emergency Service Rate program (through change five).

- BuPers Inst. 1418.1: CGA Control Operator certificate requirements for personnel in Air Controlman (AC) rating (through change one).

- BuPers Notice 1440 of 20 Mar 1959: Changes in the Sonarman

(SO) rating resulting from modification of the enlisted rating structure.

- BuPers Inst. 1440.5B: Changes in rate and rating (through change one).

- BuPers Inst. 1440.20: Change in rating of personnel in the Telemaster (TE) rating to Radioman (RM) or Yeoman (YN).

- BuPers Inst. 1440.10A: Consolidation of the Aviation Electronicsman (AL) and Aviation Electronics Technician (AT) into one rating, AT.

No. 1120 (20 April)—Announced cancellation of BuPers Inst. 1120. 14A, which is concerned with the appointment of certain Naval Reserve aviators to commissioned grade in the line of the Regular Navy.

No. 4600 (20 April)—Called attention to the limitation of reimbursement for circuitous travel performed from overseas areas to the United States.

No. 1020 (27 April)—Announced implementation of certain recently approved changes to *Navy Uniform Regulations*.

No. 1418 (1 May)—Announced the schedule for service-wide examinations for enlisted personnel to be held in August.

No. 1750 (6 May)—Furnished information on the successful operation of Dependents Information Centers in the Norfolk and San Diego areas, and encouraged, where possible, reorganization and consolidation of all services furnished dependents at naval stations.

No. 1510 (7 May)—Announced the selection of personnel for the 1959 Navy Enlisted Advanced School Program and the Navy Enlisted Scientific Education Program.

No. 1520 (11 May)—Announced the selection of officers for the submarine school class of 6 July at the Submarine School, New London, and also announced those eligible to apply for the January 1960 class.

No. 1760 (11 May)—Announced the distribution of a revised pamphlet "Going Back to Civilian Life" and the interim distribution of "Federal Benefits" and "Facts You Should Know Upon Relief From Active Duty or Discharge."

No. 1306 (15 May)—Established the eligibility of personnel for Seavey Segment 3-59 by promulgating sea-tour commencement cut-off dates.

No. 5510 (18 May)—Directed the attention of all commands to the necessity for compliance with security procedures and requirements.

No. 1221 (19 May)—Provided specific identification of requirements and of enlisted personnel trained in the Fleet Ballistic Missile Weapon System.

No. 1426 (20 May)—Emphasized the responsibility of commanding officers to order eligible lieu-



tenants (junior grade) to obtain promotion physical examinations.

No. 1430 (20 May)—Advised that certain personnel will be advanced to senior and master CPO.

No. 1813 (20 May)—Modified provisions of the *BuPers Manual* to insure that no change is made in rating upon transfer to the Fleet Reserve.

Navy Advances 1144 Men to Senior and Master Chief As Result of February Exams

Eleven hundred forty-four Navy-men have added one or two stars

above their chevrons as a result of last February's E-8 and E-9 examinations.

They were selected for the top two enlisted pay grades by an examining board which convened in April to consider all E-7 and E-8 candidates who participated in the February tests.

Of the 1144 selections, 993 were advanced to senior chief (E-8), and 151 were upped to master chief (E-9.) Nearly 50 per cent of the E-9s—71 of them, to be exact—were senior chiefs who took advantage of the exam to move into the top spot.

As in the initial grade hikes last fall, aviation machinist's mates, with 10 E-9s and 67 E-8s, led all other rates in the total number of those enlisted men selected.

Aviation ratings, as a group, once again led with 38 E-9s and 249 E-8s selected, but they were closely pressed by the Engineering & Hull, and Administrative & Clerical branches.

Advancements, broken down by rating, were:

Rating	E-8	E-9
Aviation Boatswain's Mate (AB)	10	2
Air Controlman (AC)	11	2
Aviation Machinist's Mate (AD)	67	10
Aviation Electrician's Mate (AE)	23	4
Aerographer's Mate (AG)	5	1
Aviation Storekeeper (AK)	10	2
Aviation Structural Mechanic (AM)	39	6
Aviation Ordnanceman (AO)	16	3
Aviation Fire Control Technician (AQ)	5	—

Service Requirements for Advancement in Rate

Enlisted personnel are eligible for advancement in rate when the following service requirements—as specified in Article C-7204, *BuPers Manual*—have been met:

E-1 to E-2

No specified time for advancement, may be effected upon completion of recruit training; otherwise four months' naval service.

E-2 to E-3

Six months in pay grade E-2.

E-3 to E-4

Six months in pay grade E-3.

E-4 to E-5

12 months in pay grade E-4.

E-5 to E-6

24 months in pay grade E-5.

E-6 to E-7 (Acting)

36 months in pay grade E-6.

E-7 to E-8*

48 months in pay grade E-7, and minimum total service of 11 years, eight of which must be enlisted service.

E-8 to E-9

24 months in pay grade E-8, and minimum total service of 13 years, 10 of which must be enlisted service.

*Must be serving as Chief Petty Officer, Permanent Appointment. Regulations pertaining to appointments to CPO permanent appointment are contained in *BuPers Manual*, Article C-7209.

THE BULLETIN BOARD

Aviation Electronics Technician (AT)	43	6
Boatswain's Mate (BM)	47	6
Boilermaker (B8)	1	1
Boilerman (BT)	37	6
Builder (BU)	4	1

Construction Mechanic (CM)	3	—
Commissaryman (CS)	35	6
Communications Technician (CT)	18	3
Damage Controlman (DC)	12	2
Disbursing Clerk (DK)	8	1
Draftsman (DM)	1	—

Dental Technician (DT)	5	1
Electrician's Mate (EM)	39	5
Engineman (EN)	43	7
Equipment Operator (EO)	4	1
Electronics Technician (ET)	31	5
Fire Control Technician (FT)	17	3
Aviation Missileman (GF)	2	—
Gunner's Mate (GM)	27	5
Guided Missileman (GS)	3	—
Hospital Corpsman (HM)	49	8
I. C. Electrician (IC)	13	2
Instrumentman (IM)	2	—
Journalist (JO)	1	—
Lithographer (LI)	1	—
Machine Accountant (MA)	3	—
Machinist's Mate (MM)	51	7
Mineman (MN)	2	—
Machinery Repairman (MR)	7	1
Musician (MI)	6	1
Nuclear Weaponsman (NW)	1	—
Opticalman (OM)	1	—
Photographer's Mate (PH)	7	1
Personnel Man (PN)	16	1
Parachute Rigger (PR)	6	1
Photographic Intelligenceman (PT)	1	—
Quartermaster (QM)	16	3
Radarman (RD)	19	3
Radioman (RM)	49	7
Steward (SD)	16	2
Shipfitter (SF)	25	4
Ship's Serviceman (SH)	11	2
Storekeeper (SK)	25	4
Signalman (SM)	15	2
Sonarman (SO)	15	2
Steel Worker (SW)	2	—
Torpedoman's Mate (TM)	16	2
Tradesman (TD)	4	—
Utilities Man (UT)	2	—
Yeoman (YN)	44	8

WHAT'S IN A NAME

Midway

This month, Midway, a little place which has loomed large in naval history, celebrates its centennial. Appropriately—for Midway's importance in the nation's defense keeps right up with the times—this month will also mark the completion of the first year of Airborne Early Warning flights from this strategic outpost.

The pear-shaped atoll, containing two main islands—Sand and Eastern—is only about six miles in diameter. Its discovery is credited to Captain N. C. Brooks, of the Hawaiian bark *Gambia*, who claimed it for the United States on 5 Jul 1859. He called the place Middlebrook Islands.

In May 1867 the North Pacific Squadron was ordered to take over Midway by Secretary of the Navy Gideon Welles, and that September CAPT William Reynolds, USN, of USS *Lackawanna*, formally took possession in the name of the United States. Thus, the Midway Islands became the first beyond our shores to be annexed by the U. S.

In 1869 Congress appropriated \$50,000 to dredge a channel into the lagoon, so that Midway could be used as a coaling station by ships trading with the Orient. The operation, directed by LCDR Montgomery Sicard in USS *Saginaw*, had to be abandoned after seven months, and *Saginaw* was wrecked on Kure Island on the return voyage. However, her crew was saved by a handful of volunteers who set out in the gig to travel some 1500 miles to Hawaii to seek help.

About 1900, poachers were found on Midway, killing off the island birds for their feathers. The foreign squatters became so numerous that President Theodore Roosevelt was concerned that others might claim the islands. So, on 20 Jan 1903, he placed Midway under the jurisdiction and control of the Navy Department. On 3 June of that year the poachers were ordered to leave.

It was also in 1903 that Midway became a relay station on the Pacific telegraph cable linking Honolulu and the Philippines.

By 4 Jul 1904, when President Roosevelt sent the first "round the world" cable message, the atoll was garrisoned by 20 Marines, and its population was about 100, including contractors' employees and cable-station personnel. Midway began to take on a new look as soil for gardens,

and farm fowl and cattle were imported.

In 1908 the Marines were withdrawn from the atoll. Until 1935, when Midway became a base for trans-Pacific commercial seaplanes, most Americans more or less forgot about the place. That same year, the Navy held Fleet maneuvers in the area.

When World War II began, Midway was one of the targets the Japanese hit on 7 Dec 1941. The islands were shelled for 23 minutes by a Japanese naval force.

Marine First Lieutenant George H. Cannon was commanding a battery of the Sixth Defense Battalion on Sand Island when he was wounded by the enemy shell-fire. However, he refused to be evacuated from his post until after his men, wounded by the same shell, were carried to safety, and he directed the reorganization of his command post until he was forcibly removed. Because of his utter disregard for his own condition he died from loss of blood. Posthumously, he became the first Marine to receive the Medal of Honor in World War II.

In June 1942, the Battle of Midway—one of the most decisive in naval history—was fought in the area. It was the turning point of the Pacific war, for it cost the Japanese four aircraft carriers and a high percentage of their most highly trained and battle-experienced carrier pilots. Our losses—one aircraft carrier, one destroyer and 150 aircraft—attest to the ferocity with which the battle was fought.

Now fighting to hold the peace, Midway is actively engaged in around-the-clock Pacific Barrier flights. It is also an important Fleet refueling station.

—George H. Tyler, BM2, USN.



Sea Tour Cut-Off Dates Announced for Navymen In Seavey Segment Three

Orders to shore duty under Seavey Segment Three (1959) will start going to men in the aviation and medical ratings beginning 1 Oct 1959.

BuPers Notice 1306 of 15 May 1959 established sea duty commencement cut-off dates for those ratings, and directed commanding officers to forward completed rotation data cards to appropriate PAMI by 15 July 1959.

While unforeseen allowance changes or other factors might make it necessary to hold certain personnel at sea beyond the Seavey year in some cases, they will still be ordered ashore before anyone in the next Segment. If being so held leaves a man with insufficient obligated service to be ordered to shore duty, he'll get an opportunity to extend or reenlist.

Sea-tour commencement cut-off

dates for Seavey Segment 3-59:

Rate	Date
ADC, 1, 2, 3, AN	Dec 57
ATC, 1, 2, 3, AN	Sep 57
ALC, 1, 2, 3, AN	Sep 57
AOC	Sep 57
AO1, 2, 3, AN	Dec 56
GFC, 1, 2, 3, AN	Jun 57
PRC, 1	Dec 57
PR2, 3, AN	Sep 57
AG1, 2, 3, AN	Dec 57
AKC, 1, 2, 3, AN	Sep 57
PHC, 1, 2, 3, AN	Sep 57
PTC	Dec 57
PT1	Sep 57
AQC, 1, 2, 3, AN	Jun 57
ACC, 1, 2, 3, AN	Dec 57
ABC	Dec 57
AB1, 1, 2, 3, AN	Mar 57
AEC, 1, 2, 3, AN	Sep 57
AMC, 1, 2, 3, AN	Dec 57
PT2	Jun 57
PT3, AN	Mar 57
HMC, 1	Jun 57
HM2, 3, HN	Dec 57
DTC, 1, 2, 3, DN	Dec 57

quencies and beamed to the 167 Armed Forces Radio Stations in various parts of the world for re-

broadcast on standard broadcast frequencies and to anyone who owns a shortwave set.

Summer Shortwave Schedule—AFRS New York

GMT	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1430	DATeline NEW YORK	DATeline NEW YORK	DATeline NEW YORK	DATeline NEW YORK	DATeline NEW YORK	DATeline NEW YORK	DATeline NEW YORK
1500	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS
1515	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE
1530	P A	THE JACK PAAR SHOW	THE JACK PAAR SHOW	THE JACK PAAR SHOW	THE JACK PAAR SHOW	THE JACK PAAR SHOW	P A
1600	N O R	NEWS-05	NEWS-05	NEWS-05	NEWS-05	NEWS-05	N O R
		MEET THE PRESS	GUNSMOKE	SUSPENSE	WHAT'S MY LINE	HAVE GUN, WILL TRAVEL	
1630	A M A	JOHNNY DOLLAR	RAY HEATHERTON	RAY HEATHERTON	RAY HEATHERTON	PARADE OF HITS	A M A
1700	NEWS-05	NEWS-15	NEWS-15	NEWS-15	NEWS-15	NEWS-15	NEWS-05
1715	P A N O R A M A	DICK CLARK BANDSTAND	P A N O R A M A	P A N O R A M A	P A N O R A M A	ALL STAR GOLF	P A N O R A M A
1800 1805	R A	NEWS-05	NEWS-05	NEWS-05	NEWS-05	NEWS-05	R A
		ARTHUR GODFREY	P A N O R A M A	P A N O R A M A	P A N O R A M A	NAME THAT TUNE	
1830	M A	FACE THE NATION	P A N O R A M A	P A N O R A M A	P A N O R A M A	AMERICAN ADVENTURE	M A
1900	NEWS-05	NEWS-15	NEWS-15	NEWS-15	NEWS-15	NEWS-15	NEWS-05
1915	P A N O R A M A	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	P A N O R A M A
1930	N O R A M A	MITCH MILLER	P A N O R A M A	P A N O R A M A	P A N O R A M A	FAMILY THEATRE	N O R A M A
2000 2005	R A	NEWS-05	NEWS-05	NEWS-05	NEWS-05	NEWS-05	R A
		PARALLEL	P A N O R A M A	P A N O R A M A	P A N O R A M A	CAPITOL CLOAKROOM	
2030	M A	RONI LANDRY SHOW	P A N O R A M A	P A N O R A M A	P A N O R A M A	FORTY SQUARED	M A
2100	NEWS-05	NEWS-15	NEWS-15	NEWS-15	NEWS-15	NEWS-15	NEWS-05
2115	P A N O R A M A	A M E R I C A ' S -- B U S I N E S S					P A N O R A M A
2120		FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	
2130		COUNTRY JAMBOREE	COUNTRY JAMBOREE	PRESIDENT'S NEWS CONFERENCE	COUNTRY JAMBOREE	COUNTRY JAMBOREE	
2200	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION
2215	ARMED FORCES DIGEST	HOUSE PARTY	HOUSE PARTY	HOUSE PARTY	HOUSE PARTY	HOUSE PARTY	STORYTELLER
2230	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY
2244	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF

Transmitter	Time (GMT)	Wave	Bearing	Beam Area	Transmitter	Time (GMT)	Wave	Bearing	Beam Area
WDSI-1	1430-2245 21.65 Mags	13.91 M	55°	Europe	WBOU-5	1430-2245 17.78 Mags	16.87 M	42°	Europe
WRUL-2	1730-2245-15.38-Mags	19.51 M	3°	Greenland	WBOU-6	1730-2245-15.27-Mags	19.60 M	42°	Europe
WRUL-3	1730-2245-17.71-Mags	17.86 M	160°	Caribbean	MUNICH	1430-2245 15.385 Mags	19.52 M	115°	Mid. East

Attack Transport Earns 'Red E' for Noble Effort

The attack transport *uss Noble* (APA 218) has won PHIBPAC's Assault Boat Insigne and Engineering "Red E" for the third straight year. The APA now wears two 'hashmarks' under its awards.

In 1957, *Noble* became the first ship in the Pacific Fleet to win the Assault Boat Insigne. This award of crossed anchors and an arrowhead indicates outstanding performance.

Tuning In On Summertime Network of AFRS New York

There have been some changes made in the new summer shortwave schedule of the Armed Forces Radio Service (New York).

In addition to the hourly news coverage, it will air at least as many (154) baseball games as last year.

"Panorama," which was originally a week-end service, will also be scheduled for Tuesday, Wednesday and Thursday, as well. This is a short wave service offering news, special events and feature items, special armed forces news, interviews with personalities in sports, movies and radio-TV.

The Armed Forces Radio Service originates both in New York (Atlantic service) and Los Angeles (Pacific service). Live and recorded programs are broadcast over ten 50,000-watt transmitters on different fre-

Report on Unemployment Compensation Applicable to Ex-Servicemen

You're nearing "nineteen and six" and the day that you will retire is near.

The word "retire" makes you feel a little nostalgic, but still it sounds good. However, most likely you and a majority of the other career Navy-men going out on 20 won't retire to a life of idleness. You now begin your second career.

To readjust yourself to this new way of life and your second career requires both time and money. Not everyone is fortunate enough to get out of the Navy and immediately

find a job if he needs the extra income to take care of his dependents.

Even with retirement/retainer pay a man could find it tough sledding during the transition period, especially with a sizable family to support.

That's one of the reasons Congress passed the "Ex-servicemen's Unemployment Compensation Act of 1958" (Public Law 85-848). The law provides unemployment compensation for ex-servicemen who are separated or retired from active service, regardless of their rank or rate,

while they seek employment.

As an ex-Navyman, you may receive these unemployment compensation benefits if:

- You have had 90 or more continuous days of active service in the armed forces (or less than 90 days if you were discharged or released because of a service-incurred disability or injury).
- Your service began after 31 Jan 1955, or, if your active service was begun on or before 31 Jan 1955 and was terminated after 27 Oct 1958.
- You have been discharged or released under conditions other than dishonorable, you have not received a bad conduct discharge, or, if an officer, you have not resigned for the good of the service.

To qualify for this unemployment insurance, you must visit the nearest local state employment service office of the state employment security agency to register for work and file a claim for unemployment benefits after you are separated from the Navy. If there is no office in your locality, you may ask the local postmaster for the address of the nearest office.

You will be paid these benefits, if eligible, by a state employment security agency under the provisions of the state unemployment insurance law (the U. S. government reimburses the state). However, your benefits will not start until after:

- The period covered by lump-sum terminal leave payments (the number of days after discharge or release equal to the number of days of unused leave which is compensated).
- The period covered by mustering-out payments (90 days after discharge or release if you get \$300, 60 days if you get \$200, and 30 days if you get \$100).
- Any period for which you are receiving an education and training allowance under the Veterans' Readjustment Assistance Act of 1952; a subsistence allowance under Part VII or VIII of the Veterans Regulation numbered 1 (a), as amended; or an education assistance allowance under the War Orphans' Educational Assistance Act of 1956.
- The applicable waiting period, if any, provided in the law of the

Shipboard Chuck Wagon Goes Over Big

A shipyard overhaul period is usually a hectic time at best. But when it includes extensive repairs to the ship's galley, the morale of the crew can drop.

Usually when this happens, the crew eats in the shipyard mess hall. All too often the mess hall is located a long distance from the ship's berth. Most times, the men must ride a bus to eat. Should they miss the bus, they are faced with the prospect of a long hike, a hurried meal, and another long hike back to the ship. The alternative is to miss the meal.

Few crews go for this and—regardless of what they say in their own mess hall—there are few sailors who don't prefer to eat food prepared aboard their own ship.

The PHIBPAC flagship USS *Eldorado* (AGC 11) was faced with this mulling problem during a yard overhaul. However, hers was an even bigger problem than usual. Not only was the crew's galley going to be out of service, but the dishwashing machinery and refrigerators were also scheduled for major repairs.

The ship's supply officer, LCDR Frederick C. Burgess, SC, USN, had a solution. He obtained a portable galley and two portable refrigerators and had them installed on the ship's helicopter deck. The supplies in the ship's reefers and necessary cooking utensils were transferred to portable units topside.

The portable refrigerators enabled the cooks to prepare meals along the lines of the same menus which have earned for *Eldorado* one of the top tributes that a crew can pay a ship—"She's a good feeder."

After being cooked, the food was carried in "squareheads" from the temporary galley, down two decks, to the steam line in the mess hall. Here the food was served in the usual manner.

The dishwashing process was something different, however. Since there was no portable dishwashing machine available while the old one was being replaced, dishes were washed on a "do it yourself" basis.

An assembly line of kettles and buckets was set up. After the meal, each man entered the assembly line. He placed his cup in a large kettle of hot, soapy water; his silverware in three buckets, one each for his knife, fork and spoon. Finally, the tray was scrubbed in a huge container of hot, soapy water. Another container provided a rinse bath. Supply and Medical Department officers continually insured rigid hygiene standards.

Although portable galleys and refrigerators have often been used by ships being overhauled, *Eldorado* believes that this is one of the first times a ship has used these items together with improvised "do it yourself" dishwashing.

state having jurisdiction over your claim.

Your benefit rights will be determined by the law of the state in which you file a claim for unemployment benefits.

All state laws contain the following provisions regarding eligibility for benefits. The applicant must be unemployed; must register for work and file a claim at a local state employment office; must have had a certain amount of active service in the armed forces, within a base period of one year specified in the state law; must be available for work; and must continue to report at the local employment office, as directed.

There's always a possibility that an individual can be disqualified for benefits, as provided in all state laws. The most common reasons for disqualification include: quitting a civilian job voluntarily without good cause; being fired for misconduct connected with the civilian job; and refusing a suitable job without good cause.

The amount of weekly unemployment benefits and the number of weeks a person will receive them depend upon the law of the state having jurisdiction over the claim. State laws provide varying amounts of benefits, depending on pay and allowances applicable to your pay grade at the time of separation from active military service and any other state-covered earnings you have had in your base period. The weekly amounts range from \$26 to \$45, and periods range from 16 to 30 weeks in a benefit year. These weekly benefits are increased in some states by allowances for dependents.

To make a claim for unemployment compensation, the following records are needed:

1. Separation Form DD-214.
2. Social Security Card.
3. Record of employment, if any, both before and after military service.

In the event your claim for unemployment compensation is disapproved and you are declared ineligible for or disqualified from benefits, you have the right to appeal that is provided in the applicable state law. However, the federal law provides that the appropriate federal agency's determination of your active military service, your pay grade at the time

R. Varesi, ADAN, USN



"That catapult never works right!"

of discharge or release from active military service, and the type of discharge or release which you received from such service shall be final and conclusive. If you believe that the information on your separation document is incorrect, you may ask for a review by the appropriate federal agency.

Extreme care should be used in filing claims. Persons making a fraudulent claim are subject to a fine or imprisonment, or both. If you make a mistake in giving information when you file your claim, notify the local office as soon as you discover the mistake, in order to avoid penalties.

Persons residing outside the United States after being separated are not eligible for unemployment benefits until they return to the States or Puerto Rico or the Virgin Islands.

Once Again It's a Happy Tale of WO

Three first class and 21 chief petty officers have been issued temporary appointments to Warrant Officer, W-1. The appointments were made from an eligibility list established by a selection board in 1958.

The appointments were broken down into the following designators: Boatswain (7132), four; Surface Ordnance Technician (7232), three; Machinist (7432), four; Electrician (7542), two; Aviation Electronics Technician (7612), one; Communications Technician (7642), one; Electronics Technician (7662), three; Aerologist (8212), one; Photographer (8312), one; Civil Engineer Corps Warrant (8492), four.

Earlier in the same month announcement was made of the appointment of six first class and 21

CPO's to Warrant Officer, W-1.

The Regular Navy appointments at that time were broken down into the following designators: Boatswain (7132), four; Aviation Ordnance Technician (7212), one; Mine Warfare Technician (7342), one; Aviation Maintenance Technician (7412), one; Machinist (7432), four; Electricians (7542), seven; Aviation Electronics Technician (7612), two; Electronics Technician (7662), one; Ship Repair Technician (7742), two; Medical Service (8172), two; Dental Service (8182), one; Civil Engineer Corps (8492), one.

Seaman School Trains Sailors on USS Tweety

If you're a seaman apprentice at the Naval Air Basic Training Command, Pensacola, Fla., you're going to qualify as a seaman in a jiffy—or the leading PO in the new Seaman School isn't Bo'sun's Mate Joseph W. Hooker.

The eight-day school gives CINABATRA seaman apprentices instruction on such subjects as watch standing, uses of sound powered telephones, steersman duties, knotting and splicing, ship recognition, UCMJ, gunnery (which includes small arms and types of ammunition), and General Quarters.

Besides the classroom instruction, students practice on a mock-up of a destroyer escort known as USS *Tweety*. The ship is also used by Naval Reservists in the area. On the bridge of *Tweety*, students are taught to use navigational and signaling gear. Students are usually taken aboard USS *Antietam* (CVS 36) where they can see firsthand the duties of a seaman.

The school was set up at NAAS Whiting Field (near Pensacola) under the Information and Education Officer, LTJG Wayne E. Loy. The station had found that the average seaman apprentice coming aboard has experienced no sea duty. At the end of his shore duty, he would probably be going aboard ship as an inexperienced man. Hooker, who conducts most of the classes, hopes to remedy this.

At the end of the eight-day course, instructors who come from the Base's MAA force, give a final written examination. If an SA passes, he's advanced to Seaman.

Another Report? There's a Good Reason for the New ODCR

SHIPS AND STATIONS throughout the Navy have now begun to receive their regular monthly copies of the new Officer Distribution Control Report (NavPers 2627), which will eventually replace the Roster of Officers (NavPers 353).

In format the ODCR is quite similar to the Roster of Officers, except that the new report contains a number of additional items used in controlling assignments. Once the report comes into full use it will help the Navy to employ the special skills, experience and training of its officers better, and it will benefit the individual by making more accurate, complete and up-to-date information about him available to those who must decide on matters affecting him.

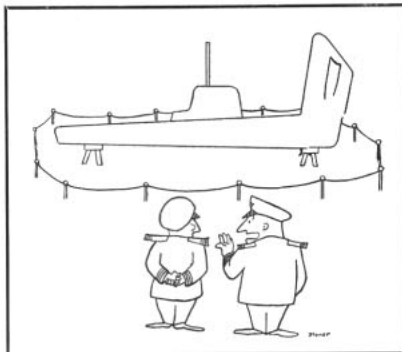
Before the ODCR was adopted, a thorough study was made of the essential reports needed for effective officer personnel administration, and an integrated data processing information system was designed and developed.

The ODCR is part of the new Naval Manpower Information System, built around the Electronic Data Processing Center at this Bureau. Plans for the NMIS were approved by the Chief of Naval Personnel in June 1956, and the Data Processing Center "opened for business" in July 1958. (See ALL HANDS, September 1958.) Besides the large-scale, electronic digital computers, which is the heart of the Data Processing Center at the Bureau, the system includes master magnetic tape records on personnel, billets and activities and a streamlined reporting system for keeping the master tape files up-to-date.

The master magnetic tape record on active duty officers was designed to contain essential items of information which: identify each officer; record his formal education, completion of naval schools and qualifications attained; and briefly summarize his past duty assignments.

To get the magnetic tape files started, available data was consolidated by the Bureau from various punched card files and officer

All-Navy Cartoon Contest
D. R. Stoner, PN3, USN

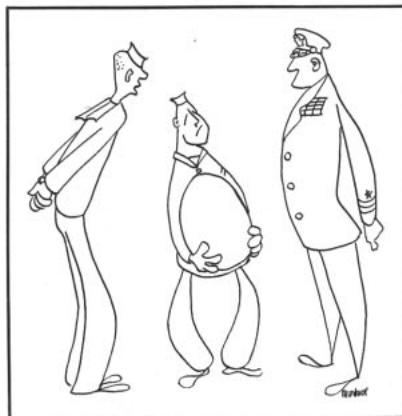


"They'll go nuts trying to figure out where the torpedo came from."

records—particularly the Officer History Card (NavPers 765) and the Officer History Supplement and Preference Card (NavPers 765A). In this way, a "Data Bank" on active duty officers has been established, so that the digital computer can be programmed to compile the reports needed for effective officer personnel administration.

Copies of the inaugural ODCR, prepared from information on hand at the Bureau, were mailed out to each ship, station and unit in March of this year, so that the master tape could be corrected and data known at the activity level could be added to it when the reports were returned. The resulting changes, corrections and additions have now been taken care of on the master tape record, and in May the Bureau started the

All-Navy Cartoon Contest
L. Murdock, SMSN, USN



"He said he found it in the crow's nest, Sir."

regular monthly mailing of the report to all activities so that further changes can be entered in the record as they occur.

From these regular monthly copies, an activity will be able to tell whether or not the items for which it is responsible are still correct and up-to-date. Any changes are to be reported to the cognizant Personnel Accounting Machine Installation (PAMI), using the Officer Personnel Diary in accordance with NavPers 15,642—Instructions for the Navy Personnel Accounting System, Part I.

The new report will fill three basic needs:

- First—Each month, it will provide distribution officers at the Bureau and in the field with the comprehensive collection of information now available through the Roster of Officers (NavPers 353).

- Second—It will give each naval activity a current and projected officer status report compiled from Bureau records.

- Third—It makes it possible for the master tape record to be verified and kept up to date just by an activity reporting corrections and changes on the Officer Personnel Diary.

Activities will have primary responsibility for seven items on the report. These are:

- The assignment of Billet Sequence Codes to officers, except in certain cases. (Since commanding officers are assigned by the Bureau, they are among the exceptions.)

- Date assigned to Primary Billet.

- Date Reported.

- Date Dependents Arrived on Overseas Station (DOS)—if applicable.

- Occupying Public Quarters with Dependents (OPQ)—if applicable.

- Collateral Duties.

- Duties in Training For and Prospective Qualification Date.

The Officer Distribution Control Report will have many important applications. For instance, it will be used to compile strength reports, to determine personnel re-

quirements and allowances and to analyze and record the qualifications which officers have gained through experience in billet. Because of its importance, commanding officers have been instructed to become thoroughly familiar with it and the new reporting system.

The report is considered a forward step toward streamlining the flow of personnel information and reducing the number of reports which each activity must now prepare. In the past, whenever new information not readily available in the Bureau was needed, it was often necessary to request new reports from the field. However, the new system should sharply reduce the need for such reports, because of the comprehensive data bank which can now be maintained on magnetic tape.

The new report and reporting system were introduced in BuPers Inst. 1301.32.

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

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn I, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

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

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

In Love and War (1295) (C) (WS): Drama; Robert Wagner, Dana Winters.

Man of the West (1296) (WS): Western; Gary Cooper, Julia London.

Rally Round the Flag Boys (1297) (C) (WS): Comedy; Paul Newman, Joanne Woodward.

Lonely Hearts (1298): Drama; Montgomery Clift, Robert Ryan.

Some Came Running (1299) (C) (WS): Drama; Frank Sinatra, Dean Martin.

The Sheriff of Fractured Jaw (1300) (C) (WS): Comedy; Kenneth More, Jayne Mansfield.

Gunsmoke in Tucson (1301) (C) (WS): Western; Mark Stevens, Forrest Tucker.

I Was Monty's Double (1302): Drama; John Mills, Cecil Parker.

Auntie Mame (1303) (C) (WS): Comedy; Rosalind Russell, Forrest Tucker.

Frontier Gun (1304) (WS): Western; John Agar, Joyce Mathews.

Tom Thumb (1305) (C): Fantasy; Russ Tamblyn, Alan Young.

Nowhere to Go (1306): Drama; George Nader, Maggie Smith.

The Mating Game (1307) (C) (WS): Comedy; Debbie Reynolds, Tony Randall.

King of the Wild Stallions (1308) (C) (WS): Western; George Montgomery, Diane Brewster.

The Hanging Tree (1309) (C): Western; Gary Cooper, Maria Schell.

A Night to Remember (1310): Drama; Kenneth More, Ronald Allen.

Notorious Mr. Monks (1311) (WS): Drama; Vera Ralston, Don Kelly.

Born Reckless (1312): Drama; Mamie Van Doren, Jeff Richards.

Speed Crazy (1313): Drama; Brett Halsey, Yvonne Lime.

Al Capone (1314): Drama; Rod Steiger, Fay Spain.

Preparatory Course Available For Professional Engineer

If you're a Navy engineer interested in preparing for examinations leading to registration and licensing as a professional engineer, a new extension course is available to you.

Entitled "Professional Engineer Preparatory Course," it is being offered by the U. S. Army Engineer School, Ft. Belvoir, Va.

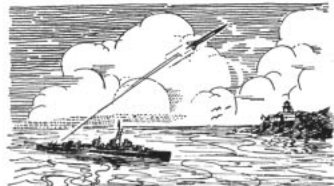
Designed for engineers preparing for licensing examinations, the course is flexible enough to provide a study program regardless of the extent of your training and experience.

Any Navyman as well as any member of the armed forces or any career government employee who qualifies may enroll. The course is administered by correspondence in a manner similar to the Navy's officer correspondence courses. No promotion credit is granted for completion.

Information and enrollment applications may be obtained by addressing Commandant, U. S. Army Engineer School, Ft. Belvoir, Va.

The giant strides which have been taken toward the conquest of space—we learn from NOL's newspaper "report"—have focused attention on some rather glamorous missiles such as *Vanguard*, *Atlas* and *Jupiter*. But less well known are the workaday missiles used in research.

An example of these research missiles is the sounding rocket *Dart*, developed to measure airblast shock waves in nuclear explosions. In measuring these shock waves it was necessary to place a series of identical payloads in a large number of points in space at a given time and then return them by parachute to the ocean



surface for recovery. Altitude requirements ranged from 2000 to 15,000 feet.

The rocket has two basic parts, the booster and *Dart* itself. *Dart*, which measures six inches in diameter and six feet in length, contains a nose cone, the instrumentation payload, parachutes and recovery gear. It is separated from the booster at time of burnout by drag and continues on a ballistic trajectory.

The rocket operates like this: before firing, a timer contained in the *Dart* is started. After firing and during the period of thrust, the rocket is held together. At the end of the thrust period, drag forces acting on the sys-



tem cause the missile and the propulsion unit to separate. Later, the timing unit starts the recorder. Still later, the parachute is released and at parachute opening the nose cone breaks free of the *Dart*, exposing the pressure probe. Simultaneously, a smoke grenade is fired to aid in determining *Dart's* position. A few seconds before the arrival of the shock waves, the *Dart* is sealed and the system is ready to record.

The water recovery system consists of a balloon, which is inflated after water contact and raises an antenna, and a small radio transmitter to lead the recovery team to the payload.

BOOKS

LOTS OF GOOD, NEW VOLUMES HEADED FOR NAVY LIBRARIES

THREE BOOKS concerned with World War II and two with the cold war of today, plus a Navyman's autobiography, have been selected for review this month. You'll find some of these, and many others, at your ship or station library. Drop around and see what's new.

The Nine Days of Dunkirk, by David Divine, and *D-Day*, by David Howarth, form a dramatic contrast. The first describes one of the darkest periods faced by the Allies; the second, their victorious return.

Dunkirk has been called "the most dramatic withdrawal in modern history" and a turning point of World War II. For his version, Divine has tapped many sources—enemy and allied, official and personal, general and private—to create a vivid tale of pure heroism. He tells of the famous rescue armada, which included 848 ships of all sizes and shapes from destroyers and channel ferries to fishing smacks and private yachts, which carried, under a storm of German bombs and shells, more than a quarter million men across the channel to England and safety.

As Howarth says in his foreword to *D-Day*, several technical military works and generals' memoirs have been written about the invasion of Normandy. However, his primary interest lies in the experiences of the men who landed in the night and dawn of 6 Jun 1944. He tells what it's like to be dropped from the sky that morning, or pitched ashore from a landing craft on a hostile beach—and he does a superb job. But there's more to it than that. The first section of his book gives a picture of England and the tremendous preparations; the paper work, weather forecasting, the assembling and training of men and machines, the secrecy, the last minute changes and emergencies and then, finally, the unleashing of the gigantic forces accumulated. Then comes the sections on the air drops, followed by the landing itself—all kinds of ships, landing craft, submarines, tanks, planes, parachutists, infantry. He gives enough official background to form a frame of reference for the men's experience, but no more than necessary. He succeeds in making

history exciting and interesting.

One Man Band, by RADM Ben Bryant, RN, is exciting enough but in a category different from *D-Day*. The author joined the British submarine service before World War II and, when it arrived, became a distinguished sub skipper. He took part in the grim Norwegian campaign, survived the hazards of depth charges, ramming and suffocation. He landed and picked up agents in Occupied Europe, and preyed on Rommel's supply lines to North Africa. USN submariners will be interested to observe how their same occupation was followed on the other side of the Atlantic.

Two books are concerned with our relations with the Soviet Union. *Protracted Conflict* by Robert Strausz-Hupe, William R. Kintner, James E. Dougherty and Alvin J. Cottrell is, says the publisher, the first book to analyze and portray the Communist threat in terms of strategy and tactics. The authors maintain that we are in the midst of a world revolution which the Communists believe they are historically destined to lead and out of which they hope to create a new world order. Only by under-

Navy Walking Libraries And Talking Books

In a hospital, reading is an effective remedy for boredom and worry, so the Naval Library Program makes a special effort to please hospitalized "customers."

For bed patients who can't get to the library, the library goes to them through regular book cart service, and if the book the patient wants isn't on the cart, he can usually order it. In addition, such special reading devices as "talking books," mechanical page turners and projected books are available when needed.

One such library, located at the Naval Hospital, San Diego, Calif., recently celebrated its 36th anniversary.

The library started out in 1923 with 3400 volumes on its shelves.

Today, its "customers" have more than 29,000 books at their disposal, including a good-sized medical library.

standing the principles and methods of the strategy of protracted conflict will we be able to combat it effectively.

War and the Soviet Union by Herbert S. Dinerstein offers the thesis that the appearance of nuclear weapons and of vastly improved vehicles for their delivery has caused the great powers to re-examine their fundamental ideas about warfare. In the Soviet Union, this re-examination did not begin until after the death of Stalin; then a controversy on military theory continued until it was finally resolved with Malenkov's political defeat. Here, Dinerstein gives an account of this controversy and of the military and political consequences of this revolution in Soviet thinking. It also provides a record of the views now held by Soviet leaders on the questions of preventive war, preemptive blows and nuclear warfare.

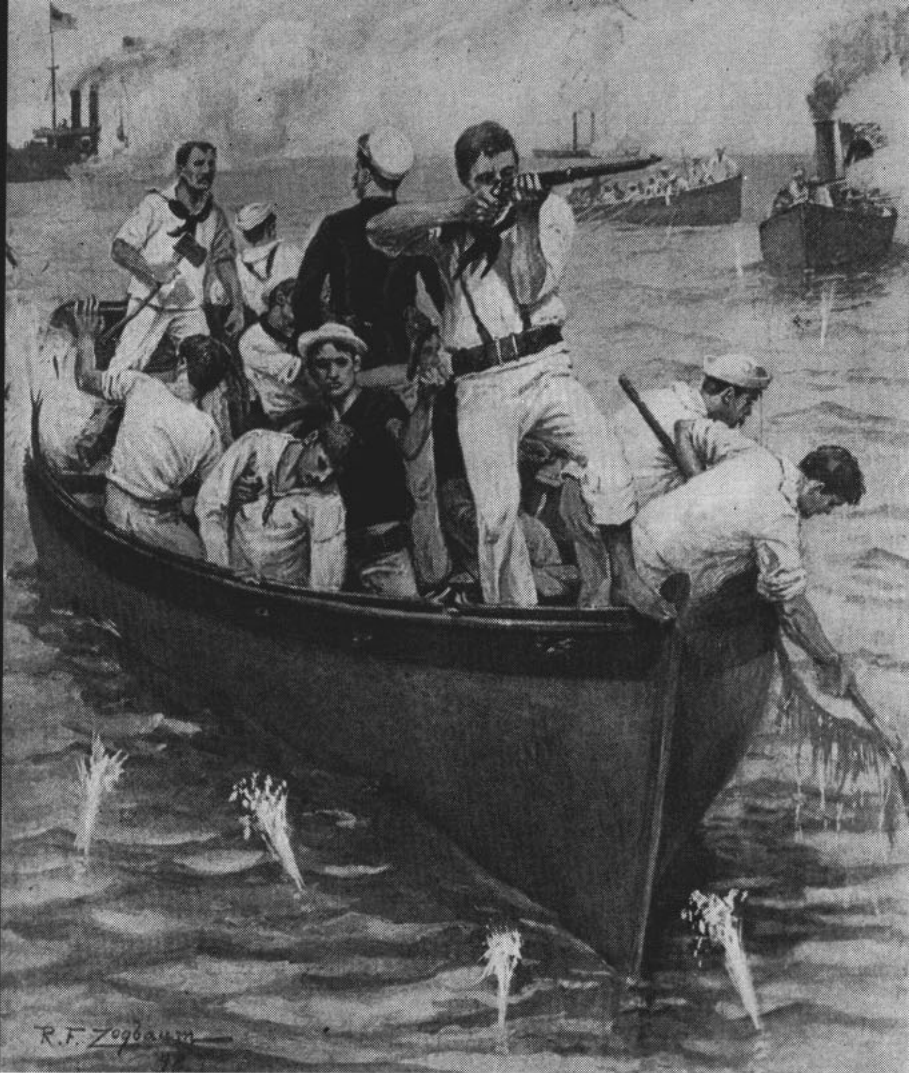
In *Navy Surgeon*, RADM H. Lamont Pugh, USN, MC, (Ret.) tells the story of his life from his boyhood days in backwoods Virginia to his retirement. Except for an enlistment in the Marine Corps during World War I and the time spent in medical school, his entire life was spent in medical practice or administration in the Bureau of Medicine and Surgery. His medical experiences range from those of an intern (as a lieutenant) to Surgeon General (as a rear admiral).

Two items of fiction lighten this month's list. *Adams of the Bounty* by Erle Wilson, offers another version of one of the greatest sea stories of our literature. Here, Wilson disputes the usual approach which makes Fletcher Christian the hero and Bligh the villain. He places in a different light the plot to seize the ship; the flight and the settlement of Pitcairn Island; the disputes and the massacres—first of the whites and then of the Polynesians—and the final acceptance by Adams of the leadership he had earlier avoided.

The Scarlet Feather by Dale Van Every, is another frontier novel with the usual complement of Virginia gentry uprooted from their homes and forced to settle in the rough and untamed wilderness of the Ohio country, renegade whites, bad Indians and good Indians. A number of fair young maidens, plus an overabundance of suitors, also happen to be involved in the carrying-on.

CUTTING THE CABLES AT CIENFUEGOS

During much of the Spanish-American War, the U. S. Navy held virtual control of the sea. In Cuba, only one loophole remained to be stopped—communications to and from Havana. This tells how it was accomplished.



At the outbreak of war in 1898 between the United States and Spain, the Fleet at Key West had its tasks laid out. The immediate responsibility was to establish a blockade of the island of Cuba—then a Spanish colony with many dissident elements.

The blockade became virtually effective along the entire coastline of Cuba, preventing the landing by Spanish forces of food supplies and munitions, as well as cutting off communications.

This, however, was not enough. Spanish General Blanco at Havana was still in direct communication with many of the islands of the West Indies by ocean telegraph cables, and thence with the home government at Madrid. To cut these cables and thus destroy the Spanish telegraphic lines of communication, preventing the authorities at Madrid and at Havana, and the ships of Admiral Cervera's fleet, from sending or receiving information, was of the utmost strategic importance.

Here is a report by Navy LT Cameron Winslow, who played an important part in this assignment.

SHORTLY BEFORE SUNDOWN on May 10, signal was made directing the commanding officer of USS *Nashville* and me to repair on board *Marblehead*.

On our arrival on board that vessel, we were informed by Commander McCalla that he intended to make an attempt at daylight the following morning to cut the ocean telegraph-cables; that an expedition of boats under my command would be sent in to endeavor to find and

cut the cables landing near Colorados lighthouse, that the expedition would be opposed by a force of the enemy, and that *Marblehead* and *Nashville* would shell the country and attempt to dislodge the enemy or silence his fire.

I was told that I could have the steam-cutter and the sailing-launch of *Marblehead* and the steam-cutter and the sailing-launch of *Nashville*, and that Lieutenant E. A. Anderson of *Marblehead* would accompany the expedition as second in command. I had no further orders as regards the fitting out of the expedition, the details being left entirely to my own judgment.

I decided, after conference with Lieutenant Anderson, to take no more men in the sailing-launches than just enough to do the work. Each sailing-launch pulled 12 oars; the crew, therefore, consisted of 12 men and a cockswain. The only men additional to the crew were to be the blacksmith and a carpenter's mate, making, with the officer in the boat, 16 men in all.

HALF OF THE MEN were to be armed with revolvers and the other half with rifles. A few extra rifles and an ample supply of ammunition were to be put in the boats.

The tools for cutting the cables, to be carried in each sailing-launch, consisted of cold-chisels, blacksmiths' hammers, a heavy maul, a block of hard wood with

From "Cable-Cutting at Cienfuegos" by Lieutenant Cameron McR. Winslow, USN, pp. 708-717, *Century Magazine*, March 1899, Vol. 57.

iron plate for its upper surface, an ax, wire-cutting pliers, and a hacksaw. Coils of stout rope and grapnels of different sizes were to be used in grappling the cables and bringing them to the surface.

Having previously seen some service in connection with laying ocean cables, I was perfectly familiar with the character of the cable to be dealt with, and fully realized the difficulties to be encountered. Owing to the chafing on rocks and other irregularities of the bottom, due to the swaying of the cable with the motion of the waves and tides, it is customary to use very large and heavy-armored cable, specially protected, for the section reaching from the deep water to the shore. This is known as the "shore end." So far as the cutting of the cable was concerned, it was equivalent to cutting through a bar of iron about as thick as a man's wrist.

The cable-house which received the shore end of the cable was a small cubical box of a house, built of the same white stone as the lighthouse.

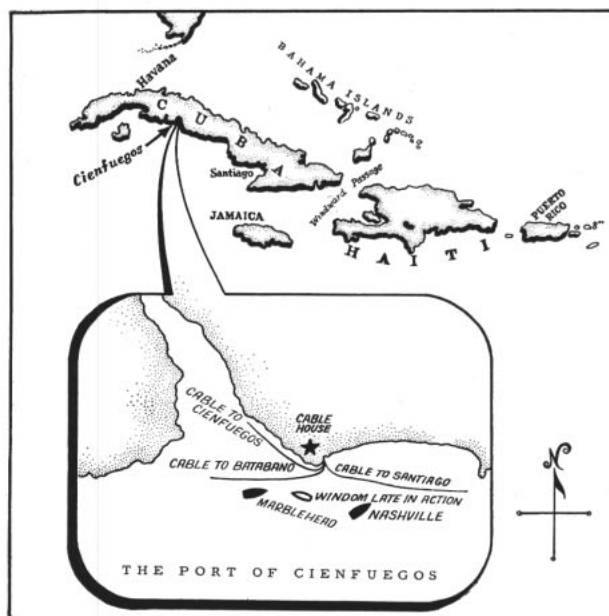
Before leaving *Marblehead*, I went on the bridge with Commander McCalla, and with our binocular glasses we carefully examined the shore line and the country about the cable-house. Leaving Lieutenant Anderson to select the crews and fit out the boats of *Marblehead*, I returned to *Nashville*.

On board *Nashville* a few changes were made in the regular crews of the boats, such men as were physically unqualified for the work being replaced by others. That night the boats were equipped and all preparations made for the expedition.

THE FOLLOWING MORNING at early dawn, Commander Maynard and I were again signaled to repair on board *Marblehead*, where we received our last instructions. The orders were, briefly, to cut the cables landing to the east of the lighthouse and drag them into deep water, cutting off as much as possible of the ends.

My own individual orders were very brief. I was simply to cut the cables as directed above, and under no circumstances to land. Just before leaving *Marblehead*, I went on the bridge with Commander McCalla, and as

MAP SHOWS location of cable cutting operations by American ships to stop Cuban communications in 1898.



the ship steamed inshore to within a mile of the cable-house, we made a last examination of the enemy's position. Just back of the cable-house was a rocky bluff behind which one might find safety even from the shell fire of our ships. All over the slope of this part of the hill were rocks, trees, and chaparral, rendering an enemy invisible, as well as affording him good protection.

At half-past six *Nashville's* boats were ready, and after a careful inspection to see that they were properly equipped, the boats shoved off from the ship's side, and were soon joined by *Marblehead's* boats.

At a quarter to seven *Nashville* signaled, "Ready," and *Marblehead* immediately answered, "Execute orders."

Almost immediately *Marblehead* opened fire, and hardly had the boom of her first gun died away before *Nashville* took up the firing, both ships firing deliberately with main and secondary batteries.

AT FIVE MINUTES TO SEVEN, while the ships were still firing, the flotilla of boats steamed across *Nashville's* bows and headed for the land, *Nashville's* boats leading, the steam-cutters towing the launches. Soon the shells were bursting all about the cable-house and the rocky bluff in its rear. In a few minutes the house was struck, the shells apparently piercing both the front and rear walls and bursting against the rocks of the bluff behind. As the boats neared the land, the ships slackened their fire, and the steam-cutters began firing on the rifle-pits. When three or four hundred yards from the shore, fearing to ground the steam-cutters on the reefs, they were ordered to let go the tow-lines and take position in rear of the launches and on their starboard quarter.

The deep water off the coast made futile any effort to grapple the cables where the bottom could not be seen through the clear water. As we neared the land, a cavalryman on a white horse left the beach and galloped at top speed up a rugged path leading over the ridge. The sharpshooters in the steam-cutters tried to stop him, but, from the uneasily tossing boats, their aim was inaccurate, and he disappeared.

This man carried the news of our attack to Cienfuegos, and soon reinforcements were marching to the scene of action. He was the only cavalryman in view after the firing began; the others were, in all probability, killed by our shellfire in the early part of the bombardment.

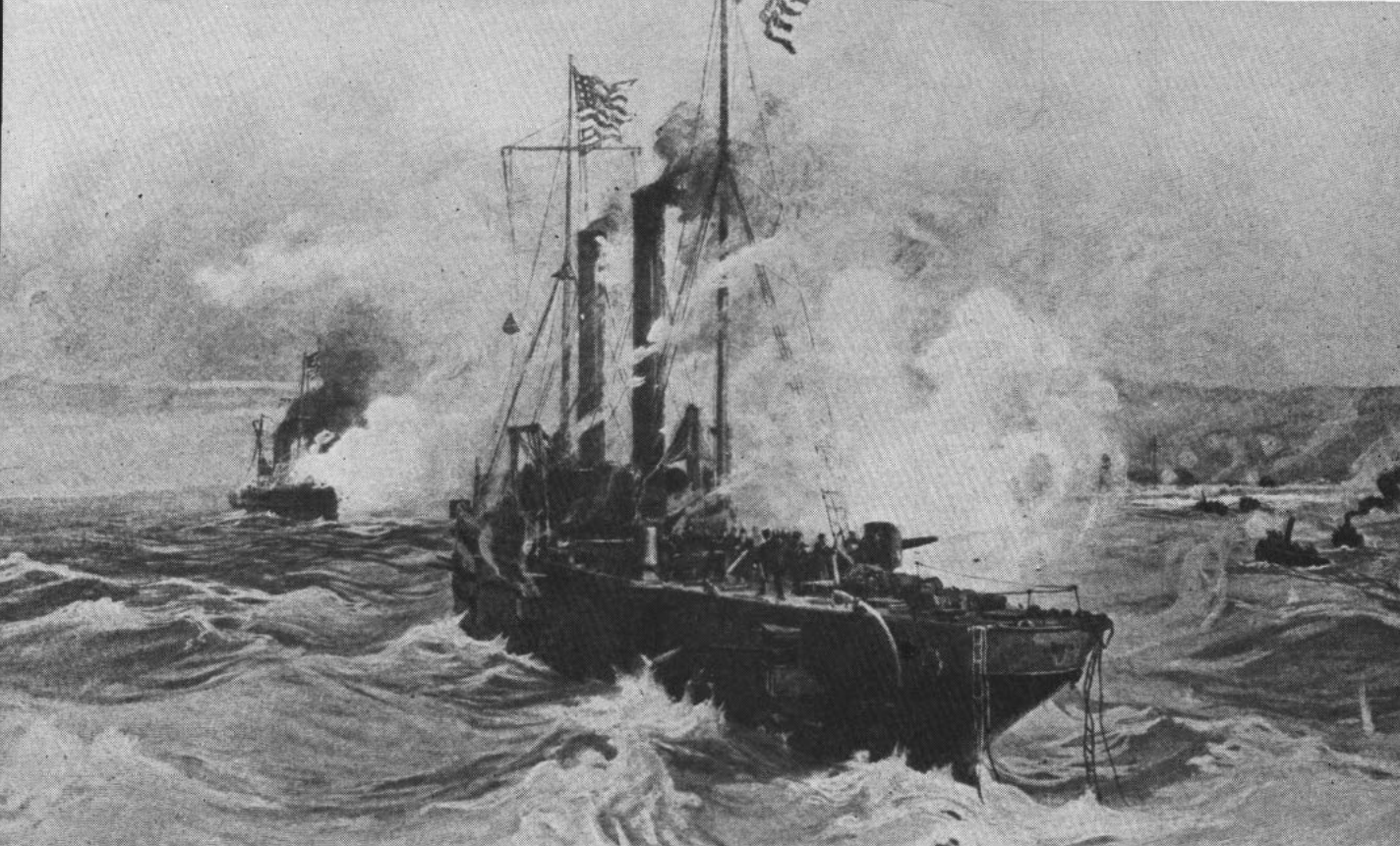
Keeping a good lookout for rocks and reefs, the boats pulled steadily on, the inaccurate Cuban charts giving us little information as to the distance from the land at which we should find shoal water.

Nearer and nearer the boats approached the land, and it seemed that we should not sight the bottom at all.

We were now within about a hundred feet of the shore-line, and with the eastern end of the rifle-pits about fifty feet farther back.

Suddenly the dark patches of coral cropping up from the white sand of the bottom were seen through the clear water, 30 or 40 feet in depth. The grapnels were at once thrown overboard and the dragging began in earnest.

Hardly had the boats moved a length before the grapnels caught under the coral rocks, and it became evident that the cables would have to be sighted before they could be grappled. Then the boats pulled in close, *Nashville's* launch nearest the rifle-pits, until the water shoaled to less than 20 feet, the steam-cutters, a couple of hundred yards outside the fire of the rifle pits, holding the enemy down in the trenches.



FIRE AWAY—USS Nashville (foreground) and USS Marblehead blast enemy shore as boats move in to chop cables.

ALMOST IMMEDIATELY *Marblehead's* launch, a hundred yards to the eastward of *Nashville*, hooked the cable leading to Santiago. At the same time a cable, probably the one already grappled, was sighted by *Nashville's* boat. Without making any attempt to hook this cable, *Nashville's* launch went to the assistance of the other boat.

Both boats had now hooked the cable, and 30 strong men were laboriously lifting the dingy object from its bed 20 feet below. The heavy cable, laid taut along the bottom, seemed to weigh tons.

As it was dragged to the surface, ropes were passed under it, and it was gradually worked over one corner of the stern of the boat, and then by sheer force was dragged into the boat and lifted over the rollers on the bow and the stern.

The task of lifting it into the other boat was easier. After both boats were under the cable, one ahead of the other, the steam-cutters took tow-lines from the leading boat and went ahead at full speed.

The men in the launches, by heavy hauling and the assistance of the steam-cutters, slowly underran the cable. This cable was laid in a southerly direction until a depth of about two fathoms was reached, then the direction was changed sharply to the eastward and followed the line of the reef.

At this point *Nashville's* launch stopped and began to cut the cable. Axes and cold-chisels were tried, but the hack-saw, a small hand-saw about nine inches in length used for cutting metals, was found to be the most effective. With this saw, by frequently changing the men using it, the cable was cut through in from 20 minutes to half an hour.

WHILE THE CABLE was being cut at this point, *Marblehead's* launch was working to the eastward, dragging

it across the boat. Having made the first cut, *Nashville's* launch, following *Marblehead's* launch, underran the cable, bending it and coiling it down in the stern-sheets and across the gunwale of the boat, it being the intention to throw it overboard in deep water or carry it off to the ship.

This cable was underrun until it was found to pass under a ledge from which it could not be disengaged.

While attempting to drag it clear of this ledge, a heavy sea, rolling in, swept over *Marblehead's* launch, which, being held down by the cable, was unable to rise to the sea.

After this narrow escape from swamping, no further effort was made to underrun more of this cable, and it was again cut, this time by the men in *Marblehead's* boat, the end left in 13 fathoms of water. The piece taken out was about 150 feet in length.

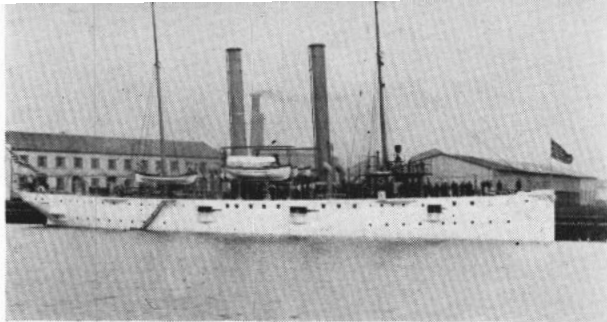
Up to this time the firing from the enemy had been desultory and ineffective, and no attention whatever had been paid to it by the working parties in the boats.

After cutting the cable leading eastward to Santiago, and without waiting to rest the men, we proceeded to search for the cable leading westward to Batabano.

In order not to make the mistake of picking up the cable which had already been cut, we pulled to the southward and westward of the cable-house, and approached the land to within 60 feet, as close as possible without wrecking the boats on the jagged shore.

WE WERE NOW DIRECTLY in front of the rifle-pits and hardly 100 feet from them.

The ships, realizing the danger of our position, increased their fire until it became a furious cannonade, the shells passing so close over our heads that the crews instinctively ducked as they went by and burst against the rocks beyond. They seemed to be coming closer.



READY TO GO—USS *Nashville* played important part in Spanish-American War by cutting cables at Cienfuegos.

Marblehead was directing her fire particularly close to us, and her excellent gun practice, due to months of hard work before the war, excited our admiration, though our situation was uncomfortable.

The shells could hardly have come closer to us without hitting the boats. We realized that we had to take the chance of an accidental hit from our ships or receive the fire of the enemy at pistol-range, and the men worked on in disregard of both.

We soon located the cable, but found it very difficult to hook it with the grappels, as the sea, striking the coral shore, rolled back against the boats, disturbing the surface of the water, and making it hard to see the bottom. When finally hooked, this cable was harder to lift than the other, as it was laid even more taut along the bottom, and the rough water knocked the heavy boats together, breaking and almost crushing in their planking.

The men were becoming very tired. I urged them to increase their efforts, working with them myself. I told them that we should soon be under heavy fire unless we finished and got away.

Whenever the ships slackened their fire, the enemy would begin firing, probably from the lighthouse, and then, as my attention was called by one of the men to the bullets dropping in the water about us, I would order the steam-cutters to open fire, the ships immediately resuming the bombardment on seeing our boats engaging the enemy. Occasionally, when the men could be spared for the work, a couple of them were directed to open fire from the launch with their rifles.

This was all the fighting that we in the working boats did until after the second cable had been cut. This cable was lifted and handled just as the first one had been, *Marblehead's* launch cutting the inshore end, and *Nashville's* launch underunning it to the westward and making the offshore cut. Out of this cable a piece about 100 feet in length was taken and coiled down in *Marblehead's* boat.

WHILE LIFTING the second cable, we discovered a third, much smaller in diameter than the others, near by. Its appearance indicated that it was not an ocean cable, and I surmised that its purpose was to connect the cable-house with Cienfuegos, which we afterward learned to be true. Although the important part of the work had already been accomplished, I determined to make an effort to cut this small cable, knowing that it was of little importance, but believing that the work could be quickly done.

At this time the ships had almost ceased firing, and the enemy had apparently given up the attempt to drive the boats away. We could see nothing of the Spaniards.

The reinforcements had, however, reached the enemy, and while the scene was one of tranquillity, the Spaniards were creeping through the chaparral, occupying the

trenches and light-house, and extending their firing line along the ridge and down its slope. They took their position skilfully and with courage.

The boats were now trying to hook the third cable, but the freshening breeze roughened the surface of the water, making it difficult to see the bottom and to keep the boats clear of the coral rocks.

It was slow work, instead of being easy, as we had anticipated. Many times the boats crossed over the cable, failed to grapple it, and drifted away to within a boat's length of the shore, almost in the angry water of the seas rolling in and breaking on the rocky shore. After many efforts the cable was finally grappled, *Nashville's* boat being not more than 50 feet from the shore and *Marblehead's* a boat's length farther out, both boats being within 200 feet of the trenches and directly in front of the demolished cable-house.

In *Nashville's* launch we were trying to bring the cable to the surface at the bow of the boat, and I was forward superintending the work.

Suddenly the enemy opened fire with their Mauser rifles. We could not tell from what direction the fire came, as the smokeless powder gave no sign of their position, and the wind blowing in from the sea carried the sound away from us, or else it was drowned by the roar of the breakers.

We saw the splash of the bullets in the water about us, and I ordered the steam-cutters to open fire again.

Now the bullets began dropping so fast that the little sheets of spray where they struck the water could be plainly seen by the ships, and those on board realized that the enemy was in force, and began a terrific cannonade.

Hoping that the ships would be able to check the enemy's fire, we worked on in the boats until we brought the cable to the surface. The ships were now searching out the country with shell and shrapnel. All along the ridge and down its sides our projectiles were falling, shattering the rocks, bursting, and sending the fragments into the air in clouds of dust.

Over our heads *Nashville* was throwing shrapnel about the trenches. Still the enemy's fire increased, most of the bullets falling between the launches and the steam-cutters, which lay 150 yards to the eastward and outside the reefs.

After getting a rope under the cable and securing it, I stood up in the boat and made a rapid survey of the situation. Anderson and his men were still working hard in their boat, a little to seaward of *Nashville's*.

JUST THEN I SAW a Marine in the *Marblehead's* steam-cutter fall, shot through the head. Turning in the direction of Anderson's boat, I saw one of the men drop, struck by a Mauser bullet.

As I faced the shore to look at the trenches, a seaman, Robert Volz, standing in the stern-sheets of my boat, collapsed, then struggled to his feet, and immediately after sank in the bottom of the boat, a gaping wound six inches long in his head, two bullet-holes through his body, and a bullet in his shoulder, probably the result of machine-gun fire.

Had the gun been depressed a little more, hardly a man in the boat would have escaped being hit. This man lived, and 10 days later, while *Nashville* was at Key West, he ran away from the hospital on shore, came off to the ship in one of our boats, and reported back for active duty. His spirit was typical of our crew.

The enemy's fire was now very hot, the bullets making a peculiar snapping noise as they struck the water all about the boats. The enemy was using a field-piece in the direction of the lighthouse, and also machine-guns.

It was evident that we could do no work under such conditions, and I ordered the men in the launches to cease work and to open with their rifles. We directed our efforts against the trenches, hoping to demoralize the enemy located there. They were within easy pistol-range, and I began firing with my revolver. The ships were now at work furiously, but the enemy's bullets continued to hit the boats and the water about them in undiminished numbers. The ships could not check the enemy's fire.

WE HAD ACCOMPLISHED what we had gone in to do. I ordered the steam-cutters to stand by to take the launches in tow, and ordered the crews of the launches to man their oars to pull the boats clear of the breakers.

The men were perfectly cool and showed no sign whatever of fear or uneasiness. The men not engaged in getting out the oars continued their fire. I myself had replaced my revolver by a rifle.

While standing in the boat and reaching for a rifle which one of the men had loaded for me, I was struck in the left hand by a bullet, which passed through the joint of one finger and scored two other fingers. The wounds were only momentarily painful. After wrapping a handkerchief around my hand, I continued firing. The launches pulled slowly out against the sea, replying as they retreated. Ensign Magruder brought the steam-cutters in promptly and skilfully; his boat was struck, but fortunately none of the crew was injured.

Marblehead's launch, in tow of the steam-cutter, got away first, and turning to the westward, headed for that vessel, passing within easy range of the enemy occupying the lighthouse. The bullets could be seen plowing up the water about *Marblehead's* boats, hitting the launch many times and badly wounding five of the crew.

Nashville's boats came out last and headed to the southward, making slow progress against the head sea, still engaged, and under hot fire from the enemy.

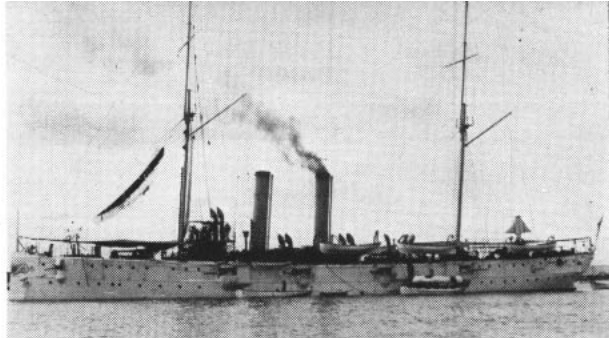
Commander Maynard had been struck by a piece of a Mauser bullet, and *Nashville*, temporarily commanded by her executive officer, Lieutenant A. C. Dillingham, steamed from the eastward close along the reefs, giving shelter to the boats as she passed between them and the enemy, and receiving the fire to which they would otherwise have been subjected.

After *Nashville* had given the launch a line, she turned slowly southward, the launch towing on the port side.

AS SHE SWUNG AROUND, the launch again came under fire, and remained under fire until out of range, parting the tow-line twice as she plunged into the head sea while being towed out. After seeing the men out of the launch, I went to the bridge, expecting to steam in and open again on the enemy; but as we had begun to hoist our boats, we could not go, and I ordered the revenue cutter *Windom* to report to *Marblehead*.

That vessel was still firing, and as the enemy had been sheltered behind the lighthouse, which, up to this time, had been spared, *Marblehead* was compelled to make the lighthouse her target, the little *Windom* steaming in to close range and taking part in this bombardment.

From the bridge of *Nashville* we watched *Marblehead's* gun practice. The accuracy of her fire bore tribute to the untiring energy of Commander McCalla in bring-



TEAM MATE—Men from *USS Marblehead* teamed with those from *Nashville* to cut Spanish communications.

ing his crew to so high a state of efficiency and marksmanship. The dwelling-house of the lighthouse-keeper was riddled with shells.

The tower of the lighthouse was cut through by shell after shell, almost with the accuracy of a saw. Falling, it demolished the light-keeper's dwelling.

At 20 minutes past 11 the firing had ceased, and the ships stood offshore to the southward and westward. On board *Nashville*, the captain, Ensign Snow, and Pay-Clerk Southgate, and many of the men had been struck by spent bullets or fragments of bullets, but not one of them was seriously injured.

THE BOATS WENT in a little before seven o'clock, and did not return to their ships until 10:13.

They were exposed to the fire of the enemy for more than three hours, and were under very hot fire at close range for more than half an hour.

It seems remarkable that there should have been so few casualties. One man was killed, one man mortally wounded, six men were severely wounded, and one officer was slightly wounded. The boats were frequently struck inside and out, and *Nashville* had the marks of bullets from her water-line to the top of her smoke-pipes.

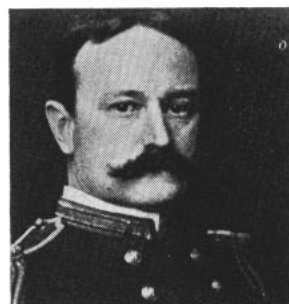
The enemy suffered severely, for the bombardment by the ships was terrific.

A few days after the fight we communicated with the insurgents, who were in close touch with Cienfuegos, and from them we learned that the loss of the enemy had been 300 killed and wounded.

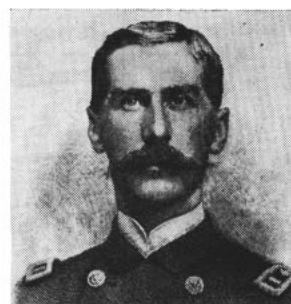
The ships had previously dragged for the cables, but could not find them. In my opinion, they might have dragged until the end of the war without finding them. The cables could not have been cut at night, for they could not have been seen on the bottom, and the ships in the darkness could not have protected the boats. Under the search-light, the boats would have been an easy target for the enemy. To cut the enemy's lines of communication is always important, and from a military point of view, worth the expenditure of life.

This expedition, while dangerous, was by no means a forlorn hope and warranted the risk of life.

LT Winslow, USN



LT Anderson, USN



TRAMP TALK

THE WORLD'S BIGGEST fishhook is helping the Navy perfect its *Polaris* ballistic missile—and at a substantial savings, too.

"Fishhook" is the handle tacked on to a huge floating catamaran barge crane being used by the Naval Ordnance Test Station at San Clemente Island, Calif., to field dummy *Polaris* missiles on the fly after they're test-launched.

Built by the Long Beach Naval Shipyard, the giant crane protrudes some 100 feet out from the barge's stern on an angle, and its uppermost point towers 186 feet above the water.

The barge itself, of the catamaran, or two-hulled style, is composed of two YC barges, with a connecting centerpiece. Also on board is a housing for the retrieving engine, and an instrument van for use during test-launchings.

The awkward-looking but efficient aerial catcher's mitt was built to cut down on the expense and delay resulting when *Polaris* dummies, once launched, were allowed to drop back into the water. These dummies, loaded with highly complex test instruments, are still relatively expensive.

Fishhook is a sea-going version of Sky Catch, the device used during early tests at the San Francisco Naval Shipyard to snare *Polaris* dummies in mid-air. An aircraft carrier arresting gear engine is installed in the crane. Stationed over the submerged test-launching tube, it will catch the hurtling missile at the highest point of its flight, allowing it to be lowered to the barge and used again and again.

Scoffers claimed Fishhook "wouldn't float and couldn't work." The BuOrd experts say, however, that this "floating monument of the impossible" will help speed up *Polaris* development, and result in savings of many millions of dollars.

* * *

Five cool cats from *uss Trumpetfish* (SS-425), who call themselves the "Sea Notes," had a swinging good time during a recent tour with the Sixth Fleet in the Mediterranean—and helped their ship make a contribution to the People-to-People program in the process.

While visiting Naples, *Trumpetfish* hosted a group of 20 boys from the Villaggio Del Fanciullo School for underprivileged children. Highlighting the party were a tour of the ship, pumpkin pie ala mode and a serenade by the Sea Notes.

Organized and headed by electric guitarist LTJG Herb Woods, the Sea Notes also include Eddie Bourassa, SN, drummer; trumpeter Larry Blaesing, SN; guitarist Carl Issacks RM3, and Paul Johnson, ECFN, saxophonist.

The combo devoted many long hours to practice and preparation in the forward torpedo room while *Trumpetfish* was underway to the Med (there's no record of the forward torpedo room gang's reaction to all this) and were ready with some hot licks when they joined an unsuspecting Sixth Fleet.

The initial shock at the unusual sight of a submarine with a ship's band soon changed to more complex emotions as the group performed at the drop of a hat for one and all, including the flagship *uss Forrestal* (CVA-59.)

Last we heard, *Trumpetfish* was back home in Key West, Fla., where we presume the Sea Notes are busily enlarging their repertoire before their "underwater hit parade" goes to sea again.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. 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. 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.

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 number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO addresses for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: FAREWELL 48—As the National Ensign is hoisted on ship and station we are reminded that we're about to say good-bye to the familiar pattern of stars. The new flag becomes official this month.



GO SAFELY



COME BACK SAFELY