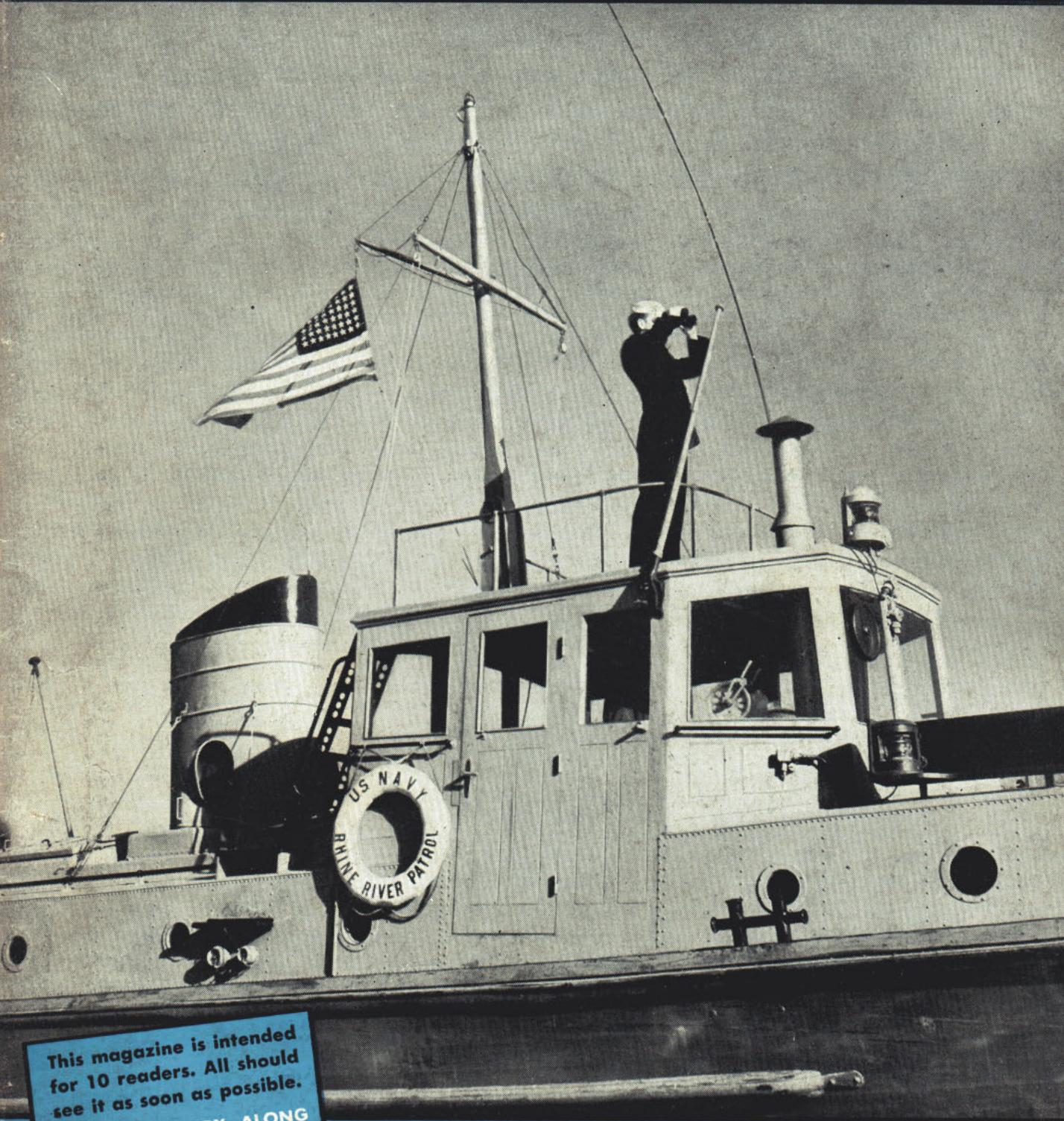


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

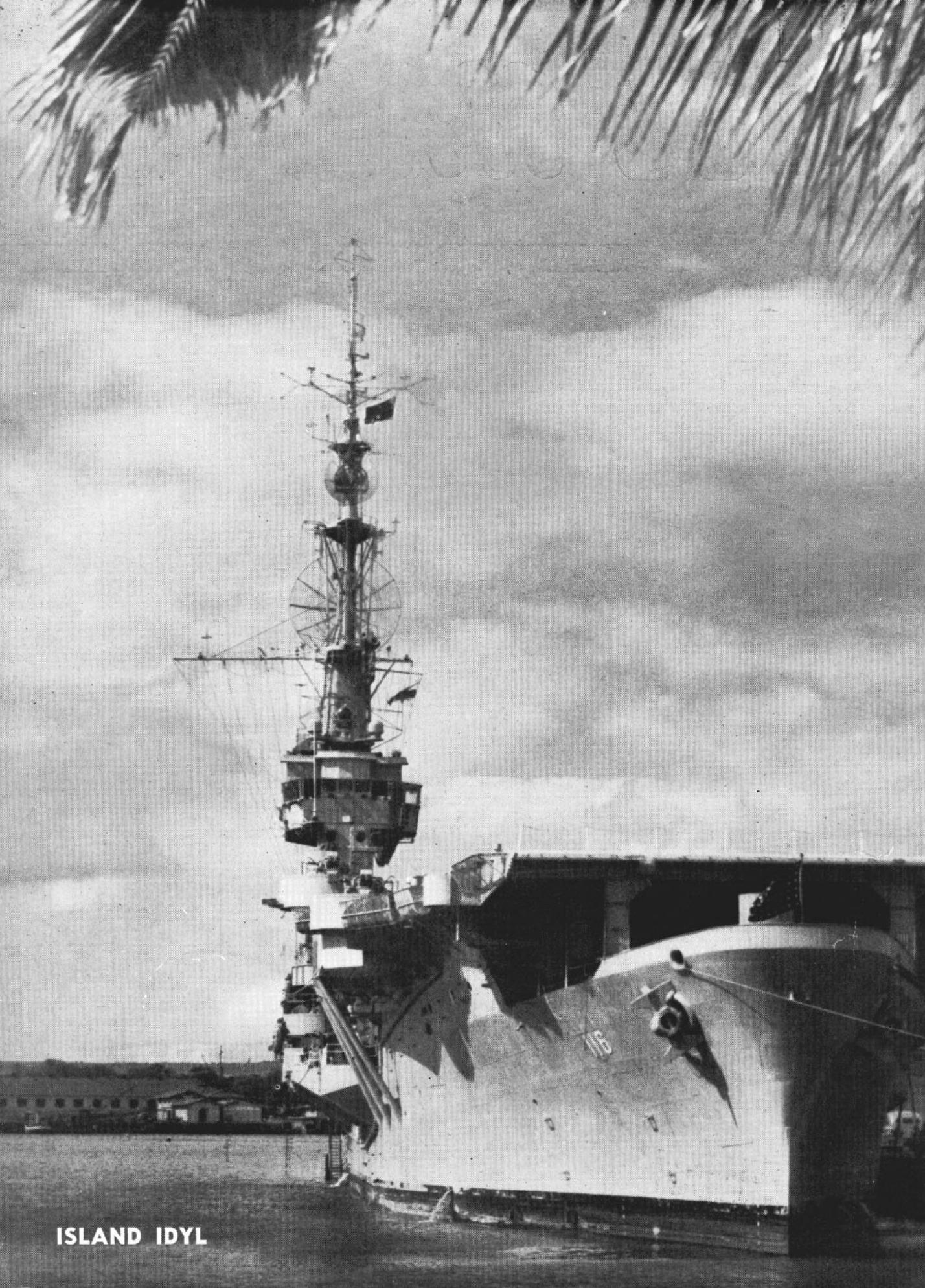
NAVPERS-O



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FEBRUARY 1950



ISLAND IDYL

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1950 Navpers-O NUMBER 396

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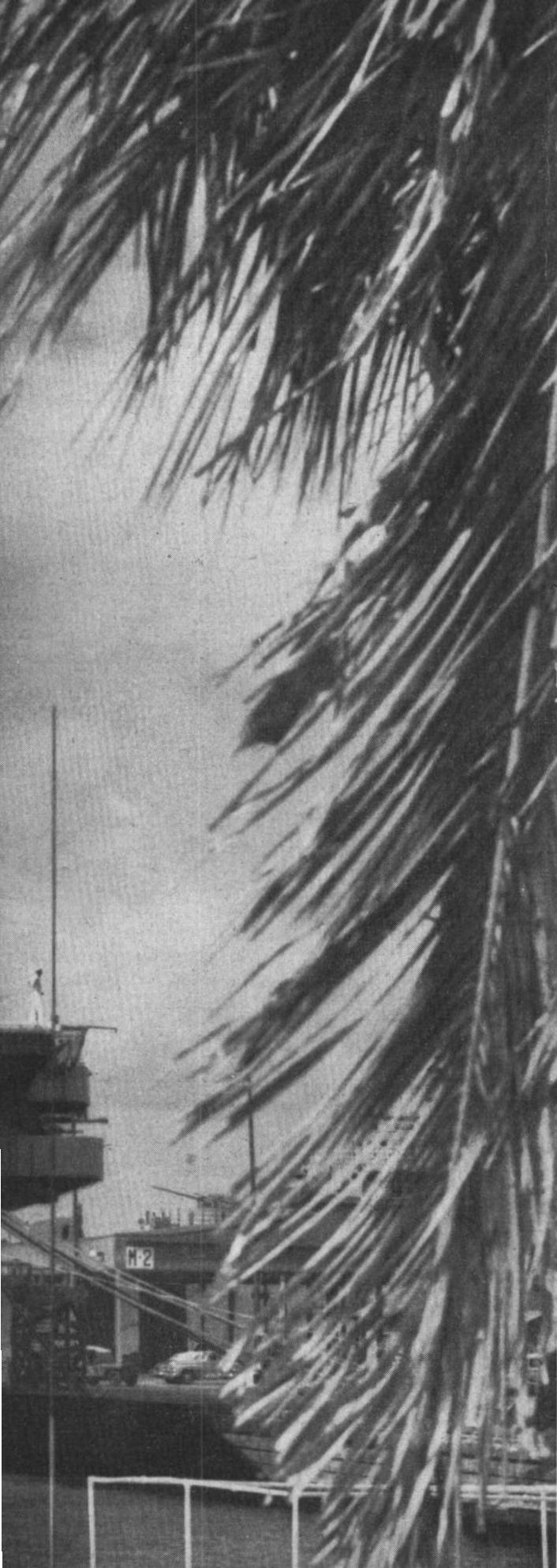
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● FRONT COVER: From the flying bridge on one of the U. S. Navy's Rhine River Patrol vessels, an American blue-jacket scans the river, one of the busiest waterways in the world. The patrol has 88 officers and enlisted men manning 15 patrol craft. See p. 9.

● AT LEFT: Upon completion of maneuvers, USS *Badoeng Strait* (CVE 116) is tied up at Pearl Harbor while her personnel enjoy liberty and Aloha Week celebrations in Honolulu.—Photo by James H. Curtright, SN, USN.

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



Baby, It's Cold

SNOW, ICE and heavy seas plagued men and ships of Task Force 28 during cold weather training maneuvers in the North Atlantic.

The striking force—which included *USS Albany*—conducted simulated air strikes against shore objectives and against attacking submarine forces.

The support force carried out replenishment operations.

Throughout the maneuvers emphasis was placed on anti-submarine



COLD LOOK-OUT stands watch on the open bridge during Arctic cruise of Task Force 28 (above). Below: Snow is scraped off the deck of *USS Albany*.



COLD MARINES stand by gun awaiting attack by radio-controlled drone (above).



Topside

warfare training and on the perfection of techniques associated with operations in cold weather in northern waters. These photographs—taken on *Albany*—show typical situations that tested both men and equipment.

In these exercises Navy men demonstrated again that they are capable of putting up a heated scrap even when (to paraphrase the popular song) "Baby, It's Cold Topside."



Below: In frigid North Atlantic steam is used to thaw ice on cruiser's forecastle.



COLD WEATHER failure of 40-mm. is quickly corrected by chilled gunner's mates (above). Below: Crane block is secured to bit during heavy weather.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SEPARATION** — Personnel eligible for separation while serving at a naval shore activity will now be separated at that same activity in most cases. Previously, such personnel were separated from the service at certain specified activities which often were not their regular duty stations.

BuPers Circ. Ltr. 207-49 (NDB, 15 Dec 1949) states as follows: "Personnel becoming eligible for separation while serving at a naval shore activity within continental U. S. shall be separated at such activity in all cases where the facilities and personnel for conducting separation physical examinations are available either at the activity or within the immediate vicinity thereof."

The circular letter gives complete instructions for separation of eligible persons from the naval service. Most of the instructions are unchanged from those previously established. Also included is a list of naval activities designated to separate personnel

from ships and from shore stations not equipped to conduct physical examinations for separation.

• **MOinCs NOW COs** — The Navy title "medical officer in command" is no longer to be used. Instead, officers serving in that capacity will be known as commanding officers.

Also changed to the title "commanding officer" is the former title of Medical Service Officer in Command, Naval School of Hospital Administration, National Naval Medical Center, Bethesda, Md. These changes affect all Navy medical and dental activities whose COs have in the past carried the title medical officer in command.

Until recently, line officers only were eligible to be classified as COs. It is expected that some time soon the commanding officer title will be authorized for officers of any of the Staff Corps who are serving in such a position.

• **UDT APPLICATIONS**—Regular Navy line officers with the rank of ensign through lieutenant commander may apply for duty in Underwater Demolition Teams, Atlantic and Pacific.

Requirements specify that applicants must pass the physical qualifications required for submarine training, in addition to meeting other specifications as noted in BuPers Manual 1948, Article C-7306 and BuMed Manual 1945, paragraph 21133.

The directive calling for applications, BuPers Circ. Ltr. 203-49 (NDB, 15 Dec 1949), states that applications from temporary officers will be considered.

Applications should be submitted via the commanding officer to the Chief of Naval Personnel (Attn: Pers 3114).

• **COPY OF ORDERS**—Any Navy man who is authorized to fly by Military Air Transportation (MATS) must turn over one copy of his orders to MATS when he boards the plane.

Whether you are traveling under orders or in a leave status, you should carry enough copies of your orders with you to provide MATS with one, according to a Joint Letter issued by BuPers and the Marine Corps (NDB, 30 Nov 1949).

Making a 4.0 Knot Board Like This Large One Is Knot Easy

Practically the last word in knot boards is a large one made up by eight men attached to NAS Guantanamo Bay, Cuba.

Eight by four feet, the board shows 101 different type knots, 22 sennets and other illustrations of the use of line—such as a full-rigged life boat, a bosun's chair, and a boom lift.

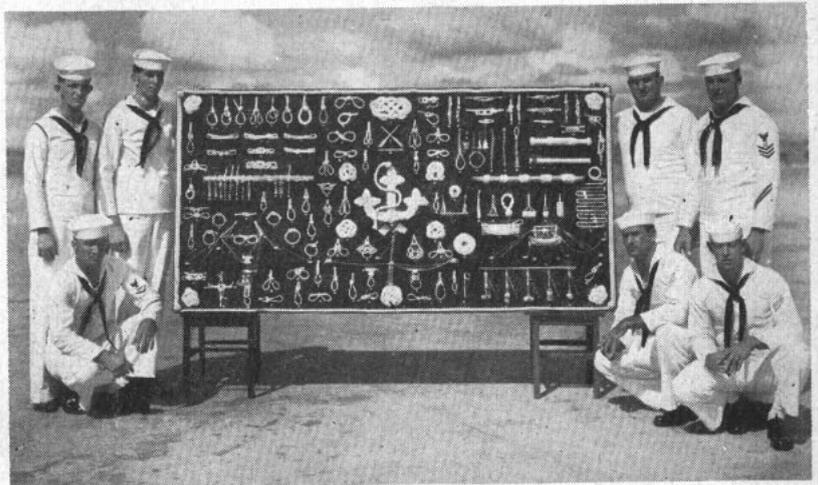
Outstanding item on the board is a large anchor fashioned of line, measuring 24 by 12 inches. It took three men 11 hours to complete it.

Today the knot board occupies a prominent place on the station—in the entrance passageway of the NAS administration building.

The eight men are members of the beach crew at the air station. In the picture at right: left to right, standing: George D. Dryden, AA, USN; Thomas A. Gibson, AN, USN; George A. Helton, AN, USN; and John L. Daley, BM1, USN, petty

officer in charge of the beach crew. Kneeling, left to right, are: Walter J. Parham, Jr., AB3, USN; Tom H.

Moore, AN, USN; and Sidney Weinberg, ADAN, USN. Not present: George A. Haggerty, SN, USN.



NAUTICAL knots, splices, sennets and other uses of line were assembled on this definitive board by eight members of the 'Gitmo Bay' beach crew.



"He really puts himself into his work."

● **NEW DESIGNATION** — It's "Navy exchange" now instead of Navy ship's service store. The change in designation was made in accordance with the Armed Service Exchange Regulations of 1 Aug 1949, and became effective on 1 Jan 1950.

● **NEW SERVICE CARD** — Members of the armed forces now can sport a new card in their wallet to show they have served honorably.

The new card — a handy-size, black and white job — is called the "Certificate of Service." For the Navy man, the card will have at the top the seal of the Department of the Navy and at the bottom the words "United States Navy."

On the back are several spaces which are to be filled in with the period of active service, signature of the individual and countersignature of the certifying officer.

The new certificate will be issued to all personnel separated from the Navy after 1 Jan 1950. A new card will be issued for each period of service completed.

Don't confuse this card, however, with another card you may have seen. The second one, the Navy's "Certificate of Satisfactory Service" was also given to each man being separated from the Navy prior to 1 Jan 1950.

This old card, as well as two other certificates — all three of which were issued by the Navy to its men — has now been replaced with another new, triple-purpose certificate which is called the "Report of Separation from the Armed Forces of the United States."

Commanding officers of all ships and stations have begun to issue the first card, the "Certificate of Service." Information concerning issuing instructions may be found in BuPers Circ. Ltr. 188-49 (NDB, 15 Nov 1949).

● **ELECTRONICS SCHOOL**—Officers in four special categories may submit applications for the one-year electronics course at Naval School, Electronics Maintenance, Naval Training Center, Great Lakes, Ill.

If they have not attended this or other advanced electronics schools in the past five years, the following may apply for the training to the Chief of Naval Personnel:

● Non-aviation permanently commissioned line officers of the Regular Navy of the rank of ensign and lieutenant (junior grade), including LDO (electronics).

● USN temporary officers of any rank whose permanent status is chief radio electrician, radio electrician, chief electrician, or electrician who have less than 20 years total military service.

● Any chief radio electrician, radio electrician, chief electrician, or electrician holding permanent appointment as such.

● Any chief radio electrician, or radio electrician holding temporary appointment as such who has less than 20 years total military service.

Applications should be submitted by letter via official channels to reach the Chief of Naval Personnel (Attn: Pers 311H) 60 days before the convening date of the class.

Applicants must sign an agreement to serve three years in the naval service after completion of the course, BuPers Circ. Ltr. 202-49 (NDB, 15 Dec 1949) states.

The application should include an endorsement by the commanding officer as to the availability and suitability of the applicant for electronics duties.

● **LTA TRAINING** — Qualified heavier-than-air pilots with permanent commissions in the ranks of lieutenant commander and below may apply to the Chief of Naval Personnel for assignment to lighter-than-air training. Deadline for application is 15 Feb 1949, by which time it must reach the Chief of Naval Personnel (Attn: Pers 31B).

Flight training for the selected candidates will begin 15 Apr 1950 at NAS Lakehurst, New Jersey.

In announcing the training, BuPers Circ. Ltr. 204-49 (NDB, 15 Dec 1949) states that normal rotation between heavier-than-air and lighter-than-air duties may be expected by officers qualifying.

HERE'S YOUR NAVY



Today, as in the days of Admiral Farragut, the Navy's best sailors take great pride in keeping their possessions truly ship-shape. It's no accident that for generations, ashore as well as afloat, the term "ship-shape" has meant neat, compactly stowed, correctly installed. And today, no more than in the day of windjammers, does the Navy's ships and stations have room for stray gear.

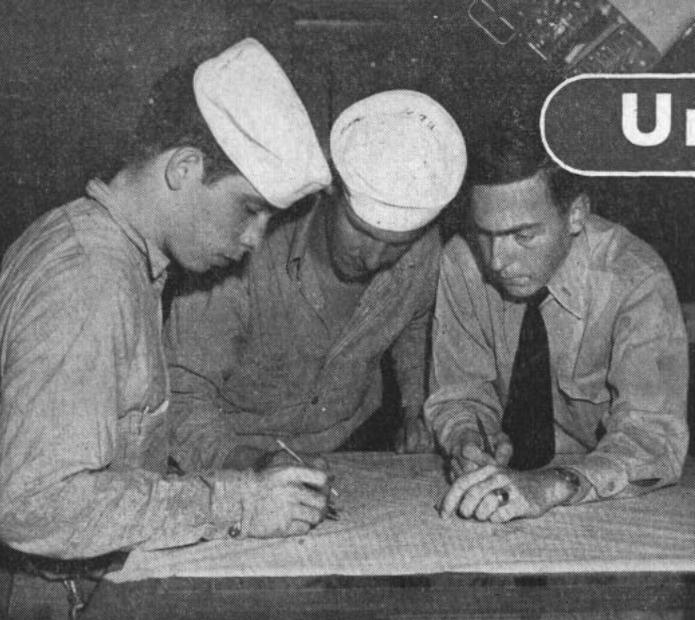


In ships and boats of almost every kind, fenders are brought aboard as soon as the need for them is ended. In small boats, bow and stern lines are kept neatly coiled or flemished down when not in use. Aboard ships, they are faked or flemished on deck, or stowed below when dry. A trailing line or "Irish pennant" is a thing despised by any sharp man of the sea.

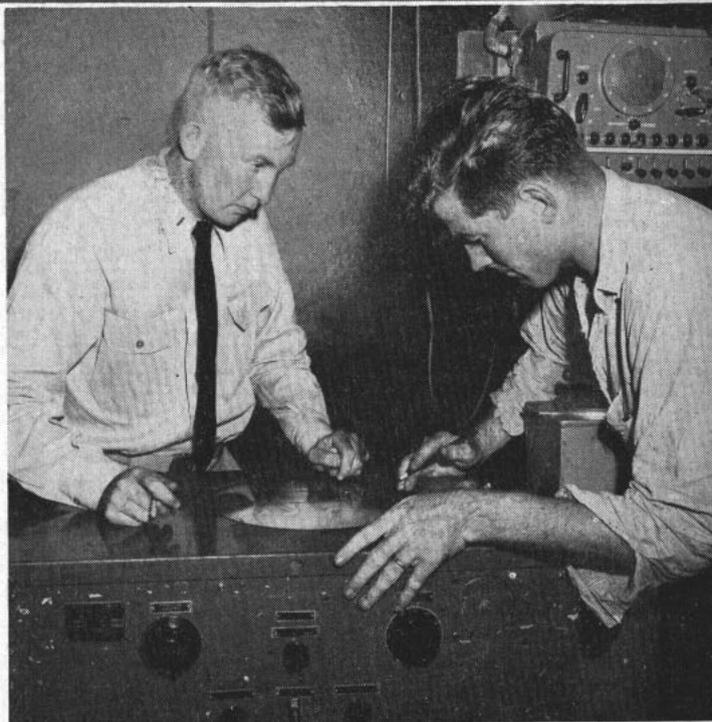


Personal lockers and the manner of stowing their contents are a matter of special pride to the true shell-back. When a man of that type opens his locker, square, level stacks of folded clothing greet the eye. Shoes, shoe-shine gear, toilet articles, writing material, towels, neckerchiefs, all are in their places. And—this above all—nothing falls out!

Undersea Warfare



ATTACK TRAINER at FTC pits COC of surface vessels (above) against submarines in realistic mock battles.



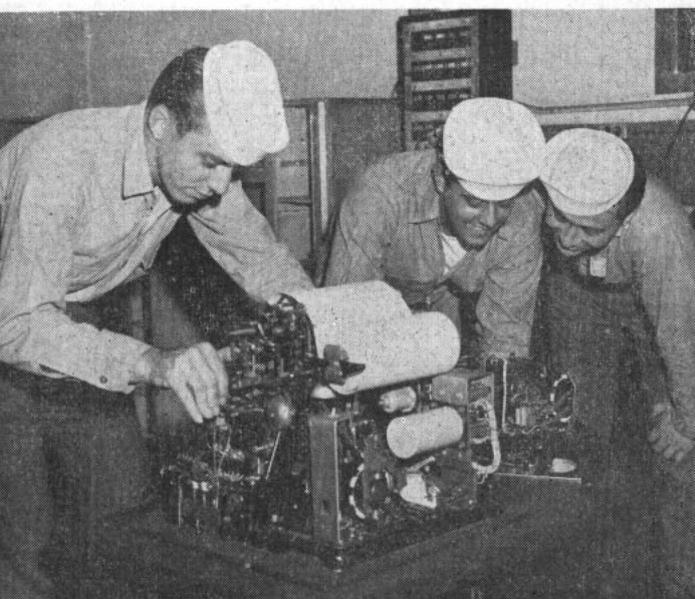
PLOTTER in destroyer's COC mock-up (above) tensely marks the position reports of the attacking submarine.



RADIOLOGICAL defense course offers training in monitoring (above) and decontamination methods.



SONAR STACK mock-up (above) affords realistic ASW training. Left: Teletype maintenance training.



Training

RIGHT full rudder," said the destroyer skipper at his conning station. "All engines ahead two-thirds." Then he again turned his undivided attention to the COC officer's words. Bending over the dead reckoning tracer in the adjoining "command operations center," the COC officer tensely plotted the position of the "submarine."

In another room an oblong red spot moved across a translucent screen in answer to the evasive tactics of the submarine crew. In hot pursuit a green light moved after it. An officer intently watched the relative position of the two moving spots, making swift deductions.

The incredible thing about all this was, it wasn't even on water. It was at the Navy's Fleet Training Center at Pearl Harbor, T. H. A person would be likely to think it was aboard ship, though, if he were led blindfolded into the place and then unveiled. The setting was complete, down to the last squawk-box.

The dramatic scene just described — or a scene much like it — occurs almost every day in the training center's two anti-submarine warfare courses, only a part of FTC's 51-course curriculum.

Kingpin of the ASW course is the Sangamo Attack Teacher. Through use of this electronic device, which is equipped with mirrors, screens and photoelectric beams, the actual "maneuverings and firings" of each so-called vessel is recorded for study after the two crews have completed their training problem. The maneuverings and firings are controlled by the two COs, each in his own conning station in the ASW classrooms at the Fleet Training Center.

The bearing and position of the vessels is recorded on a glass plate in the rear of the photo screen on which the Sangamo Attack Teacher projects its moving lights. Until the engagement is over, only the instructor at the controls can see the movement of each vessel. Neither CO can see the screen, but must rely solely upon his combat operations center and the reports of the sonar team. They may steam on any course or at any speed in keeping with their ship's ability. The screen on which the maneuvers



INSTRUCTION in the use of the old reliable 20-mm. is included in the Fleet Training Center's broad curriculum. In all, 51 courses are offered.

are recorded is scaled to represent an area almost three miles square.

After completion of a problem, both the ASW crew and the submarine crew gather in the room where the attack teacher projector is located and analyze their movements as recorded on the glass plate behind the screen. Other phases of the ASW instruction include lectures and movies.

Like the other compartments, the conning room for submariners is complete and detailed. Even the room measurements coincide closely with those of a similar compartment aboard a modern sub. The student skipper can "steam" up to 20 knots and can follow evasion courses and speeds as directed by the sonar range contacts. The crew of the simulated submarine employs two kinds of sounds in evading the enemy — the echo "ping" of its own sonar and the realistic propeller noises of the surface vessel.

An adjoining sound-proof room is the surface craft's command operations center. This duplicates a destroyer's COC down to the last piece of equipment and gives the student COC team some highly realistic training. The room is equipped for manual plotting of the sub's position

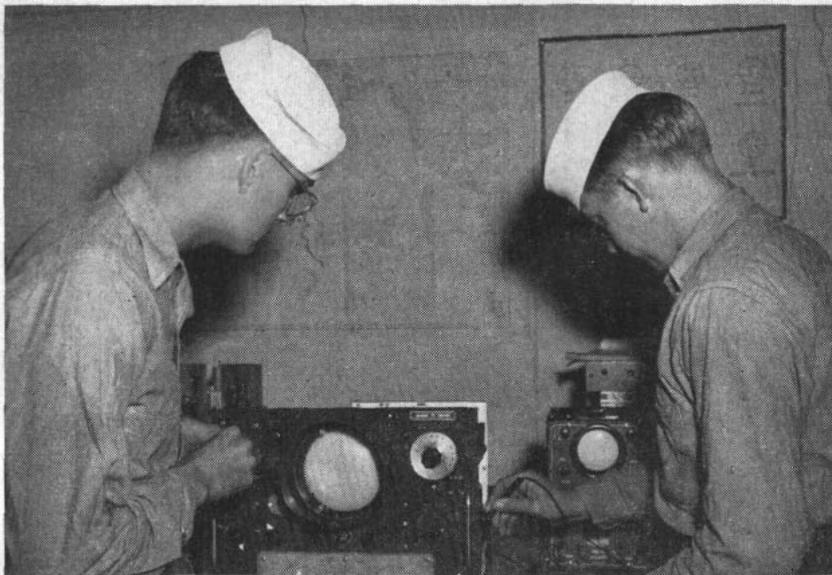
so that the "search" can go on even if the problem calls for a breakdown of the ASW vessel's electronic equipment.

Next to the COC is the ASW vessel's sonar hut. This has all the latest sound equipment, including an attack plotter. The attack plotter is similar in operation to radar, except that the plotter screen shows the movements of both vessels instead of only one. The third room of the ASW vessel is the conning station.

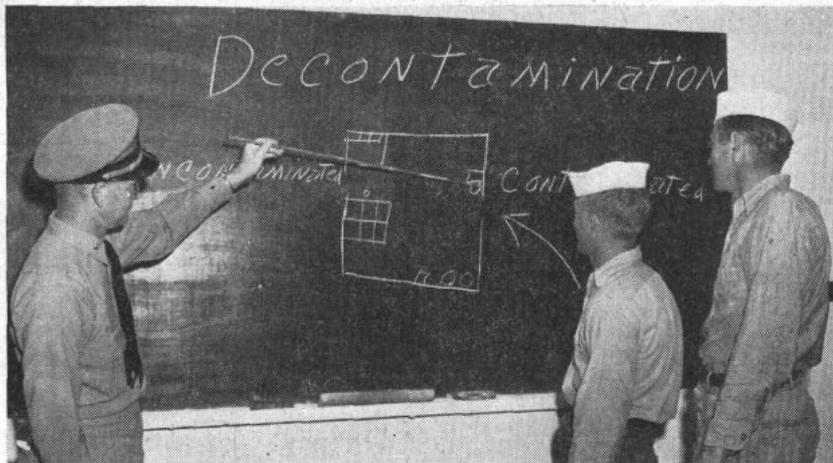
The worth of this course is emphasized by many destroyer and DE skippers in praises such as given by one destroyer escort CO who said, "This training ashore is invaluable in preparing my COC team and serves as an excellent refresher course for my officers and crew."

The school's curriculum of 51 courses is broken down into 10 courses in gunnery, five in damage control and fire fighting, two in combat operations center, two in anti-submarine warfare, one in telephone talking and voice radio, one in emergency ship handling, one in navigation and others in maintenance of electronic equipment.

Facilities of the Fleet Training Center at Pearl Harbor are offered to members of all branches of the



PRACTICAL and theoretical approaches both are considered important at FTC. Above: Loran maintenance instruction. Below: RadSafe classroom study.



FACILITIES at the Fleet Training Center are available to all members of the U. S. armed forces (below), as well as area Reservists and qualified civilians.



U. S. armed forces. Also, naval reservists in the Hawaiian area as well as qualified civilians may attend. At one time within the past year, the center's course on plane identification had more Air Force personnel than Navy in attendance. Even Philippine Scouts have used the activity's classrooms.

All training aids and facilities in the Hawaiian area have been coordinated into two groups by the Fleet Training Center. The main area trains personnel in all phases of instruction offered by the center, except fire fighting and radiological defense. Those two courses are conducted at the fire fighting school on the Aiea waterfront.

One of the newer of the Navy's training programs — the radiological defense course — is included in the Fleet Training Center's program. This offers the student a concentrated five-day training period in monitoring and decontamination in atomic warfare. In the monitoring phase the students, using Geiger counters and ionization chambers, learn to measure radioactivity. This they do by locating hidden radioactive buttons on a decommissioned LCI at Pearl Harbor. The decontamination phase shows how to remove radioactive particles from man and ship alike.

The Fleet Training Center boasts a monthly average of more than 2,500 man-days of training. In eight months of 1949 it trained a total of 388 officers and 1,213 enlisted men in the ASW phase alone. Yet the training center is always on the lookout for more students. Its CO is always happy to discuss any training problem with any ship's skipper.

FTC places great emphases on audio-visual education in all courses. The Center uses motion pictures, strip films, transcriptions, bread-board demonstration circuits, wooden mock-ups and a flash chart, in addition to many standard training aids. The Center invites the student to participate as much as possible, personally, in all its instruction.

These are just a few of the courses offered by the Navy's Fleet Training Center at Pearl Harbor. Another is the Center's course in electronics maintenance — the only one the Navy has outside the U. S. continental limits. All in all, FTC Pearl Harbor is well up among the things it takes to make the Navy a winner. — John R. Samuelson, JO1, USN.

Watch On The Rhine

A GERMAN torpedo retriever vessel glides down the Rhine River in the shadow of Schloss Rheinfels. German, that is, in build only. From her flag staff Old Glory flaps in the face of a bitter winter wind, and whitehatted U. S. Navy men handle her lines.

The retriever is a unit of the Rhine River Patrol of the United States Navy, operating out of Schierstein, Germany, a little Hessen village that has become the Norfolk of the Rhine.

Set up in February 1949, to aid in supporting German economy and to assist in navigation of the busy water highway of international commerce, the U. S. Navy unit has assigned 88 officers and enlisted men, manning four LCTs and 11 former German torpedo retrievers.

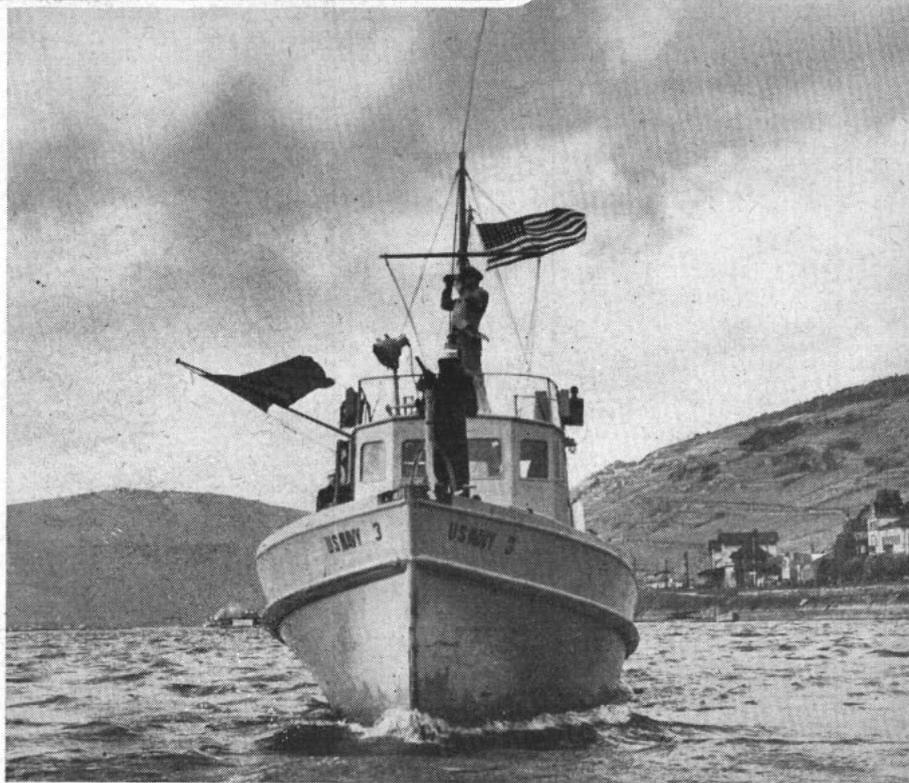
Operating under the control of Commander of U. S. Naval Forces, Germany, Rear Admiral John Wilkes, USN, the men have established a completely self sustaining base at their headquarters in Schierstein, 200 miles inland near the juncture of the Rhine and Main Rivers.

Gun, machine, electrical, battery, carpentry, radio, and paint shops hum to the activity of the men who maintain the craft of the river patrol.

Barracks for the men is a term loosely applied to a former luxury resort hotel where they have everything but breakfast in bed. Nearby Wiesbaden, European headquarters for the U. S. Air Force, offers more than ample recreational facilities, and a comprehensive leave policy established for the men of the patrol by their Commanding Officer, Commander Robert E. Paige, USN, enables them to visit France, England, Scotland, Ireland, Switzerland, Austria, Italy and other tourist Meccas.

The patrol of the Rhine itself presents a constantly changing panorama of interest to the "water policemen." They pass centuries-old cities such as Eltville — where Gutenberg set up his press in 1465. Beautiful terraced hillsides, dating to the Eighth Century can be seen. Castles and fortresses, famed the world over and dating to the Dark Ages, line the waterway beat and offer the sailors on patrol prime photo subjects.

The Navy outfit is by no means a prima donna one. Close cooperation



OLD GLORY snapping in the winter wind, former German torpedo retriever now manned by U. S. Navy white hats, patrols commerce on Rhine River.



BLUEJACKETS stand by their craft near the unit's headquarters in Schierstein, Germany. These are the water policemen of the Rhine River Patrol.



SPOTLESS crew of the submarine USS *Tiru* is reviewed by Carl T. Schmelzer, EMC, during ceremonies marking the chief's transfer to Fleet Reserve.

Salty Submariner Joins the Fleet Reserve

Dressed in spotless whites, the crew of the submarine *uss Tiru* (SS 416) stood in two straight rows on the deck of their ship. Down between the lines came the inspecting party — with a chief electrician's mate in the lead.

Not long thereafter, the same CPO walked solemnly across the gangway to leave the ship, saluted meanwhile by eight CPO sideboys and accompanied by the shrill notes of a boatswain's pipe. What was it all about? It was about a chief being transferred to the Fleet Reserve and being given a fitting send-off.

Such scenes aren't so uncommon these days, but this one involved a very uncommon chief. Carl T. Schmelzer is his name, and he'll tell you that 21 years aren't such an awfully long time after all.

Schmelzer first enlisted in the Navy just about 21 years before the day he was piped over the side of the submarine *Tiru*. Three years later he got into submarines, and there he stayed for the duration of his naval career. During that career he gained a reputation throughout the submarine force as a top-notch electrician. At the outbreak of World War II, Schmelzer was aboard *uss Sturgeon* (SS 187) in the Western Pacific area.

Schmelzer's initiative and resourcefulness did much toward

keeping *Sturgeon* in shipshape condition throughout her war patrols. Part of this resourcefulness was shown in his knack for digging up useful equipment in junk yards and salvage dumps. He even came back with some necessary gear from a trip into one foreign navy yard.

One such hunting expedition resulted in a new set of controllers aboard *Sturgeon*. Somehow the push-button controls had been shuffled off to a remote warehouse in all the hurry and scurry of war. Schmelzer found them under tons of old equipment which was to be scrapped. Before long they were installed on *Sturgeon*, replacing the sub's old drum-type controls.

A legend or two grew up around Schmelzer — as they will, around Navymen who have spent a great deal of time in the Asiatic area. The principle one about this old China sailor concerns submarine batteries and Jap depth charges. The story is told that he would laugh with joy when enemy depth charges buffeted his sub. Schmelzer is said to have held that the shaking-up was good for the batteries.

Schmelzer rated 11 decorations and area ribbons by the time he transferred to the Fleet Reserve. Among these are the Presidential Unit Citation, and the Submarine Combat Insignia with nine stars.

with the Army is constantly maintained. During the maneuvers of Operation Harvest, the Navy's ships and men transported tanks, trucks, jeeps and infantry across the Rhine, and assisted in the blowing of the bridge at Hanau that marked one of the most realistic stages of the vast maneuver of the occupation forces.

The activity at Schierstein offers one of the finest examples of U. S. Armed Forces unification in successful operation. Working side by side with the Navy are teams of Army demolition experts who regularly make the patrols on the Rhine, manning the 50-caliber machine guns carried by the craft.

The "doggies" live with the "swabbies" in their Schierstein barracks, standing security watches with them — and exchanging the usual banter that goes with a normal status quo at a service base.

Although the Rhine patrol is one of the manifestations of the yoke of occupation, the Navy crews of the craft on the river are on the most friendly of terms with the crews of the barges and ships that ply the waterway.

German civilians are employed in the crew's messhall, and are entrusted with policing of barracks and grounds. German technicians work with the Navy machinists in the shops. — Kenneth Barnsdale, JO1, USN.

Milwaukee to Scrap Pile

After 26 years of cruising the oceans of the world, *uss Milwaukee* made her last trip — to a scrap pile.

The 7,000-ton warship has been sold to a commercial firm for \$148,000. She will be cut up for scrap metal.

Commissioned in 1923, *Milwaukee* was soon assigned to the Orient, where she remained most of the time up to 1939. After Pearl Harbor, *Milwaukee* was sent on patrol duty in the South Atlantic, where she captured one and caused another German blockade runner to be scuttled.

In March 1944, *Milwaukee* was one of a group of U. S. warships to be lend-leased to the Soviet Union, and became the first U. S. warship ever to enter the port of Murmansk. The Russians renamed her *Murmansk* and used her for patrol duty in the Arctic Ocean until returning the vessel to the United States in March 1949. *Milwaukee* was the first of the lend-lease vessels to be returned.



Club White Hat

NEWEST and one of the finest bluejacket's clubs in the Navy opened its doors to eager white hats at NAS San Diego. Commissioning ceremonies were held to an appropriate minimum so as not to interfere with the inaugural festivities.

A wide variety of refreshments, donated by local merchants, was served to all comers "on the house." Music was furnished by the ComAirPac band and its entertainingly vociferous hillbilly contingent.



HAT CHECK service is among many facilities available at club (clockwise from above left. High-powered pianist plays it 'pretty for the people.' Waves freshen up in ladies lounge prior to making grand entrance. The outdoor Australian patio, one of the most popular features, adds to the country club atmosphere.



Quantico Wins Third All-Navy Pigskin Title

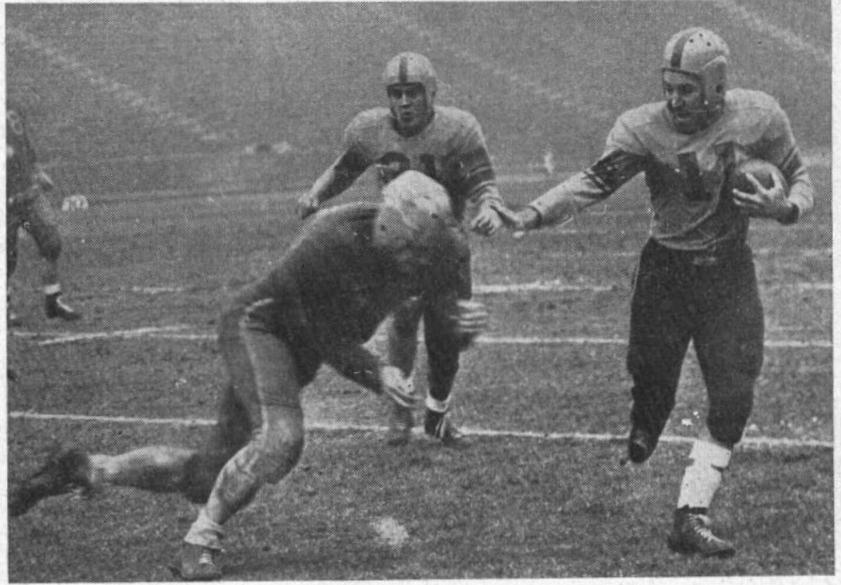
In a tightly contested game, the outcome of which was undecided until the final seconds, the Quantico Marines nosed out Camp Pendleton 14-13 for their third consecutive All-Navy Football Championship.

More than 15,000 fans who braved threatening weather to witness the contest in the Los Angeles Coliseum on 17 Dec, saw the east coast leather-necks come from behind in the second half and then hold off the stubborn west coast aggregation. With 18 seconds remaining in the final period and the score 14-13, Pendleton quarterback Robert J. "Bob" Hodal attempted a potential game-winning field goal from the 7-yard line, but the ball sailed wide and with it went the west coast's chance of taking the title.

Quantico missed two early scoring opportunities when "touchdown" passes were dropped within the 10-yard line. Following exchange of several punts, the Pacific Coast champs worked the ball down to the easterners' 13-yard line as the first quarter ended.

At 2:05 of the second quarter Joseph S. "Joe" Bartos, former Naval Academy star, took a handoff and plunged over from the 2 to put Pendleton in front 6-0. Hodal's try for the extra point was wide.

Although there was no further



IMPORTANT yardage is picked up by Pendleton's Charles Henry in final moments of All-Navy championship. Quantico eked out a 14-13 triumph.

scoring in the first half, both teams threatened. Pendleton's Bartos threw an incomplete pass to Robert "Bob" Carson in the end zone half-way through the period to end a west-coast drive. Quantico's scoring opportunity came when they drove down to the 10-yard line, only to be turned back in four attempts at hitting pay dirt.

On the first play of the second half, Paul D. DiCorpo of Pendleton fumbled and Briston A. Steele of Quantico pounced on the pigskin on the 9. Nine plays later Rudy Flores shot a jump-pass to Bernard A. Kaasmann to tie the score. William H. "Bill" Eysenbach kicked the extra point. Quantico still led 7-6 as the third period ended.

The final period began with Quantico on Pendleton's 24-yard line. Two plays later Ben A. Moore, Jr., crashed through to the 3, but the threat was turned back when Vern G. Sampson intercepted Roy K. Russell's pass and returned it to the 8. The west-coast's possession of the ball was short lived, however, as three plays later Bartos fumbled, Quantico recovering on the 16.

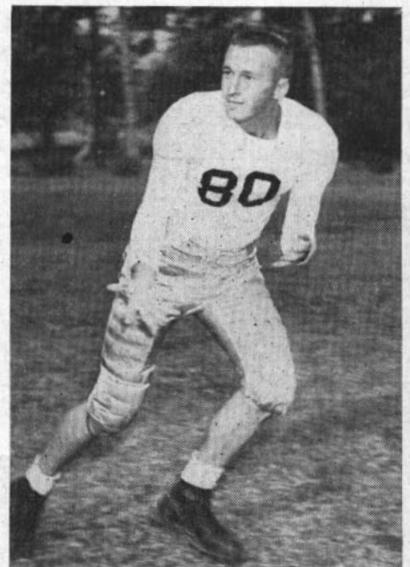
Kenneth A. Bott went through center to the 12 and the lights were turned on to combat the descending darkness. The ball was taken down to the 3 by John M. Merricks and to the 1 by George Greco. On the next

scrimmage Greco sliced over to put the defending champions in front 13-6. Eysenbach then kicked what proved to be the winning point.

With about four minutes remaining in the contest, Pendleton began its desperation drive as Boyce L. Ford blocked Calhoun J. Killeen's punt and the Pacific champs took over on the 16. Five plays later Hodal cracked over for a Pendleton touch-



LOVELY Virginia Mayo, Queen of the All-Navy football game, waves to crowd on entering the stadium.



PIGSKIN packin' padre, LTJG 'Bud' Chase, end for NOB Guam, may be Navy's only football playing chaplain.

down. On a fake placement, Houdal passed to Lloyd Rude for the extra point.

Pendleton wasn't through! With less than three minutes to play Quantic punted from their own 2 and Volney R. Quinlan, Jr., returned the ball to the 20. Pendleton was given a break when pass interference was called, taking the pigskin down to the 12 with one minute to play. In the next two plays the men from Ocean-side gained 5 yards.

With the second-hand rapidly nearing the 60-minute mark, co-captain Bartos called for the ill-fated field goal attempt.

Following the game Major "Hal" Harwood, USMC, accepted the Secretary of the Navy All-Navy Football Championship Trophy from Vice Admiral George Murray, USN, Commander Western Sea Frontier. — LTJG Robert S. Jones, USNR.

Navy Wins Boxing Tournaments

With the Navy's boxers working up a full head of steam, other services came out second best in two widely separated local ring tournaments at New York and Coco Solo, C. Z.

In New York the Navy's gentlemen of the ring beat out (and up) both the Air Force and Army representatives. In Coco Solo, the Army suffered alone.

The scores:

At the Northeastern Interservice Boxing Championship in New York — Navy 19, Air Force 15, Army 11.

At the Canal Zone Annual Interservice Boxing tournament in Coco Solo — Navy 7, Army 2.

Agey, hard-swinging sailors waded through prelims to find places in all but two of the eight final bouts at New York, and when the evening was over the Navy was the winner in two championship matches, losing another three by decisions.

Dodson "King" Oliver, TN, USN, light heavyweight attached to the Naval Supply Corps School in Bayonne, N. J., and Albert Anderson, TN, USN, welterweight from NAS Quonset Point, R. I., were the Navy's two champs, extending their winning ways by means of clever fisticuffs and superb conditioning.

At Coco Solo, stung by predictions that readily chose them to lose, the Navy swept all but two titles in the evening's work, one of them so close as to be awarded on a split decision.

Champions in their weight were:



IMPRESSIVE collection of hardware was captured by the NAS Grosse Ile pistol team. (L to R) Root, Forman, Burnie, Boydell, Curtiss and Sawicki.

Linwood "Bull" Owens, TN2, USN, heavyweight; Freddie "Torpedo" Townsend, TN, USN, light heavyweight; Cornelius "Bear Cat" Toomer, TN, USN, middleweight; Fred Heini, AL3, USN, welterweight; "Tough" Charles Smith, SN, USN, lightweight; Thomas "The Swede" Rundell, SN, USN, bantamweight; and Richard "Nick" Nickish, SA, USN, junior bantamweight.

By rate, the honors go to the steward branch. TNs, rated or non-rated, won five of the nine bouts for the Navy.

Vicky Gets Shore Duty

After seven years of continuous sea duty, Vicky, the famous Navy mascot, is being transferred to Washington, D. C., for a tour of shore duty.

Widely-known because of his friendship with the late President Roosevelt — with whom he shared a cabin when the President crossed the Atlantic in *uss Iowa* (BB 61) for the Teheran Conference — the small cocker-collie has probably served at sea longer than any other Navy mascot. His last sea assignment was on the Staff of Commander Destroyer



WILD RIGHT thrown by the Army's J. Varone whistles over the head of 'Bear Cat' Toomer. Navy's Toomer, middleweight, handed Varone terrific pasting.

SIDELINE STRATEGY

It looks as though NTC Great Lakes may make a strong bid for several of the mat crowns at the 1950 All-Navy wrestling competition. Reports from that area indicate some good talent is being massed. The Great Lakers have a tough schedule during which they tangle with eight midwestern colleges. Mac Durbin, QM1, USN, coach of the squad, grappled his way to the All-Navy finals last season.

* * *

Something new in service sports has sprung up on the West Coast. A seven-team basketball loop of Navy, Army, Marine Corps and Air Force personnel is competing in a seven-week round robin tournament in the San Francisco area. While formation of an armed forces sports league is not news, the players are. All the participating teams are composed of Waves, Wacs, Wafs and women Marines.

* * *

For the second successive year the year-long battle between activities of the 11th Naval District for the Commandant's Trophy for athletic excellency ended in the same manner. After all the participants in the rugged sports such as boxing and football had fought to practically a deadlock, the winner was determined by the table tennis tournament.

* * *

The U. S. Naval Station, San

Diego, Calif., is wasting no time getting the ball rolling for baseball this season. They are forming a combined team, drawing players from the Naval Station, Receiving Station, Pacific Reserve Fleet, Fleet Training Center and Fleet Gunnery and Torpedo School. They make no bones about the fact they intend to go slugging for All-Navy honors.

* * *

With Navy officials still seeking to improve the rules governing All-Navy sports contests, it appears that some further changes in the rules may take place soon. One of the proposed changes currently under discussion is whether a reduction should be made in the number of officers allowed to participate in the team sports—football, baseball, softball and basketball.

A questionnaire was sent out to dozens of Navy and Marine Corps commands, querying them on what limitations they would prefer in this respect. A vast majority of these commands indicate they would like the number of officers playing on a team reduced below the present 50 per cent. Many suggest limiting officer participation to three officers for football, two for baseball and softball, and one for basketball. Other commands favor a rule that would allow not more than one officer to play for a team at any time. —Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Division 32. He was assigned to USS *Rupertus* (DD 851), and was one of the last Navy personnel to leave Tsingtao, China.

A red-blooded American canine, Vicky was born on the Fourth of July, 1942. He enlisted and accompanied Vice Admiral (then Captain) John L. McCrea, USN, when the latter reported as the first CO of the battleship *Iowa*.

Vicky's eligibility date for transfer to the Fleet Reserve is a matter to furrow legal brows. Computed by the thumb rule that a dog's year is the equivalent of seven years of human life, Vicky will be completing some 49 years of sea duty.

Vicky's service record shows him to be entitled to nine battle stars on his Asiatic-Pacific campaign ribbon, the Philippine Liberation ribbon and the American and European-African ribbon. Somehow Vicky failed to earn the Good Conduct Medal.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

Bowling
13-15 Feb 1950
(telegraphic matches) 

Basketball
Week of 12 Mar 1950
Norfolk, Va. 

Wrestling
Week of 26 Mar 1950
RecSta, Wash., D. C. 

Boxing
Week of 14 May 1950
NTC San Diego, Cal. 

Tennis
Week of 16 July 1950
USNA, Annapolis, Md. 

Golf
Week of 6 Aug 1950
NAS Glenview, Ill. 

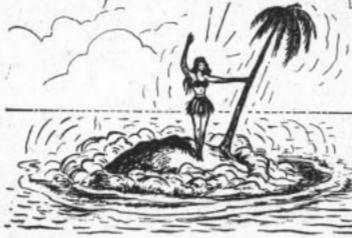
Swimming
Week of 20 Aug 1950
NAS Memphis, Tenn. 

Softball
Week of 10 Sept 1950
Treasure Island, Calif. 

Baseball
Week of 17 Sept 1950
Pensacola, Fla. 

Football
Saturday, 16 Dec 1950
Washington, D. C. 

New Islands



IF YOUR SHIPS should steam southwestward from Hawaii for some 3,700 miles and pass near tiny Matthew island, you might see a sight which few have been privileged to view — the creation of a new island.

There, volcanic action is reported to have built up a bouncing baby island in just the past few months, where no island was before. Already it is said to equal nearby Matthew Island's area and to be as tall as Matthew Island's highest point—465 feet. At another point in the same general area, a restless, gurgling shoal has built itself into a good-sized peak within the past year.

A volcanic creation in the middle of the sea is a sight worth looking at, all right. But like almost everything else, such a thing *has* been seen before by a few members of the U. S. Navy. For instance, there's Urania — one of the most famous of the quickie islands — and the cruiser *Chicago*.

Urania was discovered 250 miles south of Tokyo in February 1946. Within a short time it had built up from a submerged shoal to two cones rising 50 feet from the ocean. People who observed it expected it to become a second Iwo Jima. The heavy cruiser *USS Chicago* (CA 136) came by to take a look at the new-born islet, and reported the position to the Navy's Hydrographic Office in Washington. By the following February, Urania was gone. Wind and waves had eaten away the soft, spongy mounds of ashy stone, and nothing was left but white breakers, again washing over a submerged shoal.

A couple of years earlier, the crew of *USS Gold Star* (AG 12) viewed an exciting sight 200 miles to the southward of Urania — within sight of Iwo Jima. It began with a white cloud which rested on the horizon and rose to a height several times that of Iwo Jima's 2,348 feet. As the ship ap-

proached the cloud, observers found it to consist of steam rising from the water. A circle of the sea's surface a half a mile in diameter was agitated, and warmer than the rest of the water.

Throughout the afternoon the cloud billowed into the air, diminishing at times and then growing larger than ever. It was largest just before darkness set in, and was then seen no more. But for a long time the ship steamed through quantities of "floating rocks" — chunks of porous volcanic residue. Some of these were only the size of a pebble and some were a foot or more in diameter.

Another "here today, gone tomorrow" island is Fonua'ou, or Falcon Island, some distance southwest of Samoa. Perhaps it should be called a "here yesterday, gone today" island, for at last reports its highest point was nine fathoms under water. It will probably be back in a year or two, though. This isn't the first time it has withdrawn for awhile; not by any means.

In 1877 smoke was seen issuing from the sea at the spot later occupied by Falcon Island. That was its first sign of life, as far as records show.

In 1889 there was an island there — one big enough to be surveyed by the British surveying vessel *Egeria*.

Five years later there wasn't any island there — just a low streak of black rock, awash in the waves.

When the locality was visited in 1913 and 1921, there was nothing to be seen of Falcon Island but breakers and discolored water.

In 1927 the island was nearly a mile across. Steam and smoke were coming out of its pores.

A year later it was reported to be two miles long, 600 feet tall and

erupting to beat anything you ever saw.

In 1936 it was back down to 200 feet and much less emotional. An underwater volcano near its southeast corner was popping off every 15 minutes, however.

Two years later the island had shrunk to a mile and a half in length and 30 feet in height. All was quiet on the firing line.

Today Falcon Island lies more than 50 feet beneath the surface of the sea, maybe resting up for a new attempt to amount to something in the world. Not long ago a New Zealand naval frigate reported an underwater disturbance and a strong sulphuric smell 100 miles north of Falcon Island's erupting grounds, but nothing new from Falcon Island itself.

Such things are fairly common in the western Pacific volcanic area known as "the ring of fire." And they don't always happen to snorting heaps of uninhabited ashes. An island named Tunaki disappeared beneath the waves in 1836 with some 13,000 people aboard. The island of Krakatau — or Krakatoa — exploded in 1883 and set up ocean waves that drowned thousands of coastal dwellers, some of whom lived hundreds of miles away. The smoke and ashes that the eruption poured into the air drifted clear around the world. They cooled the weather and gave vivid colors to sunsets for several years afterward.

Yes, if you're ever passing within sight of these spots where mother earth's growing pains show through, better lay down your course book for a minute and take a look. It's sometimes quite a sight.



Columbus Discovers The



LIBERTY BOAT bearing sailors from USS *Columbus* comes ashore at Malta (top left). Above: Hoist operation at Oslo, Norway.

THE log of the heavy cruiser *uss Columbus* (CA 74) reads like a career diplomat's journal. Since arriving in Europe in September 1948, *Columbus* has dropped her hook in the ports of 14 countries around the great curve of Europe and along the coast of North Africa. Wherever she has visited she has made friends.

In Spain, a somewhat bewildered officer of the deck had his hand pumped by a smiling Spanish ensign who wished to express his gratitude for the fact that the United States had seen fit to name a cruiser after his many-times-great grandfather. The ensign's name, it seems, was Cristofer Columbus, a direct descendant of the famous discoverer. Quite reasonably, he had never heard of Columbus, Ohio, (which *was* named after the seafarer) or the Navy's policy of naming cruisers after cities.

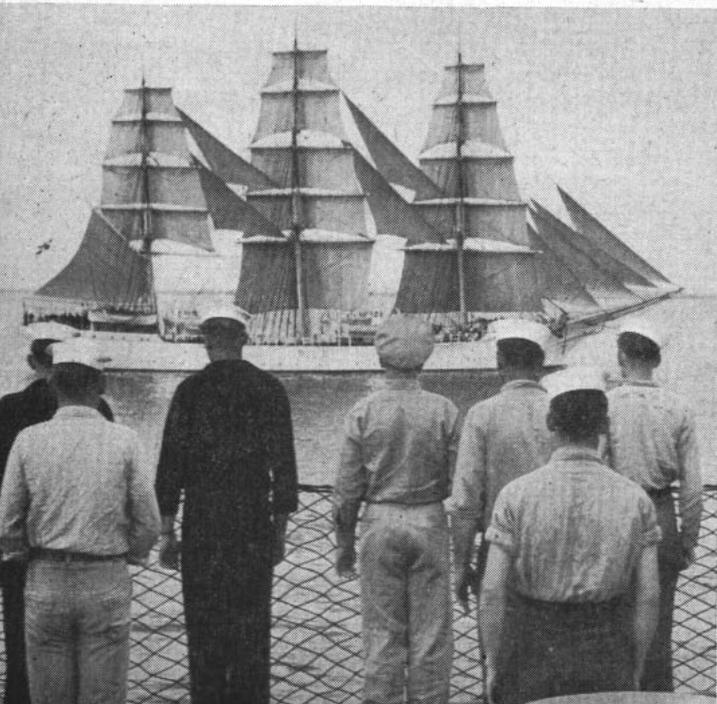
It is an unusual month when *Columbus* doesn't play host to at least one king or head of state. More important, the name and spirit of the cruiser have fired the imaginations of the ordinary Joes and Janes in these countries who haven't heard of Columbus, Ohio, either.

Crew members of *Columbus* are acquiring the slightly aloof and blase attitude that marks the internationalist and world traveler. They've played cricket in England and North Africa, ridden gondolas in Venice, gone swimming in Norwegian fiords. They all converse easily of the Riviera, Copenhagen, London and Athens. Best of all, there is no doubt but that they have really met the people. About 50 of *Columbus*' crew are bringing back brides.



Old World

KING PAUL of the *Helenes* inspects Marine honor guard at Phaleron Bay, Greece (clockwise from top center). English equivalent of the *Waves* visit aboard *Columbus* at Plymouth. Sea cadets inspect 40-mm. at Torquay, Eng. *Columbus* tour group gondolas on the Main Canal, Venice. Old-time Danish bark puts into Copenhagen.



Here Are Your Top Defense Officials

NAVAL personnel have been told that they should accord proper recognition to all top civilian chiefs of the Department of Defense.

Admiral Forrest P. Sherman, USN, Chief of Naval Operations, has directed all commanding officers to indoctrinate bluejackets in the courtesies due to civilian government officials as well as to top Naval officers in uniform.

To help you recognize these top civilian officials in your Department of Defense, ALL HANDS herewith publishes a picture of each service secretary along with a thumbnail outline of his duties and responsibilities.

If you should pass one of these men on the street — remember: He rates a salute just as much as the CNO, your force commander or the skipper of your ship. Give it to him.

Department of Defense

Secretary of Defense — Louis A. Johnson is the principal assistant to the President of the U. S. in all matters relating to the Department of Defense and is a member of the President's Cabinet. SecDefense has direction, authority and control over the Department of Defense including the Army, Navy and Air Force as well as the Munitions Board, Research and Development Board, Armed Forces Policy Council and the Joint Chiefs of Staff. He exercises strategic direction of all the armed services. It



Mr. Johnson



Mr. Matthews



Mr. Gray



Mr. Symington

is his job to see that they form an integrated team of land, sea and air forces capable of thwarting any aggressor.

Deputy Secretary of Defense — Stephen T. Early is the No. 2 man in the Department of Defense. He acts as SecDefense in the absence of Mr. Johnson. He is also responsible for other jobs assigned to him by SecDefense.

Assistant Secretary of Defense (Administration and Public Affairs) — Paul H. Griffith, who holds this position, develops policies toward such groups as public service organizations, labor unions and veterans organizations. He often appears in public to make speeches as the representative of SecDefense. He serves also as adviser to SecDefense on the coordination of plans and programs of the military departments with other government agencies.

Assistant Secretary of Defense (Legal and Legislative Affairs) — Marx Leva is the chief representative of the Department of Defense before Congress. It is his job to coordinate and review the laws proposed to Congress by the armed services and to the armed services by members of Congress. He must appear often before committees to explain or interpret proposed laws. Mr. Leva acts also as legal adviser for SecDefense.

Assistant Secretary of Defense

(Controller) — Wilfred J. McNeil has a big job to do, supervising the spending and collection of funds used by the Department of Defense to provide military security for the nation. He prepares budgets, works out accounting procedures, checks over the books and creates uniform fiscal procedures for the armed services.

Department of the Navy

Secretary of the Navy — Francis P. Matthews is responsible to the Secretary of Defense and the President for the supervision of all naval matters and for the Navy's relations with the public. SecNav is responsible also for the morale and welfare of the naval service. He has immediate supervision of the General Board of the Navy and of the Office of Public Relations.

Undersecretary of the Navy — Dan A. Kimball must insure the sound business administration of the Navy. It is Mr. Kimball's job also to handle most legislative and legal matters, to coordinate and plan the research and development of new weapons and to administer civilian and naval personnel matters. He acts for SecNav when Mr. Matthews is absent from the Department.

Assistant Secretary of the Navy — John T. Koehler is responsible for the procurement, production and disposition of material and facilities for the Navy. He must determine, with the Chief of Naval Operations, the Navy's



Mr. Early



Mr. Griffith



Mr. Leva



Mr. McNeil



Mr. Kimball



Mr. Koehler



Mr. Floberg



Mr. Voorhees

stock levels and replenishment requirements. Like the Assistant Secretary of the Army, he is in constant contact with the nation's industries. The Trust Territories in the Pacific are his concern also.

Assistant Secretary of the Navy for Air — John F. Floberg supervises naval aviation and coordinates naval air planning with plans of the Air Force and other government agencies. His job includes also the supervision of money affairs of the Navy including the preparation of the annual budget.

Department of the Army

Secretary of the Army — Gordon Gray is the head of the Department of the Army and the Army, which together comprise the Army Establishment. He administers the Department, under the direction of the Secretary of Defense, and represents the President, through the Secretary of Defense, as constitutional Commander-in-Chief of the Army. He has authority over all the military and business affairs of the Army Establishment, including the formulation and execution of the Army's program for the creation, maintenance and support of military forces.

Under Secretary of the Army — Tracy S. Voorhees acts as principal assistant to the Secretary on politico-military matters. He is responsible for the development of broad policy dealing with Army responsibilities for occupied areas and for the coordination of politico-military matters with

the other Government agencies. He also acts for the Secretary of the Army in matters affecting the Army Medical Department, and is the Deputy of the Secretary of Defense for policy matters affecting the occupied areas.

Assistant Secretary of the Army — Archibald S. Alexander has the job of obtaining for the Army the best types of weapons and material. He heads the Army research and development program for new weapons and studies methods of mobilizing defense industries in time of emergency. He is responsible as well for the acquiring and disposing of land used for Army bases.

Department of the Air Force

Secretary of the Air Force — W. Stuart Symington is responsible for the readiness of the U. S. Air Force to meet any attack against this country from the air, to gain and maintain air supremacy in the event of war, to defeat enemy air forces and to attack the enemy through strategic air warfare. He must coordinate tactical use of air power with the Army and Navy to insure teamwork in defense.

Undersecretary of the Air Force — Arthur S. Barrows, who acts for Sec-Air when he is absent. He is responsible for the procurement and production of military aircraft and material, for the policy of the Air Force toward industry as well as industrial mobilization. He is also in charge of acquiring and disposing of property for use by the Air Force, as well as Air Force policy relating to research and development.

Assistant Secretary of the Air Force (Management) — Eugene M. Zuckert is responsible for the business administration of the Air Force including all civilian personnel employed by the Service. He is also responsible for organizational planning, mobilization and the budget of the department.

Assistant Secretary of the Air Force (Civil and Military — Diplomatic) — Harold C. Stuart is responsible for Air Force policy concerning the role of air power as an instrument of national policy. He must coordinate civil and military air matters with other services and government agencies' air matters involving other countries, the United States Air-Force Reserve, the Air National Guard, the Air Reserve Officers Training Corps and Air Force participation in the Civil Air Patrol.



Mr. Alexander

Mr. Barrows

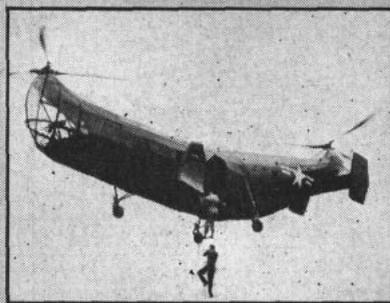


Mr. Zuckert

Mr. Stuart

QUIZ AWEIGH

A little knowledge is a dangerous thing. So, to be on the safe side, sailor, add to what you already have. These quizzes can help.



1. Officially called "Rescuer" but better known as the "Flying Banana" or "Sagging Sausage," this helicopter's designation is (a) H4P-1 (b) HRP-1 (c) XHRS-1.
2. Other than rescue work it is used for (a) troop transport (b) wire laying (c) courier service.



3. Personnel wearing the specialty mark on the left are (a) telephone repairmen (b) telemen (c) I.C. electricians.
4. Men wearing device at right on their rating badges are (a) pipe fitters (b) utilities men (c) plumber's mates.



5. Cranes aft should help you to identify this ship as (a) ARV (b) ARS (D) (c) AV.
6. Approximate tonnage of ships of this class is (a) 12,000 (b) 9,000 (c) 8,000.

ANSWERS TO QUIZ ON PAGE 53



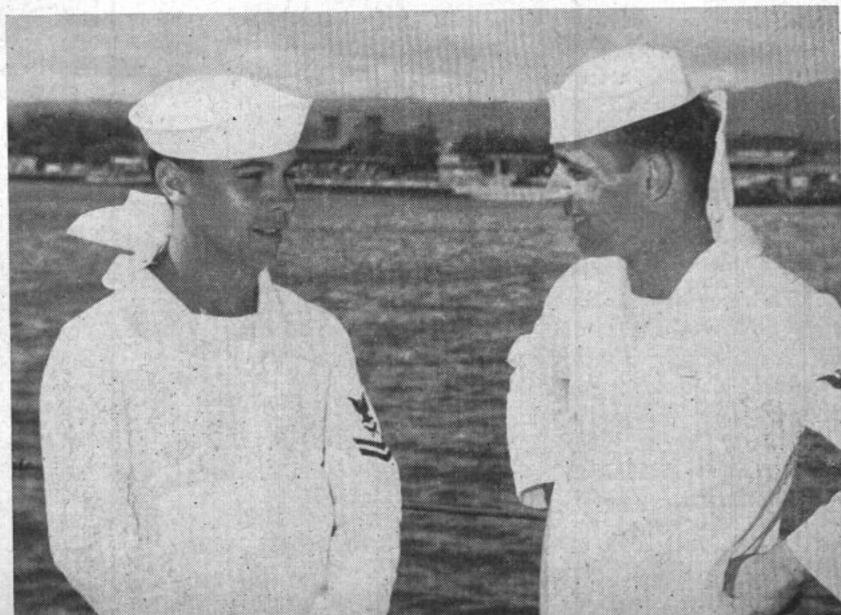
KNOTTY problem is discussed by Jay and Roger Fitch and their salty dad, Neil R. Fitch. All are Reservists (above).



MASCOT Robert O. Donis, II, hears tales about the Seabees from his dad, an Oregon Reservist (above).



PROUD POP Edward Jucksch stands by as son, William, is sworn in as a Reservist. Below: Jerry and Dick Bergman were reunited during NR cruise.



FAMILY AFFAIR—R. Q. Cutter joins his father, brother, uncle and 3 others of the

The Naval Reserve Is a Family Affair

LIKE father, like son."

Add to this saying another one from Gilbert and Sullivan — "and their sisters and their cousins, and their uncles and their aunts" — and you have a fairly good picture of the Naval Reserve "family."

For today the whole family can — and often does — join the Naval Reserve, which is one of the reasons why the Navy's civilian counterpart now numbers more than a million men and women.

The Mouton family, of Lafayette, La., is a case in point. In one Organized Reserve unit in that city, Surface Division 8-24, there are a dozen members named Mouton — probably more by now.

The recruiting spark plug of the Lafayette Naval Reserve is Chief Carpenter's Mate Dudley J. Mouton, one of five Navy brothers. After serving in a ship repair unit during World War II, Chief Mouton returned to civilian life with the Navy still in his bones.

He was one of the persons chiefly responsible for bringing an Organized Naval Reserve unit to his city.

Not satisfied with helping to organize the surface division, Chief Mouton and his brothers began fur-

nishing the manpower for it, too. Mouton's three sons, James, John and Dudley, Jr., are enrolled, along with their cousins and uncles.

Asked if there are any more prospective Reservists named Mouton, the chief remarks that he has a daughter, age 13, and another son, age 10. "There's a good possibility that our name will always be on the division's muster list," he adds.

It's the same with the Cutter family.

The total service of the seven Cutters now in the naval service adds up to 86 years. They include young Robert Q. Cutter, the newest recruit, who enrolled in the Naval Air Reserve at Oakland, Calif. Then there's his father, Chief Yeoman R. C. Cutter, USNR, one brother at NAS Oakland, a cousin at San Diego, Calif., another cousin at the U. S. Naval Academy, and two uncles — a chief quartermaster and a medical officer.

The Reserve boasts of a quintet of Navy brothers enrolled in a single unit, several brother quartets, hundreds of twins, father-and-son combinations, husbands and wives, and at least one entire family unit.

The Morgan brothers are believed to be the first brother quintet to join

the naval service at the same time since the famous Sullivans. Enrolling in the Organized Reserve in Jacksonville, Fla., the quintet includes a set of twins and four of the five are war veterans. They are J. W. Morgan Jr., Charles, Paul, Ralph and Roy.

Not quite so rare are the quartets. For example there are the Groce brothers — Robert, Nelson, Richard and John, of Mifflintown, Pa. Each of them saw war service in the Navy, and decided to keep up with the service through the Naval Reserve.

The four Spinks are another family quartet, also Navy veterans. When they joined Division 8-18, in Little Rock, Ark., they were united for the first time in the same unit of the service.

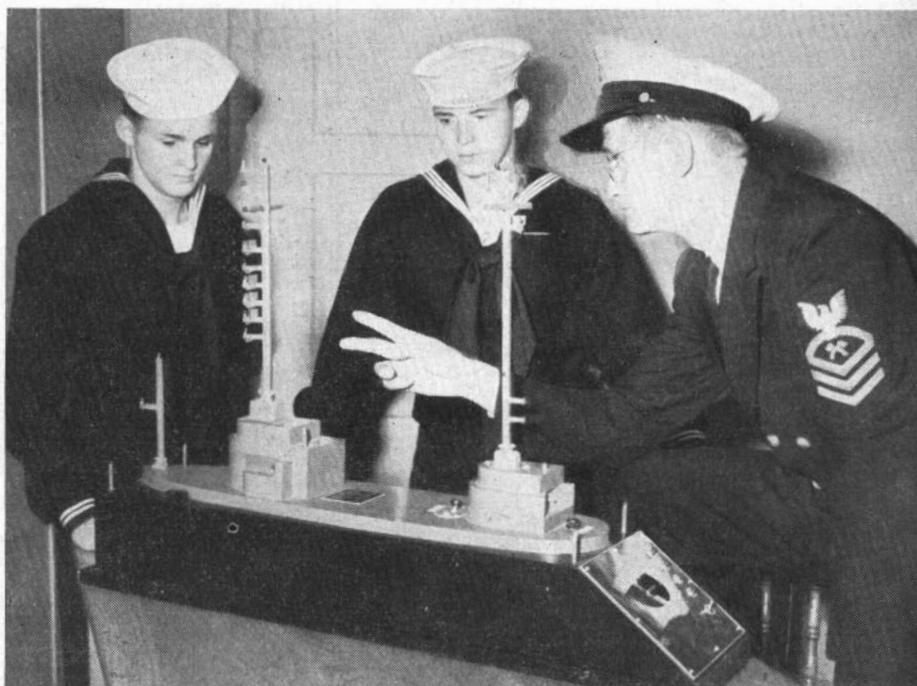
The four brothers earned 18 battle stars for naval actions from Iceland to China, serving in a variety of different duties, including destroyers, submarines, amphibious vessels, demolition units and at Navy advanced bases.

The Mayne clan lays claim to being the first complete family unit enrolled in the Reserve.

Willis O. Mayne, a private pilot, enrolled in an aviation volunteer unit of the Reserve at Kellogg Field, near



Cutter clan in Naval Reserve. Service of the Cutter family totals nearly 100 years.



SPARK PLUG of the Lafayette, La. Reserve Unit, Dudley Mouton lectures his sons on navigation lights. There are a dozen Moutons in the chief's unit.



RESERVE WAVE Mrs. Victoria Anderson—who signed up day before, helps husband, Richard, fill out papers (left). Right: W. P. Wright, SR, attends 'boot party' with date, mother and father **RADM W. D. Wright, USN (retired).**

Battle Creek, Mich., at the suggestion of a neighbor who was commander of the unit.

His enthusiasm encouraged his wife to do likewise, and she enrolled as a seaman recruit in Surface Division 9-73. Not to be outdone, their daughter Dolores also enlisted, making the Maynes not the largest but the completest family unit in the Reserve — at least until we hear otherwise.

The natural tendency to follow in his father's footsteps prompts many a son to make the naval service a career. This is especially true when

that career represents a high achievement.

Seaman Recruit W. P. Wright, USNR, has a long way to go before he catches up with his dad, W. D. Wright — a rear admiral, now retired.

One of the longest single careers in the Naval Reserve is that of Captain John T. Tuthill, Jr., of Patchogue, N. Y., who has spent more than a third of a century as a Reservist. His son, who enlisted in the Reserve as early as possible, on his 17th birthday, was sworn in by the father.

Like his son, Captain Tuthill

started his career as an enlisted man, in 1917. A veteran of both World Wars, he has also instructed members of Naval Reserve as an NROTC professor of Naval Science and Tactics at the University of Minnesota.

Also rounding out a third of a century in uniform is a one-man unification team, Jesse Hasty, a model for his three sons.

A man who likes variety, Hasty has tried on about every type of uniform the country has to offer.

In 1918 he was in the front lines as an Army coast artilleryman. After



FIVE OF A KIND—Morgan brothers are first quintet to join Reserve at the same time since the Sullivans. Four of them are Navy veterans (left). Right: Wilbert and Walter Hurd, identical twins, attended NTS Newport last summer.



DAD, for 33 years a Reservist himself, congratulates his son, John T. Tuthill, SA, after swearing in ceremony (left). Right: Identical twins, Don and Dan Miller, combat air crewmen during war, have earned commissions in the Reserve.

that it was the U. S. Marines. Then a civilian stint — but still in uniform — as a policeman. He started and finished World War II with the Coast Guard.

But Hasty couldn't help wondering what he had missed as a bluejacket. So today he is master-at-arms with the Organized Reserve in the Potomac River Naval Command.

All three of his sons seem to be following in his footsteps. Two of them are already in the Naval Reserve, while the youngest, 12 years old, wears the uniform of his school patrol.

Another veteran of many uniforms is Chief Storekeeper Edward R. Jucksch, USNR, of Fresno, Calif. Beginning his service in the Army in 1918, he later was member of the National Guard for 11 years, and served with the Navy in World War II.

His son Bill has begun his career by choosing the Naval Reserve, being sworn in the day he became 17.

Probably the youngest member of the Reserve family is Robert O. Donis, three years old, a full-fledged (but unofficial) member of Organized Reserve Seabee Company 13-2, Portland, Ore.

The senior Donis is a chief pipe-fitter associated with the same unit. While his son must wait a few years before he can make his membership legal, he is serving, in minute-size uniform, as mascot for the outfit.

In Los Alamitos, Calif., several



QUARTET of Spinks, all Navy veterans, earned 18 battle stars. Below: Wife-husband Ethel and Arnold Hartman of Long Beach are sworn in Reserve.



months ago, an incident occurred which is becoming more common every day. An officer with a bible in his hand spoke to a young couple standing before him:

"I now pronounce you — yeoman third class and signalman third class." Not a marriage ceremony, it was the recruiting officer's welcome to Ethel and Arnold Hartman, a newly married couple enrolling in the Naval

Reserve. The Hartmans joined as rated personnel because they are veterans.

Also combining marriage and a naval career are Chief Yeoman and Mrs. Dean K. Prowse, of Portland, Ore., Chief Otto Bryant and wife, both Navy veterans, at Charleston, S. C., and Mr. and Mrs. Clifford W. Kay, at San Francisco. Also preferring not to stay home alone on drill nights,

Helen Kay Aries enlisted in the same units as her husband, Lieutenant (junior grade) Donald R. Aries, in Spokane, Wash.

A turnabout version of the usual husband-and-wife routine occurred in the case of Mrs. Victoria J. Anderson, a public playground director in San Francisco.

When she discovered that she could enlist in the Reserve without previous service, she signed up.

The following day she returned with her husband, a grocery manager, and he joined too! Both are training in Organized Reserve Battalion 12-8, Treasure Island, Calif.

Then there are Mr. and Mrs. Chamberlin of New Orleans, La., along with her two brothers and sister — the Millers — who decided that a good way to keep the family together, and to see one another more often, was to join the Reserve.

Identical Reserve twins Donald D. and Daniel D. Miller of Berkeley, California — no relation to the New Orleans Millers as far as we know! — have had identical careers in the naval service, advancing up the rating ladder at the same time and receiving their commissions as USNR ensigns on the same day.

The twins served as enlisted combat aircrewmembers during World War II, and qualified for commissions during participation as weekend warriors NAS Oakland, Calif. Even in civilian life they are following each other's shadows. Both are juniors in the Engineering School at the University of California.

Another set of Reserve twins, Wilbert and Walter Hurd, of Columbus, Ohio, had their instructors at the ROC school confused for some time at NTS Newport, R. I. last summer. The look-alikes are taking advantage of the Reserve Officer Candidate plan, which offers commissions to enlisted Reservists for special summer training during college vacations.

Among the 150,000 Reservists who participated in the annual training program last year were numerous dad-and-son combinations, George and Richard Caven, of Dearborn, Mich., Adelbert and Gerald Sixbey, of Detroit, Mich., and Otto and George Groeschel of San Diego, Calif.

Don't be surprised, when you join the Naval Reserve and attend your first drill session, to find Dad, or Uncle Joe and Aunt Sally there ahead of you, keeping up with the Navy on a part-time basis!



APPRECIATION of all Norway is expressed by Bishop of Trondheim for wreath laid on World War II Remembrance Memorial by crew of *Waldron*.

Busy Tin Cans Build Goodwill in Europe

Into three busy months the 500 officers and enlisted men of the destroyers *uss Borie* (DD704) and *uss Waldron* (DD 699) jampacked one of the most interesting cruises that falls the lot of U. S. Navy "world travelers."

Attached to the Northern European Task Force of CincNELM, the two tin cans visited many of the countries of Northern Europe prior to joining the Sixth Task Fleet in the Mediterranean where they are now on duty.

Starting at their European home port of Plymouth, England, the ship's crews were soon making their appearances at London's traditional tourist Meccas . . . and London was but the beginning.

Before the two and a half month cruise was completed the ships had visited Liverpool and Bristol in England; Rothesay, Scotland; Londonderry, Northern Ireland; Stavanger, Trondheim, Narvik, Tromso and Bergen, Norway; Bremerhaven, Germany; and Lisbon, Portugal.

At Trondheim, the crew of *Waldron* subscribed for a wreath to be placed on the World War II Remembrance Memorial. On the occasion of the laying of the floral tribute to Norwegian dead, the officers and men taking part in the ceremony at the memorial received the thanks of the people of Norway from the Bishop of Trondheim.

Thousands of Europeans poured across the quarterdecks of *Borie* and *Waldron* at the ports on the cruise itinerary as the crews attempted in small part to return the hospitality of the citizens of Europe.

Liberal leave and liberty policies set up by the commanding officers of *Waldron* and *Borie* enabled the men to visit many of the inland capitals and other points of interest in the countries visited.

Borie and *Waldron* are now adding the countries of the Mediterranean world to their European Baedekers and are scheduled to return to the U. S. early in 1950. — Kenneth Barnsdale, JO1, USN.

LETTERS TO THE EDITOR

Your Sea Duty Counts

SIR: I put in more than three years of sea duty as a BM1. Approximately a year ago, after reporting aboard this station for shore duty, I was disrated to BM2. What I'd like to know is whether I have to requalify at sea again in order to advance in rate. Except for sea duty, my division officer considers me qualified for advancement in all respects.—J. H. B., BM2, USN.

• *You won't have to requalify insofar as sea duty is concerned.* — Ed.

Lost Precedence Stays Lost

SIR: Under H.R. 5238 (passed and approved as public law, according to ALL HANDS, Sept 1949 issue), adjustment of lineal position of certain officers is being made.

I know of a number of cases in which Reserve officers, following release to inactive duty in the Reserve after a tour of active duty, remained on inactive duty for a number of months and then transferred to active duty in the Regular Navy. These officers lost precedence to other Regular Navy officers by the number of months served in inactive Reserve status.

Does H.R. 5238 provide an adjustment for these ex-Reserve officers who are now in the Regular Navy? — C. F. B., LTJG, USN.

• *H.R. 5238 (Public Law 210, 81st Congress) does not provide for the lineal adjustment of line officers, USN, who were formerly USNR and lost precedence as a result of going voluntarily from active to inactive duty prior to requesting transfer to the Regular Navy.* — Ed.

Counting Reserve Time

SIR: In 1935 I enlisted for four years in the Organized Naval Reserve. During this period I attended drills once weekly and made the annual two-week cruises. I served on active duty as a Reservist from 1939 until 1945, when I transferred to the Regular Navy.

Does the time I served in the Organized Reserve (1935-39) count on 20-year retirement or what? Does it count for pay purposes? — W. H. D., SN, USN.

• *There is no 20-year retirement for USN enlisted personnel. Previous time served in the Organized Reserve does count for pay purposes, but not for transfer to the Fleet Reserve after 19 and one-half years of active Federal service. It does count toward 30-year retirement.* — 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 letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

About Early Discharges

SIR: All of my off duty time has been given to Marine Corps Institute studies, college level. I wish to know if it is possible to receive a "better education" discharge to enter college. — R. K., USN.

• *No. The joint policy agreed upon between the armed forces excludes early discharges for the purpose of attending school or for other reasons of personal convenience.* — Ed.

Settling an Argument

SIR: Would you please settle an argument? Could you tell us the date on which VP-23 was redesignated as VP-11 and the date on which VP-24 was redesignated as VP-12? Also, we'd like to know the date when Fleet Air Wing One was formed and what squadrons comprised it. — D. J. H., ALC, USN.

• *VP-23 and VP-24 were redesignated as VP-11 and VP-12 in August of 1941. Fleet Air Wing One was so designated on 1 Nov 1942. This was merely a redesignation of PatWing One which had been in commission since 1 Oct 1937. At the time the change in designation was made, the following squadrons were attached to it: VP-11, 12, 44, 72, and 91.* — Ed.

About Retake on GCT

SIR: (1) What are the GCT scores required for assignment to electronics technician school, class 1? (2) Can I take my GCT test over again if I feel I can do better on a second try?—H. R. W.

• (1) *For ET school, Class A, a minimum combined score of 120 is required on the GCT and the ARI tests, with a minimum of 60 on either the Mech or the Mk. Elect tests.*

(2) *No, if that's your only reason. Commanding officers may submit a request to the Bureau of Naval Personnel for the retesting of an enlisted person in those cases where it is believed the original test scores may be in error. Only where test records indicate an abnormality in the test pattern or where there is indication in the record that the scores recorded may not be an accurate representation of the person's aptitudes is authority for a retest granted.* — Ed.

Reimbursement of Pay

SIR: Was there ever an order or regulation which, under certain conditions, provided for the reimbursement of pay lost by sentence of summary court-martial? — P. S., CHBOSN, USN (Ret).

• *When the sentence of a court-martial is set aside or wholly remitted by the Secretary of the Navy, the man will have restored to him the pay and allowances to which he would have been entitled had the sentence not been passed upon him.* — Ed.

Guided Missiles School

SIR: What are the qualifications for entering the guided missile school at White Sands, New Mexico? When do the classes start? Can applications for that school be submitted at any time? — L. E. H., ET2, USN.

• *The only Naval School, Guided Missiles, is located at Naval Air Missile Test Center, Point Mugu, Calif. Convening dates of classes at that school are 1 Mar 1950 and 2 Oct 1950.*

In June 1949 BuPers requested from service force commanders nominations of certain ratings, including ET2, for a course of instruction in that school. The Bureau received so many requests that it was forced to inform service force commanders that nominations were no longer desired. When nominations are again desired, the word will be passed on to the Fleet — by ALL HANDS as well as by other means. — Ed.

Wants Classification Duty

SIR: I recently finished personnel man school Class C-1 (classification procedure) at San Diego, Calif., having extended by enlistment in order to have the necessary obligated service to attend the school. I hoped to be assigned to classification duty on graduation, but I'm presently assigned personnel work much like I was doing before I entered the school.

I'm not interested in any particular location for duty as long as it is classification work. What are the chances of getting classification duty at the present time, regardless of location? — M. B., PN3, USN.

• *Graduation from the courses of instruction in interviewing and classification procedures at Naval School, PN, Class C-1, does not in itself guarantee a person an assignment as a classification interviewer. Because classification duty billets are limited in number, only PNCs and PN1s are being ordered to classification duty at the present time, and only persons of those ratings with outstanding ability are being assigned now.* — Ed.

Public Quarters

SIR: I am a second class PO with over seven years' service in the Navy. I am writing in hope of receiving information to help clarify the Career Compensation Act of 1949. I am living with my wife and one child in what is known as a "prefab." I was paying \$19 per month for these quarters until the Career Compensation Act of 1949 came into being. The quarters consist of one large wooden building which is divided into four sections, each occupied by a different family.

My question is this: Should I be charged the full \$67.50 rental allowance for quarters which I am quite sure are not permanent quarters, and for which I have been paying only \$19—or am I entitled to the difference between the \$19 and \$67.50?

Another question I would like clarified is whether I am entitled to rental allowances of \$67.50 if my wife is not living with me on the station or in other government housing. Also, suppose my wife hasn't been provided with housing but is living with a friend who does live in Government housing on the station. Can I be charged the \$67.50 rental allowance for that?—E. P. V., BM2, USN.

• *The housing you occupy is obviously "rental housing." The fact that you occupy these quarters doesn't prevent your being eligible for the \$67.50 basic allowance for quarters. You're entitled to receive BAQ until such time as your wife occupies housing which is classed as "public quarters."*—Ed.

No Ribbon for 'High Jump'

SIR: Has there been any ribbon or medal authorized for Operation Highjump of 1946-47?—W. H. G., RD2, USN.

• *There has been no medal or ribbon authorized for the Antarctic Expedition 1946-47 (Operation Highjump).*—Ed.

Training Courses and Exams

SIR: In November 1945 I completed all required courses for RM1 and was recommended for advancement. Before the advancement came through to my duty station I was discharged as RM2. The personnel officer told me that my record was complete and that I wouldn't ever have to take the courses again. I am now in the organized Naval Reserve and desire to be advanced. However, I cannot get any satisfaction regarding the courses. Please advise me whether the courses already completed are sufficient for advancement in rate.—W. C. B., RM2, USNR.

• *Training courses completed during previous active duty are normally acceptable to meet the training course requirement for advancement in current service in the Naval Reserve. However, you shouldn't confuse training courses with military and professional examinations which are required for advancement. These examinations must be satisfactorily completed during current service.*—Ed.

Pay Cut in 1922

SIR: Can you tell me if seaman recruits or seaman apprentices received a cut in pay somewhere between the years 1920 and 1923? We have been having quite an argument, and it seems that you fellows are going to have to help us out. I'll greatly appreciate any information that you can give me.—C. P. H.

• *The truth is, they both received a pay reduction. Those in the sixth pay grade had their pay cut from \$48 to \$36, while the pay of persons in the seventh pay grade was dropped from \$33 to \$21 per month. This occurred as of 1 July 1922, by authority of the Act of 10 June 1922.*—Ed.

Saluting Midshipmen

SIR: Are aviation midshipmen, designated naval aviators and serving on active duty with the Fleet, entitled to a salute and the customary courtesies extended by enlisted personnel to officers? They enjoy the privileges of officers and yet there seems to be a question whether or not they are entitled to a salute.—W. E. T., SN, USN.

• *They are. Article 1301.1, Navy Regulations 1948, states: "Midshipmen are, by law, officers in a qualified sense and are classed as being of the line." Article 2111.1 states in part: "Salutes shall be rendered by persons in the naval service to officers of the Armed Services of the United States." In view of this, the Chief of Naval Operations considers that midshipmen are entitled to a salute from personnel of the naval service who may be junior to them and that they are also entitled to the customary courtesies extended by enlisted personnel to officers.*—Ed.

Reenlistment Leave for USNRs

SIR: IN ALL HANDS, October 1949, you stated that former Naval Reservists now serving in the Regular Navy are entitled to reenlistment leave and travel allowance. I served three years in the Naval Reserve on active duty, was discharged in November 1945 from the Naval Reserve, and after 84 days had elapsed I reenlisted in the Regular Navy. Am I entitled to shipping-over leave and travel allowance under these circumstances?—A. T. D., CS1, USN.

• *Reenlistment leave for Naval Reserve enlisted personnel discharged while on active duty and immediately enlisted in the Regular Navy is authorized only to certain personnel who were discharged and enlisted on or after 9 Aug 1946, as stated in paragraph 2A of BuPers Circ. Ltr. 131-49 (NDB 15 Aug 1949). Since your discharge from the Naval Reserve and enlistment in the Regular Navy both occurred prior to that date, you are not entitled to reenlistment leave for your enlistment beginning 2 Feb 1946 in the Regular Navy.*—Ed.

Information on the Purple Heart—First U. S. Award for EMs

SIR: Would you please give me some information on the Purple Heart medal?

- (1) When was it first issued?
- (2) Who first authorized it?
- (3) How many were issued during World War I?

(4) Did General MacArthur and General Pershing both receive a Purple Heart during World War I?
—J. F., HMC, USN.

• *The Purple Heart decoration was first authorized 7 Aug 1782 by General George Washington while his troops were fighting at Newburgh, N. Y., during the Revolutionary War.*

The order sent to the troops read in part: "The General, ever desirous to cherish a virtuous ambition in his soldiers, as well as to foster and encourage every species of military merit, directs that whenever any singularly meritorious action is performed, the author of it shall be permitted to wear on his facings, over the left breast,

the figure of a heart in purple cloth, or silk, edged with narrow lace or binding. . . . Men who have merited this distinction shall be suffered to pass all guards and sentinels which officers are permitted to do."

The decoration, the first in the history of the United States to be awarded to an enlisted man or non-commissioned officer, fell into disuse after the Revolution and remained forgotten until it was revived by the Army in 1932 and awarded retroactively to all World War I wounded. It was extended to all members of the armed forces wounded or killed in action in World War II.

The Purple Heart was authorized for naval personnel 3 Dec 1942. Naval personnel who were wounded in enemy action prior to 7 Dec 1941, who make application for it, are eligible to receive the decoration. No awards, however, were made posthumously.

We don't know how many Purple Hearts were awarded for meritorious service in World War I but the records show that General John J. Pershing did not receive a Purple Heart but that General Douglas MacArthur did.—Ed.



Leave Trailers at Home

SIR: If a man is assigned to a duty station overseas, can he have a house trailer as well as his car shipped by the Navy as household effects? — J. W. D., BM1, USN.

●Automobiles, motorcycles, motor bikes and motor scooters can all be shipped to bases overseas as household effects of personnel transferred there — but house trailers, no. Don't feel too badly, however. If you owned a private airplane, you couldn't ship that either. Incidentally, because of gasoline shortages at certain bases overseas, area commanders must approve the entry of your automobile. — Ed.

There's Always a Bright Side

SIR: The letter of J. M. McC., AC3, on page 27 of the October ALL HANDS states that he cannot attend AC school and that he cannot advance in rate as he lacks information of GCA. You say that it is bum dope — but wait till you hear my story.

I entered the Navy in June 1944. I started working in a control tower in February 1945 without having attended tower school. I was advanced to Sp(Y)3 in April of 1946 in accordance with the old Manual of Qualifications for Advancement in Rating. Later I was transferred to duty where there was no complement whatsoever for advancement to Sp(Y)2, although I had completed my training course for that rate. There I worked as mail PO and movie operator. In July 1947 I was transferred to duty where I finally worked in my rate, and was advanced to AC2 on 16 Sept 1947. That was fine duty.

In December 1948 I was transferred once again. I went to a station where the control tower is open only when instrument flying is necessary or during emergencies. Tell me, Mr. Editor, how can I keep up with my rate? When is BuPers going to publish training courses for AC rates?

I have taken the Fleet-wide exams for AC1, but haven't passed yet. Somebody in ComAirPac who corrects those exams must think I'm losing my touch as an AC2. The only way out seems to be for me to keep on taking these examinations and try to familiarize myself with the new requirements.

If J. M. McC., Jr., AC3, is stuck like I am, I can foresee him retiring as AC3 and me as AC2. What are my chances of going to AC school? — G. H. Z., AC2, USN.

●We still say that a person doesn't have to go to AC school to attain the rate of AC2 or AC1. True, it should be helpful, however, if one could go.

Still, there are many of us who are forced to meet difficult problems in this weather-beaten old world, and while yours seem to be truly monumental you

mustn't make the mistake of thinking them hopeless. Let's face the worst right away, and then accentuate the positive.

There are no training courses at present for air controlman ratings, and none in sight before next July, anyhow. Because of the full house at the AC school and the backlog of students awaiting training there, the Bureau considers it impractical to send rated ACs.

Now for the other.

Look for BuPers Circ. Ltr. 187-49 (NDB, 15 Nov 1949). That directive gives the names of publications which you should find very helpful. Also, by going over the new Manual of Qualifications for Advancement in rating, you should be able to get a pretty good inkling of what you're expected to know.

Continue to try — as you no doubt have in the past — to get duty where you'll be working in your rate. Ask your educational officer, personnel officer and operations officer to suggest ways to increase your knowledge. See if you can't contact some men who have made the rate you're striving for within recent months. Ask them what they studied.

There always have been certain Navy rates for which there were no study courses. While that isn't a desirable state of affairs, exactly — and will no doubt end soon — people have always been making those rates. Brace up, amigo. We're rooting for you. — Ed.

Double Shipping-Over Money?

SIR: I enlisted in the Navy in September 1946. If I were to reenlist next September for a period of six years, would I receive shipping-over money for the past four years and for the new six-year enlistment? If not, for which enlistment would I be paid reenlistment money, and what happens (insofar as reenlistment allowance is concerned) to the other enlistment? — P. V., RD3, USN.

●You cannot be paid for both the enlistment completed and the new enlistment. For the present, you can accept either a reenlistment allowance for the four-year enlistment completed, or a reenlistment bonus for your new enlistment. Detailed instructions on how this system works are contained in paragraph 11c of Military Pay Instruction Memorandum One which your disbursing officer has in his office. — Ed.

Continuous Sea Duty

SIR: I am stationed with Commander, Seventh Task Fleet, in the Western Pacific. I am now on sea duty and will have been for 17 months when I am discharged soon.

I will be returned to the U. S. for discharge. If I reenlist within 30 days for sea duty would my sea duty be "broken" for eligibility purposes? — J. A. P., RM2, U.S.N.

●No, you would be in fine shape to be assigned to shore duty in the future. Duty ashore within any one naval district for less than 12 months between two sea duty assignments counts as continuous sea duty. — Ed.

Pictures and Information

SIR: I am interested in getting some information about my ship. During the war I was aboard the attack transport USS Fuller (APA 7), and want to know where I can get pictures of her. I understand there are also pictures of the ship when she was hit at Bougainville in November 1943. I'd like too, to get some literature about the ship if any is available. I went to the Navy recruiting office and they recommended I try ALL HANDS. — R. S.

●For pictures your best bet would be the Naval Photographic Center, NAS Anacostia, Washington 25, D. C. For information about your ship, questions should be addressed to: Naval Records and History, OP-29, Room 2511, Navy Department, Washington 25, D. C. Tell your recruiter we appreciate his thinking of us. — Ed.

No Award for AKA

SIR: Was USS Alhena (AKA 9) awarded either the Navy Unit Commendation or the Presidential Unit Citation for her action in the Pacific? If so, during what period was the citation awarded? Also, I'd like to know the present whereabouts of this ship. — L. K., RM1, USN.

●There is no record of the attack cargo ship USS Alhena (AKA 9) having been awarded either a Presidential Unit Citation or a Navy Unit Commendation. Alhena was decommissioned in May 1946 and taken to New York for disposal. — Ed.



USS ALHENA—Maritime Commission-built attack cargo ship was decommissioned in 1946.

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.

• *USS Bunker Hill* (CV 17): Annual reunion of crew, officers and enlisted. Luncheon to be held in Washington, D. C., on 25 May 1950. Former members of ship's company and squadrons interested in attending should write to Lieutenant R. W. Koster, USN, Room 2083, Bureau of Aeronautics, Navy Department, Washington 25, D. C.

• *USS Idaho* (BB 42) — Reunion contemplated for Boston sometime this summer. Interested personnel should contact David C. Graham, QM1, USN, 1390 Niagara Street, Anchorage, Middletown, R. I.

• Yeoman School, Indiana University, Bloomington, Ind. — Reunion being planned for all yeomen and Waves who attended this school during the period August through De-

cember 1942. All interested personnel contact George Mattison, 9 Howard Street, Kittery, Me.

• *Educational Services Officers.* A reunion of wartime ESOs is planned for Monday, 27 Feb 1950, in connection with the meeting of the American Association of School Administrators in Atlantic City, N. J. Luncheon will be served in the Mandarin Room of Haddon Hall at 1215. LCDR E. J. McGrath (now U. S. Commissioner of Education) and LCDR Edwin Ziegfeld, former officers in charge of the Educational Services Section of BuPers; CDR G. W. Pressey, current officer in charge, and many others have already expressed their intention to attend. Inquiries should be addressed to: Educational Services Section, Bureau of Naval Personnel, Washington 25, D. C.

• Members of the original 28th U. S. Naval Construction Battalion interested in a reunion of their group should contact Gerald Quinn, General Manager, Hotel Lafayette, North Carolina Avenue, Atlantic City, N. J.

Date of Rank for CWOs

SIR: I was one of numerous warrant officers (temporary) who were appointed to the rank of chief gunner, USN (temporary) in 1944, to rank from 1 June 1944.

The Register of Commissioned and

Cash or Leave

SIR: Upon the expiration of my enlistment I had 30 days' leave on the books. The reenlistment yeoman informed me that I could either take 30 days' leave, take cash payment for unused leave, or have the leave carried over to my new enlistment. I chose the latter, reenlisting within 24 hours.

Now I am informed that I have forfeited all right to my leave, since it cannot be carried over to a new enlistment. Is this correct?—W. S., BTC, USN.

• *Under the provisions of Article C-6305(2) BuPers Manual, 1948, enlisted personnel who upon discharge have signified their intention to reenlist on board the following day, may elect to (1) receive compensation in cash for all unused leave on date of discharge, or (2) carry over the earned leave existing on date of discharge to the new enlistment on a continuous service basis. A combination of the two elections is not authorized.*

Therefore, in view of the foregoing, you may carry over your earned leave to your new enlistment if you did not receive compensation in cash for your unused leave. — Ed.

Warrant Officers of the U. S. Navy and Marine Corps of 1 Jan 1949 lists dates of present rank for all temporary chief warrant officers as of 7 Aug 1947.

Why was my date of present rank changed when placed in the Register? Will this new date of present rank have any bearing on my going to the W-3 pay grade? — J. J. I., CHGUN, USN.

SIR: I was appointed a chief radio electrician (temporary) with date of rank 1 Aug 1944. I note, however, in the 1949 Register that all temporary chief warrant officers have had their date of present rank changed to 7 Aug 1947.

What does this mean and how will it affect me in regard to future assignment to pay grade, advancement and retirement? — R. L. S., CHRELE, USN(T).

• *In accordance with Alnav 231-47 (NDB, 31 Oct 1947), all commissioned warrant officers serving under temporary appointment were assigned the date of rank of 7 Aug 1947 in order to place them junior to officers serving in the permanent grade of commissioned officer.*

Notwithstanding this change in date of present rank, however, your "commissioned service" for longevity purposes commences on the date of your initial appointment to the temporary grade of chief warrant officer.

Moreover, this action does not affect eligibility for retirement in the highest grade in which service was satisfactory prior to 1 July 1946.

For further information on the status of warrant officers and commissioned warrant officers under the Career Compensation Act of 1949, take a look at page 47 of this issue. — Ed.

Getting GI Benefits

SIR: (1) I enlisted in the Regular Navy in July 1946 and at present am still on active duty. I am under the impression that I am still eligible for educational benefits under the GI Bill if I start school four years after my discharge, and provided that I am discharged under conditions other than dishonorable. My date of discharge occurs in July 1950; will I be able to re-enter school at that time?

(2) Would it be possible to attend a foreign college at that time, under the auspices of the GI Bill?

(3) If so, what is the procedure? — D. E. R., YN3, USN.

• *Under present legislation you will be eligible upon discharge under conditions other than dishonorable for education or training under the GI Bill for one year, plus a period equal to the time you served between 16 Sept 1940 and 25 July 1947. Since the date of your enlistment falls under the Armed Forces Voluntary Recruitment Act of 1945, you have up to four years from the end of your enlistment to apply for education or training and nine years from the same date to complete your training.*

(2) *You may attend, under the GI Bill, foreign schools that have been approved by the Veterans Administration if the schools and the countries where they are located will accept students.*

(3) *The civil readjustment officer at the activity to which you are attached will furnish you additional information concerning benefits to which you may be eligible upon discharge.* — Ed.

Commendation Bronze Pendant

SIR: I noticed on page 42 of the November 1949 ALL HANDS that a bronze pendant was being issued to Army and Air Force personnel holding the Commendation Ribbon. Are Navy personnel who have been awarded the Army or Air Force Commendation Ribbon authorized to make application for this pendant? If so, to whom should the request be directed? The Commendation Ribbon I hold was issued for services in the Berlin Airlift. Acceptance of this award by Navy personnel was authorized by the Chief of Naval Operations early this year. — C. A. S., LTJG, USN.

• *Naval personnel who are holders of Commendations with Ribbons awarded by the Army or Air Force are entitled to make application to the appropriate department — to the Army or the Air Force, that is — for the Commendation Pendant. A copy of your commendation should be enclosed with your request. The address is Chief of Staff, U. S. Air Force, Awards Branch, Washington, D. C., for personnel such as you who received the Commendation Ribbon from the Air Force. The Army address: Decorations and Awards Section, Office of the Adjutant General, Department of the Army, Washington, D. C.* — Ed.

Getting a Degree

SIR: For some time I considered the possibility of getting another degree while in the service but, after investigating, I had thought it would be necessary to leave the service to satisfy certain requirements.

In your October 1949 issue you said that one person in the Navy was able to get a master's degree. I would like to know how he was able to do this. — E. E. C., YN3, USN.

• We said "at least one" was able to get his M.A. through in-service studies. Very possibly there are others also, but it is not easy. Usually there are residence requirements and others, difficult for a Navy man to meet. It is largely a matter of making special arrangements with some particular college or university which will waive some requirements. The person we were referring to is Raymond G. O'Connor, PNC, USN, who received his M.A. from American University, Washington, D. C., after completing a thesis culminating 12 years of off-hour study. The degree was in American History.

If you can find a college or university that will accept correspondence courses on an advanced degree, the Navy can help you get the courses and tests through USAFI and the cooperating colleges.

You have already read the article on what educational programs are available in ALL HANDS, October 1949, pp. 48-52. For further details you should consult your Educational Services Officer. The full story on Chief O'Connor appeared in ALL HANDS, April 1948, p. 35.

No Transfer Without Approval

SIR: I am a Naval Reservist, V-6, on active duty at NAS Columbus, Ohio. Although this is not an actual case, could the Commandant, 9th Naval District, transfer me to NAS Glenview, Ill., without my approval? Several of us are under the impression that personnel in V-6, USNR, on active duty cannot be transferred without their consent. Art. H-4402, BuPers Manual, 1948, states that a man can be transferred within his naval district by the commandant, but it doesn't state whether or not the approval of the person concerned is necessary. — J. C. A., YN3, USNR.

• The commandant of a naval district, the Chief of Naval Air Training or the Chief of Naval Air Reserve Training may transfer V-6 Naval Reserve personnel, each within his administrative command, but it is done only subject to the individual's consent. As you no doubt know, NAS Columbus, Ohio, and NAS Glenview, Ill., aren't under the cognizance of Com9, but under the Chief of Naval Air Reserve Training. — Ed.

Limit to Amount of Liberty?

SIR: Is there a regulation limiting the number of days off a man may have per week or month in periods not exceeding 48 hours in length? — A. D., AL2, USN.

• As the commanding officer is in the best position to determine when a man's services may best be spared, he has full authority in the matter of granting leave and liberty to enlisted personnel under his jurisdiction. At the same time, he must abide by the provisions and limitations contained in the BuPers Manual—Part C, Chapter 6. Why not borrow a copy of the BuPers Manual from your ship's office and read that portion? It should clarify the matter completely for you. — Ed.

The Two Langleys

SIR: How many ribbons and stars are rated by the old seaplane tender *uss Langley* (AV 3) and by the carrier *uss Langley* (CVL 27)? — C. J. K., MM1, USN.

• The old *uss Langley*, built in 1912, earned the American Defense Service Medal with Fleet Clasp, and the Asiatic-Pacific Campaign Ribbon. The present-day *uss Langley* rates the Asiatic-Pacific Campaign Ribbon with 10 stars and the Philippine Liberation Ribbon with two stars. — Ed.

Sumner Was Converted Sub Tender

SIR: The September ALL HANDS article entitled "Deep Sea Peace Is Disturbed by Noisy Fish" is excellent.

However, in the interests of accuracy, I wish to point out that *uss Sumner* (AGS 5) was a converted submarine tender (ex-*Bushnell*) and not a converted destroyer.

I remember that scuttlebutt on the old *Sumner* in 1941-1943 said that the ship's navigator, Lieutenant Commander Irving Johnson, had spent so much time diving that he could actually speak fish language. From our observation of the navigator's antics underwater I more than half believed it!

Perhaps the Naval Ordnance Laboratory (where fish noise experiments were conducted) could use the commander's experience as a fish language interpreter. — B. F., LCDR, USN.

• ALL HANDS got so interested in the funny noises fish make that it mistook *uss Sumner* (AGS 5) for *uss Sumner* (DD 333) which was operating in the Fleet at the same time.

USS Sumner (AGS 5) was converted from *uss Bushnell* (AG 32). Before that, *Bushnell* was a submarine tender (AS 2). The ship was converted in July 1940 and was renamed *Sumner* a month later.

USS Sumner (DD 333) has since been decommissioned and stricken from the Naval Vessel Register. — Ed.

Reverting to CPO

SIR: Could you help me out with these three questions?

(1) If a temporary officer reverts to CPO at his own request, does he lose his right to retire at the highest rank held on 30 June 1946 after completing 30 years' total service, Regular and Fleet Reserve?

(2) I am on my 23rd year of service. If I revert to CPO and transfer to the Fleet Reserve, how will my retainer pay be computed?

(3) I reenlisted three months in advance of the expiration of an enlistment for "convenience of the government." Does this short-term enlistment count as a full enlistment for retirement on 30 years' service? — J. F. P., LT, USN(T).

• (1) No. You will be advanced on the Retired List to the highest rank in which you served satisfactorily prior to 1 July 1946 (as determined by SecNav).

(2) In one of several ways. BuPers-BuSandA Joint Ltr. of 20 Jan 1948 will tell you what options on retainer pay are available to you. Keep in mind here, however, that the amounts of retainer pay shown in the tables are now incorrect due to the passage of the Career Compensation Act. Most amounts have been increased under the Act.

(3) Yes. It counts as a full enlistment. — Ed.

Counting USNR Service

SIR: In May 1944, I was commissioned as an ensign AV-N, USNR. In November 1945, I was promoted to lieutenant (junior grade) AV-N, USNR. I was separated to inactive duty in December 1945.

In November 1948, I returned to active duty as an ensign 1310/USN, with date of rank 4 June 1948. On the basis of the fact that I once held the rank of lieutenant (junior grade) USNR, will I be required to take the examination for lieutenant (junior grade) USN when I become eligible for promotion? — E. A. H., ENS, USN.

• Yes. All permanently commissioned Regular officers, ensign through commander, are required to demonstrate their professional fitness for promotion in a written examination. Since you are now a Regular officer (although once a Reservist) this applies to you too. Your former service counts for longevity purposes but not for promotion. — Ed.

Extended to Get Shore Duty

SIR: If a man agreed to extend his enlistment for one year in order to get shore duty, can the agreement be cancelled? I would like to get out and go to school. — W. E. H., SN, USN.

• If you have received benefits as a result of your agreement to extend, your extension will not be cancelled. — Ed.



INSTRUCTOR checks student's drawing. Right: Use of chemicals to develop fingerprints explained to MCI student.

MCI Offers a Good Chance to Learn

ON 2 Feb 1950 the Marine Corps Institute marks its 30th anniversary with more than 20,000 persons enrolled in its courses.

It was on 2 Feb 1920 that General John A. Lejeune, then Commanding General at Marine Barracks, Quantico, Va., ordered that a Marine Corps institute be established.

In an address at the school's opening, General Lejeune's chief of staff gave the reason for the school's existence. He said, "There is no bluff and

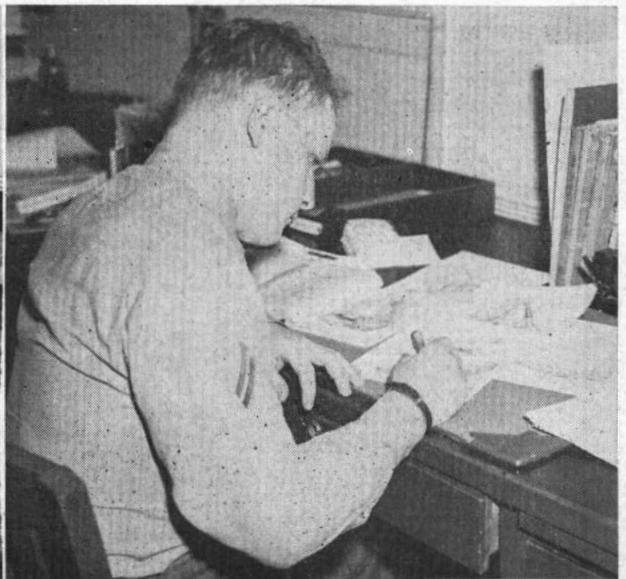
no foolishness about this new school movement. We are offering every man on the post the chance to learn a trade by which he will be able to earn a good school or high school education." His statement proved to be true through the years.

In those days the Institute was a post function, and the men at Quantico attended actual instruction periods in class. But before long a change took place. On 14 May 1920 a battalion left Quantico to protect Ameri-

can interests in the Mexican outbreak. Arrangements were made for the men on this expedition to continue their education by correspondence.

On 1 July 1920 General Lejeune became Major General Commandant of the Marine Corps — equivalent to today's Commandant of the Marine Corps. Shortly thereafter he had the Institute moved to Washington, D.C., and opened its courses to every man in the Corps.

The growth of the Institute from



GEOLOGY student in Japan submitted rock samples to Science School. Right: Art instructor corrects assignments.

that time on was steady, if not always rapid. There was some opposition on the part of marines who regarded non-military education as just plain nonsense. With the coming of World War II and the great increase in Marine Corps personnel, enrollments in the Institute soared.

Today the Institute has reached the point where more than 200 courses are available. These range from a two-part survey of English literature to "Shopwork on the Farm." Included are commercial art, modern radio servicing and analytical geometry. There is something for the man interested in modern European history, and something equally valuable for the man who wants to learn how to build good stairways.

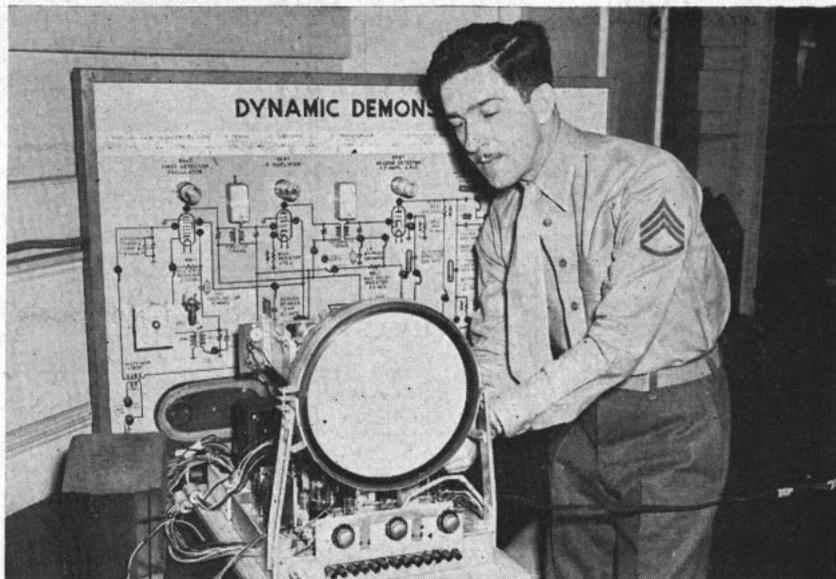
Nowadays, the studious marine can go much further than learning a trade "by which he will be able to earn a good school or high school education." He can round out that grade school or high school education, and even earn himself credits for two years of college for in-service purposes. The Institute employs civilian educators to counsel the marine instructors, to advise the officers-in-charge of schools, and to write and revise courses. Up to now, 53 per cent of the marines enrolled have gone on to complete their courses.

As laid out in the Marine Corps Institute Handbook, broad objectives of MCI courses are to help marines attain such goals as:

- Completion of high school education
- Qualification for further education under ex-servicemen's rights
- College credit
- Greater proficiency in military duties
- Preparation for civilian job opportunities
- Increased general knowledge
- Study of hobby projects as a pastime

Marine Corps Institute courses are prepared by marines and for marines. They are taught by highly trained, well qualified, experienced marine instructors. Lesson material is written in clear and simple language. Most of the MCI courses would cost at least \$100 each, if taken from a civilian correspondence school.

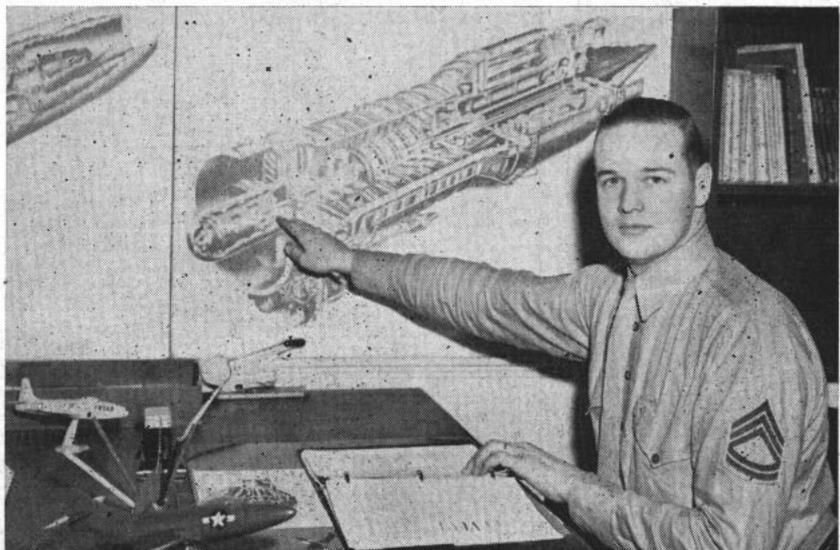
Interested marines should see their COs, their special service officers or their educational advisors. Courses can also be obtained by writing directly to The Marine Corps Institute, Washington, D. C.

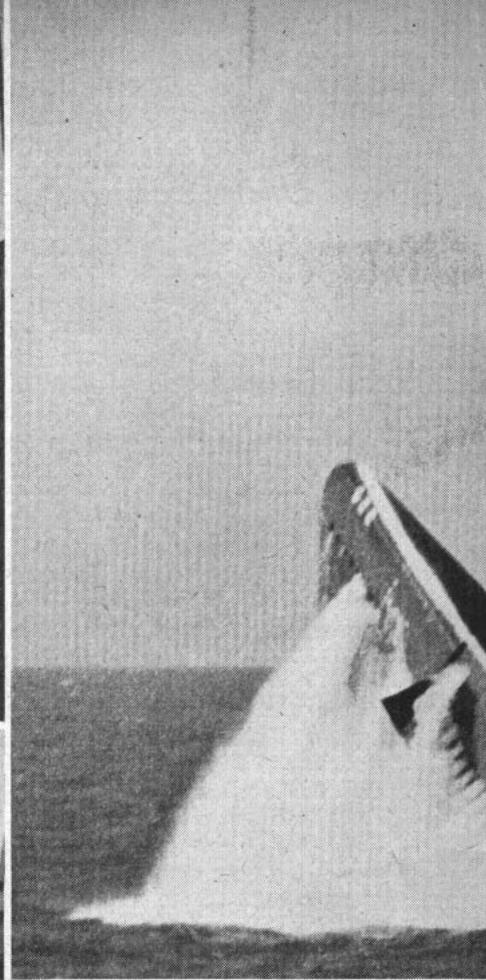


TELEVISION course is open to those having a general knowledge of radio fundamentals (above). Below: Automotive instructors are given a check-out.



JET PROPULSION course is a comparatively new and highly technical addition to the curriculum. The Institute currently offers over 200 courses.





TODAY'S NAVY

Medical Care for Service Dependents Should Be Continued, SecDefense Says

Secretary of Defense Louis Johnson has stated that he is opposed to discontinuance of free medical care for dependents of military personnel.

In a letter to the Director of the Bureau of the Budget, the Secretary pointed out that previous studies had brought about the conclusion that medical care of dependents should be continued. At the same time, Mr. Johnson set up a committee to review the entire subject. His memorandum to that committee stated in part:

"Because of the complexity of this problem, I desire that it be considered in all its aspects so that we may establish a Department of Defense policy on this matter."

2 Cruisers to West Coast

An additional cruiser division, consisting of *uss Juneau* (CLAA 119) and *uss Rochester* (CA 124), is now operating on the U. S. west coast. The two ships, known as Cruiser Division 5, are based at Long Beach, Calif.

The shift of cruisers gives the west coast three cruiser divisions and leaves an equal number on the east coast. An additional cruiser, *uss Columbus* (CA 74) is at present in overhaul at Boston after serving 14 months in European waters. *Columbus* is slated for return to Europe after overhaul. That ship is assigned as permanent flagship for CINELM. See page 16.

Boatswain's Mate Gets Medal

For his heroic rescue of a drowning citizen of French Morocco, George C. Jeffries, BMI, USN, has been awarded the Navy and Marine Corps Medal.

Informed that someone was in distress, Jeffries dived into the Sebu River near Port Lyautey, swam 150 yards in darkness through a treacherous current and located a man floundering in the water near an overturned boat. Jeffries pulled the victim back to the boat and held him afloat until a rescue boat arrived.

The permanent citation awarded Jeffries by the President reads: "By his courage in saving the life of a French Moroccan, he aided in maintaining harmonious relations with the citizens of a foreign country."

← The Navy in Pictures

GAMBOLING GUPPY—*USS Amberjack* jumps at the chance to demonstrate her power and maneuverability during experiments off Key West (top right). Top left: Little Boston orphan inspects big camera during visit aboard *USS Kearsarge*. Left center: Chiefs (L to R) Hudgens, Grosche, Taylor, Cressman congregate at USNH Bremerton, Wash. on occasion of Damon Ashcroft's retirement. Hashmarks represent 120 years total service. Bottom left: Their Royal Highnesses Princess Elizabeth and Duke of Edinburgh visit *USS Des Moines* at Malta. Lower right: ADM Forrest P. Sherman prepares to check out in the F3D-1 *Skyknight*—all-weather jet job.

YESTERDAY'S NAVY



U. S. planes hit 15 to 17 Jap ships, sank six, destroyed 475 planes in Inland Sea of Japan on 20 Mar 1945. U. S. merchant ships armed on 12 Mar 1917. City of Vera Cruz surrendered after U. S. Navy operations on 29 Mar 1847.

MARCH 1950

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
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12	13	14	15	16	17	18
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26	27	28	29	30	31	



PERSONAL FLAG of the Shah of Iran is broken out during the Shah's visit aboard USS *Valley Forge*.

School for Each Community

The Navy is in high gear in its role of official school board in the Pacific Trust Territory, and is nearing its goal of one school for each community having five or more children of school age.

One hundred and forty elementary schools are now maintained in the

Carolines, Northern Marianas and Marshall Islands by the Navy Civil Administration. Christian missions operate 15 other elementary schools in the area, with an enrollment of more than 1,100. Enrollment in the public schools maintained by the Naval Administration totalled 7,689 at last report.

Education has been a major item in the program of the naval administration of the Trust Territory ever since the Navy became responsible for the islands and their people.

James Forrestal Memorial

A bust of the nation's first Secretary of Defense, James Forrestal, is to be sculptured by the son of a one-time president of Finland.

The sculptor, Kalervo Kallio, won the open competition in which 35 persons entered. His plaster model was judged the winning entry from an artistic point of view and because of its remarkable likeness to Mr. Forrestal. Entries were judged by the Forrestal Memorial Committee and by a committee of professional artists and sculptors.

A commission of \$5,000 will be paid Mr. Kallio for his finished bronze bust of the late Secretary. Contributions toward the Forrestal Memorial Fund, with a ceiling of one dollar per



ADOPTED by Chief E. F. Perry, two Irish orphans and their new father are met on arrival by Mrs. Perry.

person, totaled more than \$34,000. The Forrestal Memorial Committee scheduled a meeting in January to decide what use will be made of the remaining money.

The completed bust will be placed in the Pentagon Building in Washington, D. C., opposite the Pentagon dedication plaque.

Fellowships in Naval History at Academy to Honor Forrestal

Termed a "living memorial" to James Forrestal, first Secretary of Defense, a program for awarding fellowships in naval history for study at the Naval Academy, Annapolis, Md., is well underway.



Mr. Forrestal

Contributions are being received from individuals, in and out of uniform, and from foundations and corporations. As soon as sufficient money is received, the program will be put into effect.

Scholars awarded these grants will live in Annapolis and dig through the rich deposit of naval records there and in Washington. Their objective will be to continue the tradition of Alfred Thayer Mahan, that the American people may better appreciate the task as-

signed to sea power within our unified armed services. Naval history will be their special concern. These awards will be called *The James Forrestal Fellowships in Naval History*.

The Fellowships are intended to attract to Annapolis scholars whose task it will be to study, organize, and draw conclusions from the great wealth of naval and military records at the Naval Academy and in nearby Washington.

They will bring together in usable form materials of history to complement and aid all studies aimed at a deeper understanding of national defense problems, especially the role of sea power in relation to air power and land power.

"The Academy is glad to lend its facilities and provide assistance to the Forrestal Fellows," Rear Admiral James L. Holloway, Jr., USN, Superintendent of the Naval Academy, said, "not only because it be-

lieves in the worthiness of the project, but also in order to share in the advantages to be gained from their work. The Academy sees in the project the opportunity for a stimulating exchange of ideas between its permanent faculty and scholars from other institutions. It wishes to bring the midshipmen, naval leaders of tomorrow, in contact with outstanding men who are thinking constructively upon the problems of the military profession."

Since no government funds are available, as the brochure issued by the Naval Academy on the James Forrestal Fellowships explains, the Navy must rely upon contributions from patriotic persons and organizations. You are urged to participate in this lasting memorial. Make your check payable to "Treasurer of the United States for credit to the U. S. Naval Academy." All such gifts are exempt from Federal income tax.

Second Hunter-Killer DD

USS *Carpenter* (DDK 825), second new Navy hunter-killer destroyer, is now in commission and being prepared for evaluation exercises against the latest high-speed snorkel submarines.

A sister ship of *Carpenter* — USS *Robert A. Owens* (DDK 827) — was commissioned less than six weeks prior to *Carpenter's* commissioning. The two 2,400-ton hunter-killers have the same general dimensions as standard destroyers now operating with the Fleet. They were designed for speeds in the above-30-knot range.

Carpenter was launched more than four years ago, at Orange, Tex., where the hull was built. The ship was then towed to Newport News, Va., for completion. Work was halted for a lengthy period, however, to await development of ultra-modern armament and sub-finding equipment.

Plans for additional hunter-killer destroyers will not be put into final form until the two completed ships have revealed their abilities and limitations.

Supersonic Wind Tunnel

A new Navy-sponsored supersonic wind tunnel is now in operation at the Massachusetts Institute of Technology after approximately two and one-half years of preparation.

Speeds up to four times that of sound in air can be created in the powerful new steel tunnel. This



NEWEST hunter-killer destroyer, USS *Carpenter* (DDK 825), sister ship to USS *Robert A. Owens* (DDK 827), was commissioned at Norfolk Navy Yard.

3,000-mile-per-hour blast can be maintained for lengthy periods, while scientists study forces and air-flow by means of elaborate instruments. Ten thousand horsepower is required to operate the two large four-stage compressors which set the air into screaming motion. Cooling the laboratory machinery requires a circulation of 3,000 gallons of water per minute.

The airstream inside the tunnel is very cold, on the other hand. At 1,500 miles per hour it ranges around 140 degrees below zero, and down to 335 degrees below when moving at

full blast. Extreme dryness of air prevents icing of models and tunnel walls.

The laboratory equipment will be used for testing scale models of supersonic missiles and components, and for research in aeroballistics. While financed by the Navy's Bureau of Aeronautics, the tunnel will be used by all branches of the armed forces.

Power for Lamps of Mexico

An electrical power station on wheels — built for the U. S. Navy to meet wartime emergencies — is now providing juice for the lamps of Mexico.

The big mobile power plant which is mounted on five huge railway cars, has been leased to a Mexican power and light company to help relieve an acute shortage of electricity caused by one of the worst droughts in Mexico's history.

Now, installed on a siding in Mexico City, the mammoth, track-bound power station is solving the type of emergency it was designed to handle. It can provide enough electric power to light lights, run motors and operate all sorts of household appliances for a city of 25,000.

When the order came to ride the rails with his mobile generator, it was nothing new to the Navy engineer who is assigned to the big power plant. The Navy had dispatched the same unit to Central Mexico in 1947 during an electrical shortage there. The unit was returned in 1948.



REENLISTEES (L to R) Bielawski, Wertz, Mathews, Delaney, Berry, Sheehan, Ferma, Arangorin are sworn in by CAPT Smoot, CO of USS *Newport News*.



WELCOME is accorded Bremerton Reservist S. C. Devery on his return to duty following a training cruise.

Paintings Given Minesweepers

Each of 10 small minesweepers of the Atlantic Fleet now has a fine painting hanging in its messhall — a painting of the type of bird for which the ship is named.

The paintings were presented to the ships at ceremonies at the U. S. Naval Minecraft Base, Charleston, S. C., where the small wooden vessels are based. Among the prints are some by such world-famous bird artists as John James Audubon. Unobtainable at first were pictures of three species

of birds — the sanderling, the verdin and the goldfinch. Paintings of these three were done by John Henry Dick, a Charleston artist, who volunteered to supply original paintings of them.

Seven of the ships received their bird pictures on the same day, with Mr. A. Sprunt, Jr., an expert on bird lore, presenting the prints. Mr. Sprunt was responsible for obtaining the paintings for the Navy. Three other AMSs received theirs later.

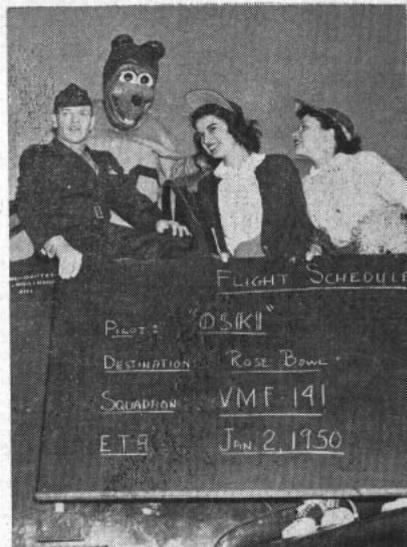
Minesweepers have been named after birds for many years. Some of the larger World War I minesweepers, built for mine clearing in the North Sea, later gained fame as submarine rescue vessels. Today's submarine rescue vessels are also named after birds.

The 10 "mighty mites" that were given pictures of their namesakes are *uss Grackle* (AMS 13), *uss Grouse* (AMS 15), *uss Plover* (AMS 33), *uss Goldfinch* (AMS 12), *uss Grosbeak* (AMS 14), *uss Sanderling* (AMS 35), *uss Linnnet* (AMS 24), *uss Hawk* (AMS 17), *uss Verdin* (AMS 38) and *uss Albatross* (AMS 1).

Marines to the Rescue

When "Oski," mascot of the University of California, decided he needed a jet plane for his trip to the Rose Bowl on New Year's Day, Marine Fighter Squadron 141 came to the rescue.

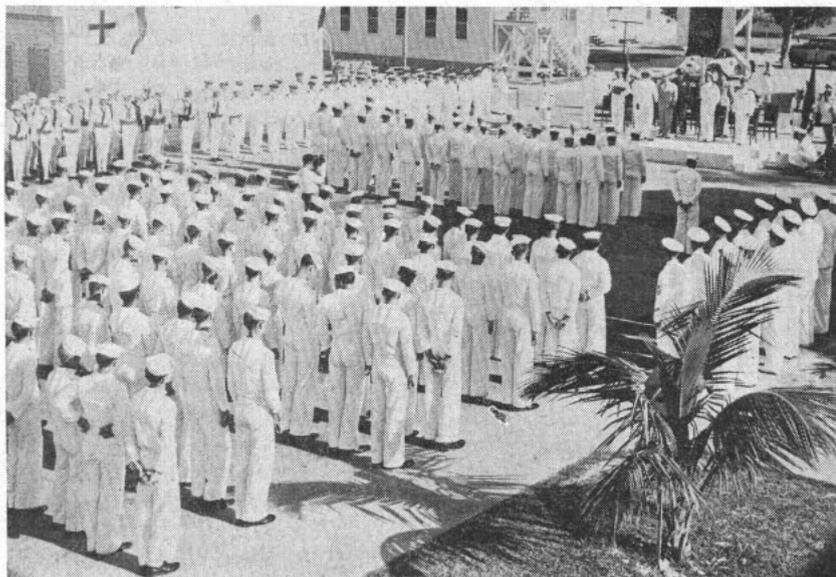
Assigned to instruct "Oski" in the operation of a Navy FJ-1 "Fury" jet plane was Captain Bill Rockwell, a jet



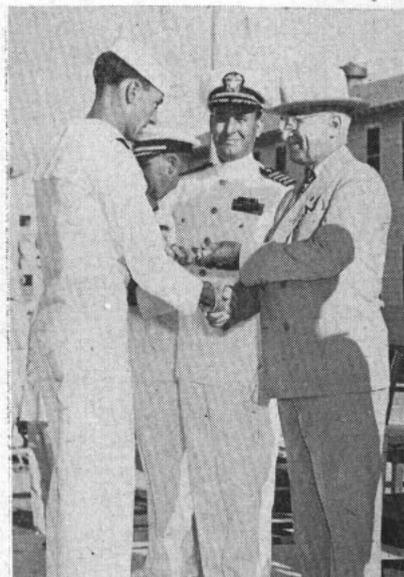
MASCOT of the California Bears, 'Oski' chose a VMF 141 jet job for his ill-starred trip to the Rose Bowl.

instructor assigned to NAS Oakland, Calif. Captain Rockwell, while a student at the University of California, originated the character of "Oski" to replace a stubborn live bear previously used by the University as a mascot. Dressed in a comical bear suit, Rockwell performed acrobatics and stunts for the football crowds.

The Navy jet which roared over the Rose Bowl during the yearly football classic was piloted by "Oski." Whether it was the original "Oski" or one of his "descendents" was not disclosed.



DIPLOMAS were presented by President Harry S. Truman to 36 EMs graduating in Class I-50 from Fleet Sonar School, Key West. Left: Personnel mass for ceremonies. Right: President Truman congratulates L. G. Kittrell, SN.



7th Task Fleet Strengthened

With increased attention being directed toward the Far East, the Navy has bolstered its Seventh Task Fleet.

One *Essex*-class carrier, *uss Boxer* (CV 21) and two destroyers, *uss Buck* (DD 761) and *uss John W. Thomason* (DD 760), have joined the roving fleet, bringing its total combatant strength to one carrier, one heavy cruiser and six destroyers. The other ships are *uss Helena* (CA 75), *uss Bausell* (DD 845), *uss Agerholm* (DD 826), *uss Richard B. Anderson* (DD 786) and *uss Stickell* (DD 888).

The Seventh Task Fleet, which is commanded by Vice Admiral Russell S. Berkey, USN, is one of two naval forces in the Far East. The other is Naval Forces, Japan, which consists of five combatant ships and operates in support of the U. S. occupation forces.

The Seventh Task Fleet constitutes mobile forces readily available to support U. S. national policy and to serve as a stabilizing influence in the Western Pacific, the Navy stated, in announcing the new assignments.

Boxer, incidentally, is the carrier that set a new record for jet landings on a flat-top when she took on 121 fleet *Panther* jets without a single mishap during an eight-hour flight training period at sea off San Diego.

During the two-day period that the training covered, 4 pilots including two Air Force pilots "on loan" to the Navy made 134 landings on the big carrier. These landings brought to 32,000 the total landings chalked up by *Boxer*. No jets, however, were taken by the ship to the Far East, it was stated.

New Life for Boilers

The boilers in the engine room of your ship may last longer in the future.

A new coating that will give new life to engine room boiler "fire boxes" is now undergoing thorough tests at the Philadelphia Navy Yard.

The magic spray coating — a ceramic substance known in the trade as "nepheline" — can be sprayed or painted on the bricks that line boiler refractories or fire boxes.

By adopting the new process, the Navy hopes to add substantially to the life of all boilers aboard ships of the fleet. This will consequently enable these ships to stay at sea longer.

Modest as it sounds, the new de-



REPRIMAND is given 'Spike' by official guardian, Travis Hux, HMC, for failure to wear life jacket during the pup's impromptu abandon ship drill.

Playful Pup Saved by Alert Tin Can Crew

It's often said man's best friend is a dog, but a cocker spaniel puppy has learned that Navy men can also be a dog's best friend.

A United States destroyer squadron operating out of New Orleans on a naval training cruise to Ceinuegos, Cuba, was shocked into quick action on a matter of life and death.

The life at stake was that of "Spike," 9-week-old cocker spaniel, mascot of *uss Bristol* (DD 857). The long-eared puppy, while playfully romping on *Bristol's* fo'c'sle romped a little too far, went over the bow of the ship and into 4-mile-deep water off the southern coast of Cuba.

The officer-of-the-deck was hurriedly notified. A call to the captain and executive officer brought them rushing from the dinner table to the bridge. A radio message went out to the two destroyers following.

A sharp-eyed lookout on *uss Beatty* (DD 756), last destroyer in the formation, spotted the tiny black and white pup struggling to stay afloat.

While the squadron commander ordered the other ships to slow their speed, *Beatty* circled, came to a standstill and a net was thrown over the side.

Finally, to the worried crew of *Bristol*, came the happy announcement over the public address system, "For the information of all hands—word has just been received from *Beatty* that Spike has been recovered."

If Spike had been lost, it would have been a grievous blow. This was his first voyage on *Bristol* but in the week he'd been aboard he'd struck up a friendship with everyone.

The pedigree pup is an important member of the crew with primary duties of entertainment and morale building. He has his own health record and service record. Unfortunately, at the time of the mishap he wasn't wearing his custom-tailored life-jacket. The jacket, which hangs beside one of the ship's life-rafts, carries his name, his rate, ("seaman apprentice") and his serial number, "000-000-001/3". — LTJG Ray Scales, USNR.

velopment will really pay off if it proves its worth. Navy experts say that if nepheline can lengthen the life of boilers by a single month, it will more than pay for its development.

The new ceramic coating was developed by Dr. Wingate A. Lambert, of Rutgers University. Dr. Lambert worked on his project under the di-

rection of the Navy's Office of Naval Research.

Spraying the alumina brick of an engine boiler fire box with nepheline will prevent the residue that forms in the bottom of the fire box from eating into the expensive brick. If this corrosion of the brick can be prevented, boilers will last longer before they must be replaced.



MECHANISM of the jet engine is explained to pages from the U. S. Capitol and their school principal by instructor E. Deal, MM2, of NART Anacostia.

Ski-Going Bomber

The Navy's famous P2V-2 *Neptune* bomber has now taken to the ice caps and snow fields — and seems to be completely at home there, as it is 'most anywhere else.

Latest accomplishment of the versatile *Neptune* has been to sprout 16-foot aluminum skis under its wings and a shorter one under its nose. These, along with the wheels, can be retracted into special fairings in the plane's fuselage and engine nacelles when not in use. The wheels project through holes in the skis for "dry landings," but the skis can be lowered far enough to carry the load in place of the wheels on ice or snow.

The P2V-2 *Neptune* is a later model of the celebrated "Truculent Turtle" which set a world's all-time distance record in 1946. In that instance the Turtle flew non-stop from Perth, Australia, to Columbus, Ohio—a distance of 11,236 miles. Later, that plane made a memorial flight from

New York to England over the route covered 30 years before by the Navy's NC-4 in the first flight across the Atlantic by aircraft. Recently a P2V-2 *Neptune* made a non-stop flight from an aircraft carrier off Norfolk to San Diego, via the Canal Zone.

This bomber has been developed through some of the most trying tests ever given a similar plane. Its performance record is used as a standard in testing other Navy search-patrol aircraft. Diving speeds beyond 380 knots have been attained by the *Neptune*, and pull-out strains near three times that of gravity have been exerted upon it without damage. The *Neptune's* normal speed is above 250 knots and normal range is approximately 6,000 miles.

Now, equipped with skis and other arctic adaptations, the *Neptune* is considered by some to be the most versatile plane in the world. Cold-weather gear incorporated in the originally modified *Neptune* included king-size heaters and special radio

and radar for use near the earth's magnetic poles. A sun compass was installed to take the place of magnetic compasses which are often inaccurate in the polar regions, and special tanks were put in for long-range flight.

A special feature is the camera installation for mapping remote Arctic regions. Winter rescue gear is carried, which — along with the skis — makes the *Neptune* highly valuable in cold-weather air rescue service. The *Neptune* is probably the largest combat-type plane to be fully equipped for polar operations.

Carrier operation is another thing the fabulous *Neptune* takes in its stride. The 26-ton plane first flew from a carrier approximately a year ago, with *uss Coral Sea* (CVB 43) doing the honors. Assisted only by jato units, the plane took off with a 10,000-pound simulated bomb load. Later she dropped the "bombs" and proceeded to NATC Patuxent River, Md., for a landing. Other carriers, including the two additional *Midway*-class flattops and one *Essex*-class carrier are being modified to accommodate the *Neptune* or other planes in that weight class.

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral John H. Cassady, (AV), USN, Commander Fleet Air, Jacksonville, Fla., ordered as Deputy Chief of Naval Operations (Air).

Rear Admiral Oswald S. Colclough, USN, retires voluntarily 1 February.

Rear Admiral James H. Doyle, USN, Commander Amphibious Training Command, Pacific Fleet, ordered as Commander, Amphibious Group One.

Rear Admiral Francis X. McInerney, USN, on temporary duty with Commander Cruisers-Destroyers, Pacific, pending further assignment, ordered as Commander, Amphibious Training Command, Pacific Fleet.



MIGHTY cruiser *Macon* is shown prior to her return to U. S. for 'mothballing.' Gibraltar looms large in background.

Supersonic Skyrocket

To exceed the speed of sound is getting to be a routine thing to the Navy's Douglas D-558 *Skyrocket*, which is propelled by both jet and rocket power.

As part of a research program devoted to extremely high speed flight, the Navy's supersonic *Skyrocket* has been averaging nearly one flight a week for more than a year. With civilian test pilots at the controls, the *Skyrocket* has gone through many tests. Their performance has exceeded the requirements originally laid down.

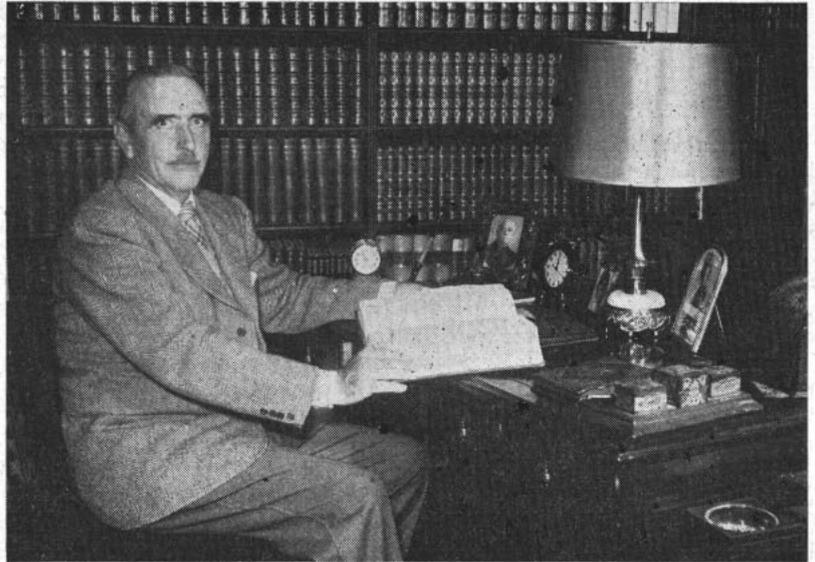
The Navy *Skyrocket* is the second model involved in the research project known as D-558. Its predecessor, the *Skystreak*, has been valuable in assembling data at speeds in the sub-sonic range. In its flights at Muroc Dry Lake, near El Segundo, Calif., the *Skyrocket* has used its rocket engines for an added thrust in reaching supersonic speeds and, in most cases, for assistance in taking off. Some flights were made with jato units instead of rocket power providing the added boost at take-off.

The *Skyrocket* is being used in investigations of flight problems up to the 40,000-foot level. At the same time, some of the fastest runs have been made at only 30 feet above the ground. Altogether, the Navy project has provided approximately 5,000 items of scientific data to the U. S. armed forces.

Like the highly valuable and accurate piece of laboratory equipment that it is, the *Skyrocket* is handled very carefully — on the ground as well as in the air. The people who maintain the plane have a special trailer which serves as a mother-ship and mechanical wet-nurse for the pampered and often-hungry machine.

The trailer is 13 feet wide and 35 feet long. Its after end lowers to the ground to permit the plane to be pulled aboard with ease by winches provided. Provision for fueling is included on the trailer, as well as fire fighting equipment for instant use in an emergency. There is even a pre-shower for use by maintenance men should they be accidentally splashed with easily ignited fuel.

The *Skyrocket* is reported to have flown satisfactorily in all respects while piercing the critical "sonic barrier" — while accelerating, that is, from sub-sonic speeds to those above the speed of sound. Total *Skyrockets* built are three, along with an equal number of *Skystreaks*.



MAGNIFICENT 2400-volume collection of naval lore, including histories and references, was donated to the Navy by Mr. Christopher A. Buckley.

Extensive Naval Library Donated to Navy

Approximately 2,400 books and pamphlets on naval subjects, including many rare and expensive items, have been given to the Navy Department by a man whose interest in the Navy was inspired by the sea stories of his tutor, a lieutenant commander.

The collection, gathered over a period of nearly 30 years by Mr. Christopher A. Buckley of Pebble Beach, Calif., will become a part of the library of the Naval General Line School, Monterey, Calif.

Included in the collection are volumes covering the British Navy from 1550 to the present, the U. S. Navy from 1780 to the present, and various data on Russian, Japanese, French and Italian navies.

Among more than 100 rare books are Samuel Pepys' *Memoires* of the Royal Navy, dated 1690, and the report of Perry's visit to Japan in 1853 which included a plate, later suppressed, showing Japanese bathing customs.

James Fenimore Cooper's two-volume work *History of the Navy of the United States of America*, published in 1840, and a curious account entitled *Human Jettison*, by Frederick C. Hicks, telling the story of 25 persons being thrown overboard to lighten a boat, are among prized possessions of the collection.

The donor was tutored in early youth by Lieutenant Commander

Richard P. Hooker, USN, and early acquired an interest in the Navy. The tutor was the author of a book entitled *Lucky Bags*, which his youthful student read.

In World War I Mr. Buckley received a commission and served at sea in the Naval Overseas Transport Service and later as commanding officer of a sub chaser.

In 1920 he began collecting books on naval subjects, a project which he has continued over a period of nearly 30 years. Reading is his favorite pastime, taking up about six hours a day.

The donation is a real "reader's library," comprised of books which would appeal to men looking for the drama and romance in naval history rather than an academic discussion of reference facts that a research worker or professional scholar might be interested in.

The library of the Naval General Line School was selected by the donor as the most appropriate to receive his collection, inasmuch as he considers the collection to be of most interest to officers past the undergraduate level of education. The Monterey school will eventually become the seat of all the Navy's post-graduate officer training. The move of the U. S. Naval Postgraduate School from Annapolis, Md., to Monterey is scheduled to be completed before 1954.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

ALL THE ROUGHEST features of football, boxing, soccer, lacrosse and what have you by way of rugged sports are combined in a new game for hard-playing soldiers at Camp Hood, Texas.

"Battle Down" is its name, and the object is to survive an onslaught of flying body blocks and gloved slugging long enough to capture the opposition's flag at the far end of the field, while protecting your own.

To reach the enemy's flag, the soldiers charge en masse through three trenches in the field. What happens there is indescribable, except that it's a near approach to mass mayhem.

All participants are armed with boxing gloves. The one important rule: Don't hit a man when he's down.

A favorite show at Camp Hood is a "Battle Down" between the 17th Armored Engineer Battalion and the 14th Armored Field Artillery. Even the participants call it clean, hard fun.

★ ★ ★

ONE OUT OF FOUR graduates of Annapolis and West Point will receive commissions in the Air Force if they volunteer for that duty.

Only 50 per cent of the Navy's expected 172-man quota from the 1950 class need be qualified for flying, while the Army will furnish 60 per cent of their expected 168-man quota as being qualified for flying duties.

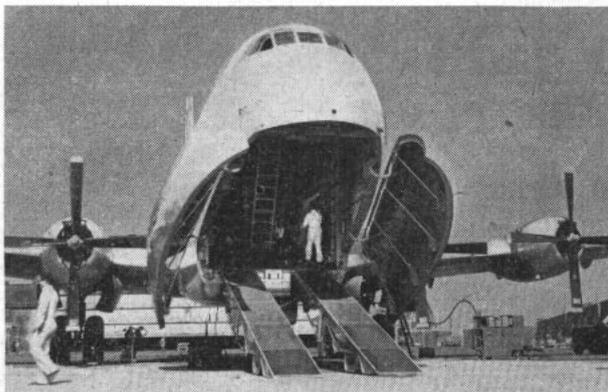
No graduates of ROTC schools of either the Navy or Army will be placed on Air Force duty.

The new quotas were set by agreement among the three services. Only seven per cent of the 1949 Naval Academy class were commissioned in the Air Force, which received 40 per cent of the Military Academy class in that year. In 1948 the Air Force received all of its Academy-trained officers from the Military Academy.

★ ★ ★

TWENTY-FIVE TONS of cargo or military equipment, or 200 fully equipped troops plus additional field equipment, can be transported at one time by the Air Force's new transport plane — the C-124 *Globemaster II*.

The C-124 is powered by four engines, each rated at



CLAM-SHELL loading doors permit wheeled vehicles to drive aboard AF's huge new C-124 *Globemaster II*.

3,500 horsepower at take-off. Weight of the plane itself is approximately 175,000 pounds. Its design calls for a cruising radius of 850 miles fully loaded, with a reserve of fuel to permit return to the starting point unloaded. A greater radius will be attainable when the plane is carrying lighter cargoes.

With more than 10,000 cubic feet of hold space, the *Globemaster II* is suitable for moving very large and heavy equipment such as tanks, field guns, bulldozers and fully loaded trucks. The single unit of this type plane completed for flight tests is a prototype of 29 production C-124s which have been ordered.

★ ★ ★

PORTENT of the future in air warfare is a new air-to-air missile, the Ryan *Firebird*, recently announced by its manufacturer, Ryan Aeronautical Company of San Diego, Calif.

Contract for the subsonic missile was cancelled by the Air Force when it became apparent that missiles in this category with greater design capabilities would become available at an early date.

According to Ryan, the new rocket is self-aiming, self-detonating, and even "self-thinking." It is very fast, small and compact, and difficult to elude.

Launched from a parent fighter, the missile takes off after the target on power from a booster rocket, which provides additional speed to that of the plane. Using its complicated radar "brain," it homes on the enemy and detonates itself within lethal range.

"Because it is a pilotless projectile," says a Ryan announcement, "it is capable of maneuvers beyond human endurance, making it extremely effective against piloted aircraft." No visual sighting is needed, and the weapon is as effective in night or bad weather as in daytime.

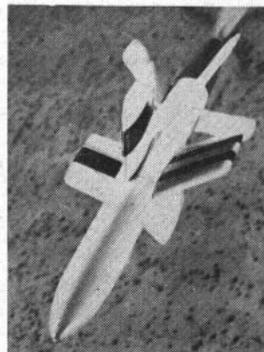
The Air Force paid Ryan \$2,000,000 to develop the missile, then tested it for two years at its base near Alamogordo, N. M.

"Although it is not planned to put the *Firebird* into production," the Air Force says, "tests with this missile have provided Air Force technicians with valuable engineering data which is being used to design improved missiles."

★ ★ ★

A NEW TRADE, called "miniaturization," has been developed by the Army Signal Corps. In fact, miniaturization includes a whole flock of trades, for they have been miniaturizing everything from crystal rectifiers to telephone wire.

Miniaturization means developing material which can be handled more easily than could similar material used in World War II. This, of course, usually means making the equipment smaller. In the course of the program, a teleprinter weighing only 45 pounds has been developed. It will replace eventually the 225-pound model now in



'Firebird'

use. A new field switchboard designed by the Army, suitable for both wire and radio circuits, weighs 22 pounds — as compared to 72 pounds for the present switchboard.

Telephone wire used by the Army in World War II weighed 132 pounds per mile. A new wire with better carrying capacity weighs only 48 pounds per mile. The Army used almost four million miles of field wire during the last war. An equal amount of the new wire would weigh almost 330 million pounds less than the 520-odd million pounds that amount weighed.

★ ★ ★

WEATHER is what Coast Guardsmen are out on North Atlantic ocean station patrol to report, and they get more than enough of the worst of it.

Rolling seas, high winds and freezing temperatures that cake layers of ice on deck fittings are only a few of the occupational hazards of a common winter's work. But the reports are estimated to save two dollars for every one spent in gathering them.

Weather data is collected, recorded and transmitted from 10 small areas, each 10 miles square, to furnish international weather reports. The U. S. Coast Guard alone mans stations Charlie, Dog, Easy and How, and joins with Netherlands weather vessels at Able and with Canadian ships at Baker. Four other stations, all foreign, are operated by France, England, Netherlands, Belgium and Norway.

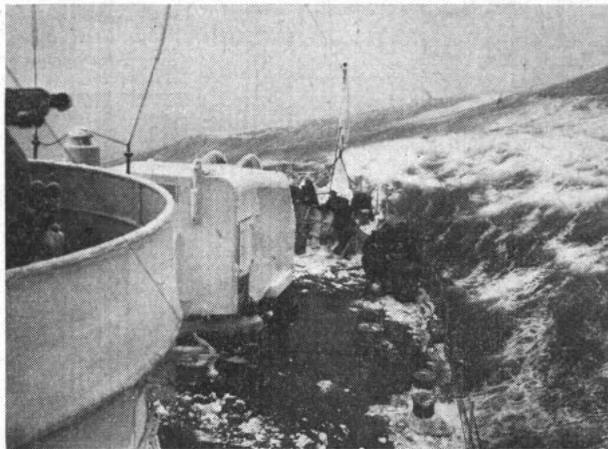
Each Coast Guard cutter is a complete weather station in itself and an emergency search-and-rescue ship as well. In 1947 the cutter *Bibb* picked up 69 survivors of a trans-Atlantic plane downed at sea.

★ ★ ★

WACS ARE TAKING to the woods in ol' Virginy.

It's not that they're frightened by the bright lights of Camp Lee. Neither are they hiding from the revenueurs. It's all part of the process of becoming good soldiers.

The basic training period at the WAC Training Center, Camp Lee, Va., is 13 weeks long. Of this period, one five-day week is spent in tents out in the wilds two and a half miles from the barracks.



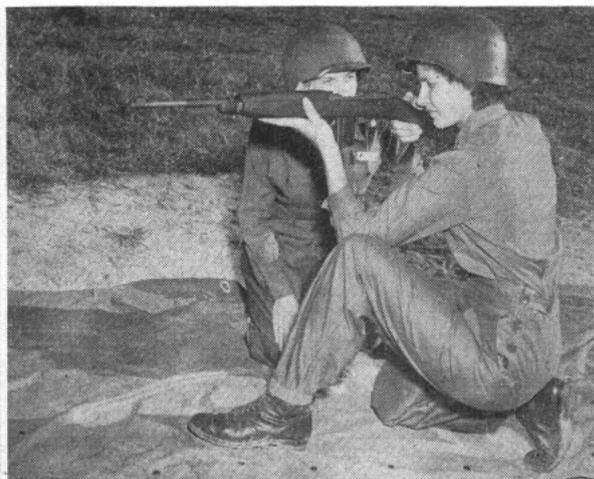
WALLOWING in trough of following sea, USCG cutter *Ponchartrain* battles it out on Ocean Station Baker.

Each day of field training begins when reveille rings through the 20 big tents at 0545. The day's activities may range from popping into foxholes (dug by men) to firing the regulation .30 caliber carbine. Although the firing is on a voluntary basis, most of the trainees steel themselves sufficiently to fire three or four rounds on the special range.

Outdoor night problems are included, with battle sounds thundering out of the public address system. This training teaches the WACs to get about competently in darkness and to detect the approach of the enemy. Before the week is out, they can whip a gas mask into place in a flash and can "hit the dirt" with the best of them.

Field day is held near the end of the week, but it isn't the same kind of field day the Navy has. This field day is held in the field, with the ladies competing for honors in proficiency in doing the things they have been taught how to do during the week. Led by trainees from the Center's leadership school, platoons of WACs set up and take down pup tents in no time at all, practically, and carry on simulated rescue work.

On Friday afternoon the WACs police their camp area, pack up their belongings and hike back to the barracks.



WAC BIVOUAC prepares trainees for life in field. Left: Filling canteens from lister bag. Right: Carbine instruction.

THE BULLETIN BOARD

Complete Service Career Will Be Outlined on New Separation Certificate

Personnel who are separated from the naval service now will have their service careers typed out for them in black and white on a new separation form.

The new certificate, called the "Report of Separation from the Armed Forces of the United States," will have included on it most of the whys and wherefores of your Navy service.

Once you get "on the outside," you will find that the Veterans Administration, Naval Reserve, Selective Service and certain civilian employment agencies are often anxious to see this particular form.

The new separation certificate is printed on a regular 8 by 10½ sheet of paper with many little blocks built up on the page like so many different-size bricks in the side of a building. All the necessary facts about your service career are fitted into these little blocks.

Should you be separated, it might be a good idea for you to have several photostats made of this separation certificate. Normally, you will only get two copies and you will find many people who will want to have a look at your service record.

The Report of Separation from the

Minnesota May Amend Veterans Bonus Law

Minnesota veterans who were on active duty for five or more years prior to 7 Dec 1941 may become eligible for state bonus payments if the next session of the Minnesota Legislature amends the present law.

As passed and as it now stands, the law excludes persons who were in continuous active duty for a period of five years or more prior to 7 Dec 1941. In answer to a question concerning this matter, Minnesota's Commissioner of Veterans Affairs stated, "... it is my personal belief that steps will be taken by the next legislature to amend the present law."

When and if that happens, ALL HANDS will publish full details.



"Yes, sir, I'd like a transfer. I've seen all the movies on the base—twice."

Armed Forces of the United States takes the place of three Navy certificates. The old ones are Notice of Separation from the U. S. Naval Service (NavPers 553), which the new one somewhat resembles in appearance; Standard Statement of Service (NavPers 556); and Certificate of Satisfactory Service (NavPers 554).

The new certificate went into effect 1 Jan 1950. It is being issued to all naval personnel who are separated from active duty whether or not such separation entails continued active service. It is also being issued to midshipmen on active duty (USN or USNR) whose status as such is terminated for any reason except to get their commission.

It will not, however, be issued in the case of personnel who:

- Are found physically disqualified upon reporting for active duty.
- Die while on active duty.
- Are separated from training duty.

According to BuPers Circ. Ltr. 196-49 (NDB, 30 Nov 1949), the issuing instructions, the new separation certificate is designed with an eye to:

- Providing separated personnel with a concise record of data pertaining to their active service in the armed forces.

- Obtaining civilian employment along the lines of their service experience.

- Obtaining state and federal veterans benefits.

- Applying for future reenlistment in the armed forces.

It carries the designation "Department of Defense Form No. 214."

Pennsylvania, Washington And Delaware Have Voted Bonuses for WW II Veterans

Three additional states, Pennsylvania, Delaware and Washington, have approved payment of bonuses to veterans of World War II.

Three other states — Illinois, Connecticut and New York — have changed certain bonus regulations since the last veterans bonus roundup was given in ALL HANDS (August 1949). New Jersey voted down a bonus proposal by a small margin in the November 1949 elections, while West Virginia plans to vote on the veterans bonus question in 1950. West Virginia's decision will affect veterans of both World War I and World War II in that state.

Deadline for applications for Illinois veterans has been extended two years from the former expiration date — to 1 July 1951.

Connecticut's deadline is also extended to 1 July 1951. That state now permits payment to career members of the armed forces and retired persons, who were previously ineligible. Also, Connecticut made certain revisions in its bonus law regarding payments to survivors of deceased veterans. Inquiries may be addressed to Office of the Treasurer, Veterans

Navy Strength Is 420,100; Marine Corps Has 82,000

New recruits for the Navy and Marine Corps tallied up to almost identical figures in November 1949, with 739 for the Navy and 738 for the Marines. Immediate reenlistments in the Navy were 5,438 for that month, 513 in the Marine Corps.

Other reenlistments were: Navy — 860; Marine Corps — 159. This made a total of 7,037 persons beginning Navy enlistments during the month, while 1,410 Marines launched into new hitches. Combined total strength of the two services dropped by 4,600 during the month, giving the Navy a numerical strength of 420,100 at the beginning of December, and the Marine Corps approximately 82,000 members at that time.

Bonus Division, State Armory, Hartford 6, Conn.

New York now accepts applications from veterans who did not return to the state after discharge or who have since left the state. Originally, the law required residence in the state at the time of application or a statement of intent to return.

Pennsylvania's bonus, which was voted for by a majority of voters in the November 1949 elections, is expected to require an outlay of 500 million dollars. While individual bonus payments will not be as large as some in certain other states, the large number of veterans claiming that state as their official residence brings the total prospective expenditure to a higher figure than that of any other state thus far. New York, another heavily populated state, has a lower maximum bonus payment than Pennsylvania's.

The summary below is based on the best information available to Veterans Affairs Section, BuPers, at the time of writing. ALL HANDS will carry additional details as they become available.

Pennsylvania

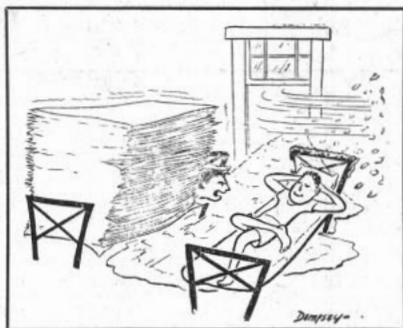
Amount — \$10 per month for domestic service. \$15 per month for overseas service. Service to be counted is that which occurred between 7 Dec 1941 and 2 March 1946, provided that the applicant entered the Armed Forces on or before 2 Sept 1945. Maximum is \$500, and this amount can also be paid to certain beneficiaries of deceased servicemen.

Service — At least 60 days' active service.

Residence — Legal residence in Pennsylvania at the time of entry into the service. Address inquires to Adjutant General, Pennsylvania State Capitol, Harrisburg, Pa.

Delaware

Amount — \$15 per month for domestic service, with a maximum of \$225. \$20 per month for overseas service, with a maximum of \$300. The \$300 maximum also applies to a combination of domestic and overseas payments. This same sum is authorized for next of kin of servicemen who died in service in the performance of duty. Next of kin of servicemen who died under other circumstances are eligible for the amount to which the serviceman



"Okay, so I haven't been to the Arctic Circle."

would be entitled if he were alive. Time is counted from 16 Sept 1940 to 30 June 1946, both dates included.

Service — 90 or more consecutive days unless serviceman was killed or was discharged or released for service-incurred injury or disability before the end of 90 days. Separation from the service must be under conditions other than dishonorable.

Residence — At least 12 months in the state before entry into the service.

Deadline — 1 Jan 1951. Address inquiries to Executive Director, Veterans Military Pay Commission, P.O. Box 1871, Wilmington, Del.

Washington

Amount — \$10 per month for domestic service and \$15 per month for overseas service. Time to be counted is that between 7 Dec 1941 and 2 Sept 1945, both dates inclusive.

Service — No minimum stated.

Residence — At least one year in the state of Washington immediately prior to beginning of military service. Address inquiries to the Veterans Rehabilitation Council, State of Washington, Olympia, Wash.

Washington's present bonus law replaces one which was declared unconstitutional earlier by the state Supreme Court. The present law has been found to be constitutional.

A forthcoming BuPers circular letter is expected to set in motion a procedure by which applications for state bonuses by naval personnel on active duty will be obtained and forwarded by COs of the various ships and activities.

BuPers Circ. Ltr. 199-49 (NDB, 30 Nov 1949) gives fuller information than presented here on the Delaware bonus. Similar circular letters are to be issued concerning the bonuses of Pennsylvania and Wash-

160 Top-Ranking EMs Now At Academy as Result of Navy-Wide Examinations

One hundred and sixty top-ranking Navy enlisted men from ships and stations throughout the naval establishment have been admitted to the Naval Academy by appointment of the Secretary of the Navy.

The 160 new midshipmen are those who came out with the best scores on the July 1948 Navy-wide competitive examination and who passed the Naval Academy entrance examination in April 1949 with the highest marks.

In preparation for the Academy entrance examination, all the candidates underwent an intensive seven-month preparatory course at the Naval School, Academy and College Preparatory, now at Newport, R. I.

Each man had first to take — and pass with a high score — the Fleet-wide competitive exam. This preliminary exam is set up to select outstanding enlisted men and send them to the Prep School for a crack at the Academy.

This preliminary exam covers the subjects of plane geometry, plane trigonometry, algebra, physics, U. S. history and English. In addition to passing the exam, each man has to be in tip-top physical shape.

Any man in the Regular Navy has the chance to qualify for an appointment to the Naval Academy in this fashion. Briefly, here's how. You must:

- Be of officer caliber.
- Be a United States citizen.
- Have completed one year's service by 1 July of the year you will enter the Academy.
- Be between 17 and 21 years of age.
- Have completed three years of high school or the equivalent.
- Pass the required physical exam.
- Be unmarried and never have been married.
- Be recommended by your commanding officer.
- Rank high on the Navy-wide competitive exam.

Should you lack some of the necessary high school credit, you may be able to make it up through USAFI courses. In any case, ask your education officer. He will have the answers.

First of Series on New Pay Act and How It Affects You

This is the first in a series of articles that ALL HANDS will carry describing the new pay act — officially called the "Career Compensation Act of 1949."

Congress passed the new pay act in October. It was the first wholesale revamping of the pay structure of the armed forces in 40 years.

For that reason, many a man in the Fleet will have questions concerning his pay under the new pay structure. Since disbursing officers will have their hands full getting their records in order without taking many hours to answer a multitude of questions, ALL HANDS feels that interpretative articles concerning different phases of the new pay act will help ease the strain and at the same time bring personnel up to date on what's coming to them.

LONGEVITY PAY

Let's take a look at your "longevity pay" under the new act.

"I was in the Marine Corps during the war but I transferred over to the Navy in 1946. Does my Marine Corps time count toward longevity?"

"I'm a metalsmith first class and

Medical Corps Holds Exams For Officer Candidates

Examinations were held during the period 16-20 January to select candidates for appointment to the grade of lieutenant (junior grade) in the Navy's Medical Corps.

To be eligible, candidates had to be graduates of approved medical schools in the U. S. or Canada. They had to be less than 32 years of age and have completed intern training in accredited hospitals or be able to complete it within four months after the examination.

I've been in for 23 years. How come I don't get any more longevity increases?"

These are some of the questions that are on the tips of many tongues. ALL HANDS can't hope to answer every question that will arise. But what follows ought to answer these three questions and perhaps a few more.

Under the Career Compensation

Act of 1949, the in-grade increases in pay which are popularly known as "longevity pay increases" are approximately \$14.70 and \$7.35 a month, depending on the pay grade of the person concerned. Increases are to be granted every two years of service up to 18 years of service.

This is quite a change. Under the old system you got an increase of five per cent of base pay each time you accumulated three more years of service in the Navy. You got this increase each three-year period up to 30 years.

The board of civilian experts that worked long and hard to devise the new pay structure for the armed services wanted a pay structure that would promote the best kind of career military service and felt that "longevity pay" raises were a good thing and that they should be continued in the new pay act.

But, they felt that longevity should be included in the new act on a little different basis from the longevity of the past. For example, under the old pay law, Charley Noble, boatswain's mate third class, got a five per cent increase in base pay *each time* he passed a *three-year* mark in his naval career.

Under the new plan, Noble will get a flat \$7.35 boost in longevity pay after *each two years* of service as a boatswain's mate third class *up to and including 16 years* in that rate. Upon completion of 18 years of service, Noble will receive a longevity increase of \$14.70. But after that, if he remains a boatswain's mate third, his base pay including longevity will remain the same. He will get no more longevity increases.

Why? Because the Navy figures that Charley Noble should by that time have advanced beyond BM3. Longevity pay is meant to be an incentive to advancement in rate. If Charley Noble doesn't advance beyond BM3 by the time he has done 20, his longevity increases cease and his base pay including longevity will remain the same for the remainder of his time in the Navy.

In the words of the experts, "Increases for length of service should provide a stimulus to do better work but should cease after a reasonable period of time so that a lower level

WAY BACK WHEN

The Way to Fight

Vigorous aggressiveness is a tradition that has been created in the Navy by its heroes, as this story of Winfield Schley, one of the colorful admirals of the past, will bear out.

It was a sultry afternoon in May 1863. Winfield Schley, then a lieutenant, was in temporary command of *Richmond* when Admiral Farragut signaled the fleet to bombard Port Hudson.

Schley's ship, the flagship on her star-



board quarter, led the line. Anxious to make a good showing, he was intent on battering his target—so much so, in fact, that he kept right on even after Farragut signaled to retire from action. It was true that Farragut's signal bunting hung limp from the flagship's masthead, and also that a haze further obscured it. But the fact was that Schley hoped the signal applied to some other ship. Finally, however, the other ships had all retired and Farragut's intention became too obvious for Schley to ignore.

When Schley went, a bit sheepishly, to report his action, the admiral gave him a stern lecture. "You begin early in your life to disobey orders," he said. "Did you not see the signal flying?"

Schley's stammering explanation about the difficulty in reading the signal was cut short by Farragut's admonition that he "wanted none of this Nelson business in his squadron about not seeing signals."

Following this scene on the quarter-deck, Farragut invited the young lieutenant into his cabin and poured him a glass of wine. "Had to blow you up, but that's the way to fight. Have a drink."

of responsibility will not receive the pay of a higher level and thus remove the incentive of striving for promotion.

"It is hoped and expected that under these promotion systems outstanding (petty) officers will advance to high rates at the peak of their effectiveness. They must be rewarded for this accomplishment by commensurate pay.

"To aid in accomplishing this purpose, the scale provides that increases based on years service cease in each grade when it is reasonably expected that the individual should have advanced to the next higher grade."

On the other hand, instead of staying a BM3, suppose Charlie Noble moves right up the line and makes chief boatswain's mate in his 15th year in the Navy.

Now, not only will Noble's regular pay increase considerably from the amount he was drawing when he was a BM3, but his longevity pay will rise from \$7.35 to \$14.70 in his 18th year and will be boosted another \$14.70 in his 22nd year and another \$14.70 in his 26th year.

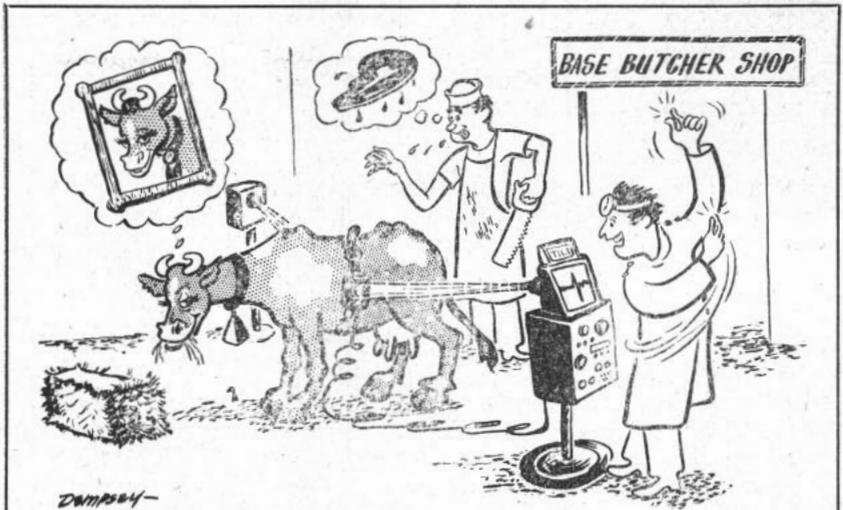
After that his base pay including longevity will level out at that figure. When Charlie Noble retires as a BMC at the end of 30 years, he will have been drawing \$294 in base pay plus longevity alone. That's not including subsistence, quarters, reenlistment bonuses and special pay which may also be coming to him.

How can you determine for yourself just how much time you have accumulated for longevity purposes? It's not easy but roughly here is the way to do it:

The following periods of service count toward longevity time —

- All periods of active service you have had as a commissioned officer, commissioned warrant officer, warrant officer, Army field clerk, flight officer, and enlisted man in any Regular or Reserve component of any of the uniformed services.

- All periods in which you were an enlisted man or held an appointment as a commissioned officer, commissioned warrant officer, warrant officer, Army field clerk or flight officer in the Regular Army Reserve, in the Organized Militia prior to 1 July 1916, in the National Guard of the United States, in the Organized Reserve Corps, in the Officers' Reserve Corps,



Sonar Developed as Weapon for Medical Science

A peacetime application of sonar to the human body promises to give the medical profession a new weapon with which to save lives.

If the newly developed instrument fulfills its early promise, doctors will have a valuable partner for the x-ray machine in spotting foreign objects lodged in the tissues of the body.

Gallstones, for example, may be able to be definitely located by the sonar technique. A gallstone is an elusive thing to a doctor. Sometimes an x-ray can discover its presence in the body and at other times it cannot. Scientists hope that their "medical sonar" will make discovery more certain and therefore a cure faster.

The new technique was developed by Dr. George D. Ludwig of the Naval Medical Research Institute at Bethesda, Md., and experiments on animals have proved highly successful.

Here's how it works. Like a small sonar set, this medical seeing eye shoots high frequency sound waves into the body from a small generator pressed firmly against the skin. The sound waves enter the body and bounce back from a bone or a foreign substance in their path, producing the familiar "pip" on a nearby scope.

The pip is the thing. Noting the distance across the scope that the pip appears, a doctor will be able to tell how far into the body the object is. From the size and shape of the

pip, he will be able to tell something of the shape and substance of the object he is hunting.

Different objects in the body will produce a wide variety of pips. The pip from a bone will be quite different from the pip from a wooden splinter. The pip from a bullet lodged in the tissue will be completely different from that of a bubble of gas in the stomach (gas bubbles, incidentally, throw off very good pips).

Once the surgeon spots a foreign object in the body, he may "shoot" it from several different angles. The result is a triangulation procedure similar to that used in ordinary surveying which will enable the surgeon to pinpoint the exact location of the object.

Armed with this information, he will then know exactly where and how deep he must cut in order to remove the object.

Navy medical men emphasize however that the new medical sonar has not yet been tried on humans. But it has been adequately demonstrated that the intensity of the sonar beam will cause no harm to living tissue.

The big advantage of this new wrinkle in medical science is that sonar can spot certain substances that are "transparent" or "translucent" to x-rays. Plastics, wooden objects, certain light metals as well as organic objects like gallstones do not always register on the x-ray plate.

in the Enlisted Reserve Corps, in the Medical Reserve Corps, in the Medical Reserve Corps of the Navy, in the Naval Militia, in the National Naval Volunteers, in the Naval Reserve Force, in the Naval Reserve, in the Air National Guard, in the Air National Guard of the United States, in the Air Force Reserve, in the enlisted section of the Air Force Reserve, in the Air Force of the United States, in the Marine Corps Reserve Force, in the Marine Corps Reserve, in the Coast Guard Reserve, in the Reserve Corps of the Public Health Service, in the Philippine Scouts or in the Philippine Constabulary.

- For commissioned officers in service on 30 June 1922, all service which was then counted in computing longevity pay and service as a contract surgeon full time.

- All periods during which you may have held an appointment as a nurse, Reserve nurse, or as a commissioned officer in the Army Nurse Corps, Navy Nurse Corps, Nurse Corps of the Public Health Service, or the Reserve components thereof.

- All periods during which you may

El Toro Has Sharp System To Keep Shooters Sharp

Requalification with the rifle or pistol is required each year by the Marine Corps of every man in the organization. Here is the way it is done at the Marine Corps Air Station, El Toro, near Santa Ana, Calif.:

Every weapon is checked by skilled armorers for defects and to assure dependable operation. Safety is stressed throughout the two-week training period. The first week is devoted to learning or re-learning how to sight the weapon and squeeze the trigger properly. The second week is spent firing the weapons on a difficult regulation range. Firing is done at various speeds and distances, but more than half it is timed firing which includes reloading the weapon during the short time allowed.

Officers at El Toro requalify with the 45-caliber and 38-caliber pistols, the M-1 rifle and the carbine. Staff non-commissioned officers employ the carbine, and the junior men, the M-1 rifle.



"... but brown suede is the very latest."

have been a deck officer or junior engineer in the Coast and Geodetic Survey.

- All other service which, under any provision of law in effect on 30 Sept 1949, is credited toward computing "longevity pay."

Certain time spent on a retired list can also be counted toward service credit for longevity purposes.

These periods of time are: Periods spent on any retirement list while on a temporary disability retired list, honorary retired list, or a retired list of any of the uniformed services, or while authorized to receive retired pay, retirement pay, or retainer pay as a member of the Fleet Reserve or Fleet Marine Corps Reserve, from any of the uniformed services or from the Veterans Administration, or while a member of the Officers' Reserve Corps or Organized Reserve Corps.

Time spent in these retired-list categories, however, can be counted only toward longevity and not toward retirement pay. Only actual active duty time can be counted toward retirement pay.

The new pay act, moreover, continues in effect the regulation which permits time served by a member of the uniformed services while under 18 to be counted.

It might be noted, though, that there is one type of service that cannot be counted toward longevity. This is the time spent as a cadet or midshipmen.

You can get a good picture of this longevity setup by looking back at the November 1949 issue of *ALL HANDS* (p. 45). There you will find a complete chart of base pay with your longevity increases included.

Four Courses Planned At Newport War College For Certain Officers

In keeping with the career planning policy of the Bureau of Naval Personnel, officer personnel of certain ranks will be recommended by special boards for attendance in four courses convening in 1950 at the Naval War College, Newport, R. I.

The boards appointed to make the recommendations will be convened by the Chief of Naval Personnel. Applications for the courses may be submitted but are not necessary.

Three of the four are 10 months' studies, all convening on 10 Aug 1950. The fourth, the Advanced Course, is of seven months' duration and commences on 3 Jan 1950.

They are as follows:

- **Advanced Course**, of seven months' duration commencing 3 Jan 1950 for flag officers and captains selected to flag rank. The study of the elements of war-making and logistical capabilities of nations, their national objectives in war, and the means by which national and military objectives are achieved. Provides familiarization with the latest developments in fleet practices, war and logistical support plans, and combined operations, including logistics, which are necessary in preparation for important fleet commands.

- **Senior Course**, of 10 months' duration commencing 10 Aug 1950 for Regular Navy line and staff officers of captain or commander grade with 15 to 26 years of commissioned service. Includes the applications of the fundamentals of strategy and tactics, including logistics, to the solution of major military and naval problems. This course is integrated with the Logistics Course of the Naval War College and emphasizes the principles governing the administration and operation of forces and fleets. Designed to prepare officers for command responsibilities and for duty as senior members of staffs.

- **Logistics Course**, of 10 months' duration commencing 10 Aug 1950 for Regular Navy line and staff officers of captain or commander grade with 15 to 26 years of commissioned service. About 60 per cent of the work of this course is in common with the Senior Course, much of this being in the combined solution of strategic

problems and operational logistic problems. Logistics students undertake specialized studies in war potential, national mobilization, transportation, mobile Fleet support, advanced bases, logistic organization and planning, and additional problems in naval operational logistics. At the end of the year, all classes join in the final problem and discussion of global strategy.

- Command and Staff Course, of 10 months' duration commencing 10 Aug 1950 for Regular Navy line officers of lieutenant commander grade with seven to 10 years of commissioned service. The study and solution of problems in strategy and tactics, chart and board maneuvers, capabilities of aircraft, ships and weapons, international law and relations, logistics, communications, intelligence, nuclear physics, and development of skill in the organization, functions, and procedures of operational staffs. Prepares students for duty in command and operational staffs.

Rapid-Reading Course Gets Try-Out by Marine Corps

Marine officers at Marine Headquarters in Washington, D. C., are going back to school to learn how to read faster.

They could probably read more rapidly than the average person before they started the new rapid-reading course, but when they get through they'll be able to read twice as fast as before. And they will be able to comprehend what they read just as well as they ever did.

The new method for increasing speed and efficiency in reading phrases and word groups was tried originally by six groups of 15 high ranking Marine officers. One hour a day for 25 days is spent in the course. Words and numbers are flashed on a screen for a period of one one-hundredth of a second, which has been found a long enough time for recognition. The words and numbers grow longer as the student progresses, but the time for looking does not.

Development of the course came about through research by leading universities. Similar training was given some members of the armed forces in connection with aircraft recognition during World War II.

WOs Distributed into Four Pay Grades

The Navy's warrant officers have been distributed into four new pay grades to conform with the provisions of the Career Compensation Act of 1949.

The Career Compensation Act is the "pay raise" act passed by Congress and signed into law by the President.

Under the Career Compensation Act every officer and enlisted man in the Navy except the rawest recruit was given a raise in basic pay. How much more money each man receives was shown on the new pay chart which appeared in ALL HANDS, November 1949, p. 45.

The four warrant pay grades were outlined in Alnav 97 (NDB, 15 Oct 1949) which implemented the warrant officer provisions of the new act. For the Navy warrant officer, the four pay grades are as follows:

- *Pay Grade W-1* — All warrant officers.

- *Pay grade W-2* — Commissioned warrant officers who have less than six years' commissioned service.

- *Pay grade W-3* — Commissioned warrant officers having six years' but less than 12 years' commissioned service.

- *Pay grade W-4* — Commissioned warrant officers having 12 years' or more commissioned service.

This "initial distribution" of warrant officers provided further that all commissioned warrant officers who are not granted a certificate of creditable record following the completion of either 10 or 20 years' commissioned service, as applicable, will be assigned to pay grade W-2 if, on 30 Sept 1949, they were entitled to the pay of a commissioned warrant officer with under 10 years of active commissioned service, and to pay grade W-3 if, on 30 Sept 1949, they were entitled to the pay of a commissioned warrant officer with over 10 but under 20 years' commissioned service.

In adding up their "commissioned service," commissioned warrant officers of the Regular Navy may count all inactive commissioned service in the Naval Reserve and Marine Corps Reserve as well as all active commissioned service in the Navy, Marine Corps or Coast Guard. On the other hand, no time spent in inactive status on the retired list may be counted.

Warrant officers will be interested in other important features of the distribution plan:

- Promotion from warrant officer to commissioned warrant officer will continue as prescribed under existing law.

- Following this initial distribution, permanent commissioned warrants who have served or are serving under temporary appointments in the grade of ensign or above will be considered for placement in higher warrant officer pay grades on the basis of performance of duty.

- All further advancements to pay grades W-3 and W-4 will be made under regulations to be promulgated.

- The provisions of Alnav 97 apply as well to permanent warrant and commissioned warrant officers now serving under temporary appointments in higher grades and to permanent enlisted men now serving under temporary appointments as warrant and commissioned warrant officers. These men, however, will not be paid on the basis of their new permanent pay grades until the end of their temporary status.

- Excluded from the foregoing are retired commissioned warrants who were advanced to such grade in accordance with the provisions of the Act of 7 May 1932.

Cutbacks Due to Budget Hit 35 Squadrons, 6 Air Bases

Five naval air stations are being reduced to a maintenance status and one air facility is being inactivated in cutbacks in current and projected expenditures.

Naval air bases being reduced to maintenance status are NAS Bermuda, NAS Roosevelt Roads, P. R.; Naval Air Facility, San Juan, P. R.; NAS Trinidad, B. W. I., and NAS Coco Solo, C. Z. Naval Air Facility, Charlestown, R. I., is being inactivated.

Four attack carrier air groups have been decommissioned in the economy move. They are CVG 9 at Charlestown, R. I.; CVG 13 and CVG 8 at Jacksonville, Fla., and CVG 15 at Alameda, Calif. Altogether the cutback puts 28 naval and seven Marine Corps aircraft squadrons out of commission. The reduction is slated for completion by 28 Feb 1950.

Inter-Service Photography Contest Rules Are Announced

A new inter-service photography contest is in progress, with the Navy, Army and Air Force each holding eliminations among entries from their own personnel. Deadline for arrival of Navy finalists' photos at BuPers is 30 Apr 1950.

Individual prizes for the contest will be provided jointly by the competing services. A first, a second and a third prize will be awarded in each of the four categories of black-and-white photographs and in the one category of colored photographs. One grand prize will be awarded for the black-and-white photograph judged "best of show."

In addition, the perpetual Inter-Service Photography Contest Trophy will be awarded to the service with the greatest number of points. Points will be granted as follows: first place—10 points, second place—7 points, third place—5 points, fourth place—3 points, and fifth place—1 point.

Announcement of the contest and a listing of its rules are given in BuPers Circ. Ltr. 205-49 (NDB, 15 Dec 1949). The directive states that all Navy, Marine Corps and Coast Guard personnel on active duty, including members of reserve components on active duty for a period of more than 90 days, are eligible to participate. Army and Air Force personnel attached to a Navy unit or a joint unit



"He's new in the shop."

under Navy jurisdiction will compete in the eliminations sponsored by the nearest Army or Air Force installation. Personnel attached to MATS will compete in the MATS eliminations. Upon completion of the MATS eliminations, all entries entered in the MATS eliminations will be submitted by MATS to the departments concerned.

Here are the rules:

- Photographs will be judged on appeal of subject matter and on composition and technical excellence.
- No photograph may be withdrawn during the contest.
- Photographs may be retained for

use as pictorial material for publicity purposes and for possible official use by the Navy. Transparencies will be returned directly to the individual contestants after publicity requirements have been met.

- In the event of a change of military address of any contestant after entering, the contestant should notify the Chief of Naval Personnel of such change.

- Portraits must be accompanied by a statement signed by the subject or subjects. This statement must authorize the entry of the photograph in the contest and its reproduction and use in connection with contest publicity or by the Navy Department.

- No official military photographs will be submitted as entries. The use of Government material and equipment not normally available to personnel not assigned photographic duties is prohibited.

- No liability or responsibility can be assumed by the Navy for loss of or damage to any photograph submitted.

- Black-and-white photographs submitted in the contest must be taken and processed by the individual contestant.

Five categories of photographs have been established for the contest, of which four are various types of black-and-white photos. The five are as follows:

Service life — on duty and at leisure: Photographs documenting typical scenes from daily life in the service, compositional photographs of equipment and surroundings, and recreational photographs.

Landscapes and architecture: Photographs of scenery, landscapes and seascapes, picturesque buildings, bridges, monuments and similar structures.

People and customs: Portraits, photographs depicting personalities, customs, picturesque surroundings; beach scenes, fashion studies and other full-length photographs of people.

General pictorial: Story-telling photographs, humorous shots, photographs of pets, compositional or abstract photographs, and miscellaneous subjects.

Photographs of these types — all black-and-white categories — must be

HOW DID IT START

The Tide

The tide puzzled the minds of the peoples of antiquity and many superstitions grew up to explain its cause.

To the early Mediterranean sailors the phenomenon of the tide was almost unknown since the tides were of no great sig-



nificance. Caesar's soldiers, for example, were certain they were witnessing the end when they first beheld the ebbing tide on the north coast of Europe.

But fellows like Plato were familiar with the tide and tried to explain it. Plato believed the world was a living thing and the tides were caused by the breathing of this huge creature.

Among sailors outside the Mediterranean area there was a belief that the tipping motion of the earth accounted for the tide. Others thought low tide resulted when the sea retired into the air.

To most peoples some divine force was at work. For instance, Thor, a Norse god, was supposed to be raising the water by blowing his breath into the ocean depths. Some believed a huge monster of the deep was throwing his weight around to cause the tide.

submitted to the Chief of Naval Personnel mounted on 16 by 20-inch mats. It is preferred that the photographs themselves be 11 by 14 inches in size, but 8 by 10-inch photographs will be accepted.

Color transparencies will be submitted by a separate category, and will be judged independently from the black-and-white photographs.

Thirty-five millimeter transparencies must be submitted in standard two by two-inch mounts. Other sizes of color transparencies up to and including the 4 by 5-inch size must be mounted on 5 by 7-inch mats. The mats should be provided with rectangular cut-outs so that the transparencies may be viewed when lighted from the reverse side.

All color transparencies must be protected to prevent scratching in transit. Tinted black-and-white prints are ineligible. Color prints must be provided with suitable mounts.

Each photo mounting must have an envelope attached to the back with 16 items of information enclosed within, in quadruplicate. The items of information to be enclosed are as follows: name, date, rate, serial number, military address, permanent home address, name of home-town newspaper, title of photograph, category, type of camera, size, type of film and exposure and aperture used, type of paper, developer; special treatments used such as toners, paper, negatives, etc.; and an informative paragraph which should include any interesting details about the subject and conditions under which the photograph was taken and processed.

In addition, the following statement must be signed by each contestant and witnessed by his recreation officer: "I have read and agree to abide by the rules and regulations established by BuPers Circular Letter No. 205-49. I further certify that the photograph submitted herewith was taken by myself, and if black and white, processed by myself."

In the case of portraits, the following statement must be signed by the subject(s): "The entry of the attached portrait in the Inter-Service Photography Contest is authorized, and permission is granted for its reproduction and use."

For purposes of the contest, all naval activities are divided into eight groups. The groups and the areas

that comprise them, along with the commands which will select finalists from the various groups, are listed below:

West Coast Group — Activities within the 11th, 12th, 13th and 17th Naval Districts: Com11.

Pacific Fleet Group — All Pacific Fleet units on the U. S. west coast: ComWesSeaFron.

Hawaiian Group — Activities ashore and afloat in the Hawaiian area: ComServPac.

Far East Group — Activities ashore and afloat west of the Hawaiian Islands: ComServPac.

South Central Group — Activities within the 6th, 8th and 9th Naval Districts: Com6.

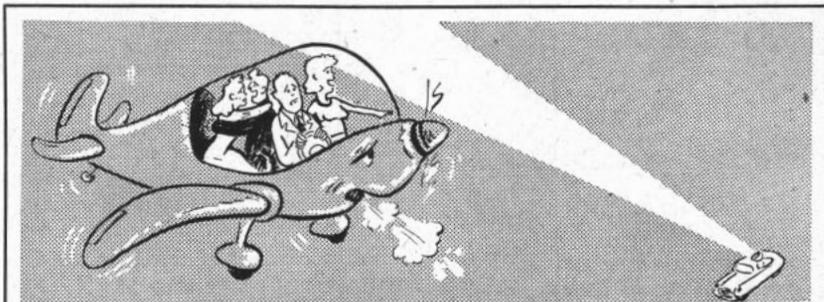
Northeastern Group — Activities within the 1st, 3rd and 4th Naval Districts: Com3.

Middle Atlantic Group — Activities within the 5th, 10th and 15th Naval Districts and the Potomac River and Severn River Naval Commands: ComPRNC.

Atlantic Fleet Group — Fleet and shore-based units of the Atlantic Fleet including Atlantic Fleet units operating under CincNELM: ComServLant.

Each of the commanders will select not more than 50 photographs in each category from activities within his group and forward them to the Chief of Naval Personnel. These must arrive prior to 1 May 1950. Judging of the finalists from all services will take place in Washington during May.

Only one inter-service photo prize was awarded last year, and that went to LtCol Richard Wallace, USMC, for his picture entitled "Small Fry."



Former Flier Remembers Training, Helps Plane Land

Even as to the sounds you learn to recognize, Navy training stays with you.

The case in point concerns a former Navy pilot, Lieutenant (junior grade) Paul V. Langslet, USNR, who served in wartime at naval air stations in Bunker Hill, Ind., and New Orleans, La. Separated in 1945, he now lives at his home in Susanville, Calif.

Not long ago he was awakened from deep slumber at three in the morning by the repeated, persistent buzzing of a plane overhead. To a former flier, that desperation sound meant only one thing — trouble.

Dressing hurriedly, Langslet rushed out to his car and signalled the plane by turning the car's spotlight into the air.

Then, with his spotlight still pointed upward, he quickly drove three miles to the town's darkened airport. Overhead, the plane following the moving light.

Langslet, after switching on the field's emergency landing lights, stood by to wait. Within a few minutes the plane came out of the darkness to land on the rain-soaked field.

Its occupants were four very happy people, members of a wedding party that had left Oakland, Calif., at midnight bound for Reno, Nev. At that city a bad storm prevented them from landing, and the following frantic search for a landing field took them over the countryside 100 miles to Susanville.

When no landing lights showed there, the pilot knew there was no more time for looking. He buzzed the city — and found in Langslet a man who reasoned why and knew what to do.

A measure of gasoline still remaining in the plane's tanks made the four even more happy. In another 20 minutes the plane would have been completely out of fuel.

Ensign Commissions Open In Supply-Administration Of Medical Services Corps

Would you like to compete for a commission as ensign in the Supply and Administration Section of the Medical Service Corps? If so, your request to be considered as a prospective candidate should be forwarded to your CO in writing prior to 1 Dec 1950 for next year's program. Deadline for this year was 1 Feb 1950.

A procurement program to obtain personnel for appointment to the rank of ensign in the Supply and Administration Section of the Medical Service Corps was begun through

WHAT'S IN A NAME



Loggerheads

Like many of the more graphic expressions in the language today, "to be at loggerheads," now used to describe a serious difference of opinion, has a nautical background. But to be "at loggerheads" with some one once indicated an opposition much more violent than the expression commonly denotes today.

Back in the days before landlubbers had added loggerhead to their vocabularies, a loggerhead was a long-handled iron implement that was heated in the galley range and then used to soften pitch. The heated loggerhead would be plunged into a bucket of pitch to soften and melt it so that it could be used, with oakum, in caulking the seams of decks and sides.

To the ingenious men of the sea, however, these sizzling loggerheads also served as effective instruments of combat. Not only were they useful in meeting an individual adversary, they frequently substituted for matches. Before battle a certain number of loggerheads were placed in the fire and were kept heated to use, if need be, in setting off the powder train that led to the vent of a gun.



"Take a letter? Yeah, chief, where to?"

BuPers Circ. Ltr. 210-49 (NDB, 15 Dec 1949). Eligible to compete if they meet suitable requirements are:

"Personnel whose permanent status in the Hospital Corps of the Regular Navy is commissioned warrant officer, warrant officer, chief hospital corpsman, chief dental technician, hospital corpsman first class, or dental technician first class."

Here are the requirements:

- Have passed their 21st birthday but have not passed their 32nd birthday at the date of appointment. Female applicants must not have passed their 30th birthday at date of appointment.

- Be citizens of the U. S., either native born or naturalized for a period of 10 years prior to date of examination. For applicants who served on active duty during World War II, consideration will be given to waiving part of this time on a year-for-year basis.

- Serve as petty officer first class or higher for at least one year prior to the date of examination.

- Have successfully completed four semesters — two years — of work toward a degree in an approved college or university, or have passed the USAFI Educational Qualification Test 2CX or its equivalent. The results of this test must be available in applicant's record in the absence of the formal educational requirements.

- Enlisted applicants must have no record of conviction by deck court, summary court-martial or general court-martial during the two-year period preceding the date of written examination.

- Must be physically qualified for original appointment in accordance with the physical requirements for appointment in the Staff Corps for male and female officers.

- Women applicants may not be

married, or may not be the mother of a child under 18, the foster parent or adoptive parent or personal custodian of a child under 18. They may not be the stepparent of a child under 18 if the child lives within the applicant's household for more than 30 days per year.

- In addition, applicants will be required to complete satisfactorily a written professional examination.

Written examinations will be given throughout the service on 15 May or a date set by BuPers. It will normally be approximately five months after the written examinations that the appointments will be put into effect. Age limitations are established for the date of appointment. The circular letter cautions applicants to keep this point in mind in computing eligibility as regards age limits.

The procedure for applying and for taking examinations is outlined in detail in BuPers Circ. Ltr. 210-49. It is anticipated that at least 50 per cent of the vacancies in the grade of ensign in the mentioned specialty will be filled annually by procurement from enlisted Hospital personnel.

Two Reserve Groups Awarded Forrestal, Nimitz Trophies

Organized Naval Reserve Division 4-5 of Camden, N. J., won the James Forrestal Trophy in 1949 as the best surface training unit in the U. S. First prize for Reserve submarine units — the Fleet Admiral Chester W. Nimitz Trophy — went to Organized Submarine Division 1-41 of Providence, R. I.

Competing units throughout the U. S. were rated for general efficiency in the fields of personnel, administration and training, during the period of 1 July 1948 to 1 July 1949. An inspection board appointed by the Navy Department made the final selections from among divisions nominated as best in the various naval districts.

The two winning divisions will be awarded the trophies at appropriate ceremonies and will keep the trophies until next year's winners are determined. In addition, they will be awarded plaques as permanent prizes.

Winners last year were Division 1-13 of Fall River, Mass., and Division 3-32 of Brooklyn, N. Y., for the surface and submarine trophies, respectively.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 112 — Announces the naming of John F. Floberg as Assistant Secretary of the Navy for Air.

No. 113 — Restricts the announcing of certain military matters by all except the Secretary of Defense, including the assignment of personnel, affecting the Mutual Defense Assistance Program, the North Atlantic Pact, or other international programs.

No. 114 — Makes certain changes in Military Pay Instruction Memorandum No. 1 to volumes 5 and 8 of BuSandA manual.

No. 115 — Holiday greetings from Secretary of the Navy Francis P. Matthews to military and civilian personnel of the Navy and Marine Corps.

No. 116 — Concerns line selection board meeting to recommend officers for promotion to captain.

No. 117 — States that any enlisted person on active duty on 1 Oct 1949 who is entitled to "saved pay" is eligible for discharge upon application.

No. 118 — President Truman's approval of listed officers for temporary promotion to the rank of rear admiral.

No. 119 — Refers to AlNav 117 stating that reenlistees or those who have extended on or after 1 Oct 1949 are not eligible for discharge.

BuPers Circular Letters

No. 200 — Refers to modifications of monthly fiscal report.

No. 201 — Cancels BuPers Circ. Ltr. 245-48 insofar as it pertains to retirement or separation for physical disability.

No. 202 — Invites applications from qualified personnel for electronics training at Naval School, Electronics Maintenance, NTC Great Lakes, Ill.

No. 203 — Encourages applications for underwater demolition team duty and cancels BuPers Circ. Ltr. 170-48.

No. 204 — States qualified commissioned officers who are heavier-than-

Seat-Ejection School Graduates Join Kigmy Klan

Pilots of Marine Fighter Squadron 122, Second Marine Air Wing, based at Cherry Point, N. C., think they have something in common with Al Capp's wonderful little kigmies. They're not kicking — any more than the kigmies are. The fact is, the pilots, like the little schmooshaped inhabitants of Dogpatch, are on the receiving end and don't care.

The whole thing goes back to the



seat-ejection school — which everybody knows is a school that teaches fliers how to be calmly fired out of a jet plane, seat and all. In the school, as in real life, the seat starts rising a split second before its occupant does. There ensues a sudden and considerable force applied to the back of the occupant's pants.

Pilots of VMF 122 who complete the seat-ejection course are eligible to join the exclusive "Kigmy Klan." Members of the Klan are privileged to carry the coveted membership card showing a kigmy in helmet and goggles. The bright-eyed, pleasant-faced kigmy wears upon his seat of authority the words Marine Fighter Squadron 122.

air pilots may request lighter-than-air training at NAS Lakehurst, N. J.

No. 205 — Outlines rules and eligibility for the Inter-Service Photography Contest for 1950.

No. 206 — Concerns officer and enlisted allowances for the remaining fiscal year of 1950 and fiscal year 1951.

No. 207 — Designates appropriate activities where personnel eligible for separation will be transferred for separation.

No. 208 — Use and distribution of all current informational material concerning veterans rights and benefits is outlined.

No. 209 — Gives information concerning examination of officers for promotion and cancels BuPers Circ. Ltr. 40-49.

No. 210 — Has information regarding procurement of personnel for appointment to the rank of ensign, supply and administration section, Medical Service Corps.

No. 211 — Amends Alnav 47-49 in part, modifying the Medical Corps transfer program.

No. 212 — States that the Athletic Gear Renovating Depot, U. S. Naval Disciplinary Barracks, Terminal Island, Calif., is inactivated.

No. 213 — Gives permissible changes for "No Change" entries on Personnel Diary form NavPers 501.

No. 214 — Announces exams will be held for ensigns who become due for promotion and other officers who are selected for temporary promotion to higher rank during 1950.

Reservists Now Can Extend Enlistments More Easily

New procedures by which inactive Naval Reservists can more easily extend their enlistments are now in effect.

Service records of men in the Volunteer Reserve who are not affiliated with an organized unit are maintained by commandants of naval districts or by river commands. The new system is expected to prove most valuable in respect to these people. By referring to service records, commandants find which persons are approaching the end of their enlistments. Approximately 90 days before expiration date a new type form is sent to the Reservist. This form requires only the Reservist's signature and the signatures of two other persons at least 21 years of age. Upon receipt of the "Agreement to Extend Enlistment" form, the commandant puts the extension into effect.

For men attached to or associated with Organized Reserve units, the process is simpler. As their records are kept at unit commands, usually near their homes, the unit CO can contact the man personally.

The new streamlined plan for handling extensions is not intended to replace or discourage reenlistments. Extensions are for four years.

If the agreement form is not returned with an indication that the Reservist wishes to extend his enlistment, he will be discharged on the date his enlistment expires.

Chief Quartermaster Wins Top Award in Contest with An Essay on Terminology

Second prize in the 1949 Naval Institute Special Enlisted Prize Essay Contest was awarded to a Navy chief quartermaster for his essay entitled "Naval Terminology Today—Two Point Five."

No first prize was awarded in the 1949 contest, which was open to all non-commissioned personnel on active duty in the Navy, Marine Corps and Coast Guard. Judges were of the opinion that none of the entries was of sufficient merit to justify a first award. The second prize, won by William J. Miller, QMC, USN, consisted of honorable mention and a cash award of \$200. Miller's essay was published in the January 1950 issue of *Naval Institute Proceedings*.

In addition, an essay entitled "Berlin Airlift Proved Unification Can Work" was accepted for publication as a regular article. Its author, Brendan P. Mulready, JO1, USN, was reimbursed at the maximum rate paid for articles.

The Naval Institute's new Special Enlisted Prize Essay Contest for 1950 began on 1 Jan 1950. Deadline for entry of essays is 1 Aug 1950. This contest is open to any enlisted man



"No, Jenkins, that ain't the quarterdeck log."

or woman of the Navy, Marine Corps or Coast Guard who is on active duty. A prize of not less than \$300 and of not more than \$700 will be awarded for the best essay submitted on any subject pertaining to the naval profession; should the Board of Control consider the essay to be of sufficient merit. With this prize goes a gold medal and a life membership in the Institute. Should the prize be awarded to a previous winner of the Naval Institute's General Prize Essay Contest or the Enlisted Prize Essay Contest, a gold clasp suitably engraved will be given instead of the medal. Instead of the life membership in the Institute, such a winner will receive the commuted value of life membership.

Regardless of the award of the prize, one or more essays may receive honorable mention if of sufficient merit. Essays awarded honorable mention will receive such compensation as may be adjudged by the Board of Control. It will not include a life membership in the Institute.

If no essay is adjudged of sufficient merit to receive the prize or an honorable mention, the best essay submitted may receive a special award instead.

Here are the rules for the Naval Institute Prize Essay Contest, 1950:

- Essays should not exceed 8,000 words.
- Essays must be received by the Secretary-Treasurer on or before 1 Aug 1950.
- The competitor's name must not appear on the essay. Each essay must have a motto in addition to the title. This motto must appear on the title page of the essay, on the outside of

a sealed envelope containing identification of the competitor, and above the name and address of the competitor inside the envelope containing this identification. This envelope will not be opened until the Board has made the awards. Essays and identifying envelope must be mailed in a large sealed envelope marked "Enlisted Prize Essay Contest."

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

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

- All essays must be typewritten, double spaced, on paper eight and one-half by 11 inches in size. Three complete copies must be submitted.

- Essays awarded the "Prize," "Honorable Mention," or "Special Award" are for publication in the *Naval Institute Proceedings*. Essays not awarded a prize may be published at the discretion of the Board of Control.

- Essays should be analytical or interpretive, and not merely an exposition or personal narrative.

The address is: Enlisted Prize Essay Contest, U. S. Naval Institute, Annapolis, Md.

More Training Courses Now Available to Enlisted Men

The following Navy training courses for enlisted men are now available to the Fleet:

Personnel Man 3	NavPers 10256
Opticalman 3, Vol. I	NavPers 10196
Lithographer 3 and 2	NavPers 10450
Construction Electrician's Mate 3 and 2	NavPers 10636
Surveyor 3 and 2	NavPers 10632
Quartermaster 1 and Chief	NavPers 10127
Fire Controlman 1 and Chief, Vol. I	NavPers 10168
Opticalman 3, Vol. II	NavPers 10197
Damage Controlman 1 and Chief	NavPers 10572
Essentials of Mathematics for Naval Reserve Electronics	NavPers 10093

In order to qualify for advancement in the above ratings, naval personnel must complete (and pass) the course applicable to their rate. For a complete list of Navy training courses now available, see *ALL HANDS*, January 1950, p. 52-53.

Officer Promotion Exams To Be Held in May and June

Officer promotion examinations will be held Navy-wide in May and early June of 1950, on dates announced by the Bureau of Naval Personnel. Promotion tests will be held:

- Beginning 16 May 1950 for ensigns and selectees for temporary promotion to the grades of lieutenant and lieutenant commander.

- During the period 15 May to 15 June for commander and captain.

Announcement of the dates was made in BuPers Circ. Ltr. 214-49 (NDB, 31 Dec 1950).

The directive noted that the scope of the examinations, including those for lieutenant (junior grade) of the line selected by a board convened on 28 Nov 1949, is contained in BuPers Circ. Ltr. 178-40 (NDB, 31 Oct 1949). Other instructions are contained in BuPers Circ. Ltr. 209-49 (NDB, 15 Dec 1949).

Information About Examinations for Promotion of Officers

Here is a new summary of information regarding examinations for promotion, of interest to all officers on active duty in Regular Navy billets in the grade of ensign or above.

BuPers Circ. Ltr. 209-49 (NDB, 15 Dec 1949) from which this information was obtained, cancels and supersedes BuPers Circ. Ltr. 40-49 (NDB, 28 Feb 1949), the last previous directive of that type.

To begin with, the circular letter mentions several requirements that an officer must fulfill to be eligible for promotion. These are listed below:

- He must be selected by a selection board, or in the case of ensigns he must have completed three years' service in grade.

- He must be found physically qualified by a formal Navy board of medical examiners.

- He must be found mentally, morally and professionally qualified by a naval examining board.

- Upon being found fully qualified, the candidate must be nominated by the President and confirmed by the Senate for appointment to a higher rank. Promotion is finally put into effect when vacancy exists in the higher rank for which the officer is selected.

- In addition to these requirements, permanently commissioned Regular unrestricted line officers and limited duty line officers in the grade of lieutenant and above must have two years' sea or foreign service in grade. Sea and foreign service are defined in BuPers Circ. Ltr. 144-49 (NDB, 15 Sept 1949).

Permanently commissioned Regular Navy officers, ensign through commander, are required to take a written professional examination for promotion. Two directives reveal the scope of these examinations and contain information useful to the officers who may take the examinations. They are BuPers Circ. Ltr. 178-49 (NDB, 31 Oct 1949) and OpNav Ltr. of 12 Oct 1949 (49-727 in NDB, 15 Oct 1949). The circular letter being summarized here urges all candidates for promotion to read these directives. It directs special attention to the footnotes.

Temporarily commissioned officers (USN-T) and Naval Reserve officers are not required to take a written

QUIZ ANSWERS

Quiz Aweigh is on Page 19

1. (b) HRP-1. This high-speed windmill carries, besides a pilot and copilot, five passengers. Overloaded, it can handle eight or 10.
2. All three are correct.
3. (c) I.C. electricians.
4. (a) Pipe fitters.
5. (c) AV. Pictured is *uss Pine Island*.
6. (b) 9,000 tons.

professional examination. Naval Reserve officers are required to complete correspondence courses in order to qualify for promotion. Information about these courses is available in *Administration and Use of Naval Correspondence Courses*, NavPers 10840, March 1949.

The physical examination is applicable to all officers and is independent of the professional examination. The Bureau will notify candidates by Alnav or circular letter when to undertake their physical examinations. Normally, such notification will be given a short time before the candidates become due for promotion. This may be before or after the professional examination.

Supervisory examining boards and boards of medical examiners will in most cases be available with little or no travel. Where travel orders are necessary, they may be issued by the

commanders listed in BuPers — BuSandA Joint Ltr. of 17 May 1949 (NDB, 31 May 1949). Where this is not practicable, BuPers will issue travel orders on request.

The directive calls on ensigns who are about to complete three years' service in grade and officers on a promotion list to carry out the following procedures:

- Verify areas and technical specialties of examination by checking latest circular letters and their amendments and addenda.

- When directed by CO, report to supervisory examining board for written professional examination.

- Candidates who are to take the examination in navigation and piloting and in aerial navigation should take necessary drawing instruments to the examination.

- Assure that last regular fitness report has been forwarded to BuPers.

- When directed by CO, report to a board of medical examiners to establish physical fitness for promotion.

Reserve officers and temporarily commissioned officers are required to carry out only the last two items mentioned above.

The directive includes a list of distribution centers from which examination questions can be obtained and other information of special interest to COs.

Savvy Signal Officer Helped Word Famous Message

Many is the signal officer who has temporarily lost popularity by insisting upon the exact wording of a signal to be transmitted.

Let him take heart. Even the mighty Horatio Nelson, one of the most able commanders in English naval history, wasn't above taking a tip from his signal officer.

As a matter of fact, the most famous signal ever to fly from the yardarm of a British man-of-war bore the mark of an astute signal officer.

In the tense minutes before the Battle of Trafalgar in which Nelson went to his death and the English squadron went to its glory, Nelson strode across the deck of *Victory* and said to his signal officer, one Lieutenant Pasco, "Mr. Pasco, I wish

to say to the fleet, '*England confides that every man will do his duty.*'"

"If your lordship will permit me to substitute *expects* for *confides*, the signal will soon be completed because the word *expects* is in the vocabulary and *confides* must be spelled (out)."

Nelson quickly accepted the revision and the signal went down in history the way the signal officer wanted it. The signal remained flying until it was shot away during a fateful volley that fatally wounded Nelson himself.

Heartened by the signal, however, the English squadron that day defeated the combined fleet of the French and Spanish in one of the great engagements of naval history.

Rules Listed Governing Physical Disability Retirement

Provisions governing how you may retire or be separated for reasons of physical disability, greatly changed by the same law which increased your pay, have been issued in a new Bureau of Naval Personnel directive.

Laws governing voluntary, involuntary and age retirement — as well as provisions concerning honorary retirement — were not changed by the Career Compensation Act. But that law, in the words of the BuPers directive, "revises the whole concept of physical retirement" in that:

- Officer and enlisted personnel of the Regular Navy and Naval Reserve are equally entitled to physical retirement.

- Eligibility for physical retirement is based on a degree of disability and years of service.

- Under certain conditions personnel may be separated rather than retired for physical disability.

- A temporary disability retired list is established.

The directive containing the provisions of physical disability is BuPers Circ. Ltr. 201-49 (NDB, 15 Dec 1949).

Temporary List

A member of the active list of the Regular Navy (or a member of the Naval Reserve entitled to receive basic pay and who has been ordered to extended active duty for a period in excess of 30 days) may be placed on the temporary disability retirement list if he meets the following conditions:

Revised Allowances Issued; Effective 3 Months Early

Revised officer and enlisted allowances based on the Navy's personnel allocation plan for fiscal year 1951 are being issued by the Bureau of Naval Personnel, with 31 Mar 1950 scheduled as the effective date.

The plan of bringing into effect the 1951 allowances for naval activities three months ahead of the start of the fiscal year is designed to "alleviate to some extent the impact" of the phase-down which faces the Navy during the remainder of the 1950 fiscal year, which ends on 30 June 1950.

Details of the plan were announced in BuPers Circ. Ltr. 206-49 (NDB, 15 Dec 1949).



"Might as well get my money's worth."

- If determined unfit to perform his duties by reason of physical disability incurred while entitled to receive basic pay.

- If the disability is not due to intentional misconduct or willful neglect, or if the disability was not incurred during a period of unauthorized absence.

- If the disability is 30 per cent or more. (If it is less than 30 per cent, he is not entitled to any disability retirement pay but may be separated for physical disability and entitled to receive disability severance pay, except that a member with 20 or more years of active service and whose disability is less than 30 per cent will be permanently retired.)

- If the disability was the proximate result of the performance of active duty.

- If the member has completed at least eight years of active service, the above requirement that the disability be the proximate result of active duty need not be met in order to entitle him to be placed on the temporary disability retired list or to permanent retirement, as appropriate. If he has completed less than eight years of active service, he may be separated and entitled to disability severance pay even if the disability is 30 per cent or more disabling but not the proximate result of the performance of active duty.

- If accepted medical principles indicate the disability *might be* permanent. (If the disability is definitely held to be permanent, he may be permanently retired and entitled to receive disability retirement pay.)

A member of the Naval Reserve may be placed on the physical disability retirement list by reason of

physical disability resulting from an injury — but not a disease, which is allowable for Regular Navy members. The injury must be the proximate result of performance of active duty, full time training duty, other full time duty, or inactive duty training.

Physical Retirement Pay

A member while his name is on the temporary disability retired list, which status may not continue for more than five years, is entitled to disability retirement pay. This is computed by multiplying his basic pay at the time his name is placed on the list by his own choice of one of the two following options:

1. The number of years active ser-

What Terms Mean in Story On Disability Retirement

For the purpose of this article on physical disability retirement, definitions of some of the terminology used should be kept in mind.

The term "member" means a commissioned officer, commissioned warrant officer, warrant officer and enlisted person, including a retired person, Regular or Reserve.

"Officer" means a commissioned officer, commissioned warrant officer, and warrant officer, either permanent or temporary.

"Rank" refers to rank, grade or rating.

"Active service" means:

- For Regular members all service as a member of the uniformed services or as a nurse subsequent to 2 Feb 1901, as a Reserve nurse subsequent to 2 Feb 1901, as a contract surgeon, dental surgeon, acting dental surgeon, or all service which a member, former member of person has or had for the purpose of separation or mandatory elimination from the active list.

- For Reserve members and former members that service which is equal to the number of years which would be used by such members or former members as a multiplier in the computation of their retired pay under section 303 of Public Law 810 of the 80th Congress.

vice multiplied by 2½ per cent (a half year or more of active service is counted as a complete year). Or —

2. The percentage of his physical disability as of the time his name was placed on the list.

A person permanently retired without first having been placed on the temporary disability retired list, or one permanently retired from the temporary disability retired list, may receive disability retirement pay as computed under either option, except that if option 2 is chosen, the percentage of disability will be determined as of the date he is permanently retired.

A member holding a temporary rank higher than the one in which he was serving at the time of being placed on the temporary disability retirement list (or at the time of permanent retirement) will have his disability retirement pay computed from the basic pay of the higher rank — provided that he is held to have served satisfactorily in that rank.

In no case will the disability retirement pay exceed 75 per cent of base pay, nor will the disability retirement pay of any member on the temporary disabled list be less than 50 per cent of the base pay while he is on the temporary disability retirement list.

A member who returns to active duty from temporary or permanent retirement and incurs a physical disability of 30 per cent or more, or suffers additional disabilities or aggravates previous conditions, is entitled upon return to retired status or the temporary retired list (if he meets the other requirements under "Temporary List" above) to receive either:

- Disability retirement pay as computed under option 1 or 2 above, using as multipliers the highest percentages and base pay which he attained on active duty, or —

- Retired pay as provided by any law in effect at the time of his retirement and in addition, if while on active duty he was promoted to a rank higher than that on which the retired pay or disability retirement pay was based and served satisfactorily in the higher rank, disability retirement pay or retired pay computed on the basis of the higher rank.

Any member or former members retired with retired pay for physical disability on or before 1 Oct 1949

The Mysterious Case of USS *Thomas Stone*

New information has come to light which reveals that a Navy troop transport, reported to have been sunk by an enemy torpedo during the invasion of North Africa in World War II, actually survived and continued to resist.

Navy records up to the present have showed that USS *Thomas Stone* (AP 59), later APA 29, sank when she was hit by an enemy torpedo 150 miles northwest of Algiers in the Mediterranean Sea during the invasion of North Africa by Allied troops in 1942.

The mysterious case of *Thomas Stone* was reopened when ALL HANDS received a letter from a former member of *Stone's* crew who said that he had read that his ship was sunk and knew that this wasn't so because he was aboard the ship at that time.

The crew member, George E. Lamaze, who is now a hospitalman first class stationed at the Naval Medical Center, San Francisco, Calif., told ALL HANDS that *Stone* not only survived the torpedoing that day in November 1942 but that the ship continued to fight until December 1944.

Checking into the Lamaze story, ALL HANDS learned the interesting tale of *Thomas Stone* and the part the ship played in the North African invasion, Operation Torch. Lamaze, incidentally, was right and the Navy has since changed its records accordingly. Here's what happened:

USS *Thomas Stone* (AP 59) was formerly the *President Van Buren* before the ship was converted to a troop transport. She was one of four U. S. Navy transports assigned to carry allied troops to an amphibious assault on Algiers.

The Algiers assault group, after forming in Britain, steamed down the coast of France and Spain and entered the Mediterranean. Shortly after daybreak on the morning of 7 Dec 1942, after the convoy had ceased to zigzag, *Thomas Stone* was rocked by a torpedo hit on her port side aft which killed nine men and completely disabled her propeller and steering gear.

Left behind with only a small

British corvette to guard her, *Stone* remained a prime target for another U-boat attack. Knowing this, Captain O. R. Bennehoff, skipper of *Stone*, and the troop commander on board, Major Walter M. Oakes, issued orders for the landing craft to be put in the water and an attempt to land their troops at Algiers, notwithstanding the fact that the ship was 150 miles from the landing site.

The weather, which had been favorable when the 24 landing craft departed from the mother ship, soon turned bad and all the plucky landing craft eventually were swamped in heavy seas and had to be abandoned. The troops were crammed aboard the corvette, HMS *Spey*, which accompanied the craft on their odyssey.

An interesting sidelight to the Algiers operation is that the boat crews, deposited at Algiers by *Spey* along with the troops, were the first American Navy men to reach the city. The French troops had been ordered not to resist the allied invasion, so the men from *Stone* discovered to their amazement that they had "captured" the city.

Stone herself was towed into Algiers several days later and was anchored in the harbor. Her bad luck continued, however, and on 24 November she underwent an air attack and was hit by one bomb and scarcely missed by two others. There was nothing wrong with her guns, though, and she continued to fire vigorously at anything with a swastika on it.

The following day, as a high wind whipped up a heavy sea in Algiers harbor, *Stone* dragged her anchor and drifted onto a sand bar. Despite continuing efforts of several tugs, two destroyers and a cruiser to pull her off, she was stuck for good.

By February 1944, *Stone's* engine rooms and all of her holds were flooded, she had a list of 17 degrees to port and her crew had been shifted to a nearby beach where the watch was continued. Orders were soon received to strip ship.

On 1 Apr 1944, *Stone* was finally decommissioned and was later sold as junk to the French.

may choose, prior to 1 Oct 1954, to receive (in place of the retired pay he was entitled to before 1 Oct 1949) either of the following:

- Disability retirement pay or disability severance pay under the requirements of "List Eligibility" above. The percentage of his disability will be based on the disability at the time he was last retired.

- Monthly pay equal to 2½ per cent of the monthly basic pay of the highest grade, rank or rating satisfactorily held, multiplied by the number of years of active service. (Fractions of half a year or more count as whole years. The maximum is 75 per cent of base pay.)

Physical Examinations

To determine whether his disability has changed, a member whose name is on the temporary disabled list will be given periodic physical examinations at least every 18 months. Travel allowances will be paid if necessary. Failure to report for the examination after being notified may result in termination of disability retirement pay, but retroactive payments up to one year may be paid if just cause for failure to report is proved.

Navy Chief Has Served 20; Goes to Cooking School

When a certain Navy chief commissaryman "went out on 20" a while back, he went to Texas to work on the range. No, he didn't trade off his white apron for a pair of high-heeled boots. The range — an oil-burning cook-stove — is at the University of Houston where the ex-chief is majoring in home economics.

The ex-CSC — Charles A. Mavrogeorge, by name — wants to become a purchasing agent for a grocery chain or a hotel. To get that type of job he needs a college degree, so he's working for a B.A. in institutional administration. He doesn't mind being the only man in a class of 13. The thing that gets him fouled up is trying to figure in ounces and teaspoonsful after all these years of dealing with pounds and gallons.

"Sometimes," the teacher says, "he teaches us things — like how to cook spaghetti and meat balls Navy style."



"Okay, okay. So you do know your stuff on water-tight integrity."

If the examination shows that the disability is permanent and 30 per cent or more disabling (or, in case of a member with 20 years or more of active service, less than 30 per cent disabling), the name of the member will be removed from the temporary disability retired list and he will be permanently retired for physical disability. For the purpose of computing retired pay, the percentage of disability will be determined at the time of his retirement.

If the physical disability of a member with less than 20 years of active service is less than 30 per cent, the name of the member will be removed from the temporary disability retired list and he may be separated for physical disability and entitled to disability severance pay.

Not later than at the end of the five year period during which the name of the member is carried on the temporary disability retired list, the Secretary of the Navy will make a final determination and will cause the member to be retired, separated or returned to active duty.

Severance Pay

A member separated for physical disability is entitled to receive as disability severance pay an amount equal to two months basic pay of the rank held at the time of being placed on the temporary disability retired list or at the time of his separation, whichever is earlier, multiplied by the number of years active service to which he is entitled — but not to exceed a total of two years base pay.

Fractions of half a year or more count as a full year, but the directive notes that severance pay cannot be

granted to a member with less than a half year of active service.

Disability severance pay is computed on the basis of the highest rank satisfactorily held.

The amount of disability severance pay is deducted from any Veterans Administration compensation awarded for the same disability, but it will not be deducted from death benefits.

Return to Duty

If the physical examination discloses that a Regular Navy member whose name has been placed on the temporary disability retired list is found to be physically fit, he may be called to active duty with his own consent and reappointed to the active list or reenlisted in the Regular Navy. The same pertains to Reservists who may desire reappointment or reenlistment in the Naval Reserve.

Any appointment, reappointment, enlistment or reenlistment will be in a rank not lower than the permanent rank held at the time the members name was placed on the temporary disability retirement list and may be in the rank immediately above the permanent rank held.

For members found physically fit, the following apply:

- A Regular Navy officer will have his disability retirement pay terminated on the date of his recall to active duty and his status on the temporary disability retired list terminated on the date of his appointment to the active list.

- A Regular Navy enlisted person will have his status on the temporary disability retired list and his disability retirement pay terminated on the date of his reenlistment.

- A Naval Reserve officer or enlisted person will have his status on the temporary disability retired list and his disability retirement pay terminated on the date of his reappointment or reenlistment.

Members who fall in the above categories who do not consent to return to active duty will have their status on the disability retired list and disability retirement pay terminated, and will not be entitled to severance pay.

Miscellany

In addition to the above points, BuPers Circ. Ltr. 201-49 lists the following points of miscellaneous information:

- A member who incurs physical disability rendering him unfit to per-

form his duties and which resulted from intentional misconduct or willful neglect, or which was incurred during a period of unauthorized absence, will be separated without either retired or severance pay.

• A member who on 1 Oct 1949 was a hospital patient and who is retired before or on 1 Apr 1950 as a result of physical disability growing out of the injury or disease for which he was hospitalized, may elect to receive retirement benefits computed under the laws in effect prior to 1 Oct 1949, when the Career Compensation became effective.

• That part of retirement pay which is based on physical disability is not subject to federal income taxes.

UDT Member Wins Medal; Freed Prop in Icy Water

Diving is a rough business any time, but to go over the fantail and work on the propeller of a ship that's wallowing in the open sea in a "force seven" gale — that's *really* rugged. It has been done, though, and the mission was completed.

This happened last summer, when Navy's Point Barrow Resupply Expedition was on its way to Alaska's north coast. Included in the group was the ice breaker *uss Burton Island* (AG 88). Aboard *Burton Island* was Underwater Demolition Team One, prepared to assist in establishing a beachhead against the enemy: Ice. Off the Gulf of Alaska, *Burton Island* got a wire towing cable caught in her starboard propeller. Things looked bad, for *Burton Island* was the only ice breaker with the expedition — and she wouldn't break much ice with one of her two stern propellers out of commission.

With the ship lying to in the tumbling sea and rolling as only an ice breaker can roll, a member of the demolition team donned his frog suit and went overboard. On his fifth attempt, he freed the propeller and the convoy proceeded with its ice breaker ready to attack the frozen north.

The diver — Walter H. Otte, BM2 — received the Navy and Marine Corps Medal and a permanent citation recently for his act.

Requests for Recomputation of Leave

Officers who qualify for recomputation of leave credit under Public Law 314, passed by the 81st Congress shortly before adjournment, should submit their requests to the Chief of Naval Personnel.

A sample form for making the application is attached to the Joint BuPers-BuSandA letter dated 14 Nov 1949 dealing with that subject.

Under the new law, Navy officers eligible for recomputation of leave credit are those who:

• Were separated from the Naval Reserve after 8 Sept 1939 for the purpose of accepting a commission in the Regular Navy.

• Were deprived of leave credit solely because of its having been accumulated prior to his acceptance of the Regular Navy commission.

• Were on active duty on 1 Sept 1946.

These officers, according to the law, are to have such leave credit remain to his credit to the same extent as if he had not been separated from the Reserve.

Leave which accrued prior to 1 Sept 1946 and restored under the law will be treated as having been to his credit on 31 Aug 1946. Such leave credit will be settled and compensated for in the manner prescribed by the Armed Forces Leave Act of 1946, as amended, if application is made within one year after the effective date of the law.

Since the effective date of the law is 5 Oct 1949, applications must be filed with the Chief of Naval Personnel not later than 5 Oct 1950. However, BuPers advises that the form should be submitted as early as possible.

The sample form attached to the joint letter shows how to apply for recomputation of leave credit as of 31 Aug 1946 and for compensation of their leave in excess of 60 days.

Provisions of the joint letter pertain to former Naval Reserve officers who, while on active duty, transferred to the Regular Navy under any law except Public Law 347, 79th Congress. Personnel who were separated from the Regular Navy under honorable conditions after 1 Sept 1946 also are eligible.

Officers who received compensa-

tion for 60 days of their original 31 Aug 1946 leave credit do not come under the provisions of Public Law 314 and should not submit requests for recomputation of leave credit, since they were credited with the maximum of 120 days leave on 31 Aug 1946.

After receiving the request, BuPers will recompute the individual's 31 Aug 1946 leave credit. If the credit is in excess of 60 days, BuPers will forward the request to the Terminal Leave Disbursing Office, Great Lakes, Ill., for payment via the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, for verification of the individual's 31 Aug 1946 rate of pay and allowances.

Information concerning disposition of the individual's request, together with data on the new 1 Sept 1946 leave credit thus established, will be forwarded to the individual via his commanding officer.

If the 1 Sept 1946 leave credit is different than the credit previously established, the commanding officer concerned will correct the individual's leave record from 1 Sept 1946 to the current date, in accordance with Article C-6401, BuPers Manual.

Waves Assigned to Alaska, Egypt, Guam and Germany

NAS Kodiak, Alaska, has acquired something new and unusual for such a remote outpost of the Navy. So has the Naval Medical Center in Guam, and U. S. Naval Medical Research Unit No. 3, at Cairo, Egypt, — and the staff of Commander U. S. Naval Forces, at Heidelberg, Germany.

Each of these four overseas naval activities has received what it never had before — a permanent Wave. The four young ladies are the second group of Navy women to be assigned to overseas billets within the past year. The first group of Navy women to be given postwar overseas assignments consisted of 12 enlisted women and four officers who were detailed to London. Two other Wave officers have had postwar duty overseas — one in San Juan, P. R., and one with the Berlin Airlift.

BOOKS: LATEST BOOKS HEAD FOR NAVY LIBRARIES

BUPERS HAS selected and purchased some more new books. They should be arriving at most ship and station libraries any day now, if they haven't arrived already. Be watching for these fine new volumes of fact and fiction.

• *My Three Years in Moscow*, by Lieutenant General Walter Bedell Smith; J. B. Lippincott Company.

Says Walter Bedell Smith in explaining the seemingly endless docility of the Russian people under tyranny and privation, "The state provides . . . stimulus in the form of a series of enemies. First, there were the bourgeoisie to be exterminated, then the Trotskyite wreckers, and then the actual and deadly threat of Germany. There has always been the 'capitalist encirclement,' with the threat of sabotage, and lest this become shopworn, the new bogey of a war-mongering United States now is brought out on parade daily."

At another place —

"If he (the private citizen) steps aside even the shortest distance from the routine path he is expected to follow, he is arrested at once, and his relatives and friends are likely to be arrested at the same time."

Again, describing an Easter service in Moscow's Russian Orthodox cathedral —

"What I saw in the Cathedral square went far deeper than the usual Moscow demonstration. The party, I felt certain, could not produce among the Soviet masses even a shadow of the genuine emotion which was stamped on the faces of the thousands of worshippers that Easter night in Moscow."

These excerpts reveal as well as any words could, perhaps, the wide scope and objective tone of *My Three Years in Moscow*. Lieutenant General

Smith knows this strangely terrible nation, and especially its ruling group and its capitol city, about as well as any outsider in the world. His book seems to tell about it as well as it could be told.

* * *

• *Home Town*, by Cleveland Amory; Harper and Brothers.

Here is a sparkling young novel by a sparkling young novelist who knows how to put out something new and different in the way of reading material.

It's all about how a young fellow from a mining town in Arizona went to New York in connection with publishing a book he'd written. Mr. Amory, the author of *Home Town*, knows all about it, for he, too, once went from a little town in Arizona to the "Big City" to get a book published. That book was *The Proper Bostonians*, which really sold and is still selling. According to *Home Town*, any contact with the book publishing business must be an experience, indeed.

There's a lot of conversation in the book, much of which is extremely funny. With so much conversation, it is remarkable how none of it ever seems unnecessary or boring. A thing that detracts nothing from its sustained brightness is Mr. Amory's trick of putting only every second quotation in quotation marks. Here's an exchange of words at an authors' book sale:

"How much is yours?"

He said it was three dollars.

"How much do you get?"

He said he didn't know. He had never sold one before.

"You haven't?"

He said no. The woman reached in her pocketbook and took out three dollars.

"Then I'm going to buy it. I don't care what anybody says."

The discourses between Mr. Devereux and his secretary, Miss Waterman, with which the book opens and closes are close to being as funny as fiction can get.

* * *

• *Combat Command*, by Frederick C. Sherman, ADM, USN (retired); E. P. Dutton and Company, Inc.

Here, in one volume, is an account of the Pacific naval war from Pearl Harbor to its conclusion — especially the carrier phase of that war. It begins by describing the situation just before the attack of 7 Dec 1941 and gives a lucid picture of events during that fateful day and the situation at its end.

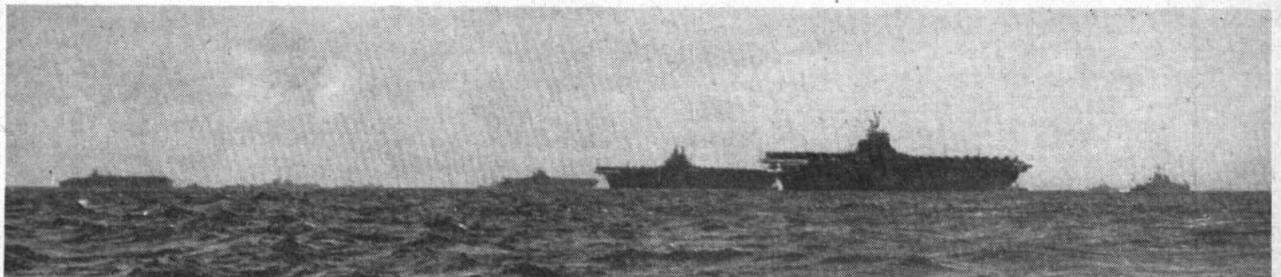
For those who haven't the time or the inclination to read longer and more detailed accounts of the Navy's war in the Pacific, here's *the* book. Here is the opportunity to find out, in a nutshell, what happened at Midway, Guadalcanal, the Solomons, Leyte Gulf, Iwo Jima and Okinawa, through all those brutal, bloody months of 1942 to 1945.

* * *

• *Islands of Unwisdom*, by Robert Graves; Doubleday and Company, Incorporated.

The year was 1519, and Philip of Spain was still pushing his empire westward. His soldiers were hoping to find gold and his priests were hoping to convert the heathen. In an expedition which set out from Lima, Peru, there was — among others — a General Mendana, who had a patent from the Crown to set up a marquise in the Solomons which could be passed on to his wife or heir.

Also along was General Mendana's wife, Ysabel, who wanted to be an admiral, and 123 other people — few of whom would ever see Peru again, or Spain. It's a historical novel, full of the thunderous color of Spanish adventurers in the tropic seas.



WARFARE in Pacific—especially carrier phase, is described concisely in Frederick C. Sherman's *Combat Command*.

ADRIATIC BLOCKADE



Few large bodies of water have been as completely dominated in wartime as was the Adriatic Sea during the first part of World War I by the Central Powers. Its shores rimmed with long range shore batteries and its waters strung with more mines than a Christmas tree has ornaments, the Adriatic was a formidable and secure base of operations for German and Austrian submarines and light naval vessels.

Rather than attempt to blast their way through with the few units available, the Allies attempted to close it off completely from the vital Mediterranean where Allied convoys supplied bases strung through the strategically important Middle East.

To accomplish this, the Allies set up what is known as the Otranto Barrage (from the French word *barrer*, to bar). One end of the barrier was anchored at the Allied naval base at Otranto on the Italian "boot heel" and the

other was across the mouth of the Adriatic on the Greek island of Corfu.

The 24-mile long barrier consisted of three separate lines of warships under the overall command of a British flag officer. In the first line to the north were British and Australian destroyers whose mission was to protect the other two lines from raids by Austrian cruisers and destroyers. Canadian trawlers tended the second line, and in the third were U. S. sub chasers—"The Splinter Fleet"—the first vessels on Barrage duty specifically designed and equipped for anti-submarine warfare.

Service on the Barrage was a combination of monotony to the point of complete boredom, interspersed with occasional furious naval actions which sometimes lasted several days. Here is a tale of the latter circumstance, told by Chief Machinist Mate Ray Millholland, senior engineer of the little American chaser USSC IX4.

AT DAYBREAK, the nets were swung open and we twelve chasers poked our bows out into the channel which leads out of the northern entrance of Corfu Harbor. We scooted along through mine-infested waters. The Austrians were clever as sin at sneaking right into the Allies' front yard at night and dropping their mines, which were religiously swept up the next morning by patient mine sweepers.

There was something odd about the laying of these mines. Either seven, nine, or eleven mines were dropped. The sweepers became accustomed to this little idiosyncrasy of our enemy. When seven mines were accounted for, further sweeping might bring up another; and then the work had to go on indefinitely until the ninth or eleventh mine, as the case might be, was accounted for.

It took the better part of eight hours for us to get to our stations on the Barrage. The chasers which we relieved (the word is most apt) turned their job over to us and left for home—home being anywhere that the mother ship might be.

We did a lot of fussing and fidgeting about, to fit ourselves into our new work. This was our first tour of duty, and the typewritten orders and instructions Captain Dorgan had received were just about as amateurish a job as the one we were doing in attempting to carry them out.

The sun went down. Darkness dumped its load carelessly over our heads—black, ominous night, no lights showing from any chaser. It was a crime of the first order so much as to light a pipe on deck after dark. In the engine room, it was a double crime to smoke at all—fires and gasoline are entirely too chummy. We lay drifting without a single engine running. Not even an auxiliary engine generator set could charge batteries without wak-

ing echoes in the depths of the sea, starting every listener on the Barrage to yelling over the radio-phone for quiet. The wind moaned for the dead that floated on the face of the sea. Clouds hid the stars. Little gusts of rain fell fitfully, and now and then the luminous play of lightning would shimmer far up in the Albanian Mountains. Or was that the reflected flash of the guns on the Santi Quaranta front a few miles north of Corfu?

We are seasoned sailors now and we read the signs of thick weather brewing. Toward midnight, by some time or other—there was Greenwich Mean Time, Allied Time, Local Apparent Time, Star Time, oh, just scads of fads in time—the radio operator on watch, sometimes called the "Lightning Jerker," quits fussing with the new inductance coil he is winding and tunes his receiver a little finer. Some heavy set is shooting out a message. I am standing in the forward magazine making a minor repair of the S.C. tube listening-device when it comes in—coded stuff. I roused Captain Dorgan who has been trying to catch forty winks.

By a shaded light Dorgan opens the lead-weighted code book that never gets out of the reach of his hands and deciphers the message:

"Allo! Allo! K. reports eight enemy submarines making a dash for barrage. Two are coastwise type which will not attempt to go through, but the other six are long-range German U-boat cruisers. Order all available forces to prevent passage. Allo!"

"Allo" messages come from the supreme command in the Adriatic. They are potent stuff. God help the ship that ignores one of its orders. I go back to finishing the SC tube repair. I finish and listen for a moment. Something is mucking around in the Adriatic which does not

belong there. I transfer the earpieces to the listener, speak a warning word to the skipper and dive aft to waken all the engine-room force. Hell will pop soon. It does.

2

It is lucky I have finished repairing the SC tube. This device is a submarine chaser's ears and eyes. Technically called a hydrophone, it is a device which is operated from inside when a ship is stopped dead still, to listen to the noises a submerged U-boat makes with its propellers.

The SC tube is the simplest and most rugged of all the types of hydrophones. It consists of two rubber ears mounted on the ends of an inverted T pipe which can be lowered into the water under a chaser's hull. The two rubber ears are hollow balls, each with a copper tube inserted in it. These tubes, protected by a strong bronze pipe, extend up inside the chaser.

When a submarine is in motion, it creates water vibrations, similar to those one hears under water when a companion knocks two stones together some distance away. So, substituting the two submerged rubber balls for human ears, the SC tube picks up the sound of the submarine.

The listener sits in front of the vertical bronze tube coming up through a watertight stuffing box in the ship's bottom. Out of this bronze pipe extend the two small copper tubes which connect with the rubber ears on the lower end of the T-shaped pipe; below the hull of the ship. An ordinary pair of physician's stethoscope earpieces are connected to the copper tubes.

Any sound made by a submarine, or any other ship in the vicinity of these rubber ears, will be heard through the stethoscope by the listener. By turning the submerged T-shaped arm until the sound equalizes in the listener's ears, the direction can be determined.

Once a listener has "fixed" the source of submarine sounds coming in, he reports through a speaking tube to the chaser commander, who then draws a pencil line on his chart. The commander then telephones by wireless to the two other chasers in his unit and exchanges data.

Thus, with three pencil lines intersecting on his chart, every chaser commander in the unit has a "fix"—at the approximate intersection of those three lines on his chart, a submarine is supposed to be!

And now back to hunting that sub again. Blind as bats, we race up the Adriatic; slam to a stop and listen—to water noises from the slogging slop in the bilges. I get orders to pump dry, sponge out every drop of water from the bilges, if necessary. . . . It is done. The seas slapping against the hull drown out the slosh! slosh! slosh! of many submarine propellers. "Bomb them blind!" There is no time to get a proper "fix" in weather like this—so bomb we do, haphazardly.

The deck plates in the engine room bounce viciously every time a depth charge lets go. We run, and bomb as we run; then stop and listen—gabble over the radio telephone, get nowhere at that; so run and bomb some more. It must be four o'clock, Allied Time, and the ash-can—depth-mine—supply is getting low. But our men on the listening tubes insist the subs have not slipped by us yet. They report that the fleet of enemy subs seems to be dodging over toward the Italian shore.

Nobody has the slightest notion what our exact position is; so we drift and listen. . . . *Chung!—Chung!—Chung!*—that must be the Italian net-mines going off, because chaser depth charges make a stiffer racket. Maybe

a splinter boat fouled the mine nets along the Italian shore. We hope not, but—

There was nothing to do in the engine room but wait for daylight. . . . The sea quieted a trifle at the chill gray of dawn. I stood on the deck and saw that we were the chaser in contact with the Italian shore. I did not know it at the time but we were right then drifting over the mined nets which the Italians used for trapping submarines.

The placing of those nets was a heroic task. The Adriatic is deep—six hundred fathoms in some places. Even close to the coast lines the depths are almost abysmal. The nets were anchored at intervals and floated by means of large glass balls, thousands fastened to the steel mesh. Huge steel drums acted as the buoyant force to hold up the heavy net cables. These drums were tethered to the net thirty to fifty feet under the surface, although in other places we found them almost at the surface.

Festooned along the coarse mesh of the nets were mines, dangling like Christmas-tree ornaments. When a submarine plunged its nose into the loose mesh of the net, it carried net and all along with it until, enmeshed like a huge trout, its steel sides touched the detonators of the mines. Then—eternity for all in the sub.

As I watched, I saw the slate-gray sea erupt. A geyser vomiting from the depths was instantly followed by a whole series of explosions. The sea grumbled. Then all was still again. A half-mile away the surface of the sea grew slimily calm as a rapidly spreading oil "slick"—a monstrous printer's period on a page of the sea—wrote finis to the story of two-score lives. Allowing ten other human hearts to sorrow or to be distressed in some degree for each life lost in that one explosion, there were some four hundred new victims upon whom the lash of war had fallen. Perhaps, as a fighting man, I should not have been thinking such thoughts.

3

Scattered over the craggy depths of the Adriatic lie four German submarines which that night cast their die for high stakes but lost. I know, because I have since talked to the commander of one of the small coast-defense submarines which piloted the cruiser U-boats down to the Barrage that night. Will you pardon me while I attempt to tell his story in his own words? He spoke beautiful Cambridge University English, by the way—something I do not.

It was after the Armistice and we were lying in Cattaro, once an impregnable Austrian submarine base, when a very somberly dressed gentleman came aboard our chaser and, finding no one on deck but myself, asked rather diffidently if he might look us over at close range. He sailed under no false colors, but told me at the very beginning he was a former U-boat officer. I was equally frank with him and told him he might look into my engine room, where there were no secret devices, and examine everything on deck; but that the magazines and other compartments could not be shown to him. He looked down the engine-room hatchway and seemed satisfied.

We sat down under a small awning. A cup of steaming-hot genuine coffee—something he had not tasted in three years, he told me—loosened his tongue and I heard this tale:

"As you will recall, things were not going so badly with Austria in the late spring of '18. We had raised the devil with Italy at the Piave, and our ally, Germany, was

ADRIATIC BLOCKADE

making things hum on the Western Front, as well as setting daily records for tonnage destroyed on the high seas by her U-boats.

"We had advance warnings of the coming of your submarine chasers. . . . See, I have a little pamphlet here which I received in February, telling all about your size, speed, and gun caliber. But there were some vital details missing from that information," he added with a wry smile.

"We even knew, to the day, when you were to arrive in the Adriatic and planned a little surprise party for you. But our destroyers missed welcoming you that night." He shrugged his shoulders expressively. "Now it is good business to strike hard at a green opponent—create an inferiority complex in him that, once established, makes his life more miserable—and yours, much more comfortable." My former enemy smiled slowly. "I see you understand me," he added, nodding gravely.

"We thought we were all ready for you. We chose a moonless night which fortunately was accompanied by bad weather—a priceless advantage for us, believe me. Our plans were concealed in a dark bag of secrecy, but somehow you must have learned of them. At any rate, I, as commander of a coast-defense submarine in company with another, was ordered to pilot six cruiser type German U-boats through your lines. We had two objectives: one was to turn loose the six of our finest U-boats to harry the coast of America, and the other was to make fools of green young Yankees.

"We had every confidence in our superior technique as compared to your inexperience. But we had forgotten to take into consideration your—what is it called?—ah, yes, beginner's luck!

"My sub led the column. We traveled on the surface, bold as brass, through the British destroyer lines. I could have sunk their *Fury* that night. We slipped by the Canadian drifters. I have six of them to my credit now—and then we made contact with you Yankee chasers. Devil take me, but you were a nervy lot! We had expected to find you ten miles farther south.

"We had no warning of what was coming as we submerged to dive under your lines. You started bombing us without rhyme or reason, which, by the way, is something which renders the best technique useless. It rained bombs for an hour, possibly longer—your supply of those nasty things seemed inexhaustible. We doubled and dodged about, determined to get through; but I could not violate my orders and attempt a passage alone through the curtain of bursting depth bombs. My crew were becoming unmanageable—the first sign that our morale was beginning to crack.

"I tell you, those terrible depth-bomb concussions are trying! I lost my convoy of cruiser U-boats. I don't criticize. I myself was confused as to my exact location with so much doubling and dodging without a chance to come up and get a star sight. That which had me apprehensive from the very first happened.

"The U-boat cruisers attempted to skirt your wings at a depth of fifty meters. They ran into the new Italian mine nets. The other coastwise sub and myself stayed out in deep water to save our skins. The bombs nearer by began to explode. There was nothing left to do but go back. Go back? No, we limped and crawled back, badly mauled.

My starboard propeller shaft was damaged; all my light filaments were broken. We navigated by means of the small flashlights we had stored away in cotton for just such an emergency.

"After weeks of waiting without a single report, we erased four names from our U-boat list. . . ."

Although this is written years after my talk with that U-boat commander, I can still hear the dull, emotionless tones of his voice and recall some of his nervous little mannerisms, such as the constant flicking of the ash from his cigarette and the continuous rotating of his coffee mug, while he talked with his eyes fixed moodily on the brown liquid.

4

I shall now go back to that cold dawn, when I stood at the rail, watching the spreading blanket of oil "slick," which told me that a submarine had lost in the game of hazards. There was no way of telling how many of the enemy subs had got through or how many had been destroyed. We could only wait for the rise, or fall, in the chart which showed the increase or decrease in the amount of shipping torpedoed during the coming months.

But our work was not only to prevent enemy submarines from leaving the Adriatic to scatter destruction over the seas, but also to waylay the voyage-weary ones returning. Destroying a sub, after it has sent thousands of tons of shipping to the bottom, is not so effective as preventing its departure on such an errand.

The home-coming U-boats were tired, less alert, short of water, of food, of fuel: and almost inoffensive because all their ammunition had been expended. Attacking them was much like handling defanged rattlesnakes—repulsive business but not particularly dangerous. Were it not for our effectiveness in this phase of patrol duty, our work would not have been nearly so telling.

Another twenty-four hours and our tour of duty would be over. We longed greatly for the idleness which was to be ours when we had nothing to do but lie moored to a buoy in American Bay and work four hours on, four hours off, repairing our engines and damaged gear. Sometimes work is really rest.

Everybody (except possibly the man in the crow's-nest) kept an alert watch for submarines. I stood on the deck looking away, and away, letting my eyes loaf over the calm expanse of the sea. In the distance, just on the crest of the hill, as we called the horizon formed by the curvature of the earth's surface, I saw a brown sail. I looked up at the crow's-nest where, ensconced in a canvas basket, a member of the crew was supposedly acting as the professional eyes of our chaser. Wide-eyed, he was dozing, a trick more frequently practiced in wartime than is generally believed. I rapped with a wrench on the steel guy lines that kept our tiny spar from whipping overboard in heavy weather and pointed out to the brown sail.

The watchman bursts into full cry: "Sail ho! Sail Ho!"

The sleepy lassitude of the chaser is changed to tensed alertness.

"Where away?" Captain 'Red' Dorgan barks.

"Two points off the port bow, sir! Eight or ten miles away."

It must be a Greek dhow with its clumsy brown sail becalmed out there. No, it cannot be that. See, there is brownish smoke blowing to windward. Now that is queer. Brown smoke from what? Diesel engines, of course. An enemy sub, very likely, is lying on the surface charging

her batteries up fat and full for a dive under our lines to sneak back to Cattaro. A home-comer, eh? Well, we shall have to see about that.

A chaser unit of three does not leave its regular patrol area and pounce on a sub, offhand. No, there are preliminaries to be attended to. Some vague person, the Senior Officer Afloat, must be communicated with either by wireless, radiophone, wigwag, semaphore, flag hoists, or, if all else fails—via heaven and prayer. Our radio-phone could only reach twenty to thirty miles when it did not have a croup. Today it felt rather good, thank you, and we could reach out another five miles farther—pure luck, but useful. . . . Yes, we could detach ourselves from the Barrage patrol and bag a sub. Mind, though, that you get him! So he was actually on the surface where we could look at him, eh? Well, go ahead—hang on his tail and don't leave him until he is definitely destroyed.

It might be a long chase. Dorgan suggested that the Senior Officer Afloat send in for more depth mines and have three chasers from the next relief hunt us up. And they had better come loaded for bear, advised Dorgan, because it was a big U-boat we were going to jump.

Would we ask for destroyers, in case he turned on us?

Hell no—excuse me, sir—no, they would stink up the whole shop with their engine clatter—deafen the listeners and let the sub escape.

All right, we are off to bag a sub. . . .

Over a calm sea, into the eye of the western sun, we raced, three tiny chasers of the Splinter Fleet. The gun crews, stripped to the waist in true Navy "Battle Station" style, fussed and fidgeted around our little three-inch gun which had a maximum range of five thousand yards. The sub's guns, two of them, were good for twice that; yes, and she had telescopic sights, not crude "peep sights" such as the one with which our single gun was equipped.

5

Did we know all that? Certainly, and a lot more besides. It did not make any difference—Dorgan, the old fox, decided we would attack the sub in a cutting-edge-of-a-sickle formation—her two guns certainly could not cover three splinter boats simultaneously, he reasoned.

We took the direct route to the attack, chasers A and C swinging wide to the right and left, all sweeping down as fast as engines could drive us. I jammed my throttles wide open, turned on the fresh-water jets to keep my cylinder heads from being blown off by the increased combustion pressure, and doubled the lubricating oil delivery of the oil pumps. The tachometers on the propeller shafts crept up to register ten more revolutions per minute than normal full speed. Old 1X4 was stepping.

For an hour or two there was nothing to do but race for the sub, to get in as close as possible before our approach was detected. In fact, we stole up within five miles before she saw us. Overboard went her brown sail and she ran for it on the surface, legging it as fast as she could—running at twelve knots to our fourteen. If you happen to be good at algebra you can figure out how long it took us, with a two-knot speed advantage, to close that five-mile gap to a good shooting range of two thousand yards.

At five thousand yards range, we commenced firing directly into the red semicircle of the setting sun. We could see her plainly now, gun crews at their stations, little tiny specks crawling on her decks, and the blackish smoke of her Diesels partly screening her retreat. We

fired at the smoke cloud. Suddenly she ducked—submerging almost in the bat of an eye. Now the chase took on a different character: there was obviously no fight in her, only flight.

So our tactics changed, too. Now we were back at our old game of chasing and listening. A sub, down, cannot make anywhere near the same speed that it can on the surface; hardly half as much. Dorgan made a quick guess at her probable location and we three splinter boats bombed the area. Then we stopped and listened. Picking up the sound of her propellers, we raced toward the spot, stopped and listened again.

All night long we hunted and listened. That sub was a sly one, doubling and twisting skillfully; always keeping out of bombing range but never quite shaking us off. She kept edging farther away from the Barrage, but doing it reluctantly.

Wireless told us that three chasers were coming to our relief—fuel was low. Another twenty hours of bombing and chasing and we would be at the end of our rope. We jumped our sub again that morning, dumped half our store of bombs—gave her a tight squeak of it but did not quite dish her up. The relief chasers popped over the hill and we put them on the scent, spending an hour with them and watching them hold the warm trail even better than we had done.

Promising to come back in twenty-four hours—as soon as we could get fuel and bombs aboard—we skipped out for American Bay. . . . All the way home, and all the way back again, we hoped fervently for two things: that chasers D, E, and F would not lose the trail, and that we would be in at the finish.

Into port we rushed, wild-eyed; guzzled aboard our fuel, snatched a load of bombs and streaked out again.

What a clever fellow that U-boat commander must have been! For a total of twenty-one days, all told, he had at least three chasers dogging his trail every minute until his fuel ran out. His batteries became discharged and his fresh water ran out while we bombed him incessantly. Three times we had a "cold-meat fix" on him. And three times he shook us off and limped away—more slowly each time.

His end was coming fast, now; even the fog that shut down did not help him much. He came to the surface and started his Diesels in a last attempt to cram enough of a charge into his batteries for one last dive.

It was useless. . . . I refuse to gloat over the pitiful details of the end of so gallant a foe. . . .

Quartermaster—strike a slow eight on the bell.

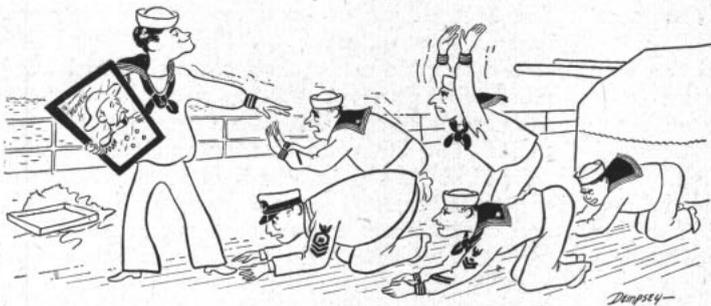


TAFFRAIL TALK

ADVICE to duty-worn seamen: Are you over-heckled by the master-at-arms? Take heart, m' hearties, for all is not lost. Ex-Secretary of the Navy (also ex-seaman) John L. Sullivan told this to a San Francisco press conference:

"We had a master-at-arms who thought the first world war had been declared merely so he could assign all the distasteful jobs to one John L. Sullivan.

"I finally found a large picture of Admiral William S. Sims, General Pershing's opposite number. I wrote on it and sent it to



a friend who mailed it back to me — with the admiral's return address up in the corner.

"Everybody gathered around when it arrived. 'You've got something from Admiral Sims,' they came rushing to tell me.

"I said, 'Well, I wonder what the old goat wants now.'

"We unwrapped it. It said on the border of the picture, 'Kindest regards to my favorite nephew . . .'

"That is how one lowly gob got started up to become Secretary of the Navy, and if you don't believe it I'll show you the picture."

* * *

Out in Great Lakes the full impact of having Waves in the Regular Navy has hit home: A sailor and his wife, a Wave, graduated together from the electronic technicians school.

Bill Hadley, CTSN, and his wife, Mary, ETSN, had to work out a special study program. "While I got dinner," she said, "he studied. And while I washed dishes, he still studied."

But hubby Bill points out she still finished a little higher — seventh in a class of 66. Must have read her text over the ironing board.

* * *

Once in a while a twinkle of light humor can be found amidst the cold, officious language of a government directive. BuPers Circular Letter 213-49, disdaining such standard sailors as John Doe and Richard Roe, names its anonymous character thusly:

"Sack, Sadler (n) 717 54 21 RD3."

* * *

Noted in a press release: "Enlisted persons will not be eligible to claim bothers and sisters as dependents. . . ."

Pore lil bother.

The All Hands Staff

ALL HANDS

THE BUERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

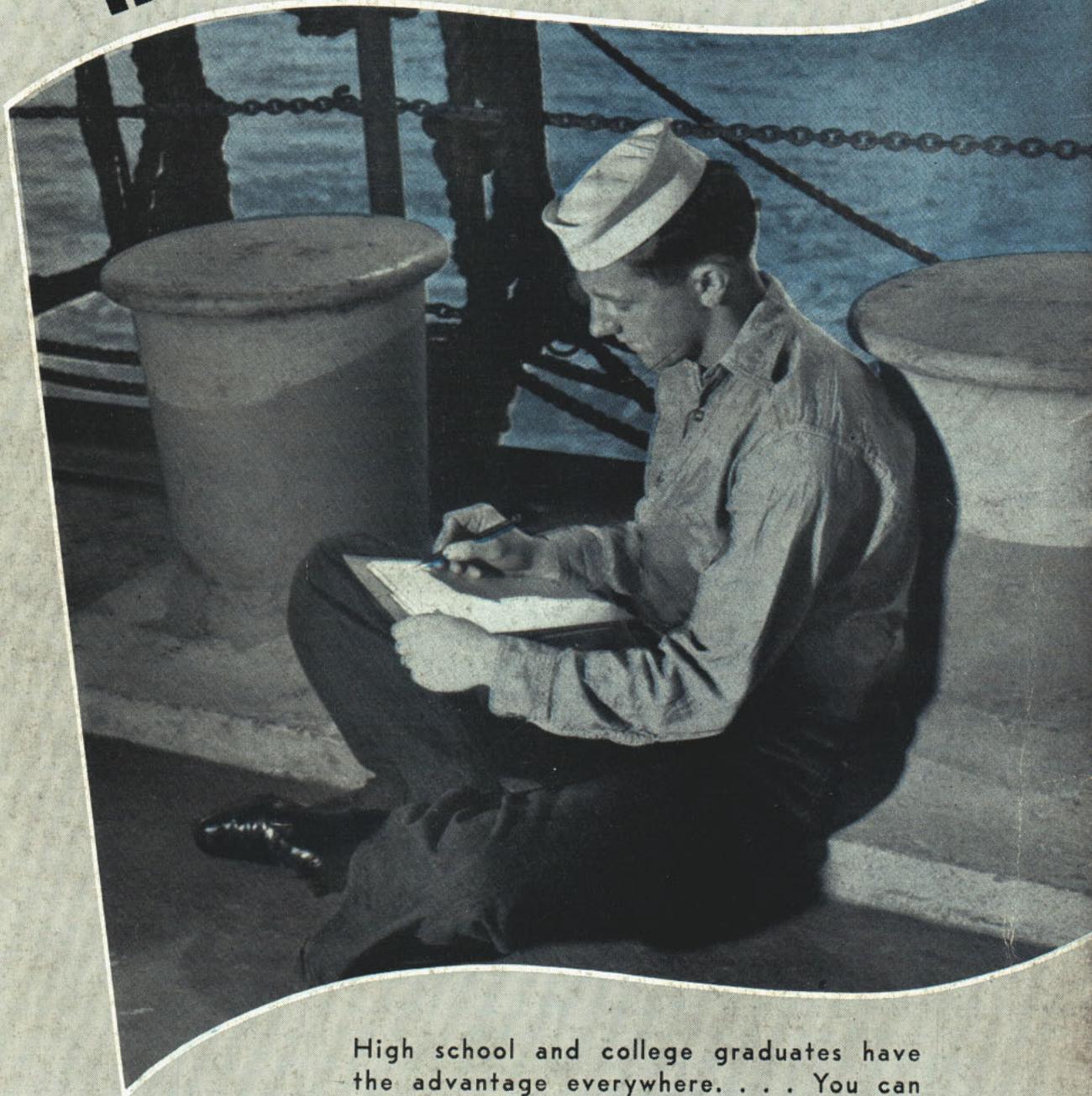
REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Two unidentified American sailors from the Sixth Task Fleet on liberty in Istanbul, Turkey, pass under a huge Turkish flag displayed over a narrow street.—Photo by G. H. McDougall, PH3, USN. →



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TOUR**

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