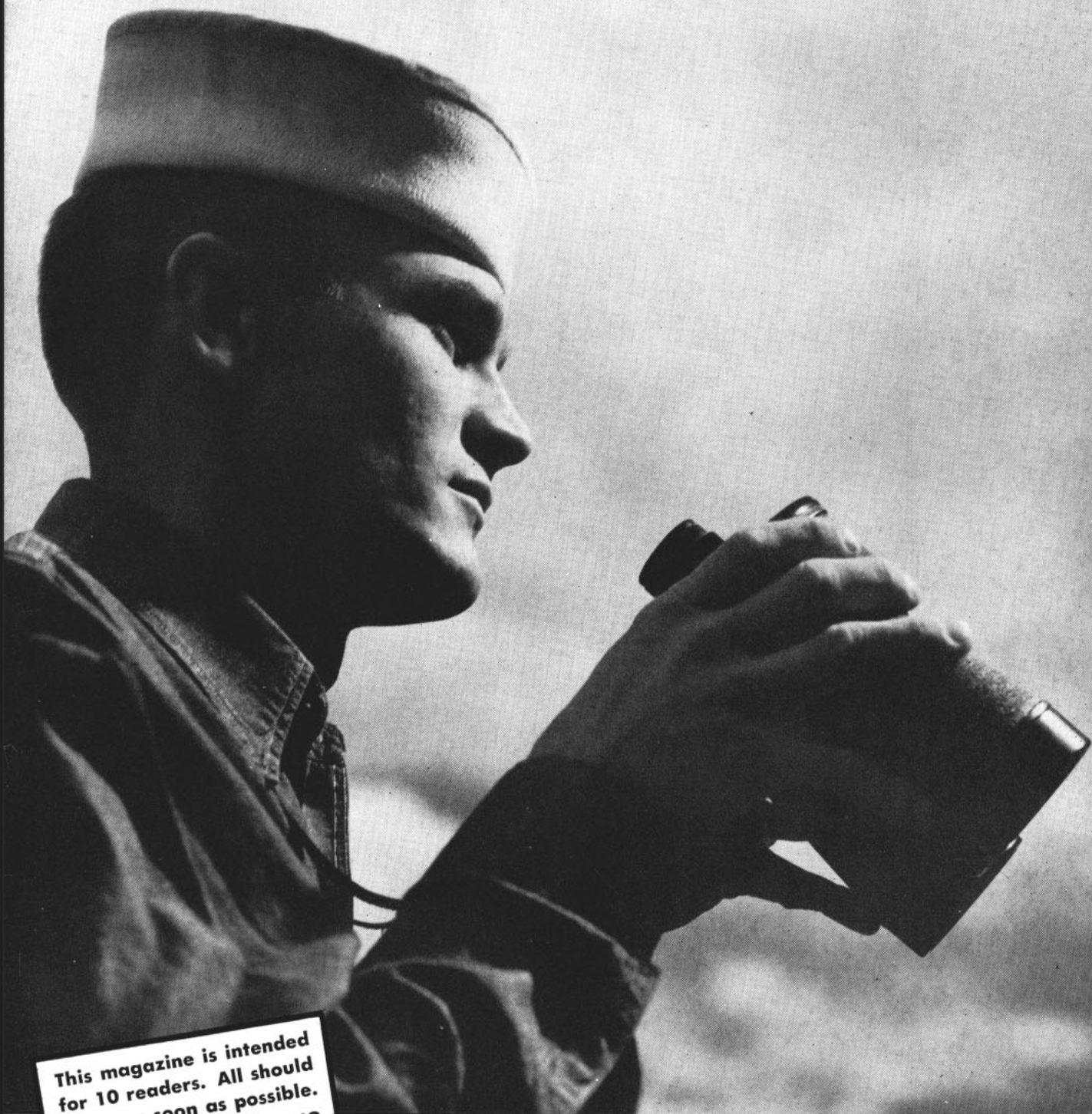


# ALL HANDS

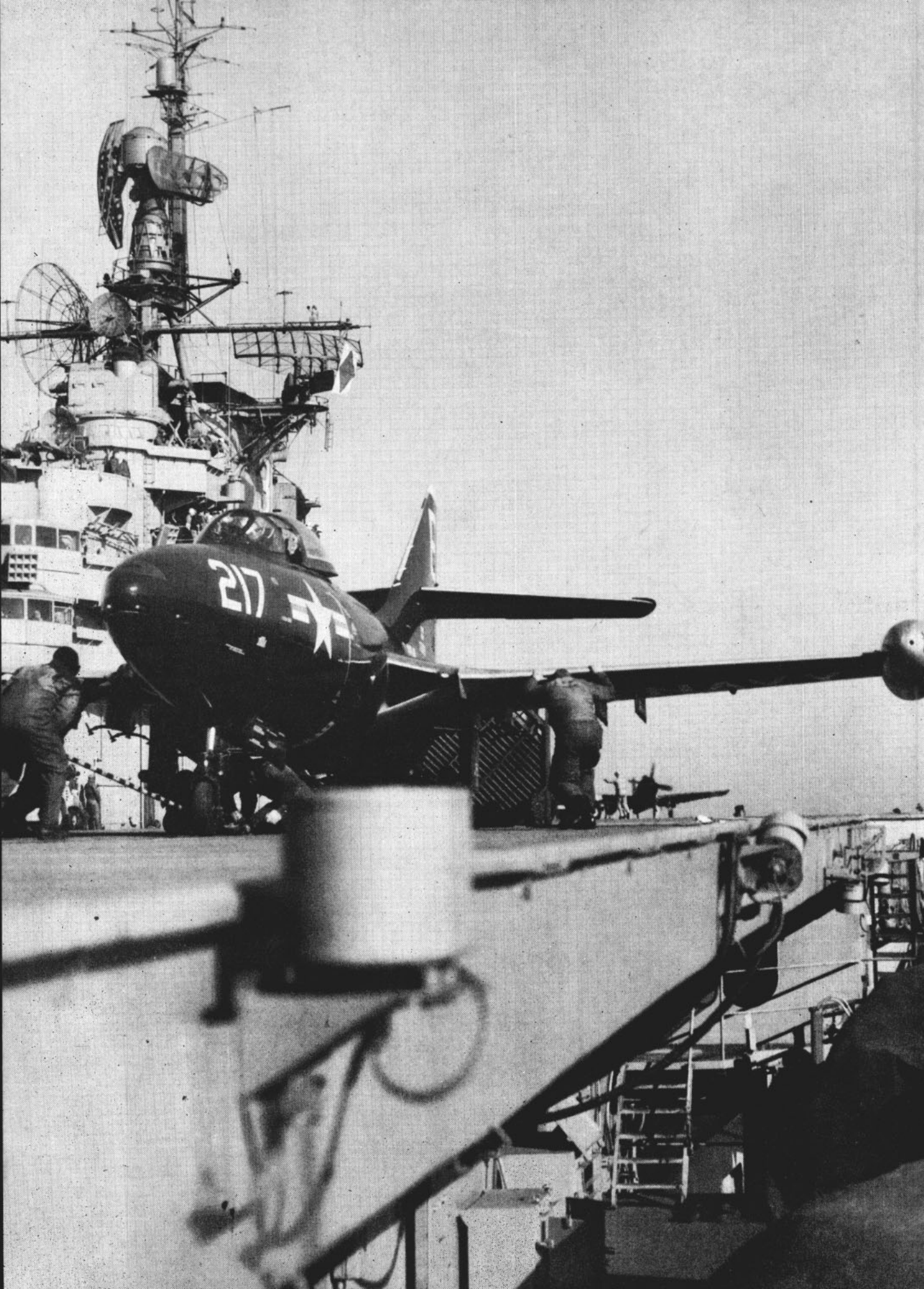
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

SEPTEMBER 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1953

Navpers-0

NUMBER 439

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The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN  
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN  
Assistant Chief for Morale Services

## TABLE OF CONTENTS

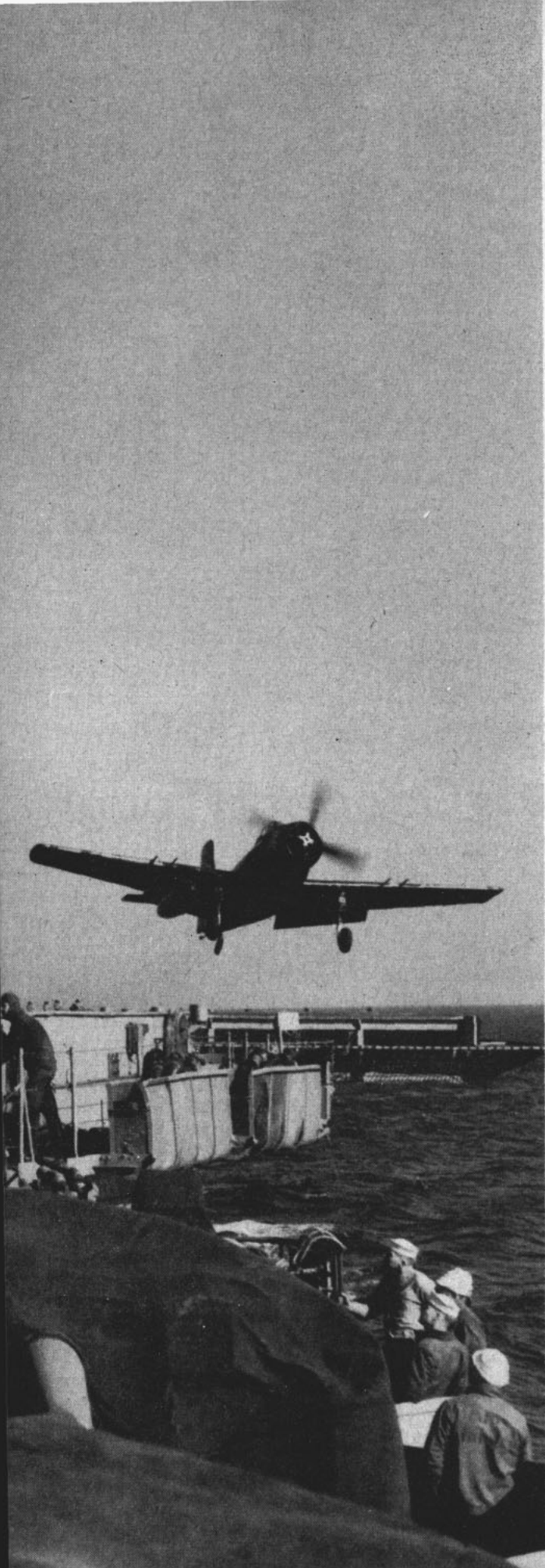
	Page
Tin Can Navy Today is Good and Tough.....	2
The Word.....	8
Now Hear This! Straight from the Horse's Mouth..	10
Report on the Navy and its Mission.....	12
Not Just for Drill.....	14
Puzzles Help You Learn Jobs You're Fitted For....	15
White Hats Add a Ring of Blue.....	16
Here's Summary of Navy Shipbuilding Program..	22
Missiles to Fly from Submarines, Carriers.....	24
Letters to the Editor.....	25
<b>Special Feature</b>	
Marlinespike Seamanship in the Modern Navy .....	31
Chart: Practical Knots, Hitches and Bends for Navymen.....	32
Today's Navy.....	35
Navy Football Teams Primed for Bright Season....	40
News of Other Navies.....	44
Bulletin Board.....	46
Annuity Plan.....	46
Navy's Legal Assistance Program is Ready to Help You.....	48
Round-up on Legislation.....	53
Directives in Brief.....	54
Decorations and Citations.....	56
Books .....	58
<b>Book Supplement:</b>	
Demolition Daredevils .....	59
Taffrail Talk .....	64

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- FRONT COVER: Lookout Jack B. Wing, DM2, USN, lowers his binoculars to get 'naked eye range' of distant object.
- AT LEFT: AD-4N 'Skyraider' takes off from 'canted' flight deck of USS Antietam (CVA 36), as F9F 'Panther' jet fighter (left) is backed onto port catapulting equipment for launching.
- CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on back cover by U.S. Coast Guard.





QUARTETS of tin cans, such as *Wiltzie*, *Theodore E. Chandler*, *Hamner* and *Ozbourn*, make up Navy's 'DesDivs.'

## Tin Can Navy Today Is Good and Tough

THE old saying "God must love the poor—He made so many of them" could easily be applied by the Navy to one class of its ships. "The Navy must love destroyers—it has so many of them."

Among commissioned vessels, destroyer-type ships outnumber all others. And that includes the whole list, too—warships, amphibious vessels, mine warfare, patrol and even auxiliary vessels.

By the same token, there are more sailors serving in destroyer types than in any other category. All told, more than 225 destroyer-type ships of the warship category are now in active service. This includes the basic destroyer (DD), the escort destroyer (DDE), the radar picket destroyer (DDR) and the destroyer leader (DL).

Life in the destroyer Navy, as any destroyer man can tell you, is no vacation. Two characteristics are close quarters and versatility in the crewmen. Both are the outgrowth of the characteristics of the ship itself—its versatility and its assigned missions.

No ship tops the destroyer on either score. Consider the standard DD. Among its many jobs it stands ready to serve as:

- An anti-submarine warfare vessel.
- A surface-to-surface fighter bringing to bear its main battery guns and torpedoes.
- A shore bombardment ship supporting land operations.
- An anti-aircraft defense ship protecting aircraft carrier groups, merchant convoys and amphibious groups.
- A plane guard for carrier flight operations.

The ship that does all these jobs is a thin-skinned highly-compartmented vessel designed for both high-speed operations and long-range cruising. The first calls for

an extensive engineering plant; the second, for extensive fuel oil tanks. Then there are the numerous items of supplementary gear and spare parts needed to service the various weapons and the engineering plant. Add to this the relatively large crews of these ships. Take them all together and you begin to see why destroyers are crowded. As a matter of fact, destroyers are exceeded in compactness only by the submarine.

This is not to paint a picture of a ship in which sailors have to stand on one another's head or sleep standing up. Rather, it is to try to portray destroyer life as it actually is—and living conditions in destroyers are crowded, not cramped, but crowded. The ship's many missions demand many crewmen while her inherent characteristics tend to limit the available spaces.

Under such conditions men must learn not only to work together, but also to live together. How destroyer men adapt themselves is shown by certain facets of shipboard living. Chow lines on destroyers don't usually start forming early—a sign of

---

**Thin-skinned But Rugged,  
Navy's Fast Destroyers  
Pack a Tremendous Wallop**

---



consideration for shipmates. "Lights out and silence about the decks" means just that; for a proportionately large number of watches must be stood and sailors who have night watches need their sleep.

Does such a life agree with destroyer sailors? If reenlistment-on-board figures are any indication, it sure does. Such figures for the destroyer Navy are among the highest either aboard ship or ashore.

Destroyer duty calls for a high degree of versatility in its crewmen. A concept that highlights this is the familiar one that "No man serves aboard ship for one job only." While this holds true for any ship in the Navy it is carried out in destroyers to a maximum degree.

Take two average billets aboard a destroyer for example—the first a machinist's mate third class, the second a boatswain's mate third class.

The MM3 stands his routine steaming watches — four on and eight off—in the lower level of the forward engine room. During General Quarters he handles ammunition in the upper handling room of a 5-inch gun mount. He also reports to this area for certain other drills. One of the ship's best swimmers, he takes a position topside during plane-guard detail and stands ready to go to the rescue of an airman downed at sea. During fueling ship operations he takes yet another station, by a fuel vent in the aftermost living compartment, where he keeps track of the rising fuel level.

The BM3 stands his watches in the main deck's athwartship passageway or on the bridge as Boatswain's Mate of the Watch. During General Quarters he repairs to one of the 3-inch/50 mounts to act as gun trainer. At plane guard detail he stands by as coxswain of the motor whaleboat. During an underway fueling operation he heaves around with the forward hose-handling party. And in the In-Port Fire and Rescue detail, he is the "assistant in charge" of his section's 16-man fire party.

The variety of crewmen's duties results from the correspondingly large number of ship's duties. As a result a destroyer man usually gets a more rounded schooling in both the duties of his rating and in related military subjects than he would in another type vessel.

Duty in destroyers is almost always recommended as excellent

schooling for enlisted men. Officers who have had duty in various types of ships usually say that destroyers give the finest of sea-going training to young officers too.

"Even in peacetime cruising," one senior officer points out, "destroyers go through a multitude of varied evolutions such as fueling at sea, orienting screens, mooring and un-mooring, air interceptions, coordinated anti-submarine attacks, shore bombardment problems, torpedo attacks and rescue operations.

"It is the daily living as a part of a team that carries out this variety of duties at sea which makes destroyer training so valuable. Here the junior officer can learn (more than anywhere else) about tactics, communications, gunnery, ASW, CIC, navigation, engineering, and seamanship—and how these skills are combined for effective naval action.

"Ships larger than destroyers usually require more time for such qualification and still do not give the same all-around background. Smaller ships lack the facilities of a man-o'-war found in a destroyer."

One of the Navy's oldest ship types, the destroyer dates back to the 1870s. Only at that time it was known as a "torpedo boat." A man serving on a destroyer today probably would not recognize one of the early types as his ship's predecessor. Chances are he'd call it a "gun boat."

The story of destroyer development is one of a ship being designed



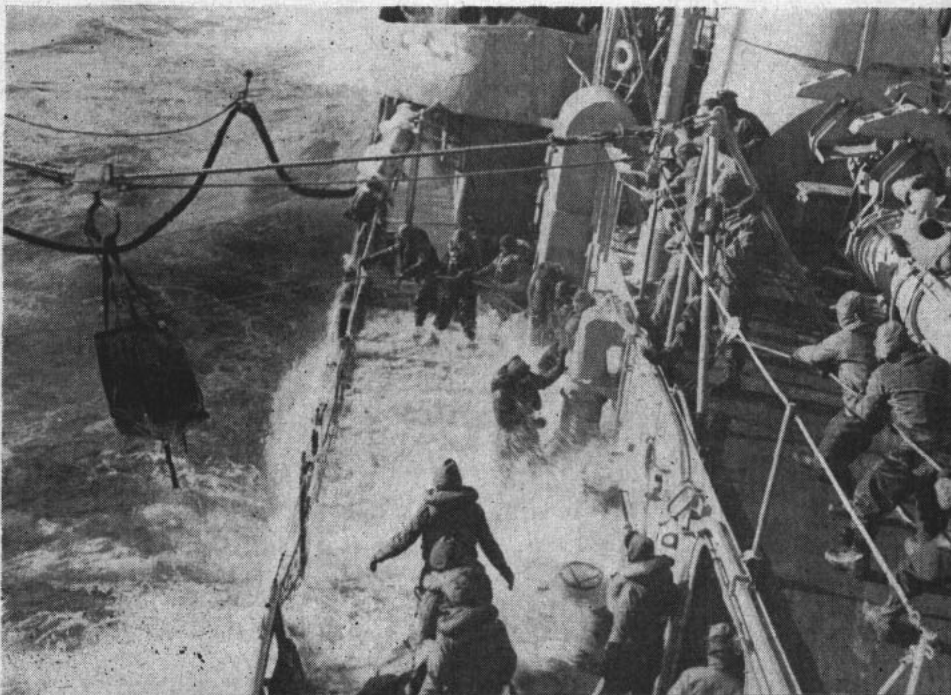
**STANDING WATCH** at the wheel, DD sailors develop the skill necessary in tracking down enemy submarines.

to carry and fire a specific weapon—the torpedo.

The first torpedo was the "automobile torpedo" (so named because it differed from the "fixed torpedo" of that period which we would now know as a "mine.") The torpedo was coming into its own in the early 1870s, and in 1874 the Navy put into service its first vessel built for launching the automobile torpedo. This was iron-hulled, twin-screwed torpedo boat *Intrepid*. Two similar craft followed: *Lightning* and *Stiletto*.

The year 1890 is a significant one

**SAILORS** on board USS *George K. MacKenzie* (DD 836) fight the seas at near zero temperatures as they take on cargo while operating off coast of Korea.





DURING MINESWEEPING operations off Chinnampo, Korea, CDR S. M. Archer talks over details with CAPT. J. A. Farrell on board USS *Forest Royal* (DD 872).

in destroyer history. In that year *uss Cushing* (Torpedo Boat No. 1) was commissioned—the U.S.'s first "modern" torpedo boat. *Cushing* had a 137½-foot length, a 15-foot beam and displaced 91 tons. Her crew consisted of four officers, 12 men and "a few machinists." Her two vertical, direct-acting, quadruple-expansion steam engines developed a total of 1600 horsepower which drove her at 25 knots.

Like today's destroyers, the coal-burning *Cushing* was well compartmented—too well perhaps. She had

10 watertight bulkheads running athwartships, but the compartments had no doors on the same level and could be entered only by dropping down through a main deck hatchway. Her torpedoes were carried in two bow tubes set in the hull itself and in another single tube mounted amidships. Three rapid-fire, breech-loading rifles and two or three Gatling guns rounded out her armament. Not much by today's standards, but she was considered one of the scientific achievements of her day. As events were to prove, she was the

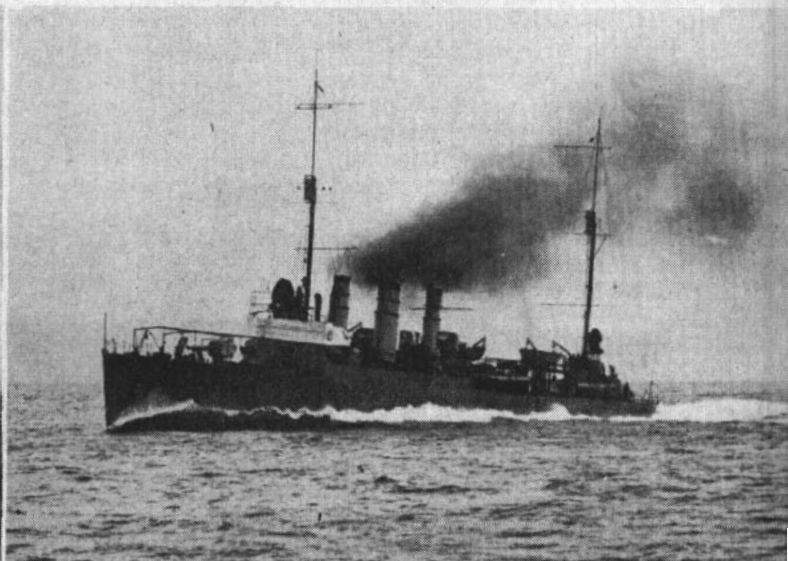
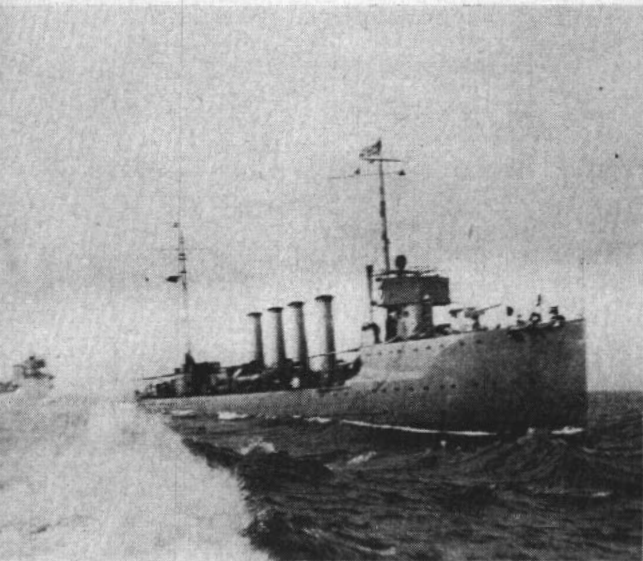
ship that got the destroyer program rolling.

In 1898, when the Spanish-American War broke out, the Navy had an even dozen torpedo boats and one larger vessel known as a "torpedo boat chaser" or "torpedo boat destroyer," a ship which developed out of the need to combat the possible torpedo boat menace of the Spanish Fleet.

This was *uss Farragut*, a larger, faster ship of 274 tons and 31½ knots. She carried six rapid-fire rifles of the type we'd call "small deck guns" today. These were for knocking off the smaller, slower torpedo boats. Doubling up on duties, she also carried torpedoes for taking care of larger ships. A few years later the torpedo boat type passed out of the scene. But its descendant, the motor torpedo boat or PT, made an appearance shortly before World War II.

The first ship to be listed as a destroyer ("DD 1") was *uss Bainbridge*. She and 15 sisters were authorized in 1898. They were 245 feet long and displaced 420 tons. Advances now came fast. The year 1909 saw the first of the steam turbine DDs. *uss Reid* (DD 21) of this group developed some 15,000 horsepower and made 34½ knots.

The first DDs to use oil for fuel rather than coal came out in 1910. In 1915 the first gear-driven destroyer—*uss Wadsworth* (DD 60)—went into service. She and 25 sisters, high-forecastled "1000-tonners," served long, many remaining on the Navy's lists until the mid-1930's.



WORLD WAR I 'four stacker' patrols sea. Right: USS *Gwin* (DD 71) was one of few 'three-stackers,' vintage 1918.



The well-known "four stackers" of the World War I era in general carried hull numbers from DD69 to DD 347. The first was commissioned in 1917; the last, in 1921. As DDs, they were large and heavily armed for their day. Usually these "flush deckers" mounted 12 21-inch torpedo tubes in triple mounts and four 4-inch deck guns. They were 314 feet long, 30½-feet in beam, displaced 1100 to 1200 tons and could make 35 knots top speed.

Many saw World War II service, being converted to fast mine layers, mine sweepers and transports.

These ships played an important role in training. Even today you'll find few ships which don't have at least one officer or senior CPO who once served in one or more of the old four stackers.

In matters of DD construction, the Navy was relatively dormant during most of the 1920s, but the designers were keeping pace with developments elsewhere. Proof of this came with the five new *Farraguts* of 1931-32. These 1500-tonners of an advanced design were 341 feet long, 34 feet wide and could make 37½ knots with their 45,000 horsepower. Each carried five 5-inch guns and two sets of quadruple torpedo tubes—the Navy's first quadruples.

The following decade saw several new classes of DDs. There were the eight large *Porters* of 1933-381-footers of 50,000 horsepower. The first destroyers to require a complement of more than 200 men, they were also the first to carry twin 5-



WITH HELP of grid chart, Leroy Wahl, RDSN, USN (left) and Elmer D. Smith, RDSN, USN, obtain bearing and distance of enemy near Wonsan, Korea.

inch gun mounts. Tactically they were listed as destroyer leaders as they were designed to carry the staffs of destroyer group commands and to serve as squadron flagships.

Next in line were a class of somewhat smaller ships, the *Cravens* of 1934. These ships were the first to mount 16 torpedo tubes, the largest number yet carried.

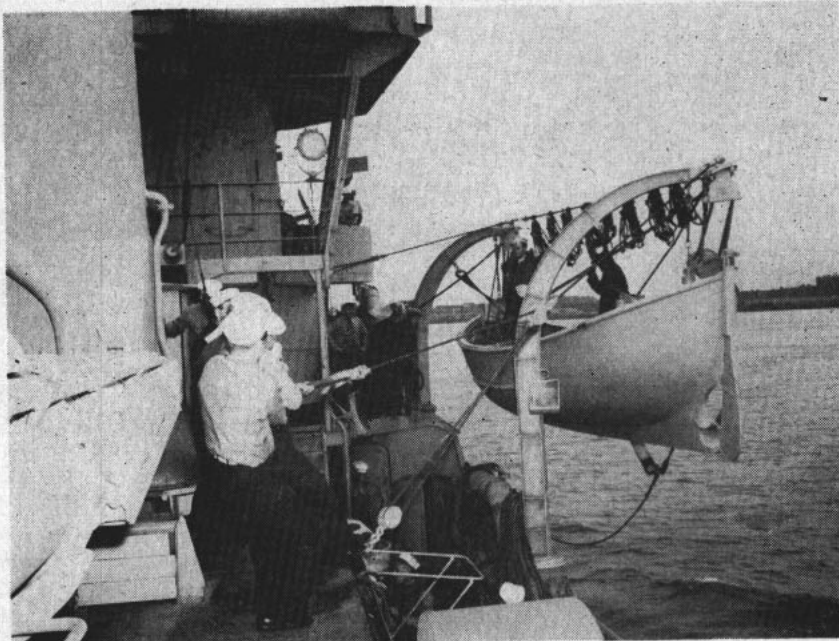
A second squadron leader class was formed of USS *Sommers* (DD 381) and four sister destroyers of the mid 1930s. These were generally

similar to the earlier *Porters* but they had single instead of double stacks and used higher pressure boilers to develop 52,000 horsepower.

Destroyer production on a big scale came about in the *Benson* class and the *Livermore* class of the late 1930s. In all, 96 of these types were built. Somewhat the larger of the two, the *Livermores* displaced 1630 tons—10 tons more than the *Bensons*. The two classes bought in the two-stack design but retained the raised



USS *SOMERS* (DD 381) had single stack. Right: USS *Eugene A. Greene* (DD 711) is a two-stacker of Gearing-class.



DECK CREW turns to and pulls starboard whaleboat on board destroyer, using plenty of elbow grease. Tin cans pride themselves on being 'taut' ships.

forecastle. Among the Navy's fastest many of them approached 40 knots on their trials.

The present "flush deck" design made its appearance in the 2100-ton *Fletchers* of 1940—175 of these were built. (The last of this famed class, DD-804, was commissioned in 1944.) Seen in most World War II sea fights, *Fletchers* carried five 5-inch guns in single mounts and two sets of quintuple tubes. Several won Presidential Unit Citations or Navy Unit Commendations and 20 were war losses. Practically all were laid up after the war, but more than 100 are now back with the Operating Fleet, having been demothballed to meet the demands of the Korean emergency.

The *Fletchers* will always be remembered in connection with ship-board messing facilities for they were the first class of DD to regularly incorporate the present system of destroyer messing. This is the well-known *cafeteria style* in which crewman carry food trays past the food serving line and eat in one large messing compartment. In the older *family style* system, the mess cooks carried food from the galley to tables which had been set up in the various sleeping compartments before each meal.

If you are in the destroyer Navy today, chances are you're serving in a ship of either the *Allen M. Sumner*

or the *Gearing* class, both of 1942-43 vintage. One big difference from the *Fletchers* in the original design of these ships is found in their gun mounts. As built they carried six 5"/38 guns in three twin mounts. The *Fletchers* carried five 5-inches in single mounts.

Roughly speaking, the 65 *Gearings* and 100 *Sumners* are called "2250-tonners," an average standard displacement for the two. The *Sumners* are also called "short hulled" in contrast to the 14-foot longer "long

hulled" *Gearings*. (The extra space in the 390½-foot *Gearings* is used for added fuel.) A number of *Sumners* also went into commission as light minelayers.

Many 2250-tonners have been converted to other destroyer types. The escort destroyer (DDE) places more emphasis on anti-submarine warfare with a somewhat reduced stress on surface-to-surface warfare. The radar picket destroyer (DDR) stresses fighter-direction and long-range aircraft detection duties. It carries no torpedoes—its tubes were replaced by a tripod main mast which supports a radar antenna.

Rounding out the present picture are the four new destroyer leaders of the *Mitscher* (DL 2) class. These long-range fleet type ships check in at 3650 tons and go 439 feet in over-all length and displace about 40 times the weight of the old *Cushing*. The *Mitschers* of 1953 are designed to serve as team leaders of ASW groups. Into their design have gone habitability considerations too, previously secondary considerations in DD design.

Although the destroyer has come a long way in its time, "tin can duty" is still rough work. For example:

- Movies are shown nightly—but you have to go early to get a good seat.

- The standard menu is well up there when it comes to good food—but when the seas get rough the menu becomes soup and sandwiches because nothing will stay in one place in the galley or on the mess table.

- Later destroyer types even have air conditioning—not just fan-type exhausts and blowers, but honest-to-goodness cool air. This makes for good sleeping—but there's not much sleeping in a storm. Everyone is too busy holding on to his bunk.

You might say that the sun never set on the destroyer fleet. Tin cans serve in two oceans and several seas. Destroyers in Atlantic Fleet commands engage in a heavy schedule of training operations, underway training exercises and joint-service exercises from the Caribbean area clear up to Newfoundland and points north. Others serve in the Mediterranean with the roving Sixth Fleet. A few are sent on detached duty to the Persian Gulf area, to England and the Scandinavian countries.

Those in Pacific Fleet commands operate off the west coast of the U.S.,



WHAT'S THIS? Suffering power failure, helicopter made a forced landing on fantail of USS Orleck (DD 886).



in the Hawaiian and Alaskan areas, the Western Pacific and points in between. Those in the Korean theater lead the fullest life, of course.

Consider the case histories of four DDs of a typical Korean destroyer group: Destroyer Division 151. The ships make no great claims to records broken—just four U. S. Navy ships doing a workmanlike job.

Serving in the general Korean area from August 1952 through January 1953, each of the four ships averaged 36,000 steaming miles. A good part of this mileage was under combat conditions. Once, they operated continuously at sea for 34 days; another time, for 32 days. In the five-month period the ships averaged 26 refuelings, eight provisionings and five rearmings—all while underway. They also destroyed 20 floating mines.

Among other highlights:

- *uss Boyd* (DD 544)—Scored 24 hits on two enemy supply trains on Korea's west coast.

- *uss Tingey* (DD 539)—In interdiction work along the east coast from the 38th Parallel to the Korean-Siberian border, the ship was high scorer in number of rounds expended against the enemy. By the end of her tour she had sent shoreward more than 3000 rounds of 5-inch ammunition.

- *uss McDermut* (DD 677)—After damaging an enemy supply train, she came to the rescue of two minesweepers that were being worked over by large caliber enemy



ICE HAMPERS work of destroyer crewmen during cold weather exercises held off Kodiak Island, Alaska.

shore batteries. *McDermut* silenced the enemy guns with counterfire and provided a smoke screen to cover the withdrawal of the minesweepers.

- *uss Yarnall* (DD 541)—After a month with a British-commanded task group on the west coast of Korea, she rejoined the DD group and at the end of the tour led DesDiv 151 with a total of four counter-battery engagements with the enemy.

Another representative group is DesDiv 171. Its four ships went into combat with Fast Carrier Task Force 77 less than four months after

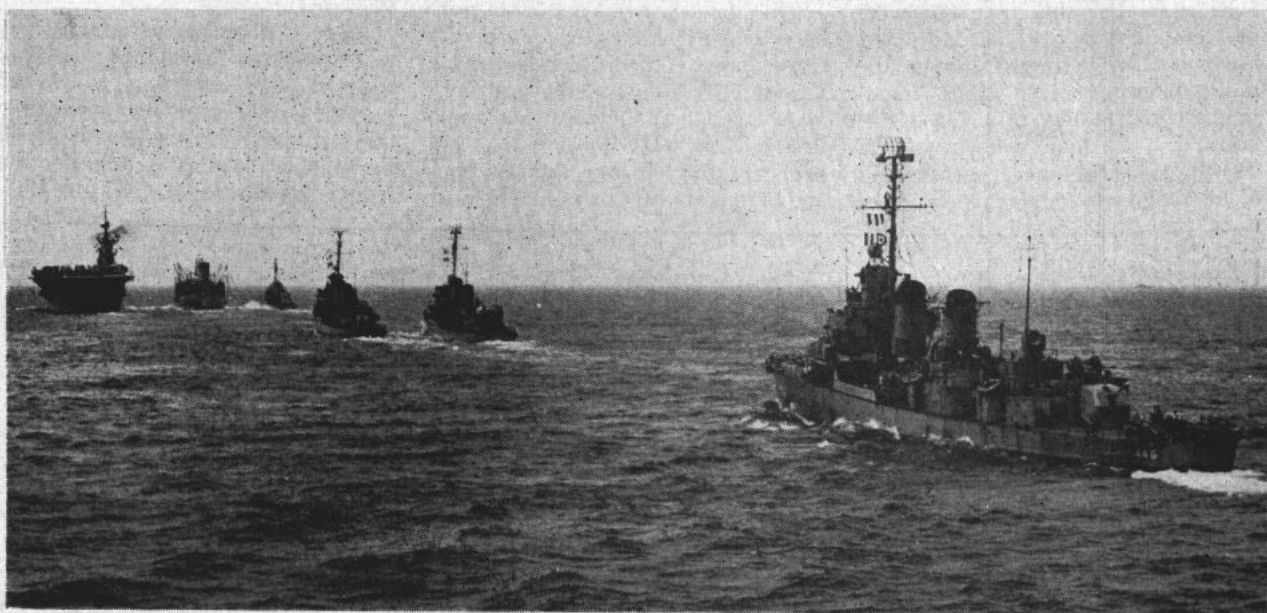
their re-commissioning on the West Coast. Later in their first Korean tour, the ships took part in the Formosa Straits Neutrality Patrol and in bombardment and escort operations off both coasts.

In this last type of work, the four (*uss Gregory*, DD 802; *uss Halsey Powell*, DD 686; *uss Porterfield*, DD 682; and *uss Marshall*, DD 676) fired a total of almost 26,000 rounds of 5-inch ammunition at targets ranging from the front lines almost to the Siberian border.

*Gregory* fought 15 engagements with enemy shore batteries. *Marshall* alone accounted for 650 enemy casualties, 40 gun positions, 19 vehicles and 35 bunkers and troop shelters. She fired more than 8500 rounds—half as many as she had fired in 30 World War II actions.

Destroying trains, knocking out shore batteries, shooting up bunkers, laying smoke screens and destroying mines are just part of the job. Add to these services other missions such as rescuing downed airmen, serving as ASW screen ships, keeping the enemy's small craft shorebound, carrying "passengers, light freight and mail" for later high-line transfer, standing ready with their AA batteries in the event of an enemy air strike and acting as "homing ships" to help guide aircraft back to their carrier.

This is a long, long haul from a ship originally designed to launch an "automobile torpedo."—William J. Miller, QMC, USN.



DESTROYER members of Task Force 77 await their turn at refueling, along with carrier in Far Eastern waters.

# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **INCREASE IN RENTS** — Most of the Navy enlisted personnel who live in rental housing owned or operated by the Department of the Navy will pay higher rents beginning 1 October 1953. The increase in rents will result from a change in the method of determining rates for enlisted personnel. The Bureau of the Budget has directed that charges for all Government rental housing administered by Federal Agencies be comparable to rates charged for private housing of similar character and size in the surrounding area.

Rates equivalent to those being charged for private housing have been in effect for some time for officers and civilians occupying Navy housing. However, the policy has been to set lower rates for enlisted personnel based on their ability to pay, as reflected by the basic allowance for quarters that they receive. These rents for defense housing have been fixed by the Department of the Navy in Washington, and the same basic rent is charged for housing units of the same size and type regardless of geographical location.

When the new system for establishing rents goes into effect 1 Oct 1953, enlisted men will pay the same as officers and civilians for similar housing in the same area; however, the rent increase will be cushioned somewhat by raising the rent for enlisted personnel in three increments. From 1 Oct to 1 Jan 1954, enlisted personnel will pay only one-third of the increase resulting from the comparability method of

fixing rents. From 1 Jan to 1 Apr 1954, they will pay another one-third of the increase, and after 1 Apr 1954 they will pay the full amount of the increase.

Initial instructions for fixing rents equivalent to private rates were appealed, on the basis of the adverse effects of rent increases on enlisted personnel. However, in the latter part of June 1953, the Navy was advised that, after careful consideration, an exception could not be granted, and the Navy was directed to apply the new rent principle to all rental housing under its jurisdiction.

The revised rents and furniture charges will be based, wherever practicable, on recommendations received from a Station Rental Board appointed by the Commanding Officer to determine the rents being charged in a particular area for similar private housing. The principle of establishing charges comparable to rents for similar private housing will also apply in computing the cost to tenants of utilities furnished by the Government, which may result in a further increase in some cases. Revised utility charges will be applicable at the same time that revised rents go into effect.

The new rates will not effect public quarters that are provided by the Government and occupied by service personnel with loss of their quarters allowances, and they will not apply to the Title VIII housing that has been constructed at certain stations and is operated by private owners.

• **10th KOREAN RIBBON STAR**—What may be the last engagement star for the Korean Service Medal and ribbon has been authorized by the Chief of Naval Operations. The combat star is designated "K-10, Korea, Summer-Fall, 1953," and covers a period from 1 May 1953 to a terminal date to be announced.

In addition, OpNav Notice 1650 (2 July 1953), announces a terminal date for eligibility for the Ninth Korean Engagement Star for the campaign known as the "Third Korean Winter." The end-date for that engagement is 30 April 1953.

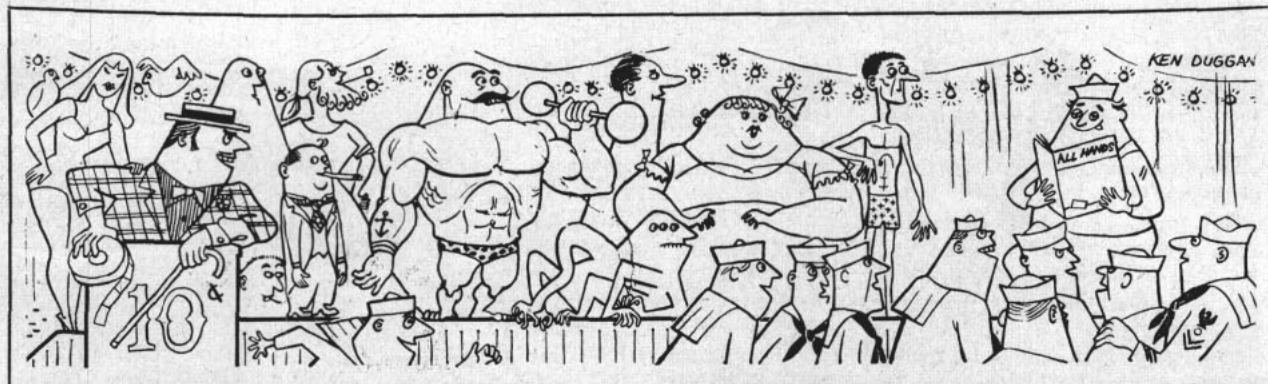
When ships or units receive notification from Commander Naval Forces Far East that they have earned the medal (and stars), eligible personnel are entitled to wear the ribbon and stars, as appropriate.

A list of ships and units which have met the requirements for both will be published in a future revised issue of *Decorations, Medals, Ribbons, and Badges of the United States Navy, Marine Corps and Coast Guard* (NavPers 15790).

For details on the Korean Service Medal, see **ALL HANDS**, October 1952, p. 52.

• **PER DIEM AND FOREIGN DUTY** PAY—Officers and enlisted men whose home of record at the time of entry upon their present period of active duty was in any *territory* or *possession* of the U.S. shall *not* be entitled to overseas station per diem allowance or foreign duty pay when they are permanently stationed in that area.

Also, a Navyman's foreign duty pay terminates during any period of temporary or temporary additional duty, leave, or hospitalization within the territory or possession in which his home of record is located. In other words, it's the same as if the duty



PASS THIS COPY ALONG—Don't steal the show; be a good trouper and let nine other guys read **ALL HANDS**.



were performed within the continental U. S.

This regulation which became effective 1 July 1953, was announced by A1Nav 24.

The following territories and possessions are affected:

Alaska, Hawaii, Canal Zone, Puerto Rico, Virgin Islands, Guam, American Samoa, Wake and Midway Islands, and the Carolines, Marianas and Marshalls under U.S. trusteeship.

#### • USNR OFFICER RELEASES —

Letters from the Chief of Naval Personnel have gone out to several thousand Naval Reserve officers notifying them that they will be released from active duty in the near future.

The reduction in the number of Naval Reserve officers on active duty has been made necessary by a general lowering of personnel strength for all three armed forces.

The officers to be released — all lieutenants and above — have completed their obligated period of active duty with the Fleet and have remained on active duty voluntarily, often for considerable periods of time.

The release of these officers was made on the basis of retention priority lists which were formulated by retention boards which met in BuPers in late July and early August.

The boards assigned a priority for retention to each Naval Reserve officer in the grade of lieutenant and above on active duty on the basis of his past performance of duty, his years of service and his capability to perform a variety of jobs within the general line or within his particular specialty.

Only normal routine releases will be made for lieutenants (junior grade) and ensigns, BuPers says.

#### • RR FARE REDUCTIONS —

Members of the armed services traveling in uniform at their own expense will receive the benefit of reduced railroad furlough fares on all railroads for at least another six months.

The reduction is extended to 31 Jan 1954.

This action will continue the tax-exempt round-trip fares for military personnel on furlough, at the rate of 2.025 cents per mile or less, good only in coaches.

This means a saving of up to one cent per mile and includes regular stopover and baggage privileges.

• **TRAVEL TO JAPAN**—If you are going to a duty station in Japan, don't expect to take your dependents with you or send for them very soon. There is a waiting period of approximately 14 months for government housing.

Due to the critical shortage of suitable housing in Japan, the Far East Command established some time ago a priority waiting list for the entry of dependents. To obtain authority for your dependents to enter the Far East command area, you must first report on board your duty station and then submit the request for entry approval and travel authorization.

Entry can sometimes be authorized prior to the 14-month waiting period after arrival on your duty station provided you have secured an approved private rental.

Numerous letters and telegrams requesting prior authority for travel and entry of dependents create unnecessary administrative problems and such requests cannot be considered.

BuPers Inst. 4600.5 (16 Jul 1953) informs all naval personnel of the current restrictions on travel of their dependents to Japan.

#### • NEW OFFICER "QUALS" —

Distribution began this month of the newly revised edition of *The Code for the Classification of Naval Officers' Qualifications*, under the new title, *Officer Qualifications Code Manual* (NavPers 15006, Rev. 15 May 1953).

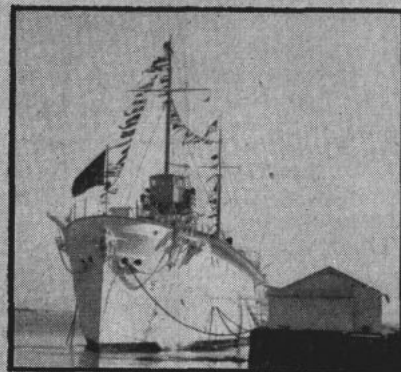
The revision incorporates a number of new qualifications codes for the latest developments in nuclear power, atomic defense and weapons, guided missiles, rockets, anti-submarine warfare and other technological advances. It is the result of an analysis of duties and occupations as reported on qualifications questionnaires by active and inactive officers and from recommendations submitted by other activities of the Department of Defense.

The new manual will expedite the matching of inactive officers' qualifications codes with billet requirements to insure effective mobilization in the event of a national emergency.

Persons concerned with the operational phases of the plan for the mobilization of officers should retain the old March 1949 edition of NavPers 15006, as instructed by BuPers Notice 5605 (1 Jul 1953), which announces the new "Quals" manual.

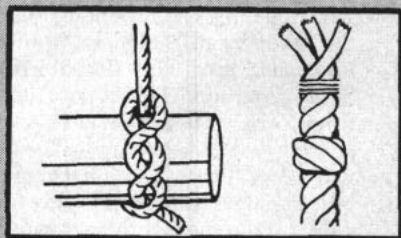
## QUIZ AWEIGH

Take time out for a breather and see if you can sail through this month's Quiz Aweigh. If the sailing gets a little slow, turn to page 53 and fill your sails.



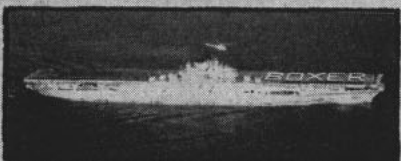
1. The ship above is (a) dressed, (b) full dressed.

2. The clue to the correct answer for No. 1 is (a) the rainbow display of signal flags, (b) the ensigns at the mastheads, (c) both.



3. At left above is the (a) Timber hitch, (b) Killick hitch, (c) Blackwall hitch.

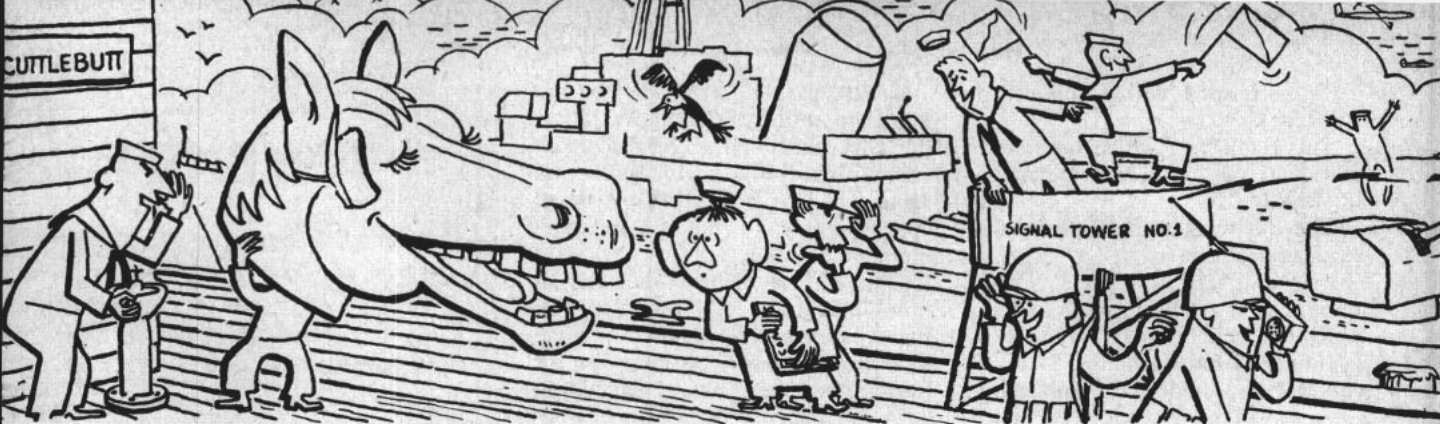
4. At right is the (a) Manrope knot, (b) Wall knot, (c) Double Matthew Walker.



5. USS Boxer (CVA 21), now a veteran of the Korean war, is the carrier that launched the first mass operation of jet planes near San Diego, Calif., in the year (a) 1941, (b) 1948, (c) 1950.

6. Observant sailors should know that Boxer is of the (a) Saipan class, (b) Midway class, (c) Essex class.

ANSWERS TO QUIZ AWEIGH  
ON PAGE 53



## Now Hear This! Straight from the Horse's Mouth

THE Navy has just announced the formation of another Teddy Roosevelt "White Fleet" cruise around the world. Every bluejacket will get special pay and seven days liberty in Paris, London, the French Riviera, Rio and other goodtime ports the world over.

If you believe that statement you are rumor-gullible and if you pass it along you're a rumor-monger. Of course, you're savvy enough to recognize it for what it is—a false rumor—and you'll be neither of these characters.

"Hi, Bill, get this. It's confidential and don't pass it around. I just got the scoop from Joe Blow. You know him, that guy who sleeps a couple bunks from me. He just got the word from Zanny Zilch, the radio striker. It sure looks like its gonna be a hot war now. There are a flock of subs off Panama Canal. I'll bet we're gonna see some hot duty down there pretty soon."

That bit of talk is a rumor being born. In another few days some sailors on board will be writing to mother and the best girl friend, dropping forbidden hints in their letters that the ship is soon to join up with a big fast carrier task force and head for the "big ditch."

The night after the American flag was raised on Mount Suribachi on the morning of D-Plus-4, 23 Feb. 1945, hundreds of guns on ships of Task Force 58 turned the blackness of night into a carnival of flashing gunfire to celebrate the "surrender of Germany." Actually, V-E Day came 10 weeks later.

What caused that celebration of a false surrender report? It's rumored that this rumor was started on Iwo Jima. The story goes that a couple of marines handling a walkie-talkie circuit wanted a little excitement. They passed the word—"Hitler sur-

renders!" Some ship's TBS-man picked it up and he passed the word. In short time the word was high-spirited conversation throughout ships of the task force. The "good news" which began as a false rumor exploded into a joyful premature celebration that sounded as though TF 58 was in mortal combat with the whole of the remnants of the Japanese fleet and suicidal air force.

The origin of rumors goes back to prehistoric days when people first communicated by sign language and spoken word. Since the beginning of civilization, man has had to deal with rumors. The Bible tells us in the Book of Jeremiah 51:46, that wars between the small nations resulted from continuous rumors of hatred. The verse reads, in part: "Ye fear for the rumor that shall be heard in the land; a rumor shall both come one year, and after that in another year shall come a rumor, and violence in the land, ruler against ruler."

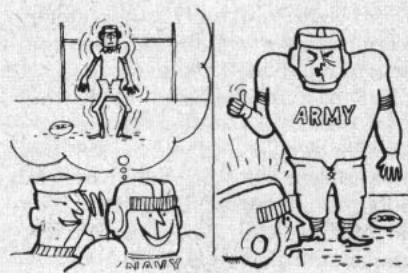
Scuttlebutt is the Navyman's word for it. The origin of that word, which recruits learn in their first day at the naval training center, comes from combination of "scuttle," to make a hole in a ship's side, causing it to sink, and "butt," a cask or hogshead used in the days of wooden ships. A "scuttlebutt" in the old days was a cask with a spigot fitted in the side. Well-made casks of oak were used then for fresh drinking

water. This old naval term has survived to this day and now the modern refrigerated drinking fountain in all Navy ships is called the "scuttlebutt." Men naturally congregate at drinking fountains — and rumors start or are passed along.

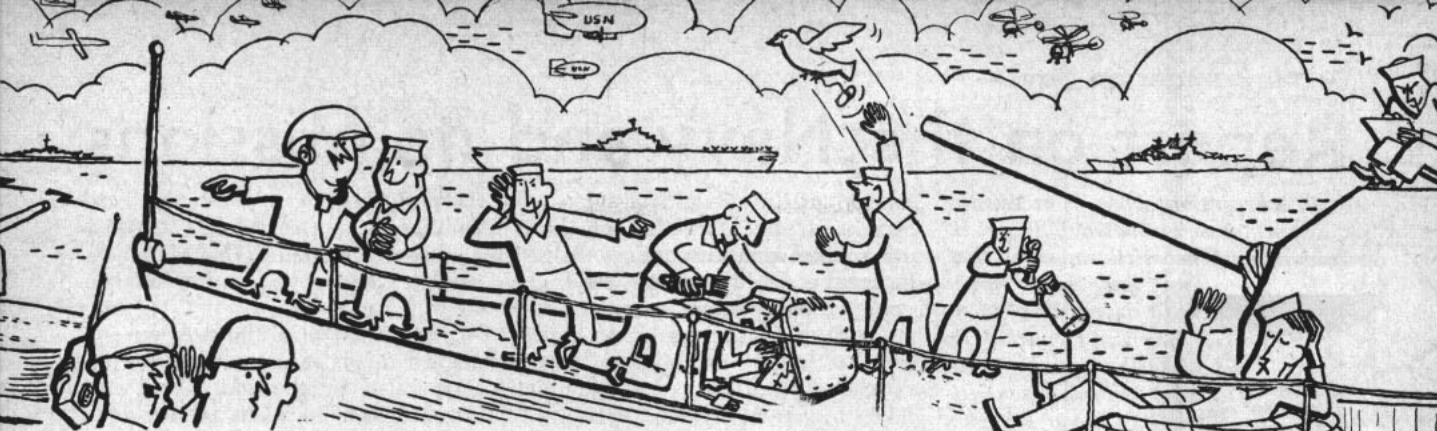
There are three kinds of rumors. False rumor, true rumor and planned rumor. The first two can easily become "fifth column" weapons leading to mental distress or tragedy for you, your shipmates, the nation. The "planned" rumor is sometimes used by strategists to confuse the enemy. For example the planned rumor of D-Day in Europe when rumored landing areas and dates other than the time and place of the Normandy beach landings were purposely launched.

Don't believe it as truth that if you go over-the-hill and voluntarily return before the 30th day, your punishment will be for no more than a few days AWOL. Don't believe the scuttlebutt some rumor-monger dreams up that all Reservists who have served nine months and want to go home today will be released upon request or that the word is out the Navy is planning to extend all enlistments involuntarily for 18 months. Not unless you see the official directive or the word is passed to all hands in the executive's plan of the day or a notice signed by the CO.

Your own experience has taught you that rumors are a waste of time, lead to mental upsets and sometimes to panic such as was caused by the ill-famed radio broadcast that "men from Mars have landed to attack the earth." Thousands of listeners thought the news-style radio program was the "real thing" and many became hysterical. Thousands jammed the streets and highways, fleeing in panic.







Rumors are started in numerous ways. Someone will misinterpret the official word or try to "read between the lines," and his assumptions are expressed in half-truths. This may be passed along and added to until a dangerous and damaging rumor is developed.

Most Navymen, however, are on their toes. They have trained ears to intercept rumors. They know how to spike a rumor. A check with the division officer, leading POs, or the personnel office, will kill a rumor before it goes too far. They know well enough to recognize a "galley yarn" when they hear one.

This actually happened on board one ship. The chaplain was discussing the dangers of rumors with a small group of men loafing on the fantail. He said, "For example, I'm going to make a statement which all of you know is a false statement. Pass it along to a few of your shipmates and say that it is a false rumor. Let's see what happens. Here it is: 'I've heard that air conditioning will be installed in the wardroom and the forward mess hall, but I know that is not true. I wish it could be true.'"

What happened? The day the ship hit a foreign port and a liberty party was going over, one of the crew met the chaplain on the liberty boat and asked: "Is it true, chaplain, that we're leaving in a couple days for the States?" The chaplain replied. "Where did you hear that?" The sailor explained, "I heard that the ship's going to be air-conditioned in the mess hall, crews quarters and

engineerooms. The straight dope is that we're going to get 30 days in San Francisco for the work and I'm going to get married on my leave."

Rumors are headaches for the Navy Department, especially for the Bureau of Naval Personnel. ALL HANDS receives hundreds of letters every month from sailors around the world and too many of them begin with, "It's rumored on this ship that so-and-so is the case, but I can't find out if it is true. The ship's office doesn't know about it. What's the straight dope?" That sailor's time and postage has been wasted. The letter shouldn't have been written. That man is due for indoctrination in "rumor recognition."

The overworked yeomen in the ship's office will second the motion for a lot of "rumor indoctrination." They probably spend almost as much time spiking bad-dope rumors as they spend in keeping track of the true word—the directives and regulations that contain the unvarnished truth.

What can you do about rumors? In the first place, don't start one. If someone passes on doubtful dope to you, ask him where he got it. Maybe you can get him to realize his source is not a good one. He won't accept it and in the future he will learn to evaluate properly what he is told or overhears.

A question that naturally comes to mind is "Just how much harm do rumors do?"

The best way to answer that is to ask yourself: "When I pass along a rumor, am I harmed?" The answer is "Yes, you are."

By stopping a flood of rumors you will help to prevent a lot of worry, and you may prevent a lot of damage. Also you will save man-hours, morale and headaches for your division officer, the skipper, the exec, BuPers and, incidentally, for the "Letters to the Editor" section of ALL HANDS.—Harvey H. Mitchell, JO1, USN.



# Report on the Navy and its Missions

In a recent speech at Fort Worth, Tex., Secretary of the Navy Robert B. Anderson spoke of the missions that



SecNav Anderson

have been thrust upon the U.S. Navy, partly as the result of the geographical location of the country, partly as the result of our responsibility for leadership of the free world. Excerpts of Secretary Anderson's speech, which is of great interest to the nation at large and to the men of the naval service, are published below:

OUR military forces are maintained—within the limitations set upon their size and cost by the requirements of other elements of our national security—to guard against external attack.

They are very considerable forces. In the Navy, for example, we will have an average of 1,010,000 men and women in uniform, including 240,000 Marines, during the fiscal year 1954. Add to this some 440,000 civilians who work directly for the Navy in this country and abroad.

We plan to maintain a strength of 1130 ships and 9940 operating aircraft, together with the necessary logistic support installations.

On the general books of the Navy we carry a figure of \$43 billions, to represent the cost of value of its gross physical assets.

We maintain these large and costly forces for two reasons:

- To act as a deterrent to aggression either against us or our allies.

- To win the decision in any conflict in which we might find ourselves forced to participate.

In the logic of power politics, it matters a great deal what a nation is ready and able to do with its armed

forces, and in a world of fang and claw it is sometimes the only basis upon which political agreements can be consummated at all. We can negotiate only from positions of strength. The success of our diplomacy is largely conditioned by the estimate of our military capabilities taken by our friends and enemies.

We are concerned with our control of the sea for reasons fundamentally geographical in nature, as they apply both externally and internally to our position in the world. Although we have two great and friendly nations on our northern and southern boundaries, we are in fact an island, in the middle of the world.

We are the only major power in the world all of whose possible major enemies are at least an ocean's breadth away, and the only major power all of whose principal allies are cut off by oceanic space.

It is 3300 miles, for example, from Gibraltar to Norfolk, 3500 miles from Berlin to New York and 4300 miles from Yokohama to Seattle.

Here, briefly, are the factors which our geography and the peculiarities of our industrial civilization have thrown into the balance of our requirements for security:

- We are separated from friend and foe alike by a vast expanse of blue water.

- We are halfway around the world from the source of some of our most vital raw materials.

- We must reckon with the possibility of attack by sea and by air.

- And we have disposed our targets, that is our cities, so as to favor that attack rather than the defense against it. Where our security demands that we diversify and disperse, our economy has demanded that we concentrate and specialize, as indeed we have done, to the point where the destruction of any considerable part of our industrial complex raises serious questions when we contemplate

the problems of our production capabilities and our survival.

These facts require that we take a realistic view of the matter of who controls the seas.

If we can control the seas, we can discard the false notion that we are surrounded by the Old World and begin to build our plans and concepts around the fact that it is we who in reality surround it.

By our possession of that control of the seas, we shall in the event of war be able to plan and maintain our attacking forces some three to five thousand miles closer to their objectives in an enemy's territory than the enemy can place his attack forces, in relation to their objectives, in our territory.

The military import of such an advantage is enormous. It enables us to make war upon the enemy's submarines in their own harbors and in the narrow waters through which they must pass in their transit to and from the open sea.

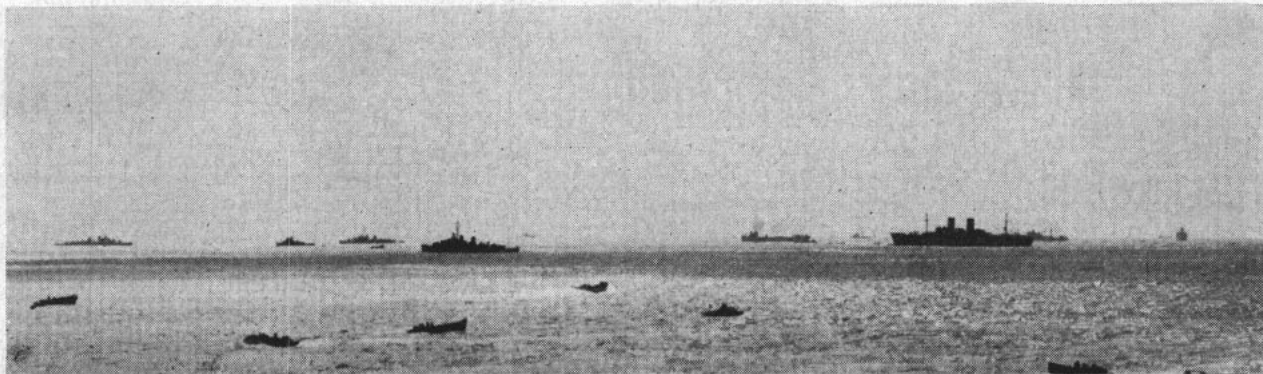
- It multiplies the number of strategic bombers the Air Force can maintain on strike missions over enemy territory by the simple expedient of halving the distance they are required to fly in order to reach their objectives.

- We are spared the intolerable burden of maintaining a huge land force at home for no other purpose than to repel an invasion of our shores and we thus grant our Army the freedom of action it requires to discharge its vital missions overseas.

- We are permitted the tactical advantage of having fighter squadrons which may be employed with complete flexibility for either offensive or defensive operations. Based upon the edges of our far-flung frontier, they may be used to provide cover for our strategic bombers or as interceptors against the aircraft of an enemy.

- Our mobile amphibious troops,

CONTROL OF THE SEAS is Navy's over-all mission. Here, warships lie off-shore during amphibious operations.





in readiness to attack from very short range against a dozen targets, would exert an influence strikingly out of proportion to their numerical strength.

- Our vulnerable coastal cities, instead of being on the unprotected fringes of our zone of security, may be considered as lying rather close to its center, protected by the gigantic cushion of oceanic space between them and our outer defenses.

Most importantly, our control of the seas means the difference between whether we and our allies are separated or joined; whether we fight as isolated, partially effective units, or as a team whose total power equivalent is immensely greater than the sum of that of its components.

We of the Navy are determined to maintain for this country the control of the seas during peace and war. This we will do with the weapons at hand today and those we will have tomorrow. The whole history of the Navy has been the constant adaptation of the weapons of the day for the purpose of warfare.

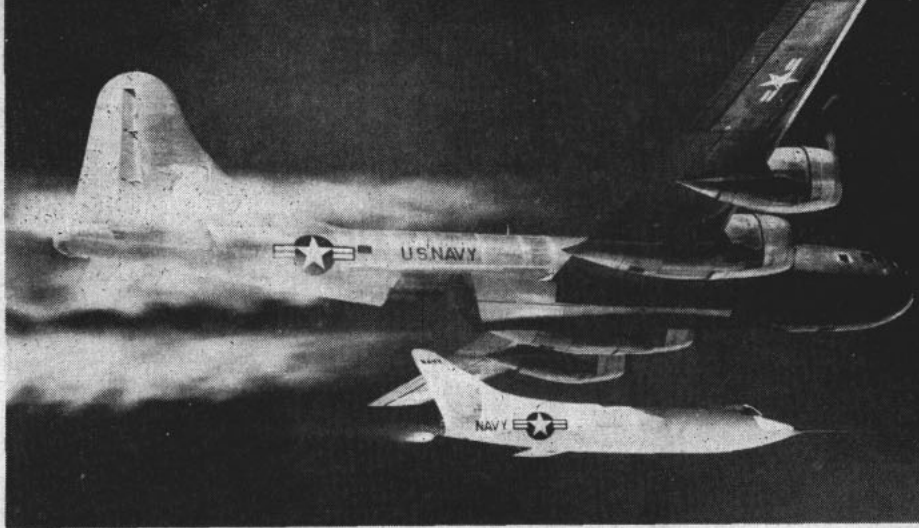
This we are doing. We have the capability of capturing or destroying an enemy's advance bases. We can blockade his coastal waters. We can destroy his air bases from which his planes can threaten our sea lanes. We can seek out and destroy his submarines. We can engage in the long necessary hours of search and patrol of convoy escorts and of maintaining our radar picket lines. We do all these jobs well today and we can and must do them better tomorrow.

We must never lag behind in superiority and must be fully aware of the tremendous outpouring of technologies during recent decades which has spilled over into every corner of human endeavor and has affected the art and science of naval warfare no less than, say, that of agriculture or transportation.

With the increased development of airpower has come recognition of a new and important corollary on the basic concept of seapower, namely, that he who controls the seas must also control the air above the seas. Here again, the Navy is moving down a road of progress and improved capabilities.

That the Navy might control the sea, the aircraft carrier was developed.

The first airplane to operate from the deck of a U.S. ship weighed 3000 pounds and flew at 130 knots. That



'SKYROCKET' jet aircraft is air-launched—'dropped like a bomb'—from Navy B-29. The jet plane is being used for scientific altitude and speed tests.

plane flew from the 534-ft. deck of *Langley* (CV 1) in 1922. Today's modern airplane weighs 51,000 pounds. It burns many times more fuel. It flies several times faster. It carries increased ordnance capabilities. It is better armored to protect its pilots, but it presses new demands upon the carriers.

There must be longer runways, greater fuel capacities, intricate repair shops for ordnance and electronic components. It must have greater speed, bigger elevators, more storage space and a catapult capable of sending America's newest fighting machines into the air.

These new demands we are meeting through the conversion and modernization of ships of our Reserve

Fleet, but even this is not quite enough; for the march of technology, of new speed, new weight and new fighting capabilities moves relentlessly on. In some tomorrow, conversion and modernization will not be enough and so we are building new types of aircraft carriers, represented by the *Forrestal* class, to meet the new demands of increased airplane performance.

We will use to the utmost and to the full utilization all that we have on hand, but we will be realistic and practical about what we will need tomorrow.

Just as there is a need for the proper balance among the elements of our national security, we are aware of the need for a proper balance within and among our armed forces.

This balance should be conditioned not upon enemy intentions but upon his capabilities. We must not allow ourselves to become obsessed with any pat, made-to-order strategy, nor must we allow any preconceived plan of operation to harden into some sort of intellectual Maginot Line.

In the fluid, ceaselessly changing situation of today, we cannot predict with any degree of certainty the outcome of any particular line of action. We cannot know when war will occur, or if it will occur at all.

We cannot predict, except within very general limits, the method of attack, or the direction from which it will come. Nor can we foresee what political alignments will further, or militate against, our cause.

We can only know that in peace or war or in the shadowy vale which lies between, each branch of our armed forces has a vital and important mission to fulfill.



SUBMARINES will continue to play an important role in naval warfare. The Navy's keeping hers up-to-date.

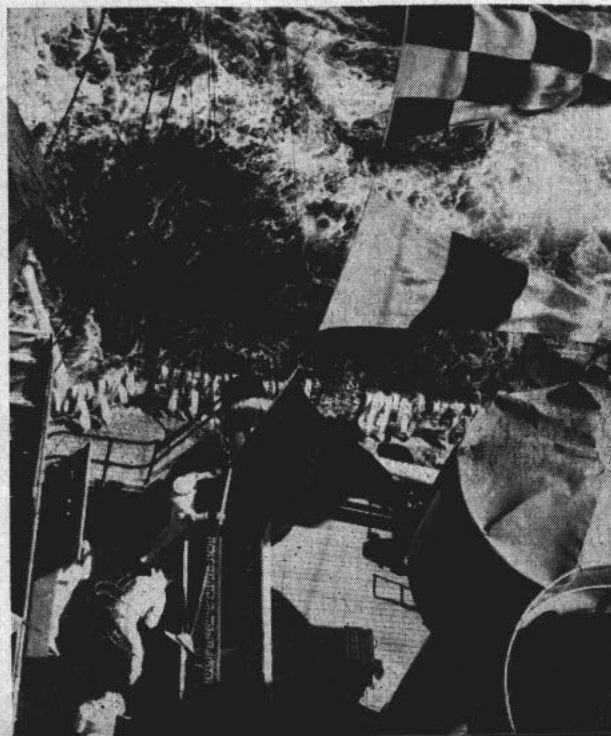
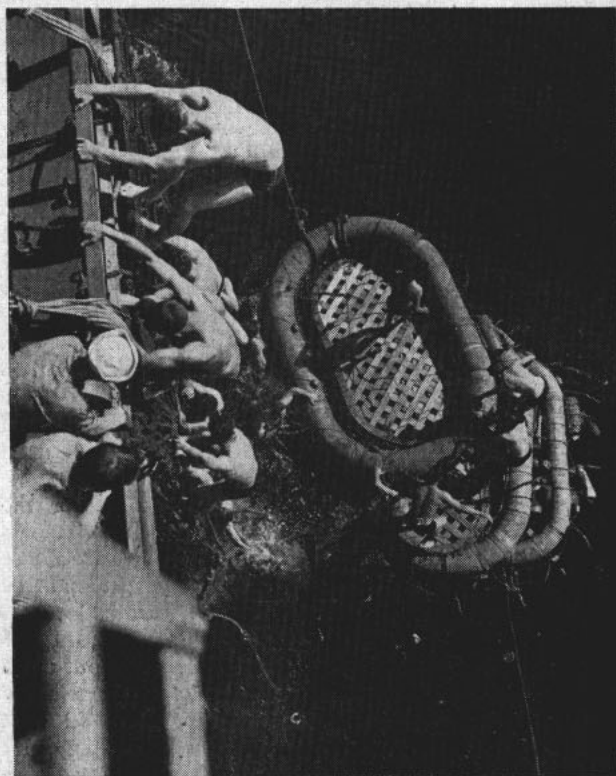


## Not Just for Drill

**T**HE U.S. Navyman has a reputation for speed and savvy when the chips are down. Frequent drilling is one reason. Aboard ship and station the drills for a purpose keep the Navyman in shape for actual emergency conditions.

Incidentally, many ships plan competitive drills among men in the ship. For example, a contest was started on one ship to see which two-man team could get from the bridge to after steering and take over in the shortest time. In any contest between parties or teams aboard ship you will find that the group which "knows its ship" the best will probably stand the best chance of winning. Do you know the traffic routing on your ship?

*Upper right:* Teamwork of "Repair One" men assures their own safety as well as fast action. *Upper left:* Drills paid off when deck gang rescued men overboard. *Left center:* Ship's company practices abandon ship drill. *Lower left:* Sailor on carrier directs his men in actual battle damage scene. *Lower right:* Battlegwagon QMs make signal halliards whistle during flag hoist drill.





# Puzzles Help You Learn Jobs You're Fitted For

**W**HERE do I fit? What type of job am I best suited for? How great is my mental capacity? What's my personality?

A research program at NAS Pensacola, Florida, is currently answering these and other questions for hundreds of Navymen and women.

Vocational counseling service is being made available through the Aviation Psychology Laboratory of the U. S. Naval School of Aviation Medicine which is located on the air station. Many of the men receiving this service are of pre-college age and one of the purposes of this counseling is to find out how much they would profit by attending college, or in what fields of work they are best suited, according to their abilities and interests.

Psychologists say there are many reasons why a person is unable to select the vocational field, either in the Navy or in civilian life, most likely to meet his individual requirements and abilities. However, with proper counseling and guidance, after finishing high school and at the college age level, a man can establish career objectives which will make maximum use of his capabilities and interests.

Here are the steps in the Pensacola guidance service. First the student is interviewed. According to research studies in human behavior few people really know what they are like—they can't stand back and see themselves as they really are. The psychologist helps them to do this—first through the interview, secondly through a series of tests, and finally through another interview in which the psychologist discusses the total results of the tests with the individual.

There are several tests to select from, depending on the individual's interview, ranging from defining a blot of ink and assembling blocks to figuring out puzzles. The "battery" may include such basic tests as "Yale Educational Aptitude Tests," the "Strong Vocational Interest Blank for Men and Women," and the "Co-operative General Achievement Tests," to such studies as the "Three Dimensional Block Assembly Test," and the "Minnesota Multiphasic Personality Test."

The time in which a test is com-



**TIMING IS IMPORTANT** in tests to determine individual ability. Here, L. Wondergen, YN3, USN, is clocked on IQ test by LCDR W. F. Madden, MSC, USN.

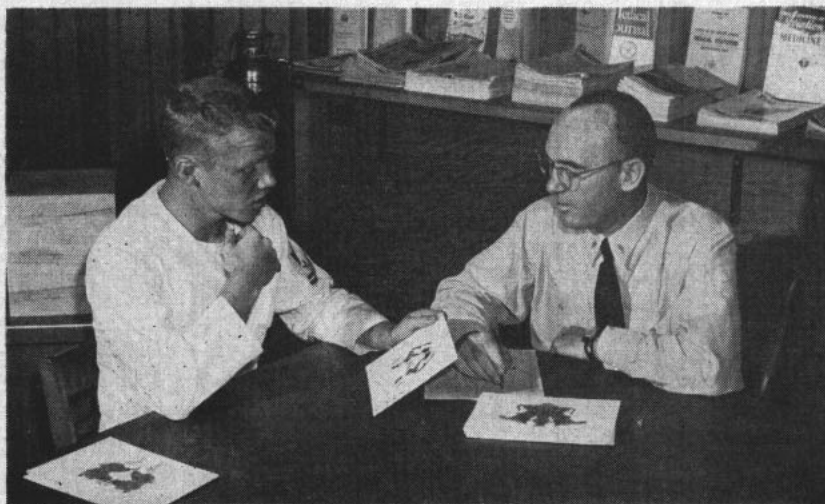
pleted plays an important part in the determination of special abilities an individual may have.

While there's been a lot of mystery attached to the use of psychological tests, the basic logic behind their use and application is relatively simple. When a student begins to answer the standard questions he is, in reality, comparing his answers to the previously collected answers of a large number of people. If the student should answer the question in the same manner as the people who were successful in a particular field, the implication is that he also will

be successful. And similarly, if his answers approximate those of an unsuccessful group he would probably not be a success in that line, and should seek another.

Probably none of us, or at the most a very lucky few, know just exactly what job we are best suited for. The odds are that we fall into a particular spot not from choice, but from necessity or chance.

The psychologists at Pensacola feel any haphazard method of selection is extremely faulty, and may result in years or even a lifetime in the wrong job.



**PERSONALITY** can be measured by Rorschach 'Ink Blot' test. L. W. Venable, YN2, USN, tells what he sees in a 'blot' to LCDR J. F. Snyder, MSC, USN.



PLEBE CLASS learns that whaleboating teaches basic seamanship, promotes team spirit—and helps build strong muscles.

## White Hats Add a Ring of Blue

**B**OB Johnson, QM3, paused for a moment before entering the gates of the U.S. Naval Academy at Annapolis, Md. Although he had seen the place before, he was seeing it today in a different light. Today it had a special meaning for him—he was about to become a part of it.

After two-and-a-half years in the Navy as an enlisted man, Johnson was getting a crack at a commission. He couldn't help feeling a little proud as he walked through the gates where Nimitz, King and Sampson once walked.

Maybe something of the same feeling was felt by the group of men coming in with him. At any rate, he thought he detected it as they squared their shoulders and lifted their heads a little higher. It was a group of civilians and enlisted men from the Navy, Marines, Air Force and Army—all ready to enter the Naval Academy as part of the "Class of 1957."

Little did Johnson realize that this was to be his last leisurely thought for some time. In fact, if any new "Plebe" actually remembers what happened during those few hectic

days at the Academy he's lucky. The first week, called "Induction Week," passes with such speed that at the end of it the new man is left wondering, "what happened?"

So before he knew it, "Robert E. Johnson, QM3, USN" was officially "logged in" at the Company Office.



ROBERT JOHNSON, quartermaster turned Plebe, grins broadly as he tries on his midshipman's cap.

He was given a quick physical and an even quicker haircut, both reminiscent of his first day at recruit training. Then, after drawing his first issue of equipment from the Midshipmen's Store, he found it was time for the noon meal.

As he marched into the mess hall, Johnson was amazed at the size of the dining quarters. The tremendous hall is capable of serving the entire Brigade of more than 3700 men at one sitting. The men march in and sit down at the tables. The food is brought hot from the galley and served "family style." Sitting down, Johnson smiled. "No more chow lines!" he thought.

After a meal which features sliced ham and potato salad, the men returned to their rooms where a company officer inspected their white working uniforms. Next, Johnson turned to stenciling his name on his clothing and straightening up his new quarters. This gave him a chance to get acquainted with one of his two roommates, William Matney, a former AT striker from NAS Jacksonville, Fla.

When the crew was called out for



infantry instruction Johnson was named as coxswain or "crew leader." This meant that he would be responsible for the 14 men in his "crew."

The infantry instruction was not new to Johnson or the other EMs but it gave them a chance to "brush-up" for the days ahead.

Later that same day the new Plebes were assembled in Memorial Hall to take the "Oath of a Midshipman." Friends and relatives attended the impressive ceremony which was short, simple and effective. Vice Admiral C. Turner Joy, USN, Superintendent of the Naval Academy, welcomed the men to "Plebe Summer" and pointed out the seriousness of the oath in which they would dedicate their talents, their energies and their loyalties, without reservation, to the Naval Service.

Of the total group, there were well over 300 enlisted men who took the oath. Most of them came from the Navy, but as mentioned before, there were also men from the Marine Corps, Army and Air Force.

How did these enlisted men gain admittance to the Academy? What steps did they take to get there?

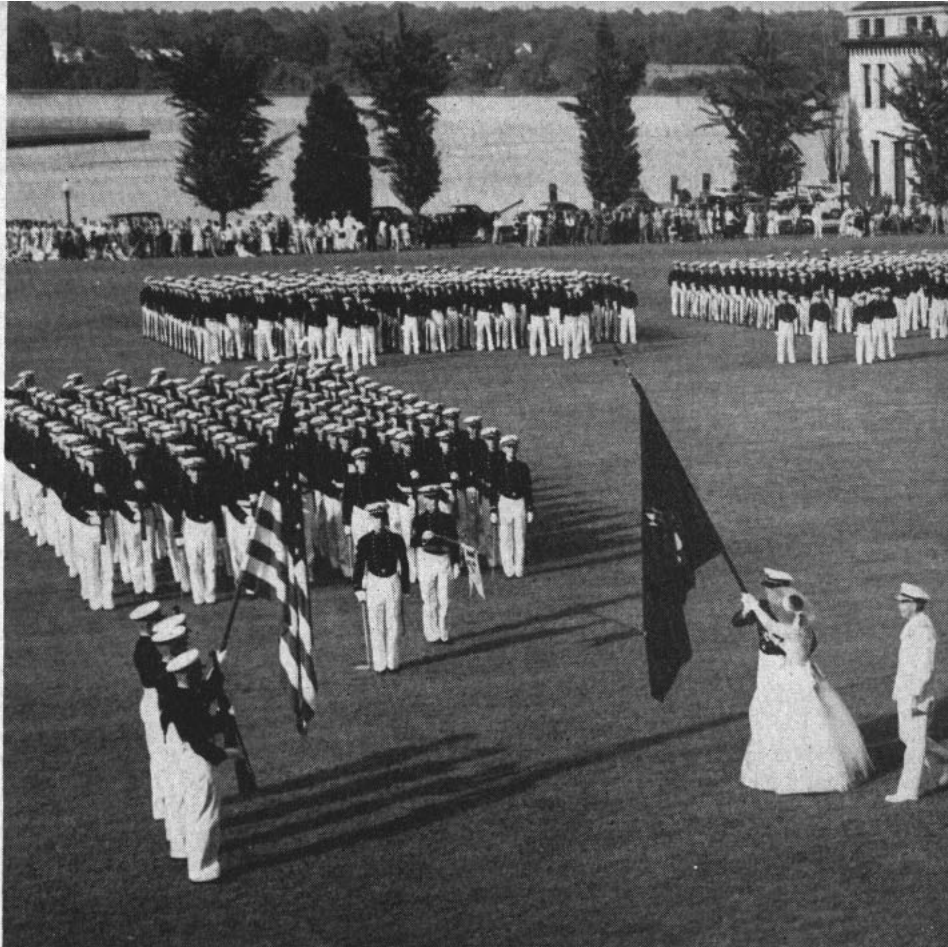
Briefly, there are eight ways in which an enlisted man may become a candidate for the U.S. Naval Academy. But first of all, even to be considered, each enlisted candidate must:

- Be a citizen of the U.S.
- Be not less than 17 nor more than 22 years of age on 1 July of the calendar year in which he wishes to enter the academy.
- Be unmarried and never have been married.
- Be of good moral character.
- Meet the educational qualifications and USNA aptitude tests.

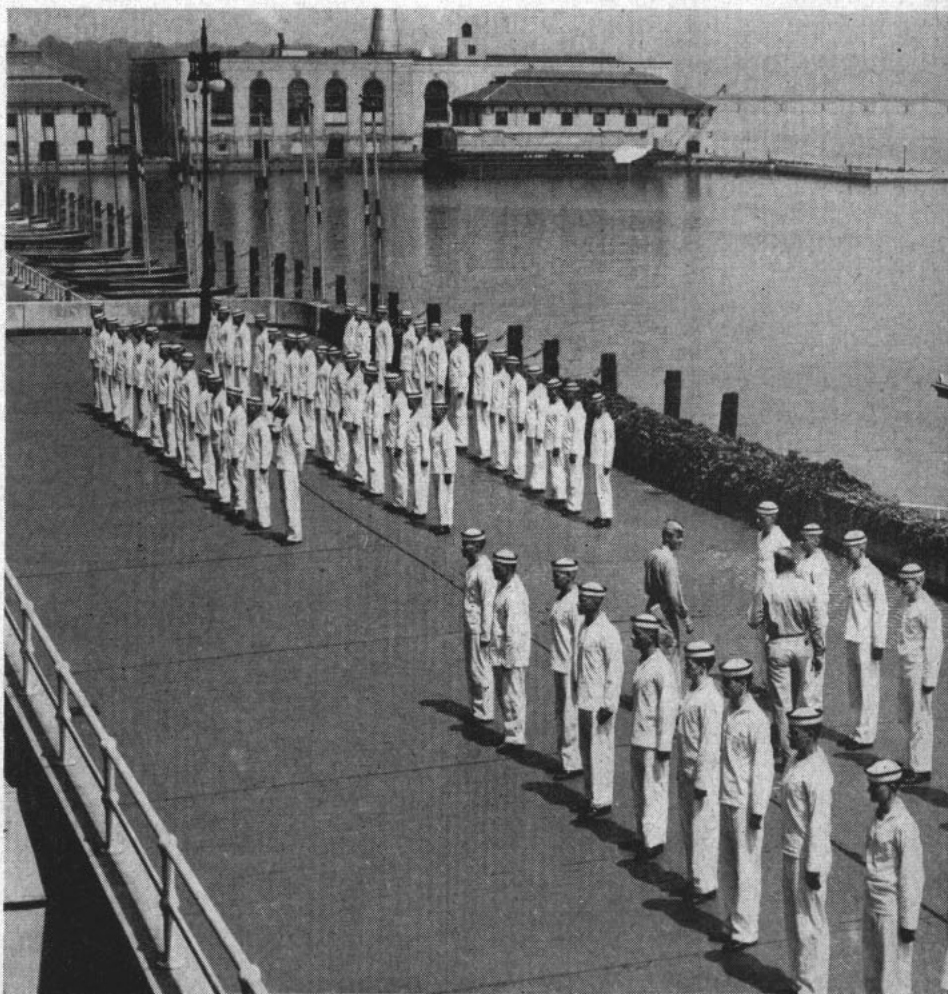
Like Bob Johnson, other navymen who meet the above qualifications and are interested in attending the Academy may seek admittance in the following ways:

- Direct from active duty—Each year the Secretary of the Navy may appoint 160 men from the Regular components and another 160 men from the Reserve components.

Enlisted personnel on active duty usually enter the academy via the Naval Preparatory School at Bainbridge, Md. Application is made to the commanding officer prior to 1 July of any year and if the CO recommends him, the applicant takes



**THEY CAME A LONG WAY**—First classmen take part in 1953 June Week ceremonies. Below: Plebe class, four years from June Week, undergoes inspection.





MIDSHIPMAN Johnson gets first load of clothing. Right: Company officer passes plate of ham to plebes, family style.

a preliminary examination to compete for appointment to the Naval Academy the following July. The results of this exam and the CO's recommendation are forwarded to BuPers which makes the selections.

Successful candidates are enrolled in the Naval Preparatory School which commences usually in the first week of September. That's where enlisted men like Johnson spent the months before reporting to USNA for a tour of some of the toughest duty in the Navy. This "prep" course helps enlisted men to ready themselves for the Entrance Examination to the U.S. Naval Academy which

is given in March of each year.

The education requirement for active duty enlisted personnel is three years of high school or the equivalent and credit of two years of either algebra or geometry, or one year of each.

Here are the other roads leading to the Naval Academy:

- From inactive duty—Naval Reservists on inactive duty are eligible to apply for entrance to the Naval Academy provided they were members of the Naval Reserve at least one year by 1 July of the year in which they are appointed. Drill attendance must be satisfactory and

they must have performed at least 14 days' active duty for training. Applicants must be recommended by their COs and must meet the same mental and physical requirements as other candidates for appointment. Inactive personnel also are required to take the entrance examination given in March. The same rules apply to Marine Corps Reservists.

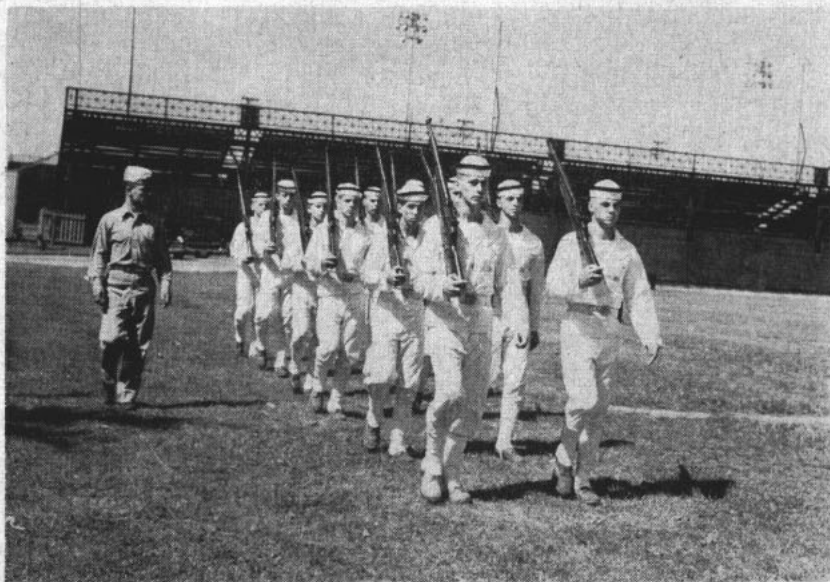
- By Presidential or Congressional appointment—The President makes 75 appointments each year from the U.S. at large and an additional five from the District of Columbia. The Vice President and each Senator, Representative and Delegate in Congress is allowed a maximum of five midshipmen at the Naval Academy at any one time. The candidate must qualify physically and must pass the USNA Aptitude Test and entrance examination. If an appointee happens to be an enlisted man on active duty in any of the armed services, he may request to be enrolled in the Naval Preparatory School at Bainbridge, Md.

- NROTC "Contract Students" in NROTC units at 52 designated colleges and universities may apply for competitive appointment to the USNA through their units.

- Honor Graduates of designated "honor schools" (through competitive examinations).

- Other American Republics and the Dominion of Canada may send not more than 20 candidates to the Academy.

- Sons of deceased veterans, if the parent's death can be attributed



LEARNING TO KEEP IN STEP—All Plebes undergo infantry drill as part of their indoctrination course. Later they'll participate in public parades.



to service in World War I or World War II.

• Sons of holders of the Medal of Honor.

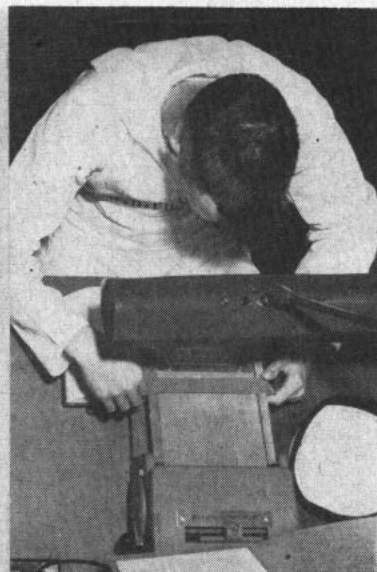
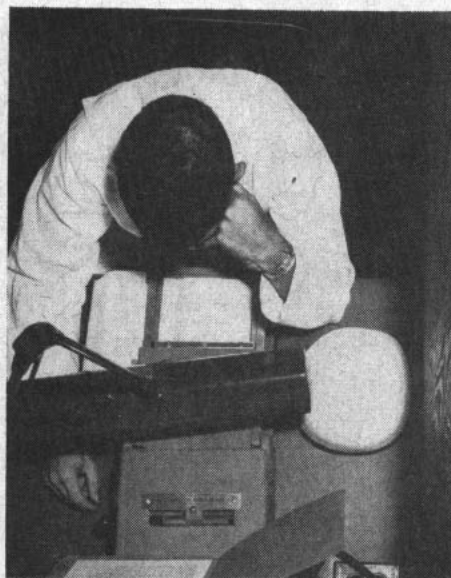
But regardless of how they got there, Johnson and the others heaved a sigh of relief when the "oath of midshipman" ceremony was over and they were officially "in." The road ahead was not going to be smooth—but at the end was that commission.

After the ceremony the Midshipmen visited with their friends and relatives or strolled about to get a better look at their new home. The well-kept grounds of the academy sprawled before them. There it was—235 acres along the west bank of the Severn River dotted with 217 major buildings, the hub of which was Bancroft Hall, the midshipman's dormitory.

Bancroft Hall is in itself a small city. In addition to housing all the members of the Brigade it contains tailor and barber shops, a galley and mess hall. There are recreation rooms, sick quarters, dental quarters, a store, post office and even a soda fountain.

Former enlisted men like Johnson have a little edge on many of the new Plebes—they are already familiar with details of military life. Then too, their duty at the Naval Preparatory School at Bainbridge has served to prepare them for life at the Academy.

However, the new men recognize that adjustments must be made to life at the Naval Academy. They face



FOURTH CLASSMEN take a course on 'rapid reading' machines. The ability to read quickly — and understand what has been read — is valuable asset.

squarely and candidly the changes which they must effect when they become midshipmen. They will not lose their own personality but will learn to "get in step" with many others doing the same thing to achieve common goals.

Academy life, Johnson and his fellow midshipmen learn in their first week, will be a rigorous one. They will be busy from dawn until evening.

During the regular school year, the midshipman rises at 0615, prepares himself for breakfast formation 30 minutes later, and begins a day of study, recitation, drills and labora-

tory work that keep him busy until 1600. He is then free to get into extra-curricular activities and sports, both varsity and inter-company, until 1900. After the evening meal, which is the high point of the day's "social" activity, he returns to academic pursuits for the study hour which ends at 2200. Fifteen minutes later, "Taps" finds him "turned in" for the night.

Watch standing is also a vital part of midshipman training. Every 18 days he is excused from all academic duties to serve on the watch squad, assisting in carrying out the day's routine.



PLEBES swing aboard whaleboats. Right: 'Knockabouts' are ready to shove off for sailing drill during summer training.



NEW midshipmen learn fundamentals of shop work. Right: Plebe Johnson enjoys brief liberty in town of Annapolis, Md.

The week's work comes to a close Saturday noon. The weekend, which ends Sunday at evening meal formation, releases the Brigade from the heavy academic routine. On Saturday afternoons and evenings the midshipman is free to attend intercollegiate athletic contests and other extra-curricular activities. All classes have liberty in Annapolis Saturday afternoons and the upper three classes enjoy the privilege of Sunday afternoons too. First classmen are allowed occasional weekends out-of-town and may leave Annapolis on holidays. Less frequently, second classmen too are granted the weekend liberty privilege.

An extensive athletic program, in which every midshipman participates, is conducted here. Varsity teams are fielded in almost every intercollegiate sport, and junior varsity and intramural sports programs are conducted throughout the year.

Each midshipman, to be eligible for graduation, must successfully undergo a series of swimming, agility and physical stamina tests. Swimming is an obvious necessity for all naval officers.

During his physical training, the undergraduate learns the techniques of coaching and of conducting physical drills. As a junior officer, he'll have to be able to supervise such activity.

The Academy also gives the midshipman an opportunity for self-expression in a variety of extra-activities. Depending upon his desires, he can develop skill as a yachtman, an

actor, a musician, an artist, a writer, journalist, orator or photographer.

As for the faculty at the Academy, it is composed of both officers and civilians. The over-all ratio is approximately 55 per cent officer instructors (from the Navy, Marine Corps, Army and Air Force) to 45 per cent senior professors, associate professors and assistant professors.

Summers at the Naval Academy are a lot different from summers at the average college or university. It is during the summer months that the midshipmen put into actual practice the "book learning" they have had during their academic year. Even their first or "Plebe Summer", which Johnson and his buddies just

completed last month, plays an important part in Academy life.

During Plebe Summer the midshipman first encounters life at sea when he learns at first hand to manage boats under sail on Chesapeake Bay. After instruction and qualification, he sails in a series of races. He pulls an oar in a whaleboat, learns to tie knots, learns to signal and is instructed in nautical nomenclature.

In their introductory course during Plebe Summer, midshipmen get acquainted with the capabilities and limitations of basic weapons of combat: the rifle, carbine, pistol and submachine gun. They are given plenty of time on the rifle range.

An introduction to the nomenclature and study of marine and mechanical engineering, exposure to basic shop practices and a series of introductory lessons in descriptive geometry also occupy them during Plebe Summer.

They fly a little during their first summer, one flight in primary trainers and one in patrol type aircraft. The flights are preceded by ground instruction in aircraft nomenclature, aircraft equipment and safety precautions. This is only familiarization, not pilot training.

During subsequent summers the midshipmen are embarked in cruise ships for tours of three months' duration at sea and in foreign ports.

Each year, near the end of May, a force of carriers, battleships, cruisers, submarines and destroyers steams up Chesapeake Bay and an



HONOR MAN for Class of 1953, Carlisle A. H. Trost is now an ensign serving on a Navy destroyer.



chors in the roadstead off the Naval Academy. Once on board these ships, the midshipmen fill regular billets, learning firsthand the duties of petty officers and seamen as well as those of junior officers.

The first cruise (during "Youngster Summer") is designed to introduce the midshipman to life aboard a man-of-war. He is assigned a battle station in a turret, or at an anti-aircraft gun, and becomes a member of the Damage Control Party. In addition, he stands "instructional watches." Interspersed with drills, gunnery and watches are periods of scrubbing decks, cleaning boilers and overhauling machinery.

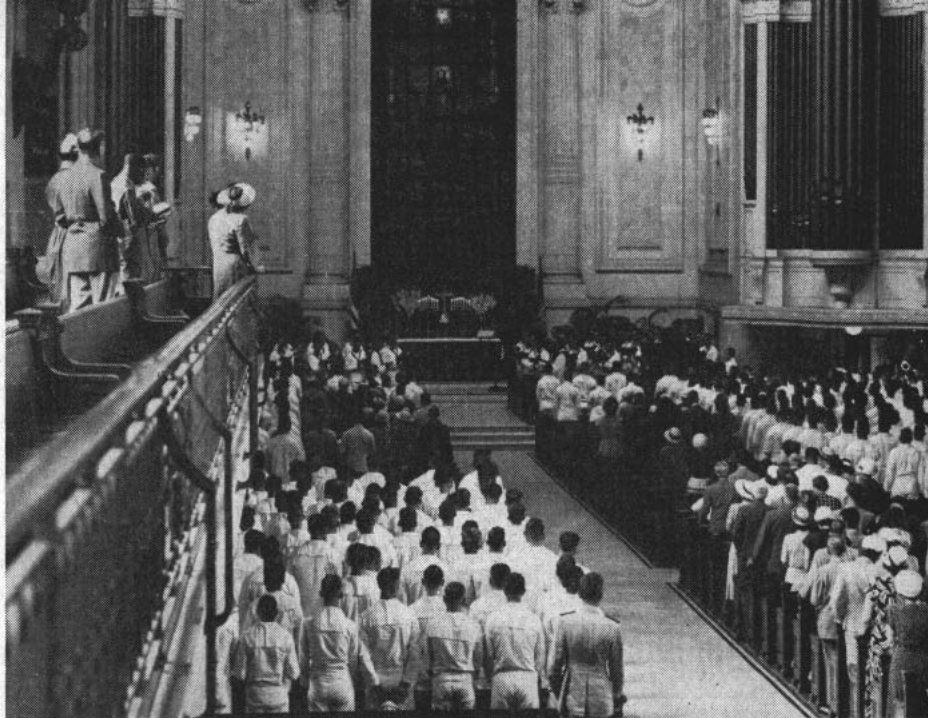
As second classmen, midshipmen get an "Aviation Summer." Part of this period they spend in the aircraft carrier component of the fleet as members of the carrier's air groups and in the ship's organization. During the time in the air squadrons, the midshipman flies as a passenger in a torpedo plane or dive bomber, takes off and lands on the flight deck and goes along on a couple of training missions.

Second class summer starts with a short period of indoctrination in amphibious warfare. This is followed by a major amphibious operation carried on in conjunction with a class of cadets from the U.S. Military Academy at West Point, N.Y. During this operation, known as "Camid" (for "cadet-midshipman"), the future officers embark in attack transports and various types of landing craft used in amphibious warfare.

At sea the training includes anti-aircraft firing on towed and "drone" targets, blimp landings on the carriers, simulated submarine attacks, use of helicopters in detecting and tracking undersea vessels, air strike operations, battle problems and underway fueling of the carriers by tankers.

Two weeks are spent at Annapolis in air theory studies, including aeronautics, navigation, electronics, aircraft maintenance and safety. Midshipment will also learn to fly basic N3N trainers and work out navigation problems in PBM amphibians.

The program of the third and last cruise is planned to project the midshipman into the sphere of duties, responsibilities and leadership required of the junior officer. This cruise, made in battleships, cruisers or destroyers provides the opportunity to take charge of a group of



RELIGIOUS activities form a part of every Midshipman's life. Church services are held regularly in the impressive chapel at the Naval Academy.

midshipmen to direct them in routine shipboard duties, and to navigate at sea.

In the summer following his last year at Annapolis the midshipman embarks on his final and most important "cruise" from the Academy. This time he takes with him a diploma, the degree of Bachelor of Science and a commission in the Naval Service. He also takes with him the knowledge he has acquired in four years at the Academy and the techniques of leadership, seamanship and friendship.

His "college days" are over. His naval career has begun.

But for Bob Johnson and the other members of the "Class of 1957" these college days are just starting. They have completed their Plebe Summer and embarked on an academic cruise that will take them through four years of intensive study highlighted by the summer cruises described above. It will never be easy duty, but it will be some of the most rewarding—when it's all over they will have that stripe of gold!

—Ted Sammon.

**GREAT DAY!** It's a tradition for ex-midshipmen to toss their hats into the air in huge Dahlgren Hall after they finally earn their stripes of gold.



# Here's Summary of Navy Shipbuilding Program

THE shipbuilding program of today's Navy reflects the changing weapons and techniques of naval strategy that come about as the U. S. Navy moves to keep pace with modern developments.

To be sure, the modernization of a fleet doesn't happen overnight. But in the few years since World War II significant changes have been made.

For example, much post-war emphasis has been placed on the construction of prototypes. By doing this, the Navy can go ahead and build one ship of a particular design, test it, evaluate it and draw its conclusions. Then, if the need arises for a large number of these ships, the plans are ready and shipbuilders can start work almost at once.

Briefly, here are some of the post-World War II trends in U.S. Navy ship construction:

- The new heavy attack carrier, *uss Forrestal* (CVA 59), is in sharp contrast to the veteran carriers of the *Essex*-class and the later *Midway*-class. The years since World War II have seen great developments in aircraft, the most notable being jet propulsion. The large carrier *Forrestal* was designed to handle the new and larger jet planes.

- In the cruiser category a tactical command ship, *uss Northampton* (CLC 1) joined the fleet this summer. It will serve as a flagship for the commander of a task force. It has the speed to keep pace with carrier task forces and a hull affording more protection to its vital equipment than did its AGC predecessor.

- Two guided missile ships are also included in the cruiser category—*uss Boston* (CA 69) and *uss Canberra* (CA 70). Demonstrating how

the Navy matches its ships to the weapons they carry, these two heavy cruiser conversions are scheduled to join the fleet at the same time the guided missiles they are designed to carry become available.

- Five new destroyer leaders are scheduled to join the fleet this year—*uss Norfolk* (DL 1), *uss Mitscher* (DL 2), *uss John S. McCain* (DL 3), *uss Willis A. Lee* (DL 4) and *uss Wilkinson* (DL 5). These ships are the largest destroyer-type ever built. Powered by high-pressure steam propulsion and equipped with the latest armament and electronics gear, these ships will serve as screening vessels for fast carrier task forces.

- Three new destroyers of the DD 931 class are being built. Among the characteristics of these prototypes are up-to-date anti-submarine armament and improved habitability.

- An experimental ship, *uss Timmerman* (EDD 828) that is a testing ground for radical advances in both main propulsion and electrical installations. *Timmerman* is not meant to be a prototype. Exact "look-alike" sister ships will never be built. *Timmerman's* value to the Navy will lie in lessons to be learned from weight-reducing, speed-increasing trials to be conducted.

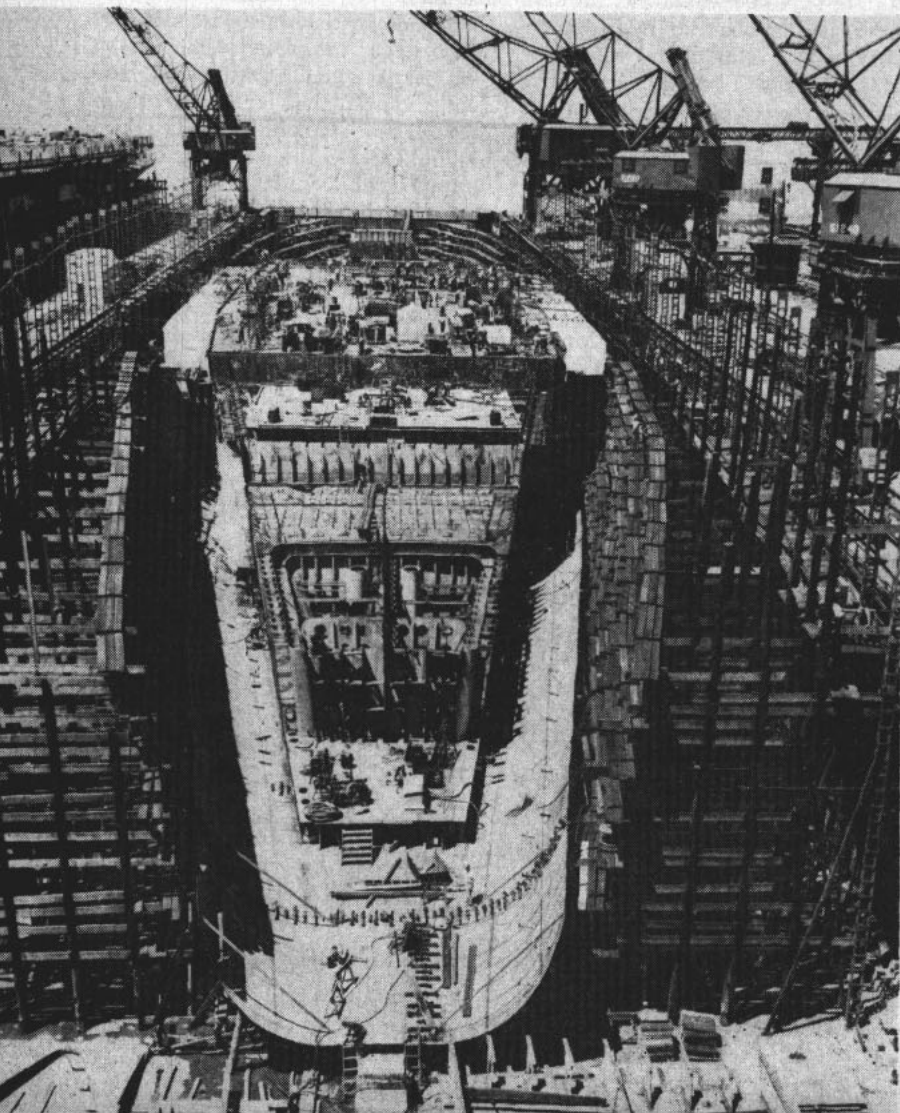
- There are also numerous destroyer and escort vessel conversions. For example, a group of *Gearing*-class (DD 710) destroyers are undergoing conversion to radar picket destroyers (DDRs) to extend the range of operating task forces. The installation of a 3"/50 battery for improved antiaircraft effectiveness and improved anti-submarine warfare equipment are further examples of the important DD and DE conversions underway.

- *uss Dealey* (DE 1006) presents a new design for escort vessels. The improved performance of submarines (especially their increased speed) created the need for this new design which can be utilized for multiple production in the event of its need.

- Five new fleet submarines of the *Tang*-class have been completed.

- Two nuclear-powered submarines, *uss Nautilus* (SSN 571) and *uss Seawolf* (SSN 575) will act as "guinea pigs" to enable BuShips experts to study first-hand techniques and compounds necessary for economic nuclear propulsion.

USS FORRESTAL (CVA 59), scheduled to join the fleet in 1955, is a-building. Construction on second deck level below hangar deck is now in progress.





- Radar picket submarines, both new construction and conversions are also being added to the fleet. These ships are designed to participate in the planned network of facilities which will provide early warnings in the event of enemy air attack.

- Three new submarines of the anti-submarine type (SSKs) have already been delivered to the fleet. Conversions of several submarines to killer types are also underway.

- The submarine program also includes the 250-ton SSTs designed for target and training duty, an experimental auxiliary type sub of 1200-tons and a 25-ton midget submarine.

- A new line of auxiliary submarines recently converted from World War II subs include cargo carriers (SSA), oilers (SSOs) and troop carriers (ASSPs).

- A total of 246 minesweepers of wooden construction and equipped as far as practicable with non-magnetic components will be delivered to the fleet as well as to Allies abroad.

- An inshore fire support ship (IFS 1) is a new design developed to perform the task assigned to the converted LSMRs in World War II.

- In line with modernizing the fleet, several auxiliary ships have been converted to AFs, AKs and an AOR. The latter, a conversion of the ex-German *Dithmarschen*, now USS *Conecuh* (AOR 110) will test a theory of "one-stop replenishment." This ship will act as a "county store" in that it will carry everything necessary to supply a ship, including stores, ammunition and fuel.

- Another important auxiliary type is the new icebreaker *AGB-4*. The *AGB-4* will incorporate improved features and serve as a prototype.

- In the landing craft types, several new and improved LSTs and LSDs are being built. The new designs incorporate improved carrying capacity to match the equipment the ships will carry.

- Progress has also been made in the field of plastic construction. This is of particular interest in the small craft field where a program is underway to develop and utilize plastic construction in hull and interior.

The above ships might safely be called the "present day" ships of the future. Construction of these vessels is being carried out to keep pace with scientific advances in modern warfare.

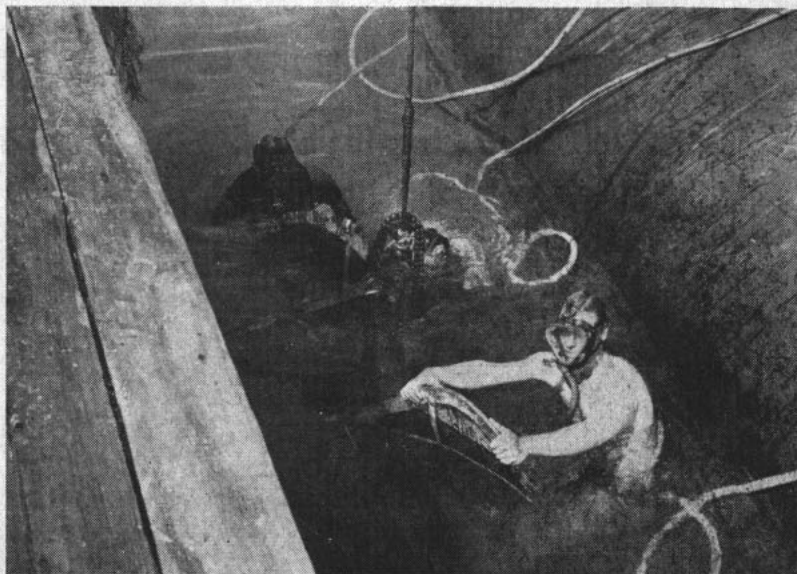
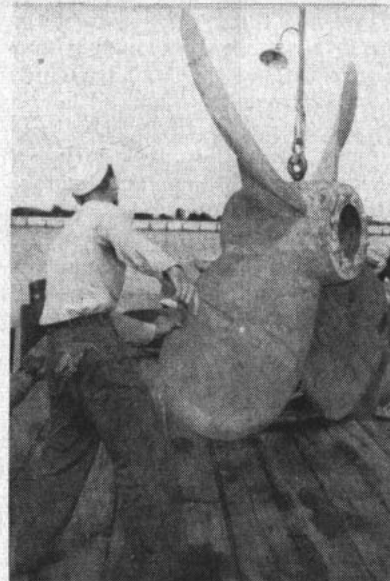


### Divers Speed Repairs

Broken propellers or underwater fittings on submarines at Key West, Fla., once meant time spent in dry-dock or on a marine railway.

Now a crew of 10 Navy divers, based on USS *Howard W. Gilmore* (AS 16), tackles these jobs, with the help of hand wrenches, cranes and explosives. In a matter of hours they can switch 2800-pound 'screws' on a submarine.

Here's part of their story in photos: Four divers, wearing regulation outfits by the way, prepare to go below from stern of submarine to replace propeller (top). Damaged 'screw' is brought onto pier (center). Divers lower new propeller into water beside submarine (below).



# Missiles to Fly from Submarines, Carriers

**A**N indication of the advances being made in the field of guided missiles is the news that the Navy has a hard-hitting, swept-wing missile which can strike at supersonic speeds from launching devices installed on submarines, surface vessels or at shore bases.

The new missile, named the *Regulus*, after a bright star in the constellation Leo, looks and acts like a small, pilotless jet fighter plane.

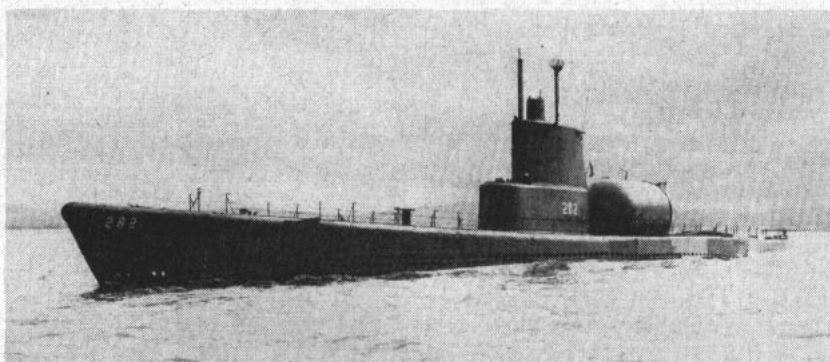
The cigar-shaped body is about 30 feet long. On both sides of the fuselage, powerful rockets six feet in length shoot the missile high into the air from the launching rack. When the rockets burn out, *Regulus* is propelled by its own jet engine.

Test and training versions of the missile have been equipped with a tricycle landing gear and parachute brake that enable them to be recovered after each flight. The landing gear allows the missile to be set down gently and the parachute brake brings it to an easy stop.

This recovery feature will permit the training of operators in launching and guidance techniques at low cost since the missile may be used over and over again. It will also come in handy when *Regulus* is used as a high-speed drone target for other guided missiles or anti-aircraft guns.

When the missile is used for war purposes it will have no landing gear or parachute brake since recovery will not be necessary. However, the war missile will have something the training missile does not have — a powerful warhead that will carry destruction to the enemy.

One submarine has already been



USS TUNNY (SSG 282) has been rigged with launching rack and topside tank to handle *Regulus* guided missile. The submarine also has a new snorkel.

equipped to handle the new missile — *uss Tunny* (SSG 282) — which was recommissioned on the West Coast this March. It has been rigged with a launching rack and a topside tank that holds one or more *Regulus* missiles. The converted World War II sub has been further modernized by the addition of a snorkel (underwater breathing tube) and a streamlined hull and conning tower.

To launch *Regulus* a small group of officers and enlisted men from *Tunny* have been specially trained for the past year at the Naval Air Missile Test Center at Point Mugu, Calif., in the operation and maintenance of the missile.

Launching installations for *Regulus* can also be set up in a short time on several other types of vessels at very little cost and with only slight modification to the ships themselves. In addition to *Tunny*, other vessels that have already launched *Regulus* missiles are the seaplane tender *uss Norton Sound* (AVM 1) and the air-

craft carrier *uss Princeton* (CVA 37).

After the missile is fired from a ship or submarine (or from land) it may be controlled by an accompanying plane, from the mother ship or from a land installation.

The evolution of *Regulus* goes back to the beginning of the Navy's guided missiles. Prior to 1936 for example, the Navy initiated several projects to fly aircraft by remote control. Up to that time these projects met with varying degrees of success but for reasons of weight, lack of dependability and cost, the missiles remained generally in the developmental stage.

In 1936, however, the Navy's Bureau of Aeronautics undertook the development of a life-sized remote control target airplane to provide a means of testing the effectiveness of the fleet's anti-aircraft defenses. The target drone was a success — and in October 1938 the first radio-controlled target aircraft was made available for fleet firings.

**REGULUS** is launched from USS *Princeton* (CVA 37). Right: The guided missile soars skyward in test flight.





# LETTERS TO THE EDITOR

## Convalescent Leave Not Charged

SIR: What are the regulations concerning convalescent leave from a naval hospital?—P.E.S., SKC, USN.

• Regulations concerning the granting of sick leave are contained in Art. C-6210 and Art. C-6306, BuPers Manual.

Sick leave, as defined by these articles, is leave granted for convalescent purposes to officers and enlisted men on the sick list who have not recovered to the extent of being fit for active duty, but are no longer in need of immediate active treatment, provided the granting of such leave can be expected to hasten their recovery and return to duty.

These articles also state: (1) Thirty days is the maximum amount of sick leave that may be granted a patient by the commanding officer of a naval hospital in the continental U.S.; (2) other sick leave may be granted only by the Chief of Naval Personnel, normally upon the recommendation of the Bureau of Medicine and Surgery; and (3) valid sick leave is not chargeable as leave.—Ed.

## Is Service-Wide Exam Required?

SIR: Is it possible for a man to be advanced in rate by his commanding officer without taking the competitive service-wide examination?—P. M. V., YNTSN, USNR.

• Advancements in rate to pay grades E-2 and E-3 may be effected by commanding officers without participation in service-wide competitive examinations.

However, in accordance with present advancement procedures, successful completion of a service-wide competitive examination is an eligibility requirement which must be fulfilled in order to be considered for advancement to pay grades E-4, E-5, E-6 and E-7.—Ed.

## Stating Preference for Next Duty

SIR: I would like to know the procedure for requesting duty in an F3D Skynight squadron and what would be my chances of getting this duty?—W. L., AT3, USN.

• When you complete your present tour of shore duty and are made available for assignment to sea duty, you may state your preference for your next sea duty assignment. BuPers does not normally assign personnel to a specific duty station, however. Personnel are made available to Distribution Commanders (ComAirLant, ComAirPac) who in turn make the ultimate sea duty assignments.—Ed.

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

## Salutes to Officers, Midshipmen

SIR: A group of us would like to know if the following persons rate a salute from enlisted personnel in the Navy: Warrant Officers (as distinguished from commissioned warrant officers), Naval Academy midshipmen, NROTC midshipmen, high school cadet officers.—J.R.D., LI3, USN.

• All uniformed men and women in the Armed Forces salute commissioned and warrant officers of all branches of the Armed Forces, including the Coast Guard. In addition, salutes are given officers of foreign armed forces, officers of the Coast and Geodetic Survey and Public Health Service when they are serving with the U.S. Armed Forces. Midshipmen of various categories are also saluted. High school cadets, however, are not saluted.—Ed.

## 'In Commission' and 'In Service'

SIR: I am writing for clarification of Article 2002(b) of Navy Regs. It deals, in part, with the inactive status of vessels and service craft. Two troublesome terms are "In commission, in reserve" and "In service, in reserve."

Since reporting to the Reserve Fleet, I've heard much discussion about the exact status of our ships, but I've yet to hear a clear definition of the above terms.—F. E. W., Jr., PN1, USN.

• Generally a ship is considered "in commission" if she is authorized to fly a commission pennant or a personal flag or command pennant of a commissioned officer of the Navy. On the other hand, there are several hundred small vessels and service craft in the Navy which have a warrant officer or enlisted man serving as "officer in charge," "boat captain" or "skipper." These vessels and craft are carried on the books, as "in service" rather than "in commission."

No specific rule can be given that can be applied to all cases for all vessels. In general, though, a ship that is "in commission, inactive status" is one that would be eligible to be in commission if in an active status. The same rule would apply to an "in service" vessel or craft, whether they are in "active" or "inactive" status.—Ed.

## Physical Disability Retirement

SIR: Your article on retirement in ALL HANDS, February 1953, is very informative, but there are a couple points I should like you to clear up. First, please name the official publications relating to the retirement for physical disability of Regular officers, especially with regard to percentage of disability allowed by the Veterans Administration.

What is the Navy's policy regarding an officer having 10 per cent physical disability which is determined service-connected? Could he be retired without pay or would he just be discharged? Would he be eligible for any retirement benefits?—R. L. V., LTJG, USN.

• For the latest word on retirement or separation for physical disability refer to BuPers Inst. 1850.3 of 24 Mar 1953. Physical retirements of all personnel, officer and enlisted, Regular and Reserve, are now governed by the Career Compensation Act of 1949, Public Law 351, as amended (81st Congress).

It is suggested that you contact the Veterans Administration directly to obtain information you might desire regarding the disability percentages allowed by that agency.

Any member of the uniformed services who meets all the conditions for retirement set out under Public Law 351, except that his disability is less than 30 per cent, may not be retired for physical disability unless he has completed 20 years of active service. If he has less than 30 per cent disability and less than 20 years' service, he will be discharged in accordance with the law, and receive severance pay in an amount equal to two months' basic pay of the rank or rate serving in at the time of retirement, multiplied by the number of years of active service. Fractions of more than one-half year of active service count as a full year.

Any member of the armed services who has completed 20 years of active service, who meets all the conditions for physical retirement, except that his disability is less than 30 per cent, shall be retired and entitled to retirement benefits.—Ed.

## No Dividends for Waived Policies

SIR: During my World War II service I took out a National Service Life Insurance policy. About a year ago I waived payment of premiums on this policy. I've been expecting to receive insurance dividends on this policy, but so far, none have come. Why is this?—R.U.D., QMS1, USNR.

• NSLI policy holders do not receive dividends during the period when such premium waiver is in effect.—Ed.

## Hartford Has a History

SIR: My father was a crewman on USS Hartford in 1903-04. "It was quite a ship," he tells me. I wonder if you'd give a little run-down on her history in ALL HANDS.—J.H.B., LCDR, USN.

• "Quite a ship" is putting it mildly. The old Hartford has had a career few ships can beat. Originally a steam sloop of war, she was built at the Boston Navy Yard and was launched in 1858. Her dimensions: length 225 feet; beam 44 feet; draft 16 to 17 feet; displacement 2900 tons (later reduced to 1990 tons). Her armament varied from time to time, but a typical outfit (one of 1863) would be one 45-pound Sawyer, two 30-pound Parrott rifled guns and 24 nine-inch Dahlgrens.

Her first cruise was a long one—from Boston to Hong Kong by way of the Portuguese Madeira Islands and the Cape of Good Hope. She served in the Far East until mid-July of 1861 as flagship for the East Indian Squadron.

In January 1862 she was at the Philadelphia Navy Yard being fitted out for Civil War action and for service as flagship of the West Gulf Blockading Squadron under Captain David G. Farragut. April 18th to 24th saw her bombarding forts on the Mississippi River below New Orleans. The next day New Orleans surrendered. She then went upstream to engage in the bombardment of Vicksburg and Port Hudson.

In August 1864—after an extensive overhaul at the New York Navy Yard—she was back in service at Mobile Bay. It was here that Rear Admiral Farragut ran his ships through the anchored mines (then known as "torpedoes") and after hard fighting in the bay accepted the surrender of the enemy squadron and the fort.

For the next three years Hartford's career was rather uneventful, but in

January 1867 she and USS Wyoming sailed for Formosa. There an 181-man landing party inflicted punishment on a group of natives who had murdered the entire crew of the American bark Rover.

Back to the U.S. she then went, and was placed out of commission at New York for four years. In 1872, back in service, she went again to the East Indies. This duty completed, she served on the North Atlantic Station as flagship from 1876-77. Then followed two years as flagship of the South Atlantic Squadron.

In 1882 she began a long tour of Pacific duty. She sailed for the Caroline Islands with a scientific expedition, by way of Cape Horn and then to the Hawaiian Islands, where the king came aboard. She served as flagship of the Pacific Squadron until 1886 when she went out of commission at the Mare Island Navy Yard. The following year she was entirely rebuilt and bark-rigged. Her tonnage was upped to 2790 and she was fitted out as a training ship for recruits.

Recommissioned in 1889 for training service, she sailed for the East Coast and then made a cruise to Northern Europe in 1901. From then until 1906 she cruised in many parts of the world. From 1907 to 1911 she served as a practice ship for the Naval Academy midshipmen.

Station ship duty at Charleston, S.C., was her assignment from 1912 to 1926. In that year she was decommissioned at Charleston but remained there until 1938 when she was brought to the Washington Navy Yard. She remained there until 1945 when she was towed to the Norfolk Navy Yard.

Now carried on the books as an unclassified miscellaneous (IX), the 96-year-old ship lies in caretaker status alongside a wharf at the Portsmouth (Va.) Naval Shipyard.—Ed.

## Marking Clothing

SIR: One of the points the CPOs at the Naval Training Center drove home was the importance of stencil-marking seabags and clothing. I agree that bags and clothes should be marked with a man's name for identification, but I can't see any value in including his serial number.—E. J. F., SA, USNR.

• Prior to 1944 enlisted men's articles of clothing were marked with the owner's name only. However, during World War II thousands of seabags and clothing items accumulated at railroad baggage rooms, Naval Supply Depots and Receiving Stations because they were not identifiable in any way. This was due to lack of sufficient markings. The owner's last name and initials were not enough. In most cases there were men with the same surname and initials.

Loss of personal effects during transfer naturally caused hardship on the loser. It also caused avoidable expense to the individual and resulted in immobilization of men at Receiving Stations while a search was conducted for the missing articles.

Hence, the name and number both.—Ed.

## Obligated Time for UDT Training

SIR: The January 1953 issue of ALL HANDS stated that personnel selected for UDT training must volunteer for his duty and have a minimum obligated service of 18 months remaining when they enter training. ComServPac Inst. 1510. 4A requires that men requesting UDT training have a minimum of 24 months obligated service upon completion of training. Which is correct?—R. J. B., PN3, USN.

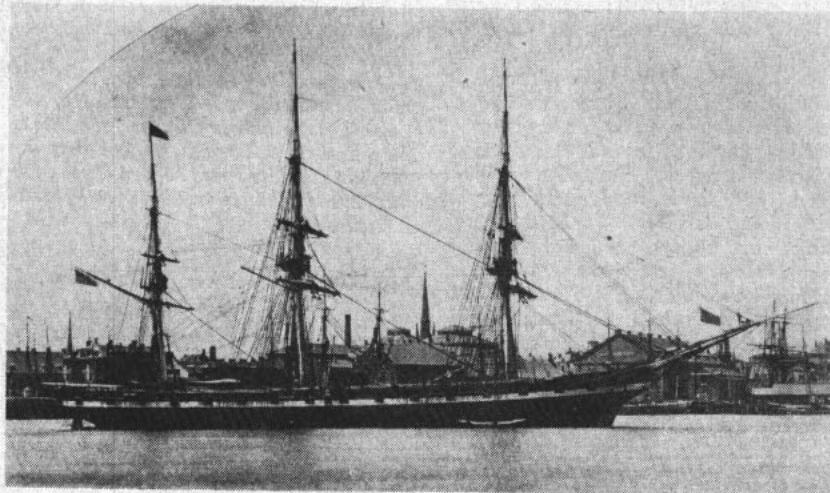
• Both are correct, depending on where you are located. Commander Service Force, Atlantic Fleet requires 18 months obligated service upon commencement of training at UDT training school for personnel in the Atlantic Fleet. Commander Service Force, Pacific Fleet, requires a minimum of 24 months obligated service upon completion of training at UDT training school for personnel in the Pacific Fleet.—Ed.

## On-the-Job G.I. Training

SIR: Under the Korean GI Bill I am entitled to training and I'd like to train on-the-job. Are there any time limits set for this training?—V. L. G., TN, USN.

• Yes there are. These limits vary, however, depending on whether the training is the usual on-the-job type, or an apprenticeship. For the former, and under the law, the job you are training for must require a period of training of not less than three months and not more than two years.

The time limits for a period of apprenticeship, however, extend for as long as your GI-entitlement of this type runs. Under the Korean GI Bill this is a 36-month maximum.—Ed.



LAUNCHED in 1858, USS Hartford had a long, varied career. The 96-year-old vessel, once skippered by Farragut, is now moored at Portsmouth, Va.



### MSgts Eat in CPO Mess

SIR: Several of the CPOs at our overseas station believe that in accordance with Art. 1845 of Navy Regs (Change 2), Marine technical sergeants are not authorized to use Chief Petty Officers' Messes ashore.

We base our opinion on the fact that the previous wording of Art. 1845 said, in effect, that CPO Messes ashore would be operated in the same manner as CPO Messes afloat. (When aboard ship, TSgts were, and are, authorized to subsist with the CPOs.) But under the new wording, however, CPO Messes ashore "shall be operated in accordance with regulations promulgated by the Chief of Naval Personnel . . ." BuPers regulations regarding the CPO messes ashore appear to limit this facility to Grade E7 personnel.

The question is brought up because a number of station POIs resent the fact that TSgts take their meals in the CPOs' mess while they, the POIs (who are of the same pay grade as TSgts) have to take their meals in the general mess.—J. A. D., PNC, USN.

• Two pertinent statements from BuPers Regs for CPO Messes and EM Clubs Ashore (NavPers 15,800) are Articles 102(d) and (e). The former states that "personnel of the other services attached to naval stations and naval commands for duty are to receive privileges equivalent to those enjoyed by personnel at activities in question."

The latter states: "The extension of privileges to other personnel of the armed services will be limited to the existing facilities and will be in accordance with the judgment of the commanding officer."

The word "equivalent," as used in Article 102(d), is interpreted as meaning that only armed forces personnel of pay grade E-7 are entitled to the use of CPO messes ashore. The Chief of Naval Personnel feels that to do otherwise would be to reduce the perquisites and prestige which accrue to chief petty officers. These added privileges are of great value in maintaining the importance of their station in the naval service.

Technical sergeants, being in pay grade E-6, therefore would not eat in the CPO mess at a naval station.—Ed.

### Largest Submarine Ever Built

SIR: What was the largest submarine ever built? Some say the French sub *Surcouf* was the largest and others that the *USS Argonaut* was the biggest.—H.S.D., ENC (SS), USN.

• Sorry, it was neither one. The Japanese submarines I-400, I-401, I-402, authorized in 1942 and laid down in 1943, were the largest ever built. They were of 5220 tons displacement and were 400½ feet long. They had a surface speed of 18.7 knots and a submerged speed of 6.5 knots. Armament

included one 5.5 inch gun, eight 21-inch torpedo tubes and 25mm AA guns. Three seaplanes could also be carried.

*Surcouf* came close through. Here are her specifications: 2880 tons surface displacement; 361 feet long; surface speed 18 knots; submerged 10 knots; able to carry one seaplane.

*USS Argonaut* (APS-1), formerly (SS-166), was the largest sub ever built in the U.S. Completed at the Portsmouth (N.H.) Naval Shipyard on 10 Nov 1927, *Argonaut* had an overall length of 381 feet, a beam of 33.8 feet and displaced 2170 tons surfaced and 4080 tons submerged. Her diesels developed 3175 horsepower good for a speed of 14.6 knots. Her motors drove her at a maximum speed of eight knots submerged.

*Argonaut* was primarily a minelaying submarine and carried 60 mines when so employed. She had two 6-inch deck guns, one mounted forward, the other abaft the conning tower, and four 21-inch torpedo tubes in the bow.

*Argonaut* and her entire 90-man complement were lost to enemy action between Lae and Rabaul on 10 Jan 1943.—Ed.

### Failure to Receive NSLI Dividend

SIR: Could you give me any information on the NSLI Dividend that was paid for the period of 1948 to 1951? I applied for the dividend but never received a check or answer.—H. C., BMI, USN.

• If you haven't received your dividend check at this time, it is suggested that you write to: Director of Insurance, Veterans Administration, Washington 25, D. C., stating that you have applied for your 1951 dividend and requesting the status of that application. It is important that you include in your letter, your full name, serial number and policy number (if known).—Ed.

### Applying for ED Designation

SIR: I am a Regular (commissioned from an NROTC Unit) on active duty. Can you tell me how I can obtain Ordinance Engineering Officer duty? Are there any openings for Regulars in this type duty or could a Reserve on active duty transfer to this type duty?—C.B.R., LTJG, USN.

• In accordance with BuPers Inst. 1520.5A line officers of the Navy commissioned from NROTC Units, and who have not been selected for retention as career officers, are not eligible for designation for Engineering Duty (Code 1450).

However you may apply for designation ED after you have been selected for retention as a career USN officer, provided you are eligible in accordance with directives then in force. If you are not selected for retention or do not apply, you will be commissioned in the Naval Reserve upon completion of three (3) years' active service. Upon acceptance of the Reserve commission, you may apply for change in designation from 1105 to 1455, while in an active or inactive duty status.—Ed.

### Fleet Reserve Instructors

SIR: What is the BuPers policy on retaining Fleet Reservists on active duty as BuPers-assigned instructors?—H.J.R., EMPC, USNFR.

• They may, if they so volunteer, be retained on their present assignment as instructors up to a period of two years beyond their present tour of obligated active duty service. If at any time during an authorized period of retention on active duty, the Bureau determines that their services are no longer required as instructors, a different condition prevails. They will be given an opportunity to remain on active duty for general assignment or to be released to inactive duty.—Ed.



LARGEST U.S. SUBMARINE—*USS Argonaut* (APS 1) had an over-all length of 381 feet, a beam of 33.8 feet and displaced 4080 tons when submerged.

## Ship Reunions

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

• 19th Naval Construction Battalion—World War II veterans of this outfit are scheduled to have their annual reunion at the Hotel Bradford, Boston, Mass., on 17, 18 and 19 September. Details may be obtained by contacting Kenneth R. Pike, 965 Broad St., W. Lynn, Mass.; or George Winterling, 23 E. Orange St., Lancaster, Pa.

• North Sea Mine Force Association—The 12th Annual Reunion will be held at the Hotel New Yorker, New York, N. Y., on 8, 9 and 10

October. For further information, contact Jacob J. Kamner, 54 Walnut Ave., Floral Park, Long Island, N. Y.

• USS LST 755—Officers and enlisted men who served aboard this ship and are interested in a reunion, to be held at a time and place designated by mutual consent, contact Rev. Donald E. O'Dell, 1655 Waynesburg Rd., S.E., Canton 7, Ohio.

• USS LCI (M) 673—All hands interested in a reunion, to be held at a time and place still to be decided, may contact John H. Norton, New Clappett Building, 1559 Post Road, Fairfield, Conn.

• USS LSM 378—Those men who served in this ship and are interested in a reunion, contact Paul J. Martin, 17 Humphrey St., Lowell, Mass.

## Saluting the Quarterdeck

SIR: (1) I wonder if this statement in our station paper is correct. "A person coming aboard or leaving a ship between evening and morning colors renders just one salute. This is to the officer of the deck. There is no custom in the Navy of saluting a quarterdeck or flagless flagstaff."

(2) Is it correct to say "He serves on a ship" or is it "he serves in a ship?"—D. M. B., BM3, USN.

• For the past few years it has not been required to salute the national ensign (the quarterdeck, in other words) if you arrive on the quarterdeck between evening and morning colors. This change in an old custom was decided change was decided upon by the Navy Regulations Board in 1948. The OOD, however, continues to be saluted each time a Navyman boards or leaves a ship regardless of the hour.

Whether to say "in a ship" or "on a ship" is a matter of writing style. According to a well known naval historian, however: "A sailor serves or fights in and not on a ship; if you use on, it must be accompanied by board."

You'll notice that most ship and station newspapers follow this style, saying "he serves in USS Blue" or "he serves on board USS Green."—ED.

## Ribbons on Dress Blues

SIR: What's the regulation for enlisted men's and women's dress blue and dress white uniforms, other than chief petty officer's, for wearing of the sewed-on type of service ribbons?—D.H.S., YN2, USN.

• Ribbons may be sewed on uniforms or arranged on a bar or bars to be attached to the uniform in accordance with Art. 1520.3 of the Uniform Regulations 1951.—ED.

## Big BBs That Were Not Built

SIR: Looking over the "War" (1942) edition of Fahey's *The Ships and Aircraft of the U.S. Fleet*, I noticed that five "super battleships" of the Montana class were to be constructed. Evidently they were never completed. What became of them?

Once I heard that the three CVAs of the Midway class were constructed on the Montana hulls. Any truth to this?—J. B. O., BMC, USN.

• The Montana class BBs were never even started. In fact, their design and contract plans were set aside and abandoned even before they were fully drawn up. One official statement about this action was "... the construction of the five great ships of the Montana class has been abandoned as it is considered that the material and labor which they would have absorbed could be better devoted to more urgent needs."

Midway, Coral Sea and Franklin D. Roosevelt were built from the ground up as aircraft carriers and did not utilize the hulls of any suspended ships.—ED.

## First Allowance for Dependents

SIR: What year did enlisted men first begin receiving allowance for dependents?—J. D. R., MMC, USN.

• Enlisted personnel of the pay grades PO3, PO2, PO1, and CPO first received family allowance by authority of Public Law 625, 77th Congress, approved 25 June 1942. On 1 Oct. 1943, this law was amended to include all enlisted members of the armed forces. Prior to 1942, Public Laws 783 and 872, 76th Congress, authorized EMs of the upper three pay grades to draw a monetary allowance in lieu of quarters on behalf of their dependents but were not entitled to receive family allowance benefits.—ED.

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### Maybe You've Seen This Flag Too

SIR: Would you print some information about a flag called the "What the Hell flag?" I've tried to convince the sailors at this station that there is such a flag but they won't believe me. I knew I saw one flown once, however, on USS Hugh Purvis (DD 709).—J. B. W., Jr., USN, USN.

• A "What the Hell flag" is carried in flagbags of certain ships but is used more for laughs than for operational purposes. The flag is unique, consisting of such designs as bolts of lightning, pinwheels, exclamation marks, question marks, or exploding bombs. The designs are usually of a dark color. They are sewed on a light background.

The flag might be run up by one ship when another ship falsely displays a signal. For example, if a ship should signal "we are airing bedding" when actually it is holding a man overboard drill. Another occasion might be when the officer in tactical command of a group of ships observes one of his ships performing an unorthodox maneuver.

The flag is usually a product of the bunting repair QM's ingenuity, since it is up to him to sew it together from scraps. Naturally no official authority exists for the flag but it is flown now and then from ships whose commanders like to mix a little humor—when applicable—with their operations.—Ed.

### Time-in-Grade for Advancement

SIR: I was reduced in rate from BM3 to BMSN in August 1952. I was fully qualified in accordance with Art. C-7205 and C-7212, BuPers Manual, to take the service-wide competitive examination in February 1953, but I was denied eligibility for advancement and was told that I did not have satisfactory marks in accordance with Art. C-7205.

BuPers Manual, Art. C-7205 (1) says that for advancement from pay grade E-3 to E-4, the marks for proficiency in rate must not be less than 2.5 for preceding 6 months and not less than 3.5 for quarter preceding advancement. Conduct marks not less than 3.0 for preceding 6 months and an average of not less than 3.5 for six months preceding advancement.

I contend that the minimum marks must be for the 6 months preceding the date of advancement, but I was told that it must be for the 6 months preceding the date of taking the examination to be eligible. Wouldn't I be eligible to take the exams if my marks were 3.5 or better three months prior to the exam date and then eligible for

advancement if 3.5 or better prior to date of advancement?—R.J.S., BMSN, USN.

• Quarterly marks assigned to you for the period mentioned in your letter are not available in the duplicate of your service record maintained in the Bureau of Naval Personnel. Without these marks, a definite determination of whether you were eligible to participate in the February 1953 examinations can not be made.

Eligibility requirements for personnel to participate in service-wide competitive examinations are stated in BuPers Inst. 1418.7, Enclosure (1). The Instruction provides that a man shall "have no marks that will disqualify him over the period which will affect eligibility for advancement on the terminal eligibility date." That date, in your case was 16 May 1953.

The directive further states that "commanding officers must recommend only those personnel who they feel will be fully qualified to assume duties of the new rates on the terminal eligibility date."

It is suggested you contact your personnel officer for a review of the marks assigned in your case and a determination of whether you were eligible to participate in the above examination.—Ed.

### NASAC Rates High in Sports

SIR: We of the Naval Air Station, Atlantic City, N. J., are pretty proud of the teams we enter in the 4th Naval District sports competition and we would like the rest of the Fleet to know about it.

Although NAS Atlantic City is a small station, we have won two 4th Naval District championships, for basketball and bowling, in the three sports we entered this year. Although the baseball season is still young, our team has met and defeated NAS Lakehurst, Philadelphia Receiving Station, Philadelphia Marine Barracks and Philadelphia Reserve Fleet.

Bill Darley, AN, USN, has pitched and batted the NAS "Flyers" to two of these victories. His latest triumph was a no hit-no run affair against the strong Reserve Fleet team. In this game, he made a hit, drove in a run and scored a run to help his own cause.

Darley, however, won't be pitching for the "Flyers" any more this season as he was transferred last month for a tour of sea duty.—C. A. S., NAS Atlantic City.

• ALL HANDS is happy to pass the word on the outstanding players and teams of Navy ships and shore stations. Our sports coverage has to be brief, of course, because of the many teams in the Navy and because of space limitations in the magazine. However, we welcome feature articles on any outstanding team or top sports personnel in the fleet.—Ed.

### Wave Asks For Waiver

SIR: Can an individual request and receive a waiver of the swimming requirement for the purpose of advancement in rating? I have held pay grade E-5 since March 1946 and my advancement is penalized because I cannot meet the Military Requirement of "101 Operational, 1. Enter water feet first from height of five feet and swim 50 yards; float, scull, and tread water," which is applicable to all pay grades E-2 and above.—L.A.C., PN2, USN(w).

• Yes. Your commanding officer may request a waiver in accordance with para. 17, BuPers Inst. 1414.2, if he considers yours a worthy case. The instruction says that waivers should only be requested in unusual cases and only if failure to qualify is due to no fault of the individual.—Ed.

### Social Security for Survivors

SIR: In the case of a serviceman who has 15 years' continuous active service with no previous civilian employment, and who dies on active duty, can a "yes" or "no" answer be given to the question of whether his survivor would receive benefits under Social Security?

If this serviceman had completed 30 years' service, retired with pay, and then died, would the survivor be entitled to any benefits under Social Security?—W. W. P., LCDR, USN.

• Survivors of a service man with 15 years continuous service with no previous civilian employment who dies on active duty are now eligible for Social Security benefits since by law he or his survivors are eligible to claim certain Social Security wage credits which accrue to his account on the basis of monthly earnings (Navy Pay) of \$160 per month, regardless of his base pay. These "wage credits" were awarded to service personnel beginning 16 Sep 1940 and unless extended by law will expire 31 Dec 1953.

The survivors of a serviceman who has completed 30 years' service and retired with pay and subsequently dies would not be eligible for Social Security benefits. The decision of the serviceman to accept the benefits of Navy Retirement Pay precludes his right to coverage under Social Security since by law he cannot claim the benefits of both funds. However, if subsequent to his retirement he engaged in "covered" civilian employment, his survivors may then be eligible for Social Security benefits.

For detailed information on Social Security benefits and rights see ALL HANDS, February 1953, pages 30-36; November 1952, pages 48-50, and September 1951, pages 46-49.—Ed.



FIRST U.S. NAVY ship to fire on North Korean forces was USS Juneau, (CLAA 119) marking beginning of naval warfare against Korean aggressors.

#### Juneau Was There

SIR: In the June issue of your magazine you state that the first ships to get into a gunfight in the Korean theater were the destroyers *uss Collett* and *uss De Haven*, the cruiser *uss Juneau*, the British cruiser *HMS Jamaica* and the British frigate *HMS Black Swan*.

I don't want to detract from the splendid performances of either *De Haven* or *Collett* but for the record I wish to point out that although the two ships were among the first to see action along the Korean coast, they were not present the morning of the attack, 2 July 1950.

*Juneau* returned to the U.S. exactly one year from her departure flying the homeward bound pennant. She later returned for a second tour.—G.J.A., LT., USN.

• *Right you are.* *uss Collett* (DD 730) had been detached from the task force (the first U.N. task force of the war, incidentally) the day before for emergency convoy duty and *uss De Haven* (DD 727) had left for Sasebo to refuel. Therefore, the force that turned back the North Korean torpedo boat attack on 2 July 1950 consisted of *Juneau* (CLAA 119) as flagship and *HMS Jamaica* and the British frigate *Black Swan*.

The attack was made just after dawn that morning with the four boats launching their attack from close inshore on the Korean east coast. As soon as the enemy boats were within gun range, the U.N. force opened up on them. The first salvo blasted one enemy boat out of the water and set another afire in an example of excellent shooting.

A third headed for the beach and was destroyed. The fourth, zigzagging, escaped. Not one got a chance to launch a torpedo.

Shortly after this first attack, the U.N. force sighted two more North Korean vessels, this time motor gunboats. Both of these were also destroyed, making a total of five out of six for the morning's activity.—Ed.

#### Belay That Last Word

SIR: On page 36 of the June issue of *All Hands*, I note that the *uss Philippine Sea* (CVA 47) was taken out of mothballs and sent to Korea.

Not so! The "Phil Sea" was, at the outbreak of the Korean War, in active status, having just been moved from ComAirLant to ComAirPac. Korea started on 25 June 1950 and *Pilippine Sea* left San Diego, with Carrier Air Group 11 embarked, on 5 July 1950. This air group flew its first strike against the North Koreans on 5 Aug 1950.—J. T. O'N. CDR, USN.

• *ALL HANDS* stands corrected. At least our hearts were in the right place—we wanted to give credit to the fine work being done by our Naval aviators and aircraft carriers.—Ed.

#### What CWO Stands For

SIR: I have noticed that *ALL HANDS* occasionally says, "Chief Warrant Officer . . . ." I believe the proper terminology as found in Chapter 13, para. 1301, US Navy Regulations, is Commissioned Warrant Officer.—W.R.G. CHRELE, USN.

• *You are correct.* We know better; it slipped through inadvertently.—Ed.

#### More on Bennington Heroes

SIR: In your February 1953 issue, in the "What's In a Name" feature, you say that *uss Bennington* was taken out of commission in 1910. According to our reference books, there was a gunboat named *Bennington* that blew up in San Diego harbor in 1905. Are we talking about the same ship?—V. E. B., TEL, USN.

• *Yes we are.* On 21 July 1905 in San Diego Harbor, an explosion took place. One officer and 65 enlisted men lost their lives, and the majority of the remaining crew was injured.

The cause of the explosion was a leak in boiler B which was to be repaired. It burst and also exploded boiler D, flooding the hold with scalding water and making the main deck uninhabitable. Those that were able jumped over the side. The ship remained on the West Coast until 10 Sept 1910 when she was stricken from the Navy list.

Since you have inquired about some of the details of *Bennington's* history, you may be interested to learn that the Medal of Honor was awarded to 11 enlisted men for extraordinary heroism at the time of the explosion.

The list of men includes a chief gunner's mate, boatswain's mate, carpenter's mate second class, machinist's mate, quartermaster third class, ship's cook first class, hospital steward, water-tender and three seamen.—Ed.

#### Insurance Coverage

SIR: I have two questions concerning the Servicemen's Indemnity Act of 1951. Does the law provide for coverage of retired officers and enlisted men? Is it possible to cash in a "twenty-pay life" policy for paid up insurance and at the same time be covered by an additional \$10,000 free insurance?—W. C. C., LT, USN.

• *Retired personnel are not covered except for the 120 days after their retirement.* By surrendering your "twenty-pay life" policy for its value as a paid-up policy, you would then be covered by the Servicemen's Indemnity in an amount equal to the difference between \$10,000 and your paid up policy, while on active duty.—Ed.

#### Does CPO Rate a Salute?

SIR: Is it proper military procedure at muster for the section mustering petty officer to salute the mustering chief petty officer and is it proper for the chief petty officer to return the hand salute to the petty officer?—H. G., ADC, USN.

• *The procedure is proper.* The *Land-ing Party Manual*, Article 2-58 reads, in part, "Remaining in position, the squad (section) leaders, in succession, salute and report." Also "all who are required to salute and make a report, report in the position of salute and hold the salute until it is returned."—Ed.



# Marlinespike Seamanship in the Modern Navy

SOMEWHERE along the path of your naval career you've no doubt heard this expression: "Never say 'rope' in the Navy. It's always line."

The man who said this knew only a part of his subject. "Rope" is actually used during the process of manufacture, and during procurement. Later, when it is fitted for use on a specific job, it generally takes its name from the purpose which it serves. Until such time as it is put to a specific use, it is called "line." That is, the term "line" is used by the Navy in a general sense for all cordage.

Here are some samples of line: Life line, heaving line, mooring line, anchor buoy line, gun line (for use with a line throwing gun), grapnel line and high line (used in transferring stores and personnel at sea).

In the Navy you will also hear the word "rope" used, but in connection with a particular function where tradition has given it its name. "Bellrope," for instance on the bottom of the ship's bell clapper; foot rope, (the bottom life line) "bullrope" (for securing a large cargo boom); "wheel rope," which runs between the steering wheel and a boat's steering quadrant—and there are several others.

All are part of the oldest and still one of the predominant branches of naval skill—"marlinespike" seamanship. Signs of this seamanship are seen throughout the Navy. You'll not only see it at its most usual location—on ships—but also at a variety of shore stations such as pierside activities, naval air stations, Seabee activities, and training commands.

Cordage as it comes from the factory is not much more than something which occupies space. To put it to use you have to "work it" into one or more of several forms: *Knots, Hitches, Bends, Whipping, Splicing and Seizing*.

Some of the knots, hitches and bends you learned in recruit training. Presently nine are being taught. These are the Overhand Knot, Clove Hitch, Half Hitch, Figure Eight Knot, Double Becket Bend, Square Knot, Round Turn and Two Half Hitches, Bowline and Single Becket (sheet) Bend. Of these, the last five are required of all Navymen—E2 and above—as a basic military requirement.

Certain ratings make little use of marlinespike seamanship. Men in these ratings can pretty much get along with knots they mastered in recruit training. Men in deck rating groups, though, make considerable use of marlinespike seamanship, especially boatswain's mates.

Among the more common uses are mooring lines for ships, stage lines for over-the-side work, lines for boatswain's chairs, bolt ropes for awnings, signal halyards and boat falls. Many of these go back to the old Navy. For example, the method of passing certain lines around belaying pins at the base of a frigate's mast is similar to that used, say, in passing the downhaul of a signal halyard around the pins of a fife rail.

In general you do one of eight things with line. How you do most of these is shown in the center spread that accompanies this article.

These are the eight operations:

- Form it into a "pattern" of twists, curves or turns that fastens a line into itself. Here you have the true

form of *knot* as the Square Knot, the Overhand Knot, the Figure of Eight Knot and the Bowline (see second and third rows of illustration).

- Form it into a pattern used for joining the ends (*bending*) of two lines. Here you have the Carrick Bend, Fisherman's Knot, the Sheet or Becket Bend and the Reeving Line Bend, (see second and third lines from the top of the illustration).

- Form it in a way that secures a line to a spar, ring, stanchion or the standing part of another line. This is a special form of knot called a *hitch*. In this group are such forms as Clove Hitch, Rolling Hitch, Round-Turn-and-Two-Half-Hitches, Catspaw and Blackwall Hitch (see middle lines of illustration).

Hitches, although simple and basic, have an additional value as they can be formed quickly. They afford a fast means of stopping a "running" line and by so doing may prevent a possible accident.

The above three classes comprise the knots, hitches and bends. Actually the varieties number in the hundreds and reach a high level of intricacy. The Bowline most commonly seen is the Simple Bowline. It has several variations, among them: Spanish Bowline, French Bowline, Water Bowline, Bowline-on-a-Bight, Running Bowline, Lock Bowline and Round-Turn Bowline.

Every time you tie your shoe laces you form a Square Knot Bow. If you do it right, that is. If your laces keep slipping you probably have a Granny Knot Bow instead.

The other five general operations you perform with line follow. Each is discussed briefly below.

- *Whip* the ends of a line to keep it from unraveling (see top center of illustration for two types.)

- *Splice* together the ends of two lines for added length; splice the two ends of a line together to form a "grommet" (a short circle) or a "strap" (long circle).

- Form *end rope knots* by working unlaidd ends of a line back into itself. Here we have the Wall Knot, Matthew Walker and Man-Rope Knot.

- Work intricate complications into one line or with

(Continued on page 34)

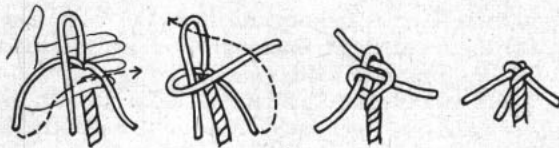
## Can You Tie These?

Knot tying is a skill with a tradition. It has given rise to many legends and not a few tall stories. This is not unusual, considering that here is an art long and closely connected with the sea and seafaring men. They have been tying knots since before written history.

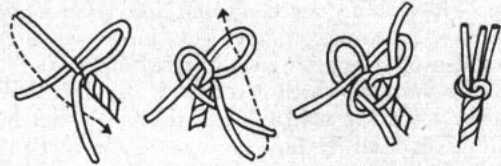
Some knots have a fame all their own. There is, for example, the story of the "Gordian Knot," so complicated that it could not be untied. As you know, Alexander the Great solved that problem with a sharp sword.

Then there's the story of the "Thief Knot," whereby the skipper of an old-time sailing vessel trapped the purser (who was helping himself to stores) by tying a knot that looked like a different one in all ways but one. The purser gave himself away by retying the stores bag with the wrong knot (a square knot). The skipper's was a granny knot.

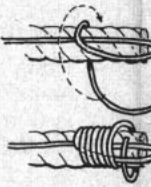
# PRACTICAL KNOTS, HITCHES



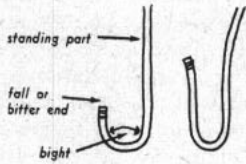
STEPS IN TYING A CROWN KNOT



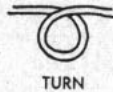
STEPS IN TYING A WALL KNOT



STEPS IN TYING A "PLAIN" WHIPPING



BIGHT



TURN



ROUND TURN



OVERHAND KNOT



FIGURE EIGHT KNOT



SQUARE KNOT



GRANNY KNOT  
(not recommended—see text)

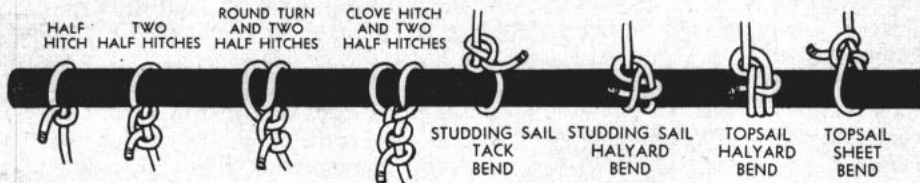


SINGLE SHEET



STEPS IN TYING A BOWLINE

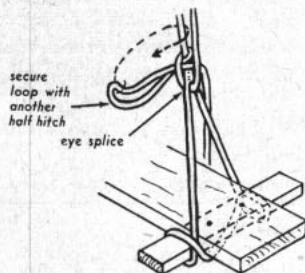
RUNNING BOWLINE



SINGLE BLACKWALL HITCH



DOUBLE BLACKWALL HITCH



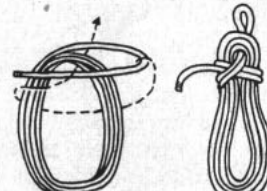
EYE SPLICE RIG ON A STAGE



SECURING A HAWSER TO BITTS



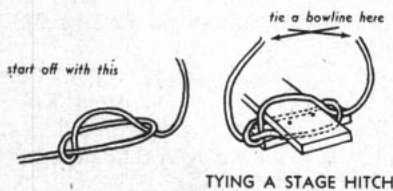
STRAP ON A LINE



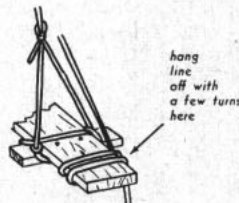
SECURING A COIL OF LINE FOR ACTIVE STORAGE



COIL OF LINE WITH ROPE STOP



TYING A STAGE HITCH



STRAP ON A HAWSER

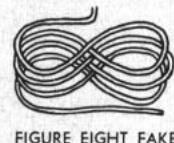
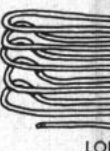


FIGURE EIGHT FAKE



COIL OF LINE



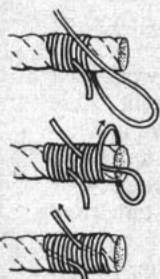
STEPS IN TYING A FOUR STRAND TURKS HEAD



STEPS IN TYING A KNOT



# ND BENDS FOR THE NAVYMAN



STEPS IN TYING A  
"SAILOR'S" WHIPPING



DOUBLE  
(KET) BENDS



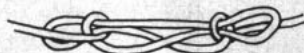
DOUBLE CARRICK BEND  
(seized)



FISHERMANS KNOT



REEVING LINE BEND



SHEEP SHANK



TOGGLED SHEEP SHANK



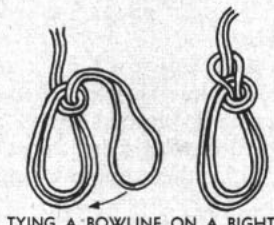
BOWLINES



CAT'S PAW  
KNOT



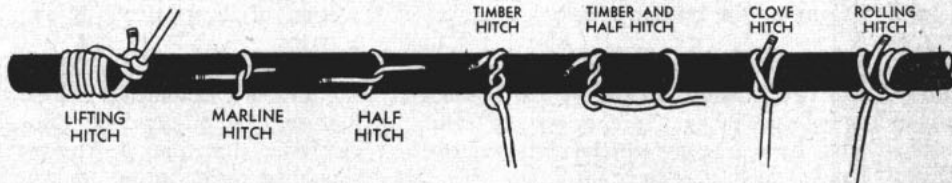
MOUSING  
A HOOK



TYING A BOWLINE ON A BIGHT



STEPS IN TYING A FRENCH BOWLINE



LIFTING  
HITCH

MARLINE  
HITCH

HALF  
HITCH

TIMBER  
HITCH

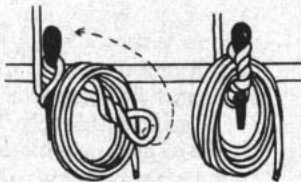
TIMBER AND  
HALF HITCH

CLOVE  
HITCH

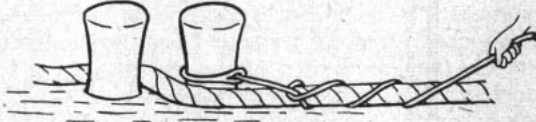
ROLLING  
HITCH



TAUT-LINE HITCH



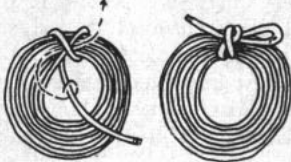
SECURING BULKY COILS ON  
PIN OR CLEAT



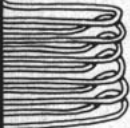
METHOD OF SECURING MOORING HAWSER WITH A STOPPER



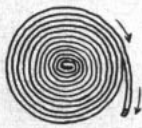
SECURED  
YARNS FOR  
WEAVING



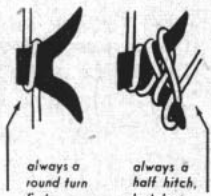
SECURING A COIL OF LINE  
FOR ACTIVE STORAGE



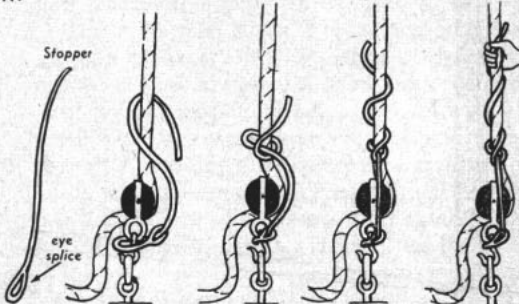
FAKE



FLEMISH FAKE



BELAYING A BOAT FALL



STOPPING OFF A BOAT FALL



STRAND TURKS HEAD



STEPS IN TYING A MONKEY'S FIST

two or more lines. Although the result is chiefly *ornamental*, some forms are mainly practical (see bottom of page for Turk's Head).

- *Seizing*, which involves taking a series of turns around another object such as a cargo hook around the bight or standing part of a larger line (see illustration, top center).

Let's go into a little more detail on each of these classes.

Well-made whippings—some of them difficult—are often one indication of a good deck division. Lines frayed at the end indicate sloppy deck work. Unravelled ends like these are harder to work with since they pass through a block with difficulty. Once a line's end starts to unravel, it will keep on unless you quickly throw in a back-splice or whip. The value of both is that they increase a line's diameter very little but keep it from being at loose ends.

Splices (not shown) are usually a source of wonder to the unsalty sailor: "They look so hard." Although it's true that splicing is not taught during recruit training it's also true that the skillful man-about-deck has a headful of useful splices. He knows that splicing saves line and also that it is the trick he needs to extend two short pieces into one good-sized line.

As for the end rope knots, you don't see them as often. But they come in handy for putting a knot on the end of a line so it won't reeve through a block. The lower end of a lifeboat lifeline or the ends of a gangway manila grabline might be finished off with an elaborate form of end rope knot too. Now and then "Boats" will put one on the bottom of a bell rope.

The seventh class, the ornamental, is not for the amateur. The Turk's Head, shown here, is one of the easy ones. Some of the most intricate "mat weaves" can be made by only the expert. Another type is "sennit braiding." If you have a copy of the July issue of *ALL HANDS* handy, look at the front cover. That's sennit braiding on the bugle. Yet another type of ornamental work, "coxcombing," appears on taffrails of motor launches, on motor boats and boat hooks. "Cross pointing" is the complicated weave you sometimes see on stanchions.

Seizing stuff is "three-stranded, right-handed high grade small stuff laid up by machinery." A good use for seizing, as shown in the illustration, might be to lash up the loose end of a Fisherman's Bend when it is used to hold the anchor of a small boat. The seizing on the Bend gives it added security. Seizing may be wrapped around, say, both the bitter end and the standing part of a line to keep a knot from pulling free.

Knots are probably the most universal and least nationalistic of things connected with the sea. Although there are a few "Spanish" or "Portuguese" or "English" or "American" knots, most are actually in common use by mariners of all nationalities. Often it's hard to determine where they originated.

The interest of seamen in their knots was high during the days of sail. Complicated knots were explained under a pledge of secrecy. Often a knowledge of one knot was bartered for another.

In those days of pull and haul, a sailor was judged by the knots he kept. A super-duper knot expert then ranked in the mid-19th century on the same level as an expert electronics technician in today's mechanized Navy. Since many early sailors were a bit backward

about learning to read and write, knot tying took up the spare-time slack. With an hour or so to himself on a Sunday afternoon, he would gather up a handful of condemned rope and set to work. Hence the term, "Rope Yarn Sunday." Today it is usually a Wednesday afternoon devoted to care of personal gear and/or recreation.

Line is made of plant fiber and can be weakened to the breaking point by neglect or mistreatment. Here are a few thumbnail rules on how to preserve and increase the life of line. Remember a good length of line could prove to be the difference between your appearing or not appearing for muster tomorrow morning.

- Always make up line neatly and in the correct direction, else it will kink. Also, when you're working by touch on a black night, it's a good feeling to know that your line isn't going to foul when you use it.

- Always store dry. Wet line can develop mildew and rot.

- Don't drag line over sharp edges.

- Don't allow dirt or sand to work into the strands; it cuts the fibers.

- Slack-off on line used for running gear when it gets wet. Fiber line shrinks when wet; after it dries it will return to its normal length and strength.

- Don't pull out kinks and turns in fiber line. Work them out. Pulling them out can ruin a piece of line.

To be ready for use when you need it, line must be properly stored. If it is to have immediate use, it may be coiled flat on the deck, or faked. (See bottom section of illustration). It should not be dumped in a heap.

You should always coil line "with a lay," that is, in the direction in which it has been twisted by the manufacturer. "Right-handed" line should be coiled in a clockwise direction (to the right). "Left-handed" line should be coiled in the opposite direction (to the left).

When line must be carried from place to place or stored in large quantities, it should be coiled on a spool. When a spool is not available, or when only a small quantity is to be carried, it may be coiled over the arm or hung from pegs.

Store line in a cool, dry place if possible. It should have a good circulation of air around it and should not be near excessive heat or chemical fumes.

Line should be carefully inspected before use. A weak place in a line may cause a break when your life may depend upon it holding. Here are some good pointers.

- Look for soft spots. By pressing your fingernail into the line at various places, you can spot a weak spot. This could mean rot.

- Look for mildew by separating strands or untwisting and inspecting the yarns.

- Look for broken fibers. They show up as small tufts of material.

If you follow these tips—and others that the boat-swain's mate will tell you from time to time—you will have line of the right kind, prepared in the right way ready for use at the time you need it.

And if you take a bearing on the knots, hitches, bends, whips, splices, and seizing, some of which are shown in the illustration accompanying this article, you'll be well on your way to a well-rounded knowledge of the seafarer's oldest art—knot tying.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Truce in Korea

As a result of the halt in the fighting in Korea, the Navy and other branches of the U. S. armed forces have entered a period of watchful waiting.

The Navy has announced no change in the disposition of its forces in the Far East and rotation of naval personnel will continue on the same basis as before—that is, in accordance with the Navy's sea/shore rotation policy.

The truce agreement, hammered out by armistice delegates from the United Nations and Communist forces in the truce tent at Panmunjom near the battle line, took two years to formulate.

Briefly, here is the picture of what the agreement means:

- All hostilities on land, sea and in the air have ceased.

- All troops have withdrawn a little more than a mile from the former battleline to form a two-mile-wide buffer zone.

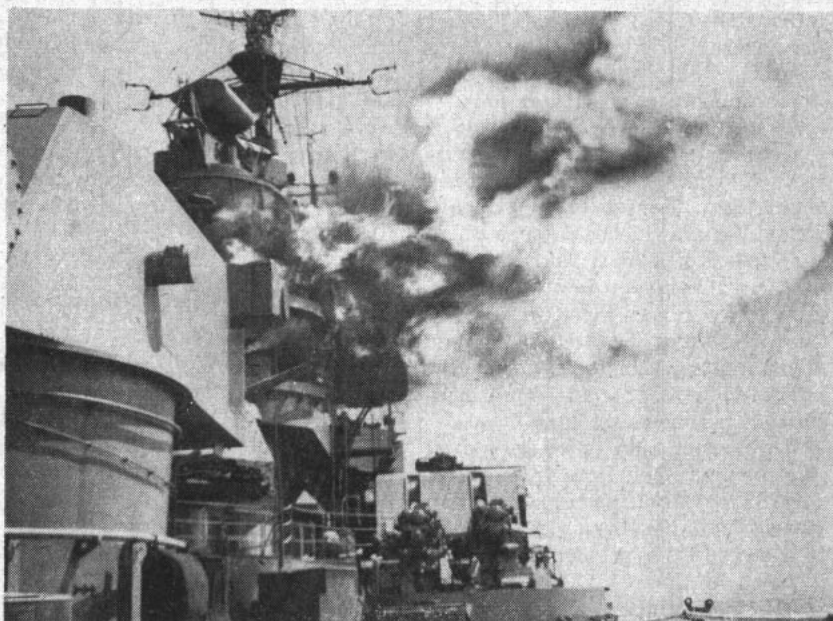
- Ten joint Allied-Communist observer teams have been organized and are in the field policing the buffer zone and the Han River Estuary.

- The Allies have withdrawn from the islands held off the North Korean coast.

- The naval blockade has been lifted from Korea.

- A "freeze" is in effect on all reinforcements of troops or equipment in both North and South Korea. Each side may rotate up to 35,000 men a month on a man-for-man basis, but neither may raise the level of men or arms held in Korea at the time of the armistice.

- A military armistice commis-



**SHE'S NOT ON FIRE.** Blaze comes from potent five-inchers as heavy cruiser USS Saint Paul (CA 73) concentrates fire-power against enemy in Korea.

sion, composed of five U. N. and five Communist officers, has taken control of supervising the truce and settling any violations.

- Five "ports of entry" are in use in both North and South Korea to take care of the movement of men and equipment. For South Korea they are Inchon, Taegu, Pusan, Kangnung and Kunsan. For North Korea they are Sinuiju, Chongjin, Hungnam, Manpo and Sinanju.

- A neutral nations supervisory commission of four nations—Sweden, Switzerland, Poland and Czechoslovakia—has been created. It consists of 20 inspection teams. One team is stationed in each port of entry and 10 mobile teams are held

in reserve. The teams oversee all troop and equipment movements through the ten ports.

At the same time, the exchange of prisoners of war has begun under other provisions of the agreement. When the fighting stopped, the Communists held some 12,000 U. N. prisoners of whom 3000 were Americans. The U. N. held 76,000 North Koreans and 20,000 Chinese Communists.

U. N. prisoners in Communist hands are being turned over at Panmunjom in the same fashion as the wounded prisoners released three months ago. Any sick and wounded are being flown to Japan for hospital care. Others are being embarked in Military Sea Transportation Service ships at Inchon for the voyage home.

Before release, most of the Communist-held prisoners had been visited by representatives of the Red Cross who provided them with ditty bags containing toilet articles, writing material, cigarettes and reading matter.

Each prisoner could also send a free radiogram home to let the folks know he was on the way. These ra-

## YESTERDAY'S NAVY



Keel of USS New Mexico, first BB to be propelled by electricity, laid 14 Oct 1915. Navy War College established, 6 Oct 1891. Historic Battle of Trafalgar, Oct 1805 altered the tactics of sea warfare.

## OCTOBER 1953

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

diagrams were handled at the reception centers, then flown to Tokyo for transmission to the States.

Processed through the reception center, able-bodied returnees were taken to Inchon to be embarked on an MSTs transport. Each of these transports can carry up to 4600 but they were loaded with less to increase livability and comfort.

North Korean and Chinese prisoners held by the U. N., who want to return home, are being shuttled to Inchon from prison camps to the south. Here they are placed aboard railroad cars which will take them to North Korea and China.

For U. N.-held prisoners who refuse to go home—there were 8000 North Koreans and 15,000 Chinese Communists in this category at last count—a neutral repatriation commission has been set up.

The commission is composed of one member each from India, Sweden, Switzerland, Poland and Czechoslovakia. Indian troops act as military police to guard non-repatriated POWs.

The Communists are allowed under the agreement to visit these POWs in their South Korean camps until 25 October. At that time, any prisoners still refusing repatriation will be turned over to a political conference which, after another 30 days, can classify them as "civilians" and release them to a neutral nation.

Senior United Nations delegate at the armistice signing was Lieutenant General William K. Harrison,

Jr., USA. The alternate truce delegate was Rear Admiral John C. Daniel, USN. Vice Admiral C. Turner Joy, USN, had preceded General Harrison as senior delegate.

In a statement released when the terms of the cease-fire were made public, President Eisenhower paid tribute to the fighting ability of all U. N. soldiers, sailors and airmen and paid homage to the men "who were called upon to lay down their lives in a far-off land to prove once again that only courage and sacrifice can keep freedom alive upon the earth."

## Up-Side-Down Periscope

USS Wright (CVL 49) and Richard E. Kraus (AG 151) may not be submarines but they carry periscopes, although in this case the scope's use is strictly 180 degrees out from the way they are used on submarines. It sticks out through the bottom of the ship.

The detachable scope is slipped through a water-tight fitting in such a position that the sonar dome and the surrounding hull and water can be viewed and photographed from inside each ship's sonar room. BuShips assisted in the design and installed these "underwater eyes."

The David Taylor Model Basin wants to know more about the action of water flowing past sonar domes. The answer to this question may point the way to better-acting, longer-range sonar installations.

## Desert Navy, U.S. Style

Sea duty and shore duty are well-known terms often used by Navy-men, but "desert duty" is an odd-sounding new addition to the blue-jackets' terminology.

In the middle of the hot sands of the New Mexico desert there is a complete naval unit operating in the training and technical fields of rocket missiles. Sailors in the activity call it the "Desert Navy." Tied in with a partnership of the Army, Air Force, the New Mexico A & M College and civilian contractors, the U.S. Naval Ordnance Missile Test Facility (USNOMTF) at White Sands Proving Grounds, N. M., should easily take first place in a contest for the "most unusual naval activity."

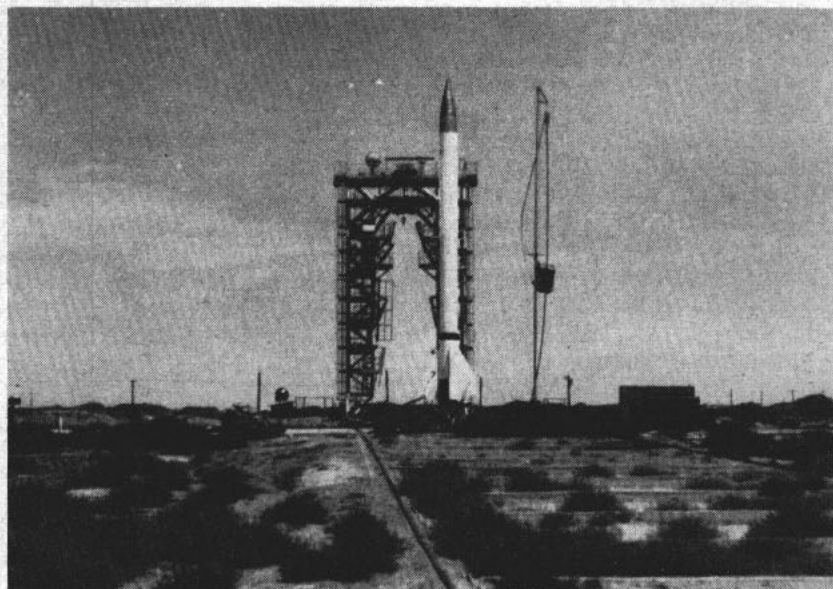
At White Sands, the navy maintains a complete installation of more than 70 buildings, all located within the Army's proving grounds area. Most of the buildings are assigned to naval officers and enlisted personnel engaged in technical work and training in rocket missiles. Blue-jackets there are in training to qualify for the Navy's newly announced ratings of Guided Missileman, Aviation Guided Missileman and Fire Control Technician G (Missile Guidance Systems).

Cooperation between Navy Ordnance and Army Ordnance at White Sands Proving Grounds began in July, 1946. Management of the weirdly located naval unit is under the Chief of BuOrd. Military command and coordination control of the facility is the responsibility of Commandant, Eighth Naval District. Technical control of the "Desert Navy" is under the cognizant agencies of the Navy Department.

While the Army and Navy ordnance programs are closely associated, each service has additional facilities for its own special types of missiles.

In addition to Army-Navy coordination of research and development, USNOMTF also works with New Mexico A & M College by contract for special types of services relative to testing and installation work on missile-borne equipment.

As an example of the Navy's use of rockets and guided missiles, recent installations on such ships as heavy cruisers, submarines and certain type large landing craft, point up the accepted value of this added punch in fire power.



VIKING ROCKET waits for firing time at Naval Ordnance Missile Test Facility, White Sands, N. M. Navymen working here call their job 'desert duty.'



## Honey of a Hobby?

Two Navy barbers attached to ComServPac staff have joined the growing numbers of Navymen who enjoy what they call "the sweetest little hobby in the Navy." Their hobby, becoming more and more popular, is the keeping of bees.

The sideline is also profitable—the pair collects more than 200 pounds of honey every month.

Recently, however, the bees forced the tonsorial experts, Nat E. Dalton, SH1, USN, and Otis L. White, SH1, USN, to turn their skills from trimming hair to trimming trees. A swarm of the bees decided to move from a specially constructed hive to a nearby tree.

Rather than argue with about 30,000 swarms, Dalton and White agreed to let their honey-producers stay where they were. They took clippers, and with a great deal of professional skill, "barbered" the tree to provide more room for the newly-formed honeycomb.

In addition to the hive in the tree, the two barbers have five other working hives. Hives usually have from 50,000 to 100,000 bees, but the tree hive is smaller because it is open to the weather and to the ravages of other insects.

## Navy's Korean Air Ace

Shortly before the signing of the truce, Lieutenant Guy P. Bordelon, USN, became the first Navy air "ace" of the Korean War by shooting down five enemy aircraft, four of them in a period of three days.

The Navy night-fighter pilot, flying a radar-equipped F4U-5N *Corsair*, intercepted his first two Communist planes headed toward UN-held territory on the night of 29 June. Lieutenant Bordelon knocked the aircraft—both propeller-driven models—out of the sky in a short but furious dog-fight.

Two nights later, two more prop planes were picked up by radar as they headed for allied targets. Lieutenant Bordelon whipped his *Corsair* into the sky and caught the Reds. In two short battles at midnight, he sent one plane crashing in flames into shallow water south of Suwon, then downed the other one three miles to the eastward.

Bordelon shot down his fifth plane on the night of 16 July just south of Seoul. All five of his kills have been Yak-18 types. These low-



TRAINING 'EM YOUNG — W. L. Thal, ADC, USN, demonstrates method of using sights on 40mm gun to his two sons, Michle (sitting) and Alex.

## Father-Son Cruise of Salisbury Sound is Big Success

For little Michle and Alex Thal, it had been a day of high adventure. They had spent it "in the Navy" with other small fry — and their fathers.

The "Navy" in this case was the seaplane tender *uss Salisbury Sound* (AV 13). The boys' father, Walter L. Thal, is a chief aviation machinist's mate aboard the ship and had only recently returned to the U.S. from a tour of duty in the Far East. Along with other Navy fathers he was showing the ship to his sons on a special "Father-Son Cruise" sponsored by the tender's CO.

To be sure, it hadn't been a very long cruise, only the several miles between the naval air station at Alameda, Calif., and the San Francisco naval shipyard to be exact, but to the five and ten-year-old boys it had been as good as a voyage across the Pacific.

The unique adventure for the youngsters grew out of an idea put into effect by the commanding officer of the seaplane tender, Captain Joseph F. Quilter, USN. The skipper figured that the relatively simple evolution of shifting berths would be an opportune time to introduce the Navy first hand to some of the younger members of the families of crew members.

The idea was an instant success. The youngsters, ranging from five to 15 years, climbed all over the ship's superstructure, peeped through gun sights, gawked at the big crane aft and watched, thrilled, as the big ship eased herself slowly into her new berth.

After it was all over, the Navy fathers agreed it had been a morning well spent.

The boys? Oh they thought it was better than cowboys on television!

winged single engine aircraft cruise at about 100 knots and have a top speed of 140 knots. Speedy jets have experienced difficulty in contending with these slow, low-flying enemy aircraft.

Lieutenant Bordelon, attached to Composite Squadron Three on board the carrier *uss Princeton* (CVA 37), was temporarily assigned to a unit of the Fifth Air Force and flying from a forward Marine Air Base.

He was loaned to the Air Force to help shoot down enemy planes which had been raiding UN-held territory in and around Seoul.

A Naval Aviator since 1942, Lieutenant Bordelon served in the Pacific during World War II. He has been attached to carrier air groups on board *uss Corregidor* (CVE 58), *uss Puget Sound* (CVE 113) *uss Boxer* (CVA 21), and *uss Valley Forge* (CVA 45).



**OLD TIMERS**—Service stripes on Frank P. Reed, BTC, USN, Harry R. Fluharty, MSgt, USMC, and Leon Alamo, SDC, USN (l-to-r), add up to 92 years' service.

## Sickbay Statistics

The Navy is getting healthier. All right so your head aches and you don't believe it, but listen to this.

During 1952 about 35 per cent of all Navy and Marine Corp personnel staggered through a sickbay door at one time or another, remaining there on the average about 19.8 days. The year before, 37 per cent of the naval population was admitted and averaged 21.4 days under care. These figures, it should be noted, take in battle casualties in Korea.

The savings in sick days lost per case adds up to 1530 additional persons on duty each day, but more important to you it adds up to better medical care, facilities and medicine.

## How to Stop a Jet

The problem of stopping crippled jet aircraft on a small-sized landing strip was recently solved by the use of "home made" arresting gear at a forward base in Korea.

If a plane can't be stopped before it reaches the end of the runway, it means almost certain loss of the plane and perhaps death or injury to the pilot. So, when a jet has had its brakes or flaps shot away while on a mission and can't make it back to its home airfield or aircraft carrier, the crash crew from Marine Aircraft Group 33 has its special gear ready at an advance airfield.

The six tons of arresting gear con-

sist of a wire stretched across the runway with 500 feet of salvaged anchor chain attached to each end. A jet hitting the device at 160 miles-per-hour can be brought to a safe stop in about 2500 feet.

The pilot of a disabled plane drops the tail hook, normally used only for carrier landings. The hook catches the wire, bringing the plane to a halt.

Recently the device was credited with saving its first propeller-driven plane when a crippled *Skyraider* was hauled to a stop in 1000 feet.



**QUEEN FEDERICA** of Greece is shown galley of USS *Cutlass* (SS 478) by Damon E. Carlton, CS1, USN.

## World's Fastest Flying Boat

A new type seaplane, the R3Y-1 *Tradewind* transport, will be put in service by the Navy early in 1954. The new seaplane transport is reputed to be the fastest flying boat in the history of water-based aviation.

The *Tradewind* is designed to cruise long distances at nearly double the speed of existing transport flying boats while carrying a greater payload. On the longest legs of the Navy's trans-ocean air supply routes, a substantial payload will be hauled at approximately 300 miles per hour. On shorter hops, the payload can be almost doubled.

The planes are equipped with four gas turbine engines, and are geared to swing contra-rotating propellers. Reversible pitch controls on the props will enable the pilot to maneuver the big plane more easily on the water.

The 80-ton turboprop transports are the first flying boats to be equipped with air conditioning and high-altitude pressurization systems. They are also the first water-based transports to be fitted with rearward facing seats. In addition to troops and cargo, the planes can also be equipped to carry either seated or litter patients.

The slim *Tradewind* hull contrasts sharply both in appearance and performance with old-style flying boats. Another feature of this plane is the use of magnesium in its cargo decks to provide a tough yet light-weight deck.

Below the cabin floor, the plane will have multi-cell compartments similar to compartmentation in a modern ship. These compartments provide water-tight integrity and will also leave the cabin free of bulkheads and other obstructions which before hindered cargo space and passenger accommodations in large seaplanes.

To expedite the handling and servicing of these transports, new types of ramps and beaching facilities are being developed, including floating concrete pontoons, high-speed winches, self-propelled cradles and associated equipment.

The planes have a large cargo door on the port side of the fuselage to supplement personnel doors on both sides for faster loading and unloading operations.

When the planes come into service, they will be operated by the Pacific Fleet Logistic Air Wings.



## Cumshaw Band

More and more ships that have never known anything more musical aboard than a bosn's pipe are turning to part-time bands to provide music for spare-time enjoyment.

USS *Nicholas* (DDE 449) is the latest. Her six sailor-musicians play an assorted collection of instruments salvaged, for the most part, from surveyed equipment or discards of other ships and stations.

The instruments are held together with everything from tape to rubber bands, but to Harold McGrath, ET2, trombone; Joseph Davis, RD3, sousaphone; Elmer Baldwin, Jr., RD3, drummer; Robert Smith, SO3, cornet; Donald Roberts, HM, saxophone and Warren Nyhus, FCSN, clarinet their "Cumshaw Band" is just the thing to see and hear. Besides, they believe, it is the only one aboard any U. S. escort destroyer. The ship's electronics officer, Ensign John Wethrell, USN, is the band leader.

Despite the makeshift instruments, the band plays well and has received the praise of other ships' crews who have listened to their jive hours. Aboard *Nicholas*, the torpedo shop which doubles as a band room is always a favorite hangout for the crew.

The band also plays for official functions. As is done on capital ships, the Cumshaws play on special occasions such as when *Nicholas* enters or leaves port and passes or comes alongside another vessel. Being junior, the band renders musical honors first and then sits back to watch the fun as the surprised ship's musicians scramble out on deck to sound off in return.

If the band enjoys the few moments of consternation it creates, the fun is well earned. Baldwin's drum was bought second hand in Honolulu. The band put a new head on it and then painted in the ship's name and insignia, a voracious looking sea devil, half out of water, with a forked tail curled over one shoulder beckoning to an unsuspecting submarine periscope. Holes in the side were patched up with adhesive tape. The drumstick is a whittled down swab handle.

McGrath's trombone is the result of cannibalizing parts of several broken-down trombones and welding the pieces together into one working instrument.

Robert's saxophone is the good halves of two others that had given up the fight.

The cornet plays sweet and hot

until one of the rubber bands that holds the valves together breaks. Then it comes to a squealing halt.

The sousaphone was discarded from a cruiser band. The larger dents were pounded out, its holes patched up and the pieces welded together.

But patched-up instruments or not, *Nicholas* is proud of her Cumshaw Band. As you might have guessed, the band specializes in Dixieland jazz.

## Point Cruz Joins ASW Team

The Navy's newest escort carrier, USS *Point Cruz* (CVE 119) has joined other UN Forces in the Far East for employment in anti-submarine warfare training. Filled to the level of her strengthened flight deck with headaches for submarines, *Point Cruz* carries the latest thing in ASW equipment.

*Point Cruz* will be part of an extensive anti-submarine force composed of carriers, destroyers and aircraft which will employ specially designed and anti-submarine helicopters.

The HRS-2 'copters will become the coach of the Navy's anti-sub team. Flying from the deck of *Point Cruz* the 'copters will name the battery and call the plays in the training exercises. Hovering above the show the flying CIC team will coach the destroyers and aircraft in for their strikes on the target.

## Four-Way Rescue Team

A destroyer, a helicopter, a small boat and a strong swimmer teamed up to effect the rescue of a downed pilot. It happened this way:

While one of the USS *Boxer's* (CVA 21) catapults was launching the *Skyraider* piloted by LTJG William J. Oheren, USN, the catapult failed and the plane was tossed into the water ahead of the fast moving carrier.

Enter the helicopter. Hovering off the bow of *Boxer* it moved toward the pilot. Above Oheren, the 'copter pilot dropped a rescue sling to Oheren who had a broken right collar bone.

Oheren was unable to get his right arm into the sling. The helicopter crewman lowered himself in the sling to help Oheren. No good. Oheren began to float away from the sinking aircraft.

Now comes the destroyer USS *McCord* (DD 534). *McCord* moved in rapidly and when close enough one of her crewmen plunged into the cold sea carrying with him a line attached to the ship. The small boat lowered from *McCord* was in the act by this time and rushed to the scene.

Anticipating his need the helicopter had returned to the carrier, taken aboard a flight surgeon and returned to the destroyer. The doctor was able to attend Oheren by the time he was hauled aboard.



DIXIELAND JAZZ is their specialty—six sailors on board USS *Nicholas* (DDE 449) give out with lots of hot licks in their newly organized 'cumshaw' band.

# Navy Football Teams Primed for Bright Season

The long, warm weather hibernation is almost over and the 1953 Pigskin Parade will once again weave its way through many naval activities as King Football regains the sports spotlight.

Prospects for many Navy teams are bright. Defending champion of the mythical All-Navy football crown, NTC San Diego, is again expected to field one of the top teams in the Armed Forces.

Plenty of competition will be provided in the Navy ranks by NTC Great Lakes, PhibPac and NTC Bainbridge. Not to be overlooked are the teams at Pensacola, Alameda, Quonset Point, Moffett Field and Barber's Point naval air stations.

Gazing into our crystal ball, here's what we see:

- **NAS Barber's Point** — The "Pointers" last year had a 3-3 record in the Universal Invitational Football Conference but look for better things this season. Barber's Point will play in the University of Hawaii-Armed Forces Invitational Conference which is made up of five service teams and three civilian outfits.

Cliff Dunkley, Bill Secor and Jim Wolf, who together total more than 600 pounds, will bulwark the "Pointer" forward wall. All three have college experience and are returning to the "Pointers" for the second year.

Returning to the halfback post for



**STIFF-ARM MAN** — J. D. Smith, Goshawk halfback displays his technique against Fort Benning player.



**FOOTBALL'S BACK** and Navy teams will soon be charging across the grid-irons. Shown here is Jim Monachino who's back with NTC San Diego eleven.

his second season is 195-pound George Minahan. Last season, Minahan was selected to play in the "Hula Bowl" game, a post-season charity game which includes some of the top All-Americans in the country.

Head coach for the Barber's Point eleven is First Lieutenant R. D. Michelson, USMC, while Lieutenant Commander "Brandy" Brandenberger will be backfield mentor.

- **NTC Great Lakes** — The Great Lakes "Bluejackets" had four wins and six losses and should improve on that record this season.

Although the "Bluejackets" are not scheduled to play powerful NTC San Diego this fall, the addition of two tough Army elevens—Camp Atterbury and Fort Leonard Wood—should keep the schedule difficult.

Ensign C. Elmo Cummings, former All-Texas Conference tackle, has been named head coach for the 1953 "Bluejacket" football team, replacing Lieutenant Cliff Niedzielski.

On hand to greet the new Great Lakes coach were such outstanding performers as Junior Arterburn, 165-pound quarterback who received honorable mention on All-American lists while playing for Texas Tech, and Lindy Berry, 185-pound halfback, formerly of Texas Christian University and the Canadian Professional Football League.

Other returning veterans include

Doyle Malone, center, from Texas Christian, Bob Hunt of Northwestern, Glen Young of Purdue and Bonner Upshaw of the University of Michigan.

- **PhibPac** — A perennial football power on the West Coast, PhibPac will again be in the thick of the fight for Pacific Navy football honors. Lieutenant Paul Meredith will again be back to guide the football destinies of the "Invaders."

Returning to the driver's seat to direct the Winged-T attack will be All-Navy and former All-American quarterback Bill Wade from Vanderbilt University. A newcomer that should fit well in the same backfield as Wade is Billy Cox, former triple-threat All-American (1950) from Duke University. Cox finished second in the nation in "total offense" in 1950 behind Johnny Bright of Drake University.

Other important additions to the "Invaders" are linemen Don Wade, brother of Bill, Bob Hempel, Kurt Storch, Don Edmonston, Bob Griffis, Dave Parrish and Little All-American Bob Ledbetter. Hempel was a wingman for the Naval Academy eleven while Storch played the identical position for the University of Arizona. Edmonston was a two-year performer in the Rose Bowl at the guard position for the University of California.

Others returning to the fold are



Maurice "Mo" Bassett, 240-pound fullback, center Paul Hatcher, Jim Blackburn and Bob Griffis, all of whom received honorable mention on the All-Navy team last year.

Highlighting PhibPac's rugged 10-game schedule should be the tussle with Fort Ord when Soldiers Don Heinrich and Ollie Matson match pigskin artistry with Wade, Cox and Company.

• *Norfolk* — The Norfolk Navy "Tars" are counting heavily on returnees Johnnie Hoffman, Doug Mac Lachlan and Jack Esslinger to better last year's record of four wins, five losses and one tie.

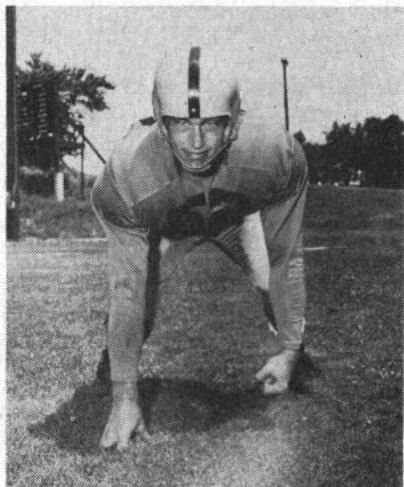
Bob Baxter, Don McCauley, Ed Cavanaugh, Ted Bittner and James Jennings are other veterans that will don Norfolk Navy colors again this fall.

Jim Lail, athletic director at the Norfolk Naval Station, will be at the helm of the "Tars" for the second season and is hoping that incoming transfers will produce some needed help.

• *NAS Moffett Field* — With more than 100 aspirants out for the team, Coach Joe Moore has a hunch that this is Moffett's year. Making the outlook bright is the return of veteran linemen Orlo Cockly, Ernie Nevue, Art Richardson and Lee Boyd and backfield stars Dick Aartilla, Ron Smith, Nels Erstad and Ray Fadich.

"With the end of the 'platoon system'," Moore says, "Everybody will be on our level. This should help."

• *NAS Pensacola* — Lieutenant Commander Bill Bailey, new Pensacola Navy "Goshawk" grid mentor,



**TACKLE** Robert Anderson, former college star, has been on Bainbridge Navy Commodores for two seasons.



**MID-AIR SNARE**—Bill Secor, right end for Barber's Point football team, catches pigskin in a flying leap.

has his work cut out for him this season. His job is to improve on the team that last year won nine and tied one.

With a bevy of 20 returning grid-ders from last season, headed by Bob Zastrow, former Naval Academy star, "Buster" Owen of the University of Florida and Wit Bascauskas, of Columbia University, Pensacola Navy should again field one of the top service teams in the South.

Bailey succeeds Lieutenant Commander Paul King, who becomes graduate manager. The new "Goshawk" football coach is a former All-American while playing with Duke University in the late '30s.

The "Goshawks" have scheduled seven of the strongest teams on last year's schedule and, to add spice to the pudding, have added NTC Bainbridge and the Naval Academy JVs to this season's opponents.

• *NTC San Diego* — The Naval Training Center San Diego again looms as the team to beat for the mythical All-Navy championship. Rated the second best service team in 1952 (behind Bolling Air Force Base), this year's grid machine should be another strong contender.

San Diego has a schedule equal to its talent. Besides the yearly battles with NAS San Diego, PhibPac and MCRD San Diego, the "Jackets" have games on tap with Arizona State College, North Texas State College and Fort Ord.

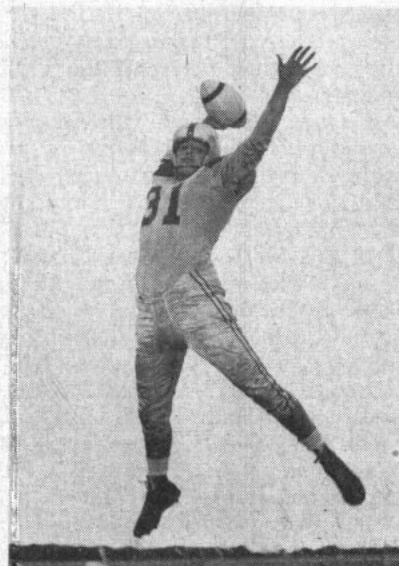
Richard "Dick" Evans was recently signed as the new head coach for San Diego, replacing Commander Tay Brown. Evans comes to NTC after playing four years of professional football and seven years of coaching. Last season, he was line coach for the Chicago Cardinals of the National Football League.

Some of the outstanding players for NTC San Diego include Bob Boyd (see *Sideline Strategy*, p. 43) end or fullback; Dewey McConnell, end, of Wyoming University, selected to the 1951 All-American defensive team; Russ Faulkinberry, tackle, of Vanderbilt; Mickey Adza, center, formerly of Santa Clara; Jim Monachino, fullback, formerly of the University of California and San Francisco 49'ers; and Bill Jessup, end, who played for the University of Southern California and the San Francisco 49'ers.

### **Alameda Golfers Break Tie**

NAS Alameda won the 12th Naval District golf championship by defeating the linksmen from NAS Moffett Field and Treasure Island at the Richmond, Calif., golf course.

A play-off was needed when the three teams ended the regularly scheduled season tied for first place. The Alameda golfers scored 19½ points to win the play-offs and the championship. NAS Moffett Field took second place with 17½ points while Treasure Island came in a close third with 17 points.



**FADING BACK** for forward pass, George Minahan, starting halfback at Barber's Point, 'launches' a long one.



**HOME STRETCH**—*Ilima*, representing NAS Pearl Harbor, breezes into third place in Maritime Day regatta.

### **Bantam Ben Takes Net Title**

The Atlantic Fleet tennis singles championship this year was retained by defending champ Benjamin Sobieraj, AKA, USN. He overcame stiff competition during the week-long tournament held at the Newport, R. I., Naval Station, to hold the crown. Sobieraj also was a member of the team that won the doubles crown.

The 136-pound champion from the Naval Auxiliary Air Station, Sanford, Fla., not only won the fleet tennis championship for the second consecutive year but was also voted the outstanding player of the 1953 tournament.

Bantam Ben won the singles championship by slashing his way to victory in three straight sets over LTJG K.C. Stengel, of PhibLant 6-2, 6-2, 6-3.

In the doubles matches, Sobieraj teamed with Cecil Wilson, ADC, USNR, of the Naval Air Station, Jacksonville, Fla., to upset their Fleet Air teammates, Lieutenant John Warmath, of *uss Midway* (CVA 41) and John Webb, AO3, USN, of Fleet Air Wing Training Unit, Key West, Fla., 4-6, 6-3, 6-3, 7-5 for the championship.

Fleet Air won the team championship for the Atlantic Fleet, scoring 19 points while the Marines were second with 8 points. Following in order were PhibLant, DesLant, ServLant, BatCruLant, Fleet Headquarters and MinLant.

### **Interservice Baseball**

The 1953 All-Navy baseball championships will be held at NAS Jacksonville, Fla., as the Eastern and Western Navy champs take to the diamond 6-11 September in the best-of-five-game series. The winner of the All-Navy title will then compete in the Interservice play-offs on 18-19 September at the Marine Corps School, Quantico, Va.

For the quarter-finals eliminations, all naval activities are organized into four divisions:

- Eastern Naval District Group (Host: Com 5)—The district champions from the 1st, 2nd, 3rd, 4th, 5th, 6th, 8th, 9th, 10th, 15th Naval Districts and a combined Potomac-Severn River Naval Commands team.

- Atlantic Fleet Group (Host: CinCLant)—Championship teams representing Atlantic Fleet units and shore-based units operating under the Commander-in-Chief, U.S. Atlantic Fleet.

- Western Naval District Group (Host: Com 11)—District champions from the 11th, 12th, 13th, 14th and 17th Naval Districts.

- Pacific Fleet Group (Host: ComServPac)—Championship teams representing Pacific Fleet units and shore-based units operating under the Commander-in-Chief, U.S. Pacific Fleet.

The quarter finals will yield one championship team from each of the four groups. In the semi-finals, to be played 27-31 August, the Eastern Naval District group champion will



**NET STAR** — Benjamin Sobieraj, AKA, USN, showed top form in winning Atlantic Fleet championship.

play the Atlantic Fleet group champion for the "Eastern Navy Championship" (Host: Com 5). On the same dates, the champion of the Western Naval District group will meet the champion of the Pacific Fleet Group for the "Western Navy Championship" (Host: Com 11).

The two coast champions will then play each other for the All-Navy championship.

Rules for the All-Navy eliminations and championship game will be in accordance with Official National League Baseball Rules for 1953, except for a minor change involving protests.

Complete details on this year's baseball tournaments are contained in BuPers Notice 1710 of 11 June 1953.

### **Mat Squad Wins Hands Down**

The combined NAS-AirPac wrestling squad won the 11th Naval District wrestling championship with a total of 56 points to runner-up NTC San Diego's 43 points. Submarine Flotilla One finished third with 30 points.

The champion "Skyraiders" took four top berths while SubFlotOne gained two, NTC San Diego, and MCAS El Toro, one apiece.

The new champions are: Richard Delgado (114 lbs), NAS-AirPac; Waldo Sharp (125 lbs), SubFlotOne; D. A. Stutesman (136 lbs), NAS-AirPac; Richard Santoro (147 lbs), MCAS El Toro; W. J. Wilson (160 lbs), NAS-AirPac; Bill Ellis (174 lbs), NAS-AirPac; Dewey McConnell (191 lbs), NTC San Diego; and Harlow Wilson (unlimited), SubFlotOne.

### **Pistol Packing Gals Win Title**

The Bureau of Ordnance Women's Pistol team won the 1953 Women's Indoor Pistol Team matches and set a record score for this match when they fired a total score of 1038 points.

Competing with seven other women's pistol teams throughout the U.S., the BuOrd "pistol packing gals" finished 25 points ahead of their nearest competitor and were awarded the team trophy plus five silver medals.

Members of the winning four-woman team were Helen Weaver, YNC; Lieutenant (junior grade) Mary Fisher; Clare Howser, wife of a Navy officer; and Ensign Nancy Ellifrit.



## Wave No-Hitter

Dorothy Partridge, pitcher for the Pearl Harbor Naval Base Wave softball team, twirled a perfect no hit-no run game as the Pearl Harbor Waves swamped the Hickam AFB WAFS 18-0.

In the seven-inning game, Partridge faced the minimum of 21 batters, fanning 13 while her mates were playing errorless ball to retire the other eight. Meanwhile, the Waves were walloping the Hickam pitchers for 18 hits.

In the next game she pitched, Dottie tossed a one hitter at the NRS Wahiawa Waves as her team won 16-2. The only safe hit in the game for Wahiawa was a bunt. The losers' two runs were both scored as a result of errors.

Dot now has the distinction of allowing only three hits in the last 33 innings she has pitched.

## Another Double Eagle

Lieutenant Joe Bobbitt became the second Navyman to score a double eagle this year and also was the first golfer ever to post such a mark at the NAS Pensacola golf course.

Mike Schuller, AD2, of VR-5 at NAS Alameda was the first Navy golfer to turn the trick this year.

Bobbitt was playing as a member of the NAS Corry Field golf team when he stroked his outstanding shot. On the 535-yard No. 7 hole of the tree-lined NAS Pensacola links, Bobbitt blasted a screaming tee shot of 280 yards and then holed out with a 255-yard spoon shot.

Incidentally, NAS Corry Field, perhaps inspired by Bobbitt's hot-shot, went on to win the match over the School of Aviation Medicine, 26½ to ½.

## 14 ND Volley Ball Champs

The Fleet All Weather Training Unit Pacific, based at NAS Barber's Point, T.H., won the 14th Naval District volleyball championship for the second consecutive year.

In a double elimination tournament, the unit defeated the Pearl Harbor Marine Barracks once and the Fleet Marine Force, Pacific, twice to win the title.

Other teams in the tournament were NAS Barber's Point, MCAS Kaneohe, T.H., Pearl Harbor Naval Base, Commander in Chief, Pacific, Commander Service Force, Pacific.

# SIDELINE STRATEGY

**B**OB BOYD, SN, USNR, was voted the "Outstanding Athlete" in the first annual All-Navy Track and Field Meet held this summer. The former Loyola University of Los Angeles athlete set two of the meet's top records as he ran the 100-yard dash in the outstanding time of 9.5 seconds (only two-tenths second off the world's record) and the 220-yard dash in 21.8 seconds.

The time in the 100 was one of the fastest recorded this year. What's more, Boyd turned it in on a soft, slow track churned up by hundreds of runners in the first two days of the meet. In the qualifying heat for the 220, Boyd covered the distance in 21.7 seconds, but five-tenths of a second off the world's record.

Running for the NTC San Diego track team is only a secondary sport for the 6-ft. 190-pound whirlwind in his off-duty hours. Football is actually his favorite sport. Before being recalled to active duty, Bob played one season as first string offensive end and defensive halfback for the Los Angeles Rams professional football team.

During college days at Loyola, Boyd was a member of both the track and football teams. In the 1950 NCAA Track and Field Meet, he won his favorite event, the century dash, in the identical time of 9.5 seconds. This month, Boyd is expected to return to his end and halfback position and become a mainstay on the NTC San Diego grid machine.

Boyd was selected to play in the Navy Relief charity game with Navy-Marine All-Stars.

★ ★ ★

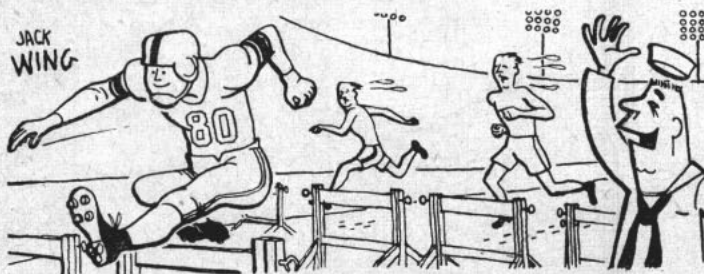
Corporal Bill Miller, USMC, won the "Outstanding Athlete" award in the All-Marine Track and Field Meet as he won the javelin throw with a toss of 232-ft. 1½-in., took the high jump with a leap of 6-ft. 4-in. and ran on the winning Camp Pendleton mile-relay team. Miller was second-place winner in the javelin throw in the 1952 Olympics behind Cy Young of Los Angeles A. C.

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The All-Navy and All-Marine Track and Field championships were held concurrently this year at Camp Lejeune, N. C., but the athletes from the two services didn't compete against one another. A terrific rainstorm almost washed out the final day's events, but the Marine field crew used gasoline to burn almost two inches of water off the track and have it in condition for the final events.

★ ★ ★

Pity the scorekeeper for the NATTC Memphis Waves softball team. In four games played recently, the Waves scored a total of 112 runs to their opponents six. In chalking up their amazing record, the Waves registered victories of 40-0, 26-2, 27-4 and 19-0. During their four-game scoring spree, the Wallopin' Waves made 13 home runs—one a grand slam by Judy Hoy.—Rudy C. Garcia, JO1, USN.



## NEWS OF OTHER NAVIES

In this new section **ALL HANDS** continues its report of news items of interest concerning navies of other nations.

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CANADA—A Canadian destroyer escort has joined the "Train Busters" club for the second time in less than a year.

HMCS *Crusader* renewed her membership in the exclusive club whose honorary members consist of any surface craft successful in destroying a Communist train.

Last April the Canadian ship cruised close inshore to cover an open stretch of railroad track between two mountains south of Tanchon, North Korea. Shortly after midnight a locomotive and 15 cars were sighted on the tracks between the two mountains. Immediately starshells from *Crusader* illuminated the area and her guns opened fire.

The bombardment closed both mountain tunnel entrances, forcing the Communist train to remain in the open. The ship's guns chopped it to pieces like a hunter shooting a sitting duck.

*Crusader* first joined the "Train Busters" in October 1952 when she flattened a Communist supply train consisting of one locomotive and 13 cars.

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SOUTH KOREA — After completing three years of applied study in all phases of Naval tactics, 88 South Korean midshipmen became officers in the ROK Navy in the seventh graduating class of the Republic of Korea's Naval Academy at Chinhae, Korea.

The new officers are currently supplementing their study with six months of on-the-job training aboard ships of the U.S. Fleet. Upon completion of this training the new officers will be assigned regular billets in the ROK Navy.

In recent years the ROK Navy has made significant progress. For example, eight years ago the Korean Navy consisted of 53 men and no ships. Today there are more than 10,000 ROK Navymen and 56 ships.

GREAT BRITAIN—To supplement her 166 ships on active duty, the British Navy has a large "shadow fleet" which could be put into active service on short notice.

Similar to the U.S. Navy's "mothball fleet," the Royal Navy has 322 ships in reserve or going into reserve, 47 being used for training or other special duties, a large number of tankers and supply ships in the fleet train, attendant vessels and innumerable "small craft."

In addition, there are about 140 new ships being built for the British Navy, or for loan to Allied navies. These include eight aircraft carriers, three cruisers, three destroyers, 13 frigates and 95 minesweepers.

Last year was one of planning and preparation, the British say. This year the results will be felt in a steady stream of new vessels.

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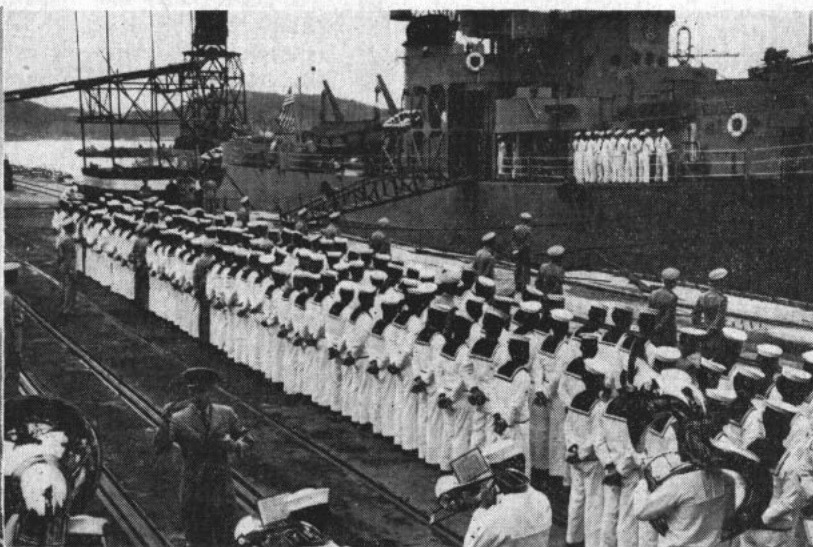
ITALY—The construction of the first Italian ships planned in the post-war period is underway. The keels for two 4000-ton destroyers (standard displacement), two 2800-ton destroyers and two 1500-ton destroyer escorts together with some minesweepers and coastal craft have already been laid.

According to recent information, the destroyers will be equipped with 127-mm. cannons and 40-mm. anti-aircraft machine guns. Their speed will be more than 35 knots for the 4000-ton *San Giorgio* type and about 34 knots for the 2800-ton *Impetuoso* type.

The new constructions are part of a program, which includes, in addition to other construction now in progress, the overhaul of some escort vessels and some submarines, important re-modernization of ships now in service and the construction of escort vessels of a medium type, minesweepers and coastal craft.

These units will be added to the present fleet which includes: two battleships, three cruisers, 40 escort vessels, some minesweeper flotillas and about 10,000 tons of auxiliary craft.

The clauses of the Peace Treaty which prohibited the construction of some types of ships were abrogated in



TURKISH signalman sends message during NATO exercise. Right: Colombian crewmen prepare to board former USS *Burlington* (PF 51). Frigate was transferred to Colombian Navy in ceremony held at Yokosuka Naval Base, Japan.



1951. According to NATO plans, the Italian Navy will be given the tasks of convoying, anti-submarine warfare, minesweeping and laying, and protection of the coasts in collaboration with other Allied Navies in the Mediterranean Sea.

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FRANCE—Two French "vest pocket" submarines complete with operating and maintenance crews have joined the U.S. Atlantic Fleet to begin temporary duty on the East coast for several months.

These Ex-German midget subs are 39 feet long with a 6-foot beam at the widest point. They displace 16 tons and carry two electric torpedoes at a submerged speed of three knots and a surface speed of eight knots.

The French subs were brought to this country aboard USS *Batelgeuse* (AK 260). The tiny two-man boats cannot cross the ocean under their own power.

The two submarines participated in recent Atlantic Fleet exercises, in which they were used to test American underwater sound and electronic warning devices for harbor defense by trying to sneak through Hampton Roads at the Norfolk Naval Base.

★ ★ ★

AUSTRALIA—The Royal Australian Navy has an extensive program underway to build up her anti-submarine resources.

In addition to training a large number of personnel in anti-submarine tactics, the Royal Australian Navy has modernized its *River*-class frigates, *Tribal*-class destroyers and its *Q*-class destroyers by installing the most modern electronic devices and the latest type weapons used in hunting and destroying enemy submarines. Another part of the program includes the building of six 2000-ton anti-submarine frigates.

This fleet, if the need should arise, will be able to operate alone or in company with other friendly forces in assisting the Allied cause. In the event of a war, it will help to maintain Australia's supply lines and protect the Australian mainland from possible enemy attack.

GREAT BRITAIN—The British Navy has a new center for testing gas-turbine marine engines that may someday power fast warships of the Royal Navy.

Located in the National Gas Turbine Establishment at Farnborough, England, the new test center is designed to give more accurate analysis to the major parts that make up the gas-turbine engine. The new test center is a large steel-framed concrete building with a 100-ft. long testing bay. In this testing bay, engines with up to 10,000 shaft-horsepower can be tested under conditions closely resembling those encountered at sea.

In the past decade most of Britain's progress in gas-turbine engines has been in the field of aircraft. However, the Royal Navy now has gas-turbine launches in use and a British tanker with a gas-turbine engine has already crossed the Atlantic several times. The U.S. Navy has accepted two gas-turbine engines that were developed in the Royal Navy.

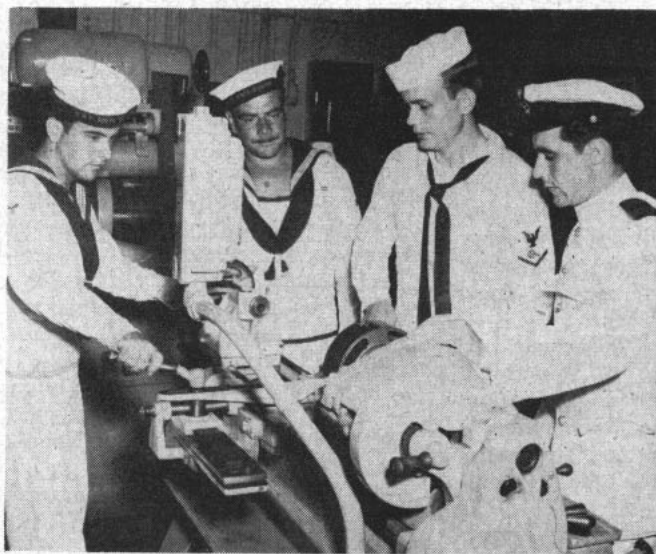
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THE NETHERLANDS—The submarine USS *Hawkbill* (SS 366) has been turned over to the Royal Netherlands Navy, making the second U.S. submarine transferred to the Dutch under the provisions of Public Law 520, 82nd Congress. (USS *Icefish* (SS 367) was the first.)

The Netherlands requested the submarines from the U.S. for training purposes, until they could complete two submarines included in their own building program. The Netherlands-built subs are expected to be in operation by 1956.

*Hawkbill*, veteran of five war patrols during World War II, will be renamed *Zeeleeuw* (Sea Lion) (S 803).

The Netherlands said "No appropriation will be required in connection with the activation and modernization of (the) two submarines. Money will be allocated for this purpose from appropriated Mutual Security Act funds." In effect, the Navy said, the submarines will be returned to the U.S. in substantially the same condition as when loaned.



PORTUGUESE sailors are shown some of the equipment, used to train Reservists, by David McMichael, MR3, USNR. Right: French Navymen work in plotting room of cruiser *Montcalm* during NATO exercise in the Mediterranean Sea.

# THE BULLETIN BOARD

## Annuity Plan Helps Provide for Survivors of Retired Navymen

A new law just put on the books will permit Navymen to provide more adequately for their dependents by electing to use part of their retirement pay to set up an annuity plan for their survivors.

Detailed instructions concerning the new plan will soon be available to the Fleet and to retired personnel through regular channels, but here are some of the basic points of the new law.

This plan is designed not only for personnel now in the naval service but also those who have retired. *BUT it is very important to recognize that there are certain deadlines with which you must comply, as follows:*

- Generally speaking, the annuity plan is open to personnel with less than 18 years of service, that is, application must be made before you reach this status.

- However, IF you have more than 18 years of service now, or IF you are already in a retired status, you must execute required form by 30 April 1954. (See details below).

There is another important point to consider. Even if you do not now have any dependents, you should still carefully consider the advisability of entering this annuity program within the deadline period.

BuPers points out that failure to execute the required option before you put in 18 years will bar you from benefits of the plan—whereas if you do execute it, even though you have no dependents at that time, it will do no harm. Deductions are not made until you actually retire, and if you have not acquired dependents by that time, no deductions will be made. There are also provisions for modification or revocation which will be explained in instructions and forms to be issued at a later date.

As soon as the wheels start humming, you will be asked to execute a form stating whether you wish to enter the plan or not. Should you indicate "yes," you will be given six options.

Under any option, you will agree

to take a decreased amount of retired pay when you retire. In return, the Navy will provide an annuity (a yearly sum) for your wife or children when you die after you retire.

Naval Reserve officers and enlisted men will be able to get in on the annuity plan too, according to the law. More details on Reserve will be issued in the near future.

The new law provides for the first time a way for naval personnel to plan through the Navy to provide for their dependents after they are gone. Previously, protection like this was only available through the VA to the dependents of men who died while on active duty.

Under the plan, a man may choose for his survivors an annuity amounting to either one-eighth, one-fourth or one-half of his reduced retirement pay. His retired pay will be reduced accordingly by an "actuarial equivalent" based on his age and the age of his beneficiaries.

The plan is based on the fact that the average person in the service who retires will draw a given amount of retired pay before his death—some more, because of natural longevity, some less, because of premature death.

In other words, the plan provides that a person may elect to divide

this given amount of retired pay with his survivors by drawing less pay during his lifetime so that his survivors may draw a proportion of that pay after his death. The total cost to the government of the retired pay, or the retired pay plus survivor's benefit, will be the same.

The flexibility of the plan is revealed in the various options and combinations of options which give the individual a wide choice as to how he may divide his retired pay. He may decide (1) to protect his widow (2) to protect his children or (3) to protect both his widow and children (*but no other dependent*). Whatever his choice, he will pay the entire cost of his selection which varies in accordance with actuarial tables.

Of course, it is true that the cost to the retired individual in the reduction of his retired pay is less if his wife is about his age at his retirement than it would be if he were married to a much younger woman, because of the life expectancy of both.

This also holds true if the retired member elects to include a child or children as he may do under a different option.

Whichever option he selects, the Navyman receives his reduced pay for the duration of his life. After his death, his widow receives what he has elected for her until she dies (or remarries). If children are included, they receive the elected amount until they reach the age of 18, or are married prior to that.

Here in brief are the basic options you can choose:

- Annuity for your widow—Payable to, or on behalf of, the widow. Terminates upon her death or remarriage, whichever occurs first.

- Annuity for a child or children—Payable to, or on behalf of, the surviving child or children. Terminates when there ceases to be at least one surviving child unmarried and under 18 years of age. Where there is a child unmarried and over 18 who is incapable of self-support because of being mentally defective

### Advance Info on Annuity Plan

This round-up on the new annuity plan should be considered advance dope. The details are now being worked out by BuPers and will be sent to your commanding officer as soon as possible. He will let you know what to do—and when.

So until then, hold your hat!

Do not write to BuPers for more information or applications to enter the plan. BuPers is moving as quickly as possible—first of all—to notify those who have only a limited time under the law to enter the plan. Then the instructions will be put out for the information of all hands.



or physically incapacitated, the annuity would terminate upon marriage of such child, his recovery from the disability, or his death.

- Annuity for both—Payable to, or in behalf of, the widow and surviving children. Terminates upon death or remarriage of the widow, or, if later, on the first day of the month in which there were no surviving children under 18 and unmarried. If there were a mentally defective or physically incapacitated child unmarried and over 18, the annuity would terminate upon his marriage, recovery or death.

- Annuity to cover the contingency of the beneficiary's dying before the retired member—This one may include the terms of either Option 1, 2 or 3, with the added provision that no further deductions will be made in the retired member's pay after his beneficiary's death.

Hence, you actually have six options—if you consider the fact that you may add the last option to any of the three basic options.

To take care of those Navymen who have now passed the 18-year mark in their careers and hence have had no opportunity to join the annuity plan, the Act makes an exception, to the 18-year rule for a short while.

If you have now served 18 years' or more creditable service—and wish to enter the plan—you may do so by executing the required election form by April 1954 (180 days after the effective date of the law).

The time limit applies also to Navymen now on the Retired List. Those on the Retired List will receive their election forms by mail.

Once the new law is in effect, there will be only two reasons accepted as exceptions to the 18-year-service rule. They are:

- A person who retires as the result of a physical disability before putting in 18 years. He can decide what to do at the time he retires.
- A person who is a prisoner-of-war at the time he becomes eligible for retirement. He has six months after repatriation to decide what to do.

Here's an example based upon assumed tables which have not as yet been filed under the Act—where the individual took the first option.

A serviceman retires at the age of 55, his wife is five years younger

## HOW DID IT START

### Marine Aviation

Marine aviation had its beginning back in May 1912 when First Lieutenant Alfred A. Cunningham, USMC, was ordered to the Annapolis Aviation Camp at the U. S. Naval Academy, Annapolis, Md., for "duty in connection with aviation."

By the end of 1913 Marine aviation consisted of two officers and seven enlisted men, all on duty at Annapolis. The First Marine Aviation Squadron was formed in October 1917. In 1918, Major Alfred Cunningham led a group of Marine flyers to France where at first they flew British and French planes. Two months before the end of the war, however, they were given Liberty-powered de Havillands.

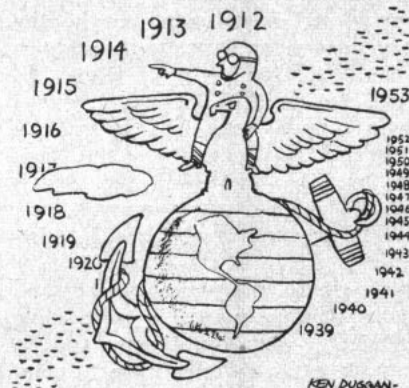
At the end of World War I, the Marine air arm consisted of 282 officers, 2180 enlisted men and 175 trained cadets. Of this number, 182 officers and 1030 enlisted men were serving in Europe.

During the 1920s Marine aviation distinguished itself with record-breaking long distance flights, exploratory and experimental flights, and service in Central America. On 5 Dec 1929, Captain Alton N. Parker, USMCR, became the first pilot to fly over the Antarctic Continent.

While in Central America, Leatherneck fliers skirmished with bandits in Nicaragua where air tactics, including dive-bombing techniques, were gradually formulated which have resulted in the present concept of close air support of ground troops. It was during that period that Major General Christian F. Schilt, USMC (then a first lieutenant), became the first pilot to evacuate wounded men from a battle area. He was awarded the Medal of Honor for his action.

In November 1931, two Marine squadrons went aboard the carrier USS Lexington (CV 2), the first time in history that Marine pilots had served on a carrier. Also about this time, a world's altitude record was set by Major Chester L. Fordney, USMC, and Lieutenant Commander Thomas G. W. Settle, USN. In November 1933, the pair made a stratospheric flight in a balloon to a height of almost 12 miles.

At the outbreak of World War II, Marine



aviation had begun to expand but found itself greatly outnumbered in early encounters with the enemy. With only four battered F4F Wildcats, Marine pilots at Wake Island fought a lop-sided battle against the Japanese, often fighting up to 10 times their number. At Midway, Marines spearheaded the aerial defense of the island, bearing the brunt of the Japanese air attack. Guadalcanal-based fighters repeatedly challenged and fought numerically superior forces. During a three-and-a-half-month period, in action centered around the enemy bases of Rabaul and Kavieng, the flying Leathernecks destroyed nearly 1000 planes in the air.

When Japan surrendered on 15 Aug 1945, Marine aviation had expanded from a total strength of less than 15,000 men at the time of the Guadalcanal invasion, to more than 118,000 men, with four aircraft wings.

A more recent milestone of Marine aviation is the first atomic-helicopter maneuvers that took place during the atomic exercise "Desert Rock V." Marine pilots leapfrogged their helicopters over the atomic "hot" spots in the wake of an actual blast.

In Korea, Leatherneck fliers have flown around the clock, transporting supplies, spotting artillery fire, evacuating wounded, transporting Marine ground troops and performing tactical air support missions.

than he. His annual retired pay would be \$3000. Actuarial calculations are made to assure as closely as possible that the reduced pay he will actually draw during his lifetime in a retired status plus the annuities to be paid to his widow will not cost the government any more on the average than what the government would ordinarily pay to him alone.

Using Option 1, the sum of \$456 will be deducted from his retired pay, leaving \$2544.

Upon his death, his widow would receive one-half or \$1272 a year for the rest of her life (unless she remarries).

In order to provide this annuity, the serviceman takes a reduction of a little more than 15 per cent in his retired pay.

# Navy's Legal Assistance Program Is Ready to Help You

**D**URING World War II (when the nation's manpower was fully mobilized) many men, new to the armed services, were faced with personal legal problems at home. To help members of the naval service who found themselves in such a dilemma, the Secretary of the Navy initiated in June 1943 the Navy's first "legal assistance program."

The purpose of the Legal Assistance Program of the Navy, then as now, is to interview, advise and assist service personnel who have personal legal problems, and in certain cases, to refer them to competent attorneys acting in cooperation with the American Bar Association. State and local bar associations and legal aid organizations.

The Navy has long recognized the fact that a man who is worried about his personal affairs is not an effective member of a military organization, and that the morale of the armed forces is intimately connected with a man's freedom from worry over personal and family problems.

Prior to World War II, legal assistance existed in the Navy for many years—but unofficially. It was provided by commanding officers afloat and ashore.

Commanding officers made the best arrangements they could for handling legal problems of their men, but relatively few commissioned officers had any legal training. Consequently, many, if not most, of the personal legal cases had to be referred to civilian counsel in the locality where the problem required attention. Such assistance was, at best, a hit-or-miss proposition.

Under the present program, Legal

Assistance Officers are naval officers, each of whom is also a member of the bar of a state, territory, or the District of Columbia. Legal Assistance Offices are established at naval district headquarters, navy yards, naval stations, Marine Corps bases, Marine barracks and other naval activities where qualified lawyers are available. Legal Assistance Officers or Acting LAOs are also usually appointed on ships or stations having complements of more than 1,000.

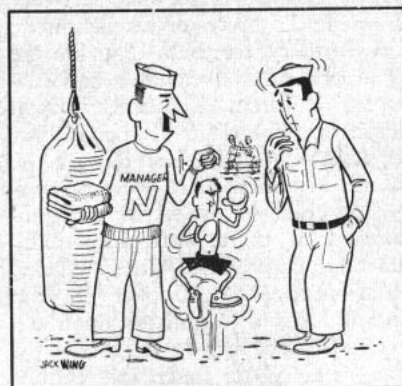
For smaller ships or stations, where the services of an LAO is deemed advisable by the commanding officer, and there is no licensed attorney on board, a naval officer may be assigned collateral duty as *acting* Legal Assistance Officer. The Acting LAO can arrange for legal services, but is himself forbidden to give such advice or service, the same as a layman is not allowed to perform the work of a doctor, priest or minister.

Here's a point to remember. If you need legal advice, you may call in person for an interview with your Legal Assistance Officer without going through any chain of command. If you do not know where to find him, your personnel officer or chaplain can tell you.

All matters upon which you may consult your Legal Assistance Officer are treated confidentially. It is a strict rule that such confidential matters will not be disclosed by personnel of the legal office to *anyone*, except upon the specific permission of the person concerned, and that such disclosures may not lawfully be ordered by any superior naval authority.

The Judge Advocate General requires observance of this rule as essential to establishing confidence of naval personnel in the integrity of the Legal Assistance Program. All persons, regardless of rank or rate, are assured that they may disclose frankly and completely the material facts of their legal matters without fear that such confidences will be disclosed or used against them in any way.

The type of cases which Legal Assistance Officers can handle for you include the drawing of wills, powers of attorney, deeds, affidavits,



Careful what you say to him. He's self-conscious about his size.

contracts and many other documents. Matters relating to automobile sales and licenses, and cases where a landlord may be attempting to evict your family during your absence and similar troubles are legitimate reasons for dropping in to see your LAO.

Legal Assistance Officers also deal with cases of transfer of property, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, insanity, taxation, personal injury and various cases in which the Soldiers' and Sailors' Civil Relief Act of 1940 may be invoked for the protection of service personnel or their families.

Navy men may also go to see an LAO of another service. For example, a sailor on leave in the Midwest, who has a legal problem, may drop in to see the LAO at an Air Force or Army base near his home town. Dependents (of active duty Armed Forces personnel) are also eligible to use the services of a Legal Assistance Officer of any branch of the Armed Forces.

It should be clearly understood, however, that Navy Legal Assistance Officers are not permitted to represent you as counsel, or appear in person, or by pleadings, in or before civil courts, boards or commissions, but this is not to be construed in such a way as to interfere with the present practice of naval officers who appear in police or criminal courts as legal representatives of the commandant or commanding officer where naval personnel may be involved.

Since Legal Assistance Officers



"Hey, mate—no parking without a permit!"



cannot appear in court as counsel, and obviously cannot deal personally with problems arising in every locality in the U. S., provisions have been made for handling such cases. The American Bar Association's Committee on Legal Services to the Armed Forces was organized in 1941 to provide just such help.

Thus a serviceman stationed in Norfolk, Va., for example, who learns his family is being wrongfully evicted in, say, the state of Oregon, may go to his Legal Assistance Officer and tell him his story. That officer will most likely communicate with the chairman of the State Bar Legal Assistance Committee in Oregon, who in turn will select a lawyer in or near the man's home town to appear in court there, or to take any necessary action to protect the interests of the serviceman's family. This, of course, would be handled by the civilian attorney on a regular fee basis.

Legal Assistance Officers, of course, are not permitted to accept any fee. Fees, however, may be charged by members of the civilian bar in cases referred to them by the LAOs through the state or local committees. Usually, when such fees are charged, they are relatively low—usually the minimum standard or less for the particular case, with consideration being shown to the serviceman's ability to pay.

LAOs do not handle legal matters which should, in their judgment, be handled by private counsel. LAOs are also constantly warned against handling questions of family allowance, matters involving transportation of dependents, complaints of non-support and similar cases. Such matters should be referred by you to the appropriate bureau or office.

In no case will a Legal Assistance Officer act as a collection agency or lend his aid to defeat fair collection or legal enforcement of any just debt or obligation.

During the period 1943 through 1946, an estimated 27,000 civilian attorneys cooperated with the Legal Assistance Officers in the administration of the Legal Assistance Program. More than 1,100 naval officers and enlisted men who are lawyers, gave legal advice and assistance to members of the naval service and their dependents.

Civilian attorney participation in

the program continued during the "peace years" (1946-1950) and has remained at a high level during the Korean conflict. Today, well over 1,000 Legal Assistance Officers are in operation in the Navy. Since the inception of the Legal Assistance Program in 1943 to the present time Legal Assistance Officers have handled more than two million cases for Navymen, Waves and Marines.

### Inactive Aviation Cadet Time Now Counts for Pay Increases

A decision has been rendered by the Assistant Comptroller General which authorizes the counting, for basic pay purposes, of inactive service of appointed aviation cadets in the Naval Reserve.

Formerly, only the active service of appointed aviation cadets was creditable for basic pay purposes. This change applies only to those persons who, prior to 4 August 1942, were appointed as aviation cadets and served on inactive duty. Since the appointed aviation cadets were on inactive duty for a very short time, usually a few days or at most two or three weeks, little pay is involved.

Comparatively few personnel are affected since the appointed aviation cadet program officially ended on 4 August 1942. After this date personnel of the aviation cadet program were enlisted as aviation cadets. However, personnel who believe that this decision entitles them to a crediting of further service for basic pay purposes should address their requests for this credit to the Chief of Navy Personnel via their normal chain of command.



"You must be a compartment cleaner like my son—I can tell by the little whisk broom on your arm!"

### New Schedule Announced for Release of Medical and Dental USNR Officers on Active Duty

The release from active duty of approximately 500 medical and dental Reserve officers is now being processed by BuPers.

Doctors and dentists who are eligible for release under the new plan are those who have completed periods of active duty subsequent to 16 Sept. 1940 and who meet one of the following computations of active service:

- Those who served less than nine months subsequent to 16 Sep 1940 and have completed 24 months of their current tour of active duty.

- Doctors who served nine but less than 12 months subsequent to 16 Sep 1940 and have completed 21 months of their current tour.

- Those who served 12 but less than 15 months subsequent to 16 Sep 1940 and have completed 18 months of their current tour.

- Those who served 15 but less than 17 months subsequent to 16 Sep 1940 and have completed 15 months of their current tour.

Medical and dental officers whose request for extension of active duty has been approved by the Chief of Naval Personnel are required to complete their obligated service.

Doctors who served 17 or more months subsequent to 16 Sep 1940, unless otherwise obligated for further active service were eligible for release between 29 June 1953 and 28 Sep 1953, if release from active duty was requested.

Countable active duty subsequent to 16 Sep 1940 does not include active duty for training, such as the Army Specialized Training Program, Army-Air Corps college training, V-12 and similar programs. Nor does service of internship, residency training and other postgraduate study.

Previously, medical and dental officers were included in the Navy's plan for the release of Naval Reserve officers of all classifications as outlined in BuPers Inst. 1926.1 (17 Apr 1953). However, this directive has been revised to provide this new release schedule for medical and dental officers and to comply with Public Law 84 (83rd Congress), which created a new policy for medical and dental officers of the armed services.

## 200 Active Duty Enlisted Men May Be Appointed to NROTC; 20 October Is Deadline

Procedures have been announced for the annual service-wide competition of qualified enlisted candidates for the regular NROTC program. Successful candidates will start their naval careers in colleges and universities across the country in 1954.

Each year a total of 2000 such appointments are made available. Of this number 200 NROTC appointments will be offered this year to enlisted men on active duty who meet all the qualifications.

Commanding officers may nominate qualified enlisted men "who are motivated by a sincere desire for a career in the naval service." Competitive examinations for nomi-

nees will be held on board the candidates' duty stations on 12 Dec 1953. Candidates who are successful in the Navy College Aptitude Test and who are otherwise qualified will be ordered to the Naval Preparatory School at Bainbridge, Md., where they will undergo intensive academic refresher training. Final selection for the program will be made upon completion of this training. Candidates finally selected will be appointed midshipmen, USNR, and enrolled in the fall term of college, 1954.

Ineligible personnel are enlisted men on active duty who are already undergoing instruction in an officer candidate program—for example, the Naval Aviation Cadet program. Naval Reservists not on active duty compete as civilian candidates. How-

ever, students enrolled in the U.S. Naval Preparatory School may enter the competition.

Under this program the government pays tuition, cost of textbooks, laboratory and other instructional expenses. Necessary uniforms are furnished the midshipmen. In addition each man receives \$600 per year to assist him in defraying expenses for quarters and subsistence. However, the student usually requires an additional amount ranging from \$100 to \$600 per year, depending upon the college, to meet expenses not paid by the Navy. Students may accept outside employment which does not conflict with their NROTC and academic duties.

Successful candidates may take any course leading to a bachelor's degree or higher, except in the fields of medicine, dentistry, veterinary medicine, theology, pharmacy, music and art. They must include in their course 24 semester or equivalent quarter hours of naval science and must also complete mathematics through trigonometry and one year of college physics by the end of the sophomore year.

Every student must achieve proficiency in written and oral expression in English, for which the college will prescribe the standards and courses required.

It is the present policy of the Navy to grant one year's leave of absence to NROTC students who undertake engineering or other five-year courses, provided they will not have passed their 25th birthday on 1 July of the year in which the requirements for a degree may be completed. During this period of leave, which may be for any one of the five years, the student receives no subsidization from the Navy.

Other requirements and obligations as outlined in the BuPers directive are:

- **Midshipmen Obligations:** NROTC midshipmen are required to participate in two summer cruises and one summer period of amphibious and aviation indoctrination, each of approximately eight weeks.

Upon graduation they are obligated to accept a commission as ensign, USN, or second lieutenant, USMC, if offered, and to serve on active duty for a period of three years. After two years' duty they

## WAY BACK WHEN

### Navy's Aid in the San Francisco Earthquake

Crewmen of the destroyer USS *Perry*, berthed at the Mare Island Navy Yard, Vallejo, Calif., were awakened early on the fateful morning of 18 Apr 1906 by a severe rolling and pitching of the ship. They staggered to their feet to receive the following message:

"EARTHQUAKE AT 5:24 A.M., SAN FRANCISCO. NEARLY DEMOLISHED CITY . . . CITY FIRE DEPARTMENT HELPLESS . . . CITY IS IN FLAMES."

At that time, the only other ship of any size near San Francisco was *Perry's* sister ship USS *Preble*, also berthed at Mare Island. Both ships were ordered to proceed immediately to the stricken area.

The two ships raced down the bay as huge clouds of black smoke rose above the ruined city. Smoke and damage appeared greatest in the area south of Market Street, but the fire was steadily progressing toward the waterfront. It was to that area that the ships headed.

Some of the piers had collapsed, so *Preble* anchored at the foot of Howard Street where she served as hospital ship. Crewmen from *Perry* and city firemen set to work laying out lengths of hose, some reaching as far as 11 blocks into the city from the docks. Before long, however, many of the civilian firemen and policemen disappeared—they had gone to look after their families. This left the Navy with the responsibility of fighting the fire and enforcing the law.

The crew of *Perry*, two local tugs and a handful of Marines steadfastly worked to control the blaze as well as police and patrol the districts where beachcombers



and hoodlums took advantage of the confusion to loot stores and warehouses. Having temporarily brought the blaze to a halt at the Embarcadero, the fire-fighters were next drawn to the area of Rincon Hill. Here, the tragedy of the fire was probably most keenly felt—a great many of the Hill's thousands of residents were casualties.

The work of shifting hoses, spraying and dynamiting buildings and rescuing victims continued through four sleepless days. Much of the waterfront was saved including the vicinity of the Sailor's Home, the city's only means of communication with the outside world.

Finally the fire was brought practically under control on Saturday, 21 April. By the following Monday, several units of the Pacific Squadron had steamed in to relieve the tired Navy firefighters who returned to their ships for a well-earned rest.



may apply for retention as permanent officers in the Regular Navy or Marine Corps. If accepted, they become career officers. If they do not choose to apply or are not selected for such career retention, they are further obligated to accept a commission in the Naval or Marine Corps Reserve, if offered. They may not resign the Reserve commission prior to the eighth anniversary of the date of acceptance of their original commission as ensign or second lieutenant.

● **Eligibility Requirements:** Applicants must be unmarried and never have been married; more than 17 years of age and less than 21 on 1 July 1954. Enlisted men who have had a certain amount of college training and who will not pass 25 years of age by 1 July of the year they would graduate from NROTC may enter the course with advance standing. Such advance standing as may be granted by the Navy will apply only to military science subjects. Up to one year's credit in military science may be earned in this manner, the amount to be determined when the enlisted man enters the U.S. Naval Preparatory School at Bainbridge, Md., prior to entering an NROTC college.

All candidates must possess a high school education or its equivalent.

College transcripts are not required until the final application is made after successful completion of the Navy College Aptitude Test.

● **Applications:** All qualified enlisted men interested in the program must apply to their commanding officers for nomination to take the Navy College Aptitude Test. Nomination from COs, along with medical forms, must be received in the Bureau of Naval Personnel, (Attn: Pers B-6241) *not later than 20 Oct 1953*. Dispatch nominations are not considered.

Your educational officer or the executive officer will help you get your application papers started.

● **Physical:** All candidates must meet the general physical standards prescribed for midshipmen.

Names of the successful candidates will be published in February 1954 in a joint Bu-Pers-Mar Corps directive. Details instructions of the NROTC program may be found in BuPers Inst. 1111.4 (13 July 1953).

## New Enlisted Correspondence Courses Available

Ten new Enlisted Correspondence Courses and two revised editions of earlier courses are now available from the U. S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via

the commanding officer for personnel on active duty. Naval Reservists who are members of pay units should make application through their Reserve Units. Other inactive Reservists should forward their applications via the naval district commandant.

In most cases, applicants will be allowed to enroll in only one course at a time.

Here are the new courses:

Title of Course	NavPers No.	Applicable to Ratings
Aircraft Structural Maintenance .....	91621 .....	AM, AMH, AMS
Aviation Storekeeper, Vol. 2 .....	91652 .....	AK
Boilerman 1 .....	91513 .....	BT, BTG, BTR
Disbursing Clerk 1 .....	91437 .....	DK
Chief Disbursing Clerk .....	91438 .....	DK
Gunner's Mate 3, Vol. 3 .....	91353 .....	GM, GMA, GMM, GMT, MN
Handbook of Survival in the Water .....	91218 .....	All rates and ratings
Mechanic 1 .....	91580 .....	CM, CMD, CMG
Chief Personnel Man .....	91422 .....	PN, PNA, PNI, PNR, PNT, PNW
Ship's Serviceman Tailor Handbook .....	91463 .....	SH
Storekeeper 3 .....	91430-1 .....	SK, SKG, SKT
Storekeeper 2 .....	91431-1 .....	SK, SKG, SKT

Navy men who have completed courses based on the earlier editions of Storekeeper 3 and Storekeeper 2 will benefit by taking the new courses.

## Code Changes Listed in Manual Of Navy Enlisted Classifications

The familiar Manual of *Enlisted Navy Job Classifications* (NavPers 15105 Revised) is being revised by Change No. 2 and will be ready for distribution beginning 1 Oct 1953.

The title of the manual has been changed to *Manual of Navy Enlisted Classifications*. The change indicates that the manual is to be used to identify specific skills of enlisted personnel rather than to identify duties performed by enlisted personnel.

Change No. 2 to the revised manual contains 104 code changes. New codes established total 56, and 46 codes have been deleted.

Some of the new codes are: CS-3051 Cold Storage Foreman, SH-3155 Presser, ME-4844 Welder, Inert-Gas Metal-Arc (MEW), AT-6675 Target Drone Electronics Technician, 9597 Rubber Fabricator, 9961 Radar Intelligence Technician,

and 9968 Submarine Noise Measurement and Sound Analysis Technician.

One major change is the expansion of Communications Technicians (CT) with codes from 2400 through 2499.

Ordnance Disposal Personnel Group, codes 0970 to 0979, has been deleted.

Personnel on active duty who are presently identified by code numbers that have been changed or deleted will be reclassified by local commands and assigned appropriate codes.

Change No. 2 follows the Navy's study of more effective methods for personnel distribution and conservation of manpower. Changes to service records and personnel accounting entries for all personnel affected by Change No. 2 will be made by local commands in accordance with instructions contained in the manual.

## List of New Motion Pictures Scheduled for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion picture available from the Navy Motion Picture Exchange, Bldg. 311, U. S. 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. Technicolor films are designated by (T). Distribution of the following films began in July.

Films distributed under the Fleet

Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*By the Light of the Silvery Moon* (1217) (T): Musical Comedy; Doris Day, Gordon MacRae.

*Ambush at Tomahawk Gap* (1218): Western; John Derek, John Hodiak.

*The Townky* (1219): Mystery; Gloria Blondell, Hans Conried.

*Pony Express* (1220) (T): Outdoor melodrama; Rhonda Fleming, Charlton Heston.

*A Slight Case of Larceny* (1221): Comedy; Mickey Rooney, Eddie Bracken.

*Peter Pan* (1222) (T): Cartoon; Bobby Driscoll, Kathryn Beaumont.

*Pick Up On South Street* (1223): Drama; Richard Widmark, Jean Peters.

*Sombrero* (1224) (T): Drama; Pier Angeli, Ricardo Montalban.

*The Sun Shines Bright* (1225): Drama; Charles Winninger, John Russell.

*Law and Order* (1226) (T): Western; Ronald Reagan, Dorothy Malone.

*Son of Belle Starr* (1227): Western; Keith Larsen, Peggie Castle.

*Take Me to Town* (1228) (T): Comedy; Ann Sheridan, Sterling Hayden.

*Split Second* (1229): Suspense melodrama; Stephen McNally, Alexis Smith.

*Stalag 17* (1230): Comedrama; William Holden, Don Taylor.

*Forty-Ninth Man* (1231): Spy melodrama; John Ireland, Richard Denning.

*Jamaica Rum* (1232) (T): Melodrama; Ray Milland, Arlene Dahl.

*Siren of Bagdad* (1233) (T): Melodrama; Paul Henreid, Patricia Medina.

*Fair Wind to Java* (1234): Melodrama; Fred MacMurray, Vera Ralston.

*No Escape* (1235): Crime drama; Lew Ayres, Sonny Tufts.

*Dangerous Crossing* (1236): Murder mytery; Jeanne Crain, Michael Rennie.

## EMs Go Up the Ladder To Warrant Officer Rank

Ten chief petty officers and one first class petty officer of the Regular Navy and the Naval Reserve have been appointed to Warrant Grade, W-1, with dates of rank from 15 June 1953.

This is one of several groups advanced from time to time in accordance with the needs of the service.

## WHAT'S IN A NAME

### Oldest Active Battlewagon

The oldest ship built as a battleship for the U.S. Navy that is still doing her daily chores with the operating fleet is USS *Mississippi* (EAG 128).

There is an older battlewagon that's still in service but not in commission—the old USS *Kearsarge*, which was BB 5. *Kearsarge* was converted into a crane ship, AB 1, in 1946 and is officially nameless. Another old-timer is the USS *Prairie State* (IX 15), serving the Navy as a pier-side training ship. She is not now a sea-going vessel. First named USS *Illinois*, the ship received her present name and classification in January 1941.

*Mississippi*, one of the World War I battleships, is the only "wagon" from that era still active. Two of the *California* class and three of the *Colorado* class are all in mothballs. *Mississippi* was commissioned in December 1917, two years before the first of the *Californias* and three years before the *Colorados*.

During World War I, "Ole Miss" convoyed troops and supplies to Europe and assisted in the blockade of the German Imperial Fleet. At the end of this tour of duty, she was transferred to the Pacific Fleet where she remained for 14 years.

Then the Navy decided to modernize her and she received new fire control systems and armament and her hull design was altered. Having spent all these years in the Pacific, *Mississippi* was transferred under secret orders dated May 1941, to the Atlantic Fleet. She was at Hvalfjörður, Iceland, when the Japanese attacked Pearl Harbor on 7 Dec 1941. At the close of that day, *Mississippi* was one of the last battleships of the fleet in action, the others having been sunk or disabled. She was immediately ordered to the Pacific.

"Missy" began her two years of combat by bombarding Kiska in May 1943. From there she went south to Makin Island in the Gilberts, to Kwajalein in the Marshalls, to supporting assaults on Taroa and Wotje,



to Kavieng, New Ireland, and to Pelelieu. October 1944 found her serving in the forefront of the Battle for Leyte Gulf. The ship remained in combat for 36 continuous days, surviving 38 air attacks, three direct Kamikaze crashes, torpedo assaults and a major sea battle.

In the Mindoro operation she was under assault for 40 days, and later in the Okinawa engagement she was subject to attacks of the Kamikazes during a 44-day period. But her heavy guns destroyed Shuri Castle and opened the way for the Marine assault. (It is interesting to note that 92 years earlier the first *Mississippi* was at Okinawa Gunto as part of a squadron led by Commodore Perry. Perry was at the time on an expedition to negotiate a treaty with Japan.) When the war ended in September 1945, *Mississippi* was present in Tokyo Bay.

Originally BB 41, *Mississippi* was reclassified after World War II and now acts as a gunnery testing vessel for the Operational Development Force, making weekly runs into the Atlantic out of Norfolk, Va. She's a grand old girl, nearing her 36th birthday—but still sprightly, as those who have served aboard her know.



## Congressional Action Taken On Bills of Importance To the Naval Establishment

The first session of the 83rd Congress has come to a close with the passage of a number of important pieces of legislation affecting the Navyman.

This summary brings up to date various items of legislation on which progress was made since the September round-up. This includes bills which have become law as well as other bills which are still being considered and others just introduced. Bills currently being considered will continue on from the point they have reached at this writing when the second session of Congress convenes.

Further information on some of the more important pieces of legislation affecting the Navy will be carried in future issues.

**Appropriations for 1954** — Public Law 179 (evolving from H.R. 5969); provides funds to maintain the Army, Navy, Air Force and Marine Corps at about the same level of combat strength as during 1953 and to continue the modernization program, procurement of new weapons and new construction abroad.

The new budget provides for a total armed force of 3,356,000 men and women, compared to 3,525,000 in Fiscal 1953. The Navy is authorized 745,000 officers and men, compared to approximately 793,000 at present. The Marine Corps has been allotted funds for 230,000 men and women, compared with approximately 250,000 at present.

In Reserve the Navy will have 152,000 pay-status Naval Reservists, an increase from current levels of 12,000; the Marine Corps will have 33,000, an increase of 13,000.

Briefly, the new appropriations act provides the following new construction for the Navy: A third aircraft carrier of the *Forrestal* class, three destroyers, one submarine, four minesweepers, one mine hunter, two escort destroyers, one attack cargo ship, two landing ships, dock; two landing ships and two ammunition ships in addition to funds for the modernization of one *Midway*-class carrier and six radar picket escort vessels.

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

**Term Insurance Renewal** — Public Law 148; provides for the Veterans Administration to renew automatically for another five-year period the term policy of a serviceman if the serviceman has kept his policy paid-up.

**Mutual Security** — Public Law 118; authorizes a continuation of the Mutual Security Program of the U. S. and appropriates a total of \$4.5 billion for operations in Fiscal 1954, for mutual defense financing, economic assistance and technical assistance to other nations.

**Alien Children of Servicemen** — Public Law 162; will permit entry into the U. S. of 500 children under six years of age, adopted by U. S. citizens serving abroad in the armed forces or employed abroad by the U. S. government.

**Survivor's Benefits** — H.R. 5304; passed by House; passed by Senate; would provide that a Navyman with 18 years' service or more could elect to take a reduction in his eventual retirement pay and, for the difference, enroll in an annuity plan through which the Navy would pay an annuity to his wife and children in the event of his death after retirement. Under current law, a retired Navyman's family is not eligi-

ble for survivors' benefits unless the Navyman dies as the result of a "service-connected disability."

**Income Tax Exemption** — H. R. 4152; passed by Senate; would extend the present provisions of law which exclude from "gross income" for income tax purposes the total compensation of enlisted men in the combat zone, or who are hospitalized from wounds received in the combat zone. The bill would also extend the present exclusion of \$200 of compensation for commissioned officers on duty in the combat zone, or hospitalized as the results of wounds incurred in combat.

**Reserve Officer Promotion** — H.R. 6573; passed by House; would make uniform for the Army, Navy, Air Force and Marine Corps a system of Reserve officer promotion. The system proposed is similar to that now in effect for the Naval and Marine Corps Reserve.

**Warrant Officer Promotion** — H.R. 6374 and S. 2410; introduced; would provide a uniform grade structure for warrant officers in all armed forces, establish a legal relationship between warrant officer grades and pay grades, put into effect a new distribution system for warrants and eliminate certain inequities in the appointment and promotion of warrant officers.

## Instructions, Revisions Listed For Officer Fitness Reports

Existing instructions concerning the preparation and submission of officers' fitness reports are compiled and amplified in BuPers Instruction (1085.23 of 13 May 1953). Fitness reports are submitted for all USN and USNR officers serving either on active duty or active duty for training.

The directive provides background information concerning the value of the reports, the types of reports and the methods of filling them out—both by the "officer reported on" and the "reporting officer."

The directive makes one change. The bold captions "Outstanding," "Excellent" and "Average" of Section 13 of "Report on the Fitness of Officers" (NavPers 310 (Rev. 3-51) or (Rev. 10-51)) are to be deleted and disregarded. These three captions will not appear in the next reprint of NavPers 310.

## QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

1. (b) Full dressed.
2. (c) Both.
3. (a) Timber hitch. This hitch, together with a half hitch, is especially useful for making a line fast to a spar.
4. (c) Double Matthew Walker. This is a good knot to put in a line on which a man takes a grip—a bell rope, for example.
5. (b) 1948. A squadron of FJ Furies took off from Boxer.
6. (c) Essex class.

## THE BULLETIN BOARD

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current **Alnavs** and **NavActs** as well as certain **BuPers Instructions**, **BuPers Notices**, and **SecNav Instructions** that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since **BuPers Notices** are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult **Alnavs**, **NavActs**, **Instructions** and **Notices** for complete details before taking action.

**Alnavs** apply to all Navy and Marine Corps commands; **NavActs** apply to all Navy commands; **BuPers Instructions** and **Notices** apply to all ships and stations.

#### Alnavs

No. 22 — Announces a pending reduction, as the result of budget limitations, in strength in Reserve officers currently on active duty and gives the procedure being followed on such releases.

No. 23 — Gives a release schedule for Naval Reserve medical and dental officers now serving on active duty.

No. 24 — States that any Navyman whose home of record at the time he entered on active duty was in a U. S. territory or possession, shall not get overseas pay should he be stationed in that territory or possession.

No. 25 — Reduces commuted ration and leave ration rates for all enlisted personnel from \$1.20 a day to \$1.10, allowing 30 cents for breakfast, 40 cents for dinner and 40 cents for supper.

No. 26 — Changes the effective date of **Alnav** 25 from "immediately" to 1 July 1953.

No. 27 — Adds a surcharge to all meals sold to officers or civilians by

a general mess or closed officers' mess, except during operations, maneuvers, troop movements or catastrophes.

No. 28 — Extends to 1 July 1955 the Special Pay of \$100 per month for USNR medical and dental officers called to active duty, and for officers newly commissioned in the Medical and Dental Corps, USN.

No. 29 — Directs all commands to use "full discretion" to limit procurement of lumber and office furniture and equipment to "minimum essential needs" and states that no musical instruments or air conditioning equipment shall be purchased.

No. 30 — Announces the convening of a selection board to recommend for temporary promotion to rear admiral Staff Corps officers of the Medical, Supply and Civil Engineering Corps on active duty.

No. 31 — Announces the selection of 29 captains of the line and Staff Corps to the temporary grade of rear admiral.

No. 32 — Announces the convening of two selection boards to recommend for promotion to captain and commander respectively officers of the Navy and Naval Reserve on active duty.

#### BuPers Instructions

No. 1085.22 — Gives the policy concerning fingerprinting of naval personnel for the Armed Forces Police Record Check.

No. 1111.4 — Announces the service-wide competitive examination (Navy College Aptitude Test) for this year, given to select midshipmen for the Naval Reserve Officer Training Corps (NROTC) to enter college in the fall of 1954.

No. 1133.1A — Summarizes the Navy's policy on discharging and re-enlisting personnel of the U. S. Navy and Naval Reserve on active duty.

No. 1210.3B — States that qualification code numbers will be used on most future officer change-of-duty orders issued by the Bureau of Naval Personnel.

No. 1500.15 — Outlines the procedure to be followed in selecting candidates for diving instruction, including interview, physical exam and recompression chamber test.

No. 1520.23 — Restates the eligibility requirements and scope of instruction for the seven-week course

in Uniform Code of Military Justice given at Newport, R. I.

No. 1520.26 — Requests applications and lists requirements for the Electronics Maintenance Course for officers at Great Lakes, Ill.

No. 1540.18 — Outlines training facilities available to qualify Salvage Officers and Salvage Divers and for the requalification of Salvage Divers.

No. 1540.17 — Outlines training facilities available to qualify men as Divers, Second Class.

No. 1620.1A — Gives a summary of the procedures followed by the Navy in the case of complaints of non-support of dependents, insufficient support, paternity or similar cases.

No. 1620.2 — Concerns procedures for handling claims and complaints regarding personal indebtedness and bad checks involving naval personnel.

No. 1626.9 — States that it is the policy of **BuPers** for courts martial to include reduction to the lowest enlisted pay grade in any sentence extending to dishonorable discharge, confinement exceeding three months, or both.

No. 1626.10 — Concerns administration of unauthorized absence cases and disposition upon completion of disciplinary action that is taken.

No. 1630.1 — Gives details on how to submit "Train Guard Trip Report," a report filed by Shore Patrolmen.

No. 1700.1 — Announces publication of a new guide to the rights and benefits of Navy and Marine Corps personnel, "Personal Affairs of Naval Personnel" (**NavPers** 15014).

No. 1760.5 — States that no recruiting of naval personnel for post-service employment at separation centers will be permitted; all servicemen are instructed to seek civil employment through the U. S. Employment Service office in their home area.

No. 1761.7 — States the Navy's policy on making available to personnel being separated adequate information concerning their rights and benefits.

No. 4600.5 — States that there is a waiting period of roughly 14 months for dependents housing in Government quarters in Japan.

No. 10150.1A — Relates to blank-



"Oops!"



ets and pillows issued to Navymen.

#### BuPers Notices

No. 1710 (25 June 1953) — Announces the rules for participation of Navy Personnel in the Armed Forces March competition.

No. 1133 (29 June 1953) — Revises BuPers Instruction 1133.1A, and states that where a member of the Regular Navy extends his enlistment more than once, that such extensions may be considered one enlistment for the purpose of re-enlistment bonus.

No. 1650 (2 July 1953) — Gives rules for wearing the National Security Medal and other non-military U. S. decorations.

No. 5605 (6 July 1953) — Announces a revision in the *Officer Qualification Code Manual* (NavPers 15006) brought about by a re-evaluation of all officer codes.

No. 1520 (7 July 1953) — Outlines the procedure for submitting requests for consideration in the selection of Rhodes Scholars for 1953 from among active-duty Navy and Marine Corps officers.

No. 1850 (8 July 1953) — Makes a minor change in BuPers Instruction 1850.2 (Change One) relating to disability of personnel awaiting final action on disability retirement proceedings.

No. 1221 (8 July 1953) — Authorizes the assignment of 8100-series classification codes for enlisted personnel changed in rating from Aviation Photographer's Mate (AF) to Photographer's Mate (PH).

No. 1120 (9 July 1953) — Lists latest selection of Naval Reserve aviators accepted for commissioned grade in the line of Regular Navy.

No. 4641 (13 July 1953) — Summarizes information concerning furlough rates for travel by servicemen on railroads in the U. S.

No. 1050 (14 July 1953) — Authorizes commanding officers to grant leave to officers and enlisted men who wish to attend the Fleet Reserve Association convention.

No. 1120 (15 July 1953) — States that applicants selected for the Navy's Officer Candidate Program from enlisted ranks under BuPers Instruction 1120.7 must have at least one year of obligated service remaining or agree to extend for that period.

No. 1741 (16 July 1953) — Eliminates need for physical exam for

Navymen overseas who wish to reinstate a lapsed National Service Life Insurance policy.

No. 1085 (21 July 1953) — Gives details in regard to issuance of a new Armed Forces Identification Cards to Fleet Reservists.

No. 1085 (22 July 1953) — Makes a minor change in BuPers Instruction 1085.22 concerning Armed Forces Police Record check.

No. 1210 (24 July 1953) — Changes Officer Designator Codes for officers of the Naval Reserve Training and Administrative Program.

No. 1430 (29 July 1953) — Announces that the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) is declassified from "Restricted" to "Unclassified."

No. 1085 (29 July 1953) — Makes a minor change in BuPers Instruction 1085.23 concerning preparation of Fitness Reports for officers.

### Tuition Scholarships Offered To Veterans at Illinois Tech

Officers and enlisted men of the Navy who served on active duty during the Korean war are eligible for half-tuition scholarships at Illinois Institute of Technology, Chicago, Ill.

Illinois Tech has established 100 such scholarships for service men—each valued at \$325 a year—to supplement the veteran's G.I. Bill funds. The tuition grants are for one year, but may be renewed for additional years providing the student's academic work is "satisfactory."

Under the terms of the new Korean G.I. Bill, veterans receive a monthly allowance from the government and pay their own tuition. The I.I.T. scholarship for vets reduces the tuition by one-half, thus saving the veteran \$325 per year.

The scholarships may be used in any of the Institute's three divisions: engineering, liberal studies and the graduate school.

The scholarships are awarded on the basis of previous academic records in high school or college, or on performance in I.I.T.'s entrance examination.

Interested veterans may apply for information by writing to the Director of Admissions, Illinois Institute of Technology, Chicago 16, Ill. The fall semester begins 21 Sept 1953.

## HERE'S YOUR NAVY

When naval vessels steam together in company they usually travel in a "formation." Formations range from simple two-ship arrangements to complicated patterns involving dozens of



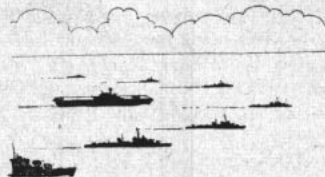
vessels. A point in common: one ship usually serves as "guide." Since the other ships keep station on her, the guide maintains a steady course and speed.

Among the more simple types of formation are the *column*, the *line* and *line of bearing*. The *column* is the simple "Indian file" line-up in which ships follow in the leader's wake at a prescribed distance. In a *line* forma-



tion, ships steam abreast of each other, forming a line at right angles to the base course. Another formation in which ships form along a straight line and steer the same course is termed *line of bearing*.

Carrier task force formations usually are of a different type. Depending on the number of ships and the combat conditions, these patterns range from *bent line* screens and *horse shoe* screens to the *circular screen*. In a typical *circular screen* formation, more than 20 destroyer-type vessels acting as sub-



hunters and anti-aircraft ships encircle an inner group of three air-defense cruisers, five large auxiliaries and two attack carriers. In *bent line* and *horse shoe* screens a smaller number of ships are situated on a curve—but do not encircle—a smaller inner group.

# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

- ★ DELANEY, Leo T., LTJG, MC, USNR, serving with a Marine infantry battalion on 24 Apr 1951.
- ★ HEALY, John W., LTJG, USN, (posthumously), serving in Attack Squadron 55 on 23 Nov 1952.
- ★ NEARY, James K., HM3, USN, serving with a Marine infantry company on 12 Oct 1951.
- ★ REIMERS, Earl R., ENS, USNR, serving in Fighter Squadron 111 on 3 Jan 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

- ★ GREENE, Thomas J., CDR, USN, CO of USS *Colonial* (LSD 18) from 22 Sept 1950 to 31 July 1951. Combat "V" authorized.
- ★ GUINAN, Timothy J., CDR, USN, serving as Commander Underway Training Element Japan, and as Chief of Staff, Commander Fleet Training Group Western Pacific and Underway Training Element Japan from 27 June 1950 to 15 Apr 1952.
- ★ HARRIS, David A., CAPT, USN, serving as Commander Destroyer Division 52, as Commander Destroyer Screen of the Replenishing Forces, and as a Task Group Commander with the Fast Carrier Task Force and the Blockading and Escort Force from 28 Nov 1950 to 23 July 1951. Combat "V" authorized.
- ★ JAMES, Walter F., CAPT, MC, USN, CO of U.S. Naval Hospital, Yokosuka, Japan, from 13 Sept 1950 to 15 Nov 1951.
- ★ JANECKY, Joseph W., LT, USN, Commander Mine Division 53 from January 1951 to January 1952. Combat "V" authorized.
- ★ KELLY, John L., Jr., CDR, USN, serving on the Staff of Commander Seventh Fleet from 28 Mar 1951 to 3 Mar 1952. Combat "V" authorized.
- ★ KIRKPATRICK, Louis P., CAPT, MC, USN, division surgeon with a Marine Division from 10 July to 15 Dec 1951. Combat "V" authorized.
- ★ MASON, Redfield, RADM, USN, Com-

mander Service Division 31 from 3 April to 26 July 1951, and Commander Service Squadron Three from 29 July 1951 to 25 Feb 1952. Combat "V" authorized.

- ★ SCHERMERHORN, Dale V., LCDR (then lieutenant), USN, Commander Mine Division 33 from January 1951 to January 1952. Combat "V" authorized.
- ★ SMITH, Bernard A., CDR, USN, Commander Escort Squadron 11 from 14 Nov 1951 to 29 Apr 1952, and Commander of the Wonsan Bombardment and Patrol Element from 14 November to 12 Dec 1951, and from 2 to 29 Apr 1952. Combat "V" authorized.
- ★ SPORE, Burns W., CDR, USN, on the Staff of Commander Seventh Fleet from 3 Mar 1951 to 3 Mar 1952. Combat "V" authorized.

- ★ WHITE, Donald M., CDR, USN, Commander Carrier Air Group Two from 15 September to 22 Oct 1950. Combat "V" authorized.

Gold star in lieu of second award.

- ★ CROSLY, Paul C., CAPT, USN, Chief of Staff to Commander Cruiser Division Five and Acting Administrative Command Cruiser Division Five from 29 May to 8 Sept 1951. Combat "V" authorized.
- ★ FORD, Joel C., CAPT, USN, Commander of Task Element 95.21 on 17 July 1951. Combat "V" authorized.
- ★ GREENSLADE, John F., CAPT, USN, Commander Task Force 72 from 4 Apr 1951 to 29 Feb 1952.
- ★ HILL, Andrew J., Jr., CAPT, USN, Commander Destroyer Division 12 from 18 April to 16 May 1951. Combat "V" authorized.
- ★ JOHNSON, Howard A., CDR, MC, USN, division surgeon of a Marine Division from 25 January to 1 July 1951. Combat "V" authorized.
- ★ OPIE, John N., III, CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 28 Mar 1951 to 3 Mar 1952. Combat "V" authorized.
- ★ RORSCHACH, Anthony L., CAPT, USN, Commander, Destroyer Squadron Three and Task Element Commander and Task Group Commander, Blockading and Escort Force, from 17 Sept 1951 to 25 Mar 1952. Combat "V" authorized.
- ★ STROOP, Paul D., CAPT, USN, CO of

USS *Princeton* (ACVA 37) from 30 April to 31 Aug 1952.

- ★ WALLEY, Marion C., CDR, USN, Commander Fleet Activities, Sasebo, Japan, from 2 Feb 1950 to 15 Dec 1951.

Gold star in lieu of third award:

- ★ LARSON, Harold O., CAPT, USN, CO of USS *Helena* (CA 75) from 18 April to 2 Aug 1951. Combat "V" authorized.
- ★ ROEDER, Bernard F., CAPT, USN, Commander Destroyer Division 112 from August 1950 to March 1951. Combat "V" authorized.
- ★ BRIGGS, Harold M., CAPT, USN, Assistant Chief of Staff for Operations, Plans and Intelligence for Commander Naval Forces, Far East from 31 May 1951 to 4 June 1952.
- ★ DUFEK, George J., CAPT, USN, CO of USS *Antietam* (CVA 36) from 15 Oct. 1951 to 15 Apr 1952.
- ★ MORRIS, Robert M., CAPT, USN, Chief of Staff to Commander Amphibious Group Three from 12 Sept. 1950 to 15 Jan 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ ALLEN, Keith M., ALC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 13 Feb 1951.
- ★ ALLRED, James N., ALC, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 2 Feb 1951.
- ★ APPLETON, Monte D., AOC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 1 Feb 1951.
- ★ AVERY, Arthur N., LT, USNR, serving in Attack Squadron 923 on 25 Sept 1951.
- ★ BACAK, Joseph J., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
- ★ BADEWITZ, Charles J., LCDR (then LT), USNR, serving in Attack Squadron 923 on 25 Aug 1951.
- ★ BALDWIN, Richard W., AN, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 18 Feb 1951.
- ★ BALSER, Bobby G., LT, USNR, serving in Fighter Squadron 653 on 12 Jan 1952.
- ★ BARKER, Franklin H., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 2 Feb 1951.
- ★ BARNES, Duain OI, ALC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 1 Feb 1951.
- ★ BARTEL, Roger U., ADC, USN, serv-

## Correction

Last month in this section, ALL HANDS printed the names of persons as having received the Silver Star Medal when they actually received the Legion of Merit.

The error is regretted.



ing in Patrol Squadron 42 from 23 Aug 1950 to 31 Jan 1951.

★ BENNETT, Dewey E., ADC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 31 Jan 1951.

★ BERTSCH, Fred S., Jr., LCDR, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 31 Jan 1951.

★ BIDDLE, Raymond D., ADC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 5 Feb 1951.

★ BLOIR, Charles E., Jr., AO1, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 30 Jan 1951.

★ BOWEN, Frederick W., LCDR, USN, (missing in action) serving in Fighter Squadron 884 on 29 Sept 1952.

★ BRODHAG, Donald J., LT, USNR, serving in Fighter Squadron 781 on 9 Aug 1951.

★ BURKE, William F., ENS, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ CAMPBELL, Clyde H., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CAMPBELL, Norman R., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Mar 1951.

★ CARLSON, Harold G., LCDR, USN, serving in Attack Squadron 195 on 1 May 1951.

★ CARPENTER, John E., LT, USNR, serving in Attack Squadron 923 on 18 Aug 1951.

★ CLARK, L. D., ADC, USN, serving in Patrol Squadron 42 from 21 August to 31 Dec 1950.

★ COLLINS, William B., LT, USNR, serving in Helicopter Squadron One on 17 Oct 1952.

★ DAGON, James E., LT, USNR, serving in Attack Squadron 923 on 14 Nov 1951.

★ DANIEL, William A., LTJG (then ENS), USNR, serving in Patrol Squadron 42 from 26 Aug 1950 to 2 Feb 1951.

★ DAVIS, Frank N., LT, USNR, serving in Fighter Squadron 791 on 28 May 1951.

★ DEWENTER, John R., Jr., LTJG, USNR, serving in Fighter Squadron 781 on 21 Sept 1951.

★ EASLER, Ray C., ALC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 27 Feb 1951.

★ EBERTZ, Paul H., ALC, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 12 Feb 1951.

★ ELMORE, William H., Jr., LT (then LTJG), USNR, serving in Attack Squadron 702 on 24 June 1951.

★ FLEMING, Robert L., LT, USNR, serving in Fighter Squadron 781 on 21 Sept 1951.

★ FORBUSH, Alan A., ADC, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 22 Jan 1951.

★ GLISSON, Charles O., Jr., LT, USN, (missing in action), serving in Fighter Squadron 721 on 8 Oct 1952.

★ GORDON, Robert K., AD1, USN, serv-

ing in Patrol Squadron 42 from 24 Aug 1950 to 22 Jan 1951.

★ HAHNE, Clarence E., AD3, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 7 Jan 1951.

★ HARRIS, Leroy, AD2, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 24 Jan 1951.

★ HAYES, Billy J., AD3, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 27 Feb 1951.

★ HEBERER, Maurice E., AN, USN, serving in Patrol Squadron 42 from 22 Sept 1950 to 27 Feb 1951.

★ HERBERT, Donald E., ENS, USNR, serving in Patrol Squadron 42 from 23 Aug 1950 to 4 Feb 1951.

★ HERZOG, Harvey, ALC, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 28 Jan 1951.

★ HOPPING, Robert C., LCDR, USN (missing in action), serving in Fighter Squadron 721 on 21 Nov 1952.

★ JONES, James R., AD3, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 21 Jan 1951.

★ KIRKMAN, Clyde T., AF1, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 12 Jan 1951.

★ LITTLE, Bruce L., AD1, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Feb 1951.

★ MAIER, Harry G., LT, USNR, serving in Fighter Squadron 874 on 27 Sept 1951.

★ MARTIN, Howard J., Jr., LT, USNR, serving in Fighter Squadron 874 on 30 Aug 1951.

★ MAYES, Lowell G., ADC, USN, serving in Fighter Squadron 42 from 25 Aug 1950 to 3 Feb 1951.

## BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ SANCHEZ, Andrew J., LTJG, MC, USNR, battalion surgeon with a Marine Infantry Battalion on 6 June 1951. Combat "V" authorized.

★ SANDERS, Herman J., LT, USN, CO of USS *Osprey* (AMS 28) on 13 and 14 Oct 1952. Combat "V" authorized.

★ SHAFFER, John N., CDR, USN, CO of USS *Stormes* (DD 780) from 15 June to 1 Nov 1951, and operations on 16 and 17 Oct 1951. Combat "V" authorized.

★ SHAW, George T., HM3, USN, serving as a corpsman with a Marine Infantry Battalion on 7 Dec 1950. Combat "V" authorized.

★ STARNES, Will P., CDR, USN, serving in USS *Helena* (CA 75) from 24 April to 21 Nov 1951. Combat "V" authorized.

★ TRIBBLE, Roy T., LT, USNR, CO of USS *Abnaki* (ATF 96) from 2 July 1951 to 16 Jan 1952. Combat "V" authorized.

★ VIRTUE, Clark W., CAPT, MC, USN, CO of U.S. Naval Hospital, on board USS *Consolation* (AH 15) from 1 Nov 1950 to 30 Apr 1951.

★ WHITBY, Frank R., Jr., CDR, USN, CO of USS *Richard B. Anderson* (DD 786) from 15 March to 16 May 1951. Combat "V" authorized.

## This is How Navymen Receive Decorations and Awards

The procedures for recommending Navy Unit awards, Presidential Unit awards, Medal of Honor, Distinguished Service Medal and Navy Cross awards and for recommending awards to flag officers, are spelled out by SecNav Inst. 1650.1 of 1 June 1953. This directive also states the value of uniform procedures in making such recommendations. In brief, they are made as follows:

- Unit awards—Recommendations are forwarded via operational commanders and type commanders (when appropriate) for comment and recommendation before further transmittal to the Navy's Board of Decorations and Medals. (Full details on unit awards are listed in sections 20 and 21 of *Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard—1861-1948* (NavPers 15790-Rev. A newer revision of NavPers 15790 will soon be distributed.)

- Medal of Honor, Navy Cross

and Distinguished Service Medal—Recommendations for awards to Navymen are forwarded via the administrative chain of command and the Chief of Naval Operations before transmittal to the Board of Decorations and Medals.

- Awards to flag officers — Recommendations are forwarded to the Chief of Naval Operations before transmittal to the Board of Decorations and Medals.

Recommendation for an award to any Navy unit operated under a joint commander for any portion of the time mentioned in the recommendation must carry an expression of opinion on the meritorious services of that unit from the joint commander concerned.

After the Board of Decorations and Medals takes action on recommendations for the above awards, the recommendations are forwarded to the Secretary of the Navy for approval, via the Chief of Naval Operations.

# BOOKS: LOTS OF INTERESTING VOLUMES ARE ON WAY TO NAVY READERS

A NUMBER of good new books are being distributed to Navy libraries ashore and afloat. Chosen by the BuPers library staff, the volumes include naval history, adventure, both fact and fiction. Following are reviews of some of these new books:

• *Beans, Bullets, and Black Oil*, by Rear Admiral Worrall R. Carter, USN (Ret); Government Printing Office.

Much has been written about the fighting in the Pacific during World War II. Here, as the title implies, is

a story of the men and ships behind the men who actually fired the guns—the story of Navy logistics.

From the time of the attack on Pearl Harbor to the end of the war the men of the service forces had the huge task of keeping the Navy supplied with food, ammunition and fuel. How well this was accomplished is shown in a statement from Admiral R. A. Spruance, USN (Ret), then Commander Fifth Fleet: "For the first time in history a fleet steamed to the threshold of an enemy homeland and, with its own air force embarked, stayed there at sea for a period of months until our own land and air forces were firmly established on the enemy's doorstep."

The author served as Commander Service Squadron Ten during the war. A sea-faring man from birth (RADM Carter was born at sea, on a merchantman captained by his father), he knows Navy logistics cold.

★ ★ ★

• *The Bridges at Toko-Ri*, by James A. Michener; Random House.

This short volume covers a few days in the lives of a squadron of carrier-based jet pilots, a task force commander and a pair of 'copter flyers—all operating in the Korean theatre.

The author introduces you to a hard-bitten admiral who lost two sons in World War II. You meet LT Harry Brubaker, USNR, a crack jet pilot who would rather be home practicing law. You also meet some rather fantastic characters. For example, there's Beer Barrel, a landing signal officer, who has an uncanny knack for guiding planes safely aboard the carrier after a mission. And there's enlisted helicopter pilot Mike Forney who sports a green opera hat and a "Baron von Richtofen" scarf as morale-boosters to the downed pilots he goes after.

When Brubaker is forced to land in the drink, Forney and his teammate bring him back to the carrier. When Mike gets involved in a riot over a fickle girl friend, Brubaker bails him out of a Tokyo lock-up.

As usual, Pulitzer-prize-winning Michener handles this material with surpassing skill and style.

• *Ride Out the Storm*, by Roger Vercel; G. P. Putnam's Sons.

This salty, seagoing novel tells the story of Pierre Rolland. It is divided into three parts—The Seaman, The Mate, The Captain—and details Rolland's progress through these periods of his life.

Recognized as officer material by the mate of the merchant vessel *Galatea*, Rolland is packed off to school. After numerous ups and downs, he makes the grade and, in the second part of the yarn, we find him as first mate of the *Antonine*. The skipper of this ship, dying of an incurable disease, clings desperately to his command. Eventually, it falls to Rolland to bring the ship back to her home port. Then we come to part three wherein Rolland takes command of the *Argonaut*, a big new vessel.

Vercel has come to be a top-notch spinner of sea yarns, comparing favorably with Hugo, Conrad and others. Thus there is much of interest to the present-day sailor in this volume, for in addition to meeting the many and varied characters throughout, one learns of life at sea in the late 19th century as the era of sailing ships is drawing to a close.

★ ★ ★

• *The Big Water*, by Mark Derby; The Viking Press.

This novel, set in modern times, falls neatly into the "thriller" category. In it, we meet a girl employee of the American consulate, an Estonian, assorted Communists, a former island princess, an American journalist, a Malay chief and others.

Darrell Hardy, formerly with the State Department, managed to eavesdrop on a meeting between a high Department official and the heads of two Communist countries. On his death-bed, Hardy passes on photos of the meeting to the girl at the consulate, a verbal account to his Estonian friend. Both are told to take the information to a British leader, Lansdowne, in Borneo.

There follows the trip to Borneo with the girl and the Estonian, distrustful of each other. The journalist tags along, seeking lurid headlines to boost his falling stock back home. There is the relentless Communist agent, sent to get the photos at any cost. And, to add to the complications, there are the dangerous waters with rapids and waterfalls to plague the adventurers.

## SONGS OF THE SEA

### The Countersigns

What said John Paul Jones on the brave  
Bon Homme Richard;

What said that good fighting man,  
lashed foe to foe?

"You bid me surrender! I've not yet begun  
to fight!"

And that was the Navy of long, long  
ago!

Chorus:

And that is the Navy of all Yankee sailormen!  
From seaboard and inland, from mountains and lakes;

The ancient commanders, they gave us the  
countersigns,

We'll steer by the card in their gallant  
old wakes!

What said Captain Lawrence on board the  
doomed Chesapeake;

What said he, when wounded, they bore  
him below?

"Don't give up the ship!" though the Shannon  
had beaten him!

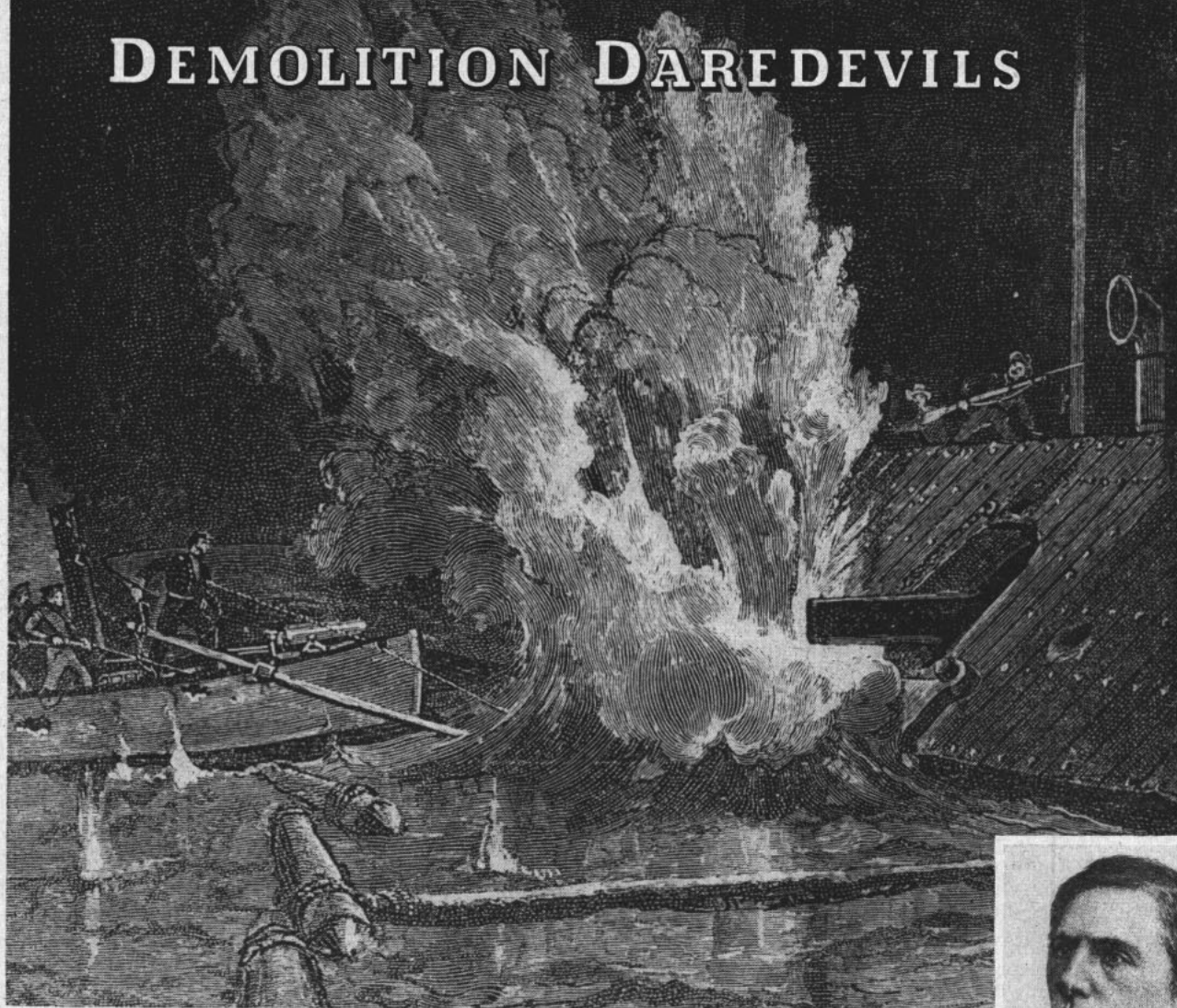
And that was the Navy of long, long  
ago!

—Early Navy Ballad





# DEMOLITION DAREDEVILS



## AN IRONCLAD'S DESTRUCTION—1864

A story of the War Between the States tells how a hell-for-leather Union Navy lieutenant and his band of gallant sailors ran their small steam launch under the very nose of the Confederates to blow up the dangerous ironclad *Albemarle*.



CDR W. B. Cushing, USN

For the first time in the Civil War, the inland waters of the North Carolina coast were threatened. Not by some powerful fleet of warships, but by a single Confederate ironclad—an odd-looking craft who's four-inch iron plates backed up by 14 inches of solid oak helped her make up in ruggedness what she lacked in beauty.

In the space of several short months in the early part of 1864, *Albemarle* had defied the best efforts of the Federal Navy to defeat her. In April she had burst through a cordon of chains the Federals had strung across the Roanoke River in the hope of trapping her—then had proceeded to ram and sink the steamer *Southfield* and put to rout another ship, *Miami*.

Two days later she had poured shells in the Federal-held fort at Plymouth until Confederate forces ashore

could storm and capture it. The following month, she had fought a superior number of Federal ships to a standstill in a pitched battle in Albemarle Sound, causing severe damage to several ships (ALL HANDS, Aug. 1953).

She was a thorn in the side of the North and Admiral David Porter, then Commander-in-Chief of the North Atlantic Blockade Squadron, knew it. So, in October, when a 21-year-old lieutenant by the name of William Cushing came to him with a small motor launch and a plan—risky though it was—to destroy the ironclad, the admiral ordered him to go to it.

Up to this time the Confederates had considered the spar torpedo (an explosive charge mounted on the end of a long pole or spar) as their own private wea-

## DEMOLITION DAREDEVILS

pon. They had made good use of it in torpedo boats which they used against the Federal blockade of Charleston to the south. The Cushing exploit was to mark the first time the North had turned the South's favorite weapon against them—and to good effect.

The following is the dramatic story of how this courageous band of 15 officers and men exposed themselves to almost point-blank musket and cannon fire in order to run their tiny craft under the very shadow of the mighty ironclad, explode the tricky torpedo and send the metal monster to the bottom.

This account, taken from a manuscript written by Cushing himself, first appeared in the pages of Century Magazine in July 1888. As the story opens, Cushing is in New York making preparations for his risky expedition.

**F**INDING some boats building for picket duty, I selected two, and proceeded to fit them out. They were open launches, about thirty feet in length, with small engines, and propelled by a screw. A 12-pounder howitzer was fitted to the bow of each, and a boom was rigged out, some 14 feet in length, swinging by a goose-neck hinge to the bluff of the bow.

A topping lift, carried to a stanchion inboard, raised or lowered it, and the torpedo was fitted into an iron slide at the end. This was intended to be detached from the boom by means of a heel-jigger leading inboard, and to be exploded by another line, connecting with a pin, which held a grape-shot over a nipple and cap.

Everything being completed, we started southward, taking the boats through the canals to Chesapeake Bay.

Both boats—on their way through inland waters from New York to North Carolina—had reached Annapolis, Md., in operating condition. But there the machinery of Boat No. 2, under the command of Acting Ensign Andrew Stockholm, failed and the boat had to put in for repairs. Boat No. 1 pressed on southward.

No sooner had Stockholm's boat been fixed up, however, than boat and crew were attacked by guerrillas. Stockholm tried to run her for the open water but grounded the boat in the attempt. After using up all his ammunition against the Confederates, the ensign and the crew set fire to their boat and surrendered. Boat No. 1, on the other hand, reached the destination safely and was the one Cushing used for his expedition.

My best boat being thus lost, I proceeded with one alone to make my way through the Chesapeake and Albemarle canals into the sounds.

Half-way through, the canal was filled up, but finding a small creek that emptied into it below the obstruction, I endeavored to feel my way through. Encountering a mill-dam, we waited for high water, and ran the launch over it; below she grounded, but I got a flat-boat, and, taking out gun and coal, succeeded in two days in getting her through. Passing with but seven men through the canal, where for 30 miles there was no guard or Union inhabitant, I reached the sound, and ran before a gale of wind to Roanoke Island.

Here I pretended that we were going to Beaufort, and engaged to take two passengers along. This deception became necessary, in consequence of the close proximity of the rebel forces. If any person had known our destination, the news would have reached Plymouth long before we arrived to confirm it.

So, in the middle of the night, I steamed off into the darkness, and in the morning was out of sight. Fifty miles up the sound, I found the fleet anchored off the mouth of the river, and awaiting the ram's appearance. Here, for the first time, I disclosed to my officers and men our object, and told them that they were at liberty to go or not, as they pleased.

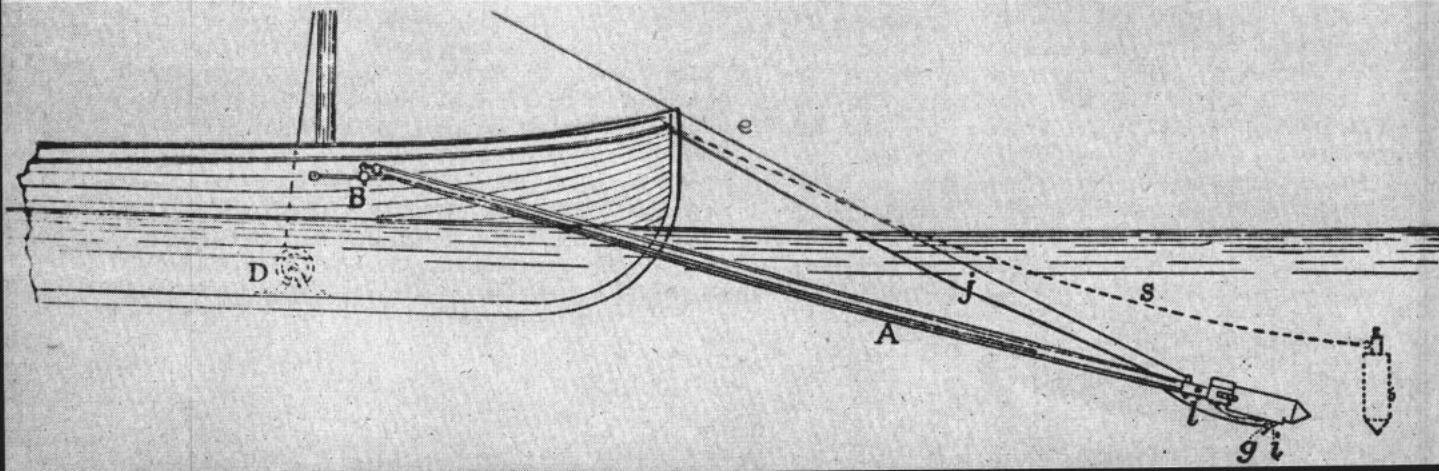
These, seven in number, all volunteered. One of them, Mr. Howarth of the *Monticello*, had been with me repeatedly in expeditions of peril. Eight were added to my original force, among whom was Assistant Paymaster Francis H. Swan, who came to me as we were about to start and urged that he might go, as he had never been in a fight.

The Roanoke River is a stream averaging 150 yards in width, and quite deep. Eight miles from the mouth was the town of Plymouth, where the ram was moored. Several thousand soldiers occupied town and fort, and held both banks of the stream. A mile below the ram was the wreck of the *Southfield*, with hurricane deck above water, and on this a guard was stationed, to give notice of anything suspicious, and to send up fire-rockets in case of an attack. Thus it seemed impossible to surprise them, or to attack, with hope of success.

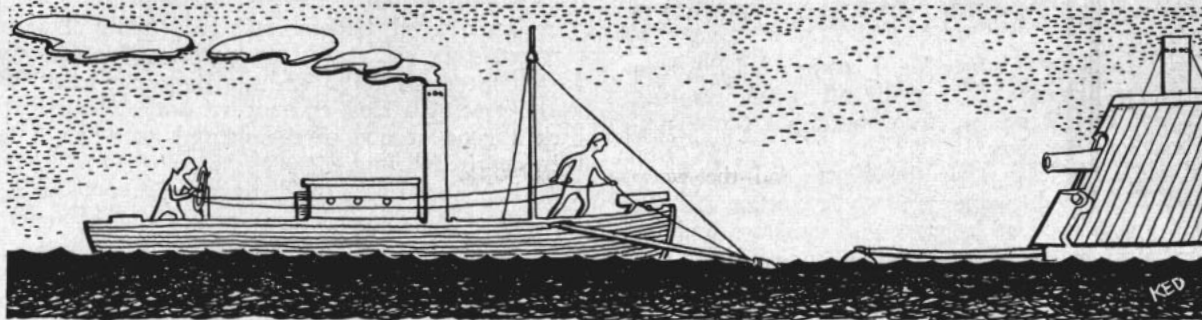
But impossibilities are for the timid: we determined to overcome all obstacles. On the night of the 27th of October we entered the river, taking in tow a small cutter with a few men, the duty of whom was to dash aboard the (wreck of the) *Southfield* at the first hail, and prevent any rocket from being ignited.

Fortune was with our little boat, however, and we actually passed within 30 feet of the pickets without discovery and neared the wharf, where the rebels lay all unconscious. I now thought that it might be better to board her, and "take her alive," having in the two

DIAGRAM of Cushing's torpedo arrangement shows how fatal 50-lb. explosive was detonated under Albemarle.







## One Torpedo: — Deliver By Hand

The ingenious lash-up with which Cushing and his courageous band of Civil War heroes destroyed the ironclad *Albemarle* required a sure touch and great coolness in the face of a withering fire.

Cushing himself had to be the next thing to a human marionette. There he stood, in the bow of his little boat, with no less than four lines or lanyards, each of which had to be pulled and manipulated at the right instant—all this with bullets whistling about his ears and piercing the flapping folds of his coat.

Tied to his belt, one on either side, were two lines which led back to his engineer, Stotesbury. By giving a tug at one or the other, he could tell the engineer to "Go Ahead," "Stop," or "Back down." By using the lines, Cushing did not have to yell back over his shoulder and thereby run the risk of early discovery of his commando mission.

Two other lines, each tied to a cleat along the gunwales, formed the key to the unique firing mechanism.

Here's how they worked.

As soon as the boat slid over the logs obstructing the path to the target, Cushing ordered the boom (A, in drawing on opposite page) lowered to about a 30-degree angle, thus placing the explosive charge in a position to burst directly under the ironclad's vulnerable underbody.

The charge itself was contained in a brass cylinder and consisted of 50 pounds of black powder at one end and an air chamber at the other. When a small iron pin was pulled out of the cylinder, a small steel ball within the air chamber dropped onto a percussion cap, firing the black powder.

Pulling the first line (J), Cushing caused this cylinder to break free from the end of the boom and assume a floating position (see dotted lines).

Now he pulled the second line (S), the iron pin pulled out, the steel ball fell against the percussion cap, and the cap exploded the black powder with a detonation that threw water high into the sky and tossed the men in the boat into the water.

boats 20 men well armed with revolvers, cutlasses, and hand grenades.

Knowing the town, I concluded to land at the lower wharf, creep around and suddenly dash aboard from the bank; but just as I was sheering in close to the wharf, a hail came, sharp and quick, from the ironclad, and in an instant was repeated. I at once directed the cutter to cast off, and ordering all steam, went at the dark mountain of iron in front of us.

A heavy fire was at once opened upon us, not only from the ship, but from men stationed on the shore. This did not disable us, and we neared them rapidly. A large fire now blazed upon the bank, and by its light I discovered the unfortunate fact that there was a circle of logs around the *Albemarle*, boomed well out from her side, with the very intention of preventing the action of torpedoes.

To examine them more closely, I ran alongside until amidships, received the enemy's fire, and sheered off for the purpose of turning, a hundred yards away, and going at the booms squarely, at right angles, trusting to their having been long enough in the water to have become slimy—in which case my boat, under full headway, would bump up against them and slip over into the pen with the ram. This was my only chance of success, and once over the obstruction my boat would never get out again; but I was there to accomplish an

important object, and to die, if needs be, was but a duty.

As I turned, the whole back of my coat was torn out by buckshot, and the sole of my shoe was carried away. The fire was very severe.

In a lull of the firing, the captain hailed us, again demanding what boat it was. All my men gave some comical answers, and mine was a dose of canister, which I sent among them from the howitzer, buzzing and singing against the iron ribs and into the mass of men standing by the fire upon the shore. In another instant we had struck the logs and were over, with headway nearly gone, slowly forging up under the enemy's quarter-port. Ten feet from us the muzzle of a rifle gun looked into our faces, and every word of command on board was distinctly heard.

My clothing was perforated with bullets as I stood in the bow, the heel-jigger in my right hand and the exploding-line in the left. We were near enough then, and I ordered the boom lowered until the forward motion of the launch carried the torpedo under the ram's overhang. A strong pull of the detaching-line, a moment's waiting for the torpedo to rise under the hull, and I hauled in the left hand, just cut by a bullet.

The explosion took place at the same instant that 100 pounds of grape, at 10 feet range, crashed in our midst, and the dense mass of water thrown out by the torpedo came down with choking weight upon us.

## DEMOLITION DAREDEVILS

Twice refusing to surrender, I commanded the men to save themselves; and throwing off sword, revolver, shoes, and coat, struck out from my disabled and sinking boat into the river.

It was cold, long after the frosts, and the water chilled the blood, while the whole surface of the stream was plowed up by grape and musketry, and my nearest friends, the fleet, were 12 miles away, but anything was better than to fall into rebel hands. Death was better than surrender.

The rebels were out in boats, picking up my men; and one of these, attracted by the sound, pulled in my direction. I heard my own name mentioned, but was not seen. I now "struck out" down the stream, and was soon far enough away to again attempt landing. This time, as I struggled to reach the bank, I heard a groan in the river behind me, and, although very much exhausted, concluded to turn and give all the aid in my power to the officer or seaman who had bravely shared the danger with me and in whose peril I might in turn partake.

Nearing the swimmer, it proved to be Acting Master's Mate Woodman, who said that he could swim no longer. Knocking his cap from his head, I used my right arm to sustain him, and ordered him to strike out.

For 10 minutes at least, I think, he managed to keep afloat, when, his presence of mind and physical force being completely gone, he gave a yell and sank like a stone, fortunately not seizing upon me as he went down.

Again alone upon the water, I directed my course toward the town side of the river, not making much headway, as my strokes were now very feeble, my clothes being soaked and heavy, and little chop-seas splashing with a choking persistence into my mouth every time that I gasped for breath. Still, there was a determination not to sink, a will not to give up; and I kept up a sort of mechanical motion long after my bodily force was in fact expended.

At last, and not a moment too soon, I touched the soft mud, and in the excitement of the first shock I half raised my body and made one step forward; then fell, and remained half in the mud and half in the water until daylight, unable even to crawl on hands and knees, nearly frozen, with brain in a whirl, but with

one thing strong in me—the fixed determination to escape.

As day dawned, I found myself in a point of swamp that enters the suburbs of Plymouth, and not 40 yards from one of the forts. The sun came out bright and warm, proving a most cheering visitant, and giving me back a good portion of the strength of which I had been deprived before.

Its light showed me the town swarming with soldiers and sailors, who moved about excitedly, as if angry at some sudden shock. It was a source of satisfaction to me to know that I had pulled the wire that set all these figures moving (in a manner quite as interesting as the best of theatricals), but as I had no desire of being discovered by any of the rebels who were so plentiful around me, I did not long remain a spectator.

My first object was to get into a dry fringe of rushes that edged the swamp; but to do this required me to pass over 30 or 40 feet of open ground, right under the eye of the sentinel who walked the parapet.

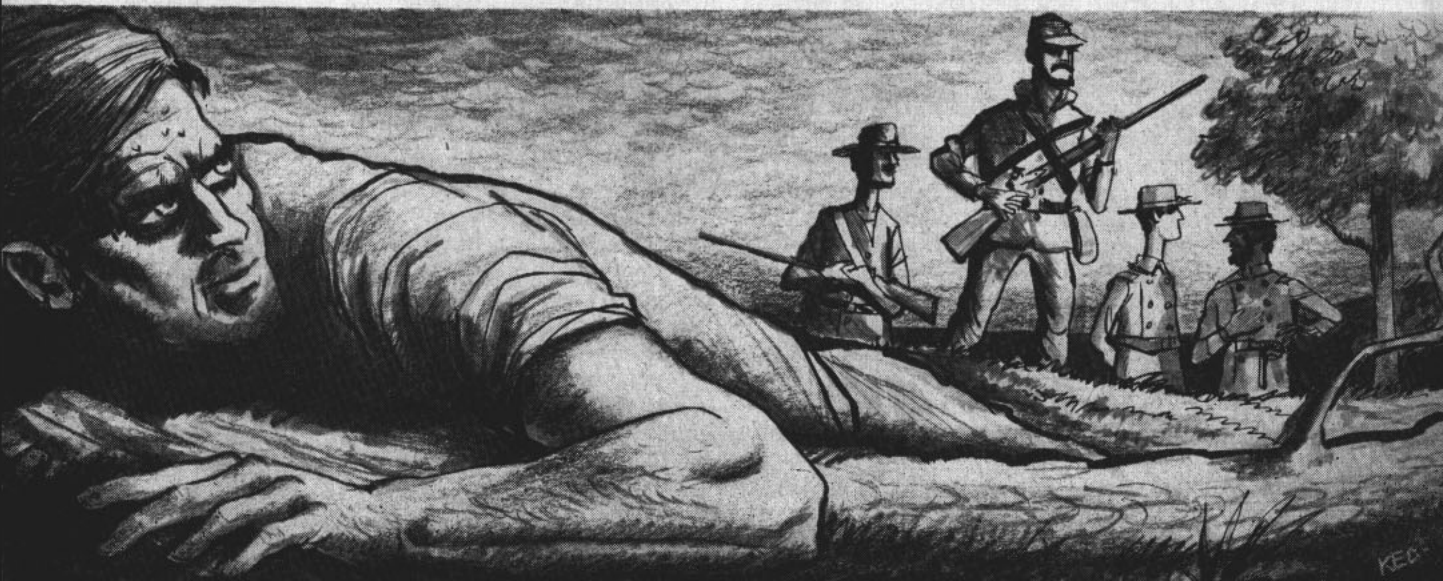
Watching until he turned for a moment, I made a dash to cross the space, but was only half-way over when he turned, and forced me to drop down right between two paths, and almost entirely unshielded. Perhaps I was unobserved because of the mud that covered me, and made me blend in with the earth; at all events the soldier continued his tramp for some time, while I, flat on my back, awaited another chance for action.

Soon a party of four men came down the path at my right, two of them being officers, and passed so close to me as almost to tread upon my arm. They were conversing upon the events of the previous night, and were wondering "how it was done," entirely unconscious of the presence of one who could give them the information. This proved to me the necessity of regaining the swamp, which I did by sinking my heels and elbows into the earth and forcing my body, inch by inch, towards it.

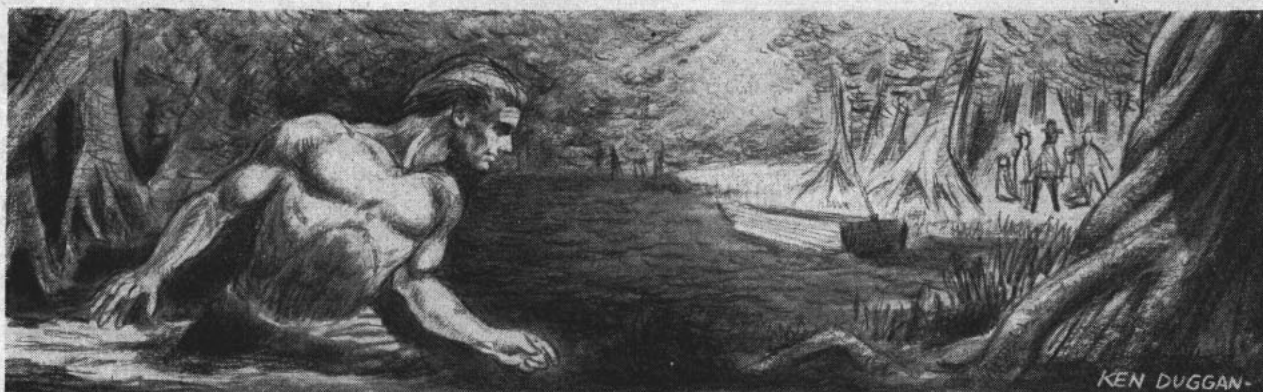
For five hours then, with bare feet, head, and hands, I made my way where I venture to say none ever did before, until I came at last to a clear place, where I might rest upon solid ground.

A working party of soldiers was in the opening, engaged in sinking some schooners in the river to obstruct the channel. I passed 20 yards in their rear through a corn furrow, and gained some woods below.

HIDING IN THE MUD, Cushing overhears several passing Confederates' discuss the attack made on Albemarle.







**FLEEING CUSHING** takes advantage of Confederates lunch hour to "borrow" flat-bottomed skiff for his escape.

Here I encountered a Negro, and after serving out to him twenty dollars in greenbacks and some texts of Scripture, I had confidence enough in his fidelity to send him into town for news of the ram.

When he returned, and there was no longer doubt that she had gone down, I went on again, and plunged into a swamp so thick that I had only the sun for a guide and could not see 10 feet in advance.

About 2 o'clock in the afternoon I came out from the dense mass of reeds upon the bank of one of the deep, narrow streams that abound there, and right opposite to the only road in the vicinity. It seemed providential that I should come just there, for 30 yards above or below, I never should have seen the road, and might have struggled on until worn out and starved—found a never-to-be-discovered grave.

As it was, my fortune had led me to where a picket party of seven soldiers were posted, having a little flat-bottomed, square-ended skiff toggled to the root of a cypress tree that squirmed like a snake into the inky water. Watching them until they went back a few yards to eat, I crept into the stream and swam over, keeping the big tree between myself and them, and making for the skiff.

Gaining the bank, I quietly cast loose the boat and floated behind it some 30 yards around the first bend, where I got in and paddled away as only a man could where liberty was at stake.

Hour after hour I paddled, never ceasing for a moment, first on one side, then on the other, while sunshine passed into twilight and that was swallowed up in thick darkness, only relieved by the few faint star rays that penetrated the heavy swamp curtain on either side. At last I reached the mouth of the Roanoke, and found the open sound before me.

My frail boat could not have lived a moment in the ordinary sea there, but it chanced to be very calm, leaving only a slight swell, which was, however, sufficient to influence my boat, so that I was forced to paddle all upon one side to keep her on the intended course.

After steering by a star for perhaps two hours for where I thought the fleet might be, I at length discovered one of the vessels, and after a long time got within hail. My "Ship ahoy!" was given with the last of my strength, and I fell powerless, with a splash, into the water in the bottom of my boat, and awaited results. I had paddled every minute for 10 successive hours, and for four my body had been "asleep," with

the exception of my two arms and brain.

The picket vessel, *Valley City*—for it was she—upon hearing the hail at once slipped her cable and got under way, at the same time lowering boats and taking precaution against torpedoes.

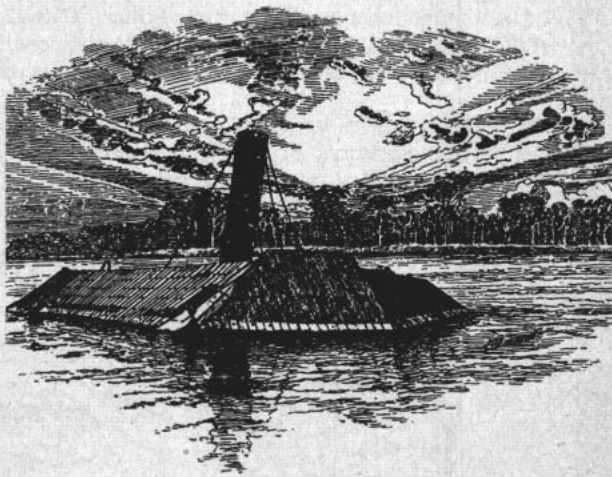
It was some time before they would pick me up, being convinced that I was the rebel conductor of an infernal machine, and that Lieutenant Cushing had died the night before.

At last I was on board, and had imbibed a little brandy and water.

As soon as it became known that I had returned, rockets were thrown up and all hands called to clear ship.

*Of the 15 heroic men who took part in the action, only Cushing and Ordinary Seaman Houghton escaped. Houghton swam across the river after the explosion and hid in the swamps for 36 hours until he was picked up by the picket vessel, Valley City, the same ship that had picked up Cushing earlier. Master's Mate Woodman and Fireman Higgins had both drowned. The other 11 had been taken prisoner.*

*For his part in conceiving and carrying out the destruction of the ironclad, Cushing was immediately promoted to the rank of lieutenant commander and was appointed by Admiral Porter to a brand new command, that of the flagship Malvern.*



**WRECKING OF ALBEMARLE** fully restored control of North Carolina coastal waters to the Federal gunboats.

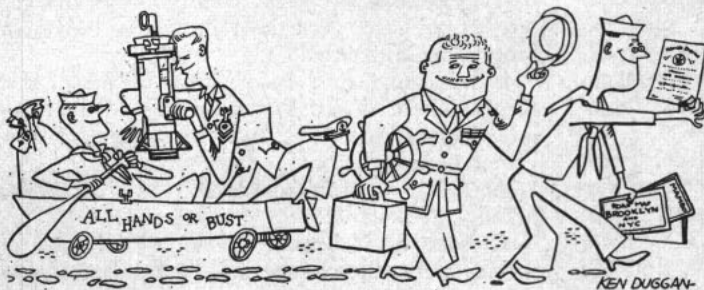
# TAFFRAIL TALK

THE latest addition to the ALL HANDS writing staff is a veteran submariner who possesses the happy combination of plenty of sea duty in undersea boats with a flair for putting his experiences into words.

Chief Engineman Howard Dewey rolled into the office from New London, Conn., where he had been leading PO of the engine room of the brand-new attack submarine *uss Trout* (SS 566).

Dewey relieved Chief Quartermaster William Miller who has returned to sea duty once more, this time aboard an auxiliary, *uss Alshain* (AKA 55), instead of the destroyers he knows so intimately (see Miller's article on page 2). ALL HANDS readers can expect to see more of Chief Miller's material however—he's planning to keep up with his writing in his off duty hours.

Chief Dewey, enlisting in 1934, first saw duty in the old



battleships *Arizona* and *Tennessee*. Then he came to the conclusion that he would be happier sailing below the water than on it—so he volunteered for submarines where he's been ever since (until surfacing to take the job with ALL HANDS).

Boats he's known include the old R-3 and R-5, *uss Becuna* (SS 319), *uss Sea Owl* (SS 405), *uss Flying Fish* (SS 229), *uss Dolphin* (SS 169) and *uss Pike* (SS 173) as well as *uss Barb* (SS 220) and *uss Gurnard* (SS 254) with which he put in several war patrols around the time of the North African landings in World War II.

As if this weren't career enough, the energetic Dewey has successfully taken up writing as a hobby and has knocked out a number of articles and stories which have found their way to national circulation.

In another change, lanky John Stiller, YNSA, USN, joins our staff as a member of our research department, replacing Joe Daalling, YNSN, USNR, who has gone on inactive duty and plans to return to the Merchant Marine.

Stiller reveals his home state of Georgia as soon as he speaks. Before his enlistment in the Navy, Stiller spent a year in college and two years as a bookkeeper in a bank.

The recent changes give the magazine a staff whose members have sailed in almost every type of ship—literally—from a sampan to an aircraft carrier and back again to an LST.

A variety of billets and a well-rounded nautical education are part of the planning that goes into "seasoning" ALL HANDS—we hope you like the flavor.

*The All Hands Staff*

## ALL HANDS

The BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

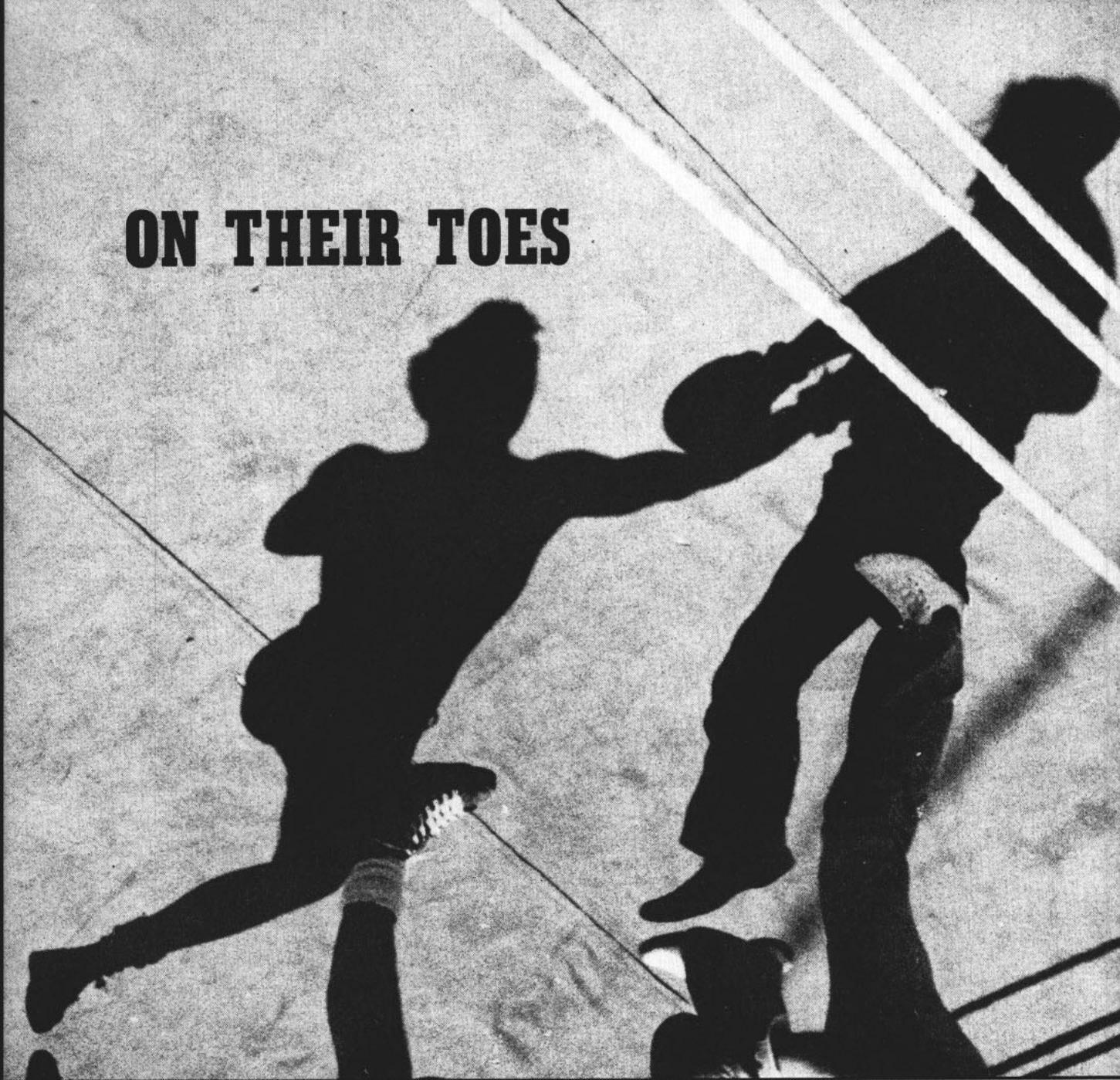
• AT RIGHT: STANDING GUARD—

Lawrence T. Greiner, SA, USN, is silhouetted under the National Ensign as he stands guard on board *USS Salem* (CA 139), anchored at Trieste, F.T.T. Photo by William R. Lowery, PHAN, USN.





**ON THEIR TOES**



★ ★ ★ ★ ★ **keep your guard up**  
**for good health**

★ ★ ★ ★ ★