

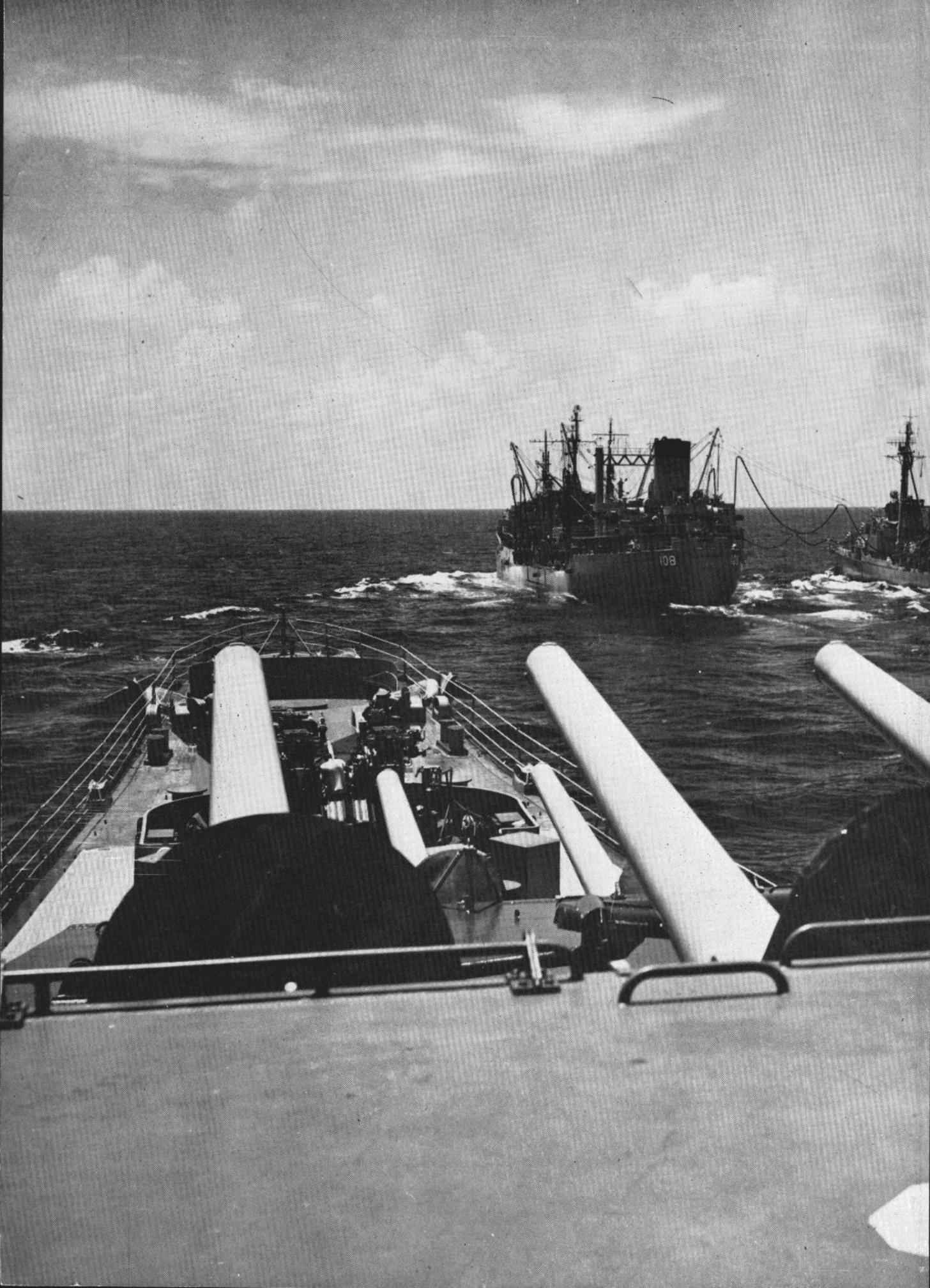
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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OCTOBER 1956



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1956

NavPers-O

NUMBER 476

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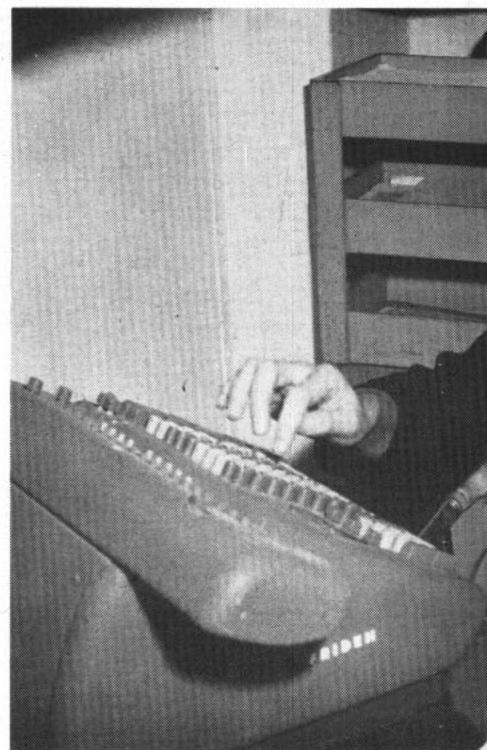
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● FRONT COVER: GOOD DUTY — K. G. Fidler, SA, USN, on duty aboard USS *The Sullivans* (DD 537) shows 'scope' of his ship to a pretty young visitor while in port.

● AT LEFT: GAS FOR TWO — USS *Newport News* (CA 148) commences approach to fleet oiler USS *Pawcatuck* (AO 108) to make it a double refueling with USS *Bristol* (DD 857) while she cruises in Caribbean.

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





YEOMAN'S DUTY on sub puts big job in small quarters. Right: DKs are kept busy helping to pay off the Fleet.

Group V: Their Jobs Range from

WHAT ARE THE (1) toughest—and (2) softest—jobs in today's Navy? That's a question for which every Navyman has the answer, with practically every man enviously eyeing the "plush" billet assigned to some other fellow. To answer the question, you, of course, have No. 1, and you know plenty of men who are right up there for No. 2.

On any ship you'll likely find deckhands envying the men assigned to guns; guys on the guns envying the men in engineering billets, while within that department lads assigned to engine flats and firerooms are likely to be casting covetous eyes at billets in the various shops. Meanwhile, the messcooks are probably enviously of everybody else aboard.

They and all the rest of the crew consider holders of Group Five ratings to be the No. 1 candidates for the No. 2 category in the aforementioned question.

It's true that the Navy men in Group Five billets—the administrative and clerical ratings—are not usually exposed to topside weather conditions, the hardships of steaming watches and endless gunnery drills; yet it's also true that their

duties are among the most demanding, both from the standpoint of work and responsibility. Brawn and muscle may not be among the top requirements — but don't underestimate the Group Fivers from this standpoint either.

Take for instance the "pencil pushers," who've long had automation in the guise of the typewriter. Listening to the deck apes, the snipes or the messcooks, you'd think that the speakers had the only jobs in the Navy calling for a little muscle work.

And that might have been true back in the days when the predecessors of yeomen, personnel men, disbursing clerks and storekeepers were armed with a fistful of pencils and their jobs were of a size to match. Today, it's different.

The typewriter is a tool of a new Navy, a Navy which really moves on an ocean of paper as well as the seven seas. And as ALL HANDS pointed out recently, some anonymous statistician (probably a YN or PN with a few moments to spare) came up with figures to indicate that a typist in the course of a fairly good day's work applies nearly 11½ tons of pressure to his typewriter keys.

Certainly no "soft berth" billet-seeker would take on a job entailing that much physical labor on top of the brain work involved.

Be that as it may, the duties performed by the ten ratings of Group Five are so important in today's Navy that it's difficult to imagine operating without their services. They are responsible for your food, your pay, your leave and liberty, your mail from home, the supplies you use in performing your duties and the communications which keep your ship operating as an informed member of the Navy's team.

Perhaps most important of the Group Five ratings, from the standpoint of the Navy's duty to fulfill its obligations as a part of our nation's defense team, are those concerned with communications — the radiomen (RM) and communications technicians (CT). Their jobs, in brief:

• **Radiomen** are the most important human links in the naval communications setup, an electronic chain which enables a Navy ship anywhere in the world to receive instantaneous orders from headquarters—or enables you to receive urgent personal messages.



STOREKEEPERS CHECK their wares below decks on a carrier. Below: Ship's Servicemen, like barber shown here, also man battle stations with rest of crew.

HQ to GQ

• **Communications Technicians** are engaged in highly specialized work, and at first glance their duties may seem to have little effect on you, especially in comparison with some of the other ratings in the administrative and clerical group. Mostly, CTs are assigned duties in connection with classified research and engineering of communications systems, apparatus and practices—but they may also be assigned to registered publications issuing offices or the armed forces courier service.

One official Navy publication states that "Without the ability to communicate, our ships and planes would be as vulnerable as toy sailboats on a frog pond or as paper kites over a playground." The CTs and RMs with their myriad communications systems ranging from landwire and cable devices through general and special radio devices and such gadgets as radiotelephone, radioteletype and facsimile, are the ones who keep our global Navy supplied with vital-up-to-the-second "info" on operations, instructions and world events.

Of course there are other systems—mail, and such visual signals as flaghoist, semaphore and flashing





RM
RADIOMAN



YN
YEOMAN



PN
PERSONNEL MAN



SK
STOREKEEPER



DK
DISBURSING CLERK



MA
MACHINE ACCOUNTANT

light—but they are mostly limited to run-of-the-mill correspondence and to tactical exchanges between ships operating in company.

Equally vital to an efficient fighting force—and much closer to the heart of the average swabbie—are the “supply corps” ratings:

- **Storekeepers (SK)** are the men responsible for receiving, storing and issuing clothing, foodstuffs and various sorts of gear and mechanical equipment (and are consequently a primary target for “cumshaw artists”).

- **Disbursing Clerks (DK)** are the boys who handle the bankroll (and they're notoriously unsympathetic to “gimme something for nothing” characters). Among other duties, the DKs open, maintain and close your military pay record; prepare payroll certification sheets and money lists, public vouchers, transportation requests and meal tickets; do the paperwork involved in your pay allotments, allowances and savings deposits. They also make sure that Washington gets a full report on what's being done with the taxpayer's money.

- **Commissarymen (CS)**—another prime target for the cumshaw brigade—see to it that you get your

“three squares” each and every day, plus maybe an occasional snack or midnight ration on the side. Working in the Navy's galleys, bakeries and butcher shops, they share heavily in the responsibility for keeping you healthy, happy and full of beans. Baking, broiling, frying, mixing, seasoning and flavoring their way through both night watches and day watches is only a part of the commissaryman's duties, however; you're just as likely to find him making up menus, or preparing the requisitions and reports required for getting provisions or doling them out to the various messes; or even supervising the receipt, handling and inspection and stowage of provisions coming aboard.

- **Ship's Servicemen (SH)** operate such “service” stations as barber shops, cobbler shops, tailor shops, laundries, Exchange stores and gedunk stands. If there are any soft drink vending machines or gas stations around your station, the ship's servicemen also operate those.

Take these brief descriptions of the jobs performed by the SK, DK, CS and SH ratings, take a look at the job they do aboard your own ship or station, add to this the accounts, reports, equipment they're

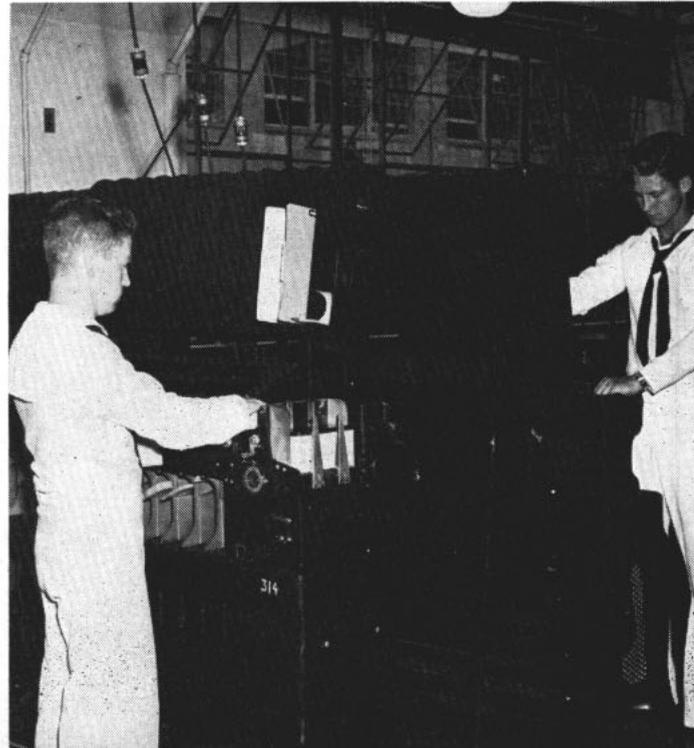
responsible for, the books to be balanced, then you'll appreciate the growing importance of these ratings in today's Navy.

The Navy's early sailing ships with their small crews frequently stocked enough water for three months and enough food (such as it was) for a six months' cruise. No fuel was necessary; payday was usually an end-of-the-cruise matter. Along came steam and the need for coaling stations, to be followed by diesels and fuel oil, machinery repair parts, rapid fire guns, rockets, aircraft and electronic equipment, a vast fleet of auxiliaries standing behind the ships-of-the-line, with crews numbering in the hundreds and thousands, instead of the dozens.

All these add up to the need for “supply specialists” to handle logistics on the local level: your cooks, bakers and gedunk makers, storekeepers who can issue you anything from paper clips to foul weather gear, disbursing clerks to insure that your pay accounts are kept straight and that you get your share of the “long green” twice each month.

Paperwork artists to the *n*th degree are your yeomen and personnel men, holders of a mighty important pair of ratings wherever any naval

PERSONNEL MEN perform important job of keeping records. *Right:* Machine Accountants run cards through sorter.





JO
JOURNALIST



CS
COMMISSARYMAN



SH
SHIP'S SERVICEMAN



CT
COMMUNICATIONS TECHNICIAN

activity is in operation. To be sure, they are typewriter punchers or pencil pushers, but spend a couple of months aboard a ship or station which doesn't have a body in every billet allowed for these two ratings and you'll most likely have something to scream about besides the liberty situation.

According to the *Navy Occupational Handbook* the duties of the two ratings look something like this:

- **Yeomen (YN)** "perform clerical and secretarial duties involving typing, filing, operating office duplicating equipment, preparing and routing correspondence and reports, maintaining records and official publications, and requisitioning office supplies."

They may also serve as reporters for courts-martial and as stenographers, ship's secretaries, chaplain's assistants, or general flunkies in the I&E office, log room—or just about any other "headquarters" which has a fair amount of paper work to be done, with or without typewriter.

- **Personnel Men (PN)** usually perform duties involving preparation and maintenance of personnel records and reports (including officer and enlisted men's records and personnel accounting reports), classifi-

cation, training and educational information, morale services, and separation and civil readjustment; they also conduct billet analyses and assist in organizational analysis on ships and at shore stations. And usually they are the ones responsible for seeing that your chit accomplishes its purpose, regardless of whether it's a request for leave, liberty or the pursuit of something else which will make you happy at the moment.

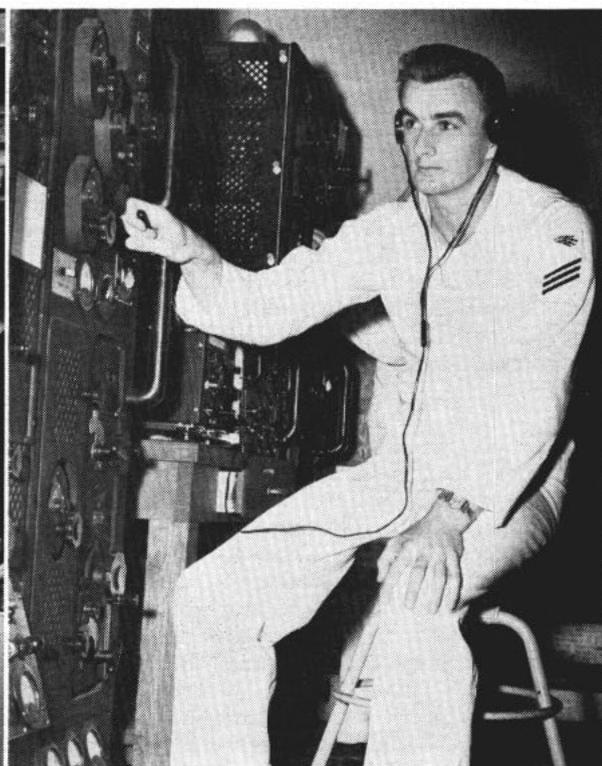
The remaining two ratings in Group Five are machine accountant (MA) and journalist (JO). Comparatively speaking, both ratings are limited to a fairly small group of men and women, yet both ratings perform indispensable services to the Navy. For instance:

- **Machine Accountants** are the "cogs" who operate and maintain the machinery of the Navy's accounting systems. For every individual they have a hand in the health, pay, and qualifications records; for every ship and station they play a part in the allotment of personnel, receipt and transfer of supplies, and the disbursement of money. They help keep the records for every piece of equipment the Navy owns. Assigned only to activi-



WHAT'S BUZZ'N — RMs (above) keep the word passing. Below: SK checks inventory and JO writes press release.





COMMISSARYMEN are a busy crew manning the galleys. Right: Graduating Radioman is ready to join Fleet.

ties where large numbers of accounting machines are in use, the MA is expected to know the ins and outs of all types of business machines, including sorters, collators, reproducers, interpreters, tabulating printers and multipliers. In addition, the "hep" MA knows the procedures governing the Navy's systems of accounting for personnel, stores, parts and disbursing.

- **Journalists** spend their duty hours (and frequently a good many off-duty hours as well) in seeing to it that the American taxpayer knows what his Navy (and his acquaintances in the Navy) are doing. JOs assigned to the larger ships and shore stations may be performing a number of jobs in connection with maintaining high Navy morale and in keeping the folks back home informed of the developments, accomplishments and policies of the Navy. You may find them running or helping to run many ship and station papers; preparing ship's histories and biographies; supervising photographers in recording local events of importance; and grinding out news and human interest stories for release to hometown newspapers.

Finally, in addition to the ten

general service ratings, Group Five includes 10 emergency service ratings into which YNs, PNs, SKs and CSs may be placed during wartime. These include YNT (Typist) and YNS (Stenographer); PNI (Classification Interviewer), PNT (Training Assistant) and PNA (Personal Records Clerk); SKT (Technical Storekeeper); CSG (Ship's Cook), CSB (Butcher) and CSR (Baker).

One other Group Five rating, Teleman (TE), is in the process of being disestablished, with the rating's mail-handling duties being taken over by yeomen.

In large part, the Group Five ratings, along with Group Six (such miscellaneous ratings as lithographer, musician and draftsman), Groups Nine and Ten (Medical and Dental) and Group Twelve (Stewards) form a service force designed to keep the fighting Fleet operating at peak efficiency.

While your Deck, Ordnance, Engineering and Hull, Aviation and Construction rating groups (along with the Electronics and Precision Instrument Group personnel) are serving and maintaining the Navy's bases, planes and guns at peak efficiency, men in the service force

ratings insure that you, too, are operating in top form.

They do this by handling your incoming and outgoing mail and any emergency messages concerning you. They keep your pay coming, keep your records up to date and keep you informed of changes in directives which may concern you. They help you get leave, liberty, schools and transfers.

They see that you are well and properly fed, kept supplied with clean laundry and such diverse items as haircuts, razor blades, shoestrings and cleaning gear.

Call them what you will, but, remember, your Group Five Navy-men are an indispensable part of the Navy team, a group which works long and hard both at sea and in port to help make you happy and efficient. But that's just half of their job.

The other half: being well-trained "Johnnies-on-the-spot" whenever the call to battle stations is sounded, helping to man guns or sound-powered phone circuits, doing duty as members of damage control teams—being, in fact, Navy-men who know both the military *and* professional duties of their rates.

—Barney Baugh, JO1, USN.

Men of Iron

FOR THE WANT of a nail the shoe was lost; for the want of a shoe the horse was lost; for the want of a horse the rider was lost; for the want of a rider the battle was lost; for the want of a battle the kingdom was lost—and all for the want of a horseshoe nail.”

The Navy doesn't do much of a business in horseshoe nails. But on every ship there are thousands of parts of equipment just as important as was the proverbial horseshoe nail. When one of these parts is damaged on a ship it frequently means a new part must be manufactured to replace it. When that part must be cast from metal the molder will be on the job.

MLs were first incorporated into the Navy's rating structure back in 1917. From World War I until early World War II they made their molds and poured their castings aboard battleships, repair ships and at shore stations.

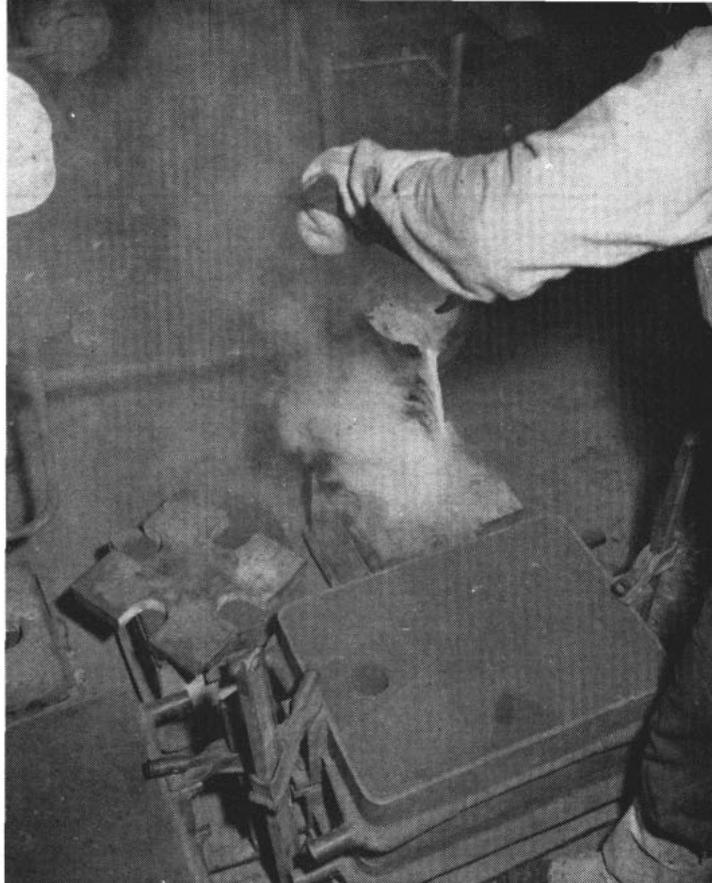
In 1942 foundries were removed from older battleships and were not included on new BBs. Thus, molders disappeared from crews of first-line fighting ships, but they are still vital members of supporting forces keeping the battle Fleet in fighting trim.

The ML rating was not set up in its present form until 1943. Before that (except for the period from 1926 to 1928, when an ML3 rate was authorized), all MLs were first and second class POs. A molder striker could be either a seaman or a fireman. After 28 months in the Navy he was eligible for promotion if he could meet the second class requirements. When a molder made CPO he became a chief metalsmith. Today, all molder strikers are firemen.

A job typical of MLs would be making a hinge for a range-finder cover. The pattern, from which the molder makes the sand molds is a slightly larger reproduction of the object in wood. The molder makes an impression in sand, rammed tight in a box-like frame called a flask. Next he opens the mold and removes the wood pattern, leaving a cavity in the sand, and closes the mold again. Then he melts the metal, pours it into the mold, lets it cool, removes the casting from the mold, and passes it on to the next shop for machining.

Sounds simple, doesn't it? But to do his job right the ML is expected to know everything from the atomic structure of various metals to the mathematical methods of figuring the area, volume and weight of a casting.

It's a lot more complicated than making a horseshoe nail. These photos from *USS Sierra* tell the story.



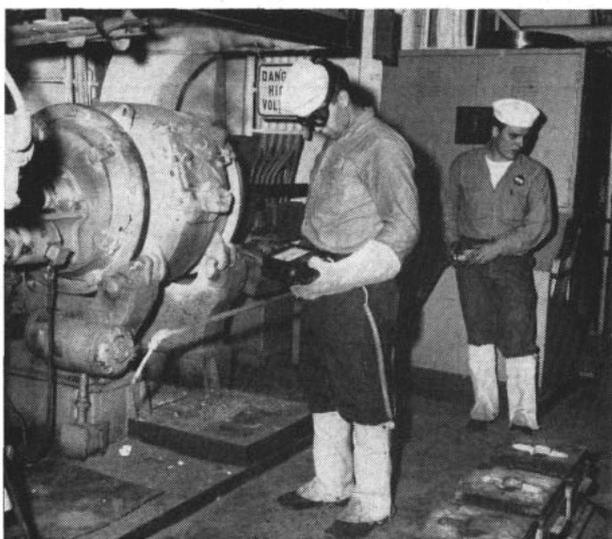
FLOATING IMPURITIES are held back as metal is poured into sprue hole. Below: Navy molder charges the furnace.



MOLTEN METAL is poured into bull ladle. Right: Molder prepares to check for pouring temperature.



OCTOBER 1956



THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **AT, AQ, GF BILLETS OPEN**—If you can meet the eligibility requirements listed below, there's a billet waiting for you which offers an excellent career opportunity as an Aviation Electronics Technician (AT), Aviation Fire Control Technician (AQ), or Aviation Guided Missileman (GF).

Men who meet the following requirements are eligible:

1. USN personnel in Group IX ratings who have decided to make the Navy a career, in pay grades E-4 and E-5 in ratings *other than* AT, AE, AC, AG, AM, AQ, GF and PR.

2. Minimum of three years' and maximum of eight years' active service.

3. Three years of obligated service. If you have less than the required three years, you must agree to extend your enlistment for a period of one, two or three years to meet the obligated service requirements. If the aggregate of extensions amount to four years, you may be discharged and immediately reenlisted for four or six years.

4. Minimum test scores: GCT/ARI—110; MECH or MK ELECT—50.

5. Favorable professional performance as indicated on page 9 of your Enlisted Service Record.

If qualified, you may submit your request via your commanding officer to the Chief of Naval Personnel (Attn: Pers B1232).

If selected, you will be assigned training to qualify you for the change in rating in equal pay grade

of the rating to which change is being made. In other words, upon successful completion of this training your rating will be changed to AT, AQ or GF in equal pay grade.

Training for each rating in pay grade E-4 will provide the equivalent of Class "A" School in one of the selective emergency service rates, and training for each rating in pay grade E-5 will afford Class "A" School sufficient to meet the qualifications for the general service rating. If you do not successfully complete this training, you will be re-assigned in your old rate to other duty without penalty.

When undergoing training, you may qualify for advancement in the rating you now hold and will be advanced if authorization is received before the date of change to your new rating.

Further details may be found in BuPers Inst. 1440.13A.

• **NEW WHITE JUMPERS TESTED**—Fleet trials to test an enlisted dress white jumper, with blue collar and cuffs and white striping, as a possible replacement for the present plain undress white jumper are now underway.

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 its discontinuance. However, the new dress jumper will supposedly overcome these faults by using a washable dark-blue cotton twill, instead of wool, for the collar and cuffs.

• **MRS. U. S. NAVY** — Mrs. Beverly J. Ellis, wife of Alfred R. Ellis, PN2, USN, of the Naval Station, Norfolk, Va., was selected as "Mrs. U. S. Navy, 1956" in the contest conducted by the Fleet Reserve Association. The finals of the contest, in which 34 area winners competed, were held at Long Beach, Calif. Further details on the contest will appear in a forthcoming issue of ALL HANDS.

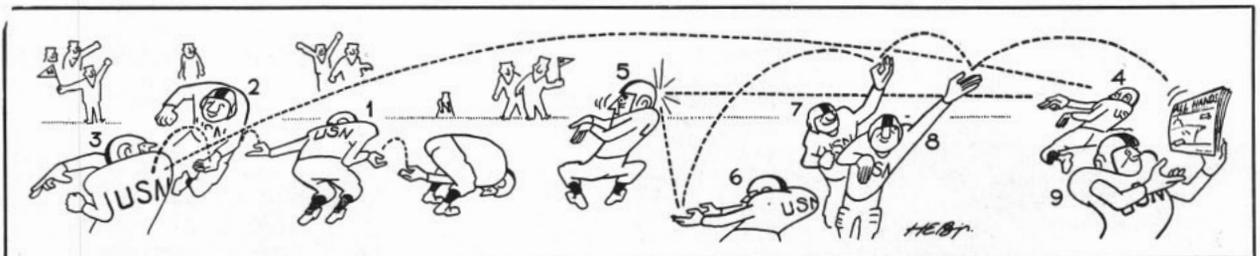
• **KOREAN PUC LIST AVAILABLE**—The yeoman's office is going to be a more popular spot than ever before when it becomes known that BuPers Inst. 1650.5B has arrived. It is this lengthy (45 pages) instruction that spells out the regulations concerning the acceptance and wearing of certain foreign awards for service between 27 Jun 1950 and 27 Jul 1954 and, in addition, provides a complete list of commands and units awarded the Republic of Korea Presidential Unit Citation Badge with participating dates.

Public Law 354, 83rd Congress, was enacted for the special purpose of granting the consent of Congress to permit members of the U. S. armed forces serving in Korea to accept medals and decorations from co-belligerents also engaged in operations in the Korean area. By order of the Secretary of the Navy, 27 Jul 1955 was established as the terminal date for naval personnel to accept foreign awards for service in Korea.

Foreign awards which were tendered and accepted under the following circumstances may be legally worn by members and former members of the Navy and Marine Corps:

1. The foreign government tendering the decoration, order or emblem must have been participating with or under the United Nations command in Korea.

2. The award must have been one conferred by its own military forces by the sponsoring government.



PASS THIS COPY ON—Remember that this issue of ALL HANDS must score with at least nine other Navymen.

3. The recipient must have served all or any part of the period from 27 Jun 1950 until 27 Jul 1954 within the territorial limits of Korea or in nearby waters.

The Korean PUC was tendered to certain United Nations units by the Republic of Korea and acceptance has been authorized for naval personnel by the Secretary of the Navy.

During the earlier phases of the Korean conflict, the President of the Republic of Korea cited numerous commands individually and although many of these units maintained operational and organizational status, he did not again singly cite them, but rather extended their eligibility by including these commands in his citation addressed to the Seventh Fleet dated 27 Jul 1953.

The Korean PUC consists of a ribbon only, enclosed in a gold metal frame; no medal is involved. No device is authorized to indicate a second award. This ribbon is worn after all U. S. ribbons and the United Nations Service Medal and after all other foreign personal decorations.

If qualified, and you have not yet received authorization to purchase and wear the Korean PUC, you may make application to your commanding officer. Reservists may request permission from their district commandant and veterans may submit their applications to the Chief of Naval Personnel (Attn: Pers E2 for officers and Pers E3 for enlisted personnel) or to the Commandant of the Marine Corps, as appropriate.

● TRAVEL RULES UPON RETIREMENT

—If you decide to travel or live abroad for a period of more than six months after you retire, your service and health records will be transferred to the Commandant, Ninth Naval District, for maintenance and custody. The same holds true for Naval Reservists on inactive duty and for Fleet Reservists.

Excepted from this new policy are personnel traveling or living in areas under the jurisdiction of ComNavFE, ComNavPhil, or ComNavMarianas. Records of these individuals will be forwarded to the appropriate command for custody.

If you plan to travel abroad, you must obtain permission from the commandant of the naval district in which you live. Upon granting permission, the commandant will inform you that your records will be transferred to ComNine. It then be-

comes your responsibility to keep ComNine advised of any later change of address or status while you are abroad. When you return, you must notify ComNine of your new state-side address. If this address is not in the Ninth Naval District, ComNine will transfer your records to the appropriate naval district.

Further information may be found in BuPers Inst. 1085.41.

● NAVY SAVINGS MADE EASY—

It's now a lot easier to take part in the Navy Savings Deposit Program. A number of changes have been made which make the savings program much more attractive.

For one, you can now make deposits in your Navy savings account by requesting in writing that your pay record be checked each month. Heretofore, each deposit had to be made personally by the individual. Under the new system, your request will specify the amount to be deposited each month and the number of months the deposits are to be made or that the deposits are to be made indefinitely.

Another welcome change is that you can now draw out your savings with accumulated interest before the expiration of your enlistment. Of course, there must be an emergency as approved by your commanding officer.

In addition, it is no longer necessary for you to visit the disbursing office to initial each deposit. Instead, your letter requesting checkage of your pay for deposit will suffice. The disbursing office will do the rest.

The request for checkage of your pay for deposit in the Navy savings account may be cancelled by you at any time. This request must also be made by you in writing.

As you probably know, the Navy Savings Deposit Program makes it possible for your money to work for you at an interest rate of four per cent yearly. This is more than you get at most banks. You can save any amount per month that you desire.

Enlisted men in the Navy and Marine Corps (except enlisted personnel of the Naval Reserve on active duty for a period of less than six months) are eligible to use the Navy Savings Deposit Program, which was authorized by Congress in 1899. Commissioned and warrant officers, however, are not eligible to use this savings program.

HERE'S YOUR NAVY

Not many ships in our modern Navy have the distinction of being classified "unique," unless they are the first of a new class or a prototype.

However, "unique"—in its true meaning—is just the word to describe USS *Alameda County* (LST 32).

The "former" LST has a dual status. She's the oldest, yet the newest. Built in the early days of World War II, *Alameda County* is believed to be the oldest LST in commission. Although still listed as a landing craft, she has been converted and modified for evaluation as an amphibious aircraft tender.



As such *Alameda County* challenges any ship that claims fame for being unusual. To add to its unique situation, the skipper's billet calls for an aviator with the rank of commander.

Currently operating out of Naples, Italy, *Alameda County* is a most versatile ship. Not only is she capable of handling or servicing both land and seaplanes but is capable of setting up a seadrome and building an airport as well.

Stored in *Alameda County's* cavernous tank deck and ready for instant use are such items as huge as gas trucks, ambulances, cranes,



electric vans, fire trucks, fork lifts, jeeps, messing facilities and even materials to build appropriate housing.

To set up an advance aviation base, this unique ship approaches the beach near the selected location, lowers her bow ramp and starts unloading. Bulldozers and other construction equipment roll out first and begin groundwork on the air field.

For her seaplane tending role, *Alameda County* is equipped with two complete seadromes, a gasoline bowser boat, an aircraft rearming boat, a radio equipped search and rescue craft and two LCM.

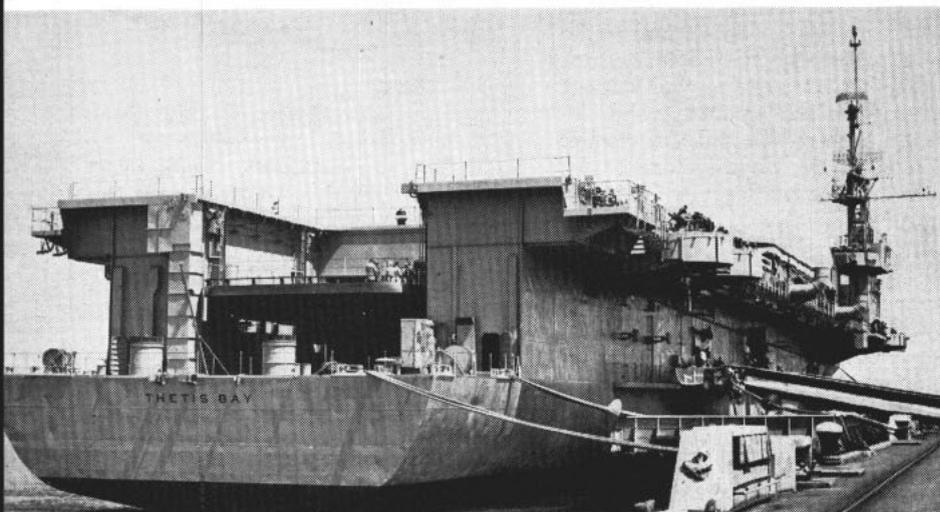
Helicopter

The Navy's first helicopter assault aircraft carrier has been commissioned at the San Francisco Naval Shipyard. The ship is *USS Thetis Bay* (CVHA 1), formerly the escort carrier CVE 90. Extensive modification has equipped the carrier to operate helicopters exclusively and to accommodate 900 combat-equipped Marines, in addition to the "ground" personnel of embarked Marine helicopter squadrons.

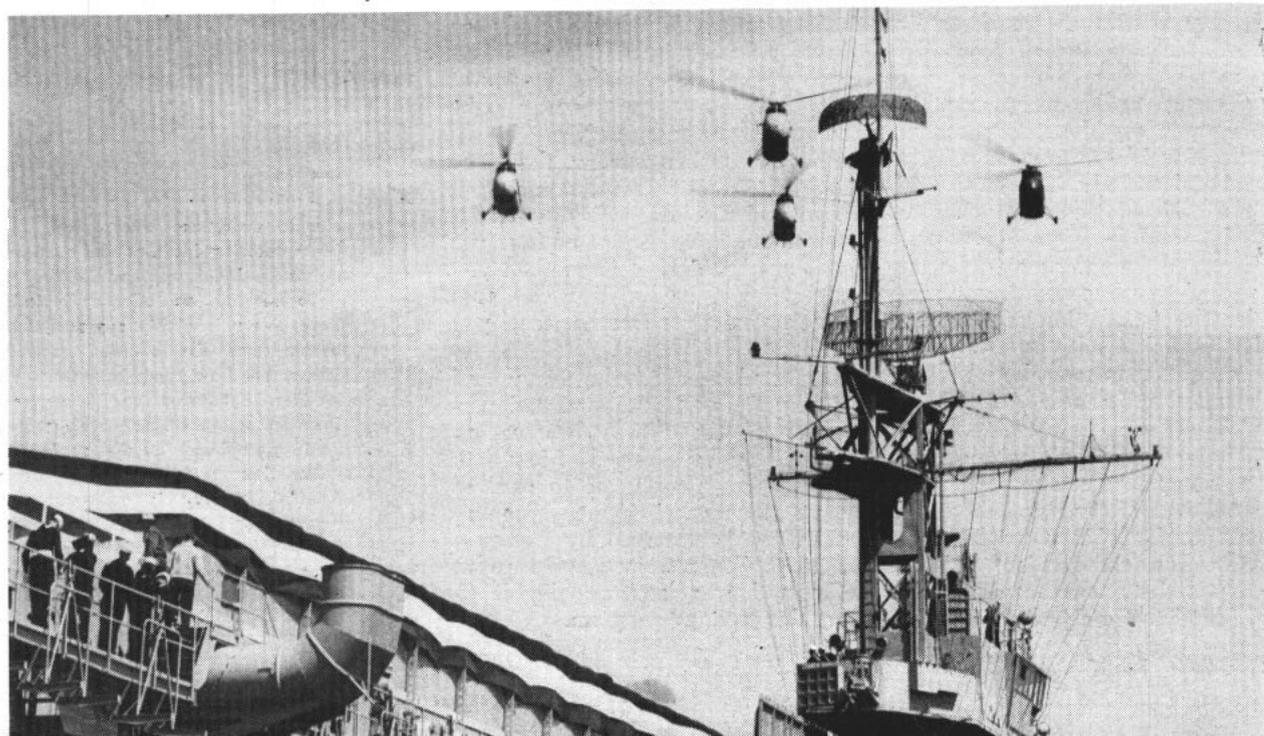
Thetis Bay will join the Pacific Fleet in September. As an aircraft carrier she will be under the "type" command of Pacific Fleet's Air Force commander; while operating in her new mission, however, she will be under operational control of the Commander Amphibious Force, Pacific.

Commissioning of *Thetis Bay* as CVHA 1 is a phase in a joint Navy-Marine Corps effort to develop and refine doctrine, tactics and procedures under a new concept of warfare, one known as vertical envelopment. This new concept of amphibious assault consists of multiple vertical envelopment from the air, joined with surface attacks from the sea. The versatility of three-dimensional assault is thus combined with the mobility of the U. S. Fleet.

With close supporting fire from Navy ships and carrier-based aircraft, the helicopters, loaded with combat troops, are launched from



COPTERS FLY over *USS Thetis Bay* (CVHA 1). Above: Stern has new elevator and first copter lands on first CVHA.



Assault Flattop Makes Her Debut

carriers and approach the objective from several directions. They fly over the enemy defenses and seize critical points which dominate the landing area, thus freeing the beach for surface landings. Then landing craft and mechanized units move forward at the same time. The helicopter troops behind the beach are free either to advance or to work back toward the beach to link up with their parent forces.

While still in an imperfect state of development, this vertical envelopment concept has obvious advantages. Employing many ships and the larger and faster helicopters which are in the future, the concept offers great shock value because of the speed of attack and varied directional approach. It forces the enemy to disperse (because of the same possibility of attack from any direction) while permitting greater dispersion of our naval forces.

The need for a different system of amphibious assault became obvi-

ous when the first atomic bomb was dropped. Naval and Marine officers realized that large concentrations of men, ships and landing craft in a beach area were extremely vulnerable to an atomic attack. A new technique was needed to moderate the threat of modern atomic weapons, and tactical dispersion of troops by air seemed to be the best answer. Helicopters—although their uses were still largely theoretical—seemed to be the best answer for the new method of assault. Capable of loading and unloading from a hovering position, or of landing wherever a man could stand, the helicopter could also traverse any terrain and operate in any climatic area.

With the Korean conflict, helicopters effectively demonstrated their value in combat operations, and development of flight deck procedures for operating "choppers" from carriers was so successful that helicopters have become an accepted part of

the Fleet.

In 1954 the Navy Department decided to bring a World War II escort out of mothballs and convert it for use in further development of "airphibious assault" techniques. *Thetis Bay*, typical of some 50 WW II jeep carriers, was chosen for the job. Major aspects of the conversion job on the ship involved removal of catapult and arresting gear, radical rearrangement in the design of aircraft elevators, installation of helicopter maintenance shops, and provisions for accommodating as many as 900 combat-equipped Marines.

Now that the \$8,000,000-conversion is completed, *Thetis Bay*, operating out of Long Beach, Calif., as a home port, will embark air and ground Marines and begin ironing out the wrinkles in the Navy's newest concept of amphibious warfare. The lessons learned in operating *Thetis Bay* are expected to provide a sound basis for future development of both carriers and helicopters.

Robot Copter, Controlled from Air or Ground Stations, is Demonstrated

A new remotely controlled helicopter which can perform a wide range of military missions has been developed under Army-Navy contract.

The system of control is somewhat similar to that of conventional aircraft. However, the problems that had to be overcome were far more complex in the remote control of helicopters, to enable them to rise and descend vertically, stand still in mid-air, and fly forward, backward and sideways, slowly or rapidly.

Uses for remotely controlled helicopters could be in battlefield surveillance, where a flying TV camera and transmitter directed from behind the front lines would give combat commanders a running view of action on the battlefield and movements behind the lines. Robot copters can lay communication wires rapidly over rough terrain, carry cargo and supplies to otherwise inaccessible areas, drop smoke bombs to mark targets for artillery fire, lay smoke screens to obscure troop movements, carry motion picture and still cameras for permanent records of battle surveillance, or be used as a highly maneuverable vehicle against such land vehicles as tanks. They can even lay a line of explosive

charges through an area which has been spotted with enemy land mines and can explode those charges, thereby clearing a path for the movement of troops and vehicles. Therefore many dangerous missions can be accomplished without hazard to pilots and other personnel.

The first remotely controlled copter was flown from the ground control station by a helicopter pilot. Today it may be controlled not only

from a ground station, but from another helicopter as well. Control can also be switched back and forth between airborne and ground control stations.

The new helicopters are lightweight and simply constructed. Compact remotely controlled rotary-wing units carrying the special equipment required for any particular mission can be more easily produced than can man-carrying helicopters.

EARLY MODEL of present experimental remote control helicopter makes a test run. Although controlled from ground, pilot stayed on board in case of trouble.





HEADQUARTERS FOR INVASION — Navymen land with amphibious assault troops to direct beach and water traffic.

Beachmasters in Training

WHEN A NAVY TASK FORCE commander directs an assault landing, he has a complex set of “eyes and ears” at the scene of action—an Amphibious Beach Group.

In this age of jet planes, guided missiles and atomic propulsion, the role of these beach groups is becoming increasingly important.

The men who form the teams are real amphibians. They land with the troops on an assault beach during an amphibious landing and help make possible the smooth transition

of an amphibious invasion from a water-borne to a land-borne operation. They set up radio communications on the invasion beaches, salvage disabled landing craft in the surf zone and beach area, bring in the ponderous pontoon causeways for unloading heavy vehicles, and direct traffic in the beach area—boat traffic in the surf zone and vehicular and personnel traffic across the beaches themselves.

To keep abreast of the scientific advances that continue to change

and sometimes revolutionize modern amphibious warfare, the Naval Reserve has developed a realistic training program for its Amphibious Beach Group Divisions.

Three such Reserve divisions are in operation today—one on the east coast and two on the west coast. In time of mobilization, these Reservists would be available as individuals to augment Naval Beach Groups in the regular establishment.

Members of the divisions are chiefly officers — LTJGs through CAPTs—men with World War II experience in shore party or general amphibious operations or Reservists whose experience, education or training qualifies them for duties in connection with the planning, organization and administration of beach groups. There are limited administrative billets for enlisted men with yeoman or personnel man qualifications.

The men who make up these groups are highly skilled specialists. They are experts in the operation of pontoon equipment. They know the ins and outs of construction on beaches, operation of LCM lighterage, installation of ship-to-shore assault bulk fuel lines. They are adept at salvage, traffic control and the hundred-and-one other details vital to successful assault landings.

RESERVE BEACHMASTERS from San Diego go through on-the-beach training to keep up with the latest methods of directing action on beachhead.





BEACHMASTER sets up headquarters in the sand to direct landing craft and supplies safely onto the beach.

At the present time, Reservists in Amphibious Beach Group Divisions are authorized 24 paid drills and 14 days of active duty for training (ACDUTRA) with pay each year. In addition, district commandants may prescribe up to 24 drills without pay.

The divisions are following the general trend in the Naval Reserve toward increased utilization of multiple drills and team training.

A good example of present day training is the drill recently carried out by members of Naval Reserve Amphibious Beach Group Division 11-1, San Diego, Calif.

Well in advance of the scheduled D-Day, arrangements were made with Commander Naval Beach Group One, at the Naval Amphibious Base, Coronado. With the assistance of the Naval Beach Group School, a training exercise was worked out, involving an actual assault landing.

The school provided the necessary equipment for the landing operation, gear, vehicles, tents and command post equipment. Experienced men from the school were assigned as instructors during the landing exercise so that the Reservists could learn the latest developments in the techniques of beach warfare. The Pacific Fleet's LCU Squadron One supplied LCU craft for the exercise.

Here's the timetable the Reservists followed when their Saturday morning D-Day arrived.

Early in the morning, members of the Division assemble at the amphibious base. Wearing full combat uniform, the Reservists board the waiting LCU and steam toward the "objective area"—Blue Beach on Silver Strand.

En route, they receive last-minute instructions on beach communications and are divided into five parties, each assigned to a separate beach sector.

0800: H-Hour. The LCU's bow grounds on the sands of Blue Beach, the ramp clangs down and the Reservists "invade" the beach.

Once ashore, each party proceeds to its assigned sector. The Reservists dig two-man foxholes for protection from the "enemy." Each sector is thoroughly scouted. Lateral communications are quickly established and a revetted command post, complete with charts of the beach area, is built.

Evaluation teams, consisting of three officers each, circulate among the beach defenses. They check each evolution, give advice or guidance where necessary.

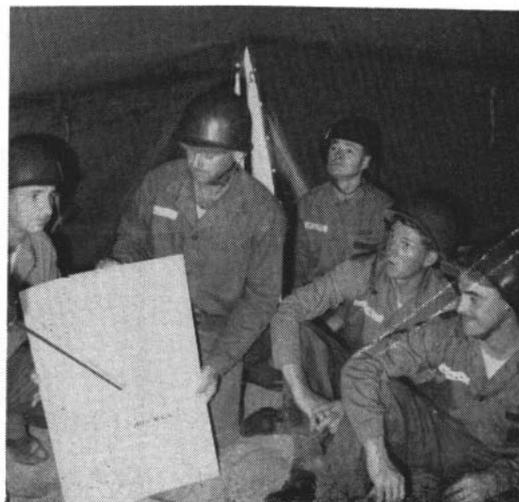
1130: All sector posts are completed and the evaluation teams inspect the area.

Meanwhile, all voice radio circuits are constantly manned, the operators drilled in proper techniques of voice radio procedure.

1300: Emphasis is switched to establishing a beach command post.



RESERVISTS construct two-man foxhole and below, hold critique in command post at Coronado maneuvers.





CONTROL LIAISON officer uses megaphone to direct Mike boats into shore with needed supplies. Below: Reserve beach groups study communications.



A command tent which doubles as a briefing shelter is erected.

1320: The trainees get instruction on beach communications and message procedure. Each Reservist has a chance to review each phase of the morning's operation. Mistakes are pointed out and methods for correcting them are discussed.

1430: Message drill. A simulated assault problem serves as the basis for more practice in voice radio procedure.

1520: Strike shelters, fill foxholes, police the area.

1545: Return to amphibious base.

1600: Secure. Throughout the drill, "evaluators" inspect each phase of the operation, taking into consideration such factors as advance planning, general

NORMANDY — Experience of World War II showed value of Amphibious Beach Groups in landing operations in the Pacific as well as in Europe.



organization of men and gear and the resourcefulness and attitude of the Reservists taking part.

Once the drill is over, the evaluators review the exercise with the division's commanding officer. The drill is carefully analyzed and recommendations are made for improving future drills.

When the Reservists aren't taking part in a multiple drill involving a battle problem as shown above, they attend classroom lectures and receive practical instruction in the many phases of their operations.

They cover such topics as the purpose and construction of pontoon barges, use of pontoon causeways, building causeway piers, small craft salvage, amphibious withdrawals, the UDT unit, communications, logistics, beach and surf conditions, cold weather operations and the like.

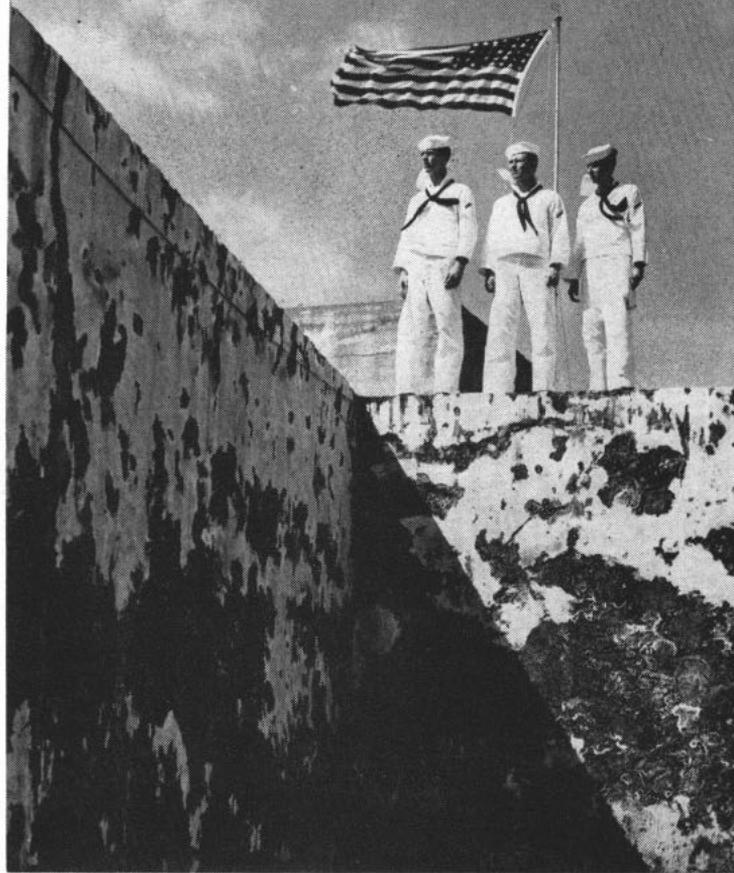
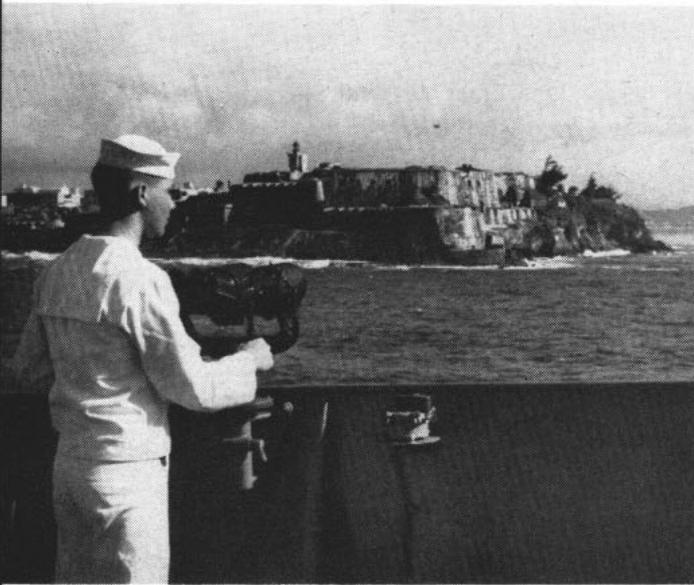
Bivouacs on the beach are also scheduled so the Reservists can put into practice their knowledge of perimeter defense beach security, camouflage and concealment.

Training is not restricted to "hit the beach" procedures, however. One division recently scheduled a drill at a Marine Corps installation. Members received instruction in infantry weapons and their effect, including the machine guns, carbines and .45 caliber automatic pistol. They also worked in some training in booby traps and land mines.

Reservists of Division 11-1 are currently preparing for "Project Two"—their annual inspection which will be held in December. This won't be just a spit and polish inspection of men and equipment, however. The beachmasters are planning an elaborate sand table demonstration of an amphibious assault, putting into practical use the techniques they have learned during drills and on active duty for training.

It's easy to see that members of Naval Reserve Amphibious Beach Group Divisions are receiving top-notch training in both the theoretical and practical aspects of their specialty. The Regular Navy lends support in training exercises such as the multiple drill described above, helping to maintain this training on a high level.

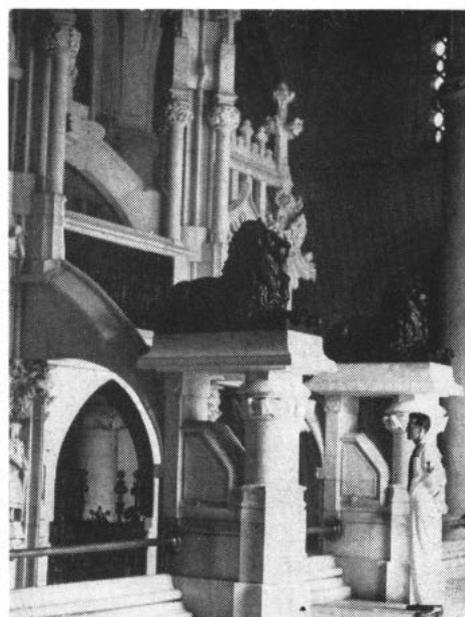
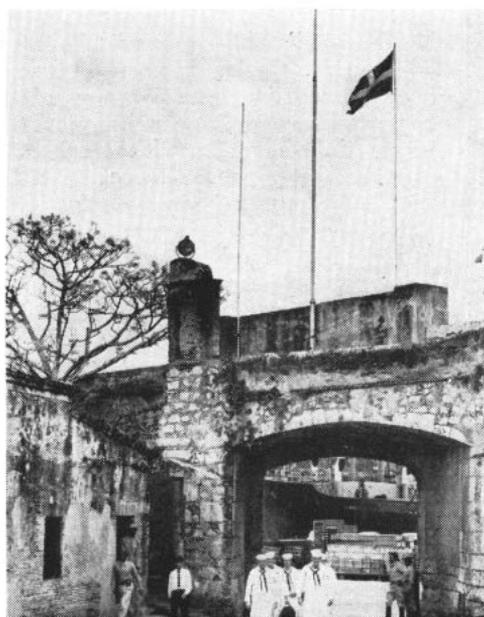
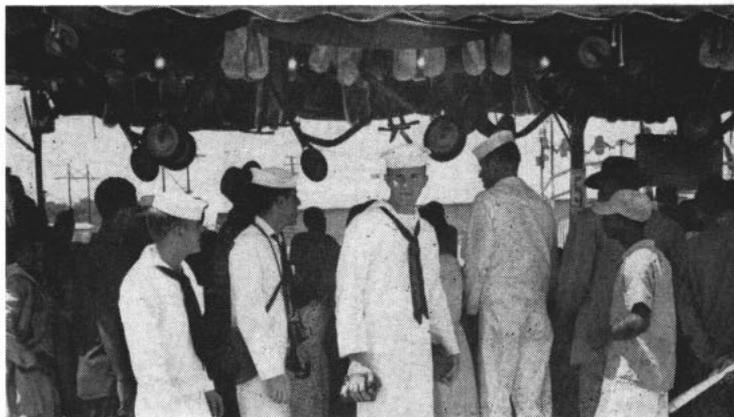
In the event of mobilization, these Reservists will be ready to join with Regulars as members of fully-manned Naval Beach Groups.



Tropical Liberty

A FAVORITE VACATION and yachting spot for the fortunate and well-heeled tourist is the sunny clime of the Caribbean. For the Navyman with the Atlantic Fleet it is a familiar stamping ground where many ships head for a shakedown. So it was with the crew of *uss Arcadia* (AD 23). She headed south and all hands readied for a tropical liberty in the West Indies where they would visit Puerto Rico and the Dominican Republic.

Top Left: *uss Arcadia* (AD 23) sails past the well known landmark, El Morro Castle, as she enters the harbor at San Juan, Puerto Rico. *Top Right:* Men from the destroyer tender enjoy close-up look at the old castle. *Right:* Souvenirs are bargained for in the markets at Ciudad Trujillo during visit to Dominican Republic. *Lower Right:* Crewman from *Arcadia* visits cathedral in Ciudad Trujillo where the remains of Columbus are entombed. *Lower Center:* Liberty party passes through old stone gate on way to good times in the Republic's capital. *Lower left:* Navy tourists admire the pool at San Juan's modern airport.





MINUTE LADIES of DesFlot Four keep things shipshape on shore. Below: Wives leave McCain after meeting.



Navy's Minute Women

WHEN A NAVYMAN reports to a new ship it doesn't usually take long to find someone who'll shoot the breeze with him, swap watches or pick him up a few pairs of socks on a trip to small stores.

But, what about his wife? While he's at sea, where can she turn when she needs someone to watch her other children while she rushes a sick baby to the doctor or when she just wants to talk with another woman with whom she has something in common?

In her own home town there would be friends, long-time neighbors or relatives around to help her out when she needed a hand. But, if she's living in the home port of her husband's ship, it may take a while before she learns where assistance is available or knows any of her neighbors well enough to ask favors of them. As a result the going can get pretty tough, especially if she's only been a Navy wife for a short time and is just getting used to the idea of moving around and being left on her own.

This was one of the problems that Destroyer Flotilla Four at Norfolk, Va., set out to solve about a year ago, so it inaugurated a special program for destroyermen and their families. As part of this program the flotilla distributed booklets, full of handy information on the facilities

and services available to Navy dependents in the Norfolk area, and set aside a special phone at flotilla headquarters so that members of the flotilla staff could be reached 24 hours a day by any DesFlot Four family needing emergency assistance.

These measures were important steps toward making it easier for Mrs. Destroyerman to get settled in Norfolk, and assisting her when something really serious came up. Still, they couldn't replace the kind of help she'd be able to get from friends and relatives back home.

To meet that need, RADM Laurence H. Frost, usn, then Commander DesFlot Four, suggested that the wives of flotilla personnel "institute at ship level an organization of ladies to assist new arrivals, the families of men at sea, or any dependent in need of assistance from any cause whatsoever."

Out of that suggestion there has grown the Minute Women, an informal organization which is creating among DesFlot Four families the same sort of friendly neighborliness that typifies an American small town. Through Minute Women activities confined to small groups built around individual ships, the wives of men who serve together are beginning to feel as though they're among old home-town friends. In

the process the Navy has lost much of the bigness that used to seem so bewildering, the wives are taking more pride in their husband's ships and they've gotten over feeling that they had to "go it alone" whenever their husbands were gone. Since their men are all in the same ship, the wives, regardless of husband's rank or rate, are more conscious that they're "all in the same boat" when that ship is at sea, and they're a lot less hesitant about asking each other for help when they need it.

What kind of help? Here are just a few samples:

- Mrs. X's husband was at sea in *uss John Hood* (DD 655). In the middle of the night she had to go to the hospital. The Minute Women of *Hood* not only got her there, but also took care of her two children until she was again able to handle the job herself.

- Mrs. Y's husband was at sea in

Meet Aboard

uss Eugene A. Greene (DDR 711), when one of her children hurt his arm in a nasty fall. Minute Women rallied 'round and hauled the pint-sized casualty to the dispensary while mother stayed home to take care of the rest of her family.

- A chief, about to be transferred from Newport, R. I., to *uss Sierra* (AD 18) wanted to find a house in Norfolk before he made the move. *Sierra's* Minute Women located one and the chief was able to bring his family along with him instead of leaving them behind while he looked for a place to live.

- A PO2 had just arrived in Norfolk with his family when his wife had a premature baby. Chiefs' wives from *uss John S. McCain* (DL 3) helped take care of the rest of the children in the family until the mother was back on her feet again.

- The wife of *McCain's* CO was taken to the hospital. Over the next two weeks Minute Women from that ship pitched in to take care of the skipper's children whenever he couldn't be home.

Besides dozens of cases like these, the Minute Women have performed countless everyday "good deeds" such as visiting destroyer men's wives, informing newly-arrived families of the services and facilities available to them in Norfolk and driving newcomers around town to

help them locate housing.

Actually, it's hard to tell whether these things have been done by the Minute Women as groups, or simply by friends helping friends, for the Minute Women aren't just members of a do-gooders club. Social activities are also important, and through them the women have become acquainted and have formed the kind of friendships that make them want to help each other when help is needed. However, without the common meeting ground that the Minute Women have provided, many of these friends would still be strangers.

McCain's Minute Women are typical of those throughout DesFlot Four, and when the modern frigate moves to the Pacific they plan to carry the Minute Women spirit along with them to the West Coast. The only "officers" of the group are the four ladies on the steering committee—the wife of the CO, the wife of the ship's exec, the wife of a chief yeoman and the wife of a chief radioman. Any woman in the Norfolk area whose husband is serving in *McCain* automatically becomes a member. To make it easy to get in touch with each other socially or in an emergency, an up-to-date list of all the *McCain* families in the area is distributed every month, showing local addresses, phone numbers and the name of the husband, wife and children in each family.

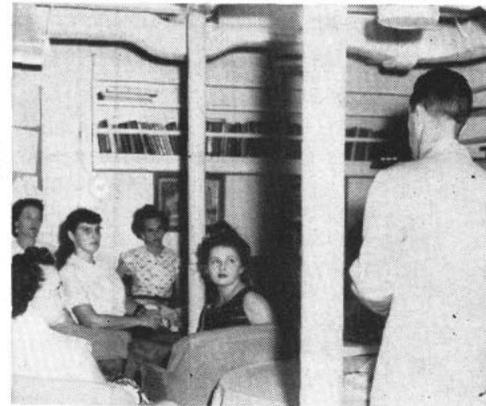
The ladies of *McCain* meet once a month. In addition, they have gotten together at other times to plan (with the ship's recreation committee) a beach party for the entire

ship, a special Mother's Day outing for *McCain* families and kitchenware parties to raise money for the decoration of an unused rocket storage compartment which *McCain* is converting into an EM rec room.

In preparation for the monthly meetings the steering committee sends out post cards to all the *McCain* wives to tell them what the meeting will be about and when and where it will be held. As *McCain* has been in the yard much of the time since the wives began to organize, the women have been able to hold all their meetings so far in the ship's wardroom. Minute Women of other ships usually meet in a member's home while a ship's at sea.

"Having a regular place to meet every time — and our husbands around to baby-sit for us—is probably why our Minute Women have been able to do so much more than those of other ships," says one of the *McCain* wives.

But the Minute Women of other



MEETINGS aboard ship give wives sense of belonging as well as latest info. Above: CO passes the word on ship's move. Left: Baby talk. Rt: Women talk.





IN ADDITION to lending a helping hand wives work with ship to plan social events. Here, children of crew members stand by for refreshment during party.

DesFlot Four ships are just as firmly convinced that their organizations and ships are the best in the Fleet. It's all part of a new pride and sense of belonging that the organization has created for the Navy wife who used to talk in terms of "my husband's ship," rather than "our ship."

The problem of finding baby-sitters so that the ladies can attend meetings has been solved by putting Papa to work. On the afternoon of a meeting husbands are allowed time off to go home and bring their wives and children to the ship or to stay home and watch the kids while the little woman attends. The most popular arrangement is to bring the children along to the ship and let Daddy take care of them on board.

While the ladies are gathered in the wardroom, the CPO mess becomes a nursery, where each father tends to his own offspring. Movies, ice cream, cookies and punch, lemonade or milk for the youngsters add a gala touch to the occasion. If those don't quiet the determined toddler who still howls for Mama, Pop can take the little one on a guided tour of the ship.

The meetings themselves are more like neighborhood get-togethers than "meetings." There is no secretary to labor over the minutes and no treasurer to report on finances. The captain or exec usually tells the ladies what's on the ship's schedule for the coming month, and there may also be an informal talk on items of special interest to Navy wives.

For example, at one of *McCain's*

meetings a representative of the Personal Affairs Division, BuPers, talked to the group about available means of transportation; travel, trailer and dislocation allowances; procedures for the shipment of automobiles and household goods; the housing and school situation in San Diego; and various other matters of interest to dependents in connection with the ship's move to the Pacific. Afterward, a lengthy question - and - answer period gave the ladies a chance to get accurate information on details pertaining to their own particular moving problems.

Through this and similar talks the wives have had an opportunity to learn more about the way Navy takes care of dependents than they ever knew before. One put it this way:

CPO LOUNGE becomes 'nursery' on meeting days as daddies baby-sit while wives meet in ship's wardroom.



"When my husband is home he's interested in his projects, or the newspaper or television, or fixing the youngster's toys. He's not interested in 'shop talk.' If I have a question that involves future planning he might give me an answer by repeating something he's heard second or third hand. Now, at our meetings, we hear about these things from the captain himself, or someone else who has accurate information, and it makes the Navy a lot easier to understand."

Arrangements are also made at the meetings for calls on any *McCain* dependents who have recently arrived in the area. The two wives who live nearest to the new family usually carry out this assignment. They welcome the new arrivals to *McCain*, present the new man's wife a copy of the flotilla's booklet about Norfolk and answer any questions the newcomer might have about stores, schools, churches, doctors, etc., in the neighborhood.

McCain's Minute Women are well prepared to assist each other during the west coast move. Wives who are going on ahead and know in advance where they will be staying, have given their phone numbers and addresses to the women who will come out later. Thus, the early arrivals will be available to help the later ones get settled.

Since they know they can count on each other, the wives feel a lot more secure about the cross-country trip. One expectant mother, who had planned to go home to have her baby, decided instead to make the move to San Diego—because she realized the Minute Women would see that she was well taken care of, even though her husband's ship might be thousands of miles away when the time came.

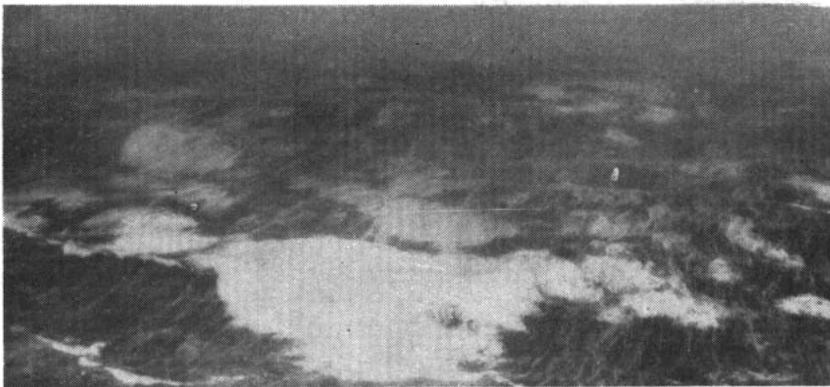
The husbands too are noticing the change the Minute Women have wrought. It's becoming almost a commonplace to hear a *McCain* wife say:

"My husband has been in five different ships since we've been married. But, neither of us has ever had this feeling about one before."

And as a veteran chief answered when he was asked what his wife thought of the Minute Women:

"She thinks they're really great. And, by golly, I'll tell you—my wife is the kind who's mighty hard to please about anything!"

—Gerald Wolff



NAVY HURRICANE Hunter's photo shows wind-swept sea in the storm's eye.

Keeping Tabs on the Lady Killers

When advanced units of the Navy's "Hurricane Hunters," Airborne Early Warning Squadron Four, were sent to Puerto Rico in June, it marked a decade of Navy participation with the Joint Hurricane Warning Service.

During the past 10 years of hurricane hunting, Navy planes have flown into hurricanes about 150 times.

P2V *Neptunes* and WV-3 *Constellations* are being used again this year to patrol the Caribbean and give advance warning of any tropical storm that may develop. The *Neptunes* are utilized for low-level flights and hurricane penetration while the *Constellations* are employed for higher altitude radar tracking and photography.

During the past year the Navy has been developing new devices which improve tracking and enable more advance warning of approaching storms. These include free-floating automatic meteorological stations that provide weather data by radio impulses when dropped into the sea in the path of a hurricane. "Hurricane rockets" have also been developed. They are equipped with cameras that photograph cloud formations when fired into the storm's "eye."

The Navy has a new apparatus for getting the goods on *Connie*, *Diane*, *Hazel* and the other "wicked ladies" who've been raising hob on the East Coast in recent years.

Dubbed the *Hurricoon*, the apparatus is simply a *Skyhook* plastic balloon equipped with a camera gondola. From an altitude of about 80,000 feet it will make a continuing, panoramic, picture story of a hurricane as part of a joint effort by the Navy, Air Force and Weather

Bureau to learn more about these devastating storms.

In order to get over a hurricane the balloon will take advantage of a high-altitude wind reversal which occurs during the summer in middle latitudes. It will probably be released at the Naval Air Facility, Weeksville, N. C., rising to an altitude between 30,000 and 70,000 feet. From the coast it will drift out over the ocean until it reaches its "turn-around-point," where it will be directed by radio to ascend to 80,000 feet. At that height it will enter shoreward-moving air currents which will carry it back over the storm. When it reaches a satisfactory recovery point its flight will be terminated and its instruments will be parachuted to earth.

Hurricoon is rigged so that a 35-mm flight camera, dangling on wires below it, is focused on a large ball with a mirror-like surface. Once a minute, for 12 hours or more, the camera will photograph the reflection on the ball. Since the visual horizon at 80,000 feet is about 320 miles, the reflection will show an area of more than 300,000 square miles.

In addition to its radio equipment and the panoramic setup, the balloon will carry a second camera to make time-lapse pictures of cloud tops and a third to photograph the balloon's instruments. The instrument-panel shots, synchronized with the panoramic camera, will tell where the balloon was and how it was oriented for each of the panoramic photos.

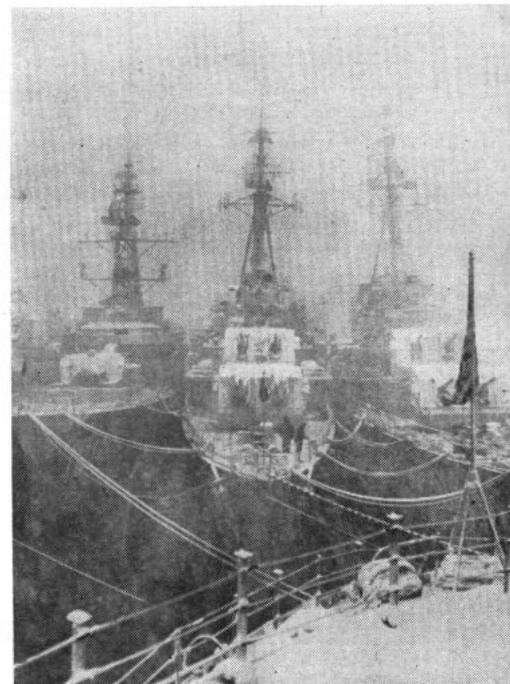
Besides *Hurricoon*, the Navy will gather hurricane data with lower-altitude balloons, specially-instrumented buoys and picture-taking rockets that chase the lady killers.



HURRICOON — Skyhook balloons will carry gondola with cameras and instruments to record what blows.



NEW EQUIPMENT like WV-3 weather recon plane will get data to warn ships like the DDs pictured in blow.





D. White, PN1, USN



J. Imel, MU3, USN



J. D. Hicks, HM3, USN



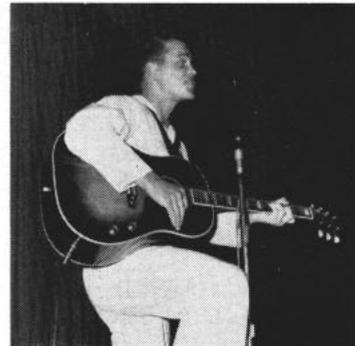
L. Sharp, PN3, USN



D. McMeekin, YN1, USN



LT J. Bowers, USMC



R. Sparks, SA, USN



Richard (SH3) & Robert (SHSN) Featherston



R. Rodifer, AN, USN



LTJG S. Branam, NC, USN



A. Williams, PN3, USN



LTJG A. Wagner, USNR

All-Navy Talent

AZANY COMBO from the NAS Pensacola, Fla., band took top honors in the 1956 All-Navy Talent Contest held at the St. Albans Naval Hospital in New York. The foursome of Arnold Keebler, MU3, USN, Elmer North, MU2, USN, Herman Dean, MU2, USN, and John Amoni, MUSA, USN, literally rocked the house and rolled on the stage to take hop honors in the third annual sea-service talent show.

With a combination of drums, bass, sax and accordion, the four musicians gave out with some five minutes of hot jazz accompanied with just about every type of acrobatics possible—and they didn't miss a note. Had there been a trampoline or trapeze on the stage, the combo no doubt would have

been swinging and jumping on those.

Runner-up honors were given to "The Echoes," a fine quartet from NAS Norfolk, Va., on their rendition of "Summer Kind of Love." The second place quartet included Stuart Taylor, PNSN, USN, Richard Sawyer, AN, USN, Donald Duckett, AA, USN, and Harvey Young, AN, USN.

Jack Imel, MU3, USN, of ComCruDesPac in *USS Dixie* (AD 14), set a precedent which may be hard to top as he again placed in the Navy Talent Contest. With his very talented and entertaining marimba playing and tap dance routine, Jack won third place. Last year, he tied for first place in the contest.

The personable Imel, who cer-

tainly is one of the Navy's more talented musicians, was also selected for the second year to appear in the All-Navy Talent Show televised nationally over the Ed Sullivan show.

The only other performer to repeat in both the All-Navy Contest and on the Sullivan show was Robert Rodifer, AN, USN, of NAS Jacksonville, Fla. The airman did a hilarious comedy pantomime to the tune of "Hard Hearted Hanna." The fact that the 45 rpm record was played at 78 rpm helped the act.

Another show stopper, both on the All-Navy and Ed Sullivan show, was the bit by Dick McMeekin, YN1, USN, from the Navy Recruiting Station in Jacksonville, Fla.



H. Kehr, MU3 & W. Rynkin, MUSN



J. D. Anthony, AN, USN



W. Hahn, HM1, USN & Son



"The Continentals"

On Stage and TV



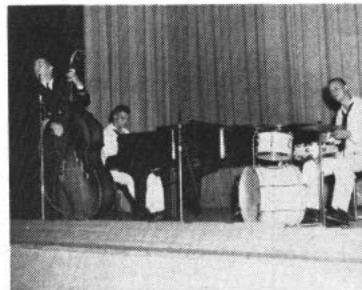
L. McCann, AM3, USN



J. Dillworth, YN1(SS), USN



W. Hayes, SA, USN



"The Flat Tops"



Mach W-1 H. Dundore, USN



P. Ryall, SN, USN



D. Conklin, AN, USN



"The Jumping Jacks"

McMeekin sang "Cecilia" both in his natural baritone voice and then in a true falsetto, which really floored everyone.

James Dillworth, YN1 (SS), USN, from *USS Hazelwood* (DD 531), revived an ancient art when he performed his sword and flame swallowing act. In addition to the flames and 18-inch swords, Dillworth also gulped an oversized screwdriver because, as he explained, someone once told him he had a screw loose.

Danny White, PN1, USN, of *USS Jupiter* (AVS 8), interspersing humor with good singing and guitar playing, was a big hit with the crowd.

White was really put to a test when he first came out to do his number. On his first stroke on the

guitar, his pick seemed to disintegrate. But he held on gamely for a couple minutes until another pick could be brought out to him.

Besides All-Navy laurels, the 41 contestants were vying for spots on the Ed Sullivan show and the 30-day nation-wide tour produced and directed by the Bureau's Recruiting Service. Competition was very keen but quite friendly. The exchange of ideas and constructive comments between the contestants aided in making this talent show one of the finest ever staged by the Navy.

Selected for the Ed Sullivan Show were Patricia Ryall SA, USN; the "Jumping Jacks," a combo of Gerry Webb, SA, USN, and Marine CPL Jim Wallace, SGT Ray Moore, and

CPL Don Kahn; LTJG Allan Wagner, USNR; Randy Sparks, SA, USN; McCann, AM3, USN; Danny White; LTJG Ted Forte, USNR; Robert Rodifer; LT Jim Bowers, USMC; Jack Imel; Dick McMeekin; William Hrynkiw, MU3, USN; the Marine quartet of CPL Joe Bruton, CPL Frank Church, PFC John Hushing, and SGT Lloyd Kyes; plus the winning All-Navy combo "The Continentals."

Those chosen to make the Navy Recruiting tour were Pat Ryall, Al Wagner, Randy Sparks, Danny White, Jack Imel, Harry Kehr, "The Continentals" Art Williams, SA, USN, LTJG Stella Branam, NC, USN, and Ensign Jane Johnson, USNR.

The recruiting show was a smash

Swimming and Diving

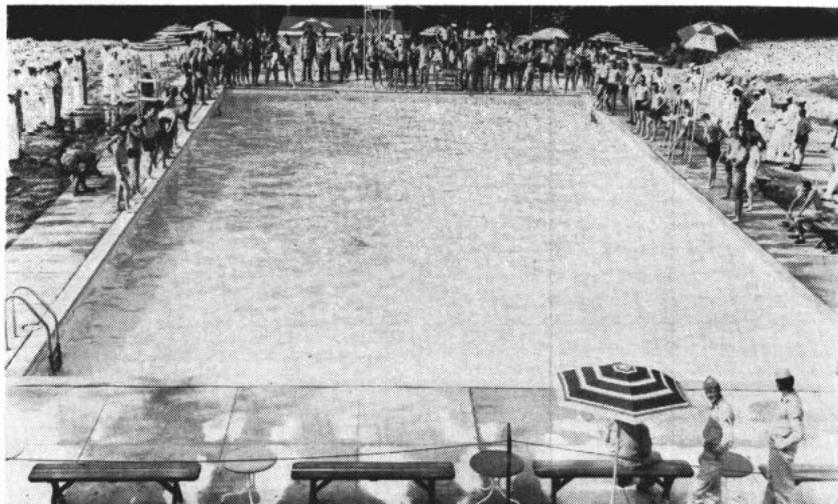
Reid Patterson, SN, USN, won a spot on the American Olympic Swimming Team. When he qualified by finishing third in the 100-meter freestyle event at the Olympic Trials in Detroit. Gerald Harrison, SA, USN, was picked as an alternate in the diving event. The trials saw more than 400 swimmers and divers competing for the 28 places on the team.

Patterson, had a 57.1 time in the qualifying heat but in the finals he had to settle for a 57.4 time and third place. Bill Woolsey of Hawaii won first in this event with a 57.0 time and Richard Hanley was second, a tenth of a second behind.

Gerry Harrison, former NCAA and AAU springboard diving champion, all but had a plane ticket to Australia, but then something went haywire. Although leading by a good margin, Harrison messed up his last two dives and could place no better than fourth. Harrison also finished fourth in the platform diving event.

A week before the Olympic Trials, the Navy swimming team had competed in the National AAU Outdoor Swimming Championships with Reid Patterson again showing the way. Patterson competed in his favorite 100-meter freestyle event and finished with a time of 56.6 but that was only good enough for second place as Richard Hanley set a new American record with a time of 56.3.

The Navy's 800-meter relay team of Dick Talbot, Don Evans, Ralph Darr and Patterson finished fourth out of 12 teams with a 9:08.4 time. In the 3-meter diving event, Har-



MINEMEN stand by to make a big splash in their new swimming pool at U.S. Naval Mine Depot, Yorktown, Va. The pool will be used by Navy and Marines.

rison was fourth out of 39 competitors.

The Navy team that competed in the AAU and Olympic Trials was selected from among the winners in the 1956 All-Navy Swimming and Diving Meet held at San Diego's Navy Field.

The record log was buffeted soundly, so far as pool records were concerned, by the times posted in the All-Navy meet. Schmelling of the Long Beach Naval Station shaved eight-tenths of a second off his 2:55.8 time in the 200-meter butterfly event and the 400-meter relay team of John Mayer, Ken Schmelling, Dick Jeffery and Reid Patterson cut one and three-tenths seconds from the old mark of 4:53.4.

Patterson also set a new pool record for the 100-meter freestyle as he covered the distance in 58 seconds flat. The old record of 58.8

was set in 1953 by NTC's Don Rosenthal.

Summary of 1956 All-Navy Swimming and Diving: (All competitors are from the Long Beach Naval Station unless otherwise indicated.)

3-meter diving — Gary Bagley, NAS San Diego, 454.2 points; Gerald Harrison, Pete Charlton.

1500-meter freestyle—Ralph Darr; Charles DeForrest; Newton Bowers. Time: 20:25.C.

400-meter individual medley — John Mayers; Kendall Schmelling; Charles DeForrest. Time: 6:01.9.

200-meter freestyle—Richard Talbot; Dick Evans; Jess Belton. Time: 2:14.5.

200-meter backstroke—Dick Jeffery; Ron Raeta; 12th Naval District, Roger Dains, 12th Naval District. Time: 3:00.9.

100-meter backstroke — Robert Cowell, 12th Naval District; John Mayers; Jess Belton. Time: 1:12.7.

200-meter butterfly—Ken Schmelling; Ron Raeta, Com12; James Srgan, Com12. Time: 2:55.

800-meter freestyle relay (4-men) — Long Beach (Talbot, Black, Gambriel and Evans); 11th Naval District "B" team. No third place. Time: 10:03.8.

100-meter freestyle — Reid Patterson; Richard Talbot; Terry McGuire, San Diego. Time :58.0.

400-meter freestyle—Don Evans Ralph Darr; Richard Talbot. Time: 4:58.2.

400-meter medley relay (4-man)—Long Beach (Mayer, Jeffrey, Schmelling and Patterson); 12th Naval District. No third. Time: 4:52.1.



THREE TIME WINNER, Chief Machinist Offutt Pinion, USN, is again Navy's top 'gun slinger' as a result of his '56 All-Navy Individual pistol win.

LETTERS TO THE EDITOR

Application for Fleet Reserve

SIR: When a person has enough service to be transferred to the Fleet Reserve, how long does it generally take from the time you apply until you actually enter the Fleet Reserve?

Also, if a man's current enlistment is for four years and he's only completed two years of this obligation, can he pay back in cash the reenlistment bonus for the two years not served or does the Navy take it out of the man's retainer pay?—C. R. B., BM2, USN.

• Applications for transfer to the Naval Fleet Reserve are processed as soon as they are received. However, when the application does not state a specific date, it is the practice of the Bureau to adjust the effective date of transfer to the Fleet Reserve in order to protect the applicant's best interests as follows:

1. To provide a date for transfer to the Naval Fleet Reserve.

2. To provide a date for pay purposes.

3. To provide a date so as to entitle him to receive maximum monetary benefits.

4. To allow ample time for mailing and processing.

When an amount is due from an enlisted man because of overpayment of reenlistment bonus and is not covered in full upon his transfer to the Fleet Reserve through adjustment or other

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 Naval 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.

funds due him, the resulting overpayment may be liquidated by the member in cash. If such liquidation is not effected, the overpayment will be liquidated by deductions from his retainer pay—ED.

They Can Beat It

SIR: About your enlistment record challenge in the June ALL HANDS (Taffrail Talk, page 64) this probably will not be the record, but I know I can beat LCDR Hessley and his 17-year hitch. My first enlistment, as extended, terminated in 21 Nov 1937. On 22 Nov 1937, I commenced a four-year enlistment, which was extended for three years on 22 Nov 1941. Before the extension was terminated, I was commissioned as ensign on 15 Aug 1943. I still have the service record and CSC in my desk which show that I now have over 18½ years on that hitch.—LCDR Arnold S. Lott, USN.

SIR: I can't beat LCDR Hessley's record for a first enlistment, but I'd like to submit my record as a challenge: I enlisted 1 Aug 1928; discharged (EE) 21 Jan 1932; reenlisted 13 Oct 1936; extended (3) 13 Oct 1940. I was appointed Ship's Clerk 1 Oct 1943, with subsequent appointments (all temporary) to Chief Ship's Clerk, LTJG and LT. This means that, since 13 Oct 1936, I have been serving on a continuous enlistment which gives a total of 19 years and eight months.—LT. S. J. Stalter, USN.

SIR: You invite us to "Beat that if you can." I can and will. I shipped over on 1 Nov 1934 and extended the enlistment for four years in order to avail myself of flight training at Pensacola, Fla. I was issued a temporary commission as ensign in June 1942. I retired as lieutenant commander on 1 July, still serving under the enlisted contract executed on 1 Nov 1934. My enlisted status terminated upon retirement. This constitutes 21 years and eight months of service under one enlistment contract. Beat that if you can.—LCDR Donald M. Kelly.

• You learn something new every day.—ED.

Dependent Medicare

SIR: My wife, who is living with my parents while I am overseas, is a long way from any military medical facility. It became necessary for her to have an emergency appendectomy recently—just after we were presented with a bill for our child, also born in a civilian hospital. On the pay of a petty officer third class, I have a great deal of difficulty meeting expenses incident to the child, to say nothing of this latest bill.

Naturally, when I heard that the Navy would pay civilian hospital expenses for dependents, I thought it worthwhile to check into the matter.—B.H.F., MM3, USN.

• What you've been hearing about is probably the Dependents Medical Care Act which recently became law, and which will cover situations such as yours (See ALL HANDS, September 1956, p. 52). However, that law does not become effective until about December 1956 and full procedures for applying its provisions have not yet been worked out.

Present regulations include no circumstances in which appropriated funds of the Department of Defense may be used for civilian medical or hospital care or for the services of civilian physicians obtained by a dependent or by some other person on behalf of a dependent. Naturally, since the Department of Defense appropriates no funds for such a purpose, it is impossible for the Navy Department to pay your wife's expenses.

You may, however, request help from a designated representative of the Navy Relief Society or by writing a letter presenting full details of your problem to the Headquarters, Navy Relief Society, Room 1204, Main Navy Building, Navy Department, Washington 25, D. C. If they find sufficient merit in your case they may make you a loan without interest, an outright grant or a combination of the two.—ED.

It's Final Multiple That Counts

SIR: I have heard that a PO1 with a very good record and recommendation will be advanced to CPO before one with a high final multiple. I had 125.50 on the last exam but was not rated. Did those who were authorized to be advanced have better recommendations or wasn't my mark high enough?—W.H.H., SD1, USN.

• That is strictly scuttlebutt you have been hearing in regard to those having better recommendations being advanced before the PO1s having high final multiples. One must have a good record and must be recommended before he is permitted to take the examination. All personnel are advanced in strict accordance with their numerical standing on the final multiple listings for their particular rate.

Your final multiple, although high, was not sufficient to warrant advancement within the limited quota applied to the SDCA rate. Better luck next time!—ED.

Bonus and Commission

SIR: I recently reenlisted for six years and have since applied for a commission. If I am accepted for a commission will I have to pay back my reenlistment bonus?—W.R.K., ATC, USN.

• If you receive the commission you applied for you will not have to pay back your reenlistment bonus. There are no regulations that require the recoupment of a reenlistment bonus upon the acceptance of a commission.—ED.

Take It or Leave It

SIR: BuPers Inst. 1910.5B (paragraph 6c) says that "Personnel shall not be granted leave en route to separation."

Does this mean that a man en route from duty station overseas to a Receiving Station, CONUS, for discharge can take no leave, either on his way to the States or in the States before reporting to the Receiving Station?

If so, what happens to a man here on Taiwan (Formosa) who has 72 days' leave on the books and is approaching his discharge date? Must he lose all leave over 60 days, or could he be transferred to Japan or Hawaii in time to use up his extra leave there?—N. W. R., YN2, USN.

• *The instruction means what it says—no leave en route—no matter where it might be taken. To prevent just such cases, "BuPers Manual," Article C-6201 (4), stresses that leave should be taken annually as it accrues, whether in a foreign country or Stateside.*

Unless the man with the 12 extra days uses them up while still attached to his permanent duty station, he is out of luck, for the Navy would take a dim view of "transferring" him several thousand miles just so he could use up extra leave before he is ordered to the States.—Ed.

'G' Billets and Crowded Rates

SIR: In a back issue of ALL HANDS (December 1955) I came across a chart comparing the Navy's personnel requirements in certain rates to the number of men the Navy has on board in those rates. Since mine is among the crowded rates I'd like to ask a few questions about your figures.

1. Is a permanent or acting CPO with a temporary commission still considered a CPO in the on-board totals?

2. Is a Reserve CPO on active duty—in the TAR program for instance—counted as filling a regular billet?

3. If a QMC is in an administrative billet (such as driver, dispatcher, police petty officer, shore patrol, etc.) is that billet included in the total number of QMC's the Navy needs? — G.W.A., GM1, USN.

• *Okay, here we go by the numbers.*

1. *No, a temporary officer is not included in the on-board count for the enlisted rate in which he holds his acting or permanent appointment.*

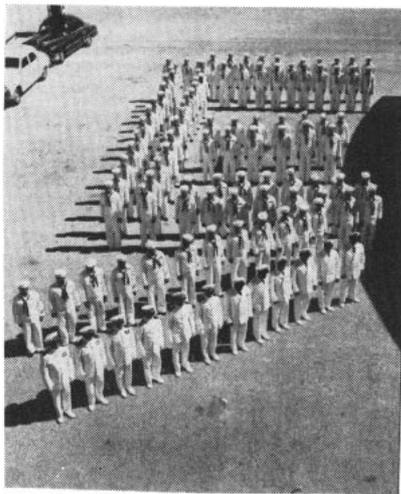
2. *A Reserve CPO in the TAR program fills a designated TAR billet in allowances. Other than TARs, Reserve chiefs on active duty with the Regular Naval Establishment fill regular billets in the allowances.*

3. *Administrative (G) billets were developed to provide a better chance for stateside shore duty in those ratings which would otherwise experience unfavorable sea/shore rotation. These billets (MAA, security duties, shore patrol,*

etc.) can be filled by any competent petty officer regardless of his rating. Technical skill is not a requirement of the job. Under this system QMC billets have been set up at shore stations where there is no need for a QMC as such. The job could easily be filled by an MCC. Where these billets have been established, they count in the total requirements of the rating.—Ed.



CREW OF USS Francis M. Robinson (DE 220) celebrates receiving third 'E' with paint brush and formation.



Correct Tie, Correct Salute

SIR: What is the knot used to tie the officer and CPO black "four-in-hand" necktie? I heard it was the four-in-hand knot, yet many officers and CPOs use the Windsor knot. Also, would you explain to a lot of people who insist on facing aft and saluting when coming aboard and leaving ship after sundown that such action is unnecessary unless, for some reason, the national ensign is left flying after sunset. — C.C.O., LTJG, USN.

• *"Navy Uniform Regulations does not specifically state what type of knot is to be used to tie the black four-in-hand necktie. The four-in-hand knot*

or the Windsor knot are both regulation.

The reply to your second comment can be found on page 447 of "The Blue-jackets' Manual" (1950) which states: "It was formerly custom and regulation ('U.S. Navy Regulations, 1920,' article 265) to salute the national ensign whenever you came upon the quarterdeck from any direction whatsoever. It was also the custom—and may continue to be so on certain ships—to face aft and salute when boarding or leaving ship, even if the ensign were not flying. These customs are not required by the new 'Navy Regulations' of 1948, but may be specified by the individual commanding officers."—Ed.

Promotion, Retirement of WOs

SIR: On behalf of myself and several other chiefs I would like to learn the answers to these questions about promotion and retirement for WOs.

1. Can a permanent WO with less than 20 years' service revert to his last enlisted rate to finish out his 20 years if he fails to qualify for advancement, or is he forced to leave the Navy?

2. Is a temporary WO forced into retirement when he is passed over too often, or can he revert to enlisted status to finish his career?

3. Are examinations required for advancement from one WO grade to the next? What is the waiting period between advancements? — W. G., PRC, USN.

• *Here they are:*

1. *If the man has between 18 and 20 years' service, he can be retained as a temporary WO until he is eligible to retire. If he's been in for less than 18 years his appointment is terminated, but he can, upon application and at the discretion of the Secretary of the Navy, be enlisted in such grade as the Secretary may direct. (See P. L. 379, 83rd Congress.)*

2. *A temporary WO, if eligible to retire, has the option of retiring or of reverting to his permanent enlisted status on that date which is sixty days after the date of his second failure. If he lacks less than two years of being eligible to retire, he will be retained on active duty in his present grade until he can retire. If he doesn't have 18 years of active service he will be reverted to permanent status on that date which is sixty days after the date of his second failure.*

3. *WO appointments are still being made by selection boards without a competitive examination. However, exams for all WO grades (and for all other permanent commissioned officers) are being established for future use in making appointments.*

Time in grade for promotion of WOs is as follows: W-1 to W-2—three years; W-2 to W-3 six years; and W-3 to W-4—6 years. Complete info may be found in BuPers Inst. 1000.11.—Ed.

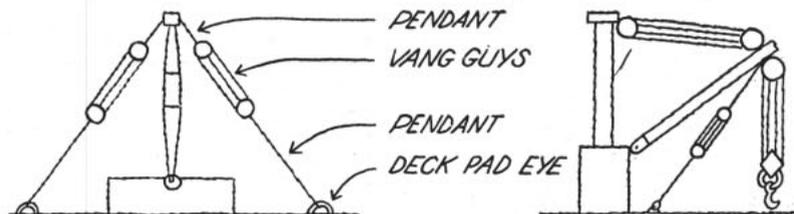
Running or Standing Rigging?

SIR: We have a hot discussion going on among the deck gang of USS Rankin (AKA 103), as to whether or not vang pendants are considered part of the standing rigging or running rigging as far as control of the motion of the boom is concerned.

The glossary of the SEAMANSHIP

be checked to get a general definition for rigging, both running and standing, and the general definitions of a vang, a guy, and a shroud. By definition they are as follows:

Standing riggings are lines or wires that support but ordinarily do not



manual (NavPers 16118-B), states "Rigging: generic term for the lines and/or wires which support a ship's mast(s), stack(s), yards, etc., (called standing rigging) and the lines, wires, and tackles which hoist, lower, and otherwise control the motion of her movable deck gear (called running rigging)."

Going by the above illustrations, could you tell us whether or not this pendant would be called standing or running rigging? Where the vang pendant is a support for the vang guys, couldn't they be considered standing rigging? Where the vang pendant does not have any movement while the vang guys are employed would they be considered running rigging?—R. F. A., BM1, USN.

• Several different sources had to

move. Clear cut examples of these are masts, stacks and shrouds.

Running riggings are lines, wires, etc., that move or control the motion of operating equipment. Examples of these are runners, topping lifts and guys.

Guys are lines used to steady or support a spar or boom. One source book defined it as consisting of wire pendants and two-folded manila purchases.

Now we get to the answer. Taking all the above data into consideration, it is very apparent that the rigging in your diagram (above) is running rigging. The section which you call "pendants" are movable in that the motion of the blocks moves the pendants toward or away from each other.—Ed.

Rights of Fleet Reservists

SIR: What are the privileges of a Fleet Reserve ex-temporary officer when he retires in a commissioned officer status?—C.F. McC., SKC, USN.

• You are eligible for all rights, privileges and benefits accorded to other retired personnel. Briefly, these include medical care for you and your dependents, commissary and exchange privileges (where facilities permit). In addition, if you are retired in a pay status, you and your dependents are eligible to travel on MSTs on space-available basis. Travel on naval aircraft is for yourself only, on a space-available basis.

A guide book for Retired and Fleet Reserve personnel is now being mailed to all retired members and Fleet Reservists. If you do not receive your copy by October, you may obtain one by writing to the Chief of Naval Personnel (Attn: Pers G224).—Ed.

Guadalupe Has Slick Record

SIR: I served in USS Guadalupe (AO 32) from 5 Nov 1951 to 20 Aug 1952. Did Guadalupe earn the Korean Presidential Unit Citation for this period?—C.W.T., LT, SC, USN.

• Guadalupe did earn the Korean Presidential Unit Citation and you're entitled to wear the KPUC ribbon. Although your tour in Guadalupe was short, it must have been interesting. During the nine months you were on board, Guadalupe is credited with serving from 29 Nov 1951 to 19 Apr 1952 and from 18 Aug 1952 to 29 Apr 1953 as part of the Seventh Fleet which received the actual citation. AO 32 also served another tour (1 Dec 1950—1 Apr 1951) with the Seventh Fleet before you reported aboard.

Incidentally, you may be interested to know that Guadalupe also has an outstanding WW II record. Before the shooting had even started she was preparing for exciting days ahead. In August 1941 she transported, along with a full cargo of oil, three MTBs of the now famous motor torpedo boat squadron of Medal of Honor winner LT John D. Bulkeley, (now CAPT) USN, from New York to Manila. Bulkeley and members of his staff also were aboard as passengers.

One month after the war began, the fleet oiler was engaged in task force operations in the Coral Sea, at a time when fueling-at-sea was still in its infancy and all lines had to be handled. In May '42, Guadalupe became one of the first of the converted Maritime Commission hulls to be equipped with winches and other fueling-at-sea gear.

By war's end, USS Guadalupe had earned 12 battle stars for service in the Asiatic-Pacific area. In addition, the 552-foot oiler had earned the Navy Occupation Medal and China Service Medal. Quite a ship!—Ed.

Education Under G.I. Bill

SIR: Upon the expiration of my current enlistment I will have three and-one-half years remaining before I complete 20 years of service.

As I interpret the G.I. Bill for veterans of the Korean conflict, one must begin the educational benefits offered by that bill within three years after discharge.

If such is the case, is there any way in which I can complete my 20 years of service without losing my educational benefits under the Korean G.I. Bill?—M.S.F., HMC, USN.

• Your interpretation of the Korean G.I. Bill is correct. One must begin utilizing his educational rights within three years after discharge.

It is suggested that you contact your personnel officer as to the possibility of extending your present enlistment so that you may still retain your eligibility for education under the G. I. Bill upon completion of 20 years' service. An eligible veteran must begin his education within three years after discharge and complete it within eight years or before 31 Jan 1965, which ever comes first.

Informal contact with the Veterans

Administration reveals that their General Counsel ruled that an extension of enlistment does not constitute a discharge from active naval service. Therefore, educational and training benefits for personnel in this category need not commence until three years after unconditional discharge issued at the end of the extension period.—Ed.

Eligibility for Class 'A' School

SIR: Can a man who has been dropped from a Class "A" Service School be assigned to another Class "A" School during the same hitch? Would a man in the above situation be eligible for duty under instruction for HM?—C.D.W., SN, USN.

• You are eligible for entry into a Class "A" School 18 months after having been dropped from a Class "A" School. This requirement can be waived for sufficient reason if requested from the Chief of Naval Personnel.

As for your second question, the answer is also affirmative. After 18 months have passed since being dropped from a Class "A" School, you may apply for Hospital Corps school. Also, you may be assigned to a dispensary for duty under instruction and then, if qualified, may apply for HM School.—Ed.

Computing Retired Pay

SIR: I am a LCDR, but because of a combat commendation, I'll be retiring as a CDR. Can you tell me just how my retirement pay will be figured?—F. J. L., LCDR, USN.

• Although being retired with the rank of CDR, your retirement pay will be based on that of a LCDR. It will be computed at 2½ per cent of your base pay at the time of retirement, multiplied by the number of years on which your active duty pay was computed.

For example, if you had 26 years' service, your base pay was \$592.80 per month. Two and one-half per cent of that equals \$14.82. You then multiply the \$14.82 by the number of years for which your active duty pay was computed. Using 26 years as an example, your retirement pay would be \$385.32 per month. "And that's not chicken feed!"—ED.

Recruit Procurement School

SIR: After successfully completing the Navy Recruit Procurement School in San Diego in October 1949, I served a normal tour of recruiting duty which ended in 1952. If, upon fulfilling my sea duty requirements, I request and am ordered to another normal tour of recruiting duty, will it be necessary for me to attend the school again?—L. R. W., QMC, USN.

• In a word, no.—ED.

Type Lice Again

SIR: How is it that a GMC can get his name on the Shore Duty Eligibility List without having the required 48 months' minimum sea duty? There were two examples in the May issue of ALL HANDS which indicate that it is possible.

One case is in the Ninth Naval District where the number one man on the list has only 21 months' sea duty; the other is in the 12th Naval District where the top man on the list has only 22 months' sea duty. How come? —R. G. B., GMC, USN.

• It's not possible, chief, for a GMC to have less than 48 months' sea duty and get on the SDEL. But it is possible for our proofreaders to overlook a figure. What you saw was a typographical error. The number of months sea duty for the GMC first on the SDEL for the Ninth Naval District should have read 84 months and (hold your hat for this one) the number of months' sea duty for the GMC on the list for the 12th Naval District should have read 228 months—and he's still waiting for his shore duty orders!—ED.

Per Diem

SIR: I was transferred from my ship to a normal tour of shore duty at NAF, Weeksville, N. C. I left the ship in January and with leave, travel and proceed time combined, reported to

my new duty station with my family in mid-March. I'm now awaiting housing (housing is very limited).

What I should like to know is this: Am I entitled to any per diem?—A. J. DeL., MEC, USN.

• "Joint Travel Regulations" authorizes payment of per diem allowance only when a member is in a travel status away from his permanent duty station incident to travel, temporary duty, or temporary additional duty and specifically prohibits payment of per diem while at the permanent duty sta-

tion. Accordingly, you are not entitled to per diem for the duty at your permanent station. The housing situation is not a factor in the determination of per diem allowance entitlement.

If your question relates to the travel from overseas to Weeksville, you are not authorized to collect per diem for travel aboard a government vessel. Further, since your letter indicates that your travel from San Francisco to Weeksville was at personal expense for which mileage is payable, you are not entitled to a per diem allowance.—ED.

Mystery of Missing Beans Is Solved

SIR: In Taffrail Talk of your May issue there is a statement to the effect that the Navy feeds a ton-and-half of strawberries to every ton of beans.

If we've had more strawberries than beans they must have been wearing disguises, because here on USS Robert H. McCard (DD 822) we have had beans, it seems for every meal—well, every day anyways. If your article was intended for civilian consumption, why didn't you send it to some woman's magazine?

We know how many strawberries we've eaten (average — once a month), so if your article is true, how about seeing that some of those berries are channeled our way instead of letting someone along the line make a big hog of himself?

Maybe you should get some new proofreaders.—The ET Gang, USS McCard.

• Heavens to Captain Queeg! So you're the ones who've been getting all our beans!

We hereby fire a 21-bean salute to the unsung heroes of McCard, who eat all the Navy's beans so that other ships might have more strawberries. Your self-sacrificing, uncomplaining, day-to-day courage in the face of overwhelming pods is an inspiration to all of us. Now we can brave the dangers of strawberry rash and gout with our heads a little higher, our hives a little redder and our shortcake a little shorter because of the fine example you've set.

We've consulted a very reliable authority (actually it was just a dictionary, but we usually say things that way to make them sound more impressive) and have come up with a bit of information that should help to cheer

your dreary lot, to wit: "Beans are highly nutritious, being very rich in protein."

On the other hand, the strawberry is not even a true berry, "but an enlarged pulpy receptacle, bearing numerous seedlike achenes." Thus, you're getting a wonderful opportunity to stock up on valuable protein, while the rest of us are getting so full of seedlike achenes they're coming out our ears. And if you've ever had an ear achene you know how painful that can be.

In addition to their nutritional value beans have another important use. If you'll save them up for a few days and take them to your Special Services officer, he'll probably be delighted to make a set of regulation beanbags for you and to arrange for your team to compete against teams from other ships. Who knows? With all the protein you've been getting, you may go on to the coveted All-Navy beanbag title, and by the next Olympics you might be competing against top-name beanbaggers from all over the world.

Good luck.—ED.

P. S.—Be sure to use raw beans in your beanbags, as the cooked ones tend to become soggy and slow down your game.—THE PROOFREADERS.

P. P. S.—Our statistics on the ton-and-a-half of strawberries and the ton of beans came from a press pack put out by USS Wasp (CVA 18) on her return to San Diego, Calif., from the Far East in April. Where she got the figures (or the strawberries) we don't know, but if Nacymen gambled, we'd be willing to bet on your beanbag team against hers anytime.

Incidentally, have you ever tried chipped beans on toast?



Brothers Serving Together

SIR: I have a GCT of 56 and an ARI of 62. What are my chances of getting Class A AT School?

If I cannot get school, would it be possible for me to get duty with my brother who is stationed at Jacksonville, Fla?—G.F.L., SN, USN.

• We don't know exactly what your chances of getting school are as assignment, in your case, would be made by ComServPac. However, you must change your rate to AN before you can be assigned to AT school. Why don't you check with your personnel officer and submit a request, via the chain of command, for a change to AN and subsequent course of instruction at Class A AT School.

As far as duty with your brother goes, the policy and requirements are outlined in "BuPers Manual," Article 5209(2) and BuPers Inst. 1306.33. According to these references you may get duty with your brother providing that:

(a) You make a request for such duty to the Chief of Naval Personnel.

(b) The command where your brother is serving has an allowance for your rate and a need for your services.

(c) At the time you request assignment with your brother, you are normally and routinely available for reassignment. Good luck!—Ed.

Pulled Ashore in Style

SIR: Ever since I read the letter in your April 1955 issue about Admiral Lord Louis Mountbatten, Royal Navy, being pulled ashore by six admirals, I've been trying to locate some pictures I had of a similar incident in the U. S. Navy, but so far I've had no success.

Even so, in 1936, Admiral Joseph M. Reeves, on being relieved as Commander in Chief, U. S. Fleet, was pulled ashore at Long Beach, California, in the racing cutter of the old Pennsylvania (BB 38). There were no admirals in his crew. There were a couple of captains and commanders (all officers from his staff), and I might add, they didn't "lay on their oars" either.—C. E. A., BMC, USN.

SIR: About a year ago ALL HANDS ran a letter telling of an English admiral being "pulled" ashore, and you stated that there are no records of any U. S. admiral ever having being honored in this manner.

Although his oarsmen were not of flag rank, Admiral Clarence Stewart Williams was accorded this honor in the spring of 1928 (I think) at Shanghai, China. Admiral Williams, on board *uss Pittsburgh*, was relieved by Admiral M. L. Bristol, and at the

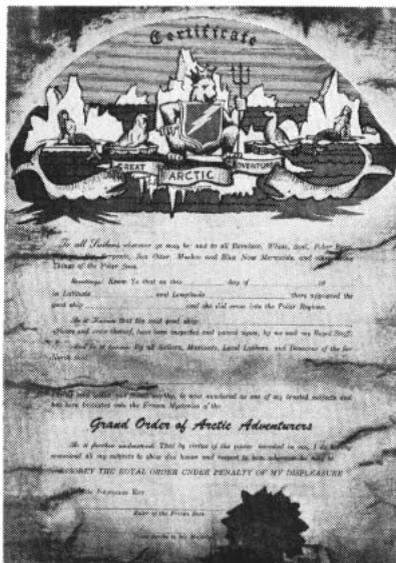
conclusion of the ceremony he was pulled ashore in a double-banked whaleboat by senior officers of the ship and staff.—C. H. S., QMC, USN.

• Thanks very much for your interesting sidelights on one of the more heartwarming customs—unfortunately one that is fast dying in today's mechanized navies. The record shows that both of the men mentioned as receiving this signal honor had turned in distinguished careers.

Admiral Williams, during 47 years of active duty, saw service in such ships as *uss Hartford*, *Monongahela*, *Ossipee*, *Constellation*, *Charleston* and the survey schooner *Eager*. During the Spanish American War he commanded *uss Gwin* and, in 1900, while attached to *uss Iroquois*, he assisted in the survey of *Midway Island*. He also served in such old-time men-of-war as *uss Massachusetts*, *Iowa*, *Albany* and *Rhode Island* before winding up his career on board *Pittsburgh* as Commander-in-Chief, Asiatic Fleet.

Admiral Williams' shore duty included such billets as instructor at the Naval Academy; member of the Board of Inspection and Survey; Chief of Staff—and later President—of the Naval War College, Newport; and member of the General Board and the Army and Navy Joint Board.

The naval career of Admiral Reeves was equally distinguished, although it nearly came to an abrupt end in 1909 because ADM Reeves (then a lieutenant commander) could not pass the walking test suggested by President Theodore Roosevelt. LCDR Reeves fell short 10 miles of the prescribed 50-mile hike, but a Retirement Board reconsidered his dismissal.



DEW LINE supply jobs qualify many Navymen for 'frosty' orders such as Blue Nose and Arctic Adventures.

Sixty Days Carryover

SIR: Would you please clear up a misunderstanding for us by answering the following hypothetical question: A man is about to reenlist under provisions of BuPers Inst. 1133.4 and BuPers Manual, Art. C-10306(1)(e), and he understands that he will not collect lump sum payment for unused earned leave. This person, at date of discharge, will have 73 days unused earned leave. I maintain that in accordance with BuPers Manual, Art. C-6105 (5), the man is entitled to carry the entire 73 days' earned unused leave over into his new enlistment. The article states in part that "personnel not entitled to cash settlement shall have unused leave carried over into a new enlistment."

Another YN maintains that the provisions of BuPers Manual, Art. C-6105(1), apply in the above case. This article states "The amount of earned leave shall not exceed 60 days on the first day of each fiscal year or upon discharge or separation from active duty." Who is right?—W.W.L., YN1, USN.

• Sorry mate, but you're wrong. Regardless of the authority under which a man is separated and reenlists, he cannot carry over more than 60 days' leave credit into his new enlistment. The article cited by your friend applies in this case.—Ed.

In the years following this near-fatal "field trip," Admiral Reeves commanded such ships as *uss Oregon*, *Maine*, *Kansas*, *North Dakota*, *Langley* and *Pennsylvania*. He served as naval attache in the American Embassy at Rome; as naval member at the Limitation of Arms Conference in Geneva; as Commander Battle-ships, Battle Force, U. S. Fleet; as Commander Battle Force, U. S. Fleet and as Commander-in-Chief, U. S. Fleet.

Officially retired on 1 Dec 1936 immediately following a tour of duty as Chairman of the General Board, he returned to active duty on 21 May 1940 for service in the Office of the Secretary of the Navy. The admiral remained on active duty throughout World War II, first as a member of the President's five-man board to investigate the attack on Pearl Harbor; then as Navy's Lend-Lease Liaison Officer, as Senior Military Member of the Munitions Assignments Board, as Chairman of the Munitions Assignment Committee (Navy) and on the Joint Munitions Allocation Committee.

Admiral Reeves was again relieved of all active duty on 23 Dec 1946. His death, on 25 Mar 1948, was followed by interment in the cemetery at the Naval Academy, Annapolis.—Ed.

5"/38s with Rammers

SIR: Would you please settle an argument for a bunch of guys on board USS *Montrose* (APA 212)? It concerns the make and operation of a 5"/38. Did USS *Ralph Talbot* (DD 390) have five-inch guns which were rammed by the gun captain? I was a member of the gun crew of such a five-incher and as I remember, the gun had two levers aft where the gun captain could drop his spade and also ram the gun himself, instead of the first loader doing the ramming. Some of my shipmates don't believe there was such a gun.—J.L.M., BM2, USN.

• The destroyer *Talbot* did have early 5"/38 singles equipped with Vickers rammers. On these rammers both the shell guard release lever and the rammer operating lever were mounted on the rear of the slide and operated by the gun captain. These mounts are now obsolete.

Your present-day ships have 5" mount Mark 37 with Northern Pump rammers. On all Northern Pump rammers, the rammer operating lever is located forward above the breech and is operated by the shell man. The shell guard release lever is mounted aft and is operated by the gun captain. All 5"/38 singles have this arrangement.—E.D.

Chief Comes First

SIR: Recently, at this naval activity, four CPOs attained permanent appointment. While typing their certificates, for presentation at the commanding officer's personnel inspection, I was informed that their rate and rating, when spelled out, should read, rating first, rate second—that is—"Boatswain's Mate Chief."

I contend, and I cite Art. C-2102 of *BuPers Manual* to support my contention, that it should read, "Chief Boatswain's Mate." I believe it should also be spoken this way. Would you please

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 Bataan* (CVL 29) — The seventh annual reunion will be held in Dobbs Ferry, N. Y., on 13 October. For further information, contact D. F. Scaperotta, 207 Ashford Avenue, Dobbs Ferry, N. Y.

• *Medical Department Officers*— A reunion of all Medical Department officers who were on duty in the National Naval Medical Center during World War II will be held 10 and 11 November at the Officers Club, National Naval Medical Center, Bethesda, Md. Further information may be obtained from LCDR Grace B. Lally, NC, USN (Ret.), 4002 Redden Road, Drexel Hill, Pa.

• *uss Saratoga* (CV 3) — The fifth annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., on 27 October. For more details, write to Harold Koch, 3210 Clark Avenue, Long Beach 8, Calif.

• *uss Hammann* (DD 412) — Former crew members who are interested in holding a reunion, with time and place to be decided by mutual consent, contact Harold D. De Mello, 178 Sycamore St., New Bedford, Mass.

• *uss Tulagi* (CVE 72) — The second reunion is tentatively planned for July 1957, at Coronado, Calif. Write to Dr. F. A. Holden, Medical Arts Building, Baltimore 1, Md., for further details.

• *uss Willmarth* (DE 638) — All former shipmates who are interested in holding a reunion, with time and place to be decided by mutual consent, write to Keith M. Gale, 4010 39th St. Place, Des Moines 10, Iowa.

tell me which is correct?—B.M.L., MM1, USN.

• *You're right.*
On his permanent appointment certificate a CPC's rating should be written "Chief Boatswain's Mate," and NOT "Boatswain's Mate Chief." The reference in this case is the one you gave —Art. C-2102 of "*BuPers Manual*". —E.D.

Back Porch Duty?

SIR: I am seeking information on rehabilitation shore duty for men who are within a few months of transferring to the Fleet Reserve on "19 and six." Some of the guys here say they have heard of men being assigned shore duty near their home for the last six months of active service, but others claim there

is no such thing.—L. O. D., BM1, USN.

• *There is no such policy in effect for personnel transferring to the Fleet Reserve. Approval of such requests from personnel scheduled for transfer to inactive status in the Fleet Reserve would result in prohibitive overmanning of naval activities in certain areas such as San Diego, Long Beach, Jacksonville and many others. However, personnel completing 30 years of continuous active duty, may after their retirement date is officially established, request assignment to a specific area for their last six months of active duty and normally the Chief of Naval Personnel will effect reassignment in accordance with their desires.*—E.D.

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How Your Ship Developed Its Figure

ON THE FOLLOWING PAGES is a brief pictorial history depicting the "changing shapes in ships" of the U. S. Navy. The pictures point up the evolutionary development of a Navy that began in 1775 and today, 181 years later, continues to unfold with the end nowhere in sight.

When the 13 colonies declared their independence the youthful nation found itself at war with a country that was acknowledged as the No. 1 sea power, while the U. S. had no Navy at all. The Thirteen Colonies took immediate steps to rectify this, and in an early move they established a Naval Committee which had the task of forming a Navy. This naval force was to be organized, built and recruited during wartime, and it ran into tremendous obstacles. It was George Washington, in desperate need of supplies for his army, who was responsible for fitting our country's first warship. This was the fishing schooner *Hannah* which he commissioned on 2 Sep 1775 and immediately dispatched to intercept and capture British merchantmen operating off the New England coast. Thus, the United States Navy had its start in "Washington's Fleet."

It didn't take long for the Navy to get organized and into action. New ships began to appear almost daily. Among the first: *Alfred*, (See p. 32) with 24-guns. She had the distinction of being the U. S. Navy's first flagship and is said to be the first U. S. naval vessel on which the "Flag of Freedom" was hoisted (by John Paul Jones).

During the Revolutionary War and on up to the Civil War, naval vessels were grouped into three major classes. They were:

- *Sloops-of-War*. These were small sailing warships carrying 10 to 20 guns on one deck only.
- *Frigates*. The cruisers of their day, these were next in size. They rated from 28 to 44 guns which were mounted on the spar and gun deck immediately below.
- *Ships-of-the-Line*. The battleships of the sailing days. Largest of all sailing warships, they were equipped with 74 or more guns of various sizes. Two or more gun decks located below the spar deck were their distinguishing feature.

Although these were the main classifications of ships of our early Navy and foreign navies, a somewhat different class or "object" appeared and made an early contribution to the changing shape of ships. It was none other than Bushnell's *Turtle*, our first submarine. A crude contraption, made of oak, *Turtle* was propelled by a large horizontal screw that was turned

by a hand crank. Although not successful, it made history. *Turtle* is claimed to be the first submarine ever to make a wartime attack.

Little did anyone realize in 1776, when Bushnell was building *Turtle* at Saybrook, Conn., that this weird new weapon would be the forerunner of the world's first nuclear-powered submarine, *Nautilus*. It was to be built 170 years later just 30 miles away.

Another part of the fighting Navy was the privateer, actually a merchantman converted to do battle with the enemy. These privateers were no match for Britain's men-of-war but they took their toll of the British merchant fleet. Some 50-odd American warships (historical sources differ on the actual number) saw service in the Continental Navy during the seven-year Revolutionary War. They included 29 frigates and 27 sloops-of-war.

With the establishment of a new Federal Government the infant U. S. Navy went into eclipse. By war's end in 1783 the Navy was down to five ships. These five remaining ships were disbanded shortly thereafter, with the frigate *Alliance*, the last of them, being sold in 1785.

It didn't take too long, however, before the needs for a Navy were realized, since America's small merchant fleet was being molested in the high seas. In 1794, a Navy-conscious Congress authorized the construction of six frigates. They were to be of a new design—long and strong. They possessed a combination of fire power and speed unequalled in their

class. One of these was *Constitution*, (See p. 32) completed in 1798 and still afloat today. Rated a 44-gunner, she was capable of making 13½ knots. *Constitution* was 175 feet long, displaced 1576 tons and her mainmast towered 180 feet above her decks.

Said to be the early Navy's greatest ship, *Constitution* fulfilled the thoughts and dreams of President John Adams who did so much in the role of forming the U. S. Navy. It was under Adams in 1798 that the Navy Department was established and the organization of today's Navy began to take shape. One of the first jobs of the newly formed U. S. Navy was that of fighting an undeclared war with France. During this "war," our small Navy came through again. It took 85 French ships.

The Tripolitan War and War of 1812 saw bigger ships coming into the Navy. Typical was our first "battleship," the 74-gun *North Carolina* (See p. 32). Shortly after the War of 1812, the Navy launched *Demologos*. She was our first warship to use steam and was later rechristened *Fulton* in honor of the builder of America's first steamboat.



Bonhomme Richard battles Serapis

Many old-time Navymen, however, could not picture steam-powered machinery replacing wind and canvas. Even after she proved herself practical, *Fulton* was later equipped with sails by leaders of the old school and was not very active during her short career.

The Navy continued to expand its sailing fleet. From 1815 to 1840, more 74-gun ships-of-the-line were built. The keels of these battleships, called "liners," were laid during the War of 1812 but were not completed until some years later. In 1837 the Navy added the 3104-ton *Pennsylvania*, largest of America's ships-of-the-line. By that time the American merchant fleet had some 700 steam-powered vessels and many of the problems involving steam propulsion were being solved. In 1841 the Navy launched *USS Mississippi*, our first ocean-going steam-driven capital ship.

Through the efforts of far-seeing men like Commander Matthew Calbraith Perry, USN, the Navy was becoming more steam-conscious. Perry, who is referred to as the "Father of the Steam Navy," had been enthusiastic about the possibilities of steam while in charge of construction and in command of the Navy's second steam frigate *Fulton II*. Steam was now hailed as the most important naval development since the cannon.

While advances with steam were slow, the Navy had been making other strides. It began making its ships with iron instead of wooden hulls. In 1843, the Navy's first iron hulled warship, the paddle sloop *Michigan* (See p. 33) was launched. This side-wheeler was 165 feet long. It displaced 685 tons, had a barkentine rig and was powered by a 170-horsepower, two-cylinder steam engine. Without using her sails, *Michigan* was capable of making eight knots.

Wooden hulls were also on the way out. In 1848, *Vermont* was launched as our last wooden battleship.

The Civil War brought many fantastic ships to our rapidly changing Navy. Both Union and Confederate Navies were engaged in frantic shipbuilding programs. It brought the era of ironclads into full swing. With it came such sights as *Merrimac* and *Monitor* (which also supported a turret). Also appearing on the scene were riverboats, rams, gunboats—and even submarines made their appearance again.

Probably more changes and advances were made in ship designs during the four years of the Civil War (1861-65) than during any one period or during the combined total of years since our Navy had its start in 1775.

After the Civil War the Navy again went down hill. A year and a half after the war, the total number of Navy ships was 236, of which just 56 were in active squadron service. By 1881, the Navy did not have a single armored ship left.

Conditions throughout the world, however, made the country somewhat aware of the Navy's state. In 1883, Congress once again came to the Navy's rescue by authorizing construction of the "protected cruisers" *Atlanta*, *Boston*, *Chicago*, and the dispatch boat *Dolphin*, (See p. 34). Their appearance heralded the changes in the shapes of ships and inaugurated a "new Navy"—a steel-hulled Navy which brought to an end the ironclads introduced only 40 years earlier. These new cruisers were in the 19-knot class. They sported new guns, new types of turrets and armor.

With German threats in the Pacific and an uneasy Spanish Empire, public interest was revived and the Navy once again began to regain strength. Continued changes were marked as the new steel Navy took on new shapes. Such was the case when *Newark*, a 4098-ton protected cruiser, was the last of the Navy's warships to be fitted with sails.

With the perfection of the torpedo, long-range torpedo boats such as *Cushing* (See p. 35) made their debut. The Navy acquired 16 fast torpedo boats and three 185-tonners capable of speeds of 27 knots.

These torpedo boats gave rise to another change in the shape of ships, a torpedo boat destroyer, such as *Truxtun*. This new class of ships led to our present-day destroyers. They were designed to combat torpedo boats and, by a process of evolution, destroyers themselves began carrying torpedoes. For a time destroyers were used solely to deliver torpedo attacks. With the development of the submarine, they became submarine hunters and during the years took on numerous roles.

Construction of our first destroyers, 275-ton vessels, began in 1892. They proved so successful that destroyer-building on a large scale began. From 1892 to 1914, the start of World War I, some 240 destroyers had been built.

By 1893 the heavy elements of the U. S. Fleet consisted of 15 light steel cruisers, the heavy armored cruiser *New York* and *Maine* and *Texas*, both listed as second class battleships. (See p. 35.)

At the turn of the century, the Navy acquired *Holland*, its first successful submarine, named in honor of John P. Holland, its builder. Within three years

after *Holland*, seven more undersea craft (120-tonners) had joined the Navy. Submarines took hold fast and by 1911, 20 subs of 400 tons each were in our newly established "Silent Service."

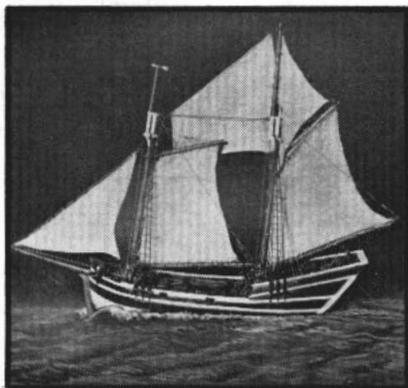
While the submarine was being developed our surface Navy didn't go unnoticed. New inventions, improved training, and long-range guns resulted in the development of new dreadnaughts. In 1906 the U. S. launched a large battleship building program. From this, nine new classes of BBs appeared. They ranged from 518-foot 20,000-tonners with 12-inch guns of

(Continued on page 40)

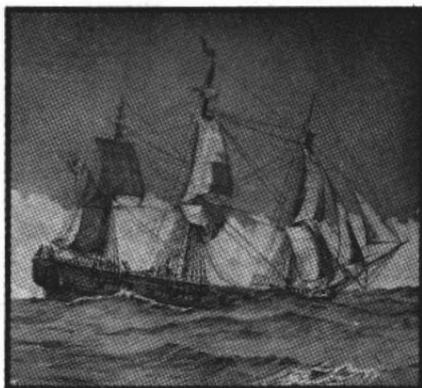


USS Forrestal (CVA 59) passes through Hampton Roads

CHANGING SHAPES OF SHIPS I



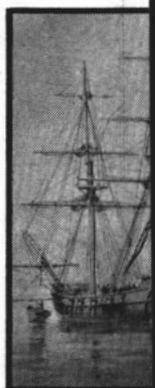
Schooner *Hannah*, 1775, was the first ship fitted out in George Washington's Fleet.



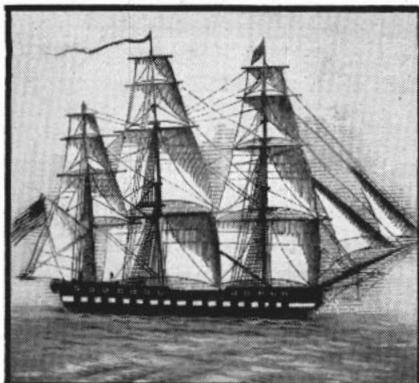
America's first flagship, 24-gun *Alfred*, was first ship to fly colors of new nation.



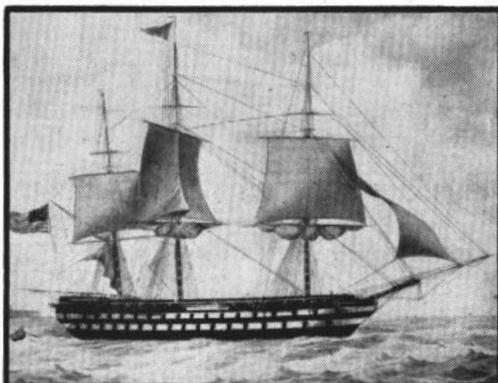
Colonists' hopes sailed with the tiny 12-gun sloop *Providence*.



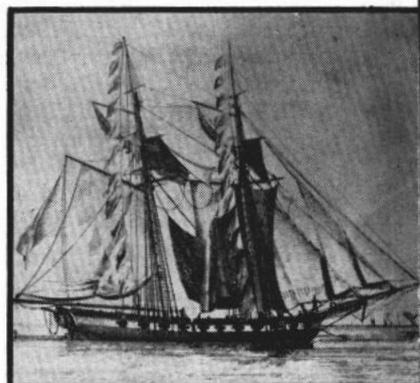
The 16-gun brig converted from a schooner.



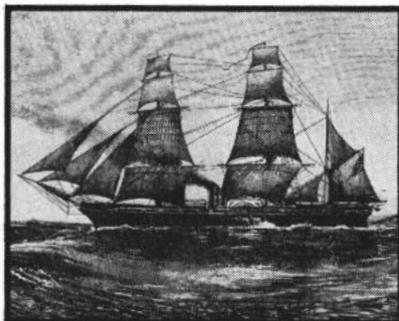
The frigate *Constitution* was result of late 1790's revival of interest in a strong Navy.



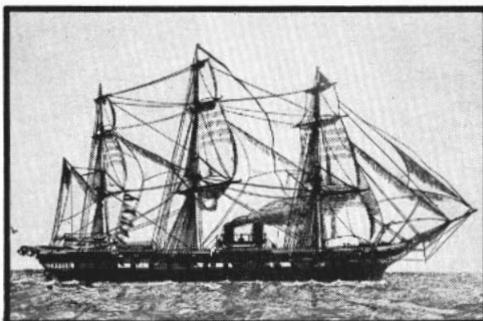
North Carolina, 74-gun ship-of-the-line, the true ancestor of the battleship, had an awesome punch.



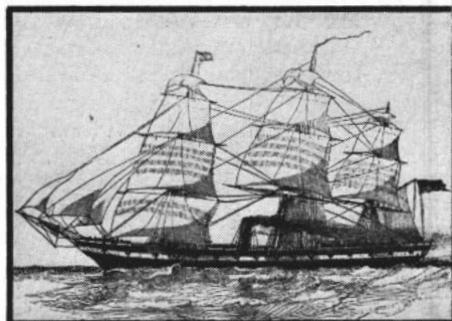
The 1799 schooner *Enterprise*, modeled after fast clipper ships, fought Tripolitan pirates.



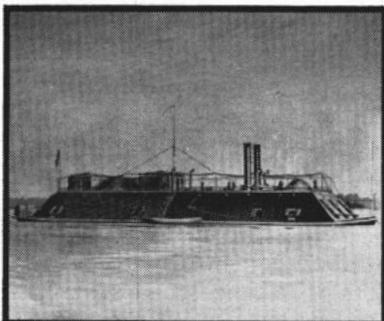
Steam, slowly appreciated, was first limited to sturdy side-wheelers like *Powhatan*.



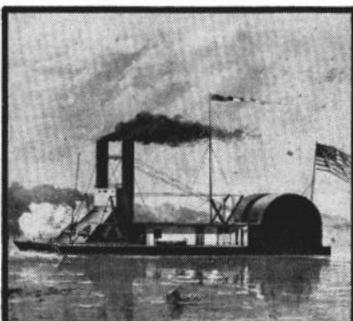
Franklin of 1860 was a 10-knot frigate that struck a compromise between steam and fading sail.



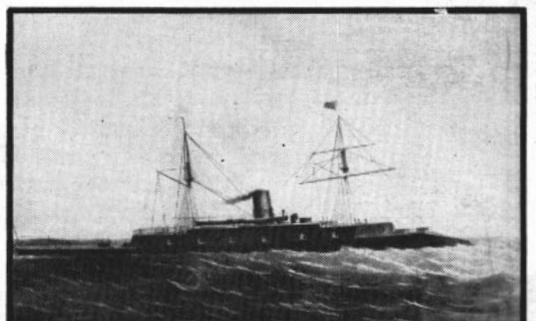
The large corvette or sloop-of-war *Brooklyn* was a full-rigged ship of famous *Hartford* class.



Variations on the monitor theme were Civil War's contributions. Here: *Essex*.



Many iron clad riverboats like *Chilli-cothe* were used in the Civil War.

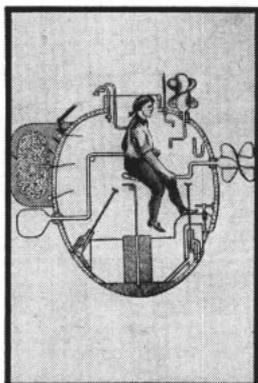


The low-slung *Dunderberg*, related to the monitor type, was clad in iron and designed to operate as a ram.

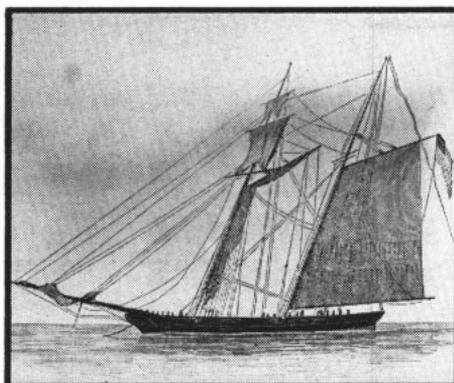
IN THE U. S. NAVY, 1775-1956



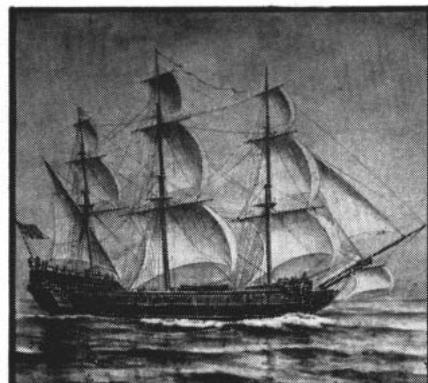
g Lexington, merchantman.



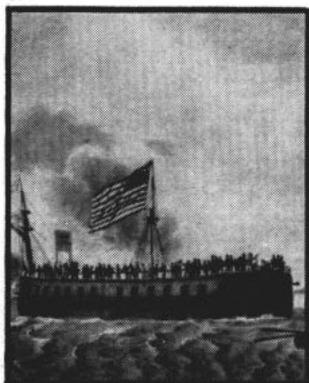
Bushnell's sub *Turtle* fought in the Revolutionary War.



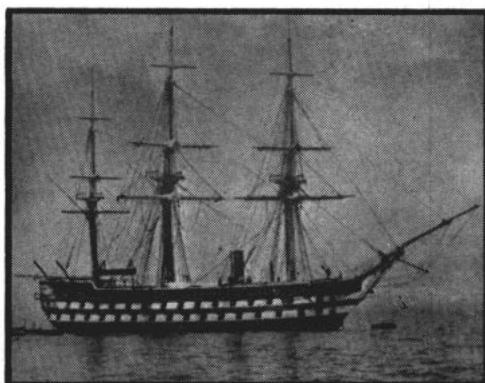
The 12-gun sloop, *Enterprise*, helped Benedict Arnold deter the British on Lake Champlain.



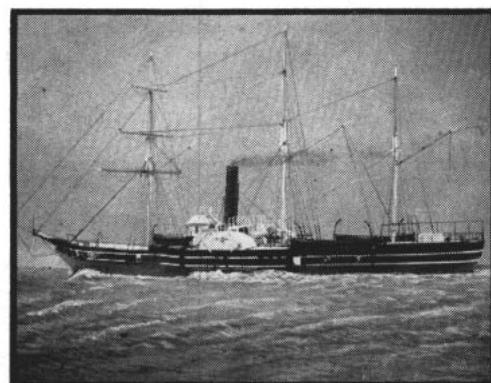
Gift from the French, *Bon Homme Richard*, was old East Indiaman. It beat *Serapis* in 1779.



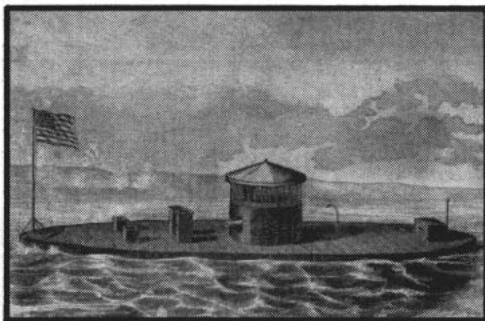
Fulton, 1814 frigate, was first U. S. Navy warship to use steam.



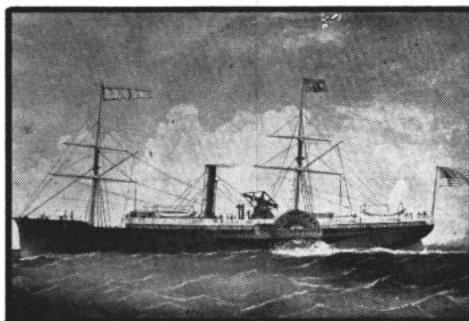
Compromise between sail and steam was to last for many years. Above: an early partial conversion.



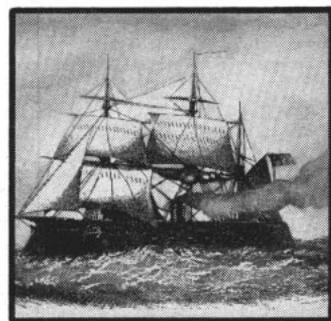
About 20 years before *Monitor*, the U. S. acquired its first iron ship, side-wheeler *Michigan*.



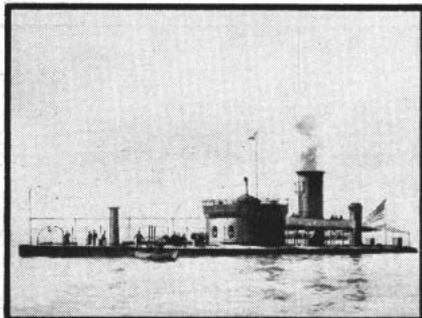
Civil War *Monitor*, immortal, ungainly "cheese box on a raft," rang up curtain on era of ironclads.



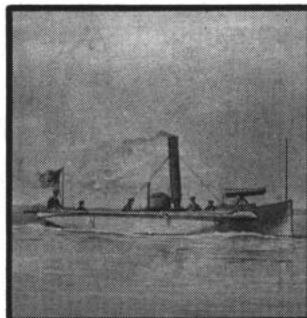
When troops and supplies had to be moved by sea, ships like graceful steam transport *Eagle* did job.



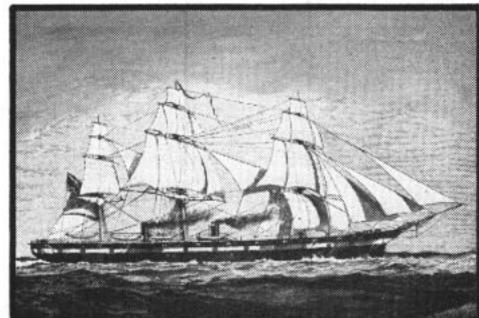
The 1862 *New Ironsides* had finest armor yet, once survived 70 hits.



Naval architects worked the monitor concept to death. *Dictator's* keel was laid in '62.

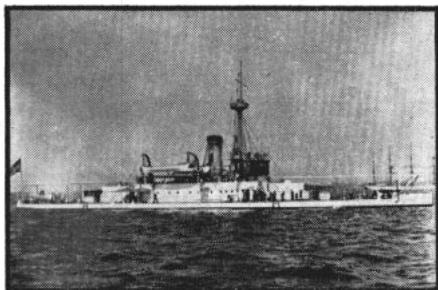


A "first," Cushing's torpedo launch carried its bomb on spar.

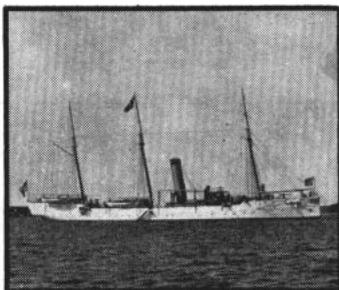


Launched in 1865, the U. S. frigate *Tennessee* was among last of steam-sail ships to be retired.

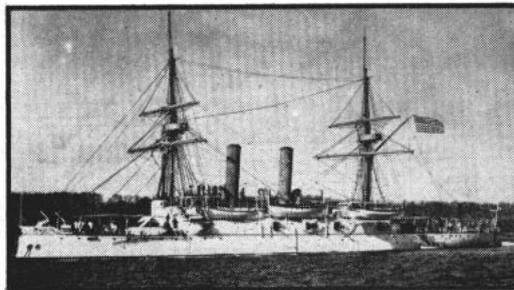
CHANGING SHAPES OF SHIPS IN THE U. S. NAVY, 1775-1956 *continued*



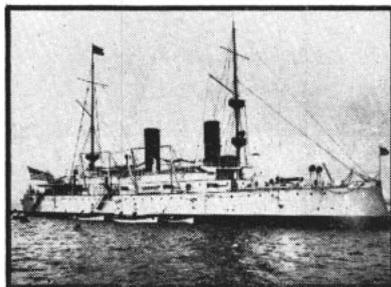
Interest lagged after War, yet *Amphitrite*, ordered in '74, was ultimate in monitors.



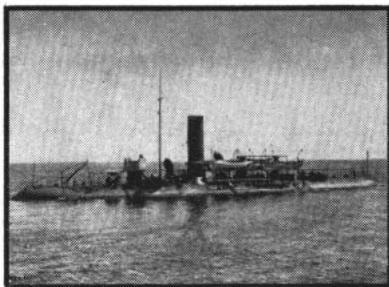
Navy's new look began to emerge in 1883 with dispatch boat *Dolphin*.



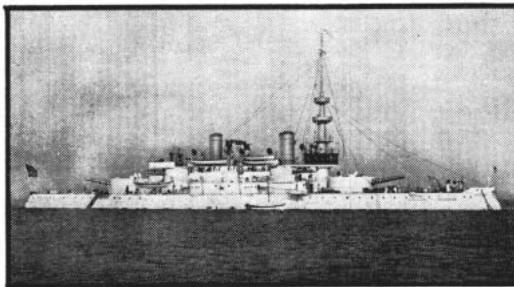
"New Navy" appeared with the protected cruisers like *Boston*, later a member of Dewey's Asiatic squadron.



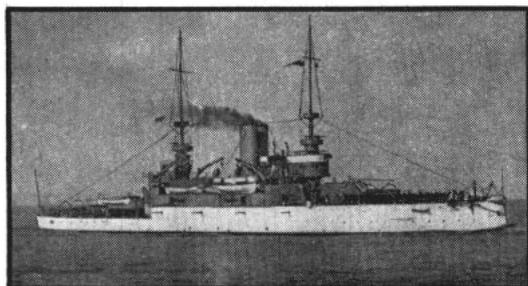
Flagship of Dewey, the best "protected cruiser" of her day, was *Olympia* (1895).



Strange experiments were tried and one of the strangest was 1896 ram *Katahdin*.



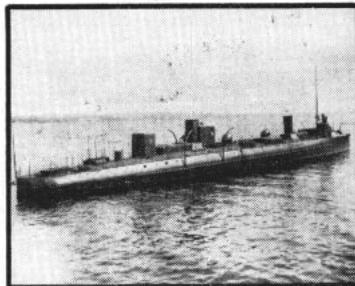
First class battleship *Oregon* of 1896, which compared with best in existence, gave Navy a new maturity.



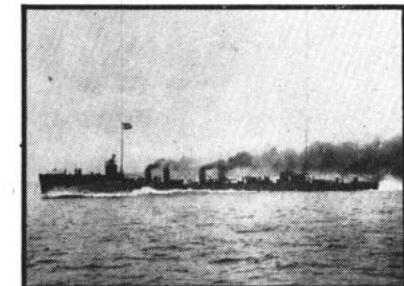
Smaller than foreign battleships, fearsome *Alabama*, launched in 1898, was said to be "finest ship in the world."



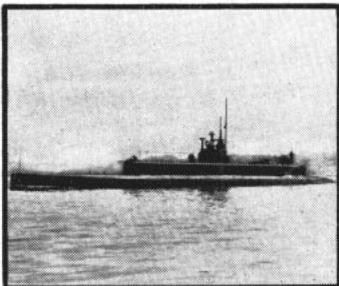
Ancestor of modern DDs, foe of torpedo boats, was torpedo boat destroyer *Truxtun*.



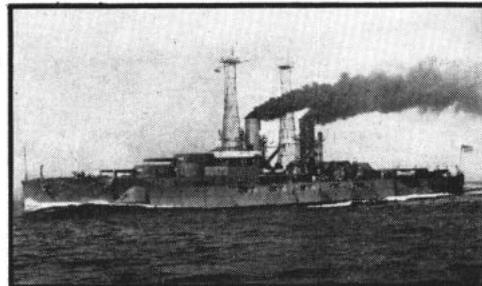
The torpedo boat was a good weapon and *Bagley* marked its development.



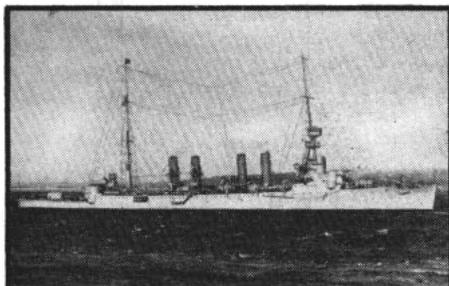
Harbinger of tin-can of today, USS *Flusser* was a new high in destroyer progress.



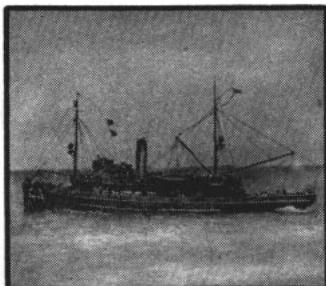
The submarine had caught on and the U. S. produced such as *Seal*.



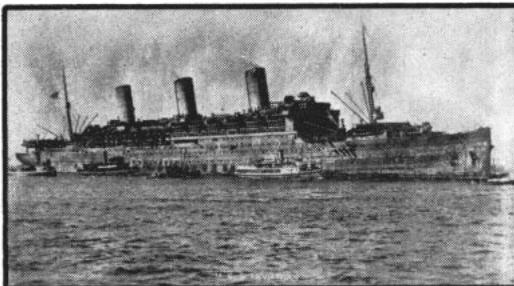
The dreadnought *Delaware* was the sixth ship so named, served with famous Division Nine in WW I.



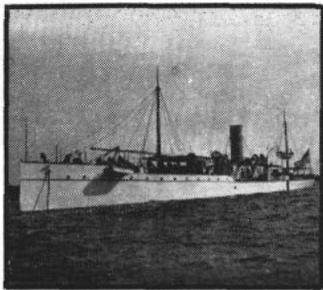
The light cruiser *Omaha*, laid down in 1918, was capable of speeds in excess of thirty-four knots.



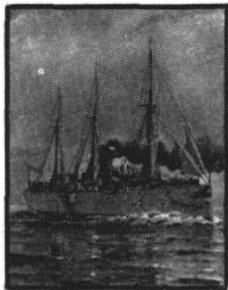
Menace of enemy mines was beaten by minesweepers like *Mallard*.



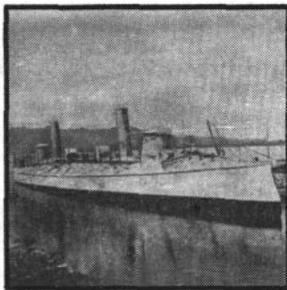
Rechristened *Leviathan*, the giant ex-German liner *Vaterland* carried 12,000 soldiers on each trip to Europe.



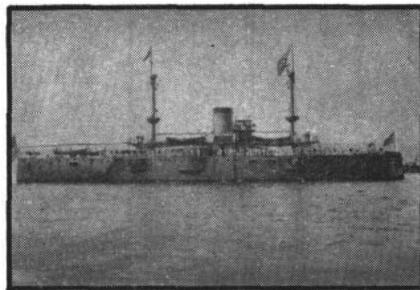
The experimental dynamite gunboat *Vesuvius* joined Fleet in 1890.



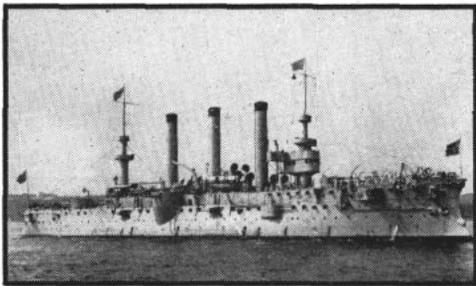
Pride of 1898 "mosquito fleet," gunboat *Concord*.



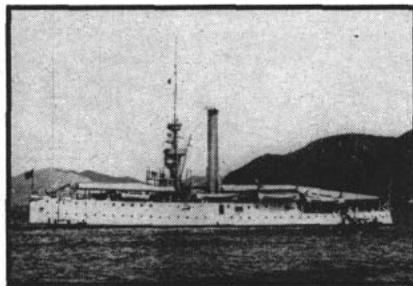
Cushing, the 22.5-knot torpedo boat, entered service in 1890.



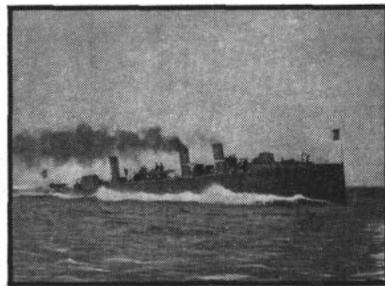
Texas, first and smallest battlewagon of "New Navy," was a huge advance over monitors.



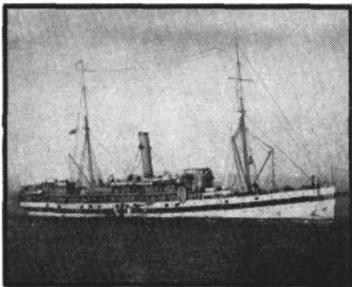
The 1896 *Brooklyn*, even larger than battleship *Texas*, represented second phase of "New Navy."



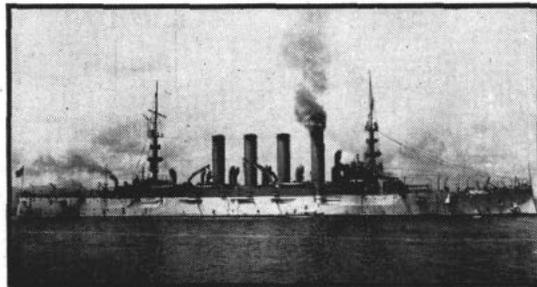
Expressly designed to serve on China's shallow, high-banked rivers, was gunboat *Wilmington*.



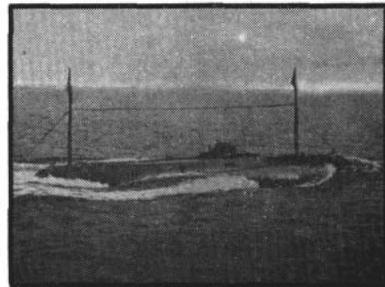
Swift torpedo boat *Porter*, commissioned in 1897, served in Spanish-American War.



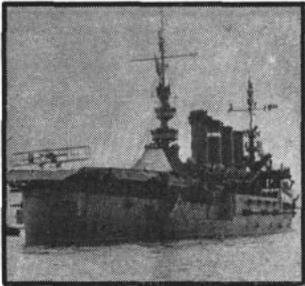
First *Solace*, floating hospital that was to spell life for hundreds.



Sleek, potent *Colorado* of 1903 was battleship-size armored cruiser, which served in Atlantic as *Pueblo* in WW I.



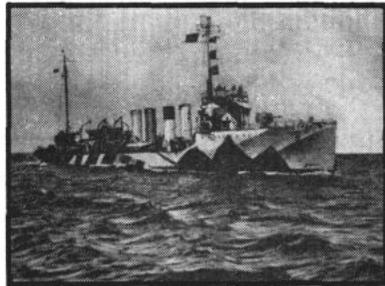
The 1890s produced the U. S.'s first practicable submarine torpedo boat, *Holland*.



In the year 1911 Eugene Ely landed on battleship *Pennsylvania*.



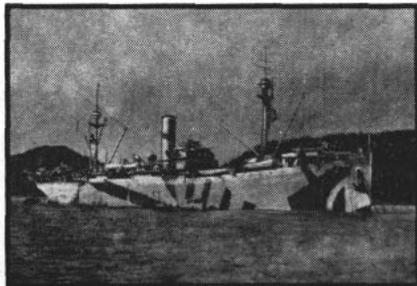
Four times the size of earlier 1895 *Texas*, this battleship *Texas* was one of the proudest ships in WW I.



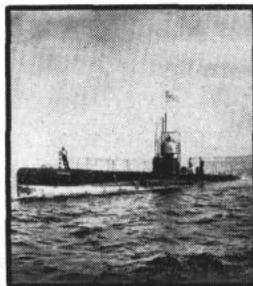
Camouflaged *Wadsworth* was flagship of first destroyer flotilla to enter conflict.



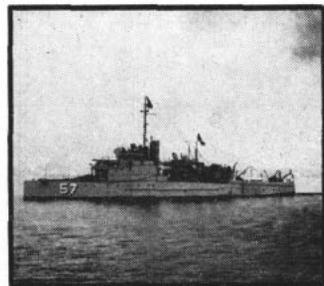
The midget 110' subchasers struck back at the U-boats.



In the minelaying blockade, Allies used an assortment of ships. Shown is *Black Hawk*.

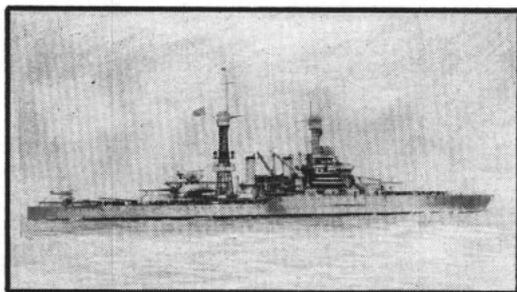


Christened *Narwhal*, this sub served through World War I.

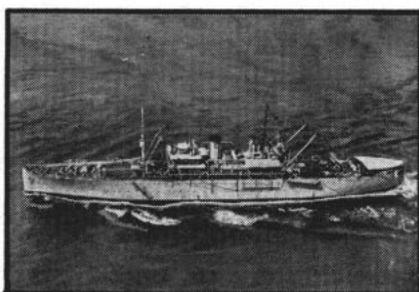


Ford-built *Eagle* boats drastically cut life expectancy of enemy subs.

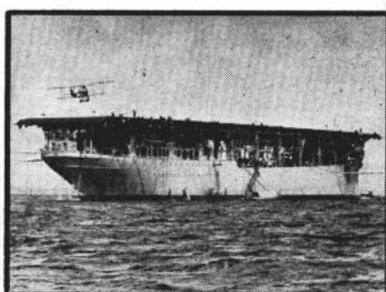
CHANGING SHAPES OF SHIPS IN THE U. S. NAVY, 1775-1956 continued



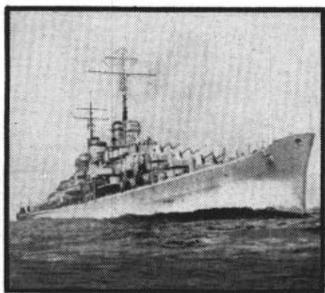
Commissioned in 1921, the battleship *California* escaped Pearl Harbor to fight heroically in World War II.



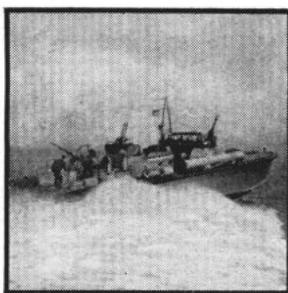
First seaplane tender arrived in year 1921 with USS *Wright*, which carried 12 planes.



Another "first" in 1922, *Langley*, once a collier, now U. S.'s first aircraft carrier.



Mortally wounded at Guadalcanal, the light cruiser *Atlanta*, 1941.



Aptly named "mosquito boat" was an old concept revived.



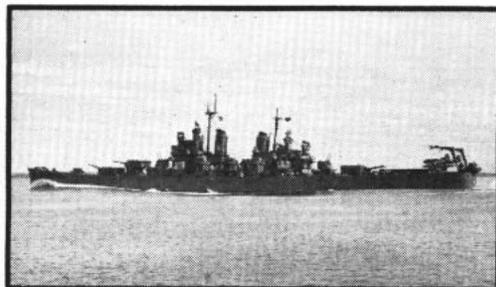
Second *Solace* was typical of the ships that brought wounded home.



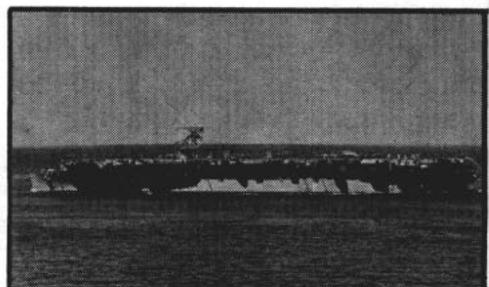
Oilers like *Neches* (2nd of this name) kept fuel lifeline flowing.



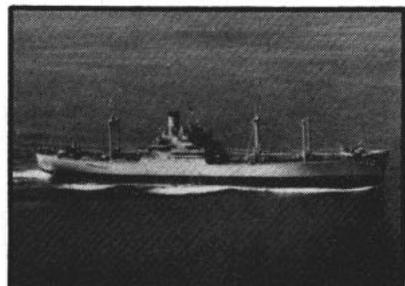
Eldorado, amphib force flagship was new concept, kept secret for years.



Among first of America's new *Baltimore* class heavy cruisers, USS *Boston* fought all over South Pacific.



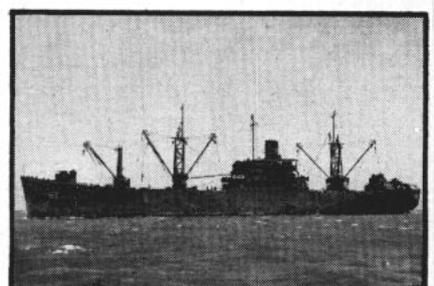
The light aircraft carriers proved invaluable in the Pacific; above: USS *Cowpens*, commissioned in 1943.



To keep the guns firing, ammunition ship USS *Wrangell* crisscrossed the Pacific.



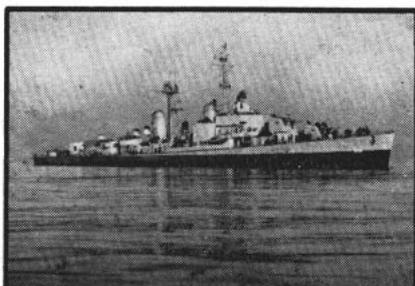
Joining the Fleet in the fall of '44, *Missouri* was the latest battleship that appeared in war.



The attack cargo ship *Sheliak* helped to feed the insatiable appetite of the fighting forces.



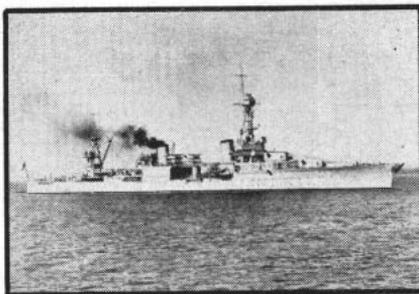
The anti-aircraft cruiser, *Tucson*, 1945, took part in the Navy's bombardment of Japan.



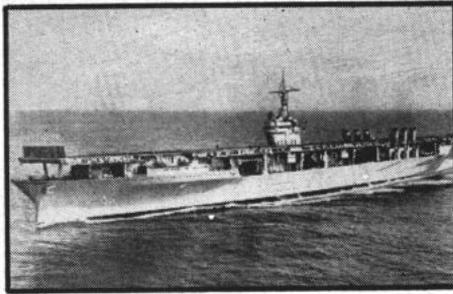
Importance of radar brought conversion of destroyer *Higbee* to radar picket in 1946.



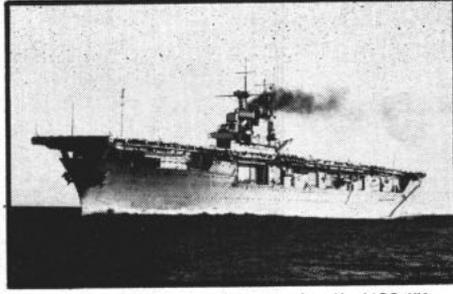
Among largest of landing ships, carrying all manner of vehicles, was LSV *Montauk*.



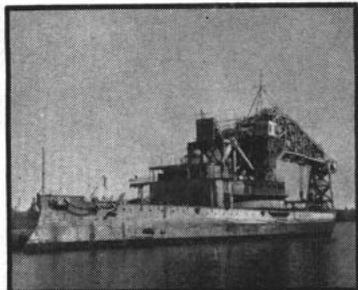
Descendent of frigate was the cruiser type *Louisville*, among the finest of early thirties.



Langley was a success; in 1934 U. S. launched *Ranger*, first ship designed as a carrier.



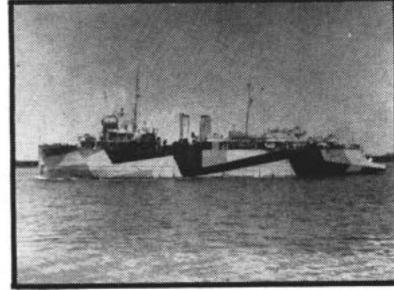
Commissioned 1940, sunk 1942, deadly *USS Wasp* had a short but busy life in the early war.



Converted to a craneship (AB 1), antique ex-*Kearsarge* saw WWII service.



Net layer, odd ship with a unique mission.



Built in 1916, *Shawmut* was drafted into war service as a minelayer in 1942.



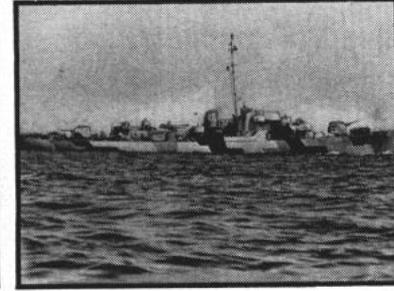
Landing ship genus was huge. *Belle Grove* was an LSD.



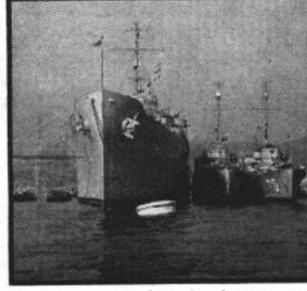
Against the threat of mines went motor minesweepers.



Destroyer *Evans* lived through enemy 150-plane attack off Okinawa in 1945.



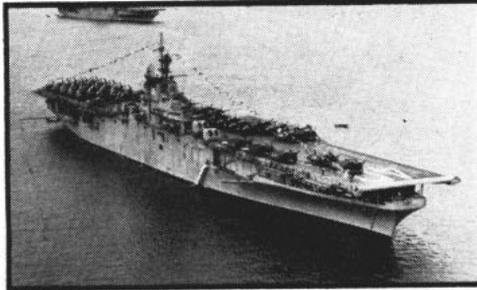
Sleek destroyer escorts, like *John C. Butler*, were thorns in Nippon's side.



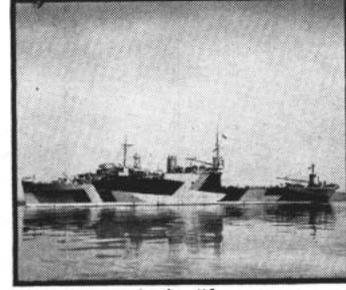
Destroyer tender *Piedmont* was mother hen to its deadly brood.



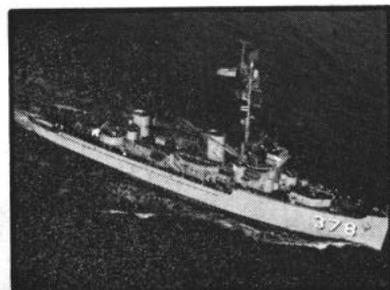
Ferrying troops and landing craft to the war zones was the job of APAs like *Magoffin*.



Carriers were constantly improved. Most modern in WW II were of *Essex* class. Here: *Tarawa*, 1945.



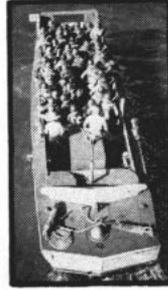
Ships were built "for every purpose." *Currituck* was seaplane tender.



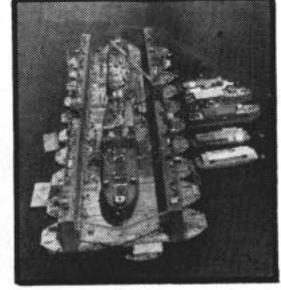
Minesweepers were needed badly. *Redstart* was built for this delicate task.



Workhorses of assault forces, LSTs (landing ship, tank) were essence of versatility.

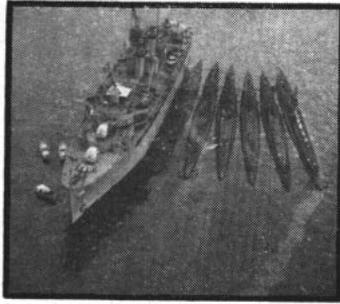


Buglike LCVP saw much action.

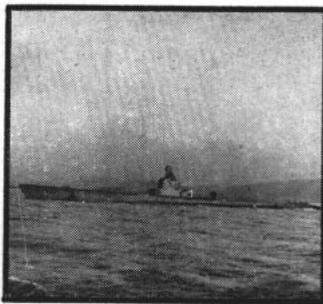


Floating drydock, rest home for battle-scarred ships.

CHANGING SHAPES OF SHIPS IN THE U. S. NAVY, 1775-1956 continued



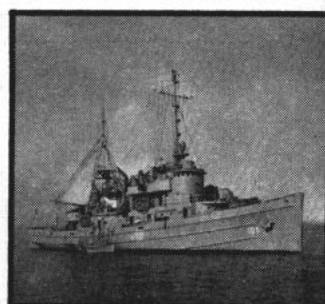
Base for U. S. subs, the tender was an unsung hero of undersea war.



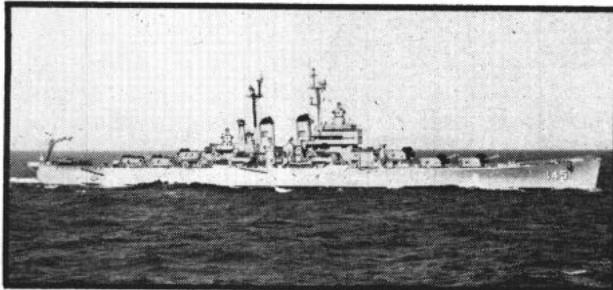
Submarine USS *Barb* took high toll of enemy shipping in WWII patrols.



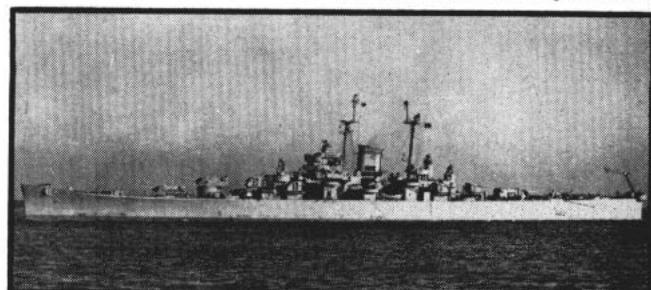
LSMs were laden with rockets and converted to deadly LSMRs.



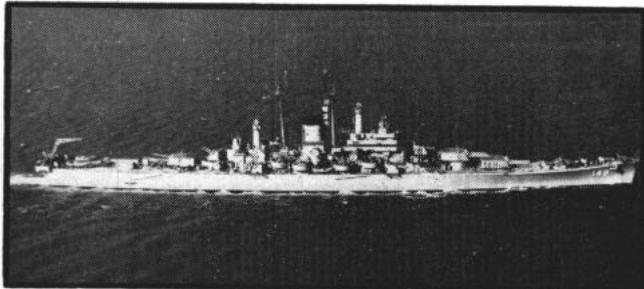
One hero of the Korean conflict was the fleet ocean tug *Mactobi*.



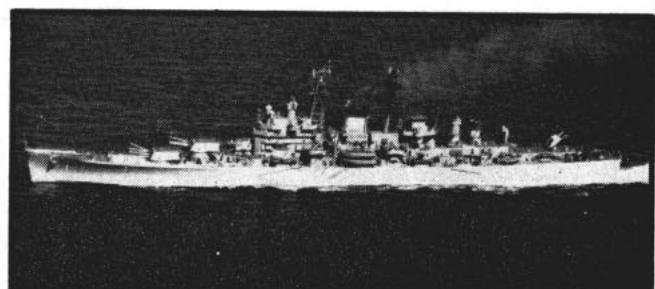
World War II had proved the value of cruisers, able workhorses of the Fleet. Completed in 1948, the light cruiser USS *Roanoke*.



All lessons taught by WW II were incorporated in America's fast postwar heavy cruisers. Here: the 13,700-ton, 33-knot *Rochester*.



Weighing 4,000 tons more than *Rochester*, the heavy cruiser *Newport News*, veteran of Korean fighting, and sister ships are world's heaviest.



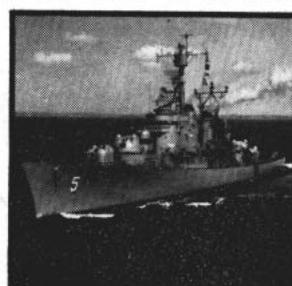
Boston, built in 1943, had the enviable distinction in 1955 of becoming the first cruiser to be converted for guided missile use.



Above the main deck the entire structure of destroyer *John Paul Jones* is aluminum.



One of the most modern anti-sub ships, the escort vessel *Cromwell*.



The 35-knot destroyer leader *Wilkinson* was completed in '54.



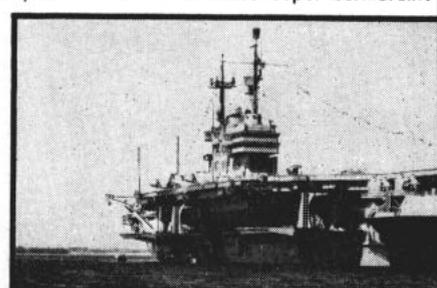
Wooden, nonmagnetic coastal minesweeper *Cormorant*.



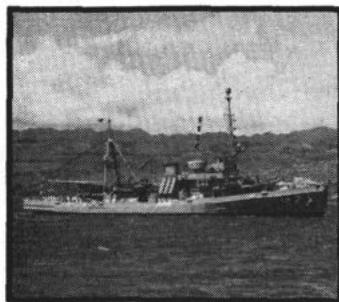
Recently designed to supplant LSMRs, the inshore fire support ship *Carronade*.



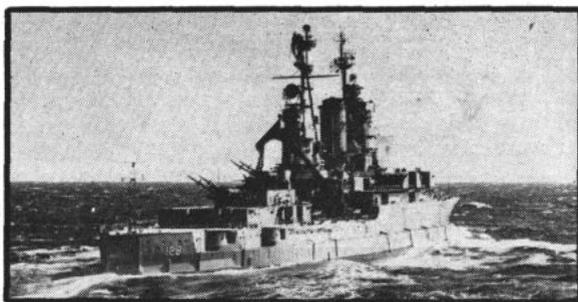
New type of sub: the guided missile sub *Carbonero*, since reclassified SS.



First of the most modern class of aircraft carriers, 1,039-foot-long *Forrestal* incorporates



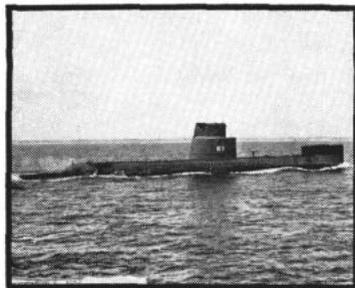
Submarine rescue vessel *Chanticleer* (ASR) was specially equipped.



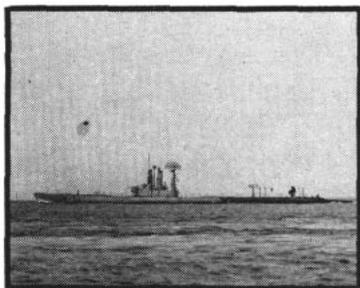
The 1917 *Mississippi* became an experimental gunnery ship in 1947. Rocket and missile launchers replaced the aft 14" turret.



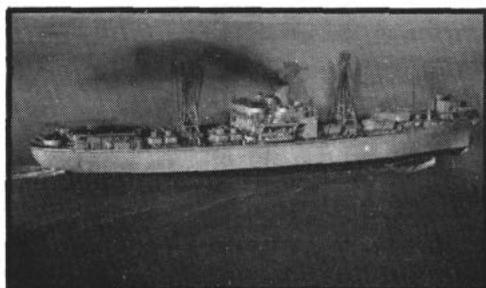
Ex-DE *Knudson*, converted to fast transport (APD), was also amphibious control flagship.



Launched in 1951, hunter-killer sub poses new threat to an enemy.



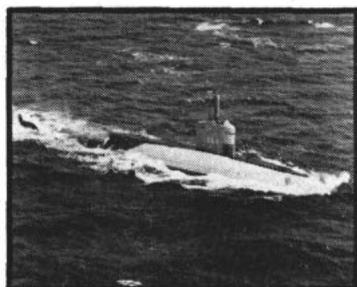
The Fleet acquired an extra set of ears when *Spinax* became a radar picket.



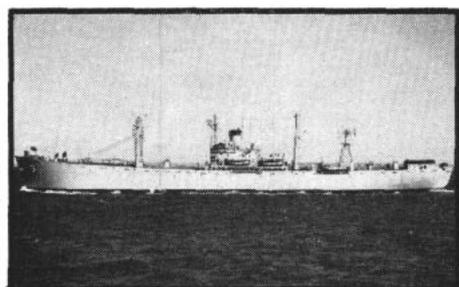
Attack cargo ships proved themselves invaluable. One of the latest and best of these is *Tulare*.



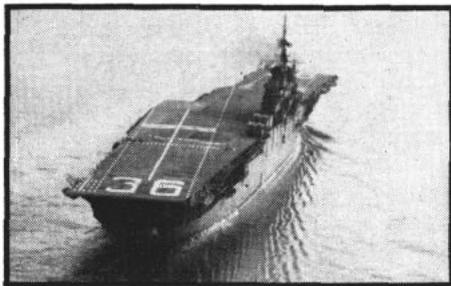
Another "first," the high-riding tactical command ship *Northampton* bristles with radar.



High speed *Albacore* is experimental submarine with new "tear drop" hull.



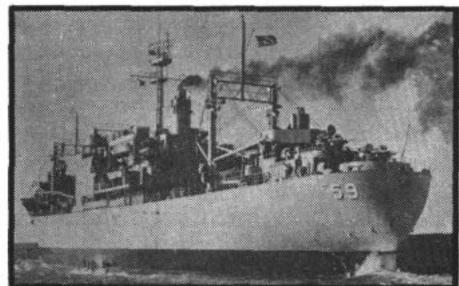
Once a liberty ship, *Skywatcher* was transformed into an ocean radar station ship (YAGR).



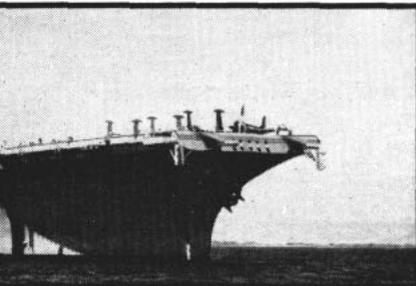
Simple concept, the angled deck, changed carrier design. Shown: *Antietam* after conversion.



Big brother to the *Cormorant*, the non-magnetic ocean minesweeper *USS Enhance*.



Built to supply task forces at sea, the general stores issue ship *USS Yega*, midocean supermarket.



the latest developments in flattops, handles planes capable of carrying the atomic bomb.



Very odd ship with a big name, the drone aircraft catapult control craft, *YV-1*.



A glimpse of the Navy's fantastic future, the 1955 atomic sub *Nautilus*.

(Continued from page 31)

Delaware class on up to 624-foot 32,600-ton wagons of the Florida class. Of these, five ships of the California (See p. 36) and Colorado classes were not completed until after World War I, (1921-23), and many new improvements, based on lessons learned from wartime experiences, were incorporated into their design. Battleships of the Colorado class were our first to be equipped with 16-inch guns.

Meanwhile, the aviation age had arrived (see the special issue of ALL HANDS, March 1956) and the Navy immediately began experimenting with the new flying machine. In November 1910 Eugene Ely made a daring take-off from a 57-foot platform rigged on the cruiser Birmingham. About 60 days later he accomplished another unusual feat. He made the first shipboard landing on a platform mounted on Pennsylvania (See p. 35).

With the entry of the U. S. into World War I, the Navy's Ship-building efforts were concentrated on destroyers, patrol craft, minelayers and minesweepers like Wadsworth and Mallard as shown on page 35. These types of warships were in urgent demand.

At the end of World War I, the U. S. resumed a capital shipbuilding program which had been interrupted by the conflict. Wartime experience had proved the value of the airplane, and the Navy immediately took steps to build its first aircraft carrier. This was accomplished in 1922 when the collier Langley was converted. Five years later, two more carriers, Lexington and Saratoga, were made from battle cruiser hulls.

Not too many changes were made in the shape of ships during the 20's. The Washington Naval Armament Conference restricted the size of the navies of the world and no new ships were authorized for a number of years. In 1930, changes in the shape of Navy ships once again began to appear.

With the success of Langley, Lexington and Saratoga, the U. S. built the aircraft carrier Ranger. She was the Navy's first ship to be built as an aircraft carrier. New cruisers, like Louisville (See p. 37) were built during the early 30's.

At the time of the Japanese attack on Pearl Harbor, the U. S. Navy had 343 combatant ships in commission and 344 more in the building ways. In the Spring of 1942, three battleships of the South Dakota class were commissioned. New names continued to appear and thousands of changes in the shapes of ships were made in the early war years. Such odd-shaped new-comers as landing ship docks (like Belle Grove on p. 37), net layers, PT boats, improved Fleet-type subs, cruisers, destroyers, and auxiliaries of every description and for every type of mission were joining the Fleet daily.

During early stages of WW II our ship losses were high. From 7 Dec 1941 to 31 Dec 1943, the U. S. Navy lost 141 vessels. In spite of these losses, naval ship strength doubled during 1943 as our shipbuilding efforts reached an all-time high. Our combatant ships at that time numbered more than 838. In 1943 alone, two 45,000-ton battleships, 65 aircraft carriers, 11 cruisers, 128 destroyers, 306 destroyer escorts and 56 submarines were added to the Fleet. This does not include the countless auxiliaries and yard craft.

The importance of air power and the pattern of widespread oceanic war brought about the building of a Fleet unlike any in history. It consisted of a swift, compact striking force, having the advantages of speed, mobility and surprise, yet possessing the fire power and protective armor to stand and slug it out with enemy forces. Such a Fleet was made up of ships like Tarawa, Missouri, Tucson, Higbee, and Barb (to name a few).

In the five-year period ending in late 1944, 9,000,000 tons or 65,000 vessels

had been added to the U. S. Navy. One of the most novel developments among these many new ships were the large assortment of landing ships that appeared in the early stages of the war.

Possibly the most versatile of the many new types of ships built during World War II were the destroyer escorts, now called escort vessels.

Attack cargoes, transports, barracks ships, net tenders, all types of repair ships, radar pickets, minelayers and minesweepers, as well as many other types of ships too numerous to mention changed the shape of the U. S. Navy almost overnight.

When Japan surrendered, the U. S. Navy had emerged as the strongest navy in the world.

The changing shape of ships has continued with even greater momentum in the past decade, with the New Navy on the threshold of still another new era. This is the era of nuclear propulsion, of jet power, rockets and guided missiles.

Along with the types of ships that have proved themselves in the past there have emerged such categories as guided missile cruisers, tactical command ships, helicopter flattops, ASW support aircraft carriers, radar picket destroyers and submarines, and inshore fire support ships.

In the forefront are the great new attack aircraft carriers like uss Forrestal (CVA 59) and uss Saratoga (CVA 60) and the potent underseas fleet such as uss Albacore (AG SS 569) and the nuclear-powered Nautilus (SS(N) 571) and Seawolf (SS(N) 575).

These are just a sample of the shape of ships to come in the Navy of Tomorrow.

H. George Baker, JO1, USN



USS Forrest Sherman (DD931) cuts through sea.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



WHAT MAKES A NAVYMAN reenlist was chief topic of discussion for these POs and 138 others who met at Bainbridge for Career Appraisal Symposium.

Getting the Word, on Ship's TV

Getting the word now means getting the picture, too, in *uss Lexington* (CVA 16).

Like most of the Navy's modernized carriers, *Lexington* has a closed circuit TV hookup, primarily for monitoring flight operations. However, when her skipper, CAPT. A. S. Heyward Jr., USN, wanted to tell all hands why "Lex" was going to the Far East, he decided television would be an ideal way to pass the word.

He had already given the officers, chiefs and senior POs an informal personal talk on the ship's redeployment, but the rest of the crew is so large that a personal talk wouldn't be very "personal." Therefore, the skipper delivered a talk for the rest of the men in the first successful telecast over all the TV sets aboard.

The experiment worked out so well that television now promises to become an important means of keeping the crew informed, as well as entertained.

Parachutes for Bad Weather

A landing deceleration parachute, designed to help reduce rollout of the Navy's largest carrier-based bomber, the A3D *Skywarrior*, is now being fitted to all production A3D aircraft. Installation of the chutes resulted after extensive testing.

The 70,000-pound twin-jet bomber has low-speed landing characteristics and a nonskid braking system that will normally stop it in a short distance.

However, addition of the deceleration chute, which measures two feet in diameter, will assure safe landings on wet runways, during instrument landings made under GCA conditions, or emergency landings made with high gross weight. The system is designed for normal touchdown speed of 150 knots and an emergency speed of 170 knots.

The deceleration parachute is for landing conditions on land only and is not intended for shipboard use.

The A3D, a long-range, high-altitude bomber, is capable of taking off from an aircraft carrier in one ocean, completing a mid-continent bombing mission and landing on a carrier in another ocean.

O and E's for CA

uss Macon (CA 132) has chalked up a real record for the other heavy cruisers of the Fleet to shoot at—a total of 27 E's for excellence—one for every gun turret, gun mount and gun director she carries! The clean sweep even includes the hard-to-get Fire Control E!

Macon's feat is unexcelled in recent years and you may, in fact, have to dig deep in the records to find marksmanship to beat it.

Besides the 27 E's, racked up in competitive exercises with the Fleet at Guantanamo Bay, Cuba, the proud cruiser's gunnery department also rounded out the fiscal year with the highest administrative rating the Navy has to give — OUTSTANDING! The mark was achieved in the administrative inspection by Commander Battleship-Cruiser Fleet.

Record for Alongside Refueling

uss Wasp (CVA 18) claims two hours and ten minutes as a record for steaming without changing rpm alongside a tanker while refueling.

On 21 Jun 1956 *Wasp* came alongside *uss Kawishiwi* (AO 146), one of the Fleet's six newest tankers, made preliminary adjustments, hooked up her lines, and steamed at a rate of 086 rpm. The rpm was kept at the constant rate, despite the changing weights of the two ships as the fuel was transferred. This was done by altering the distance between them, yet keeping the fueling stations side by side.

The refueling was completed after 887,005 gallons of fuel oil had been pumped aboard *Wasp*.

This is a record that may be hard to beat. Any challengers?

YESTERDAY'S NAVY



CAPT James Lawrence (who said "Don't give up the ship") was born 1 Oct 1781. On 11-12 Oct 1942, in the Battle of Cape Esperance, four U. S. cruisers and five destroyers intercepted and badly damaged a large Japanese naval force off Guadalcanal. The pioneer ironclad, *St. Louis*, was launched 12 Oct 1861. On 17 Oct 1943 a German raider was sunk by the submarine *Tarpon* (SS 175) off Chichi Jima. On 28 Oct 1812 CAPT David Porter sailed from the Delaware River in the frigate *Essex* on a long and colorful cruise that raised havoc with British shipping in the Pacific.



FLAT HAT—Navy's new early warning research plane with 30-foot ellipsoid 'saucer' will test AEW ideas.

Plane Sports Flying Saucer

A new early warning research plane resembling a flying saucer that captured an airplane has been built for the Navy to test advanced ideas in airborne radar stations.

Like nothing ever seen before, the new craft is a modified Navy WV-2 surmounted by a huge, disc-shaped structure spreading over it like a parasol.

This ellipsoid, measuring more than 30 feet across, is a radome which houses the experimental craft's search radar antenna.

The new aircraft is one phase in the development of a possible future model for the WV-2 airborne early warning planes now in operation. It is powered by four turbo-compound piston engines.

WV-2s in quantity are now on duty with Pacific and Atlantic Fleets. They work with task forces on the high seas as sentinels and as combat information centers.

Also, they fly over-the-ocean patrols as seaward extensions of the continental DEW line of radar stations.

Cruises for Scouts

Two groups of Explorer Scouts from Maryland and Virginia were guests of the Navy for cruises during the summer months.

Scouts from the Baltimore area made a 21-day cruise with Naval Academy midshipmen aboard the 37,500-ton aircraft carrier *uss Antietam* (CVS 36). They were assigned with the midshipmen and participated in shipboard drills and received instructions in various phases of carrier operations.

Just as the Baltimore scouts were getting underway, a group of Explorers from Post 67 at the Naval

Amphibious Base, Little Creek, Va., were returning from a ten-day cruise to Bermuda.

They made the 1300-mile trip aboard the fleet oiler *uss Neosho* (AO 143).

The Explorer Scouts were selected to make the cruises on the basis of outstanding scholastic achievement and a high rating in the over-all Scout movement.

New Deputy Chief of Bureau

Rear Admiral Kenneth Craig, usn, became the new Deputy Chief of Naval Personnel when he relieved Rear Admiral Murr E. Arnold, usn, on 1 Aug 1956. Admiral Arnold, who was Dputy Chief of the Bureau since 1953, has assumed command of Carrier Division Four at Norfolk, Va.

Admiral Craig was graduated from the Naval Academy in 1926



RADM
Kenneth N. Craig



RADM
Murr E. Arnold

and was designated a naval aviator in 1930. He was appointed to the rank of Rear Admiral in 1954.

Prior to assuming his present job, Admiral Craig was Commander Alaskan Sea Frontier and Commandant of the Seventeenth Naval District. Previously, the Admiral has commanded *uss Sable* (IX81), *Croatan* (CVHE 25) and *Midway* (CVA 41).

News of Navy Ships

"Mighty *Missy*," or to be formal, **USS Mississippi** (AG 128) (Ex-BB 41), seems to have made her last voyage—after 39 years of active service. A veteran of untold miles of steaming, *Mississippi's* final cruise was the short one from Norfolk Naval Base to the Naval Shipyard at Portsmouth. There, moored at Berth One, she was ceremoniously given into custody of the Commandant, Fifth Naval District, for inactivation and stripping.

Missy's career began with her commissioning on 8 Dec. 1917. She went immediately into service, helping convoy troops and supplies to Europe for World War I; later she joined the British battle squadron to help keep the German navy bottled up in its own harbors, thus insuring Allied control of the seas.

BB 41 underwent general modernization in 1933, including removal of her cage masts, installation of an improved fire control system and armament, and a number of alterations in hull design.

Back on battle duty during World War II, *Mississippi* steamed nearly 170,000 miles while participating in eight major campaigns. During that strenuous tour of duty she fired some 10 million rounds of ammunition, shooting down nine enemy aircraft, sinking a Japanese battleship and destroying numerous enemy fortifications. She withstood repeated direct hits by kamikaze pilots.

During another period of alteration at the end of WW II, three of *Missy's* four turrets were removed and the latest in gunnery, fire control and radar equipment installed. She began duty with the Operational Development Force in 1947, and has been busy in the

Atlantic ever since in the testing, development and evaluation of new weapons and equipment.

While many a veteran may shed a tear for *Mississippi*—and the Navy tradition she represented—progress toward a completely modern Navy continues.

Submariners, for instance, are looking forward to a pair of new attack submarines for which contracts have been awarded. Designated SS 581 and 582, they will be of the new *Barbel* (SS 580) class, with *Albacore*-type hulls and single screws, plus the most modern diesel-electric propulsion machinery. This hull-machinery combination, according to BuShips, offers the advantages of greater underwater speed, and better maneuverability than similar-sized postwar Fleet submarines of the *Tang* class.

Also in the undersea Navy:

- *uss Grayback* (SS 574) and *Growler* (SS 577) have added the letter "G" to their hull designations, becoming thereby recognized members of the Navy's guided missile submarine fleet.

- SSR(N) 586 has been assigned the name *Triton*. Aside from being one of the largest submarines ever built, *Triton* is the Navy's first nuclear-powered radar picket submarine.

In the air Navy:

- *uss Ranger* (CVA 61), third of the Navy's *Forrestal* class has been christened at Newport News. She is scheduled for delivery to the Navy late next summer.

- The keel has been laid for *uss Kitty Hawk* (CVA 63), number five in this class. She is tentatively scheduled for completion in mid-1959.

- Construction of yet another ship of the *Forrestal*-class (this one number six) has been assigned to

the New York Naval shipyard, under the shipbuilding program for fiscal 1957.

- *uss Hornet* (CVA 12), having been completely outfitted with the carrier "new look," has returned to Southern California for duty.

- *uss Intrepid* (CVA 11) has returned from the Med for her scheduled conversion to angled-deck status, which will make the new look almost unanimous for Atlantic Fleet carriers. *uss Antietam* (CVS 36), *Randolph* (CVA 15), and *Franklin D. Roosevelt* (CVA 42) have already completed their conversion work. Both *Ticonderoga* (CVA 14) and *Coral Sea* (CVA 43) are scheduled for modernization; while plans for *Lake Champlain* (CVA 39) have been termed "unsettled" by LantFleet Air Force spokesmen. *uss Valley Forge* (CVS 45), because of her anti-submarine warfare mission and status, is unlikely to figure in current conversion plans.

- Finally, *uss Siboney* (CVE 112) has reported to Philadelphia for deactivation—the third time in her 12-year career that she has been put out of service.

The Navy's guided missile fleet will add *uss Gyatt* (DDG 712) late this year. *Gyatt*, like the missile ships already in the Fleet, will be armed with *Terrier* missiles—the first small ship to be so armed. DDG 712 is also the first U. S. Navy ship to have a roll stabilizer installed.

Similar to those in use on some luxury passenger liners, the stabilizer (although it is not a part of the guided missiles system) is expected to provide a steady launching platform in any kind of seaway.

Of interest to both oldtimers and the lads of our guided missile Navy

is the announcement that a guided missile frigate to be built early next year will be named *uss King* (DLG 10) in memory of the late Fleet Admiral Ernest J. King, USN.

The 512-foot ship, equipped with *Terrier* missiles aft and mounting 5-inch gun batteries forward, will be built at the Puget Sound Naval Shipyard.

And speaking of names, AOG 81 and AOG 82 have been dubbed *uss Alatna* and *uss Chittahoochee* respectively.

Both of the gasoline tankers are now under construction.

Elsewhere around the Fleet, *uss Price* (DER 332) and *Finch* (DER 328) have been recommissioned and returned to the seagoing Navy, fully outfitted for new duties in the detection, identification and reporting of air, surface and sub-surface craft.

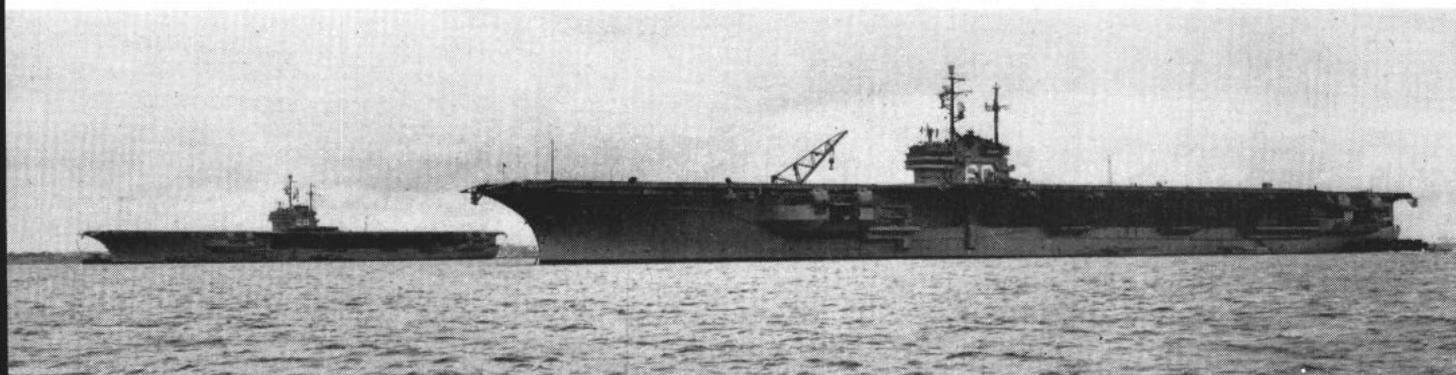
As a final note, *uss New Jersey* (BB 62) has been tentatively scheduled for deactivation during the present fiscal year.

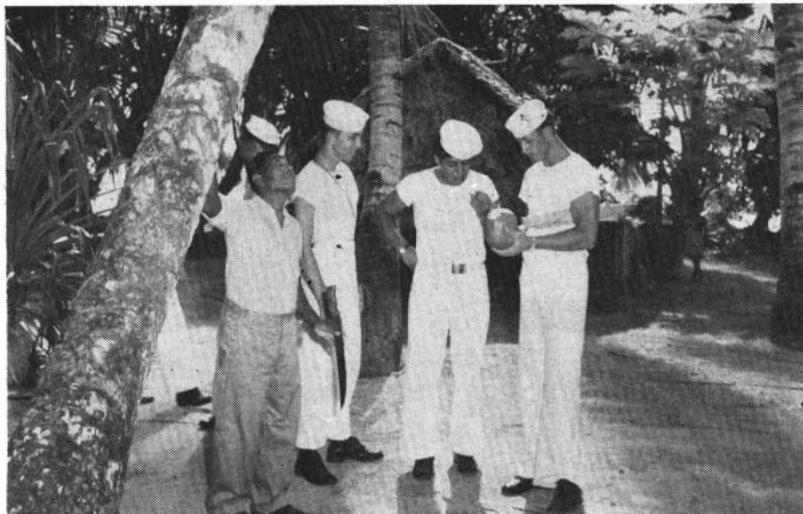
Builds Ships, and Cars Too

A flotilla of fighting ships and sports cars don't sound as if they go together very well, but James B. Boswell, HM2, USN, has blended these and a collection of model kits, into an array of 10 model ships and 18 European and American automobiles of various vintages.

In his pint-sized fleet, he has made models in plastics and enamel of such U.S. Navy craft as *uss Wasp*, *uss Constitution*, the tug, *uss Long Beach* which was used to ferry barges across the Atlantic during WW II, *uss Franklin D. Roosevelt*, "Mighty Mo," *uss Missouri*, the Man-o-War, *Charles W. Morgan* which fought in the Civil War, *uss The Sullivans* named after the Sullivan Brothers, and a tug.

THE MOST IN CARRIERS — *USS Forrestal* (CVA 59) and *USS Saratoga* (CVA 60), meet at Hampton Roads, Va.





CREWMEN of USS *Manna* (DE 449) sample fresh coconut during atoll tour.

Navy men Visit Ponape, Nukuoro and Truk

Interesting thing about the Navy is that you meet such nice people. The recent cruise of *uss Hanna* (DE 449), which included a tour of the Eastern Caroline Islands, is an example.

It just happened that *Hanna* was assigned surveillance duties in the eastern reaches of the United States' vast protectorate in the mid-Pacific, the Trust Territory of the Pacific Islands. In addition to her primary objective of patrol and surveillance of the islands, *Hanna* also gave aid and assistance to the local natives whenever possible.

When the situation permitted, a hospital corpsman went ashore to determine the health of the people and to give medical treatment where possible. Messages were carried between isolated islands where postal service is measured

in months, and two native school teachers from Nukuoro were lucky enough to hitch a ride to their atoll from Truk, saving them a wait of several weeks for the next boat.

The shore landings and overnight stopovers of *Hanna* gave the crew members an opportunity to view the fast disappearing way of life of these natives of the Central Pacific, with their palm-thatched huts, their exceptional outrigger canoes, their highly skilled arts and crafts.

On Truk they were treated to a dinner of mashed breadfruit; on the atoll of Ngatik the island chief served coconut milk for refreshments; on Ponape several crew members visited the ruins of a city, built by the natives centuries ago, which is still an archeological mystery.



DE GOES NATIVE — Helping hands of *Hanna* made many friends among the natives during their ship's surveillance tour of Eastern Caroline Islands.

FASRon Sailors Learn Japanese

Not only has Robert E. Shaver, ATC, USN, learned to speak the Japanese language fluently, but has learned to read and write it as well.

During the past 16 months while assigned to FASRon 120, Shaver has been studying the Japanese language. To date he has "conquered" more than 400 characters in the Kanji system of writing Japanese.

Chief Shaver has not attended any organized classes in learning the Japanese language but has been aided by a tutor, and now has turned teacher himself, coaching two groups of FASRon 120 sailors. He has mastered the harder method of reading and writing—the Kanji—which utilizes words or characters that "picture" the thing it represents, while other methods stress phonetics.

"Japanese is not a difficult language to speak," the chief says, "but if you're interested in learning to read and write Kanji, you should plan to spend four years of intensive study to equal the average Japanese middle school graduate."

The "ichiban" (number one) Japanese speaking Chief of FASRon 120 offers his shipmates a fast course of "Japanese in 30 Hours."

Navyman Wins Scholarship

Marlin Jelinek, MU2, USN, has been selected for a grant to participate in the International Educational Exchange Program of the U. S. Government.

The 25-year-old Jelinek was selected by the Board of Foreign Scholarships under the authority of the Fulbright Act.

This Act is a program to increase good will and understanding between the people of the U. S. and the people of other countries through the exchange of students, teachers, university lecturers and research scholars.

The grant awarded to Navy Musician Jelinek includes cost of transportation in the U. S., travel to the host country and within the host country, tuition, books and an incidentals allowance. The grant is not a contract and Jelinek will participate in a private, non-official capacity.

Jelinek is a graduate of the Naval School of Music. Before he enlisted in the Navy, Jelinek received his Master's Degree in Music from the University of Michigan.

Working under Pressure

"Check the rudder? Inspect the ship's screws? Do the pump strainers need cleaning? Do you have any underwater welding or torch cutting jobs to be done?"

These are only some of the many tasks that a qualified diver, second class, can do—and one of the places where he can learn is the second class diver's school held on USS *YFNB-17* (a salvage barge attached to the Service Force, U. S. Atlantic Fleet) at the Convoy Escort Piers, Norfolk, Va.

To enter the school, the student must meet the same physical requirements as those for the submarine service. He must be able to stand a test of 50 pounds' pressure in a decompression chamber; take at least one indoctrination dive to test his adaptability to darkness and small spaces; receive a favorable report from an interview by a diving officer; and be recommended by his commanding officer.

While attending the six-week school, the student takes part in lectures, views training films, and participates in training sessions.

The next step is to practice what he has heard and seen. This is done in a 12-foot-deep practice tank where the instructors can observe the student, and on 40-foot-deep training dives from a float along the bank of the Elizabeth River.

These dives teach the student to work in complete darkness. He learns to do everything by feel. He does underwater welding and torch cutting, called "burns."

He must also patch a float to make it watertight, just as he would have to patch a hole in a ship so that the compartment could be pumped out and made watertight.

Working in pairs, the divers descend into the river, locate the float, and patch it. If, when they return to the surface, the water can be pumped out and the float can be raised, they have successfully completed the project.

The students must also learn to work on any kind of bottom surface. This is done by means of a "bird cage," which consists of a stand 30 inches square, made of strap iron welded at the corners. The bird cage is tossed about 200 feet out into the river. The diver descends to the bottom and tries

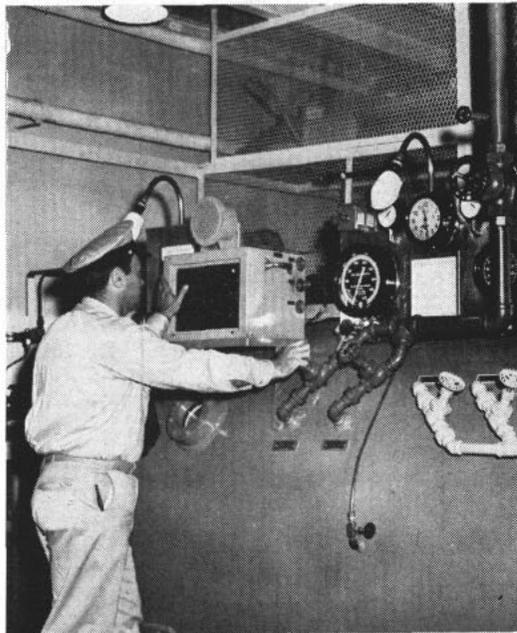
to find it. The bottom of the river where the students train has mud varying from three to seven feet, as well as spots that are fairly hard with sand and gravel. If the student knows his equipment and his job, he will not sink into or wallow around in the mud.

While they are in school, the students use deep sea diving rigs—the name for all their gear. This outfit weighs about 190 pounds before the diver climbs into it. His helmet weighs 54 pounds; his shoes—17½ pounds apiece; his belt (weighted with lead) 83 pounds; and the actual fabric suit weighs 18½ pounds.

A shallow-water diving rig weighs only 83 pounds. Instead of a helmet the diver wears only a face mask. His belt and suit are much lighter. He wears no shoes because his suit has thick rubber feet in them. In warm, tropical or near-tropical water, the diver may not even wear the suit or belt—just swim trunks and face mask. This rig is worn when diving no deeper than 40 feet. With the heavier rig, a diver, second class, is qualified to dive to a maximum of 150 feet.

The head instructor for the school on *YFNB-17* is John Moscoffian, PMC. His staff of four instructor-divers includes Robert L.

GOING DOWN — Student at divers school which is conducted on salvage barge *YFNB 17* at Norfolk gets ready to don helmet for practice dive below.



UNDER PRESSURE—Diving instructor J. Moscoffian, PMC, turns on the pressure in decompression chamber during a test at the Norfolk school.

Brown, DC1; James G. Warner, EN1; Glen E. Patterson, ME1; and Arthur E. Steber, BM2.

The Fleet's needs for divers, second class, are supplied through schools at Norfolk and in Charleston, S. C., or any of the ships such as *YFNB-17* designated by the Chief of Naval Personnel to train and qualify divers, second class.



THE BULLETIN BOARD

Officers in Certain Categories May Now Indicate Shore Duty Preferences by Type and Area

Officers in the 11xx and 17xx categories may now indicate on their Officer Data Card the "type" of short duty they prefer. Bureau plans are that, if at all possible, officers will be ordered into the type of duty they desire as well as to the geographical location of their choice.

This new procedure is being conducted on a trial basis and if it proves successful, it is planned to apply it to other code categories in succeeding years.

On the reverse side of the Officer Data Card, at the bottom, space is provided for aviators and naval aviation pilots to list certain statistical information concerning their pilot hours. It is in this space that preference for "type" of shore duty be indicated. Each officer should strike out the words "type of plane" and insert the word "CONUS." In the blank spaces to the right, he should use the abbreviations contained under the various heads as follows:

- **Administrative Services—ADMIN.** Typical of these billets are those related to legal, public information, security and police, and administrative duties not listed under other types.

- **Communications—COMM.** The billets included in this type involve operational, planning, and administrative duties in connection with naval, joint, and combined communications ashore.

- **Intelligence—INTEL.** Included in this type are jobs concerned with intelligence evaluation, collection and dissemination and administrative duties within the intelligence field.

- **Material Services—MAT.** The jobs included in this type involve repair, construction and conversion of ships, logistic planning, material procurement and duty with the Military Sea Transport Service.

- **Operational Services—OPS.** Jobs in this type are concerned with strategic and operational planning.



"Well Crawford, your replacement has just arrived!"

- **Ordnance—ORD.** In this type, work is related to planning, research, development, evaluation and procurement in the ordnance field.

- **Personnel and Training—P & T.** Included in this type are billets related to personnel planning, procurement, training and distribution, such as billets in the Bureau's Fleet training centers, staffs of schools, recruiting billets and working with the Naval Reserve.

If the data card does not provide enough space for all the information an officer would like to furnish his detail officer, he should put the additional information on a 5 by 8-inch sheet of paper and staple it to the data card.

Complete details may be found in BuPers Notice 1301.

PL No. 571, 84th Congress, set a \$6500 limit on a single claim submitted for loss of personal property incident to military service, replacing the \$2500 limitation imposed by Public Law 439, 82nd Congress.

Any claim settled for \$2500 solely because of the maximum limitation can be reconsidered and settled in accordance with the new act. Claims submitted for an amount greater than \$2500 which were approved for payment for less than \$2500 are not included in the act.

Servicemen on active duty must submit requests via their commanding officers before 7 Jun 1957.

Details are in BuPers Notice 5890.

Tuition Aid Program Is Resumed for Navymen Taking Off-Duty College Courses

The tuition aid program, discontinued in 1952, has been resumed to help Navymen who'd like to further their education while off-duty.

Under the program, district commandants and certain force commanders are being furnished special allotments to be used toward paying tuition for voluntary off-duty courses, taken by naval personnel (with approval of their COs) at accredited colleges, universities and junior colleges. In the relatively few localities where armed forces personnel are charged tuition for high school courses, Navymen wishing to take them must forward their applications to the Chief of Naval Personnel (Pers-C113) for individual consideration. No payments under this setup will be made for schooling already under way as of 19 Jul 1956, or for courses taken at any time in the past.

To be approved by your CO a course must be taken for academic credit. It must also contribute to your improved performance of duty, professional capabilities, or qualifications for a baccalaureate degree. No payment will be made for enrollment in courses totaling more than six semester hours during any semester or six quarter hours during a quarter.

Payments, which will be made directly to the school by the commandant or commander concerned, will amount to 75 per cent of the tuition cost, not to exceed \$7.50 per semester hour or \$5.00 per quarter hour. All other costs must be borne by the individual.

Applicants for the program must be serving in the Regular Navy or on continuous active duty as Reserves. In addition, officers who sign up must agree to remain an active duty for two years after completing their studies and enlisted men must have enough obligated service to cover completion of their courses.

Application and other details are explained in BuPers Inst. 1560.10.

This Is Living in the National Capital for Navymen, Dependents

THE FAME OF WASHINGTON, D. C., as the seat of the federal government often overshadows everything else about this unusual city. Many Americans who have never been there and many who have seen the city only as tourists have little idea of what it would be like to live there.

For the benefit of those Navymen who might be going to Washington soon, here's some information on everyday life in and around the Nation's Capital. We say "in and around" because the District of Columbia is the center of a large metropolitan area extending well into Maryland and across the Potomac River into Virginia. In Maryland this area includes much of Montgomery and Prince Georges Counties. In Virginia it takes in most of Arlington and Fairfax Counties and the City of Alexandria.

The population of these suburbs is now much larger than the population of Washington itself, and like many Navymen you too may find yourself living in nearby Maryland or Virginia during your tour with the "Washington Navy." Therefore, the pointers on the following pages often apply to the whole D. C. area and not just to the District itself.

Climate—You may already have heard complaints about Washington's hot, sticky summers and cold, damp winters, but you'll also find the autumn and spring weather hard to beat anywhere. The city's average temperature ranges from 35.2 degrees in winter to 74.8 degrees in summer. There is an average of 40 inches of rain and 22 inches of snow a year. The humidity, which "it isn't the heat but the . . ." averages from 60 to 70 per cent. Incidentally, if you have an air conditioner, be sure to bring it along if you want to "play it cool" in the hot, summer months.

Health Conditions—There are no unusual prevalent diseases in Washington, and no vaccinations other than those standard throughout the United States are necessary. Small-pox vaccinations are compulsory for school children.

Sanitary conditions are first class, because of the strict enforcement of building and sanitary codes. City water is excellent, although it may taste unusual to you at first, due to excessive chlorination.

Housing—It is no longer as difficult to find a house or apartment in Washington as it was during and just after World War II. However, prices of all types of housing are high.

Surveys indicate that it usually takes from one to four weeks for a newcomer to locate suitable housing for permanent residence. Therefore, unless you're willing to pay the high price for temporary lodgings, it's a good idea not to bring your dependents along until you've already located a place to live.

The best place to start your house-hunting is the **Joint Armed Forces Housing Office** in Room 1A884 of the Pentagon. There are also branch offices at Bolling Air Force Base in Southeast Washington and at the Main Navy Building in Northwest Washington. The Office maintains listings of rental accommodations and houses for sale, and has counselors to help you locate the place that fits your needs. Listings are not supplied by mail because they change daily and would probably be out of date by the time you receive them.

The amount of rent you'll pay is

hard to estimate in advance, since so much depends on location, size, condition and various other factors. However, the following list, based on prevailing monthly rentals, should give you some idea of what to expect:

	Unfurnished	Furnished
3 and 4 Bedroom Houses	\$125 to \$175	\$135 to \$200
2 Bedroom Houses	100 to 150	120 to 150
3 Bedroom Apartments	106 to 150	175 to 225
2 Bedroom Apartments	87 to 99	110 to 150
1 Bedroom Apartments	73 to 86	85 to 125

In permanent housing of any kind you'll find the one-year, renewable lease prevalent. In many leases, though not all, there is a protective clause to cover permanent change of station.

Apartment rentals usually include utilities, while house rents do not. In most cases these apartments and houses are already equipped with kitchen ranges, refrigerators and lighting fixtures. Many apartment buildings also have central telephone exchanges with extensions in each apartment, and some provide coin-

Where To Find Information On Voting For Servicemen

Do you know exactly where to send your application for ballot? Do you know your state's requirements on residency, age, and poll tax? These and many other questions can be answered for you by your ship or station "Voting Officer."

Every command is required to have an officer designated as a Voting Officer and his job is to answer your questions concerning your voting privileges. If you have any doubts or questions, the Voting Officer is the man you want to see.

There are a number of sources of information available to you concerning your voting privileges. It is your responsibility as a Navyman and a citizen to get all the facts concerning your privilege to vote.

First of all, for a roundup on voting see the June 1956 issue of ALL HANDS, pages 22 to 25. This gives a state-by-state coverage of voting information.

Distribution of the chart titled 1956 Voting Information (NavPers

15849B) to all ships and stations has been completed. The chart is a state-by-state breakdown of all major requirements for absentee voters. This chart should be displayed in a very prominent place at your duty station for your inspection.

Another publication, *Voting Information* (NavPers 15868A) is a manual designed for the use of voting officers and contains a more comprehensive and detailed resume of voting information than is contained in NavPers 15849B. This manual has been printed and distributed to all ships and stations.

In addition, BuPers Inst. 1742.2A of 2 Mar 1956 contains information on the part that the Navy will play in aiding all eligible men to cast absentee ballots.

Note that the "special instructions" on pages 2, 3 and 4 of *Voting Information* (NavPers 15868A) must be carefully adhered to, particularly with reference to filling out applications and ballots.

operated automatic washers and dryers.

A limited number of BOQs, with complete facilities including messing, are available for bachelor officers and married officers not accompanied by their families. These quarters are located at the Naval Air Station, Anacostia, D. C., and the Naval Receiving Station, Washington.

The **Bellevue Naval Housing Project**, for enlisted personnel and their families, contains 601 units of one-, two- and three-bedroom apartments. These units are *unfurnished*, except for stoves and refrigerators. Rental rates are:

	Shelter	Utilities	Gross
1 Bedroom	\$25.00	\$16.00	\$41.00
2 Bedrooms	37.00	19.00	56.00
3 Bedrooms	42.00	24.00	66.00

(The above utility rates are subject to minor fluctuations on the basis of continuing surveys of water, gas and electricity actually used.)

There is a considerable waiting period for Bellevue housing — 12 months for one-bedroom, eight months for two-bedroom and six months for three-bedroom units. Navy men who wish to live in the project should report to the Naval Housing Office, Building 57, U. S. Naval Gun Factory, for an interview regarding eligibility. If you are eligible, your name will be placed on a waiting list and you will be notified when a vacancy occurs.

Because of the long waiting period for Bellevue housing, some Navy families live in low-cost housing projects controlled by the **National Capital Housing Authority**. These projects are not considered as desirable as Bellevue, but might provide a temporary answer to your housing problem. The projects are divided into two classifications—permanent type construction and temporary type construction.

To be eligible for the permanent type, your annual total pay including BAQ, subsistence, sea and extra-hazardous duty pay must not exceed \$2900 for two persons, \$3000 for three to four persons or \$3100 for five people or more. For the temporary type there is no graduated income scale, but maximum income (including BAQ, etc.) must not exceed \$3800. Monthly rentals on permanent type units vary between \$18.00 and \$62.00, while rents for the temporary type range between \$18.00 and \$29.00.



"Well it does show a certain touch of originality, but. . ."

The permanent type projects are **21st Street Homes** (36 units) at 2101 G St., N. E.; **Knox Hill** (350 units) at 3000 Knox St., S. E.; **Highland Homes** (350 units) at 400 Atlantic St., N. E.; and **Stoddert Homes** (188 units) at 2 Anacostia Rd., S. E.

The temporary type projects are **Canal Street** at 1st, O and P Sts., S. W.; **Portland** at South Capitol and 2nd St., S. E.; **Overlook** at Overlook and Chesapeake Sts., S. W.; and **31st Street** at 31st and F Sts., S. E. The Canal St. project consists entirely of two-bedroom units, while the Portland, Overlook and 31st St. projects have one- two- and three bedroom units.

Applications for National Capital Housing projects should be mailed directly to the National Capital Housing Authority on forms obtainable at the District Naval Personnel Office, Potomac River Naval Command.

Hotel Accommodations—There are many good hotels in Washington, although prices are high, as they are for all real estate. There is a public tourist camp, operated by National Capital Parks, in Washington's East Potomac Park and good motels are numerous in nearby Maryland and Virginia. Many of the motels and tourist homes charge very reasonable rates and offer good places to stay while house-hunting.

Household Effects — Household goods belonging to Navy men ordered to Washington are consigned to the Naval Gun Factory. For a limited period of time storage is provided by private van companies. After that the goods are transferred to the Gun Factory, where they are held until the consignee desires them.

Utilities—Gas and electricity are available in unlimited quantities and at reasonable rates. The gas is all natural gas, but if you have appliances designed for manufactured gas the gas company will adjust them without charge. Electricity is almost entirely AC, 115 volts, 60 cycles.

The usual heating season in the Washington area is from mid-September to mid-May. Fuel bills depend on the type of heating system and type and location of house. Coal, oil and gas are the common fuels used for hot water, steam or hot air furnaces. Coal costs range between 17 and 20 dollars a ton for soft coal and about 25 dollars a ton for hard coal. Oil costs 14 to 15 cents per gallon on orders of 150 gallons or more.

Because of limited cable facilities it may take you some time to obtain telephone service, especially in out-lying areas.

Servants — Domestic servants, gardeners and men to do odd jobs around the house are scarce and expensive in Washington. Domestic servants are usually paid between 20 and 40 dollars a week, depending on the number of meals they receive and the length of time they work, as well as on whether they "live in" or maintain separate quarters. Servants hired by the day are somewhat more expensive and their wages almost always include carfare.

Clothing — Washington's climate calls for wardrobes that range from heavy winter clothing to the lightest summer wear. Winter temperatures aren't excessively low, but the dampness in the air makes you feel the cold a lot more than you would in a dry climate. Although all kinds of clothes are available in Washington, it's a good idea to bring along all your serviceable clothing, for the cost of living is high, as in most large cities.

Children's clothing, especially snow suits and other large items, are expensive, but you can find good buys in the bargain basements of large department stores and the chain department stores.

Because of the influence of the "Government Girl," who is the prime consumer in Washington, there are many large and small stores where inexpensive women's wear is available. Attractive rayon or cotton street dresses can be bought for as little as

\$8.00. There are also exclusive hat, dress and shoe stores for the woman who wants something fancier.

Shoes are especially high in Washington. In the past few years prices have risen 50 to 75 per cent.

Under a recent SecNav Instruction men and women Naval officers in the Washington area may now wear appropriate civilian clothing to work during office hours if they wish to do so. Otherwise, the uniform of the day is approximately as listed at the bottom of this page.

Coats must be worn in public, but may be dispensed with in offices.

Laundry and dry cleaning facilities are operated by Navy Exchanges. Pick-up stations are maintained in most Navy buildings in the area.

Shopping Facilities—There are five commissary stores in the Washington area for armed forces personnel and their dependents. An applicant for a commissary permit is assigned privileges at one commissary store only, normally the one nearest his place of residence. Applications for commissary cards may take anywhere from a week to six months for processing, depending on the workload at the particular store. The commissary locations are as follows:

Cameron Station	Duke St. (extended), Alexandria, Va. Arlington, Va.
Fort Myer	
Walter Reed Hospital	Washington
Fort McNair	4th and P Sts., S. W., Washington
Bolling Field	Anacostia

Small Stores may be found at the Naval Air Station, Anacostia; the Naval Receiving Station; Quarters "K" (at the rear of Arlington Navy Annex); and the Naval Gun Factory. There are uniform shops in the Main Navy Building and at NAS, Anacostia. In addition to the Ship's Stores and PXs found on most military installations there are also numerous shops and stores in the Pentagon which carry military and civilian items.

For civilian-style shopping the largest department stores are in downtown Washington, but there are also suburban shopping centers convenient to almost any location in the area. The principal department stores also have large suburban branches. A shopping service which offers discounts to armed forces per-

sonnel on TV sets and large household appliances maintain branches in the District, Maryland and Virginia.

The District has a two per cent sales tax as well as a food tax. Maryland has a three per cent sales tax. Virginia has neither sales nor food taxes.

Medical Care—Outpatient medical care for your dependents may be had at the dispensary in the Main Navy Building. Inpatient care is available at the Bethesda Naval Hospital, National Naval Medical Center, but for dependents, admittance is authorized only through the Main Navy Dispensary. The dispensary at the Navy Annex in Arlington is for uniformed personnel only. Since there are a great number of armed forces personnel and their dependents in the area, facilities tend to be crowded.

There are many excellent private physicians, dentists and oculists in Washington, but they, too, may have

crowded schedules and prices may appear high. It's best to make appointments as far in advance as possible.

Schools—You'll find plenty of excellent schools in Washington from nurseries through colleges and universities. Public schools are generally good, although teacher shortages have caused some overcrowding. The only general requirements for attending D. C. public schools are that residence in the District must be shown and that the pupil have a birth certificate and a successful smallpox vaccination. In Maryland and Virginia, residence within the county or school district must be shown.

There are many private schools in the District and neighboring areas. Information on them may be obtained from the School Guidance Center, 3000 Connecticut Ave., N. W., or the Washington Schools Association, 3 Dupont Circle, N. W.

For those interested in higher edu-

WHAT'S IN A NAME

Mars Flying Boats

For more than 10 years, the four huge Mars flying boats — Hawaii, Philippine, Marianas and Caroline—have become personally known to tens of thousands of Navymen and their families as the famous aircraft shuttled back and forth across the Pacific from Alameda, Calif., to Honolulu and return.

That's over now. They're being retired in favor of the new R3Y Tradewind, a turbo-prop seaplane.

During their ten years of active duty, four-engined Mars's carried 200,000 passengers and more than 20,000 tons of high priority cargo without a single mishap. While thus supplying the Pacific Fleet, they traveled a distance equivalent of 23 round trips to the moon.

Since the first Mars was delivered shortly after World War II, the planes have been flown by Navymen of VR-2, men who previously manned the PB2Y seaplane which became well-known to servicemen in the South and Central Pacific theaters during World War II.

Another seaplane, the XPB2M, forerunner of the present Mars, made its first flight to Hawaii in January 1944.

Eight years ago, in August 1948, one set a seaplane non-stop distance mark by



flying 4728 miles between Honolulu and Chicago, a record that still remains untouched.

A month later, in September 1948, the same plane set another record by ferrying 67,327 pounds of cargo in a single flight between Patuxent River, Md., and Cleveland, Ohio.

Again in 1948, one of the giant seaplanes, in flight from Alameda to San Diego, Calif., transported 301 passengers in addition to its regular crew of seven.

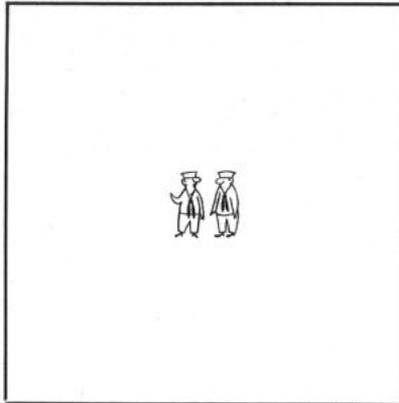
cation, Georgetown, George Washington, Howard, American, Catholic and Maryland Universities all have their campuses in the Washington area. The University of Virginia Extension Service also holds classes in nearby Virginia and there are numerous other colleges, graduate schools, art schools, business and technical schools in Washington. Many Navymen are taking night classes in these schools to further their education.

Churches—The Washington area offers places of worship for almost every denomination. The historical significance and architectural beauty of many of these churches have made them well known landmarks for the sightseer.

Local Transportation—Washington has more automobiles per capita than any city in the United States, so parking and rush-hour traffic are real problems. Parking regulations and the movement of traffic are often confusing to the newcomer. However, if you heed signs before you park or before you turn, you shouldn't have too much trouble driving. Watch your speed too, for limits are rigidly enforced in Washington and surrounding states.

Public transportation is provided by streetcars and buses, which are more like sardine cans on wheels during the rush hours, but fares are reasonable and service is generally adequate. Taxicab service is convenient and the low rates are scaled according to the number of persons carried and the zones traversed. An excellent government transportation system links the various Department of Defense activities in the area.

Local Licenses and Taxation—The District, Maryland and Virginia allow armed forces personnel to drive with out-of-state license plates as long as they are current. But, if your



J. Wing, DM2, USN.

"We're lost!"

tags expire while in the Washington area you are expected to register your vehicle locally or in your home state of record. Drivers' licenses valid in the state of registration are valid in Virginia, Maryland and the District. However, if your car is registered in D. C., Maryland or Virginia, you must have a driver's license from the same state.

In nearby Virginia, county tags are required in Arlington and Fairfax Counties and the City of Alexandria. These are issued free to military personnel whose cars are not registered locally. Personnel living in the District and Virginia must also have their cars inspected periodically and must display inspection stickers.

Under the Soldiers' and Sailors' Relief Act of 1940, as amended, a member of the armed forces, who has a legal domicile elsewhere, but is living in Maryland, Virginia or the District solely by reason of duty orders, does not have to pay local income and personal property taxes (except possibly on his automobile). In order to be exempt from personal property tax on his car he must show that the automobile has been regis-

tered in his home state and that any taxes due on it have been paid. This usually means the car must carry home-state license plates.

If you are legally domiciled in Maryland, Virginia or the District on the last day of the taxable year, you will be required to pay income tax to one of these jurisdictions. And if your wife works, even though she has a legal domicile elsewhere, she will have to pay local income tax if she lives in Maryland or Virginia for more than six months of the taxable year, or in the District of Columbia for more than seven months of the taxable year. In addition to income tax, Virginia imposes a tax on personal property located within the state on 1 January of each year.

Forms and communications received from Maryland, Virginia or the District government should not be ignored, even though you might be exempt from their taxes. Acknowledge them promptly, furnishing full information with respect to your state of legal domicile and military status, and you can avoid a lot of headaches. And remember, a serviceman stationed in the area by reason of duty orders is still expected to comply with the tax laws of his own state, even though living away from it.

The Soldiers' and Sailors' Civil Relief Act does not exempt you from local taxes on real property, so if you buy a home here you will be subject to state and local taxes on it.

Recreation—You shouldn't have a bit of trouble finding things to see and do in Washington, even though your wallet may not be bulging.

Sightseeing alone, if you should try to take in all the public buildings and places of historical interest in the area could occupy a large part of your spare time.

If your interests lie in spectator sports, there are big-league baseball, pro football and numerous college and schoolboy teams to see in action.

If you're hot for culture, you'll find plenty of art galleries, concerts, recitals, stage plays, museums and theaters to keep you from getting into mischief. And the best part of it is that many of these things won't cost you a cent.

So, when you get those orders to Washington, get set to make the most of them. Whether or not you enjoy your stay is strictly up to you.

UNIFORM OF THE DAY IN WASHINGTON, D. C., AREA

Dates	Male Officers and CPOs	Male Enlisted	Women Officers and Enlisted
Mid-Mar to Mid-Apr	Service Dress Blue B	Dress Blue B	Service Dress Blue B
Mid-Apr to Mid May	Service Blue B or Khaki	Dress Blue B or Undress White A	Service Dress Blue B or Gray Working
Mid-May to Mid-Sep	Service Dress Khaki	Undress White A	Gray Working or Service Dress Blue B
Mid-Sep to Mid-Mar	Service Dress Blue A	Dress Blue A	Service Dress Blue A

Briefs on New Laws Concerning Navymen

Here is a roundup and a brief description of new laws which are of interest to naval personnel. Some of the laws have been reported in detail in previous issues. In the case of others, detailed reports will be published as necessary when implementing action has been completed.

This summary includes those bills which have become Public Law since the last roundup in ALL HANDS (August 1956, p. 53). Bills which were listed as introduced in that and previous issues and on which no further action has been taken, are not described here.

Medical and Dental Officer Procurement—Public Law 497: provides for the crediting of constructive service for pay and precedence purposes, and to increase the amount of special pay per month.

Retirement in Highest Grade—Public Law 547: authorizes advancement on retired list to highest temporary grade in which service was performed satisfactorily.

Medical Care for Dependents — Public Law 569: provides authority for hospitalization and medical care of dependents of members of uniformed services in either military or civilian facilities. Dependent could elect either, but use of military would depend on extent of facilities and medical staff. Also, where the military facilities are adequate, the election may be limited by regulations to those facilities. (See ALL HANDS, September 1956, p. 52.)

Officer Personnel Act—Public Law 581: abolishes the fanning principle in assignment of running mates for Academy and NROTC graduates commissioned in or transferred to staff corps in grade of ensign.

Examination Prior to Promotion — Public Law 584: provides administrative flexibility in distribution of women officers (carry-down of num-

bers of vacancies in grade of commander to that of lieutenant commander, and permits selective retention of women lieutenants for total of 15 rather than 13 years).

Nurses—Public Law 606: authorizes transfer of nurses to the Medical Service Corps of the Regular Navy.

Enlisted Personnel — Public Law 614: provides for non-termination of enlistment contracts or obligated service of persons appointed to a service academy.

Readjustment Pay for Reserves — Public Law 676: provides lump sum payment to Reserve officers and enlisted personnel who are involuntarily separated from active duty after having served five or more continuous years of active duty immediately prior to such release.

Officer Augmentation Act — Public Law 737: extends authority for transfer of Reserves into regular service.

Missing Persons Act — Public Law 749: continues the Act until 1 Jul 1957.

Leave — Public Law 770: allows payment to survivors of unused leave pay for men who die after discharge but before final settlement of accounts.

Naval Reserve Officers — Public Law 775: establishes a date of rank for pay purposes of some 2800 Reserves promoted during World War II under the Naval Reserve Act of 1938 vice the Temporary Promotion Law (Public Law 188).

Enlisted Members, Navy and Marine Corps — Public Law 780: authorizes make-up of time lost as result of misconduct by extending period of enlistment.

Sea Duty Pay — Public Law 822: validates payments for services on USS *Sequoia* and on the Great Lakes.

ROTC Flight Training—Public Law

879: authorizes flight instruction during ROTC program training.

Survivor Benefits — Public Law 881: relates the amount of benefits to earning rate of servicemen at time of death, provides for contributory participation in Social Security, terminates gratuitous indemnity coverage, and increases long-term payments to surviving widows. (See ALL HANDS, September 1956, p. 46.)

Local Commanders Administer EM Correspondence Courses

Three new Enlisted Correspondence Courses are now available to all enlisted personnel.

There have been certain administrative changes since earlier announcements concerning new courses. For one thing, Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center, as was the earlier practice.

If you are on active duty, your division officer will advise you whether or not the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have their courses administered by the Correspondence Course Center, just as in the past.

The new or revised courses are:

Course	NavPers No.
Chief Patternmaker	91551
Mineman 2, Vol. 1	91335-1
Patternmaker 1	91550

Courses which have been discontinued are:

Course	NavPers No.
Teleman	91400
Transport Airman	91560



"—And now we interrupt this program with a message from our sponsors."

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 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in August.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan. They are paid for by the BuPers Central Recreation Fund (derived

from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The Chief of Naval Personnel administers this program.

How to Be Very, Very Popular (589) (C) (WS); Comedy; Betty Grable, Robert Cummings.

The Man Who Knew Too Much (590) (C): Drama; Doris Day, James Stewart.

The Way Out (591): Drama; Gene Nelson, Mona Freeman.

The Scarlet Hour (592): Drama; Carol Ohmart, Tom Tryon.

Toy Tiger (593) (C): Drama; Jeff Chandler, Laraine Day.

The Virgin Queen (594) (C) (WS): Historical Drama; Bette Davis, Richard Todd.

Rock Around the Clock (595): Musical; Johnny Johnston, Lisa Gaye.

The First Texan (596) (C): Western Drama; Joel McCrea, Felicia Farr.

The Kettles in the Ozarks (597): Comedy; Marjorie Main, Arthur Hunnicut.

Gaby (598) (C): Musical Drama; Leslie Caron, John Kerr.

House of Bamboo (599) (C) (WS): Drama; Robert Ryan, Robert Stack.

The Searchers (600) (C): Adventure Drama; John Wayne, Vera Miles.

The Harder They Fall (601): Drama; Humphrey Bogart, Rod Steiger.

While the City Sleeps (602): Drama; Dana Andrews, Rhonda Fleming.

The Catered Affair (603): Comedy Drama; Bette Davis, Ernest Borgnine.

HOW DID IT START

Master-At-Arms

Masters-at arms—your Navy's policemen—are not what they used to be, or at least no longer what their title indicates. Originally (in the 17th century British Navy) the MAA had charge of all muskets, carbines, pistols and swords. He also made sure that bandoleers filled with good powder were ready for all hands before a ship went into action.

Records of our own early Navy show that a master-at-arms rating was established by an Act of 1 Jul 1797 and remained in effect until 1 Apr 1893, when the rating was broken down into three pay grades of chief, first class and second class.

The related rating of ship's corporal first appeared in the 1835 Navy Register, only to be abolished by executive order in 1893. MAA stalwarts of the old Navy, in addition to their duties as maintainers of discipline and order were responsible for drilling the seamen under arms.

Master-at-arms was disestablished as a rating effective 1 Jul 1921, but most of the duties remained, being taken over by other petty officers. Today's Navy Regulations state that "there shall be assigned under the executive officer a chief master-at-arms, and such other masters-at-arms as may be required as his assistants, for the maintenance of good order and discipline."

Nowadays, any petty officer may hold down a job as master-at-arms, but boat-swain's mates, as top line POs, are usually the men assigned to the MAA force. Their immediate boss is the chief master-at-arms, who is the ship's senior enlisted man and



is directly accountable to the executive officer.

Regular MAAs are always on duty as police petty officers, maintaining order and discipline fore and aft, enforcing the ship's regulations—in short doing whatever possible to enable a large number of men to live together in a small space with a minimum of annoyance to each other.

MAAs also have charge of the brig, the lucky bag and the mess decks. The lucky bag MAA, who supervises the stowing of deserter's effects and gear found adrift about the ship, also insures that such effects are properly marked "DC" before being auctioned off. He may be assigned to hold three musters a day for prisoners-at-large and restricted men. Mess decks MAAs play daddy-o to the mess cooks, supervising their work, arranging their liberty, even holding reveille on them.

World War II GI Loans Extended to July 1958

Final date of the World War II GI loan program has been extended to 25 Jul 1958 under an omnibus GI loan law signed by the President.

The GI loan program previously was scheduled to end 25 Jul 1957 and, under the wording of the original law, all GI loans would be closed by that date.

Under the present law, any GI loan for which VA receives an application by 25 Jul 1958 may be guaranteed or insured by VA if it is completed by 25 Jul 1959.

The new law affects only World War II veterans. Korean conflict period veterans have until 31 Jan 1965 to obtain GI loans for homes, farms and business.

In addition, the new law will permit any veteran who sells residential property purchased with a GI loan to be relieved from liability to the government under certain circumstances.

Previously, the veteran who sold his property and allowed the purchaser to assume his GI loan still remained liable to the government if the property were foreclosed.

Now the veteran may be relieved of liability if the purchaser assumes full liability on the loan, the VA approves him from a credit standpoint, and the loan is current.

Report on Duty as USNS Tongue Point and Astoria, Oregon

FROM TIME TO TIME we've described some pretty nice stations in this section of ALL HANDS, but it seems to us that duty with the U.S. Naval Station, Tongue Point, or with the Columbia River Group, Pacific Reserve Fleet, Astoria, Ore., could match its attractions with any of the better known spots.

Here's the story, provided through the courtesy of Tongue Point's CO:

Location—The U.S. Naval Station, Tongue Point, is located about three miles east of Astoria, 10 miles from the Pacific Ocean on the Columbia River. Portland is 104 miles south-east of Astoria and Seattle is 184 miles northeast.

Mission—The primary mission is to provide logistic support and berthing facilities for the decommissioned ships of the Pacific Reserve Fleet's Columbia River Group.

The primary mission of the Columbia River Group is the deactivation, security, maintenance, and reactivation of assigned vessels.

The U.S. Coast Guard buoy depot maintains navigational aids in the area with its ships and lifesaving station located at Hammond, Ore.

Housing—Family housing is considered excellent. Public quarters and rental housing are available.

Public Quarters: Located in Navy Heights (about one and one-half miles from the station) is a 368-unit housing project. This consists of single, duplex and "fourplex" quarters for married officers and enlisted personnel. All units are two bedrooms with the exception of a limited number of fourplexes which have three bedrooms. The three-bedroom fourplex units are assigned to those with large families, priority given to those with the greatest need, regardless of date of application. The single and duplex married officers' quarters are assigned to fulfill the needs of the service, regardless of dates of application.

All public quarters are furnished (including electric range and refrigerator) and all utilities except telephone service are provided.

All officers and enlisted personnel drawing basic allowances for quarters for dependents (other than dependents in care of another or prohibited from dwelling with the

member) will be assigned public quarters when they are available. The quarters allowance of personnel will be checked, even though they are not occupying quarters when public quarters are adequate and available for assignment.

Caution: You are advised to check with the housing office before you sign any lease or purchase any property in the vicinity of the station. At the present time there are sufficient vacancies to insure immediate assignment to quarters of all qualified personnel.

Rental Housing: Located in Tongue Point Village (about one half mile from the Naval Station) is a 110-unit naval rental project consisting of one-, two- and three-bedroom apartments. As a rule, only nonrated men are considered for rental units. Some units are furnished and some not.

Furniture Storage—There are no government warehouses available for storage of personal property. Commercial storage is available, but expensive. It's best to take care of your private property storage problems before you arrive at the station.

BOQ — This consists of a large brick structure containing quarters for permanent residents, several rooms for transient guests, dining room and bar and two comfortable lounges with TV and reading library.

Transportation—Astoria may be reached by US highway 101 and two transcontinental highways, US 30 and US 26. The airport is located three miles southwest of Astoria.

Motel and Hotel Accommodations—Five hotels, seven motels and three trailer parks furnish accommodations of all types and price ranges.



"The second line, the word BVAXCDM, is spelled wrong!"

Climate—The climate is mild with an average January temperature of 42.8 degrees. The average maximum summer temperature is 70 degrees. Average rainfall is approximately 76 inches, with 80 per cent between October and April.

Recreation—On the station: Under the auspices of Special Services are a well equipped hobby shop with power tools and car repair equipment, also materials for leathercraft, painting, woodwork and tinwork, a recreation hall, movies, basketball games, indoor athletic facilities, field house of athletic equipment for check out, bowling alley (regular teams sponsored), recreation fund for dances, a tennis court, baseball and softball diamonds, a reading library.

Area Recreation Facilities: The Clatsop County beaches are within a few minutes drive of Astoria and every variety of sea-shore recreation is available at Gearhart, Seaside and Cannon Beach. Hunting and fishing are excellent. Deep-sea fishing, fishing for the royal chinook salmon and sturgeon in the Columbia River or trout fishing in the many streams of the area are available and within minutes of the station. Deer, elk and bear are plentiful in Clatsop County. Ducks and pheasant, in season, also attract sportsmen in large numbers.

Medical and Dental Facilities—Located on the station is a modern medical and dental building with a 70-bed hospital annex staffed by four doctors, six nurses and three dentists. It is the only military hospital in Oregon and also serves personnel of the Air Force, Army and Coast Guard.

Two civilian hospitals are located in Astoria.

Religion—Tongue Point Chapel, located in Tongue Point Village, serves the Navy population for both Protestant and Catholic services. Located in Astoria are twenty churches representing all denominations.

Education—Astoria has three public schools, one public high school and one Catholic parochial elementary and high school. A new public high school, to accommodate the increasing number of students, will be ready for classes in September 1957.

Pointers on Assignment to MAAGs, Naval Attaches, Missions

THINKING OF ATTACHE duty overseas? Like to try a MAAG assignment? Here's how you can request assignment to duty in naval missions, offices of naval attaches, military assistance advisory groups, joint staffs, and SHAPE (Supreme Headquarters Allied Powers Europe), with its various NATO components.

First of all, you should know that the Chief of Naval Personnel has control of the distribution of enlisted personnel to these activities and maintains an eligibility list of applicants. To control the size of the eligibility list, your name is removed from the list if you have not received assignment within one year from the date of your application. However, if still eligible, you may request that your name be replaced on the list at any time.

At present, billets have been established for all the rates listed below, plus aviation pilots. Enlisted women in rates indicated by an asterisk (*) are eligible for assignment



"They're mine sir, I won a life supply of Bubble Bath Flakes in that slogan contest."

in Italy, France and Japan.

E-7: BM, QM, GM, DC, RM*, RD, SO, MM, EN, AD, TM, MN, FT, ET, AT, EM, IC, BT, ME, TD, YN*, PN, TE*, SK*, AK, DK, JO, CS, SH, CD, UT, CM, HM, DT.

E-6: BM, QM, GM, DC, RM*, RD, SO, MM, EN, AD, ET, AT, EM, IC, YN*, PN, TE*, SK*, DK, PH, DM, JO, CS, SH, CD, CM, HM, DT.

E-5: QM, RM*, MM, FT, ET, EM, IC, YN*, PN, TE*, SK*, DK*, LI, PH, DM*, JO, CS, CD, UT, CM.

E-4: RM*, BM, RD, EN, ET, IC, YN*, PN, TE*, SK*, DK, DM*, CS, CD, UT, CM, HM.

E-3: RM*, ET, YN*, TE*, SK*, CS, CD, CM.

You must meet these requirements listed below before you submit a request:

- Be within six months of completing a tour of shore duty, including overseas shore duty.
- If at sea, must have served at least one year on sea duty.
- Have an excellent record. If your record shows that you have committed repeated offenses, or a serious offense, you will not be considered.
- Have no record of civil arrest.
- Be financially solvent. If your record shows that you are having trouble paying your bills, you will not be considered.
- Have at least 30 months' obligated service at time of transfer, or agree to extend enlistment for the required service. If you have more than 17 years' active duty, you must also sign an agreement on page 13 of your service record that you will remain on active duty for three years.
- You cannot have completed a

tour of similar duty within the past four years.

- Be a citizen of the United States.

It is preferred, but not essential, that you know the language of the area or country for which you make application.

If you are in pay grade E-7, more than three dependents will disqualify you; if in pay grade E-6, two dependents is the top limit to qualify; if in pay grade E-5, you may have only one dependent. If you are in pay grade E-4 or lower, no dependents are allowed.

Submit your request on NavPers Form 1339 (Rev. 56) to the Chief of Naval Personnel (Attn: Pers B21223) via your commanding officer. He will be requested to evaluate your application on the following factors:

Your ability to meet people and to represent the Navy on independent duty.

Your personality as shown by your manner of address, conversation and neatness of person.

An appraisal of your character as it affects the exercise of judgment and discretion.

The state of your health and physical qualifications for duty in foreign countries.

Whether your health record contains a history of alcoholism, psychiatric treatment, or other similar entries.

Whether your service record contains entries of intoxication or offenses involving moral turpitude.

Any other pertinent comment.

If you are selected, every effort will be made to order you to the duty of your choice, but in general, it is possible only to authorize a transfer to an area, rather than a specific activity.

Tours of duty will normally be for two years. To extend your tour, submit your request at least eight months before the expiration of your tour. If your relief has been ordered, chances are good that your request for extension will not be approved.

Art. 7000 of *Joint Travel Regulations* will be your guide for dependents' travel.

Complete details may be found in BuPers Inst. 1306.6B.

DD Is Boning Up to Capture Title of Smartest Navy Crew

Claiming records for one thing or another is an old Navy game, but laying claim to a record for homework is somewhat unusual in a Navy supposedly loaded to the gunwales with liberty hounds. Even so, *USS Isherwood* (DD 520) came steaming into San Diego after a six-month tour in the Far East and proudly announced that her men had resisted the attractions and distractions of the oriental beach strongly enough to rack up the following record: 51 per cent of all enlisted personnel and 50 per cent of *Isherwood's* officers were enrolled in the Navy's educational program.

Of the destroyer's total complement, over 100 men were enrolled in Navy Correspondence Courses, 19 were studying USAFI courses, and 34 had successfully completed high school or college-level GED tests during the six month cruise.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 35—Announced approval by the President of the reports of selection boards which recommended USN officers of the Medical Corps, Supply Corps, Civil Engineer Corps and Dental Corps for temporary promotion to the grade of rear admiral.

No. 36—Announced approval by the President of the report of a selection board which recommended Regular Marine Corps officers for temporary promotion to the grade of brigadier general.

No. 37—Announced approval by the President of the report of a line selection board which recommended USN and USNR officers for temporary promotion to the grade of captain.

No. 38—Announced funeral services for VADM L. D. McCormick, USN.

No. 39 — Announced certain changes in Vol. 4, Chap. 4 of *Navy Comptroller's Manual*.

No. 40—Announced approval by the President of the report of a selection board which recommended Regular Marine Corps officers for temporary promotion to colonel.

No. 41—Announced the convening of staff corps selection boards to recommend USN and USNR staff corps officers for temporary promotion to the grade of captain and commander.

Instructions

No. 1020.8—Authorizes officers and warrant officers serving in the Navy Department, Washington, D.C., to wear civilian clothing at their option.

No. 1021.9—Concerned with in-

structions regarding the resumption of the traditional prewar custom of officers wearing civilian clothing when on duty in the Navy Department.

No. 1085.42—Sets forth standard procedures to expedite the movement of service records of naval personnel.

No. 1306.6B—Prescribes the procedure for enlisted personnel to request assignment to duty in naval missions, offices of naval attaches, military assistance advisory groups, joint staffs and NATO components.

No. 1321.2B—Announces policies and procedures for the issuance of temporary additional duty orders

EQPFOR, ELCTECH, CHELEC, CHAERO—Now You Try It

It's official now. The correct way to address warrant officers in writing has been laid down by BuPers Notice 1210.

From now on, when warrant officers are addressed individually (in matters other than appointment, promotion and precedence), "descriptive grade titles," such as Boatswain, W-1, will be used in written material in which ranks are usually spelled out, and "short titles," such as BOSN, W-1, will be used in dispatches and other communications in which officer ranks are normally abbreviated. In matters of appointment, promotion and precedence, "military grade titles," like Warrant Officer, W-2, are used.

For example, the correct procedure in legal correspondence would be:

From: Commanding Officer

To: Chief Ship Repair Technician, W-3,
W. T. Door, USN, 999999/774x

In writing orders and unofficial

correspondence, either descriptive grade titles or short titles may be used. For instance, in an unofficial letter the salutation might be:

CHSHIPREPTech, W-3, W. T. Door, USN
(or Chief Ship Repair Technician, W-3,
W. T. Door, USN) USS Cranch (AR-508)
c/o Fleet Post Office, New York, N. Y.

In a certificate of appointment the correct usage would be Warrant Officer, W-1, or Chief Warrant Officer, W-2, W-3 or W-4.

The new notice does not affect the customary military courtesies involved in conversation with a warrant officer. When speaking to a WO or introducing him to other military personnel, he should still be addressed as "Mr. Door." When introduced to a civilian he should be called "Warrant Officer Door."

The short and descriptive grade title, corresponding to military grades for each of the 24 warrant technical fields were established by SecNav Inst. 1210.2. Here is a complete list of them:

Designator No.	Descriptive Title	Short Title
711x	Aviation Operations Technician	AVOPTech
713x	Boatswain	BOSN
721x	Aviation Ordnance Technician	AVORDTECH
723x	Surface Ordnance Technician	SURORDTECH
724x	Ordnance Control Technician	ORDCONTECH
733x	Underwater Ordnance Technician	UWORDTECH
734x	Mine Warfare Technician	MINWARTECH
741x	Aviation Maintenance Technician	AVMAINTTECH
743x	Machinist	MACH
749x	Equipment Foreman	EQPFOR
754x	Electrician	ELEC
759x	Construction Electrician	CONSTELEC
761x	Aviation Electronics Technician	AVELCTECH
764x	Communications Technician	COMMTECH
766x	Electronics Technician	ELCTECH
774x	Ship Repair Technician	SHIPREPTech
779x	Building Foreman	BLDGFOR
782x	Ship's Clerk	SHIPCLK
785x	Bandmaster	BANDMASTER
798x	Supply Clerk	SUPCLK
817x	Medical Service Warrant	MEDSERWRNT
818x	Dental Service Warrant	DENSERWRNT
821x	Aerographer	AERO
831x	Photographer	PHOT

which involve travel of officers and midshipmen.

No. 1416.2A—Contains information and instructions for the examination of officers selected for captain.

No. 1440.13A—Establishes a program to qualify certain Group IX career petty officers for change in rating to AT, AQ or GF.

No. 1520.15C—Promulgates the eligibility requirements and procedure for officers to request post-graduate education.

No. 1550.6A—Provides a single, ready reference for procedures to be followed by all training activities and commands under the management control of the Chief of Naval Personnel.

No. 1650.5B—Concerned with foreign awards to U.S. naval personnel for service in Korea together with a complete list of commands and units awarded the Korean PUC with participating dates.

No. 1745.4—Reduces the assessment levied by the Chief of Naval Personnel against profits earned by the Navy Exchanges and Ship's Stores Afloat.

No. 5510.3E—Publishes a revised list of courses for which security clearance is required.

Notices

No. 1210 (24 July)—Establishes proper terminology for addressing warrant officers individually, either in orders, official correspondence, or in unofficial correspondence.

No. 1410 (26 July)—Requested estimates on the numbers and categories of naval personnel required for data processing assignments.

No. 1111 (27 July)—Promulgated information relative to the selection of enlisted personnel on active duty for appointment as midshipmen in the NROTC program for the class entering school in the fall of 1957.

No. 1746 (30 July)—Announced procedures to be followed in prorating charges between appropriated and nonappropriated funds for utilities furnished to Commissioned Officers' Messes ashore within the continental United States.

No. 1111 (31 July)—Announced Change No. 1 to BuPers Inst. 1111.4B which is concerned with the nomination of qualified enlisted personnel for the NROTC program.

No. 1223 (1 August)—An-



nounced approved changes to the enlisted rating structure.

No. 1133 (6 August)—Announced Change No. 1 to BuPers Inst. 1133.5, which is concerned with the assignment to school as an incentive to enlistment.

No. 5890 (6 August)—Announced passage of Public Law 571 (84th Congress), which raised the maximum limitation on personnel claims.

No. 1746 (7 August)—Provided policy guidance with respect to co-operation with the liquor control authorities in states which engage in the business of buying and selling alcoholic beverages.

No. 1085 (10 August)—Issued instructions for the preparation of the new Enlistment Contract (NavPers 601, Rev 2-56).

No. 1742 (24 August)—Called attention to the distribution and availability of material designed to enable naval personnel to exercise their absentee voting privileges.

Information Center Opens at Norfolk for Navy Families

A new Naval Dependent's Information Center is now in operation at Norfolk.

The new facility, located on the north side of Admiral Taussig Boulevard at Naval Base Gate 2 will provide information and assistance to active duty and retired military personnel and their dependents.

The Center will offer information on housing, travel, benefits, dependents' identification cards and passes and living conditions at overseas bases.

The Center will also be prepared to answer requests for information from personnel throughout the naval establishment who have orders or

who anticipate orders to Norfolk.

The center will be open Monday through Friday from 1000 to 1900 and on Saturday from 1000 to 1400. Reserved parking spaces are available adjacent to the Center, which may be entered without going through Gate 2.

Wave Hospital Corpsmen May Apply for Navy Nurse Training

Wave hospital corpsmen are now eligible to apply for a nursing education program, which will lead to a commission in the Nurse Corps of the Naval Reserve.

Waves who meet the set qualifications, including age, education and service, will be discharged from their present enlistment in order to reenlist for six years in pay grade E-3 of the active Naval Reserve. They will be enrolled at a civilian nursing school designated by the Chief of the Bureau of Medicine and Surgery. The Navy will pay for tuition, fees, books, uniforms, room and board.

Upon successful completion of the program, the Waves selected receive commissions as ensigns, with an obligation to serve one year on active duty for each year of training.

Applicants must have at least one year on active duty, six months of which has been on ward duty, while engaged in the care of patients. They must have been graduated in the upper half of their high school classes and must satisfy college entrance requirements.

Any selectee failing to complete the program must either remain on active duty in the Naval Reserve for a period of two years or reenlist in the Regular Navy for four or six years, and will retain rate held immediately before entering program.

Further details may be found in BuPers Inst. 1112.27.

Regulars and Reserves Promoted to Rank of Captain

The President has approved the selection of 295 officers of the Regular Navy and Naval Reserve of the line on active duty recommended for promotion to the rank of captain.

Among the selectees, 227 are of the unrestricted line and 68 of the restricted line. Officers considered were commanders with dates of rank of 1 July 1952, and earlier.

SIDELINE STRATEGY

Three New Correspondence Courses Ready for Officers

Three new officer correspondence courses are now available through the Naval Correspondence Course Center:

- **Shiphandling** — NavPers 10738 — is a six-assignment course evaluated at 12 Naval Reserve points credit.

- **Navy Admiralty Law Practice** — NavPers 10725 — is a one-assignment course evaluated at three Naval Reserve points credit.

- **Basic Mechanical Engineering** — NavPers 10748 — is a four-assignment course evaluated at eight Naval Reserve points. Course is restricted to officers of the Civil Engineer Corps, Regular or Reserve.

Application for enrollment should be submitted on Form NavPers 992 (Rev. 10-54 or later), forwarded via channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn, N. Y.

USNR Staff Corps Officers Selected for Promotion to LT

A total of 2482 Naval Reserve staff corps lieutenants (junior grade) have been recommended for promotion to lieutenant. The recommendations were made by the USNR staff corps selection board which convened in the Bureau last summer.

Male officers recommended for promotion included: Medical Service Corps—41; Chaplain Corps—61; Civil Engineer Corps—226; Dental Corps—300; Supply Corps—828; Medical Corps—804. Also in the group recommended for promotion were three women officers in the Supply Corps, one woman officer in the Medical Corps and 218 women officers in the Nurse Corps.

Correspondence Course on Claims for Legal Officers

A new officer correspondence course, **Claims** (NavPers 10727), is now available at the Naval Correspondence Course Center. This course is designed for legal officers. It consists of three assignments and is evaluated at six Naval Reserve points credit.

Application for enrollment should be made on form NavPers 922 (Rev. 10/54 or later), forwarded via official channels to the Naval Correspondence Course Center.

A MEMORABLE SPORTS era passed silently into the books recently when *Old Missy*, USS *Mississippi* (AG 128) ex BB-41, went into mothballs and eventually to the fate of all old-timers. *Mississippi*, the eldest of the elders, was not only an excellent ship, but rated as one of the "sportingest" ships in the Navy.

In its class, it has taken probably more championships and produced more individual champions than any other ship in the Navy. Certainly, the way things are going now, no ship will have much of a chance to equal, much less surpass *Missy's* record.

Mississippi was the first ship to win the Iron Man Trophy when it came into competition in 1919. *Missy* retained possession of the trophy for the next six years before it was won by USS *California*. The Iron Man was awarded on a system of points figured on the basis of participation and standings of ships' athletic teams.

Again during the 1929-1930 sports season, the athletes from *Mississippi* regained possession of the Iron Man. It's interesting to note that in addition to being sports king during these years, *Mississippi* also was winning Fleet target and battle practice awards.

Navy Athletes will get their final chance for an Inter-Service championship 4-6 October at Camp Lejeune, N. C., where the boxing championships are slated to be held. Carrying Navy's

banner will be: flyweight Jerry Johnson, bantamweight Ronald Andrews, featherweight Bob Nichols, lightweight Tabby Lee, light welterweight Duhart Bailey, welterweight Henry Brown, light middleweight Bob Berdahl, middleweight Frank Keating, light heavyweight Phil Ness and heavyweight Roy Louson.

The Navy boxers have been training hard to reach their peak this month for two reasons. In winning the All-Navy boxing matches this April they also qualified for the American Olympic Trials 14-16 October in San Francisco. The 10-man Navy team will be entered, as will teams from all the other services.

Naturally, the boxers will be in there giving their best for the Inter-Service title, but want to or not, their sights will naturally be set on the upcoming bouts with a fabulous trip to Australia and a chance to become world amateur champion in the offing. Other than for possible warm-up bouts, the Inter-Service boxing this year will be a build-up for a bigger climax ten days later.

After nearly two years of planning and construction work, one of the finer and larger swimming pools in the Tidewater, Virginia, area was recently opened at the U. S. Naval Mine Depot, Yorktown, Va. The pool was made possible by a grant of \$40,000 from the Navy's Central Recreation Fund.

—Rudy C. Garcia, JOC, USN.



BOOKS:

LIGHT READING FOUND IN THIS MONTH'S SELECTION

INTERESTING READING, is on the literary bill of fare for this month. You'll find the books described below, as well as many others, in your ship or station library.

Sports fans will have more than their share of the good word in *The Sweet Science*, by A. J. Liebling and in *Wake Up the Echoes*, which is edited by Bob Cooke. The "sweet science" is, of course, boxing. Liebling, one of the most literate craftsmen of our times, here presents a personal and polished accounting of the square ring from 1951 to 1955. He covers all the outstanding bouts of the period and, in addition, many of the lesser-known and less glamorous fight clubs. However, as any Liebling reader knows, he doesn't content himself with a mere account of the actual battle. He gives all the sidelights—the managers, trainers, and other hangers-on; the people in the crowds, the specialized gallery that follows the events at the training quarters, the localized feeling of the fans in New York, Chicago, and Philadelphia and the excitement of the big night. There is much boxing

history, lore and legend skillfully combined in the narration. *New Yorker* readers will find much of the material familiar, as it earlier appeared in that publication.

Wake Up the Echoes is something else again. It retells the stories of sports events and the men and women who participated in them as reported in the sports columns of the *New York Herald Tribune* and its syndicated services. It's a roll-call of the greats—not only great athletes, but great sports writers, such as Grantland Rice, Heywood Broun and W. O. McGeehan. They, and contemporary writers such as John Kiernan, Red Smith and Editor Bob Cooke himself tell yarns of great teams, outstanding stars and never-to-be-forgotten events of the past quarter century and although many have a nostalgic quality, they also read like today's stories at their best. They have the timelessness that marks the classics.

Straight "adventure" stories that read like fiction, but aren't, may be found in *Adventure in Diamonds*, by David E. Walker, and *Ship 16*, by Ulrich Mohr. *Adventure* tells of a one-day mission from England to Amsterdam in 1940 to cheat the invading Germans of gems and industrial diamonds, which not only had fantastic financial value but were also of great industrial importance. Two Englishmen and a Dutchman have the job of persuading the Amsterdam diamond dealers to deliver their stocks for transportation to, and storage in, England. It wasn't simple. It was, however, downright dangerous. Dangerous from the time they began their passage across the channel, danger in Amsterdam, from fifth-columnists and highjackers as well as more conventional Nazis. There's suspense during the wait while the diamond dealers come to their decision and sheer drama as each of them hand over their precious gems—with no security and no assurance that they would ever be returned. Quite a story, even if a little overwritten.

Ship 16 is the only seafaring number selected for review in this month's selection. It's really the story of the secret German raider *Atlantis*—the "naval Lon Chaney

disguise artist." She was equipped with 5-inch guns, torpedo tubes and a seaplane. With these, she sailed into African and Pacific waters to find 22 victims which were either sunk or captured intact. She captured fuel oil and used it for refueling subs. It's an interesting and readable yarn.

The Civil War comes in for its share of attention in the novel *Roll Shenandoah*, by Bruce Lancaster. Although in fiction form, much of the story centers about Phil Sheridan and the Shenandoah Valley campaign.

The hero, Ellery Starr, invadled out of the Union Army, finds a way back into service as a reporter and it is in this capacity and as an experienced ex-army officer that he wins the confidence and friendship of Sheridan. There's a shrewd combination of battle scenes, politics, mystery and, of course, romance to be found in this product of a skilled writer.

A series of easy-reading yarns may be found in *Blue Chip Haggerty*, by Ray Millholland. The book consists of 12 collected short stories which have appeared from time to time in the *Saturday Evening Post*. They follow a standard pattern in which Blue Chip, a master mechanic, gets himself into a jam, and then out again.

It's dated, inasmuch as the general theme is based upon war orders and how Blue Chip, as superintendent, meets the unusual demands and rigid specifications of Army and Navy. New problems turn up in each story, new situations spur him to various techniques and tricks and, each time, Blue Chip displays the masterful touch.

An outstanding think-piece in this month's selection is *What Man May Be*, by George R. Harrison. It's a review of modern science in all its aspects, and specifically an attempt to relate scientific progress and ideals to the life of the average man. This may sound like dry stuff, but it isn't. The author touches lightly upon chemistry, biology, astronomy, physics, psychology and other sciences, pointing up their potential applications whether in heating with solar energy or recreating a genetic structure. Writing in an unassuming and agreeable style, the author suggests that, no matter how complex our lives may become, we still remain men—neither gods nor robots.

SONGS OF THE SEA



The Armored Cruiser Squadron

Here's to the cruisers of the fleet,
So goldurn fast they're hard to beat,
The battleships they may be fine,
But me for a cruiser every time.
We are the boys who shoot six-inch,
Or anything else when we're in a pinch;
Gee, but the battleships are a cinch
For the Armored Cruiser Squadron.

NAVY IN CHINA - 1900



Naval Cadet C. E. Courtney received his orders on 25 Jan 1899 directing him to proceed to New York for duty on board USS Newark. The following year, Cadet Courtney found himself participating in a desperate attempt to relieve the foreign legations besieged by the "Boxers" in Peking, China.

In 1900, the U. S. Asiatic Squadron was called on to participate in the defense of American lives and property in China as a result of activities by the "Boxers," a native group pledged to the expulsion of all "foreign devils" from Chinese soil. The Boxers, whose Chinese name in very free translation was "The Fist of Righteous Harmony," or "Society of the Harmonious Fist," at the outset had the favor of many well meaning men, but it soon came under the control of fanatics. In late spring of 1900 after many foreigners were killed, the foreign legations in Peking requested military and naval support from their home governments.

The United States sent the armored cruiser Newark, among other vessels, to Tientsin and a 56-man reinforcement to the legation guard in the walled European compound of the city. Soon afterwards, the Boxers began attacks on the legation area. An improvised international relief column of some 2000 men tried unsuccessfully in June to fight its way inland to Peking. About 112 U.S. Navymen, under Captain Bowman H. McCalla, USN, of Newark, participated in this effort to relieve their comrades. As described below, Cadet Courtney was a member of the small force that journeyed to Peking with the legation guard reinforcements. Shortly afterwards he was to join the rescue column that attempted to reach the isolated city.

MAY 27—Anchored off Taku at the mouth of the Peiho about seven miles off the shore. The French flagship *D'Entre Casteaux* came in at the same time we did and the Chinese flagship *Hai Fieu* and a Chinese cruiser were found at anchor. There are a good many Chinese junks drifting around and a few merchant ships at anchor. The shore is not in sight. Visited the *Hai Fieu* on duty and was shown around the ship by a

young lieutenant who spoke English very well. The ship is a very fine one, with clean white decks and lot of bright work, the guns are kept in fine condition, but, he said, they had target practice only three time a year, and then fired three shots only from each gun. They do not have sub-calibre practice.

MAY 29—Awakened at 5 o'clock by the Captain's orderly and told to be ready to leave the ship with a landing party at 0615. At that time 120 officers and men with a 3-inch field gun and two Colt automatics left the ship. Captain McCalla, and the Marines from *Oregon* with Captain J. T. Meyers, went in the tug boat which brought off the news which caused the Admiral to send us ashore. The rest embarked in ship's boats towed by the steam launch.

By the time the expedition reached the bar it was low tide and the steamer, followed by the other boats, keeled over and rested on her side in the mud.

There were a lot of Chinese craft around, and in a few minutes the men were scattered in small squads making the rest of their way in sampans to the mouth of the Peiho. The Chinese boatmen poled their craft along patiently until a fair breeze sprang up when the sails were hoisted and the different boats were soon under the guns of the Taku Forts, where they assembled and waited for the steamer which had got off the bar with the flood tide and was now coming in under a full head of steam with sailing launch and cutters in tow.

We had proceeded a short distance up the river towards Tongku when our flotilla was stopped by an order from Admiral Kempff to wait for further orders. Cap-

From *Journal* by Naval Cadet C. E. Courtney, Naval Records Collection, made available through the courtesy of the Navy Section, National Archives, Washington, D.C.



CAPT. B. H. McCALLA (left) was skipper of *USS Newark*. Midshipman Courtney (right) led landing party on Taku.

tain McCalla had gone to Tongku, the railway terminus, four miles up the River. He had taken the 1:40 PM train for Tienstin, we heard, but the *Oregon's* Marines who were with him were not allowed to take passage on the railway without the permission of the Viceroy.

They came back to Taku on a tugboat, and on account of a report which had been telegraphed from Tienstin to the effect that the forts had been given orders not to allow any more armed forces of foreign nations to pass by them into the interior, our departure from under their guns was somewhat hastened perhaps, and we left late in the afternoon for Tienstin on a lighter. The distance by railway is only 30 miles but by the tortuous river it is fully 60.

Early that afternoon the Chinese soldiers had taken two large field pieces out of the north fort at Taku, and dragged them along the river bank towards a fort which was situated about Tongku. Not knowing the meaning of this action, it was deemed advisable by Captain Meyers of the Marines, in command, to go by this fort with as little ostentation as possible, and we did not come on deck until the fort was out of range behind us.

For three hours of daylight everyone found the Chinese villages and fields and what was to be seen of Chinese life, of great interest. The river is so narrow that our lighter frequently had her stem flung against the bank as the tug whisked her around the sharp bends. Excepting the tug grounding once when in sight of Tienstin, and a sleeping sailor who rolled overboard in the shallow water, there were few incidents. We arrived in Tienstin about 10 o'clock. Captain McCalla was there to meet us, and also, I believe, all the foreigners residing in the city.

The companies of Marines and bluejackets and the section hauling the three-inch gun then marched to their quarters at Temperance Hall, and small groups of ladies and gentlemen cheered them as they went by. When the column was drawn up in two lines in front of their quarters, the citizens gave them three cheers, and went home to sleep more securely than was possible the two preceding nights.

The situation did not seem to us to justify the anxiety of the residents, although there had been many acts of incendiarism, and the insolence of the Chinese coupled with the fact that a few murders had been committed by the "patriotic society of Boxers" would naturally give rise to a feeling of insecurity in a community which had a city of over one million Chinese next door. Then they

were glad to see *Newark's* men because they were the first on the spot.

The burning of Fungtai, a few miles from the walls of Peking, by the Boxers, under the eye of the Imperial troops, caused the Ministers to call for protection from the warships which had arrived in large numbers off the Taku Forts since *Newark* dropped anchor there. By the morning of the 31st, England, Germany, France, Russia, Japan and Italy had forces in Tientsin.

In order to send guards to the legations it was necessary to get the permission of the King Li Yamen, and this was granted at daylight of the 31st, after the most urgent demands of the Ministers. Then, at Tientsin, the commanders had to secure the permission of the Viceroy before a train could leave the station.

At one o'clock in the afternoon of the 31st, the American Marines were first to arrive at the Tientsin station. Then ensued a three-hour wait before the French, Italian, Russian and Japanese and English arrived. The heat of the sun was intense.

While waiting, a correspondent showed me a letter which had just come in on a train from Peking a few moments previously. The word "doomed" was used in reference to the foreigners in Peking, and the opinion expressed that the column of 400 men would only serve to infuriate the Chinese soldiers encamped around Peking, their number being estimated variously between 25,000 and 50,000.

Some men who had lived long in China thought that the column would be sacrificed, as General Fung was reported to have resolved upon its extermination. This General was in command of 8,000 well drilled troops, finely armed with the newest rifles, and were reputed to be the best in China. They came from Tibet and although of Chinese-Turkish blood, were known as "The Mohammedans." Judging the Chinese by their performances in the war with Japan, however, we took the most alarming rumors lightly, but subsequent events proved that they were not without some foundation. The train was run through between 4 and 7 PM on scheduled time, the only evidence that affairs were not in the normal state being the Chinese soldiers who were stationed to guard the railway stations as far north as Yangku, a city of 60,000 people 18 miles above Tientsin. At Fungtai the Boxers had left their mark unmistakably on all the railway company's property, the station and shops being in ruins. Between this point and Machiapo we passed many camps of Imperial Troops, and Captain McCalla took the precaution to order me to go forward to the flat car and have the Colt gun ready for use.

At Machiapo, the Peking station, three miles from the nearest gate of the city, the troops left the train and the Americans at once took the road for Peking, a Japanese servant of the Captain having had it pointed out to him as soon as the train stopped. A point of four men was sent ahead, we not knowing the character of the reception to be accorded to us by the Chinese troops. After going a mile some Europeans who had been sent out to meet us rode up, and assured Captain McCalla that the gates would be kept open for us.

Passing the Park in which part of the soldiers of Tung fu Schiang were encamped, we arrived at the south gate through which the American advance under Captain Meyers was the first to enter. The Russians followed us and the other nationalities followed close up.

Inside and outside the South Gate, large numbers of

poorly clad Chinese were gathered to witness silently the passing of the body of foreign troops.

The first to greet the American was Mr. Conger, and as the Marines marched in, someone sprang a flashlight photograph on them. I felt that there was as much dust in my throat as on my clothes, and they were covered.

The Ministers had some difficulty in getting the Government's permission for the Guards to enter Peking, but by making a demand in concert and asking for a reply within a certain time, the permission was granted at the last moment. They wanted us especially to be present on the first of June, a great Chinese festival, when under the influence of the intoxicating liquors usually imbibed on that day, the mob might turn itself loose on the "foreign devils."

The first of June passed very quietly, although foreigners were not seen on the streets in great numbers. I took a walk down Legation Street and noticed, in addition to the European and Japanese sentries, each legation had a guard of Chinese soldiers encamped at its gate. These were small young men, whose spears were tied in stacks while they spent the days lolling around. It was a mere sham of a guard.

The purpose of this first journey to Peking, in which Naval Cadet Courtney had participated, was to provide a small force of guards for the foreign legations at the Chinese capital. The legations guard, consisting of some 50 Marines and three bluejackets under Marine Captain Meyers (and later, Captain Hall), distinguished themselves in their valiant defense of the legations against overwhelming odds. From 20 June until 14 August the foreign legations were to be in a state of constant siege. Captain Meyers was wounded in a night assault on 3 July, and before the end of the siege, 30 per cent of the small American detachment had been killed or wounded.

Naval Cadet Courtney had departed from Peking with the commanding officer of USS Newark on 2 June to return to the American ship at Taku. Captain McCalla was headed for a series of conferences which were to culminate in the first of two campaigns to bring sizable reinforcements to protect the legations.

On 4 June the railroad connection to Peking was interrupted, and in the ensuing days reports of the communications facilities to the capital indicated that the situation was very grave. Naval Cadet Courtney continues his report:

JUNE 5—After a day on the ship I left it again with another landing party on the morning of the 5th. Tangku was crowded with Chinese troops who were on the way to the stations along the railways north of Tientsin. Our detachment had a car attached to one of the sections of the Chinese train. Our interpreter informed us that they shouted at us "If the Boxers can't drive you out, we'll help them." These soldiers were armed with excellent rifles of the most recent make.

The Tientsin Club at that time was the center of rumors. Our lookouts were posted in towers and at night our force was camped in a dusty lot facing a Chinese village. Soon the whole settlement was entirely surrounded by the outposts of the Foreign Nations. The Club soon had it reported that the Boxers were crossing a bridge two miles from the settlement. Although subsequent lookouts proved that the Boxers were at that time 18 miles away, the situation was red hot.

The residents considered that the greatest danger was in the proximity of the Chinese troops encamped along

the mudwall to protect the Settlement, and we certainly kept a sharp lookout for them during the darkness. Armed parties of sailor and citizen volunteers constantly patrolled the streets. All Chinese had to carry lanterns and none were admitted into the Settlement after sundown.

JUNE 9—Today, the British and American Ministers sent telegrams to their commanders in Tientsin to say that they should move on Peking, in force, and reopen the railway line which had not been run for two days, Sir Claude McDonald's telegram adding, "or it will be too late."

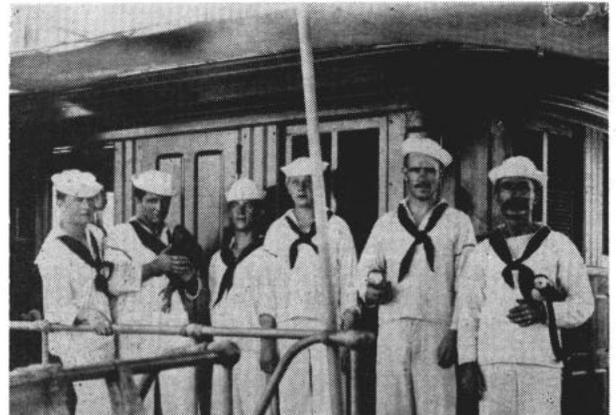
While the Viceroy was deliberating on the request of the commanders for a train, Captain McCalla and Commander Granville of *Centurion* were scouting around the station finding out what was to be done in the way of seizing locomotives and cars, should they be refused. At ten o'clock Captain McCalla sent word to our camp to have 25 bluejackets under me ready in light marching order and three day's provisions in our haversacks. We fell in and waited until 1 o'clock when word came to turn in for the night.

JUNE 10—Commander Granville came along at daybreak with news of the Viceroy's permission for the train being granted. Our whole force of 112 was marched to the station, ammunition and provisions following under the charge of the paymaster.

The British Marine and ourselves arrived about the same time, and we found there a train full of British Marines and bluejackets under Vice Admiral Seymour. Captain Jellicoe of the Battleship *Centurion*, the Admiral's Chief of Staff, happened to be at Taku when the telegram from the British Minister arrived. He went on board the destroyer *Fame* and signalled with the flash of a search light on the clouds to the British fleet to be ready to send landing parties ashore with 6-pounders which were unbolted from the decks. When the Admiral returned, some of the British were taken off and the Americans were put on the train. Before our train hauled out, there were troops representing the leading nations of the world around the station.

The Boxers had done a good job of destroying the railroad tracks and equipment between Tientsin and Peking, with the intention of isolating the members of the foreign legation. Now the rescue party, numbering 2000 men of several nations with British Admiral Seymour in chief command, could expect increasing oppo-

QUARTERMASTERS AND SIGNAL APPRENTICES pose before pilot house of USS Newark during China uprising.





DURING BOXER uprising in 1900, United States Marines landed at the Taku forts in native-manned sampans.

sition. It took the force two days to cover a distance of 34 miles, fighting and re-laying track as they advanced toward Peking.

THE LAST of the Chinese soldiers were passed at Yanghsun and a short distance beyond that place we started repairing the railway. When darkness came on we were making foundations for a bridge near Sofa. Under the bridge lay four Chinese, their bodies punctured with bullets. The spreader plates of the bridge were indented by high-powered bullets. It had been reported in Tientsin that Nich had met the Boxers and defeated them, killing 500 near Sofa. So we were undoubtedly at the scene of this battle, [but] there were four, and not 500, victims as reported.

Our pickets were posted along a mudwall about four hundred yards from the train. An English bluejacket happened to discharge his gun by accident and the allies had their first alarm. Our guns were stacked alongside the car and we were soon rushing over the fields in a skirmish line without finding an enemy. When time came to reorganize our picket, four men were missing. They were the four men on the mudbank, the only sentries that had stuck to the post.

JUNE 11—A few miles beyond Sofa, the Boxers delivered their first attack. A few Marines a short distance ahead were fired upon, and soon the British on one side of the track and the Americans on the other side were rushing forward in skirmish lines. It was not much of a fight.

Four sections went through the village from four sides. My section had to go through from the opposite side to the railway, and seeing some Boxers, I started to go after them, but came back after thinking over my orders.

We formed a skirmish line and started over the country after them, but after going a short distance it was apparent that we could not close on them and we returned to the train. We were immensely superior in force to the Boxers that day, but we were just entering the Boxer country. Peking was fifty miles distant.

JUNE 12—On the 12th the trains arrived at Lang Fang and with the exception of the construction train, they never succeeded in getting further. It had been terrible work in the hot sun laying the tracks, and work had to be suspended between 10 and 3 o'clock every day. Beginning at this point the proposition simplified itself; we were given the roadbed and we had to build a railroad.

The day of our arrival at Lang Fang an old decrepit Chinese walked into the lines and was found to be a

courier from Peking. He was the only one of three couriers sent out that succeeded in reaching the trains, but this old man looked so weak and harmless that even a Boxer would not touch him. We learned that our departure had been reported via the Shanghai Kuan Line, and that line and the one via Siberia had been cut, isolating Peking from the rest of the world; that the Chinese were getting excited and General Fung was preparing for war upon the column. This was inspiring news and the expedition got interesting. At midnight our courier disappeared in the direction of large bands of Boxers which he had reported, carrying back to Peking messages from the eight commanding officers to their Ministers that everyone was working with zeal and energy to reach them.

It was decided that the railroad should be left at Anting, 25 miles south of Peking, whence a forced march would be made on the capital. Therefore, draft animals for our ammunition would be desirable.

JUNE 13—About four in the afternoon I was sent out with a foraging party of seven men with orders to get asses and carts. The squad advanced through two villages and examined several houses. As usual, both villages were entirely deserted by their populations. Out of the other end of the further village, however, a man on a jackass and several on foot ran across a clearing to another village a mile or so further on. The ass baited us on to follow him. The village towards which we were marching was almost shielded by a wood of high trees. The outer line of trees was liberally sprinkled with men. This was a different experience from deserted Boxer villages, and I thought that we would have to fight for any animals owned by that village. A quarter of a mile from the trees we saw no Chinese whatever.

We stopped to fix bayonets and load with chamber empty. I had taken a step into the wood when a loud cheering started up and a rifle bullet threw up the dust a few feet in front of us. Directly to the front 70 or 80 yards distant was the enemy, flags waving, spears and swords brandishing. On their left on a bank in the rear were six or eight men, muffled up in peculiar garments. On their right was a road down which they would have to advance to get at us. Close-range work with fully 150 fanatics was not desired, as it could have but one result. The heads of the center and left of the company were the only things to be seen, a field of high grass shielding the rest of them from view.

To retreat then would have them on us from all sides, so we decided to see the affair out. To make them believe that we were also anxious for a hand-to-hand fight, we advanced toward them about 15 yards. We had quite a large pile of them at the entrance to the road but they continued cheering and were full of fight. When they started for us again, we advanced to the edge of the wood with only about 40 yards of the road between us. Our seven rifles and my revolver kept shooting into the pack as fast as we could, and they all stood it for a minute or so; then they all went together to their left and rear, disappearing in a yard.

JUNE 15—At ten in the morning, the Boxers made as grand a charge upon the train as I ever expect to see again. When the pickets fired the first shot, I was in the next to the last car of the first train. Most of Newark's men were ahead with the armed car, building a bridge. Meeting the British Marines coming in from the trees on the left, who were under orders to go to the train, I ran along the trees to the locomotive. There was

no firing, but the stream of pickets left no doubt that something was about to happen. Maycock and myself ran down the track ahead while some British bluejackets went back to alarm the train. Suddenly the whole grove was a rushing mass of red, and down the track they came with uplifted swords. Those on the track were following an Italian picket. They all ran faster than the picket and a large fleet man quickly overtook him. The uplifted sword felled the man in one stroke while we were yelling for him to turn and shoot. Stopping a second to hit him three more times, the big Chinese still in the lead in the race down the track. We kept retreating toward the train turning to fire our revolvers and one of us had the satisfaction of dropping the leader.

They paid no attention whatever to the rifle fire directed at them from the few men outside the train, some one having passed the order to keep inside the cars.

As we stood at the cowcatcher firing our revolvers, the captain of *Centurion* came along with a seaman who planted a Maxim gun in front of the locomotive and began getting it ready, while the firing from rifles steadily increased but the Boxers kept on coming. Their advance was within 15 or 20 yards of us when the Maxim started up with a roar. Almost instantly, it seemed that the whole advance was thrown dead upon the ground. The rifle fire was now quite heavy and those in the rear, seeing the fate of the leaders, stopped. On the left of the track two Boxers found that they had escaped the Maxim but were cut off from their fellows. One of them rushed on Capt. McCalla but the captain coolly shot him down.

JUNE 15—One of the banners picked up on the field of battle on the 14th contained a Chinese inscription which was translated by the Japanese to read: "Kill the foreigners by order of the government." We all felt that we would have a hard time entering Peking but no one thought for the moment of the expedition failing to accomplish its object. Our old messenger returned with information of a military character: Ting, the Chinese general, only had light batteries of artillery and his 10,000 foreign-drilled troops armed with Mannlichers were only a part of the force which would be opposed to us.

A construction train with Americans and British was sent ahead while the other trains were kept next to the water supply at Lang Fang. The British Marine kept guard while the jackies and coolies worked on the railway, all under Capt. McCalla. On June 15th, the train had repaired three or four miles beyond Lang Fang. That night about 9, four men and myself, all armed with rifles, marched back to Lang Fang with dispatches for Adm. Seymour. To my surprise, instead of being challenged or more likely shot at by the pickets, we were challenged by the crew of the six-pounder in the car ahead of the locomotive. All the pickets had been drawn into the platform of the cars. There had been two

alarms. The garrison of *Endymion's* bluejackets at Sofa, had withdrawn in consequence of the immense numbers of the enemy appearing around their "Fort."

The most important news was that the train which had started for Tientsin had come back, reporting the track torn up. While a conference of commanding officers was deciding that our communications with Tientsin must be restored before the advance could be continued, the lookouts from the water towers reported the enemy on both sides. Then came the order for our train to go back toward Tientsin and repair the break in the line.

JUNE 17—On the afternoon of the 17th, our old courier arrived for the third time from Peking and brought the last messages we received.

It was to the effect that the government was powerless, even if it wanted to put down the Boxers. They were killing openly in Peking and had murdered all the native Christians they could lay their hands on. When the letter was being written, there were six burning buildings around the legation.

The force of 2000 men now found itself cut off on both sides. Imperial Chinese troops had openly joined the Boxers in opposing the rescue party, and the rail lines to both Peking and Tientsin were severed. The rescue party decided to fight its way back to Tientsin where a later attempt could be made with larger reinforcements. The fighting grew heavier. Nearly a third of the 112 Americans in the rescue party were casualties.

JUNE 18—It was learned that the attempt to reach Peking would be given up. Now that open warfare had commenced, 2000 men of eight different nationalities could not possibly force a way through the batteries of artillery, machine guns and repeating rifles of 5000 well drilled troops that would be pitted against them. As the tracks were torn up in the direction of Tientsin as far as the eye could see, it was resolved to put the wounded in junks and descend by the river route.

JUNE 24—Efforts are constantly being made to communicate with Tientsin. The Vadm offered any Chinese \$400 who would take a message to Tientsin and bring back a reply. Several of the servants attempted it, but only one succeeded. We threw into the air some Very signals from our outfit and they were answered in the direction of Tientsin, so we felt sure that the Chinese had not captured the foreign concession at that place.

The small force fought its way back to Tientsin where, after a number of engagements with large Chinese forces, an international army of 18,600 men, including 2500 Americans, was assembled. Starting out in August this force fought a series of battles to reach Peking. To the personnel, their families and the guards the welcome sound of machine guns in the distance finally indicated that relief was at hand, and on 14 August American troops scaling Peking's towering East Wall were the first to enter the city to relieve the beleaguered legations.

NEWARK'S CREW repair track 36 miles from Peking. Railroad served as link between coast and Imperial City.



TAFFRAIL TALK

We think that we've learned our lesson and, we hope, you won't find us making any rash comparisons. We're pretty careful about claims as to the *first, biggest, longest, shortest, newest, oldest, or most*. We were a little rash in our statements in that "more strawberries than beans" tale in the May issue and we're still hearing about it. (See page 27).

Nevertheless, we feel we can safely make reference to Leroy Everybody Talks About. The owner of the name is a full-blooded Blackfoot Indian, a native of Montana, and a newly-graduated product of NTC, San Diego, Calif.

Mindful of another Indian who found the appellation "Shrieking Loud Train Whistle" so distressing he took legal steps to have his name changed to "Toot," we couldn't help but wonder how Leroy felt about his. It seems that he's happy about it all, even though the name does take two lines when he stencils clothing and won't always fit in the signature spaces on many Navy forms.

"The name's been in the family for a long time," Leroy explains, "ever since the early days when my ancestors roamed the plains of Montana, so I'm proud of it and don't want to make any changes."

We understand he's quite content without a middle name.

★ ★ ★



The Navy is changing rapidly and so is the staff of ALL HANDS. Here's a roundup of changes wrought during the last few months. The Art Department, for example, has undergone a complete overhaul, with Thomas R. Patrick, DC1, USN, and Hugh E. Bradshaw, SN, USN, replacing Jack Wing, DM2, USN, and Ed E. Nichols, JO3, USNR.

Pat, as the old-timers may recall, is practically a plank-owner of ALL HANDS, having manned a drawing desk from 1950 to 1953. Bradshaw, a native of Massachusetts, was gleaned from the editorial offices of *The Collective Pitch*, HTU-1, of Ellyson Field, Pensacola, Fla., after the editors of ALL HANDS had watched his work with admiration and envy.

Wing, with his photogenic family, is indoctrinating the 10th Engineer Construction Brigade, Pearl Harbor, in ALL HANDS' style, and Nichols is seeking fame and fortune as a civilian artist.

H. George Baker, JO1, USN, warms the chair earlier occupied by Bob Ohl, JOC, USN, who, on board *USS Wisconsin* (BB 64), is now learning how the other half of the Navy lives. Baker is a veteran of many a journalistic battle of ComSubPac, Pearl Harbor and, earlier, in the PIO eyrie at the Naval Academy.

Delbert Cass, SN, is understudying Roy Reitz, YN3, USN, in the research department as Roy prepares to return to the cow country of Nebraska. Cass was on TAD orders in Washington, D. C., when ALL HANDS heard of his talents and drafted him.

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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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.

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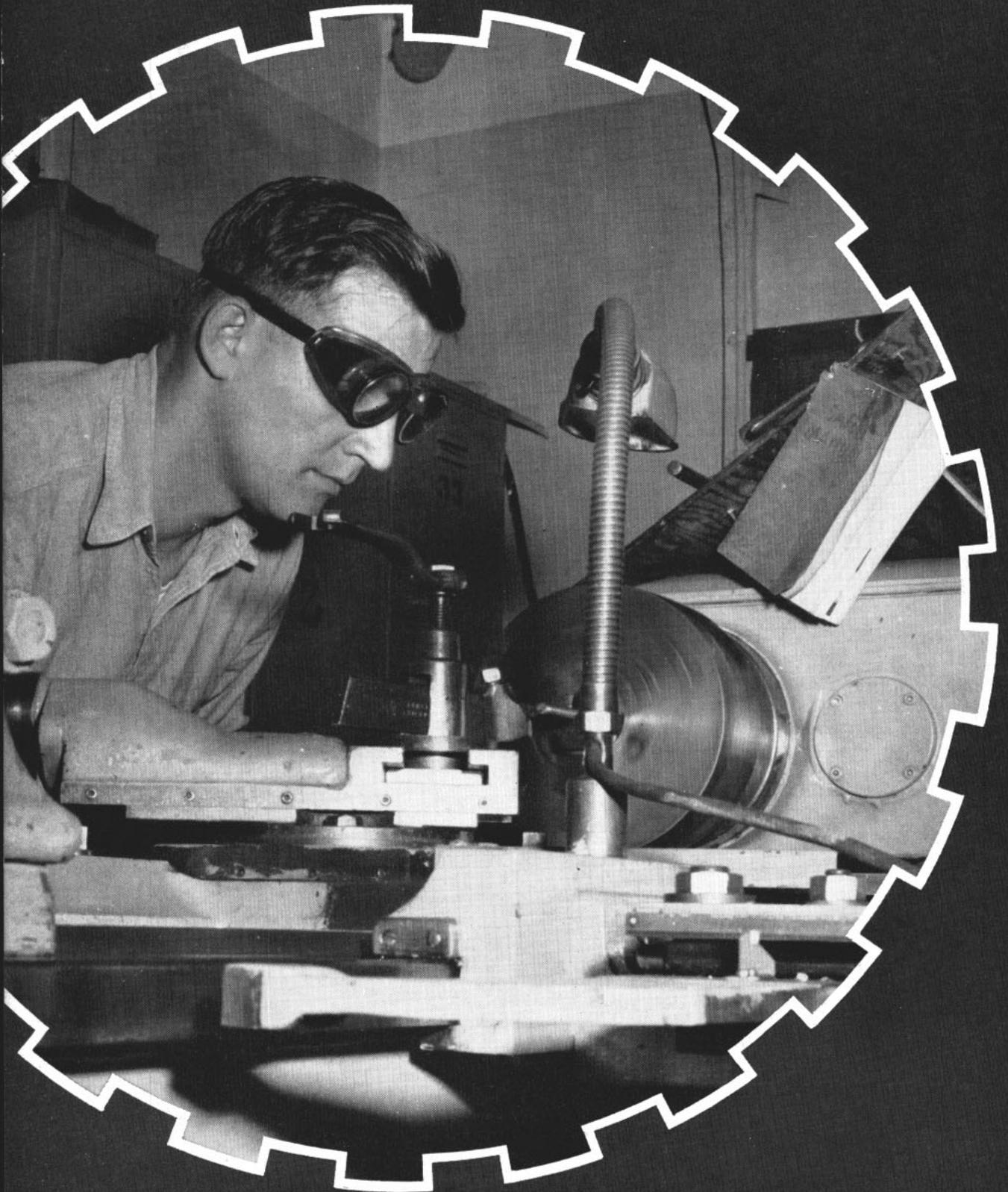
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• AT RIGHT: AND AWAY WE GO—
USS Perkins (DD 877) leads formation
of ships of Destroyer Division 11 through
waters of the Pacific.

ALL HANDS



SAFETY IS A NAVY SKILL



KNOW YOUR JOB AND DO IT SAFELY ...