

ALL HANDS

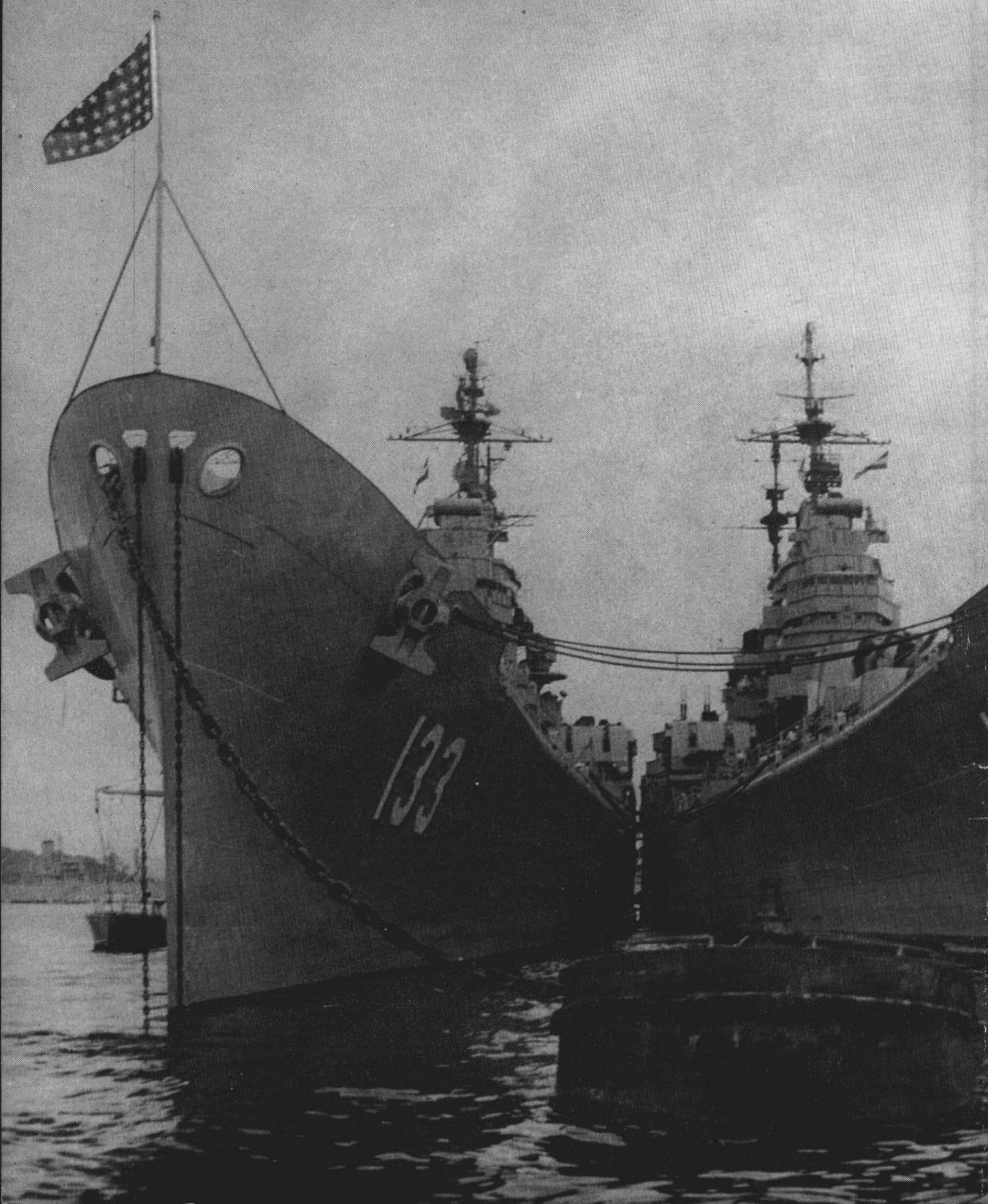
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

DECEMBER 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1952 Navpers-0 NUMBER 430

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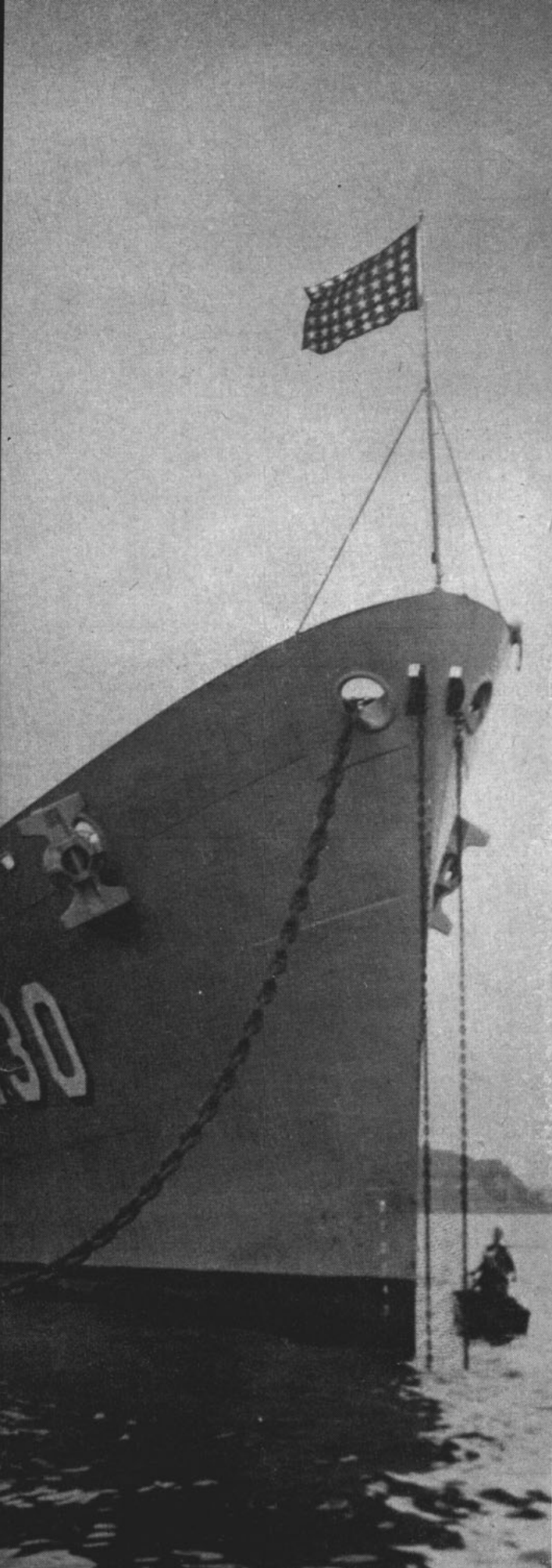
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• FRONT COVER: ALL THE TRIMMIN'S go on this Christmas tree as Ken Duggan, JOSN, USN, and Joyce Livingston, YNSN, USN, get caught by the Yuletide spirit.

• AT LEFT: Here's an unusual photo showing two heavy cruisers of the Baltimore-class—USS Toledo (CA 133) and USS Bremerton (CA 130)—moored to a buoy.

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



Salty Santa Clauses Work Year 'Round

THE Christmas spirit will soon be in evidence aboard ships of the fleet and naval stations everywhere. Packages from home and greeting cards from friends have already started to pile up. Phonograph records of Christmas carols have been dug out, dusted off and laid by in the radio shack. In the galley, preparations are underway for the big turkey dinner with all the trimmings.

At some places the Yule spirit got a head start. It was way back last July when crewmen at NAS San Diego started collecting used toys of all sorts, shapes and sizes which they plan to distribute on the 25th to under-privileged children in the San Diego area. Throughout summer and fall, men at the air station have been busy in their off-duty hours painting and repairing the toys that soon will make a lot of kids happy.

That's the way it is — the real spirit of Christmas knows no season. Wherever there is a drive to support a charitable campaign, or to help some unfortunate youngster, or another Navyman in a tough spot, the U.S. bluejacket or Marine is always

ready to put out his hand in support.

Here are a few of the heartening ways in which Navymen have lent a helping hand throughout 1952.

When the crew of the light cruiser USS *Manchester* (CL 83) heard about what happened to little Ricky Hammond, an eight-year old Long Beach, Calif., youngster, who was injured in a train accident, the men reached into their pockets.

They sent one of their number to the nearby hospital (*Manchester* was berthed at the Long Beach Naval Shipyard) to look into Ricky's case. The youngster, despite the loss of his right arm, right leg and left foot, was cheerful and confident. Immediately a total of \$4600 was collected and turned over with the compliments of the ship to the boy's parents.

Overseas too, "Year-round Santa Clauses" have been at work on a year-round basis. For example, a 15-year-old Filipino boy who was crippled during the fighting to liberate Manila in 1945, now walks and plays again thanks to Navymen at Sangley Point Naval Station.

Little Bobby Reyes lost his left leg

and several fingers of one hand in a World War II bombing raid. Since his family was unable to afford special care for him, Bobby resigned himself to hobbling back and forth from school on his home-made crutch.

Two years ago the crippled youngster went to work to help feed his many brothers and sisters, shining shoes for sailors at the station. He became the favorite of the men and was soon "adopted" by his sailor-friends.

Learning that with the right kind of surgery Bobby might be able to use an artificial limb, the Navymen worked out plans to raise the funds to take care of his hospital expenses and surgery as well as the purchase of a new limb.

To turn the trick, the Sangley Point EM Club held a benefit and followed it with "Bobby's Barn Dance". That raised \$400. The Chief's Club held a "Brown Bagger Dinner" and added its proceeds to the fund.

Finally there was enough and Bobby was entered in a clinic in Manila under the care of a specialist. The operation proved a success and

EIGHT-YEAR-OLD learns guitar technique as sailors from destroyers *Melvin* and *O'Hare* entertain 40 blind children.



Bobby now walks and plays just like other kids his age.

In Japan, a nine-year-old boy opened his eyes recently and saw light for the first time thanks to a Navy contribution of a different sort. The accomplishment was a result of the generosity of a Navy eye specialist who had taken time out from his busy job to spread a little happiness.

When a Navy doctor, Commander Karl Palmberg, Chief of Eye Service, U.S. Naval Hospital, Yokosuka, Japan, learned of the Yokohama Christian School for the Blind, he paid it a visit.

After a preliminary examination the doc was certain that 11 of the kids could be aided by surgery. He offered to do the operations himself — all he asked was some help to defray expenses and provide suitable hospital space.

Word of the doctor's offer soon spread and a number of servicemen joined to underwrite the expenses.

The arrangements made, Dr. Palmberg performed the first operation — and it was completely successful.

Pilots and crewmen of a Marine Air group in Korea played the role of St. Nick to a three-year-old California girl stricken with polio.

Their "Pennies for Penny" fund — which is now rapidly swelling to dollars — is being raised for Penny Nelson, daughter of First Lieutenant Forest A. Nelson, USMC, who was shot down behind enemy lines 6 August 1952 and listed as missing in action. A check for more than \$1100 representing the first installment on the fund has been sent to the little girl's mother.

Over in Great Britain, 40 children from the Liverpool School for the Blind in Liverpool have also been befriended by American sailors. Visiting the destroyers USS *Melvin* (DD 680) and USS *O'Hare* (DD 889) recently, the children "saw" for the first time an American warship through the helpful eyes of the ship's crew.

Navy men and Marines also give a boost from time to time to established orphanages and other charitable institutions the world over. A number of ships and Navy units have "adopted" children through these agencies.

Probably the adoption of the greatest number of orphans at any one time is being sponsored by MSTC West Pacific Area, NCSO, Yokohama, Japan. Just a year ago — Christmas



LIKE 'CHRISTMAS IN MAY'—so thought these Japanese orphans in Tokyo as they dipped their hands into boxes containing cookies, candy and gum.

time 1951 — WestPac men adopted 84 kids, an entire orphanage!

When the idea of adopting the whole brood came up, a memo was circulated among WestPac's shore-side personnel sounding them out on the matter. Practically everyone liked it from the start and funds began to roll in.

So enthusiastic have Navy men in the Yokohama office become about the project that it's become a hobby with them. Some of the men have "adopted" one or two of the young-

sters individually. When time permits they drive out from Tokyo and Yokohama to visit the children and take them back to town to show them a good time.

However, most of their help to the children is strictly of a practical nature. They furnish the orphanage with clothing, foods, medicine and toys — especially baseball equipment (baseball is Japan's No. 1 sport).

Yokosuka sailors have joined the campaign too. Members of the U.S. Fleet Activities, Yokosuka, have vol-



SAILORS from USS A.A. Cunningham (DD 752) ladle out rations to hungry North Korean refugees who stand patiently in 'chow line' awaiting their turn.



YUMMM, THIS LOOKS GOOD—A French orphan is served American food by Naval Reservist on board USS *Earl K. Olsen* (DD 765), at Arcachon, France.

untarily given more than 1,729,000 yen in financial assistance, food, clothing, wood, candies and toys to three other orphanages.

Sea-going Santas of *uss Agerholm* (DD 826) have made living a little brighter for two European children. An 11-year-old Italian boy and a 13-year-old French girl will be better fed, clothed and cared for as a result of the donations of *Agerholm's* crew.

The idea for this "adoption" was originated by James Leggitt, YN3, USN, who read about the Foster Parent's Plan for War Children, Inc., and

Save the Children Federation. Leggitt, who is also editor of his ship's paper, passed the word.

Selecting an orphan was no problem to crewmen when they heard about Giorgio Zingeropoli, of San Giorgio Jenice, Italy. The boy's father had been lost at sea just a few months before little Giorgio was born. Giorgio was suffering from anemia, the result of a severe case of typhoid fever.

The second child, a little French girl, Nicole Heissat, is an orphan. Her father was killed in action in North

Africa and her mother was killed during an air raid.

Orphans in the U.S. also receive year-round aid from Navymen. One example of such generosity is the *uss Leyte* (CVA 32) which contributed more than \$1500 to the Hillcrest Children's Home at Wheelersburg, Ohio. Another is the *uss Antietam* (CVA 36). When the carrier returned from Korea, its 2750 officers and men turned over \$15,000 to help crippled children throughout the U.S.

In addition to the help they give others, Navymen give to their own Navy Relief Society so that other bluejackets and their dependents can get help when it counts the most.

But the helping hand is sometimes more personal too. For example, crewmen of the *uss Essex* (CVA 9) voluntarily donated \$1869 to their former shipmate, Conrad L. Perrier, AN, USNR, a victim of paralysis at the Veterans Administration Hospital at Framingham, Mass. Perrier was injured during an air operation against the enemy in Korea. He was refueling an F9F *Panther* jet when the 20mm gun of another plane coming in for a landing, discharged accidentally, spraying him with shrapnel.

Along with the contribution from his pals, Perrier received a message which ended this way: "The fightingest ship in the Navy is proud of one of the fightingest men in the Fleet".



NAVYMEN gave Bobby Reyes a new leg and a new lease on life. Right: Algerian orphan gets 'injun' headdress from crewman of USS *Warrington*.





Your Navy Banker

CELEBRATING its 10th anniversary, the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, can be proud of its record. Here are some interesting facts and figures concerning its decade of service to Navymen.

During the 10 years the Field Branch has acted as your Navy bank, it has sent over one hundred million checks to payees designated by Navymen on active duty. Currently, checks are being forwarded on behalf of approximately 800,000 service members. These checks go to 58 foreign countries as well as to each of the 48 States and territorial possessions.

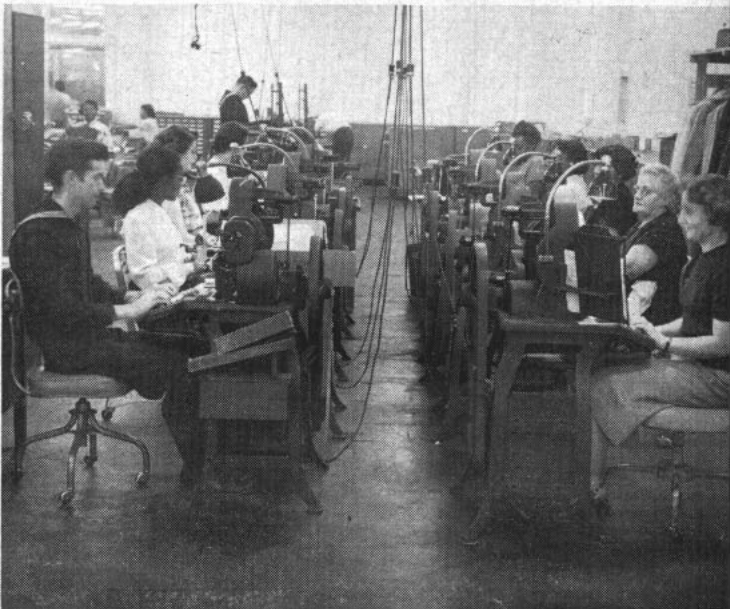
In addition to allotment and family allowance checks sent to your dependents, the Field Branch sends checks to banks and insurance companies you may designate. The Field Branch also purchases bonds for you and either holds them on deposit in Cleveland or sends them to whomever you designate. Every month more than 200,000 bonds, totaling nearly six million dollars' worth, are purchased for Navymen.

Other payments include mustering out pay, uniform gratuities, claims certified by the General Accounting Office and the death gratuity paid to next of kin of deceased members. The Field Branch also pays the Collector of Internal Revenue the amounts withheld from your pay for income tax.

A complete history of your pay, allowances, allotments, income tax deductions — any information your pay records contain — is on file at the Field Branch. There are now 1,344,748 active pay record files — of members on active duty or who have been discharged within the last two years — stowed away at Cleveland.

Men on active duty are not the only ones who get an 'assist' from the Field Branch. Some 50,000 officers and enlisted personnel spread out over the U.S. and in 37 foreign countries get monthly retirement checks from Cleveland.

The pictures on this page show the Field Branch at work. *Top left:* Sailor operates one of 149 tabulating machines. *Top right:* Regional Accounts Office audits Navy financial accounts. *Right center:* Pay record jacket files fill cabinets in vast room. *Lower right:* Sailors and civilians work side-by-side operating graphotype machines.



THE WORD

Frank, Authentic Advance Information
On Policy—Straight From Headquarters

• **ANNUAL PHYSICAL EXAMINATIONS**—Officers who have not had a complete physical examination this calendar year are reminded they are required to get one before 31 December.

However, if a complete physical examination has been received during the calendar year incident to permanent or temporary promotion, appointment, or discharge from a naval hospital, and the report has been submitted to the Bureau of Medicine and Surgery, an additional exam is not required.

Annual physical examination of all officers to determine their fitness to perform the duties of their grade and designation, is required by U.S. Navy Regulations, Art. 1280-3, and Manual of the Medical Department, Articles 15-8 and 15-71.

All Flag officers, regardless of previous physical examinations during the year, must arrange for an annual physical examination prior to 31 Dec 1952.

• **NEW ID TAGS**—As many Navymen have already noticed, a different-size identification tag is now being issued to those receiving them for the first time. Still oval in shape, it is somewhat larger than before. Whereas the old type was smooth on both sides, one side of the new type has a smoothly-rolled beading.

Previously, religious affiliation, when requested by the individual, was carried as "P" for Protestant, "C" for Roman Catholic and "H" for Hebrew. The latter has now been replaced by "J" for Jewish.

In addition to the above "P", "C"

and "J" designations, there now exist "X" and "Y" designations. The letter "X" indicates any preference not included in the above. The letter "Y" indicates a preference which the individual does not desire to indicate or when the individual makes no statement.

Those who want to indicate a religious denomination may wear an additional identification tag or disc on the same necklace as the official tag. This disc may be provided by any religious group, at its own expense, and must not exceed in size the official tag. Details of the new ID tag are listed in *BuPers Manual*, Change Six.

• **AIRCRAFT RECOGNITION**—The third supplement to the *Aircraft Recognition Manual* (OpNav 32P-1200, issued by the Navy, Army and Air Force), is now available through District Printing and Publication Offices.

The new 100-page supplement (the third) features a completely revised roundup of air forces of the world and their aircraft equipment. New up-to-date material includes photographs and descriptions of Soviet and British jet bombers and fighters and new U.S. planes like the Navy's new F9F-6 *Cougar*.

The sectional index tabs of the master manual (OpNav 32P-1200) have been replaced by a new set to provide a more comprehensive division of the major air forces of the world. The manual is a joint publication for all three services and is used throughout the Navy for aircraft recognition training.

• **PHOTOGRAPHY CONTEST**
Shutterbugs—load 'em and start shooting! The Fourth Inter-Service Photography Contest is underway.

The best "shots" recorded on film by Navy, Coast Guard and Marine lensmen will be selected on an All-Navy level for further competition in an all-armed forces final judging at Washington's Pentagon about 15 May 1953.

Contestants may submit black and white photographs and color transparencies. Subject matter is unlimited, but photos must have been taken after 1 Jan 1951.

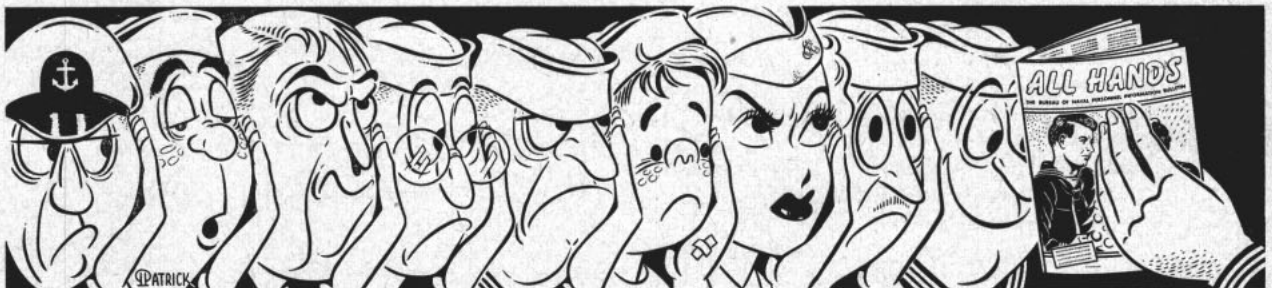
Rules and regulations governing the contest will be announced in a BuPers Instruction in the near future.

The word to Navy photogs is—get going now. Get your entry on film. There'll be plenty of time later to process and prepare entries for clearance through local commands in order to meet the Navy Department receipt deadline of 15 April.

• **CPO AND POI EVALUATION SHEETS**—Chief and First Class Petty Officer Evaluation Sheets (NavPers 1339) in the future will be submitted to BuPers only once a year, 15 July. Previously, the reports had been required semiannually, 15 January and 15 July.

Detailed information on this change may be found in BuPers Instruction 1616.1 of 6 Oct 1952.

• **NAVY ORGANIZATION**—A book which is recognized as the primary official publication of the Navy describing naval organization and functions, *The United States Navy*, (NavExos P-435 Rev 10-52), has been published in a new edition which contains revisions covering the organizational changes in the Department of the Navy since 1948.



PASS THIS COPY ALONG — Remember, nine other people are waiting to read this copy of ALL HANDS.

Its free distribution is limited to top-level administrative offices within the bureaus of the Navy Department but some copies will be available through District Publications and Printing Offices.

The new issue is illustrated with appropriate charts depicting the overall organization and its component parts. A chapter is also included dealing with the Organization for National Security.

A well documented appendix covering the basic legislation, instructions and orders which establish Navy organization, constitutes an important part of the new edition.

Copies of *The United States Navy* may be purchased by sending 50 cents coin or postal money order payable to Superintendent of Documents, Government Printing Office, Washington 25, D.C. Purchasers should specify, in addition to the title, NavExos number and revision date.

• FREE POSTAGE — Under the provisions of an international postal convention, personnel already entitled to the free mailing privilege by virtue of duty in Korea may now send letters for delivery in nineteen additional countries.

Change 1 to OpNav Inst. 2700.4 lists these countries as: Bolivia, Canada, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay and Venezuela.

Incidentally, the free mailing privilege is also available to personnel hospitalized outside the continental U.S. as a result of service in Korea.

• CHRISTMAS MESSAGES — Christmas greetings with texts limited to 20 words may be sent to the folks back home from naval personnel on ships at sea or at overseas bases.

Where adequate and reliable commercial communication service does not exist, naval communicators are authorized to accept messages from Navymen at night letter rates for transmission to U.S. ports of entry. Messages must be filed between 6 and 16 December.

Commercial telegraph companies will handle the messages from the ports of entry to addressees in continental U.S. and delivery will be made between 20 and 25 December.

• 'VICTORY AT SEA'—Stateside Navymen can get a good look at what seapower accomplished in World War II through a new television series which began late last month.

The program, entitled "Victory at Sea," brings to TV 26 half-hour episodes showing the Navy in action. The series has been produced by the National Broadcasting Company in cooperation with the Navy. It is being shown as a public service. Check your local newspaper for time and station.

• DEEP SEA DIVING COURSE—A six-month course at the Deep Sea Divers School, Naval Gun Factory, Washington, D. C., is open to Regular and Reserve Naval officers, male, of unrestricted line or limited duty officer categories (aviation classifications excluded).

Applications are desired from the above officers, including temporary officers, in the ranks of ensign, lieutenant (junior grade) and from warrant officers in the grades of Gunner (7230) and Boatswain.

Reserve officers and temporary officers must agree to remain on active duty for one year after completing the course. A certificate stating the candidate's physical fitness for deep sea divers training must accompany each application. Applicants must not have reached their 31st birthday prior to commencement of divers training.

Classes begin the first Monday in April and October each year.

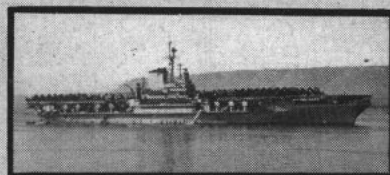
• ATTACK AIRCRAFT CARRIERS—The Navy has announced a change in designation for 30 of its aircraft carriers. The ships now will bear the classification "CVA"—"aircraft carrier, attack". All carriers currently classified as CVBs (aircraft carrier, large) and CVs (aircraft carrier) will come under the CVA designation.

The new term will classify the larger carriers according to their mission as elements of fast attack forces, thus providing a more adequate description of their function. Symbol designations of the light carriers (CVLs) and the escort carriers (CVEs) will remain unchanged.

The CVA designation will be applied to ships of standard displacement from the 19,800 ton, 14-year-old *uss Enterprise* to the 59,900-ton *uss Forrestal*, now being built at Newport News, Va.

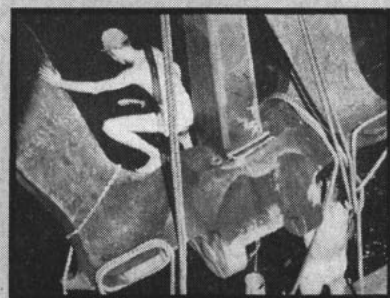
QUIZ AWEIGH

What's your naval I.Q.? One way to find out is to turn to the Quiz Aweigh page every month. You'll know whether you are sharp or slipping by comparing your answers with the correct ones on page 53.



1. Here is USS *Franklin D. Roosevelt* (CVB 42). She was first named (a) *Coral Sea*, (b) *Oriskany*, (c) *Bon Homme Richard*.

2. A distinction *Roosevelt* has is that of being the first carrier to receive the first all-jet U.S. carrier-based fighter, the (a) F2H-2P *Banshee*, (b) F3H-1 *Demon*, (c) FH-1 *Phantom*.



3. More commonly used on all types of Navy ships is this (a) Danforth anchor, (b) stock and bill anchor, (c) patent or stockless anchor.

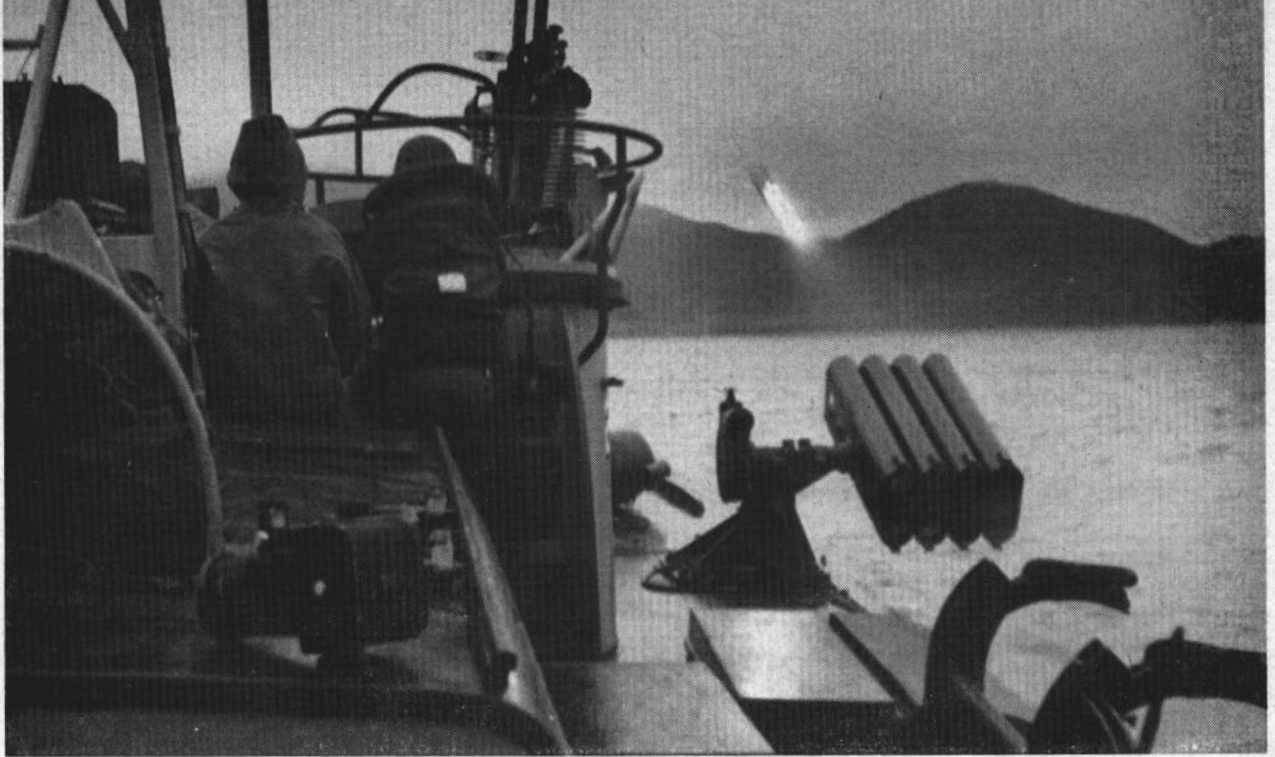
4. One of the main advantages in this type anchor over older types is (a) its ease of handling and stowage, (b) its holding power, (c) its tendency to clog or ball with mud in a muddy bottom.



5. The micrometer and gear at the left designates (a) damage controlmen, (b) machinery repairmen, (c) instrument men.

6. At right is the carpenter's square and plumb bob of (a) draftsmen, (b) surveyors, (c) builders.

ANSWERS TO QUIZ ON PAGE 53



FIVE-INCH ROCKET speeds swiftly toward Korean coastline as ROK sailors in PT boat fire on Communist forces.

ROK Sailors Rate High in 'Seability'

THE small Republic of Korea Navy, with the encouragement and assistance of the U.S. Navy, is continuing to play a little-known but important part in the defense of the shores of its homeland.

A short six years ago, the ROK Navy was actually only a "Coast Guard" consisting mainly of 15 former Japanese steel-hulled minelayers and mine-sweepers, a number of former U.S. wooden-hulled YMSs, one LST and a small freighter — all pretty ill-equipped.

Now the Koreans have a fair-sized coastal fleet consisting not only of the former minecraft — now fully equipped with sweep gear — but of a number of U.S. naval vessels turned over by our government including patrol craft (PCs), frigates (PFs), amphibious craft and yard craft.

The modest but impressive record the ROK Navy is compiling in Korea is a result of the fighting ability of the Koreans themselves, but the close coordination between the U.S. Navy and the ROK Navy since the outbreak of hostilities has played an important part in assisting the Republic of Korea to play its role in the naval operations.

Soon after the conflict opened, a group of U.S. Navy officers was sent

to the Republic of Korea to assist its Navy in fulfilling a role with the Blockade and Escort Force. The members of this group, working with officers of the ROK Navy, developed missions, tactics and training procedures which are now being carried out to strengthen the small fleet.

To augment the training the ROK Navy was to conduct itself, the U.S. Navy made training facilities in Japan and in the U.S. available to the ROK so that its Navymen might learn some of the techniques of modern naval warfare.

In addition to such direct help from the U.S. Navy, the new Republic of Korea fleet has benefited too from the Mutual Defense Assistance Program, a program designed to bolster the defenses of our allies. Through MDAP (see *ALL HANDS*, April 1952, p. 2-5), the ROK Navy has received a number of coastal vessels.

Just before the outbreak of fighting in their country, the Koreans purchased four steel-hulled PCs which the U.S. had laid up after World War II. These ships had scarcely reached the Far East when hostilities broke out. One of them, *PC 701*, immediately proved her mettle.

It was the night of 26 June 1950, just one day after the North Koreans

invaded the southern half of the country. Unknown to the ill-prepared defenders of the southern port city of Pusan, a shipload of 1000 North Korean soldiers had been hurriedly embarked up north and sent to capture the city. Had this attack succeeded, South Korea's best port — and the one the Allies were soon to use to send in reinforcements for a counter-attack — might have been denied them.

Luckily, *PC 701* discovered the enemy ship as it headed for Pusan. In a night-long running battle in which the PC herself took some direct hits from the guns of the transport, she sent the vessel and those on board her to the bottom between Pusan and Tsushima Island, thus averting the invasion.

Although headquarters for the Republic of Korea "Navy Department" is at the capital city of Seoul, the ROK Navy's main base — its "San Diego" or "Norfolk" — is at Chinhae. Here is a landlocked bay surrounded by high peaks. The approach from seaward is commanded by islands and promontories.

Training in the early years had been limited. The ROK Naval Academy had been established at Chinhae but midshipmen at that time

spent only two years at the academy, taking navigation, elementary seamanship and basic engineering. Then they went to sea for two years of practical experience.

Now, after closing briefly at the beginning of hostilities, the Academy is in business again. Training equipment, books and facilities have been made available by the U.S. Navy. A Korean midshipman now undergoes a three-year program similar in content to the wartime curriculum at Annapolis. He takes 39 hours of study a week. His subjects are marine and electrical engineering, electronics, navigation, communications, tactics, ordnance and gunnery, damage control, English, mathematics, chemistry and physics.

Before the war, recruit training for enlisted men was mainly an exercise in military discipline. Service school training was limited to little more than basic seamanship and engine operation.

Now, 22 schools have been organized and teach such technical subjects as communications, gunnery, electronics and radar as well as the more practical subjects such as fire fighting and seamanship. Many of the Korean instructors have been trained by the U.S. Navy, both in ships at sea and at schools in the United States.

As for training being given members of the Republic of Korea Navy in the U.S., here's a recent example of how the crews of two new ROK ships received their "at sea" training in San Diego from the Fleet Training Group there.

The crews had come to this country to pick up two LSSLs (rocket-equipped landing support ships). The ships were recommissioned at Astoria, Ore., and there turned over to the ROK crews which sailed them to San Diego.

There, under the wing of U.S. Instructors, the Koreans studied everything from fire fighting and small-ship engineering to electronics. At the gunnery and torpedo schools, they were brought up to date on naval armament. When the shoreside training was completed, the Underway Training Element took over the instruction.

In this training, the ROK sailors learned the "seability" needed to go with their recent schooling. The U.S. Navy instructors took them through all the steps of the underway phase,



ROK NAVY MIDSHIPMEN are given instruction in principles of diesel engineering as one phase of their training in Republic of Korea Naval Academy.

watching, leading and supervising. Language difficulties offered some barriers for awhile. The linguistic ability of most of the sailor-instructors consisted of two words: *sayonara* and *musume* — Japanese for "good-bye" and "woman." The Koreans' knowledge of the English language was not much better. However charts, training aids and gestures filled in where words left off.

From early morning until dark, San Diego's UTE sailors worked with the ROKs. Each morning the two vessels sailed past Point Loma, heading

for the open sea. Drill followed drill as the ROKs learned the ropes.

In consideration of the American shipriders, the Korean commissarymen discontinued their usual meal of kimchi (garlic mixed with seaweed and rice). Instead, they served a modified Western-style menu of pork, rice, coffee and salad.

When the routine training was completed, preparations were made for a simulated battle rocket run. The ROKs were all anticipation as scores of the rockets came aboard.

This same eagerness prevailed at



SERVICE SCHOOLS teach all phases of seamanship. Here, Joe E. Brewer, BMC, USN, shows class of ROK sailors the workings of block and tackle.



ENSIGN IN ROK Navy learns method of tracking a target by radar in combat information center of ship. Instructor is Richard C. Eckard, Jr., SN, USN.

sea during the firing operation, which took place off San Clemente Island. Aiming the launchers at several innocent targets, the alert gunners set their sights and charged the rockets with a ferocity befitting a run on the enemy shore.

With their training now completed, the ships returned to port, "buttoned up" for sea and soon rounded Point Loma for the last time — bound for Korea and a real battle assignment.

Demonstrating the eagerness of the ROK sailor to learn, one of them, Haeng Rog Oh, a member of the ROKs since 1948, recently showed up the students, including American Navymen, at radioman's school at San Diego. The Korean dit-jockey graduated with the highest average in the school — a whopping 97.38.

Even before the end of the first year of fighting, the Korean Navy-men had rung up an impressive total of enemy ships sunk, according to the U.S. Navy observers.

One war story told about the ROKs, gives a clue to their imagination and courage. It is the story of one PC and two YMSs that successfully routed a Communist land force of 1000 men in the days just before the fall of Wonsan to the Allies.

At the time, Communist army forces were driving on Mukho, a port town near Wonsan on the east coast. The three small ROK ships were tied up in the dock area of Mukho. Their total armament: One three-inch, two 13mm, guns and two converted 37mm. anti-tank guns.

Despite shelling from the ships, the Communists overran the town and approached the waterfront.

The ROK naval commander, Commander Hyun Sihak, got an idea. He ordered his tiny fleet to cast off and run out to sea in the darkness. He hoped thus to give enemy forces the idea he had packed up and taken off.

Evidently they got just that idea for when Hyun Sihak later turned

his three craft around and headed back in the harbor with guns blazing, the North Koreans fled in confusion, probably thinking a whole Allied task force was on the way.

Plenty of courage was shown too by a force of 600 South Korean marines in the dark days of the Pusan Perimeter. The hard-fighting marines, assisted by bombardment from the flanks by several PCs and YMSs, successfully turned back a superior force of North Koreans who were trying to move across a narrow peninsula to a commanding position of Koje Island off Korea's south coast. The siege lasted two weeks but the Communists were turned back and the high-water mark of the North Korean invasion was reached.

More recently, the ROK Marines, who are incorporated into the ROK Navy just as U.S. Marines are a part of the U.S. Navy, have teamed up with their navy's ships to drive the Communists from a number of islands along the Korean coastline, thus freeing those islands for possible Allied use.

Another important task in which the Republic of Korea Navy is playing an increasing role is that of mine-sweeping. Nobody needs to be told that mines have proved troublesome to Allied naval forces throughout the conflict (see ALL HANDS, November 1952, p. 2-7).

At Wonsan, for example, where mines held up reinforcements trying to land for a week, Republic of Korea YMSs played a significant part in the initial exploration and clearing of the fields.

At Chinnampo on the west coast, where more minefields had to be cleared to enable supplies to be

ROK MARINES, carried by USMC 'copters, move out. Below: ROK Navy quartermasters-to-be get practical instruction from D. J. Lessick, QM3, USN.



brought in to the U.N. armies, an ROK ship, YMS 503, was the first ship to enter the harbor.

In all, four ROK ships worked with the minesweeping force at Chinnampo. In addition to YMS 503, her sister ships YMS 502, 506 and 513 took part. The final channel into the harbor from seaward was thrown open to the transports and cargo ships appropriately enough on the fifth anniversary of the birth of the Republic of Korea Navy.

Incidentally, a group of future Korean minesweeping personnel studied the entire Chinnampo operation from *uss Catamount* (LSD 17), the "mother ship" for the operation. These men are now crewmen serving in six more ROK YMSs which have been added to the South Korean minesweeping force. Underway training such as this "floating classroom" at Chinnampo is one type of training given in the ROK Navy. In addition, ROK Navymen are being trained in a number of schools at the principal Republic of Korea naval base, Chinhae, near Pusan.

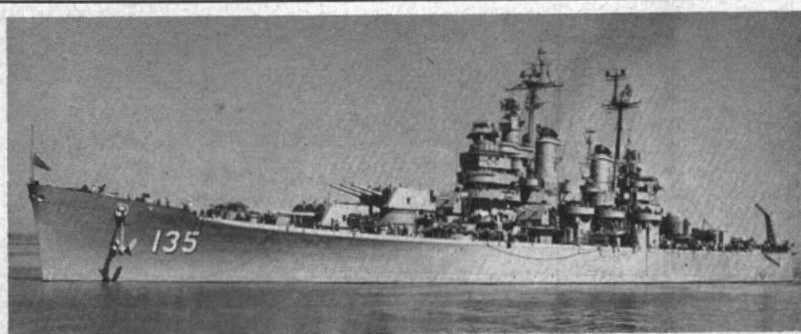
ROK Navy ships today run a continuous inshore patrol up and down both coasts to prevent the Communists from smuggling men and supplies behind the Allied lines. They have joined the Blockade and Escort Force whose mission it is to prevent the Communists from supplying themselves by sea.

Other units of the ROK Navy have performed a number of missions in support of Allied naval forces. Its ships have intercepted innumerable enemy sampans which are in the habit of slipping out from the coastline at night with a couple of mines strapped beneath their tiny hulls and dropping the mines where they will do the most harm.

Instruction between the U.S. and Republic of Korea is not all one-sided. This was shown on board the repair ship *uss Ajax* (AR 6).

An ROK lieutenant commander, Kyusup Chung (SC), Republic of Korea Navy, conducted classes in Japanese in his off-duty hours while serving temporarily in *Ajax* in the western Pacific.

There seems to have been many willing drinkers at the fountain of knowledge — both officer and enlisted. *Ajax's* commanding officer states that the class, and others like it, could help all men of the U.S. Navy work more effectively with the Japanese and Korean people.



ONE OF FOUR cruisers taking part in mock invasion was USS *Los Angeles* (CA 135). Her job included 'working over' landing beaches.

Realistic Invasion Exercise Pays Off in Korea

The Navy has long advocated realism in drills, maneuvers and exercises. But realism, reached a new high in a behind-enemy-lines landing exercise held recently off Korea. A few more yards and it would have been the real thing.

The exercise took place off the northeast coast of Korea in the general area between Wonsan and the eastern anchor of the battle line. The realistic operation not only provided training in amphibious operations, but it looked so much like the real thing that enemy troops were flushed from cover to be blasted by guns of the surface vessels and aircraft of the fleet and Air Force.

The mock invasion got rolling D-Day Minus Three. Executing a feint move, landing craft carrying troops, artillery and vehicles hit a beach south of the battle line, behind U.N. lines. Rumors of the practice landing circulated in Communist territory, putting the enemy on the alert.

For the next few days widespread enemy positions north of the battle line were under attack. Air and surface units battered them as they would in the prelude to any invasion.

Carrier aircraft hit inland gun positions, troops and trucks. The planes reported they destroyed a total of 30 trucks, seven bridges, 10 gun positions, three tanks and 44 buildings.

Participating surface units included *uss Iowa* (BB 61), six aircraft carriers, four cruisers and more than 30 destroyers. Cruisers working over the "landing beaches" were *uss Juneau* (CLAA 119), *uss Los Angeles* (CA 135), *uss Helena* (CA 75) and *uss Toledo* (CA 133). They accounted for 25 bunkers, 15 gun positions, six buildings and a num-

ber of Communist mortar positions.

Destroyers patrolled the area close offshore in an effort to draw fire from enemy positions. Though a number of DDs were straddled, none were hit. The DDs wiped out 18 gun positions and killed a number of enemy troops. Bridges, railroads, locomotives and bunkers were also heavily hit.

Navy and Air Force aircraft laid a pattern of napalm over the Kojo area, knocking out radar posts, ammunition dumps and large gun positions. The big 16-inch guns of *Iowa* joined the cruisers and destroyers in leveling troop concentration points and vehicle centers. In the final stages rocket-launching ships moved in firing a steady flow of rockets.

During the early morning hours of "D-Day" the enemy was favored by weather conditions. Rain and low hanging clouds delayed the amphibious "invasion" several hours. However, when the new H-Hour arrived early in the afternoon, thousands of U.S. soldiers dropped into the transports' landing craft just beyond the enemy's gun range. Sea conditions were rough (45-50 knot winds later in the day) but the assault boat coxswains moved their charges in toward the beach. When the craft reached a position within a few thousand yards of the shore the coxswains, acting under prior orders, put over the rudders and headed back.

Rear Admiral Francis X. McNerney, USN, commander of the amphibious phase of the exercise, commended the outstanding performance of the transport group in launching and recovering the landing craft under unfavorable conditions.

Speedy Seasoning of Sailor Recruits

TODAY, with thousands of Navy recruits going through naval training centers every month, the men directly responsible for their training shape up as key figures.

Through these seasoned instructors the new Navyman gets his first real glimpse of Navy life. Recruit instructors are CPOs, PO1s — and in a few cases, PO2s — who by the very nature of their assignment work hand-in-hand with their charges.

A chief, first or second class petty officer who is accepted for recruit training duty draws either San Diego, Calif., Great Lakes, Ill., or Bainbridge, Md., the sites of the three Recruit Training Commands. He is assigned this duty under the provisions of BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952) and will usually serve ashore for the next three years. Recruit instructor duty, incidentally, is one of the few types of duty in which men of the deck, ordnance and engineering and hull rating groups can get three instead of two-year stints ashore.

When ordered to instructor duty at a naval training center, a man doesn't just pack up his sea bag and take a direct route from his ship to the center. To prepare himself, he must spend four weeks at one of the Navy's instructor's schools. Instructor schools are located at Norfolk, Va., San Diego and Great Lakes.

When he completes his "instructor's instruction," he reports to his



HEAVE AROUND!—Neophyte sailors lend their muscles to mooring exercise under watchful eyes of experienced recruit instructor at NTS Bainbridge, Md.

assigned recruit training activity. Here he first attends the local Company Commander's School where he learns local regulations and becomes oriented with the problems of recruit training. As soon as he gets into the swing of things, he is assigned duty either as a *company commander* or an *area instructor*.

The company commander is a most important guy in the eyes of the men

of his company. He is in actual charge of a group of from 60 to 90 young men. He is their instructor in the basic precepts of Navy life and their leader in military drills.

As always, a large part of the recruit's training is devoted to drills, although the total amount of military drill has been reduced in recent years. In frequent sessions on the well-known "grinder," the company commander puts his company through the manual of arms, close order drill and physical drill under arms. After maybe 15 hours of instruction he begins to feel his company is giving a fairly military account of itself as it passes in review in the weekly regimental parade.

Another period in which the company commander "has the company to himself" is the "company commander's review period." These are 20- to 50-minute periods held several times a week. They allow the company commander to correct his men on phases of training he thinks needs improvement.

Few recruit instructors spend their entire tours as company commanders. After a spell as company commander, each will likely take on duty as an area instructor.

"Area" as used here does not mean



LIFE-BELTED recruits learn technique of boarding a whaleboat. Petty officer (left) instructs men as onlookers, ashore, anxiously await their turn.

geographical location but rather an "area of instruction" in the training curriculum. Two such are "Seamanship" (Area Three) and "Small Arms, Ordnance and Gunnery" (Area Four). The subjects included in these major areas are "old hat" to most instructors. They are topics they have dealt with since the beginning of their own naval careers.

Here is a sampling of subjects under Seamanship: Boat seamanship, marlinspike seamanship, visual signaling, ship and aircraft recognition, naval terminology, types of ships, general drills, upkeep of equipment, and phone talker's duties. Subjects like these have helped form the professional life of BMs and QMs. The last five subjects are familiar territory to MMs, ENs and kindred ratings.

Not all area instructor duty, however, consists of standing before a group and lecturing or demonstrating. One of the subjects under another area — "Recruit Indoctrination" — is Citizenship. For these classes, a fairly recent innovation, companies split up into groups and hold animated discussions — every man for himself — on the various aspects of Citizenship. The instructor merely guides the discussion.

During the early days of his company's training, the company commander must stay fairly close to his men, in effect "taking them by the hand" until they get the feel of recruit life. He takes them to the barracks, assigns them bunks, shows them where and how to stow their clothing, where to bathe and where to scrub their clothes. Later, he shows them how to fall in for muster and drill.

Before long, he appoints some of his men as "apprentice petty officers": Recruit company commanders, recruit company clerks, platoon leaders and squad leaders. In choosing these men he looks for men with previous military experience or with qualities of leadership. These assistants then help him muster the company, assign watches and keep records and help their less experienced fellow recruits learn the ropes.

Although the Navy requires a lot from its recruit instructors, it doesn't generally require them to keep the recruit's hours. But they put in a full five and one-half day week, most of the company commanders securing after the Saturday morning parade.

How does recruit instructor duty stack up as shore duty? From all in-



MAGNETIC COMPASS holds no mysteries for these recruits after lectures and practical demonstrations help them on their way to being salty sailors.

dications, men who have had it regard it highly. A chief boatswain's mate who recently completed a tour at San Diego wrote to say that "a Navyman doesn't really get military 'know how' until he has trained several recruit companies.

"What's more," the chief continues, "nowhere else do you see the results of your work pay off so quickly."

This chief goes on to tell of the

satisfaction in having men who once served in his companies coming up to him in various parts of the world and making themselves known. Incidentally, he also offers some good advice for CPOs and POs. "When new men report on board ship," he says, "it is up to the CPOs and other POs to take up where the recruit company commanders and area instructors leave off."



PETTY OFFICER shows recruit proper way to 'dog down' watertight door. Recruits learn to master many 'trades' in opening phase of Navy career.



BLIMPS await take-off signal. Foul weather doesn't keep lighter-than-air Reservists from patrolling seas and coast.

Training Airship Crews in Reserve

NORMAL operations of lighter-than-air men frequently leave the more conventional type of pilots somewhat incredulous.

"They come in for a landing," says one, "and a little cross wind throws them off their regular approach. Then what do they do? They stop that overgrown gas bag in mid-air, back up, and try it again."

"Or," chimes in another, "who ever heard of stopping in midair to fix an engine? They're a weird bunch."

"They think 80 miles an hour is fast," snorts a third.

"I wouldn't get in one of those clumsy windbags for a month's pay."

"Trouble with the rest of the Navy," says the LTA men, "is that it doesn't know enough about lighter-than-air." They point out that their operating procedures may be somewhat unusual according to heavier-than-air standards, but a blimp is a lot different from a conventional plane. Further, to a heavier-than-air pilot, air is a flowing medium, while the lighter-than-air man considers it as resembling water in which a lighter body can float.

In the Regular Navy, in the field

of lighter-than-air operations, steps are being taken to familiarize both branches of naval aviation with the problems and possibilities of each. LTA training is also going on in the Naval Reserve, and the Organized Reserves are eager to tell the rest of the Navy all about themselves and what is done in LTA, within the limits of security.

At present, Reservists are preparing for their role in any future conflict in which the United States' supremacy of the seas may be challenged. At such a time, the Reserve LTA, a specialized, highly trained branch of the Naval Reserve, will again be ready to take its place beside the Regular Navy.

"It is a familiar axiom that the nation which controls the seas, wins the wars," RADM L. A. Moebus, USN, then Chief, Naval Air Reserve Training, told the LTA Reservists at

their fifth annual military inspection. "As we know, the United States now controls the seas, and must continue to do so to survive. It may be that in any future conflict, submarines will constitute a major threat to that supremacy. At that time, you will be called upon to play a vital role in anti-submarine warfare."

The principal responsibility of the lighter-than-air branch of the Naval Air Reserve cannot be expressed more succinctly. In convoy and patrol duty, the airship is the dreaded foe of submarines. Because of its low cruising speed, its ability to hover, to skim low over the water and to spend long periods aloft, it becomes a unique and effective member of the hunter-killer team which, in its entirety, consists of patrol planes, destroyers, an aircraft carrier and one or more airships.

One of the blimp's most effective anti-submarine weapons is the MAD — magnetic airborne detector — used by the Navy during World War II and now developed to a high level of efficiency.

Use of the MAD is based upon the fact that the metal of a submerged submarine concentrates some of the

**Defending the Nation's Coast,
Helping Control the Seas,
Is Mission of LTA Reservists.**

earth's natural magnetism above the sea surface. As the magnetic "ear" of the detector attached to the blimp passes through this area of concentrated magnetism, a delicate needle swings upward on a scale, and the sub's presence is detected. The airship then conducts trapping circles until the magnetic device says the sub is below at the right angle for launching a successful attack.

Scattered along both coasts and at certain strategic spots inland are located a number of Regular and Reserve lighter-than-air squadrons. There is one Volunteer Reserve LTA squadron to be found at Glenview, Ill., and eight Organized Reserve LTA squadrons at such widely distributed points as Santa Ana, Calif.; Oakland, Calif.; Akron, Ohio; Squantum, Mass.; and, of course, at Lakehurst, N.J.

There is a tradition, completely unverified, that at each sunrise and sunset, all LTA men, wherever they may be, solemnly bow three times in the direction of Lakehurst. Although the literal application of this legend may be questionable, there is no doubt that Lakehurst is the center of all lighter-than-air activities. Whenever a question of procedure, policy or theory arises, it is solved by: "Lakehurst says . . ." or "Well, when I was at Lakehurst back in -----, we would . . ."

Ideally situated for airship operations, Lakehurst is gouged out of the jack-pines, birch and scrub oak of the New Jersey barrens. It is on flat land 15 miles inland, far enough from the ocean to escape many days of fog, yet close enough to be convenient for overwater operations.

The airship in general use by the Naval Reserve today is the ZP2K/3K model, a non-rigid airship approximately 250 feet long and 75 feet in diameter with a 465,000-cubic-foot capacity and powered by two Pratt and Whitney aircraft engines. Suspended from this helium-inflated bag is a 43-foot gondola jammed with radio, radar, magnetic airborne detector (MAD) gear, and a crew of ten men.

The K models are designed for general patrol duty, air-sea rescue work and to search for, track down and destroy enemy submarines. For this latter purpose they are equipped with armament capable of offensive action.

(A newer model, the ZP2N, now

in the experimental stage at Lakehurst, is almost twice as large as the K-type, and is designed and equipped to carry a crew of six officers and 12 enlisted personnel for as much as a week or more, before returning to its base.)

Although the K-type blimps (or airships; the terms may be used interchangeably) are primarily intended as land-based craft and must return to their base when their mission is accomplished, they can also refuel from a carrier, large vessel or oiler if the fueler is equipped to handle them. Under proper conditions it is also possible to land on a carrier's deck for the purpose of changing crews and replenishing equipment.

Features of several of the other branches of the Navy may be found in blimp duty. Crewmen insist that riding the North Atlantic in a destroyer in mid-winter is child's play compared to the pitching, rolling and yawing, singly and in all combinations, of a blimp on a gusty day. Radio procedure and terminology is similar to that found in other aircraft. Physically, the crowded quarters of a blimp, with its electronic, operational and survival gear, are com-

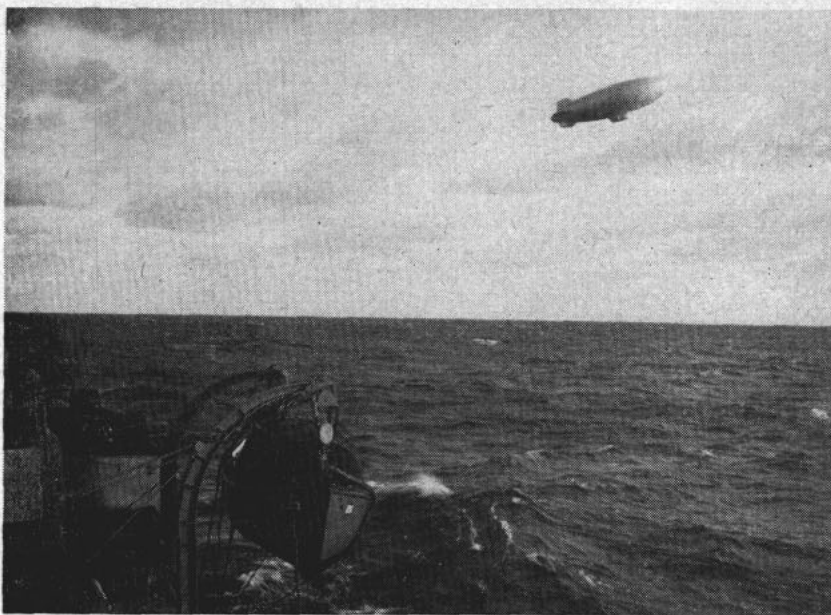
parable to those of a sub. The galley occupies an area less than two by three feet. The hotplate is no larger than this page of ALL HANDS. Nevertheless, from this very small space, the rigger, who also doubles as cook, produces piping hot steak dinners for all hands, as well as a constant stream of hot soup and fresh coffee. The era of cold, soggy sandwiches and hours-old coffee passed long ago.

Just as food is comparable to that of the submarine service, so is morale. A small crew working in cramped quarters, with every man an expert in his job, has resulted in easy informality and mutual respect. Most Reserve LTA men are veterans of many years' service.

"It's hard to explain," said Lieutenant Harvey L. Gordon, USNR, now a successful architect of Alexandria, Va., "but there's something about blimps that really gets you. Once you've flown in one, you think there's nothing like it. I started in LTA during the war, then flew DC4s—really plush jobs—for NATS in the Pacific for more than a year. I'll take a blimp any day." As soon as the LTA Reserve program became activated in 1947, he promptly enrolled and now

NO SPIDER WEB THIS—Line-handler atop a mooring mast secures line from blimp. Coordination is needed to safely mast and unmast ungainly airships.





K-TYPE AIRSHIP operates with destroyers during simulated anti-submarine warfare exercise in Caribbean. Preparedness plays big part in LTA work.

makes the long trek to Lakehurst each month.

Lieutenant (junior grade) J. T. Clark, of Philadelphia, waited until July of last year to join the Organized Reserves, but within the first four months of his membership, put in more than 100 hours' flying time.

"There's always something different," he theorizes. "I flew plenty during the war, and thought I knew my way around. When I came back to

training duty last year, I found it was like trying to drive a 1952 Lincoln after learning how on a 1914 Ford. No two landings are ever the same, no two ships handle the same. Every flight is a new experience."

Four officers and six enlisted personnel comprise the Reservist crew of the K-type blimp. The officers include a command pilot, elevator pilot, rudderman and navigator. The enlisted personnel consist of two electronics

operators, two engineers and two riggers. Only the riggers, who carry the rating of AMS, require special training, which is provided at the non-pilot school at Lakehurst.

Until recently, all Reserve LTA men were required to have earlier lighter-than-air experience. At present, however, enlisted Reserve personnel living within commuting distances of airfields operating blimps and with the rating of QM, YN, PN, ADE, ADF, AT, AL, AO, AEM, AEI, AMS, AMH, AG, AK and AN may be qualified. Other ratings may be acceptable, depending upon local conditions.

Because the role of lighter-than-air is primarily anti-submarine warfare, few Reservists, other than ANR, have been ordered to active duty during the present emergency.

Assignments to duty in a lighter-than-air activity for Regular Navy personnel are made by fleet and shore administrative commanders to fill authorized allowances. Personnel in the Pacific Fleet may submit requests via the chain of command to BuPers. Personnel in the Atlantic Fleet may submit requests via the chain of command to ComServLant. Personnel desiring shore duty in an LTA activity should submit a request for shore duty in accordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

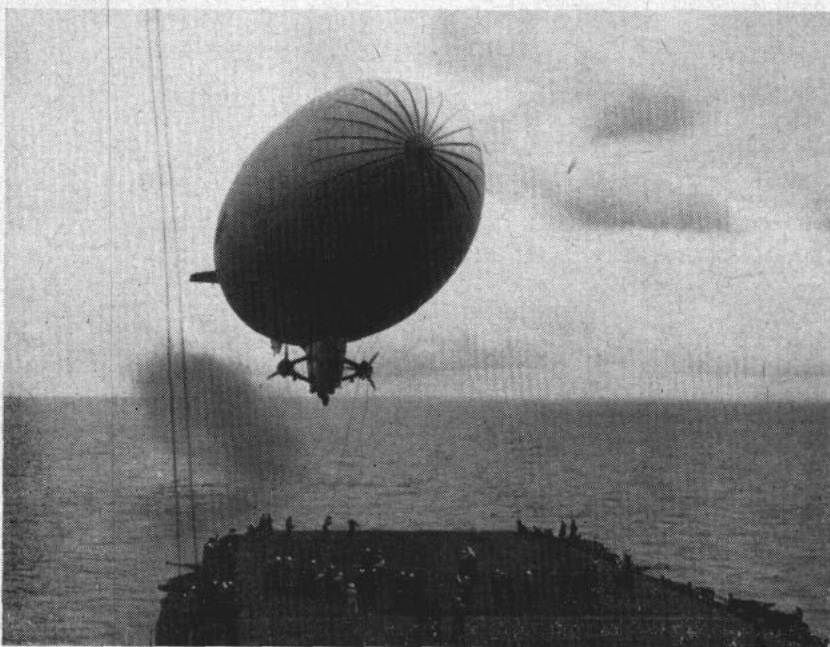
Members of the typical Reserve crew are solemnly sincere when they assert that their's is the best crew in LTA and that LTA is the best service in the Navy. Some may be a little puzzled as to the reasons why they like LTA duty, but there's no doubt that they do like it. They wouldn't consider asking for any other.

Average annual attendance for officers is approximately 90 per cent; for enlisted personnel, 85 per cent.

They have proved their sincerity by commuting — at their own expense — remarkable distances to attend weekend drills. At Lakehurst, for example, it is estimated that the average distance travelled is between 75 and 80 miles. Some Reservists travel from as far as Hartford, Conn.; Pittsburgh and Harrisburg, Pa.; and several from Washington, D. C. and vicinity.

Ask them why they don't attend drills closer to home and they will reply: "I'm an LTA man. They don't have any blimps there."

Supremacy of the sea is safe in the hands of Navymen like these.



EXPERIMENTAL BLIMP makes one-point landing on deck of USS Shamrock Bay (CVE 84) during World War II. LTA giants have changed since those days.



Home-Made Communicators

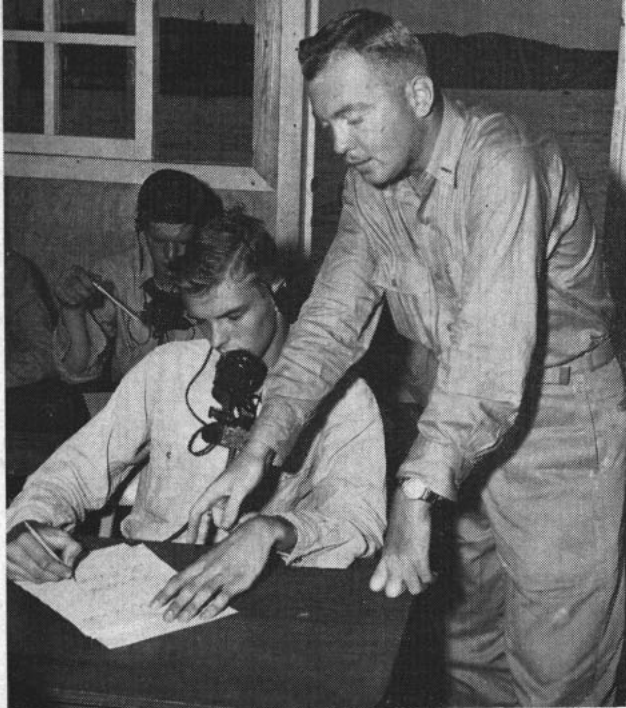
One way to eliminate a shortage of radio operators is to start a school to train them. Following this line of reasoning, Service Squadron Three, Sasebo, Japan, started classes in a small quonset hut at Fleet Activities.

Twenty-two students enrolled in the first course, which boasted three instructors. Later classes were opened to all fleet units normally based in Sasebo and the western Pacific.

Men learn touch typing on the telegraphic keyboard, naval radio procedure, and International Morse Code.

At this writing, there are 66 students enrolled, representing 35 different commands.

Top left: Chief radioman D. E. Matthews supervises a class in code sending. *Top right:* LTJG Wilbur A. Sundt, USNR, a former enlisted radioman, assists Robert D. Johnson, SN, USN, with a problem in naval radio procedure. *Right center:* Students learn radio code letters. *Lower right:* E. E. Kirksey, RM1, USN, explains operation of sound powered telephones, used to simulate voice circuits in teaching radio procedure. *Lower left:* Men practice touch typing—an important technique for radio men.—By Duane A. Wakeham, JO3, USN, and Sherman L. Barber, PH3, USN.





SIGNALMAN on board USS *Missouri* passes the word to other ships of a bombardment flotilla off the coast of Korea.

Skilled Crews Make Fighting Ships

SUPPOSE you took a group of "fresh from boots" sailors down to the nearest shipyard where a new destroyer was abuilding and asked them, "How many men will be needed as a crew for that ship?"

Chances are their estimate of the ship's complement would be low. Why? Because they wouldn't realize the tremendous capacity of the ship, or the great variety of tasks the ship would be called upon to perform, and the range of skills needed by the crew to back up those tasks.

Similarly, many a sailor reporting aboard his first ship has an idea that a ship's main purpose is to carry people from port to port and all the sailors have to do is to "sail" her across the water. It isn't long, however, before a greenhorn realizes that "sailing" a Navy ship is just one part of the over-all job.

A basic precept of the Navy is that a Navy ship, in carrying out its assigned missions, must be prepared to go anywhere on the navigable seas for any length of time.

Take the case of a typical Pacific Fleet cruiser that has just returned from the Korean theater to its home yard, San Diego. While operating in Korean waters over a seven-month

period the ship had slugged it out with enemy shore batteries, bombarded port installations for weeks on end, captured several blockade-running sampans and sunk several floating mines.

This was the total of her "direct" action against the enemy. All during that time, however, the ship had to be prepared for whatever might have come her way in the form of enemy air, surface or sub-surface attack. Every man on board had—not one—but several jobs to do and he had to be qualified in them all.

During her stint of Korean duty the cruiser had been reprovisioned and refueled many times while underway. This tactically valuable and much employed operation enables U.S. ships to remain on station for long periods. But it also calls for extra men. In refueling underway, for instance, just about every man in the deck and engineering forces has a specific fueling station.

Communications, too, calls for additional specialized personnel with qualifications in their field as well as seamanship. Aboard ship you'll see as many radiomen as say, gunner's mates. That's because the great majority of Navy vessels maintain a

radio watch 24 hours a day, seven days a week. Many of the radio messages are sent and received in coded form. Decoding or encoding such messages calls for additional man hours.

Another form of communications is visual communications. Except for auxiliary vessels, most Navy ships travel in formations of two or more rather than singly. Business that concerns even a two-ship group is conducted by visual—semaphore, flag hoist or flashing light. Junior ships report to their senior daily their fuel oil status and noon position. The senior ship, on the other hand, is constantly signalling changes of course and speed and various inter-ship exercises. This calls for a 'round-the-clock shipboard watch.

With only a few exceptions—hospital ships, survey ships, barracks ships—all Navy ships are "ships of war." Even auxiliary ships and amphibious ships provide for ship defense procedures similar to those of major combatant ships. A battle bill listing a definite location for each officer and enlisted man in the ship's company will be found not only on 50,000-ton battleships but on 1500-

ton fleet tugs as well as on practically all ships in-between.

Auxiliaries also have their own special supporting functions to perform. These functions in themselves mean an increase in the ships' duties and in the size of their crews.

For instance, a seaplane tender has many men in her complement whose main job is to keep the attached seaplanes in condition. These "repairmen" have little to do with the ship itself, since they perform an "outside" function. Nevertheless, they must be berthed and fed by the tender.

The typical fighting ship's organization calls for many different ratings. A destroyer, for example, represents more than 30 different ratings—and each rating includes the various pay grades built into it. Varied ratings mean varied trades and skills.

Let's keep the spotlight on this side of the picture for a closer look. Keeping the ship and crew operating as a fighting unit requires, first of all, the performance of the day-to-day occupational duties. These duties include both "crew-to-ship" functions and "crew-to-crew" functions.

Crew-to-ship functions include both the previously mentioned routine maintenance tasks and the more specialized tasks, such as keeping in peak condition the following:

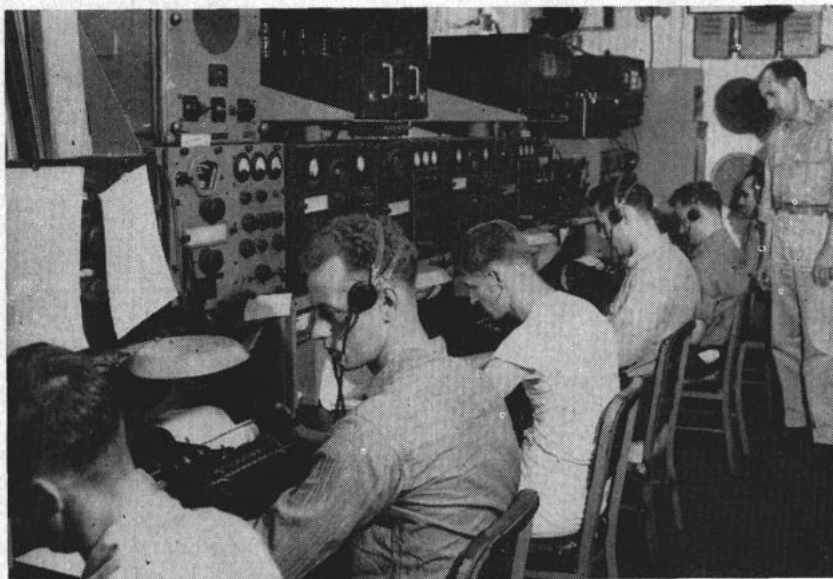
- Propulsion and electrical plants
- Radar and sonar systems
- Ordnance and fire control systems.

Crew-to-crew functions include:

- Feeding and paying the crew
- Providing for their medical care
- Looking after their administrative matters—promotions, discharges, and reenlistments and maintaining personal records

In addition to the shipboard *occupational duties* there are *emergency tasks* that also must be performed. A Navy ship provides for these emergencies by means of an organizational set-up called "bills." There are "boarding ship bills", "landing party bills", "plane rescue bills" and "fire and rescue bills" (for assisting another ship).

Such occupational duties must be performed in addition to the *watches* required in everyday steaming. Typical watches are: steering engineerroom watch, duty lifeboat



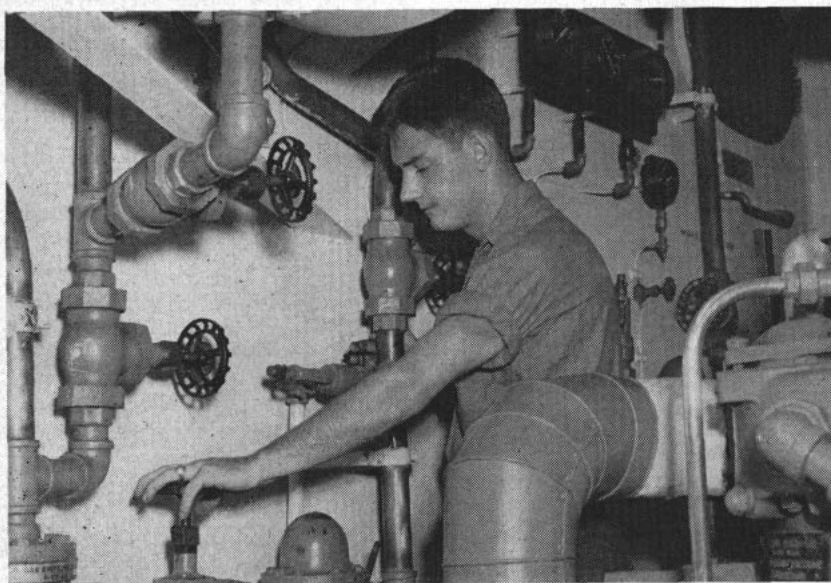
IT TAKES skilled sailors to handle the intricate electronic devices used by a modern navy. Here men process messages in an AD's 'radio shack.'

crew watch, signalman watch, bridge messenger watch, evaporator watch, throttle watch and duty cook watch.

Shipboard watches become more intensified in the intermediate stage between every-day steaming conditions and conditions when all hands are at battle stations. These are the Condition III watches. During these watches gun crews made up largely from non-rated men of the deck forces help man the guns; men performing clerical and disbursing duties are called upon for radar or

bridge watches. Other men double up at damage control stations. Additional watches are stood in the engineering spaces.

The pay-off comes when the word "All hands, man your battle stations" is heard throughout the ship. With every man at his battle station and with every piece of shipboard fighting gear manned and ready for use against the enemy, the reason for each man needed on board a Navy ship can readily be seen—in any battle, there's no prize for second place.



MACHINIST'S MATE, in maze of pipes and gauges, adjusts air valves in fire-room No. 1, of USS Albany (CA 123) — another job in ship operation.



Rubes Are Ready—But Rubies Are Rare

Navy men the world over like to pick up souvenirs, mementos and gifts for their loved ones, particularly at this time of the year with Christmas coming on. The following article is intended to help the Navyman avoid the pitfalls of so-called bargains in one particular commodity through which his wallet has suffered financial reverses in the past—that is, precious and semi-precious gems.

The author of the following ma-

terial, Commander John Sinkankas, USN, is a real expert on the subject which is his hobby. He entered the Navy in 1936 from college, receiving his wings in 1937, and since then has served continuously in various capacities in Naval aviation. Making the study of mineralogy a hobby since grammar school days, he has recently won the coveted title of Certified Gemologist, American Gem Society. An accomplished amateur

cutter of gem stones, he has several examples in the collections of the National Museum in Washington, D.C. Among these is a 538-carat aquamarine, possibly the largest aquamarine ever cut by an American cutter. President of the Lapidary Club of Washington, D.C. and member of the Mineralogical Society there, CDR Sinkankas is author of many articles and assistant editor of a magazine in mineralogy.

PRACTICALLY every Navyman who has served a tour abroad or visited a foreign shore has come back with souvenirs varying in price according to his tastes and the size of his pocketbook. Some of the purchases turn out to be howling bargains but others unfortunately are strictly lemons. Prominent in the latter category are 'precious' stones.

The lure of getting a "real find" has caused many a sailor to give up some hard-earned cash for a stone which may be literally worthless, whether the purchase is made in some U.S.A. port city or a foreign clime.

Phony diamonds can be had by the bucketful in countries bordering on the 'Mediterranean,' imitation sapphires and rubies flash a welcome on the shores of Ceylon and Burma; thinly encrusted cultured pearls glitter on the marts of the Orient. Many a time the otherwise seasoned Navyman has fallen for the fast sales talk and smiles of unscrupulous salesmen. In no other field of selling is it quite so easy to get stung as in that of precious stones. The season on suckers is never closed and there is no bag limit.

That's all fine, you say, but what should a Navyman do when he makes liberty in some exotic port and can see all the lovely, glittery stones for sale which he knows would make a big hit with his sweetheart at home?

If he's afraid to buy he might miss a bargain, but if he buys he might get stung.

Here are some pointers that may help you out of this pickle and get you your money's worth.

First, get away from the idea that the person who is selling the "precious stones" to you doesn't know their real value. He may look as though he never cracked a book in his life, but he probably cut his baby teeth on a ruby crystal or a piece of jade. If a seller comes up with a genuine diamond, ruby, or whatever else it is, and offers it to you for a terrific bargain, you should be able to put two and two together and figure that something's very wrong with the deal. There are exceptions of course and Navy men have found bargains, on occasion, but a lot more "finds" have been merely bright colored glass.

Second: If you are going to buy precious or semi-precious stones, do what you would do in your hometown—buy from a reliable dealer. The names of reliable merchants in foreign countries can always be had by asking at the administrative offices of service activities where you are stationed, or at the American con-

sulate or embassy. In other words, investigate—then buy.

Third. If you do buy, rather than purchase a lot of inexpensive and inferior items of indifferent quality, you will make out much better by buying a single stone of good quality.

Fourth, get a receipt for your purchase whenever possible. You will find it useful in making customs declarations on your purchases.

Finally, know the regulations concerning the import of dutiable goods and know the limits of the free import quota allowable to you as a serviceman. The customs laws and regulations with respect to duty free entry of personal and household effects are contained in Navy Department Bulletin, July-Dec. 1949 (49-552) p. 105. Of course, regardless of the amount of your purchases you must declare them all to customs officials on the proper form. If you go over the free import quota, the duty on the article you buy may be quite high. Therefore don't overspend overseas and be unable to pay the duties on your purchases, and don't try to fool customs officials. They are famous for tracking down slickers trying to put one over on Uncle Sam.

The gem stones most commonly sold abroad are briefly described here along with some of the points of recognition which help to tell the genuine article.

• *Ruby*. This is red sapphire. In order to be called ruby, the color





must be red and not pink. Stones over one quarter inch in size of fine color and free of flaws, specks, or bubbles, are very rare and may cost more than diamonds. Most rubies sold in Ceylon and Burma have a number of specks and "inclusions" in them which can be seen with the naked eye. Synthetic rubies, commonly sold as genuine, can be told by the fact that they are too perfect and too cheap. A magnifying glass is usually all you need to tell fake rubies—if you see perfectly round gas bubbles in the stone, it's either ordinary glass or a synthetic. Rubies and sapphires are harder than any other common material except carborundum and diamond, thus they will readily scratch window glass (but a synthetic will too!) and they cannot be scratched by a file.

• **Sapphires.** These have the same chemical composition as rubies but consist of all colors which are not red, for example: blue, brown, green, yellow, orange, pink, purple, and colorless. Ceylon sapphires are generally a light blue color and the naked eye can see the color bands which have straight sides and angles. Burma sapphires are darker blue and somewhat cloudy inside. If you see any sapphire with the straight bands of color it proves it is genuine since the synthetics and glasses always show bands and bubbles in nice even curves. Flawless and fine colored sapphires in blue can cost as much as \$100.00 per carat, so if a terrific bargain comes along—be suspicious. Best colors are rich blues, evenly distributed. If color is mixed with purple or seems dingy or dull, the price goes way down. Good yellows are fairly expensive, several dollars a carat in Ceylon. Natural orange sapphires are very rare and expensive. Greens, purples, browns, and pinks are cheapest except if in very fine, clear, pure colors. Ordinary cut stones of several carats' weight shouldn't cost more than a few dollars. A fair to good blue may be ten dollars or more for a stone about one half inch long. Colorless sapphires

are worthless, not worth buying.

• **Moonstones.** Once you have seen a real moonstone you will never mistake it. The only source of supply is Ceylon and so far as is known, they do not have any imitations—consequently all you see are probably genuine. In small sizes, say one-quarter inch in diameter, you shouldn't pay more than a quarter, but if you get any, try to get a moonstone at least ½ inch in size, thick, and of a bluish sheen rather than whitish. These sizes will cost several dollars and are a good buy. The bluish sheen in a moonstone should be smack on the top of the stone—if it isn't it's not cut right.

• **Zircons.** This stone in the colorless variety can be easily mistaken for a diamond since it blazes well and shows the spots of color, called "fire". It can be told easily from the diamond by looking inside the stone with a magnifying glass at the joints made by the back facets. In the zircon, these joints will show up doubled and fuzzy, as if you were looking at them through a pair of bad eyeglasses. In the diamond the back facets appear clean and sharp. Quarter-inch zircons, colorless, bring about one dollar, maybe a little more. Blue ones are a little higher. They have other colors too, such as brown, reddish, yellowish, and green—these are generally less expensive. Blue zircons should be even in color across the stone. They do not wear well in rings, scratching and chipping badly in a short time. They are satisfactory for pendants and earrings however.

• **Chrysoberyl.** This is a very hard and fine gem stone but it isn't too common. One variety from Ceylon is dark brownish with a light streak across the top, the so-called "cats-eye". One of these in good rich color with a sharp, narrow, even bright "eye" and about one half inch long

may be worth up to several hundred dollars. Honey-colored catseyes about one quarter inch in diameter are worth about \$5 to \$10.00 in the Orient. This type shows a bluish eye. If the stone is high, the eye will be sharp; if flat, the eye will be broad and dull. Quartz cats-eyes which look like the real thing can be sold at a terrific price to the unwary. The way to tell real chrysoberyl is that it is almost transparent and the fibres which make up the eye can't be distinguished without the help of a strong magnifier. In quartz, the light trickles through only with difficulty and the fibres are coarse, and colors are not so bright.

• **Tourmaline.** This gem stone comes in practically every color of the rainbow; however the ones you will see most are greens, reds, and pinks. The greens are distinguished by the two colors that can be seen in the same stone, a peculiarity of tourmaline. Take a green one, for example. As you look at the top, it will appear to be green or bluish green. Now hold it edgewise and look through the "girdle"—you will see in some direction along the girdle a dark dingy olive green color. This spots it as a genuine stone. Blue tourmalines show two different colors the same way except one may be so dark it appears black. Brown tourmalines ditto. Pinks and reds are tougher to recognize. They show the two colors but not so plainly; however, these stones are seldom found in absolutely pure material—there are almost always some small flaws which are the tip-off. Black tourmalines have no value and colorless ones are so rare it isn't worth talking about them.

• **Beryls.** These include green (emerald), pale green and blue (aquamarines), yellow (golden beryl), pink (morganite). Colorless beryls are as rare as hen's teeth.

The best emeralds come from Colombia in South America and, practically speaking, this country is the only source of commercial supply. So if you see any in Europe or the Orient—be careful! In Europe, for



example, German and French artisans turn out beautiful glass imitations of emeralds — complete with flaws! Flawless emeralds are rare — and if you get one that is a deep grass green color and clean inside, it's probably worth more than a diamond of the same size! Synthetic emeralds look and test like the real thing — it takes a genuine gem ex-



pert to spot the difference. A lot of these synthetic emeralds have found their way to the Far East, so the best advice is not to buy *any* emeralds in the Orient.

The best **aquamarines** come from Brazil. Occasionally some sharp operator will slip in a blue topaz and sell it for an aquamarine, making a nice profit, as blue topaz is worth a lot less. Aquas are very clean inside so it's tough to tell anything that way. The best bet is to buy aquas only in Brazil and avoid any which are for sale in the Far East. There is no easy test for these stones so you will have to depend on a good respectable dealer to avoid getting stung. The bluer an aqua the more expensive it is; they sell for \$10.00, or less, a carat in Brazil.

Golden Beryl is really tough to tell from any other yellow stone. The best advice is to avoid them unless you're buying from a reliable dealer. They are quite rare and come mainly from Brazil. **Morganite** can be had in Brazil and usually contains flaws. It is generally pale pink and should cost less than good aquamarines.

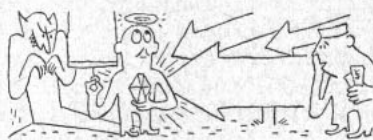
• **Quartz.** This species includes purple (*amethyst*), smoky (*smoky quartz* or *cairnform*), pink (*rose quartz*), yellow (*citrine*, "*Spanish topaz*", "*topaz quartz*", etc.), and colorless (*rock crystal*).

A genuine **amethyst** seldom has its color evenly distributed in the stone. You can almost always tell the real McCoy by turning the stone around in a good light and sooner or later spotting the *straight* bands of color. The only other stone which looks like an amethyst is the purple sapphire they call "*oriental amethyst*", and if you don't pay much for that you still have a good buy. Purple synthetic sapphires and glasses are common, so

beware — look for *straight* bands of color. Best grades are a deep rich purple and cost a couple of dollars per carat in Brazil and Uruguay, which are the countries for this gem. The stones from South America are also easy to tell in another way — take one out in the sunlight and it will be a bluish violet, take it inside under artificial light and it will be reddish purple — a fairly distinct color change. Pale washed-out amethysts aren't worth much.

Smoky quartz is a safe buy but costs only a few cents a carat. It's so cheap that no one bothers to imitate it. Best colors are a rich brown with orangish reflections. Brazil is the place for these. Ceylon has them too.

Citrine or *yellow quartz* usually has the name "*topaz*" hung on it by most dealers, even in the U.S.A. — however it's definitely not correct to do so. Real topaz in rich yellow, golden, or orangy-yellow colors is not common and consequently expensive. When you see a "*topaz*" selling for a few cents up to a dollar a carat,



don't be fooled, it's only yellow quartz.

Colorless quartz or rock crystal is in most cases not worth buying. It doesn't look like much unless it's unusually well cut and in a large size. Don't bother with it. This goes for all other colorless stones too except diamonds and zircons.

• **Topaz.** This comes in the following colors: yellow (golden topaz), orange or reddish yellow (Imperial Topaz), blue, colorless (practically worthless), green (very rare), pink (rare), red (extremely rare).

Real topazes are nice stones, but are costly. A fine colored stone is really something but if you are not careful a yellow quartz will be sold to you as yellow topaz and, in turn, a blue topaz might be passed off as the more expensive aquamarine. It's very difficult to tell real topaz apart from other similar stones. Since it's very hard it causes the cutter a lot of trouble and the facets are apt to have small straight scratches on them. Blue topazes usually have "*veils*" of bubbles in them and are more steel blue in color than aqua-

marines. Imperial topaz usually looks reddish along the ends of the stone. Topaz is very heavy and if you could weigh a citrine of the same size against the topaz, you will find it to be a lot less heavy than the topaz.

Pinks, greens, and reds are very rare and chances are you won't see one. Colorless topazes are for sale in Brazil and Japan, especially in the latter place. Yellows and Imperials come mainly from Brazil, and you should be very careful in buying them elsewhere.

• **Alexandrite.** This stone (even though it is a variety of chrysoberyl) deserves separate mention because so many Navymen come back from the Orient with an "*alexandrite*". Real alexandrites are so rare and so expensive that the ordinary customer simply cannot afford to buy them. Two places in the world produce genuine alexandrites: Siberia, where they are grayish-bluish in daylight and pale red under artificial light, and Ceylon whose genuine stones are dark olive green under daylight and very dark red under artificial light. Do these sound like the alexandrite you bought? Don't be surprised if you have gotten hold of a phony which is nothing more than synthetic sapphire. The synthetic material, like most that you will see in the Orient, comes from Europe (Switzerland and France) where it is produced by the bushel. The synthetic stone is nice looking but it's not worth more than about a dollar per carat. So remember, if you see a so-called "*alexandrite*" which is *clean* inside, has a nice sort of greenish or bluish color in sunlight, and a nice pink or rose red at night, it's almost certain to be a phony. Real Siberian stones are usually pretty badly flawed and never come over one or two carats. Real



Ceylon stones are a dark olive green in daylight, and no Ceylon jeweler is going to give you one for a dollar a carat!

• **Jade.** Everybody buys this in the Orient and, happily, most of it is genuine. There are two kinds of real jade, one is called jadeite and is hard, very shiny when polished and rather *granular* in appearance under the

surface. The other type is nephrite and is waxy looking, not glassy like jadeite, and the fibres are so small you can't see them and thus get the impression of a smooth texture in the stone. Phonies are also available, usually made out of soapstone and serpentine. The test is simple—scratch them with a pocket knife! Both the soapstone and serpentine will scratch readily, the soapstone especially. On real jades, the knife blade will just slide along. In jade it's the color that



counts. Pure snowy white is valuable but it should be a true *white*, emerald green is also very expensive particularly when it's pretty solid in the piece and bright in color; emerald spots on a background of snow white also indicate fine quality. Rare colors like lavender, yellow, orange, and red are collectors' items. Jade carvings of a good size may be worth a couple of hundred dollars, depending on color and beauty. Smaller carvings run down as low as \$25.00. Tiny carvings run down to a dollar or so. A fine emerald green jadeite ring stone of solid color can be worth a good deal, particularly if its translucent. Tastefully executed carvings are usually the work of a master and almost always expended only on worth-while material.

• **Cultured pearls.** These are only raised in Japan and that country is the recommended place to buy them. Purchases can be made through the Service Exchange. The more deposit of "nacre" on the pearls, the more expensive.

• **Opal.** The only large commercial supply of opal is from Australia. There are two types, black and white. The black is more expensive and does not suffer the milky cloudy appearance that characterizes the white opal. The latter is good quality if you can see the flashes of color from a distance of about three feet in good light. If you have to look at it closely under a strong light, it's too milky.

• **Star Stones.** Star sapphires and rubies should have the star exactly in the center of the stone on top. Lop-sided stars are low in value or practically worthless. All six legs of the star should be of the same length and brightness. Fine blues and reds

are most expensive, grays and whitish-grays are least expensive. Pink stars are seen, but if they're pink and not red they are not rubies. Synthetic star stones are made in America but they are too perfect — no bands, no specks, no flaws!

• **Diamonds.** There's only one piece of advice on this precious stone. If you're in the market for a diamond, buy only from a reputable dealer, taking into consideration that, if you buy outside of the United States, the import duty over and above your tax-exempt quota must be considered in figuring out what the final cost will be to you.

Don't be fooled by various "tests" that a merchant will get up for your benefit concerning precious stones — most of them look convincing but do not prove that the stone you want to buy is genuine. For example:

There is the *hammer test*. The merchant places a sapphire on the pavement, then an English penny on top of that and finally smacks down hard with a hammer—presto!—an undamaged stone! Convincing? Yes, but it doesn't prove that the sapphire is genuine, it only proves that the stone is tough and probably not glass.

The *file test* is also unconvincing. However, it should be performed on all stones suspected of being glass which scratches badly under the file.

The *blowtorch test* is also a convincing one—and just as unreliable. A piece of glass and a synthetic are both placed side by side and the flame applied. The glass melts almost immediately while the "real" stone is unaffected by the intense heat.

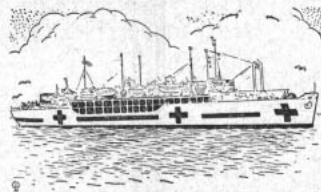
As a final parting word — remem-



ber to use common sense. Buy when possible only through reputable merchants. Don't expect to get real rubies, sapphires, emeralds, and diamonds for a song. If you don't know where to buy get a recommendation from someone you can trust. And know the regulations concerning import tax exemptions and the requirements to report dutiable income. "Fixed" prices seldom exist in Latin, Middle East, or Oriental countries and it is accepted custom in such countries to bargain over prices.

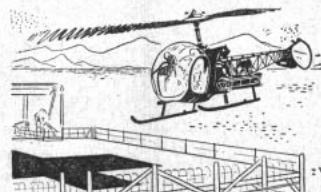
HERE'S YOUR NAVY

Repose, Consolation and Haven — three comfortable sounding names. Well chosen, too, for these are the names of the Navy's three active hospital ships. These three vessels have treated about



40,000 United Nations patients since the outbreak of war in Korea. Peak load was during October, November and December, 1950, when more than 7000 U.S. personnel and 723 U.N. personnel were admitted.

Of the three ships, *USS Consolation* (AH 15) was in active service at the outset of the Korean fighting, but *USS Repose* (AH 16) and *USS Haven* (AH 12) were reactivated and ready for duty in a few months. These floating hospitals have often operated close to the Korean coast, almost within sight of the battle lines. Such close support



enables the wounded to be flown by helicopter directly from the battle zone to the hospital ship. 'Copter landing platforms rigged topside on the fantail or alongside facilitate this time- and life-saving procedure.

Hospital ships are painted all white, except for a wide green hull band and several large red crosses. At night they are kept fully lighted. All this is to identify them in their mission of mercy. They carry no guns and under the pro-



visions of the Hague Convention (1907) are immune from enemy attack. The design of the three ships is similar and provides hospital space for more than 800 patients. An AH's nearest shore-side counterpart is a well-staffed, fully equipped naval hospital.

LETTERS TO THE EDITOR

When Does Shore Duty Terminate?

SIR: I received orders from BuPers ordering me to sea duty from a normal tour of shore duty on 10 August. Finally, on 2 October, I reported aboard ship. During that period I had been en route and had taken leave. The question is: What is my date of termination of shore duty?—A.D.R., RM2, USN.

• *The date of termination of shore duty (for purposes of computing sea/shore rotation time) would be the date you were detached from your last shore duty station, in your case 10 August. Further information on this subject is contained in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).—Ed.*

Payments to Survivors of Veterans

SIR: In the October 1952 issue (p. 55), you list the new figures for compensation and pension payments for disabled veterans and dependents of deceased servicemen, figures which were established by a new law, Public Law 427.

I think, though, you have one mistake in the listing. You state the new monthly payment for a widow of an eligible veteran with three children has been raised from \$106 a month to \$122 a month. I believe the rate in this particular case was raised from \$165 to \$179. How about that?—T.J.S., SK2, USN.

• *You are correct. The increase in payment rates from \$106 to \$122 applied not to widows with three children but instead to three dependent children whose mother (the widow) is also deceased.—Ed.*

Counting TAD School as Sea Duty

SIR: In mid-1951 I left my ship on temporary additional duty orders and reported to Great Lakes, Ill., for instruction in a Class "A" school. Eleven months later, my schooling completed, I reported back aboard ship. I know that this 11-month TAD did not count as sea duty for pay purposes, but how does it count as sea duty in regard to figuring shore duty eligibility?—E.K.F., ETSN, USN.

• *Your 11-month period of TAD counts as sea duty for purposes of computing eligibility for shore duty. Had it lasted another month, you would have crossed the line. The directive on this subject is BuPers Circ. Ltr. 36-50 (NDB, January-June 1950). It states that duty in the continental U.S. between sea assignments for a period of less than 12 months shall be considered sea duty for computation of eligibility for a normal tour of shore duty.—Ed.*

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

Korean GI Educational Benefits

SIR: While attending college under the World War II GI bill, I was recalled to active duty. Now I have become eligible under the Korean GI bill which I believe to be less advantageous from a financial viewpoint. When I return to school will I be required to receive my benefits under the Korean GI bill or can I remain under the provisions of the older bill?—D.B.R., PIC, USN.

• *World War II veterans recalled to active duty while attending school under the GI Bill are considered to have had their education "interrupted." Upon return to civilian life they may resume this education if entitlement remains. If they have gained eligibility for the Korean GI Bill as a result of service since 27 June 1950, entitlement under the old bill may be combined with the new. However, a person may not receive more than a total of 48 months of schooling under the GI Bills, either singly or combined.—Ed.*

Overseas Duty for Waves

SIR: Are Wave hospitalmen eligible for assignment to overseas hospital duty? If so, what are the qualifications required in order to make application for transfer to overseas assignment, such as age and length of time in service?—B.J.P., HN, USN.

• *Enlisted women in general may request assignment to overseas duty in accordance with BuPers Instruction 1306.10. A waiting list for women requesting such duty is maintained by BuPers. Waves may submit individual requests for overseas assignments to the Chief of Naval Personnel (Attn: Pers B211f) via their commanding officer. Submission of request is no guarantee however that assignment will be made since personnel are assigned by rating in accordance with the needs of the service. There is no age qualification, but an applicant is not normally considered prior to one year's service at her present duty station.*

The only overseas hospital at which Wave hospital corpsmen are stationed is Tripler Army Hospital, Honolulu, T.H.—Ed.

FRs Retained as Instructors

SIR: What is the BuPers policy regarding duty for Fleet Reservists (both recalled and retained) now serving as instructors? Are such personnel subject to sea-shore rotation during this period of retention?—R. J. R., EMPC, USN.

• *Fleet Reservists, both those who have been recalled and those who have been retained on active duty after entry into the Fleet Reserve, who are now on instructor duty and who volunteer for such duty, may be retained in their present assignment as instructors up to two years beyond their current tour of obligated active duty service.*

Fleet Reserve instructor personnel voluntarily continued on active duty as above will not be rotated to sea or transferred to other duty.—Ed.

Allowance for Dependents' Travel

SIR: Some time ago I had my family leave our permanent home and join me at my duty station. After considerable travel, they arrived and stayed with me for 30 days. Then, because of an emergency, they returned to our permanent home. Am I entitled to reimbursement for the travel my family performed?—P.A.S., MML2, USNR.

• *You would be entitled to a monetary allowance for the travel your family performed to your duty station. Reason: they performed travel there for the purpose of establishing a home.*

Their return to your permanent home is another matter. In view of the fact that their return travel was not incident to an assignment or transfer, no transportation at government expense would be authorized for such travel.—Ed.

Leave Accounting

SIR: If a member on overseas duty is not able to take more than 10 days leave during his first three years of service, does he lose 20 days of the 90 days leave he has accumulated by the beginning of the fourth fiscal year? Then, if he takes 60 days leave during the fourth year, and at the end of the fourth year he is separated, is he paid for the 30 days accumulated leave plus the 20 days he lost at the beginning of the fourth fiscal year?—A.D.M., AK3, USN.

• *He would be paid for 30 days leave at the time of his separation. Article C-6402(14), Bureau of Naval Personnel Manual states, "The amount in excess of 60 days which is dropped on 30 June of each year, or upon processing for separation from active service, is irrevocably lost; it is not compensable in bonds or cash, and may not be taken as leave."—Ed.*

Men with Special Training

SIR: I plan to request active duty in the Navy soon. Could you tell me if there is any way I could get into a branch of the Navy where I could put to use the special training I received at college? I hold a master's degree in the field of guidance and counselling.—P.D., SA, USNR.

• One program in which your college training and experience can be utilized is the Officer Candidate Program. Under this program, qualified enlisted men of the Naval Reserve who are ordered to active duty may study for and earn commissions in the Naval Reserve. (See ALL HANDS, February 1952, p. 10.) Another program open to active duty enlisted men is the NavCad program for aviation cadets.

It is suggested that you also visit the nearest Office of Naval Officer Procurement while on inactive duty. If you are assigned to active duty as an enlisted man, when you get to your permanent duty station consult with your commanding officer for information on the appointment program, your eligibility to apply and the procedure to be followed in submitting an application.—Ed.

Highline to Surgery

SIR: Four times in seven months emergency appendicitis cases have occurred on board this ship, *uss Melvin* (DD 680). Each time our deck crew has rigged a highline and each time the patient has been safely transferred and safely operated on. We think that's about par for the course.

The first time was this past January while we were steaming in stormy weather off Cape Hatteras. A. W. Foster, FN, USN, got an attack and was lifted to *uss Worcester* (CL 144) for treatment.

The second time was during Convex III in March in the Florida straits. P. J. Warren, TM2, USN, rode the highline to the safety of sick bay in *uss Thuban* (AKA 19).

The third time was during an intricate fast carrier task force maneuver with the Sixth Fleet in the Med. This time it was P. R. Territo, SN, USN. We put him aboard *uss Baltimore* (CA 68) for surgery.

Finally in July, with the Sixth Fleet still, our gun boss, Lieutenant (junior grade) John Patafo, USNR, got an attack and was transferred via the highline to *uss Coral Sea* (CVB 43).

All four men later returned to duty. If you care to join *Melvin's* "High Line Appendectomy Club" you'll find a fine taxi waiting to take you to the hospital!—R.T.C., Ensign, USN.

• For another example of how the Navy takes care of emergency medical cases on the high seas, see last month's issue of ALL HANDS, p. 38.—Ed.



BROTHERS-IN-ARMS—17 of the 18 brothers on board *USS Halsey Powell* (DD 686) pose on destroyer's forecabin before leaving the States.

These Brothers Like to Sail as Shipmates

SIR: It seems to me that all ships like to get into the act when they have something that tops another ship. *uss Halsey Powell* (DD 686), is no exception.

Powell, a 2100-tonner, is able to claim nine sets of brothers, including three sets of twins. The ship used to have eleven sets. Isn't that a record?

Enclosed is a picture (see cut) that shows 17 of the total 18 now on board grouped on the fo'c'stle just prior to the time the ship left the States last October. Left to right, back row, they are: Rony Simmons, SA, Howard and Lloyd Stumbo, both SA, Roy Simmons, SA, Robert Gibbs, GM3, Gerald Skaggs, SN, George Gibbs, GM3, LeRoy Holt, SN, Ray Carlton, GMSN, Kenneth Carlton, SA, and Arvest and Donald Kennedy, both CSSN.

Front row, left to right: Donald and Douglas Brashler, both SA, James Skaggs, SN, and Howard and Harvey Lloyd, both SA. Donald Holt, SN,

brother of LeRoy, was away at school at the time. The Simmons, Stumbos and Carltons are all twins.—Don Benson, JO3, USN, Staff, DesRon 17.

• *Powell* sure enough held the record for destroyers when she had 11 sets of brothers aboard. The previous high was reported last year by *uss Hollister* (DD 788). *Hollister* had ten sets, including three sets of twins and one of step-brothers.

In addition to receiving this word from *Powell*, ALL HANDS this month learned of what looks like the record number of brothers to serve on board any ship of the Fleet—31, to be exact. The largest number reported before had been 25 two-brother combinations and one three-brother combination serving in *uss Roanoke* (CL 145).

The 31 are serving with *uss Princeton* (CVA 37). The big group includes three sets of twins and one four-count 'em—four-brother combination!—Ed.

WO Appointments for Reservists

SIR: Recent editions of ALL HANDS have told of the appointment to warrant officer grade of CPOs and PO1s, both USN and USNR. Are Naval Reservists holding Continuous Active Duty billets in the Active Naval Reserve program ("stationkeepers") eligible for promotion to the grade of warrant officer?—G.S.L., PN1, USNR.

• No. Only USNR personnel who serve on active duty with the Regular Navy can be considered for, or temporarily appointed to, the grade of warrant officer (W-1). USNR Continuous Active Duty (CAD) stationkeeper and shipkeeper personnel fall within those cate-

gories of personnel excepted by law from appointment to temporary warrant or temporary commissioned officer status.

The temporary appointment of USN and USNR CPOs and PO1s to warrant officer (W-1) is made pursuant to section 302 of the "Officer Personnel Act of 1947." The law specifically excepts the following: "Fleet Reservists, personnel of the Naval Reserve ordered to active duty in connection with organizing, administering, recruiting, instructing, training or drilling the Naval Reserve, or ordered to temporary active duty for the purpose of prosecuting special work."—Ed.

Retirement Rules for Waves

SIR: Under existing retirement laws, how many years must enlisted Waves and Wave officers serve on active duty to become eligible for retirement? Is there a qualifying age limit? Also, when Wave personnel serve sufficient time on active duty, will they be permitted to qualify for Fleet Reserve status?—C.R.M., YNC, USN.

• An enlisted Wave must serve 30 years on active duty to be eligible for retirement unless transfer to the Fleet Naval Reserve is requested upon com-

pletion of 20 years' active duty, or unless she is retired prior to that time because of physical disability. There is no qualifying age limit.

A woman officer of the grade of commander of the Regular Navy, or a woman officer serving with the rank of captain as an assistant to the Chief of Naval Personnel, who attains the age of 55 or completes 30 years' active commissioned service in the Regular Navy or Naval Reserve (whichever is earlier) shall be retired on the first day of the month following that in which she attains such age or completes her service. Each woman officer of the Regular Navy who becomes 50 while serving in the grade of lieutenant commander or below shall be retired by the President on the first day of the month following that in which she attains such age.

When enlisted Waves have served sufficient time on active duty they may request Fleet Reserve status. Section 211, Public Law 625 (80th Congress) states: "All provisions of law relating to pay, leave, money allowances for subsistence and rental of quarters, mileage and other travel allowances, or other allowances, benefits, or emoluments, of male personnel of the Regular Navy, are hereby made applicable to women personnel of the Regular Navy."—Ed.

Guided Missiles School

SIR: The Guided Missiles School at Point Mugu, Calif., is the subject of my letter. What are the eligibility requirements and the procedure for applying for this training?—R.J.C., EMC, USN.

• Eligibility requirements for the Guided Missiles School provide that men in pay grades E-6 and E-7 must have at least four years' active naval service and at least one year continuous sea duty since last shore duty. For men in pay grades E-4 and E-5 the requirements are two years' active service and six months' continuous sea duty.

Other requirements: (1) Be a volunteer (2) Have at least three years obligated service upon entry into school (3) Possess a clear record (4) Be a good security risk (5) Have a minimum GCT/ARI score of 115. This is one of the Navy Schools for which the GCT/ARI score requirements will not be waived.

At the present time, however, BuPers does not desire individual requests from enlisted men for this training. Personnel requirements are met by periodic nominations from the Service Force Commanders when so requested by BuPers.

You may apply for nomination to your commanding officer but nomination does not insure selection for the school. Reason is that preliminary screening is done by the Service Force Commander concerned and final selection is made on a competitive basis upon receipt of nominations by BuPers.—Ed.

Home Study Under G.I. Bill

SIR: I am planning to take a correspondence course under the Korean G.I. Bill. How will the course be charged against my entitlement?

Also, what is considered full-time and what is considered part-time training?—K.E.D., JOSN, USN.

• (1) One-fourth of the elapsed time in taking the correspondence course will be charged against your entitlement. Elapsed time is measured from the date you enroll to the date the school processes your last lesson.

(2) Full-time training consists of at least 14 semester hours or its equivalent. Three-quarters time is between 10 and 14 semester hours or the equivalent. Half-time is between 7 and 10 semester hours, and less than half-time is 7 semester hours or below.

You are reminded that unlike the World War II G.I. Bill, the Korean G.I. Bill bars anybody from taking any course until he has been separated from the service.—Ed.

Rate on Retirement

SIR: When an EM retires after 30 years' active service does he retire in the highest rate held during his service or in the rate held at time of retirement?—J.H.R., YN3, USNR.

• It depends upon the circumstances. He retires at the rate held at time of retirement unless: (1) he served during World War II as a temporary officer prior to 30 June 1946, (2) he served in a higher enlisted or officer pay grade during World War I, or (3) he served in a higher enlisted or officer pay grade and was retired by reason of a physical disability.

In the event that he meets one of the above conditions he retires at the highest enlisted or officer pay grade in which he served satisfactorily.—Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• USS Wisconsin (BB 64) — The first anniversary Cruise Book since Wisconsin was recommissioned, this one covering the period from 3 Mar 1951 to 15 Mar 1952, is now available. The 192-page cloth-bound book includes hundreds of photographs of personnel and activities, particularly during the Korean phase of operations. Copies may be purchased for \$3.00 postpaid. Orders with remittance should be addressed to Custodian Recreation Fund, USS Wisconsin (BB 64), Fleet Post Office, New York, N. Y.

Workhorses of the Fleet

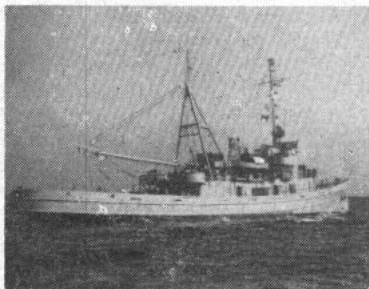
SIR: I have been reading ALL HANDS since my enlistment in the Navy and really appreciate the straight dope your magazine puts out.

But I have one complaint—you always publicize the large ships. How about the "workhorse of the Fleet," the always-ready ATF? — D.E.B., PNSN, USN, USS Abnaki (ATF 96).

• Maybe you should read the magazine more closely. Take a look at the last two issues of the magazine which contained stories and photos of DDs, LSTs, LSMs, DEs and ocean tugs. The lead story in the November ALL HANDS was on the small sweeps.

In the September issue this year, ALL HANDS carried a feature article on destroyers and another about awarding the Navy Unit Commendation to small ships and landing craft. The August issue contained an article on icebreakers and the June issue contained a picture of guess what?—your ship, USS Abnaki. Take a look at page 40 of that issue. Herewith a photograph which we just received in the mails, of your sister ship USS Arikara (ATF 98).

For your information, and that of other "small ship sailors," ALL HANDS is eager to print your story if it's a good one and worth telling. Write it up, try to take a couple of photographs, and send it to the Editor, ALL HANDS Magazine, Bureau of Naval Personnel, Room 1809 Arlington Annex, Washington 25, D. C.—Ed.



USS ARIKARA (ATF 98) — Small ships like this one do a big job.

Submarine Mossbacks

SIR: In the October issue of ALL HANDS, your story about Shellbacks failed to mention three submarines which also rounded the Horn in 1947. They were *Conger*, *Cutlass* and *Diablo*.—J.W.S., ENS, USN.

• Our story, as originally written, included the following sentences in the last paragraph: "Later in the same year three more submarines rounded the Horn. These vessels, *uss Conger* (SS 477), *uss Cutlass* (SS 478) and *uss Diablo* (SS 479), were also on a training cruise and, like the *Oriskany* group, rounded it from east to west."

In making up the page, it was necessary to delete several lines to make the story fit. Unfortunately, mention of these subs was omitted.—Ed.

Advancement After Separation

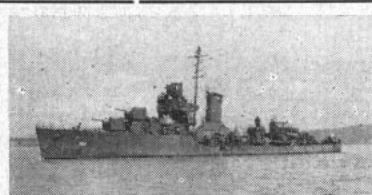
SIR: If a Naval Reservist received a passing grade in a service-wide competitive examination for advancement in rating while he is on active duty with the Regular Navy and is released to inactive duty before his advancement can be effected, can he be advanced in his rating while he is in an inactive duty status?

My interpretation of BuPers Circ. Ltr. 151-51 is that such a Reservist, after his release to inactive duty, can be advanced to the next higher pay grade as a result of this examination.—L. P., YNT2, USNR.

• Your interpretation is correct provided the Reservist meets all the requirements outlined in BuPers Ltr. 151-51 (NDB, July-December 1951).

The directive states that an individual's ability in rate for which he is found qualified is not immediately impaired because of his release to inactive duty or separation from the naval service. Therefore, both Regular and Reserve personnel who have successfully passed advancement examinations through regularly scheduled service-wide competitive examinations, and have been transferred for separation or released to inactive duty before advancement could be effected, may be advanced after release from such active duty provided membership is continued in the Naval Reserve under an unexpired enlistment or extension of enlistment. In the case of personnel who are discharged, membership in the Naval service must be re-established by enlistment or reenlistment in the Naval Reserve within three months of the date of discharge. Advancements may be effected only to fill vacancies if candidates are members of organizations in the Naval Reserve having limiting allowance or quotas established.

Advancement under these conditions should be effected within six months of the date it would normally be authorized if the candidate had remained in the Regular Establishment. Otherwise, the examination will not be considered valid any more.—Ed.



USS BLUE (DD 387)—Broken-decker of Craven class, sank in World War II.

What Happened to USS Blue?

SIR: Please help to set me straight by giving me the date and place of commissioning of *uss Blue*, a destroyer. I am speaking of the 1630-ton *Blue*, a DD that carried a bow number slightly lower than 400. I believe that she was commissioned in mid-1937 at Portsmouth, Va.—D.B.T., BMC, USN.

• You are speaking of *uss Blue* (DD 387), a 1500-ton, broken-decker of the Craven (DD 380) class of 1934. She was built at the Norfolk (Va.) Navy Yard and commissioned 14 Aug 1937. On 23 Aug 1942 she was sunk by torpedo fire from a Japanese destroyer. She rests in Guadalcanal's Ironbottom Sound.

A second *Blue*—DD 744—was commissioned 20 Mar 1944. This New York-built, 2250-ton flush-decker is a member of the Pacific Fleet Cruiser-Destroyer Force and is now serving as flagship of Destroyer Squadron 13.—Ed.



USS BLUE (DD 744)—Flush-decker, now flagship of Destroyer Squadron 13.

Duty in Anzac Country

SIR: I am very much interested in duty as HMC in New Zealand or Australia. Can you tell me what my chances are of getting such duty? If there are no billets at either of these places what would be the nearest station to New Zealand where I might apply?—F.B.D., HMCA(T), USN.

• The Navy is spread all over the world but it has no shore billets for HMs in New Zealand or Australia. The nearest you might get would be the Philippine Islands or Guam.

Requests for either of the latter two places must be submitted to the Commander Service Force, U.S. Pacific Fleet, who maintains a waiting list from which enlisted personnel are selected for such assignments. Eligibility requirements for this list include a minimum of one year sea duty since last shore or overseas duty.—Ed.

Commissions for Enlisted Waves

SIR: Is there a program through which enlisted Waves with some college education (but no degree) can apply for a Navy commission? I know that enlisted men can apply for NROTC and NavCad programs but it seems that no such program exists whereby the women can obtain a college degree and commission.

I have inquired at various bases about this subject but have found no definite information.—J.J.L., YN3, USN.

• Under present directives, there is no educational program for enlisted women of the Navy which leads to a college degree or to an appointment in the Naval Service. The educational requirement for appointment to Line, 1105 (USNR) or Supply Corps, 3105 (USNR) for enlisted women for immediate active duty is a baccalaureate degree from an accredited college or university.

Those applicants selected for appointment under this program are ordered to Newport, R.I., for a four-month indoctrination course and agree to service on active duty for two years.

For a new program offering opportunities for commissions to enlisted personnel, both men and women, see BuPers instruction 1120.7 of 18 Sept 1952, and the article in this issue, page 52.—Ed.

New Rating of Postal Clerk

SIR: Can you tell us if the Navy plans to change the teleman rating back to the war-time rating of mailman or establish a new postal clerk rating? We have heard rumors to the effect that a general service rating for postal clerk will be established.—B. R., TEL, USN.

• The establishment of a general service rating of postal clerk has been under study for some time. The Rating Structure Review Board has recommended establishment of the rating of postal clerk but no action has yet been taken.

When official information on this and other possible rating changes is available, that information will be carried in ALL HANDS.—Ed.

Origin of Church Pennant

SIR: In one issue of ALL HANDS (July 1952, "How Did It Start," p. 46), a small article was devoted to the Church Pennant. I wonder if you would be interested to learn of the origin of the pennant in the [British] Royal Navy?

When the Dutch and British were not on such friendly terms, in fact they were at war, the fleets observed a Sunday truce. This they accomplished by stitching together the ensigns of both navies which built up a pennant flown while the Sabbath was being celebrated. The colours are retained to this day.—H. A. M., Royal Navy.

Thanks for your explanation of the interesting, and appropriate, origin of the Church Pennant.—Ed.

Ship Reunions

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

• *uss Barton* (DD 722) — The fourth reunion of the World War II crew is scheduled for 15 to 17 May 1953 in Washington, D.C. All who have served on *Barton* are urged to attend. Inquiries may be directed to F. M. Shore, Jr., 9915 Dickens Ave., Bethesda, Md.

• *PT Officers* — Former PT officers are invited to attend the annual Spring reunion of Peter Tare, Incorporated. The reunion will be held the third weekend in April 1953. Interested persons may write Peter Tare, Inc., Box 1682, Grand Central Station, New York, N. Y.

• *uss Ralph Talbot* (DD 390) — All hands who served aboard *Talbot* during any part of the period from commissioning in 1937 until 1943, and are interested in holding a reunion at time and place to be decided, please write LT. L. A. Wilson, USN, U.S. Naval School (Net), Tiburon, Calif.

• *uss Nashville* (CL 43) — All hands who served on board *Nashville*

between 1 Nov 1940 and 1 Nov 1944, who are interested in attending a reunion at a time and place to be decided, please contact Marvin D. Hughes, 109 Lake St., Madisonville, Ky.

• *uss San Jacinto* (CVL 30) — All former officers who served in *San Jacinto* during World War II are invited to attend the eighth annual meeting of the ship's "One More Operation" Society at a place and date to be decided. Former shipmates are urged to contact Reverend Deitrich B. Cordes, St. Paul's Episcopal Church, 85 W. Main St., Norwalk, Ohio, or LCDR F. Cortese, Jr., USN, *uss Navasota* (AO 106), Fleet Post Office, San Francisco, Calif.

• *The Navy League of the United States*: The Navy League of the United States will observe its 50th Anniversary in December 1952. Ceremonies appropriate to the occasion will be centered around the League's annual meeting to take place in Washington, D. C. 4-6 December. Information may be obtained by writing to "The Navy League of the United States, Mills Bldg., Washington, D. C."

NROTC Contract Students

SIR: I have been unable to find any definite answers to three questions regarding NROTC Contract Students in any of the current directives concerning the release to inactive duty of Reserve officers. Perhaps you can help me.

One year ago I was commissioned an ensign, USNR, from the NROTC Contract Student Program:

(1) When may I expect release to inactive duty and for how long am I obligated to keep my commission?

(2) May the time between release from active duty and the expiration of my obligated time to retain my commission be spent in the Inactive Reserve, or must the time be spent in an Organized status, excluding possible cases of hardship?

(3) BuPers Circular Letter No. 12-51 (paragraph 2C) states that officers who received financial assistance while attending a civilian college, would be required to serve an extra year on active duty. Does the 90 cents a day subsistence I received the last two years of my schooling (I paid my own tuition and books) place me in this category?—D.D.F., Ensign, USNR.

• (1) Officers in your category are eligible for release from active duty upon completion of 24 months continuous service and are obligated to retain their commissions for eight years from the date they were initially commissioned in accordance with the provisions of Public Law 51 (82nd Congress). However, it should be noted that Naval Reserve officers hold their commissions for an indefinite period at the pleasure of the President.

(2) You will be obligated to participate in the Organized Reserve until your period of active duty and Organized Reserve service totals eight years.

(3) You will not be required to serve any extra time.—Ed.

Precedence of USNR officers

SIR: We refer to the Letter to the Editor, *ALL HANDS*, September 1952, p. 28, regarding the method of computing precedence of Reserve officers ordered to active duty. BuPers Manual, articles H-1504 and H-1505, outline instructions for computing precedence of Reserve officers in time of national emergency or war. No information or directive is found here, however regarding your statement that no distinction is now made for precedence between active

and inactive duty in determining seniority of Reserve officers. What is the source of your statement?—C.L.T., LT, USN, and M.E.F., LT, USN.

• The method of determining precedence of Naval Reserve officers was changed by the Officer Personnel Act of 1947, Public Law 381 (80th Congress), and subsequent administrative actions evolving from that law. BuPers Manual, articles H-1503 and H-1504 are now being revised to conform to Public Law 381.—Ed.

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Bluejackets Strike Up the Music—on Navy Bands

St. Louis' Finest

SIR: We here at the Naval Air Station, Lambert Field, St. Louis, Mo., will admit that NAS, Denver, has a fine band, but we challenge their claim to being the first band in the Naval Air Reserve Training Command.

Our band, under the leadership of Lieutenant W. G. Dallas, USNR, was organized in February 1951 and since that time has been kept busy playing at military functions both on and off the station. Seems our fame has even spread to the East, at least as far as NAS, Niagara Falls. Our 30-piece unit appeared there at an annual inspection this October.—R.C., LCDR, USNR.

• Apparently the Band story (ALL HANDS, September 1952, pp. 14-17) spurred contributions from Navy bands all over. For news of two other Navy bands see below.—ED.

Music in the Mediterranean

SIR: Speaking of bands, as you were in your September issue, an 18-man U.S. Navy band is just completing a year and a half of duty in the Mediterranean with Commander, Service Force, Sixth Fleet.

Organized in May 1951 at the U.S. Navy School of Music at Anacostia, Washington, D.C., the band reached the Med a month later. The group is based aboard the Service Force flagship, currently the destroyer tender *USS Shenandoah* (AD 26).

Since its arrival, the band has performed a variety of duties benefiting naval personnel and helping represent the U.S. in foreign countries. In foreign ports, the band's 15-piece dance orchestra usually plays each noon on board ship in company with the Service Force flagship. Frequent concerts

are also held underway on board the flagship not only for the latter's personnel but also for ships which may be alongside transferring fuel.

The entire band has played at public concerts in foreign countries throughout the Mediterranean area. Concerts have been given at Rhodes; Athens, Greece; Suda Bay, Crete; Bone, Algeria; Ismir, Turkey; and Cartagena, Spain. At Cartagena, the band was the first U.S. organization to play in public since 1936.—F.R., MUC, USN.

All-Filipino Band Is Unique

SIR: Thought you might be interested in some information on the staff band of Commander, U.S. Naval Forces, Philippines, all of whose 16 members are in the Insular Force and come from Cavite county where Sangley Point is located.

Manual Concepcion, MUC, is the leader and senior member of the band, having enlisted in 1926. Ten others enlisted in 1927.

The band begins every day by playing "Colors" in front of the ComNavPhil Administration Building. At 0800, Chief Concepcion leads his men in the "Star Spangled Banner" followed by the Philippine National Anthem.

Once a week, the band plays for some kind of special occasion or dance. In an average month, the band plays for a dance at the Officer's Club, one at the CPO Club and one at the Enlisted Men's Club. The band also plays for parties and dances at the American Embassy in Manila and for feature events such as Memorial Day, Fourth of July and official receptions.

Established in 1926, the band enjoyed a calm life until the Japanese attacked the Philippines in 1941. The

group stayed at Sangley Point until 25 December when U.S. forces evacuated to Corregidor. Because of lack of transportation, the members of the band were directed to go home and hide, resuming their lives as civilians. Most of them joined guerrilla units harassing the Japanese.

With the liberation, the men were able to get food and clothing and were later assigned once more to various units, not being able to reassemble as a band because they had no instruments.

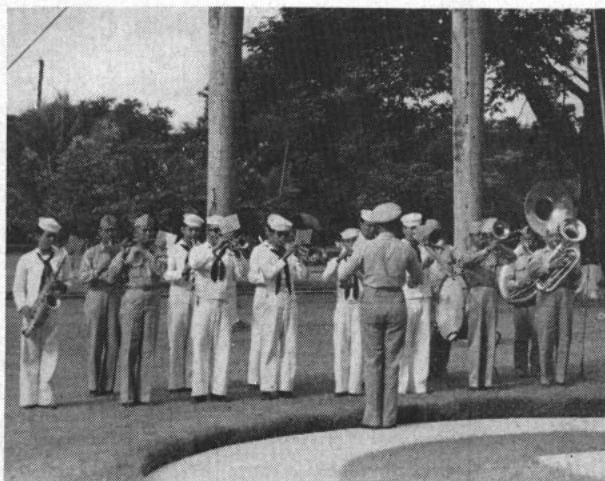
In July 1945, they were brought back together again, borrowed instruments and played as a Naval District band once more.

The group has a tradition as part of the Navy family. Concepcion's father retired after 30 years as a QM1. The fathers of two other members retired each as an MU1 after 30 years' service.

Five members have sons in the U.S. Navy. Concepcion's son, Benny, for example, is a TN stationed in *USS Bellatrix* (AKA 3), and has been bantamweight boxing champion of the Philippines command for three years.

Navy bands come and Navy bands go, but it's doubtful if many have the unique qualities and experience of the ComNavPhil band.—W.L.B., JOSN, USN.

• The interest in naval bands is not limited to our own Navy. The Republic of Korea and the United Kingdom also figured in recent reports, when a 32-piece ROK Navy band from the ROK Navy School, Chinhae, Korea, and the Royal Marine Band of the cruiser *HMS Newcastle* have present concerts for the ship's company of *USS Piedmont* (AD 17), operating in the Fast East.—ED.



SERVICE FORCE, Sixth Fleet band on board *USS Shenandoah* (AD 26). Right: ComNavPhil band plays at 'Colors.'

Naval Aviation: Four Decades of Progress

ON THE 17th of December 1903—one of the great historic dates of the twentieth century—the Wright Brothers first successfully flew a heavier-than-air machine. The awkward looking contraption was called an “air-plane” and they managed to coax it into the air for 12 seconds, in which time, Orville, the pilot, guided the craft a then-amazing distance of 120 feet—a distance we know now as less than the wing span of a heavy bomber!

Five years later, when the Wright brothers put on a demonstration at Fort Myer, Va., a young Navy lieutenant, George C. Sweet, USN, saw and believed. He also saw something else—the time when an airplane would fly from a ship.

Yet Sweet and even the most visionary officers of the Navy at this time thought of aviation as little more than a scouting weapon—an extension of the eyes of the Fleet for search, patrol and gunfire spotting. No one at this time thought that in scarcely three decades naval aviation would reach a degree of development where a sky full of fast-striking aircraft flying from huge aircraft carriers many miles distant would shoot down a total of 366 Japanese planes in a single day, as they did during the famous Marianas “Turkey Shoot” of 1944.

The measure of this development of naval aircraft is shown on these pages. Here are fighters, bombers, patrol planes, search planes, helicopters, transport planes—all the types the modern fleet needs to accomplish its various missions.

It is the purpose of this article to tell you how the Navy's air arm got that way.

It was in 1910 that the idea of naval aviation might be said to have first caught hold. In that year, Captain Washington Irving Chambers, a familiar name to aviation students, received a unique set of orders which read, “Keep informed of the progress of aeronautics with a view of advising the Department concerning the adaptability of such material for naval use and gradually to provide the Navy with suitable equipment for aerial navigation and to instruct the Navy personnel in its use.”

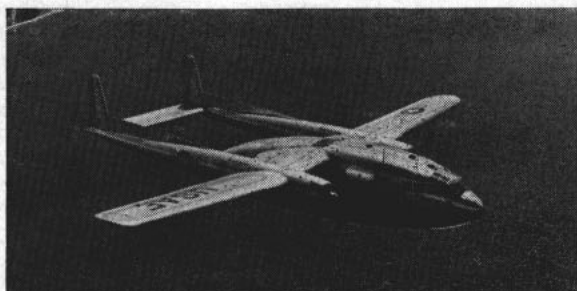
It was about this time that Glenn Curtiss, a bicycle manufacturer turned plane-maker, was working on the problem of the hydro-aeroplane and entering planes in the flying carnivals of the period.

Captain Chambers was impressed with Curtiss' exploits and approached him with the idea of flying an airplane from a warship. Eugene Ely, a Curtiss pilot, undertook the assignment and on 14 November 1910 flew a four-cylinder Curtiss biplane from an 83-foot wooden platform built over the ram bow of the old cruiser *Birmingham* in Chesapeake Bay. Ely thus became the first ship-to-shore flyer. Two months later, on 18 January 1911, this time in San Francisco Bay, Ely flew out from shore and made a successful landing on a similar platform of the armored cruiser *Pennsylvania*.

Ely's two flights were the forerunners of modern carrier aviation.

The Navy needed only to be convinced that the air-

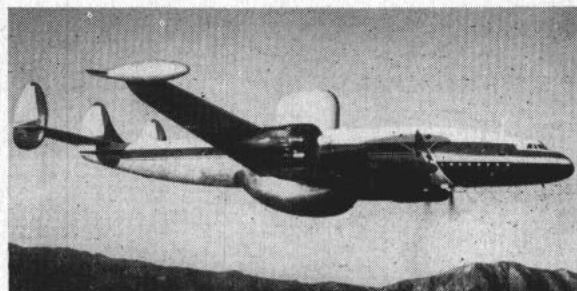
Navy Transports Deliver the Goods



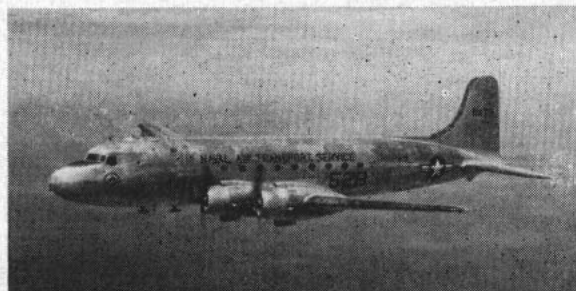
R4Q 'Packet'—This 'flying boxcar' has twin booms. It can carry up to 18 tons and has a range of about 3000 miles.



R4D 'Skytrain'—A land-based transport, it can carry up to seven tons. Twin-motored, it has a range of more than 2000 miles.



R7V 'Super Constellation'—Photo shows WV-2 search-warning version of R7V, with radar domes. Details still are classified.



R5D 'Skymaster'—This plane is no longer in production but it is still standard 4-engine transport. Maximum range 2900 miles.

Navy Helicopters



HUP-1 'Retriever'—Designed for shipboard operation. Has outrigger tail fins.



HRP-2 'Rescuer' — All-metal version of HRP-1. Carries two crewmen, six litters.



HO4S (HRS-1)—Seats 12; used for rescue, observation, passenger or cargo carrying.



HOK-1—Four-seat liaison 'copter. Most details are not available at this time.



HTE-1—Specially equipped two-seat training craft. Can carry up to three passengers.



HTL-2—Designed for training purposes. Features split canopy side-by-side seating.

plane could land and take off from water before aeronautics could be accepted as a Fleet adjunct. By now Curtiss had perfected a hydro-aeroplane and on 17 Feb. 1911, he landed it in San Diego Bay alongside *Pennsylvania* and was hoisted aboard. Put back in the water again, Curtiss took off successfully and flew back to his North Island camp.

This demonstration was the clincher. The seaplane looked practical. A \$25,000 appropriation for aviation was included in the 1911-12 naval appropriation act. Three aeroplanes were ordered by the Navy and in the fall of 1911 the first naval air station was established on the banks of the Severn River at Greenbury Point near Annapolis, Md.

In 1912 five more planes were added to the Navy's air force, among them the first Navy flying boat—a Curtiss plane with a 75-horsepower engine hitched to two propellers operated by chains.

Naval Constructor H. C. Richardson, a specialist in ship hulls, who had been assigned to work out designs for seaplanes, developed a pontoon hull with a step and a topside air vent which would break the surface tension of the water when the craft took off. Thus, while Curtiss was the father of the hydroplane, Richardson is given credit for designing the first practical pontoon.

On 22 May 1912, Marine Aviation had its beginning when First Lieutenant Alfred A. Cunningham, USMC, reported to the growing Annapolis Aviation Camp for flight training. At the end of 1913 Marine Aviation consisted of two officers and seven enlisted men, all on duty at Annapolis.

Aviation in the Navy began to come of age in October 1913 when the acting secretary of the Navy, a gentleman named Franklin D. Roosevelt, appointed a Board of Aeronautics. Captain Chambers was named to head it.

In the year 1911 the amphibian plane made its debut

in naval aircraft history. The designer once again was Curtiss. His new amphibian model, known as the "Bat Boat," was designated the AX-1 or "OWL" (Over-Water-Land) and was powered by a 90-horsepower engine.

In 1917 when this nation entered the European conflict, the Navy had 48 pilots and 54 airplanes. The war record of the infant air arm was naturally limited, but here are some highlights of Naval air in W W I.

- In early June 1917, Lieutenant Kenneth Whiting landed at Bordeaux with a small detachment of Naval Aviators, thereby leading one of the first organized U.S. fighting forces to Europe.

- Shortly thereafter came the Reserves, symbolized by the Yale Unit, a group of patriotic young men, who, with money donated by private citizens, organized on Long Island, N. Y., a flyer's club that quickly found its way into the Naval Reserve. This unit, whose training was completed by the Navy, served both at home and abroad throughout World War I.

- Ensign Albert D. Sturtevant was the first U.S. Navy flyer to lose his life in combat with the enemy. Fighting against a vastly superior force of German planes, he was shot down over the North Sea on 15 February 1918.

- The First Marine Aviation Squadron was formed in October 1917. In 1918, Major A. Cunningham led Marine flyers to France for action where they piloted British and French planes until two months before the end of the war when they were given Liberty-powered de Havillands. By the end of World War I the Marine air arm had grown to 282 officers and 2180 enlisted men.

Despite limited resources and brief combat experience, naval aviation at the end of the conflict had formed a well-knit trained and competent U.S. naval air force—a force which formed the nucleus for the mighty naval air establishment of today.

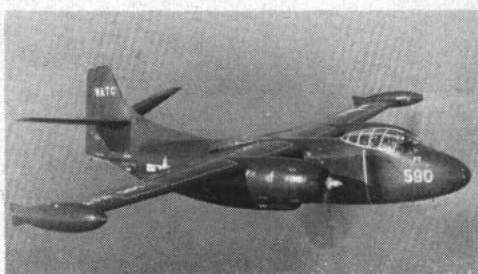
(Continued on page 34)

Here are Combat Planes You'll Be Se

Attack



AF-2S 'Guardian'—Anti-submarine plane, it's paired with AF-2W (search) craft. It weighs about 20,000 pounds, has a span of 60 feet. Speed over 300 mph.



AJ-1 'Savage'—Carrier-borne attack and search plane. It's the heaviest to land on carrier, has gross weight of 50,000 pounds. Speed over 400 mph.



XA3D (no name)—Swept-wing aircraft, one of three. Powered by two engines under wing.

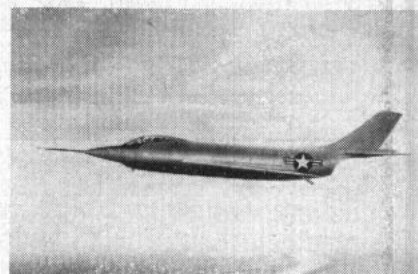
Fighter



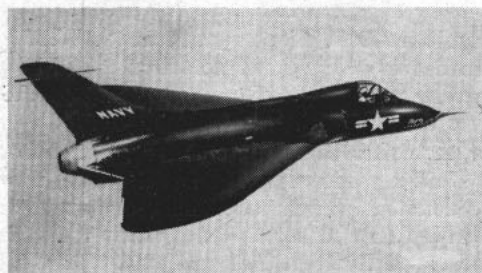
F7F-2 'Tigercat'—Gross weight 13,000 pounds, span over 51 feet. Used in Korea, plane has speed over 425 mph, range of over 1500 miles.



F2H-3 'Banshee'—This is improved version of F2H-2. A single-seat, jet-propelled fighter.



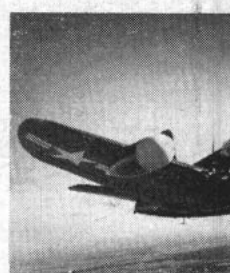
XF3H-1 'Demon'—Single-jet, carrier based fighter. Most details concerning this speedy, new aircraft are classified at this time.



F4D 'Skyray'—New jet interceptor, designed to catapult from carriers. Details concerning this plane are classified.



F3D-1 'Skynight'—Jet-propelled, carrier-based, all-weather fighter. It weighs about 27,000 pounds, has a speed in excess of 600 mph.



F4U 'Corsair'—Similar to F4U, low-level ground support aircraft. Weighs about 12,000 pounds, has a speed of 400 mph.

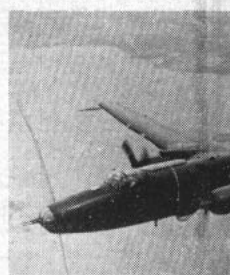
Patrol



P2V 'Neptune'—Long-range patrol plane, it has take-off weight of 58,000 pounds, maximum speed of 288 mph, range over 3500 miles.



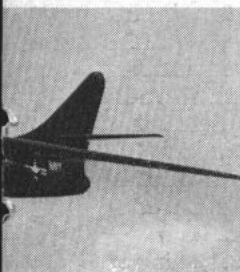
PBM 'Mariner'—Performs general utilities. Not in production now. Span 118 feet, gross weight 56,000 pounds, speed 200 mph. Range over 2000 miles.



P4M-1 'Mercator'—For low-altitude photo recon. Has two engines. Armament 14,000 lbs.

ing in Today's and Tomorrow's Navy

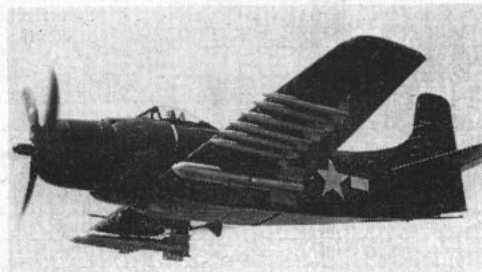
Aircraft



wing aircraft, carries crew
jet engines, each slung
Wings fold.



XA2J-1 (no name)—Attack bomber, designed for
carrier operations. Most details are classified.

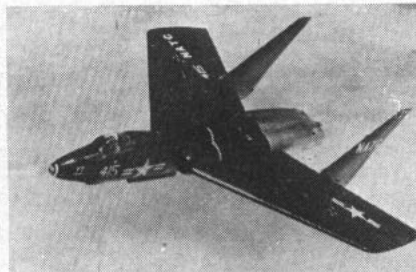


AD 'Skyraider'—Standard carrier-borne attack air-
craft. Weight about 20,000 pounds, span 50 feet. This
plane has top speed of over 300 mph.

Aircraft



FJ2 'Fury'—Advanced model of FJ1 single-jet
aircraft. Most details of this new plane are
classified.



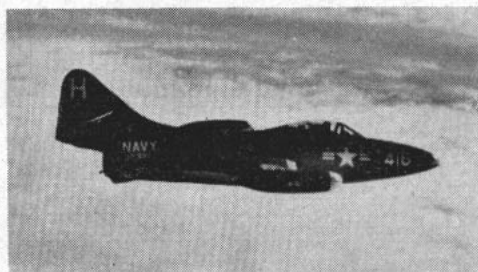
F7U-1 'Cutlass'—Swept-wing, tail-less single-
seat twin-jet fighter, with gross weight of
20,000 pounds, speed over 650 mph.



FH 'Phantom'—Formerly 'FD-1,' it was first
fighter powered exclusively by jet engines
designed for carrier operations.



AU-1, it is designed for
and night flying. It weighs
a speed of 400-500 mph.



F9F-5 'Panther'—Famous jet carrier-based fighter, it
weighs about 18,000 pounds, has a span of 38 feet.
With top speed over 600 mph.

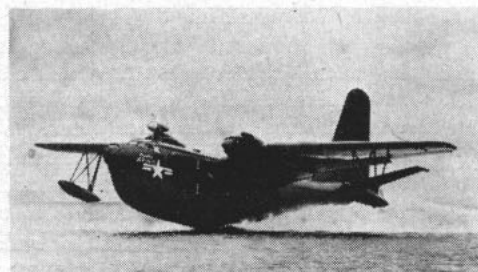


F9F-6 'Cougar'—Swept-wing day fighter, successor to
'Panther,' it is much faster but retains factors making
it ideal for carrier operations.

Aircraft



long-range patrol, minelaying,
jet and two reciprocating
00 pounds, speed 300 mph.



P5M-1 'Marlin'—First twin-engined flying boat to be
developed for Navy since World War II. It has weight
of 60,000 pounds, speed over 250 mph.



PB4Y 'Privateer'—Redesignated P4Y, patrol bomber
weighs over 60,000 pounds, speed 250-300 mph. It
carries two ASM-N-2 'Bats,' bombs, or mines.

The five years following World War I were, in many ways, a period of great development in U.S. naval aviation. They were the years which witnessed startling aeronautical innovations and brought about the beginnings of our carrier fleet.

Out of the wartime enthusiasm for aeronautics came the first crossing of the Atlantic by air in 1919 when the Navy's now-famous NC-4, piloted by Lieutenant Commander Albert C. Read, usn, successfully landed behind the breakwater at Plymouth, England, after a flight from Trepassy, Newfoundland via the Azores, Portugal and Spain. Read's flight took 16 days and covered a total of 4116 miles. Actual flying time, however, was 53 hours and 58 minutes.

In July 1921 Congress authorized establishment of the Bureau of Aeronautics in the Navy Department. On 1 September 1921 Rear Admiral W. A. Moffet was named by President Harding as the first Chief of the Bureau.

In these years, the research and engineering was done that laid the groundwork for the giant strides which were to be made in aviation by several countries prior to the outbreak of World War II. The Germans perfected an all-metal *Junkers*, mounting 16 machine guns. The French *Salmson* boasted "leak-proof" fuel tanks. The British *Sopwith* was powered by a 220-horsepower rotary engine. The French *Spad* was equipped with a 300-horsepower engine which could turn up a speed of 145 miles an hour.

Here at home a retractable landing gear was installed on a *Vought VE-7*; Sperry brought out a turn-and-bank indicator; .50 caliber machine guns were mounted on aircraft; a bombsight was designed; Loening built two small planes especially for deck landings, and Charles L. Lawrence designed a 3-cylinder 45-horsepower radial engine that was the forebear of the later reliable Wright *Whirlwind*.

By 1922, the three principal types of naval aircraft — the carrier plane, the scout plane and the patrol plane — had proved feasible in operation. It now remained for the Navy to perfect these planes as operational weapons of a combat fleet.

For a number of years, naval minds at home and abroad had been speculating on the possibility of carrying airplanes to sea and launching them from ocean-borne platforms. It was a tantalizing prospect and, if successful, would open wide military vistas to the nation which succeeded in perfecting it.

The British Navy was the first to come up with a carrier, British carriers were in operation during World War I. After the war, the U.S. Navy turned its attention to the idea and the collier *Jupiter* was converted into the carrier *USS Langley*. In the early twenties a deck catapult was perfected and installed aboard *Langley*.

It was a day to be remembered by naval flyers when, in October 1922, *Langley* stood out to sea — the first aircraft carrier of the U.S. As CV1, this ugly duckling was the start of the development of the Navy's basic carrier operations. Because of her unlovely lines she quickly became known as the "Covered Wagon." But upon her deck naval flying grew and flourished. For example:

- On 17 October 1922 Lieutenant Commander V. C. Griffin earned the distinction of being the first flyer to take off from her deck. He flew a VE-7-SF.
- Nine days later, with the *Langley* underway, Lt.

Cdr. Godfrey Chevalier, perhaps in recognition of the fact that no one had worked harder than he on perfecting the arresting gear, made the first landing on the carrier's deck.

- First to be successfully catapulted from the deck, on 18 November 1922, was Commander Kenneth Whiting, at the controls of a PT.

The Navy, happy with the results of the *Langley* experiments, added the aircraft carriers *Lexington* (CV 2) and *Saratoga* (CV 3) to the fleet. These two great carriers were converted from battle cruiser hulls. In addition to these ships the carriers *Ranger* (CV 4), (first ship to be built as a carrier from the keel up), *Yorktown* (CV 5) and *Enterprise* (CV 6) helped carry naval aviation through the "doldrums" of the 30s and through the critical days following the Japanese attack on Hawaii.

During the period between 1920 and the beginning of World War II the Navy developed a new conception of naval power which was to become known as "sea-air power" — the unification of surface and aerial weapons and techniques. Aviation — and carriers — became as much a part of the fleet as the battleship.

At the same time the Navy began the long and intensive program of specialization which was to result in such distinctive U.S. naval types as the torpedo plane, the dive bomber, the shipboard fighter and patrol and scouting planes.

In the early 30's the dive bomber officially went into operational use. In 1928 the first torpedo planes (Martin T3M-2's) to go aboard a carrier were put aboard *Lexington*. And in the late 20's the water-cooled in-line engine gave way to radial air-cooled engines, which thereafter were used exclusively on naval aircraft.

What were the Marine pilots doing at this time?

Between the two world wars, the Flying Leathernecks for one thing were busy in Central America. In skirmishes with bandits in Nicaragua, the Marines gradually formulated the tactics which have resulted in the present concept of close air support of ground troops.

It was also during this period that First Lieutenant Christian F. Schilt, usmc, became the first flyer to evacuate wounded men from a battle area.

Then came World War II and the U.S. emerged in the grave and responsible role of the world's first naval power. Naval aviation was now assigned four important missions:

- Air strikes — Planes attached to fast carrier task forces made possible the most powerful demonstration of sea-air power the world has known.
- Anti-submarine warfare — "Hunter-killer" planes attached to small carrier task forces combed the seas for enemy submersibles.
- Air support to amphibious operations — Planes flying from "jeep" carriers provided close air support for amphibious landings as well as logistic support for fast carrier forces and advance bases.

- Search and patrol — Both land and tender-based aircraft helped to locate and track enemy forces, watch their movements and in general to collect intelligence.

However, when it came to building carrier-based planes, the Navy had many problems to solve. For one thing, compared to an airfield runway, the largest carrier deck is mighty short. Therefore, methods had to be devised to get planes into the air with shorter take-off runs. This problem was solved by (1) improvement of cata-

pults and their adaption for carriers as well as on other ships of the line and (2) the development of what was called "JATO"—Jet Assisted Take-Off.

Here are the high points of the progress made by naval aviation during World War II:

- The bomber-fighter was developed.
- The night-fighter was developed. Equipped with radar it could be launched at night to intercept attacking aircraft, to act as a night intruder over enemy airfields or to bomb at night. The night-fighter could also perform any of these missions by day through clouds of zero visibility.
- Flying boats were built with greater endurance and higher load capacity.
- The new planes were equipped with new-type airfoils and engines that produced higher speeds. There was a general improvement in instruments for all planes and new high-lift devices improved the qualities for taking off and landing and gave carrier planes a longer cruising radius.
- The lighter-than-air program was expanded. Airships were used in tracking down enemy subs, for coastal-patrol and scouting missions.
- The Navy entered the helicopter field.

Although in the closing months of WW II, increased attention was given to the jet engine, it could be said that in general, throughout the war, it was found that the greater durability and all-round performance of the reciprocating engine made it the best type to use. However, the Navy continued to conduct careful tests and experimentation on all kinds of motive power. Engines were built to combine a jet unit with the standard reciprocating aircraft engine (turbo-jet). This type combined the longer range of the ordinary engine with the speed produced by the jet.

The first mass operation of jets from an aircraft carrier took place in 1948. In March of that year, two FJ-1 *Furies* of VF-51 landed and took off from *Boxer* (CVA 21) off San Diego, Calif. Three months later a squadron of FH-1 *Phantoms* flew off the carrier *uss Saipan* (CVA 48) off Quonset Point, demonstrating the ease with which jets could land on and take off from a carrier's deck.

Another milestone in naval aviation came on 27 April 1948 when two P2V *Neptunes* were flown off the deck of *uss Coral Sea* (CVA 43), then (CVB 43) — the *Neptune* weighs approximately 60,000 pounds.

One of the most noteworthy developments of post war naval aviation is the increase in size and weight of the new planes. The trend is toward bigger planes to carry the greater weight of electronic equipment and bigger payloads of bombs and rockets. To handle these large aircraft, bigger carriers (i.e. the *Forrestal*-class) are now under construction.

In power plants, the trend today is toward the propeller as the most efficient form of propulsion for low speed aircraft, toward the turbo-jet for high speed aircraft and toward the rocket for special high speed applications. Rockets for instance, are used for take-off assistance since they provide an enormous amount of thrust for a relatively short time and at a low installed weight.

The helicopter has developed into an important member of the air fleet.

The tandem-rotor helicopter — the first helicopter to utilize main lifting rotors arranged in tandem — met in large measure the requirement for additional personnel and cargo capacity. With rotors placed, one at either end of a long fuselage, cargo or passengers could be concentrated in the center where the load capacity is more than one ton. This aircraft, the HRP-1, has a forward speed of more than 100 miles an hour and a landing speed of zero. A second helicopter of this type, the XJD-1, was built in 1946 with a useful load of 4000 pounds. It is a twin-engine helicopter with the main lifting rotors laterally disposed on stub pylon wings.

The field of pilotless aircraft and guided missiles promises revolutionary tactics in the future of naval aviation.

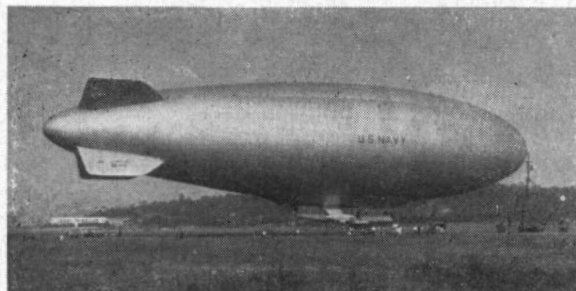
The Navy has been interested in this field for many years. Radio-controlled drones used for gunnery practice have long been a familiar sight around the Fleet.

Experimentation in guided missiles was given a big boost by World War II. Various means of propulsion and guidance were tried by the Navy and other branches of the armed forces.

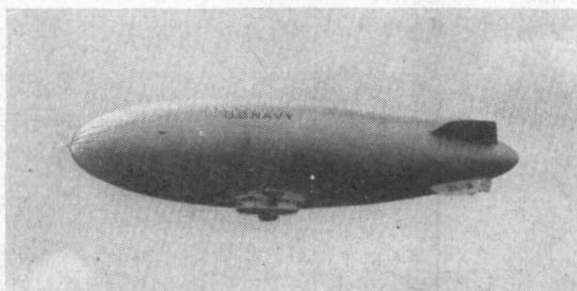
Missiles can now be guided into an enemy target by certain target-seeking devices. Furthermore, an entirely new field of propulsion in the super-sonic speed range is under development — the field of jet propulsion in which reso-jets, ram-jets, liquid jets and turbo jets hold engineering priority.

One thing is certain. The face of aviation may change but the Navy's air arm will continue to be a major component of the sea service.

Non-Rigid, Lighter-Than-Air Airships



ZPN-1—This airship is important for observation and rescue work. It carries a crew of 14 in 87-foot car.



'K-Type'—Here's the standard airship for anti-submarine warfare. It carries crew of 10, has speed of 65 knots.

★★★★★ TODAY'S NAVY ★★★★★



'READY FOR INSPECTION' — More than 3,000 persons jammed the main hangar at NAS, Niagara Falls, to watch annual Naval Reserve inspection.

Snow Cutter

The backbreaking unhappy problem of removing countless tons of snow that fall every year on the expansive grounds of the Naval Training Center, Great Lakes, Ill., has been solved by a couple of the Center's boatswain's mates.

The first big snow of last winter was disheartening to hundreds of bluejackets who had to tackle the cold task with hand shovels.

Ingenuity and a little drawing talent of Warren Holm, BM1, USN, however, has resulted in "Operation Snowplow." Holm reasoned that a power lawnmower could be converted into a sidewalk snowplow. His converted grass-cutter worked all right as a small snowplow, but it

couldn't do the big removal jobs. The training center command had ordered big power snowplows, but the manufacturers said they couldn't make delivery until next spring or summer. Something had to be done.

Holm took his ideas to the Center's head boatswain, Chief Boatswain Richard Sikkema, USN. Together they scouted around and found several discarded dirt-remover steel blades stored in a warehouse.

Sikkema and Holm went to see Lieutenant Ralph B. Johnson, USN, assistant public works officer. "Operation Snowplow" got underway. Seven days in the metalsmith shop produced the snowplows that now quickly remove tons of snow and save the backs of hundreds of bluejackets.

Searchlights Rout Reds

A U.S. escort destroyer operating off the coast of Korea has discovered a way to rout the enemy without using ammunition. The ship just flashes its searchlight.

It all started when lookouts on board the escort destroyer *uss Walker* (DDE 517) spotted North Korean working parties trying to clear away debris of a bomb-wrecked train near Songjin recently.

Walker fired its five-inch guns. The workmen fled at the first flash. But they soon came back, so once again *Walker's* guns flashed and the workers scattered.

An officer suggested that the ship's searchlight be flashed at the beach five miles away to see if the enemy would fall for a "silent fire" flash. The ruse worked. When the powerful beam uncovered the workers, they scattered to hiding places, leaving their jobs. The ship's skipper messaged the nearby Canadian destroyer *Iroquois*.

"Have discovered that searchlight flashes shoreward scatter workmen effectively. Am conserving ammunition and possibly running them to death. Request service of two of your 'Indians' and a blanket to furnish smoke to go with our searchlight ammunition."

More Room for Research

Additional laboratory facilities for research in nuclear physics are being completed at the Naval Research Laboratory in Washington, D. C. The new buildings represent the first major expansion at the Research Laboratory since the end of World War II.

The two new buildings will provide approximately 40,000 square feet of laboratory and office space for NRL's Nucleonics Division.

One of the two new buildings, a two-story square structure of steel-reinforced concrete, will contain a five-million electron volt generator. An interesting design feature of this structure is that the room provided for the generator is completely windowless and fully air-conditioned.

The second and larger of the two

YESTERDAY'S NAVY



An act of Congress established naval hospitals on 26 Feb 1811. A cruise of 46,000 miles around the world was made by US Battle Fleet under Rear Admirals Evans and Sperry, from 16 Dec 1907 — 22 Feb 1909.

JANUARY 1953

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

buildings will contain a two-million electron volt generator and also a 20-million volt betatron (a device for accelerating electrons to high speeds by magnetic induction).

The generator will be housed in a four-story tower portion of the L-shaped structure. The betatron will be housed in a heavily shielded room with seven-foot thick concrete walls and a four-and-a-half-foot thick ceiling.

For added protection against the tremendous radiation emitted by the accelerator, its beam will be pointed at the concrete wall in the direction away from the laboratory.

As a further precaution against possible radiation, the beam is directed at a general area where there are no dwellings for seven miles on the other side of the wall.

Battleship-Cruiser Force

The battleship-cruiser force, Atlantic, a command title that had been in mothballs since 1948, has been restored to the Atlantic Fleet.

The "Cruiser Force, Atlantic," which has been swelled by four cruisers and the fast battleships *uss Wisconsin* (BB 64) and *uss New Jersey* (BB 62), has been redesignated the Battleship-Cruiser Force, Atlantic."

The Battleship-Cruiser Force first came to fame under the name "Atlantic Squadron" during the Neutrality Patrol days of 1939-40. It was reduced to "Cruiser Force" in 1948, when the *uss Missouri* (BB 63) was the only battleship not in mothballs.

Streamlined Bombs

Externally-carried bombs are being streamlined to enable high-speed aircraft to travel even faster.

Engineers point out that a plane carrying three 2000-pound bombs of a newly-developed cigar-shaped design can travel better than 50 miles per hour faster than a plane mounted with three standard-type bombs of World War II. Under like conditions, range of the airplane is similarly increased.

Wing tanks are also being slimmed down. In actual tests, the Navy's F3D *Skynight* was flown more than 24 miles an hour faster with two of the newly designed external tanks carrying 150 gallons of fuel each, than when it carried two of the World War II type of tanks carrying the same amount of fuel.

St. Nick Arrives on Schedule, on Twining's Beam

The Christmas spirit moved a lieutenant aboard a destroyer to write the following version of the well-known poem "A Visit From St. Nick."

Lieutenant E. H. Friel, USNR, the author, is operations officer and navigator aboard *uss Twining* (DD

540). "Commodore Kelly" referred to in the piece is Captain W. D. Kelly, USN, the former commander of Destroyer Division 172 of which *Twining* was a part.

Lieutenant Friel and *Twining* will spend their Christmas this year off the coast of Korea.

The Night Before Christmas

*'Twas the night before Christmas, on the Twining, our can,
We were off North Korea, eighty miles from Wonsan.
The ship, steaming darkened, showed nary a light,
For who knows what may prowls on the ocean at night?
But the radars were "blip-less," the horizon was clear,
And the OD was certain no "bogies" were near,
When Combat reported that something was wrong,
From the business-like AN/ARC there came a faint song.
Men looked at each other — this really was queer.
They'd have sworn they heard "Jingle Bells," faint but quite clear.
The CO answered, "Nonsense, go call an ET."
"I know it sounds pretty, but it just couldn't be!"
But it wasn't just nonsense, and the music poured forth.
Then Combat reported, "Air contact — due North."
It's closing us fast, it must be a jet.
So the ship was alerted, General Quarters was set.
Men leaped from their bunks and the guns quickly manned.
And a Gunner's Mate growled, "Now ain't this just grand!"
"Christmas Eve at GQ, and we're miles out at sea.
Last year at this time, I was trimming the tree!"
The contact came closer as the seconds ticked by,
And the stars shown down brightly against the black sky.
Nearer and nearer. The guns were all laid.
The next moment the contact was lost in a fade.
"He's on us," cried Combat, then a lookout yelled, "Hey!"
"You may think I'm nuts, but it looks like a sleigh!"
And believe it or not, by CruDesPac direction,
It was Admiral Claus on his annual inspection.
He climbed out of his sleigh, and hitched up his belly,
And made a short call on Commodore Kelly.
He delivered his presents and inspected the crew,
Then we all gathered 'round to see what he would do.
The plane guard was stationed, he saluted the Skipper,
Then his sleigh zoomed aloft, headed straight for the dipper.
And we heard him exclaim as he shot from his landing,
"Merry Christmas to all — and your ship is outstanding!"*

Clearing Wotje Island

The Navy is clearing all the unexplored ordnance from a former Japanese-held island in the Pacific.

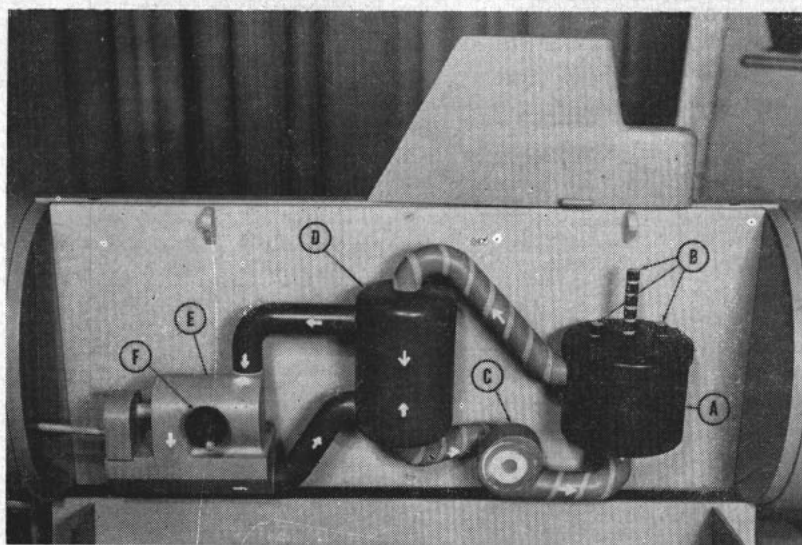
The first phase of the project began last May when eight men from Mine Disposal Unit One at Pearl Harbor, went to Wotje Island in the Marshall Group. There they disposed of approximately 20,000 rounds of major caliber projectiles and bombs, 17,000 rounds of small caliber projectiles, grenades and mortar shells scattered about the island.

Clearing the island was made necessary when natives, unaware of

the danger of ordnance, started returning to Wotje to plant crops. It was reported that eight natives were killed by explosions.

Wotje is one of the most fertile islands in the Pacific. It was a Japanese experimental agricultural station prior to and during World War II. There is also a former Japanese airfield on the island.

Although Wotje was never invaded by the Allies during the war, passing warships often fired shells into the outpost. A large portion of the unexploded ordnance on Wotje is the result of these bombardments.



MODEL reveals 'innards' of atomic power plant. Nuclear radiation shield which covers plant has been removed to make this photo possible.

Navy Shows Model of Sub's Atomic Engine

Here's a model of the type of power plant that Navy engineering gangs are likely to see plenty of in the future.

It is a mock-up of the nuclear power plant to be installed in the U. S. Navy's first atomic powered vessel, *uss Nautilus* (SSN 571).

Construction of the new submarine is continuing at Groton, Conn.

This view schematically shows the nuclear reactor (A) where the uranium fuel used in the new engine generates heat at a rate controlled by the three control rods on the top (B).

This heat is removed from the reactor by water flowing through the pipes (shown here striped) and later returned to the reactor for reheating by the pump (C).

The reactor, pipes, boiler (D) and pump are to be covered by a

nuclear radiation shield which has been removed in this photograph.

Non-radioactive steam generated in the boiler passes out of the shield to the turbine and condenser (E) and from the condenser, as feed water back to the boiler.

The turbine, through a reduction gear, drives one of the two propeller shafts of the submarine. The throttle hand-wheel (F) on the turbine controls the entire power plant.

The uranium to be used for fuel in the new plant means economical power. The Navy estimates that one pound of it will generate as much power as 2,600,000 pounds of coal or 360,000 gallons of gasoline.

Installation of the nuclear power plant will eliminate the need for the usual submarine batteries and fuel load, thus leaving room for more living space or equipment.

Speaking of Operations . . .

Two crew members of *uss Jarvis* (DD799) have had an experience they will long remember. Each had his appendix removed while the destroyer was busy shelling the enemy.

Usually, when time and situation permit, appendectomy patients are transferred from smaller vessels to larger ships having operating room facilities. In the cases of Thomas R. Fraley, RDSN, USN, and Maynard E. Ringheisen, FN, USN, however, the time and situation were not in their favor—their ship was bombarding the

North Korean port of Wonsan.

A brief "cease fire" period was called by the ship's CO for the first patient, Fraley, who was operated on by the ship's doctor, Lieutenant (junior grade) L. Dean Gibson, USN, assisted by Ensign Kenneth F. Kuzenski, USN, and Richard C. Natoli, HM3, USN. A stretcher supported by two soft drink cases served as the operating table.

Two days later, the same operating team, performed a similar appendectomy upon Ringheisen. Both men recovered nicely.

To Select USNR Champs

The fourth annual nation-wide inspection of the Navy's top Organized Reserve units is now underway to determine the best in the nation in each class.

The top surface and submarine division in each naval district will be inspected by a six-man Naval Reserve Inspection Reviewing Board.

Each Seabee company will be inspected by a three-man board. The inspections will be concluded in December and a trophy will be awarded the national winner in each class early in 1953. Judging will be based on training, personnel and administration.

For the first time since 1948 when the national competition was established, Seabee companies in each of the competing naval districts will be inspected. The winning company will be awarded the J. J. Manning trophy.

All competition was suspended during the fiscal 1950 because of the number of Reservists ordered to active duty.

Inspections are held in all naval districts and the Potomac River Naval Command — except the Caribbean, Panama Canal Zone and Alaska areas — to decide the winner of the James V. Forrestal trophy for the best surface division.

Each competing district finalist is inspected on its regular drill night.

Rubber Mats Reduce Shocks

The Navy has found another use for its rubber deck covering. Rubber matting is being installed aboard ships near electronic equipment, electrical switchboards or other areas where men may be exposed to high voltage hazards to protect crewmen against accidental shocks.

For some time now, this rubber deck covering has been used to absorb vibrations aboard ship. A synthetic rubber mat, placed where personnel are required to stand for long periods of time, reduces fatigue from continuous vibration. Usual spots are on the bridge or other watch station where crewmen do not have much opportunity to move about.

Besides the rubber matting, shipyards are now installing mastic flooring (a plastic mass composed of neoprene and marble chips that sets with a hard finish) in galley and heads. The mastic material reduces slipping hazards and is easier to keep clean.

Mayport Expands Facilities

Mayport, Florida, is a name that comes up more and more in discussions among Atlantic Fleet carrier crewmen. With the completion of recent work projects, the Mayport Auxiliary Landing Field has become another—and southernmost—of the Atlantic Coast's air activities capable of handling *Essex*-class carriers.

The work projects involved the construction of a 600-foot steel pier and the dredging of Mayport's entrance channel and mooring basin.

Although the Navy has been in Mayport for more than a decade, it had never been able to moor the larger-size carriers alongside a pier there. Previously the big ships had to anchor at sea off the jetties.

Aviation squadrons from the Naval Air Station at nearby Jacksonville or from NAS, Cecil Field, accordingly had to be lightered out to the anchored carriers. Now squadron aircraft and equipment can be hoisted directly aboard ship from the pier.

First attack aircraft carrier to moor alongside the new pier was *uss Tarawa* (CVA 40). Shortly after arrival, the "Terrible T" began loading aboard the stores and embarking the personnel of a carrier air group and a Marine fighter squadron.

During the war years, Mayport served as a section base. It provided service to small craft, served as a land plane practice site for torpedo and bombing exercises and as a Coast Guard station. Later it also served as a "bounce field" for Fleet Air Jacksonville squadrons.

In 1951, work was continued on carrier facilities. Depth of the basin was increased to 42 feet. To make maneuvering room for the big carriers, the basin was extended to a size of 3000 feet by 2000 feet. The area alongside the pier was dredged to 44 feet.

Still under construction is an 8000-foot runway for jet plane use. Three 4000-foot runways are already in use at the station.

Other expansion plans call for another carrier berthing pier and an escort pier for smaller ships. When all work now under contract is completed, the Mayport station is expected to have its own operations building and control tower in addition to berthing and messing accommodations for a large number of maintenance personnel.

First Man to Win Assault Boat Coxswain Device

Now appearing on the right arm of qualified assault boat coxswains is their special distinguishing mark.



Assault Boat
Coxswain

It consists of crossed anchors with an arrowhead superimposed on the shanks.

First man to be awarded the ABC distinguishing mark is Richard Andrews, BM3, USN, attached to the flag allowance of Commander Transport Squadron One. The presentation was made at the headquarters of Vice Admiral Ingolf N. Kiland, Pacific Fleet Amphibious Force commander.

ABC qualifications are by no means a snap (see *ALL HANDS*, August 1952, p. 34), but then again, Andrews is no stranger to assault boat coxswain operations. As a crew member of *uss Begor* (APD 127), he participated in several behind-the-line landings in Korea. In late 1950 he took frogmen of Underwater Demolition Team Three to the objective where the UDT boys blew up the beach at Hungnam. His performance in this volunteer



COMPHIBPAC, Vice Admiral Ingolf N. Kiland, USN, presents ABC insigne to Richard Andrews, BM3.

mission brought him a commendation.

Early this year, Andrews completed the boat training course at the Coronado, Calif. amphibious base, qualifying as Assault Boat Coxswain (NJC BM-0164). He qualified for the ABC designation and insigne shortly thereafter while serving aboard *uss Calvert* (APA 32), flagship of Transport Squadron One.

Landing Party Has Hot Time

Not content with the fire being pumped into enemy objectives by the cruiser *uss Toledo* (CA 133), a landing party went ashore one dark night and personally selected targets for the ship's eight-inch guns.

Led by the ship's executive officer, Commander H. L. Thompson, USN, the group of three officers, four Navy enlisted men and one Marine sergeant left the ship under cover of a moonless night in a small boat.

Maintaining contact by radio, the crew described conditions on the beach and reported enemy movements by road and rail. Observers in *Toledo's* superstructure kept the boat under surveillance and gave it warning when three small enemy craft took after it.

Red gunners opened up with a wild barrage from shore against what they probably imagined was an amphibious invasion. Boat and crew made it safe back to *Toledo*.

As a result of the reconnaissance

mission, it was learned that a Communist train made a nightly passage along the coastal rail route. The train is now off-schedule.

Marines Pull Enemy AA Sting

The air and ground teamwork of Marines in Korea has produced an effective way of reducing enemy flak in close air support—in fact the new system isn't giving the Reds a chance.

Nothing new in the way of weapons has been added. The results are being achieved through pin-point coordination of standard weapons used by ground and air forces.

The system works this way:

Just prior to an air strike on enemy front line positions, all known enemy antiaircraft positions in the vicinity of the target area are thoroughly plastered by ground artillery fire. The artillery fire lifts at the exact time the planes make their strike. Then, as the last aircraft departs, the artillery fire starts again with its former intensity—leaving the enemy wondering what hit him.



CONVINCER, telegraphed by John P. Smith, SA, USN, (right), is about to land on DeWitt L. Hankins, SN, USN, during smoker on USS *Toledo* (CA 133).

Cruiser Smokers Draw Applause

Say "George Washington" to a USS *Toledo* (CA 133) man and chances are he'll have someone in mind other than "The Father of His Country." It'll be the "father" of the cruiser's keenly active boxing squad—George Washington, SD1, USN.

The Navy steward, a veteran of more than 100 fights, an All-Navy champ (1941) and a Far-Eastern title holder (1950), presides over the ship's slugging society as coach, trainer, referee, advisor in general and promoter of popular Sunday afternoon smokers.

A story and photos forwarded to ALL HANDS by Seamen Fred Herman and Jack Rexroat tell of the enthusiastic reception by *Toledo*'s crew of these smokers which feature intraship bouts between Coach Washington's crackerjack ring artists. Even a six-week period of North Korean bombardment duty failed to interfere with the scheduling of the spirited week-end boxing shows.

The program is catching. Even sailors who once might have associated an uppercut with a choice selection of beef are putting on the leather to find out for themselves just what the sport is all about. Almost any day right after "knock off work" the fantail becomes a sea-going training camp. Eager pugilists pour top-side to skip ropes, punch bags, box shadows and square off with one another to put the progress of the leather-pushing education to the test.

One of *Toledo*'s favorite crowd pleasers is Seaman Jesse "Tony" Rios, 127-pound champ of the 1952 Pacific Fleet tourney. Rios, one of the Navy's best bantamweights, was a PacFleet entry in this year's All-Navy bouts but an ear injury in an early elimination bout forced him to withdraw.

Leyte Has Crack Hoop Team

A hustling quintet of USS *Leyte* (CVA 32) is gaining an enviable reputation in Sixth Fleet basketball circles. *Leyte* hoopsters, making their sixth Mediterranean cruise, have challenged every team of accompanying ships and to date have suffered but two defeats.

Most of the games are played on *Leyte*'s hangar deck court, but competition has not been confined strictly to forces afloat. Included among the "Leading *Leyte*'s" victories are wins over a fast British squad on the Rock of Gibraltar and a local team in Cannes, France.

Whiting Field Takes Cup

For the third time in four years, Naval Auxiliary Air Station, Whiting Field (Milton), Fla., has been awarded the Admiral's Cup, an all-sports trophy symbolic of athletic supremacy within Naval Air Basic Training Command.

Three consecutive championship years are necessary for permanent retention of the trophy. Whiting's try for three straight wins was disrupted last year by NAAS Corry Field, Pensacola, the 1950-1951 winners.

Fleet Air Hawaii Trophy Winners

Air Transport Squadron 21 has been awarded the Commander Fleet Air Hawaii sports championship trophy for 1951-1952.

VR-21 compiled 698 points in 14 sports activities during the year. First places were scored in swimming, touch football, skeet and bowling. The squadron tied for first with Fleet Aircraft Service Squadron 117 in golf. Second-place tallies were gained in basketball, volleyball and pistol shooting.

In final team standings for the season, FASRon 117, last year's trophy winner, was second with 499 points. In third, fourth and fifth spots were Fleet All Weather Training Unit (Pacific), Fleet Air Hawaii and Fleet Air Wing Two Staff, and Utility Squadron One.

Also competing for the trophy were Marine Air Transport Squadron 152, Patrol Squadrons 4, 6, 9, 22, 28 and 772, and newly formed Airborne Early Warning Squadron One.

Hunt Wild Boar in Turkey

This is a "turkey" story—not of Thanksgiving or Christmas turkeys, but about wild game hunting in Turkey.

For the past two years, the Atlay Hunt Club (under U.S. Army supervision) of Izmir, Turkey, has been sponsoring wild boar hunts for Navy sportsmen. Boar-killing is encouraged there because of the destruction of crops and vegetation by these animals.

The sport can be hazardous. The wild, swift-footed boar, although noted for its strength and courage, ordinarily is shy of man except when wounded.

Among Navy hunters to take part in one of these boar expeditions was a group from USS *Roanoke* (CL 145).

Stumbling from their bunks at 0315, the *Roanoke* riflemen joined a party of native beaters with donkeys and dogs for a two-hour trek into the mountainous boar country. It was late afternoon before the party returned to the ship but they had chalked up three kills. T. M. Guida, BT3, and L. R. Loy, ADAN, each had a boar to his credit, and Guida, G. L. Tyson, GM3, and O. R. Callender, BT2, combined shots to bring down a fierce 200 pounder.

A fourth boar was bagged by the Turkish guide who accompanied the hunting party.

Recruiters Take Ball Title

Softball playing in off-duty time has resulted in a couple of prize plums for personnel attached to the main Navy Recruiting Station in Minneapolis.

In a 15-game season, the recruiters lost but one contest and finished up with trophies emblematic of the championship of the Minneapolis City Green League and the Metropolitan City League.

Unique Basketball Event

In an unusual sports ceremony in the Far East, the basketball team of *uss Salisbury Sound* (AV 13) and the hoop squad of the Chinese Nationalist destroyer escort *Taichao* swapped basketballs inscribed with a dedication to "Double Ten Day."

The occasion was celebration of the 41st anniversary of the independence of the Chinese Nationalist Republic. "Double Ten" signifies the 10th day after the 10th moon (or month, as it is popularly known today) of the anniversary of Chinese independence.

Salisbury Sound is the flagship of Commander Task Force 72 which conducts a neutrality patrol in the Formosa Straits. All personnel of the task force were invited by the Nationalists to be guests during the independence day observance at Keelung Harbor, Taiwan (Formosa).

For Nurses, There's a Catch

A couple of Navy Nurses, taking time off from their hospital duties, went to sea and made a big haul.

Lieutenant Frances Sonsalla, NC, USN, and Lieutenant (junior grade) Barbara Taurish, NC, USN, armed with rod, reel and determination, put to sea off the Pacific port of Acapulco, Mexico. Within an hour of one another, and unassisted, each had boated a catch. So what's so unusual? In this case the finny specimens happened to be a pair of some of the hardest to hook and most spectacular of all deep-sea fighters—sailfish.

To top it off, the two fish were identical. Each was seven feet long and weighed 90 pounds, large as Atlantic sailfish go, but about average for the Pacific speed swimmers (record is 10½ feet, 221 pounds). Still a pretty fair day's work for a couple of 130-pound nurses, who plan a similar expedition for next year. The nurses are attached to the U. S. Naval Hospital at Bethesda, Md.

SIDELINE STRATEGY

The year 1953—and another full year of sports—is just about with us. That reminds us that '52, which had its share of great events and big heroes, also saw some odd and unusual side lights in the world of sports.

For instance, there was Tom Clark, a pitcher for MSTSPac's "Seahawks". He's still wondering what a guy has to do to win a ball game these days. Although he fanned 30 batsmen of a San Francisco civilian club, the game went 14 innings before it was called with the score tied at 8-8.

On the brighter side, there was Hank Mertz, a catcher for the *uss New Jersey* "Jays". A contest had been scheduled with the cruiser *uss Huntington*. At game time, the "Jays" found themselves minus a pitcher. But, like all good Navy men—ready for any emergency—Mertz shifted from behind-the-plate and took over the mound chores. After more than two hours of play, the contest had gone only four and a half innings, at which point, by mutual consent, it was concluded. During the four innings, ex-catcher Mertz had hurled a no-hitter, had struck out nine men and allowed but one player to reach base. Meanwhile he and his teammates had blasted out 10 hits to take the game 16-0.

The skipper and exec of the seaplane tender *uss Currituck* who had mattresses rigged on the fantail so that golfers among ship's company could practice their driving while at sea.

Never mention to a certain couple of Waves at Great Lakes Naval Hospital that softball is a "soft" game. While the hospital team was playing a Waukegan town group, one of the Great Lakes girls broke her leg attempting to beat out a slow roller to first. Two innings later, her replacement broke her leg trying to reach the same place.

We've heard of marathons, pentathlons and decathlons, but the Marines have come up with a new one—a combathon. That's what they called the first annual inter-battalion field day recently conducted at Marine Corps Recruit Depot, San Diego.

The combathon, lasting three hours, encompassed probably the most extraordinary variety of contests ever included under one heading. There was competition in grenade throwing for distance and accuracy, field stripping of weapons while blindfolded, wheelbarrow racing, typewriting, 100-yard dash with field transport pack and rifle, tug-of-war, and pie eating.

Midshipman P. L. Smith of Annapolis who never had seen or played the game of lacrosse until as a Marine corporal he attended Naval Academy Preparatory School at Bainbridge, Md. There, he went out for the team. At the end of the season he received honorable mention on the Club Lacrosse All-America selections which list the cream of the crop of athletes from coast to coast playing this sport.—E. J. Jeffrey, JOC, USN.



SERVICSCOPE

Brief news items about other branches of the armed services.

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FIRST SUPERSONIC DELTA WING interceptor in America, the Air Force's F-102, has been ordered into initial production.

The F-102, a jet fighter designed for ultra high speeds in the stratosphere, will incorporate significant improvements in armament and electronics, the Air Force states. No details have yet been released.

The word "Delta" is applied generally to planes of triangular shape. The true delta airplane has no horizontal tail, but is equipped rather with a vertical fin-rudder. It has "elevons" on the trailing edge of its wings instead of aileron and elevator controls.

★ ★ ★

MONKEYS AND MICE were recovered alive and unharmed recently after being fired by Air Force research men to approximately 200,000 feet into the upper atmosphere inside an "Aerobee" rocket.

The flight provided valuable information on the reaction of mammals under conditions of zero gravity and extreme altitude. The information was obtained by special telemetering and photographic equipment which recorded every move of the two monkeys and two mice during the flight.

The monkeys, anesthetized to prevent their disturbing the instrumentation, lay limp within the rocket and survived the flight with no ill effects.

The mice on the other hand presented a different picture. During the rocket flight and the periods of zero gravity one mouse that had been placed in a smooth drum, appeared to have completely lost his sense of direction and orientation and was unable to control his movements. However, the mouse that had been placed in a drum containing a small shelf was able to cling to it, orient itself and command his body at will. This evidence hints that a man, properly secured in an aircraft, could function normally during brief periods of zero



WHAT GOES UP must come down—so learned these Air Force ROTC parachutists at their summer encampment.

gravity and perform the operations necessary to pilot his plane.

These research tests have given added emphasis to the belief that man will be able to withstand the unusual forces expected in possible rocket flight to the outer atmosphere.

★ ★ ★

CANNISTER AMMUNITION for 90-mm guns is now being produced for use by Marines and soldiers in Korea. According to Army Ordnance, the new ammo is a lot like good old-fashioned buckshot.

One shot from a 90-mm gun using the new ammunition can throw more than 1000 deadly pellets at ranges too short for conventional high-explosive ammunition. No other type of ammunition can do this job.

Since the Civil War, various types of cannister ammunition have been used. In the early days they used nuts, bolts and metal scraps piled in front of the powder charge to spray onrushing enemy troops.

However, with the advent of high explosive shells, cannister types were forgotten until jungle warfare in World War II. With the danger of hitting our own troops with long-range high explosives, the need for cannister ammunition arose again.

The new cannister projectile is a can containing many small steel pellets. When fired, the pellets scatter in a cone-shape fashion. This projectile is very effective at close range, particularly in North Korea where the enemy attacks in mass rushes on a small area just like the raids of the Indians.

★ ★ ★

OKINAWA, the island wrested from the Japanese by U. S. forces in the last and one of the bloodiest battles of the Pacific during World War II is having its face lifted. A multi-million dollar construction program is changing the island into an air hub and amphibious base and one of the most powerful U. S. advance bases.

Rebuilding from the ruins of the devastated island started on a large scale in 1949, port facilities were extensively rehabilitated and air-base facilities constructed. Today construction continues—the whole southern half of the 67-mile-long island is one big building project.

Widespread construction of roads, airfields, communications networks, water and power facilities and warehouses has begun. Plans are also afoot to rebuild the capital city and port of Naha and to construct housing facilities for Army, Air Force and civilian personnel in the Naha, Machinato, and Kaden-Sukiran areas.

In addition to increased air and naval facilities, U. S. military men are also getting new living quarters. Modern concrete barracks are replacing Quonset huts. Built to hold 165 men each, the new barracks are widely spaced to get plenty of light and air. Each unit has its own kitchen and recreation room. Homes for military men with families are going up in suburban housing development style.

Among the major auxiliary projects underway is the construction of power installations at Machinato. When completed, this will supply all the electricity needed for military and civilian purposes. All new buildings are permanent structures made of concrete to resist the raging typhoons (an average of 40 per year) that hit the island from May to November.

AN ARMY DEMOLITION TEAM, rounding out a decade's work, is continuing to look for unexploded Japanese bombs in the far reaches of the Pacific. A four-man team, members of the 8311th Ordnance Explosive Team, U. S. Army Pacific, has been locating, disarming and destroying bombs, mines and other explosives that have been lying undiscovered for as long as 10 years.

All the islands in the Hawaiian chain and westward to Wake, Guam, Saipan and the New Hebrides Group are under the jurisdiction of the 8311th.

The most dangerous items to handle are the Japanese mines, some of which have been floating around since Pearl Harbor day, says one of the team members. "Corroded, contrary and cantankerous," is the way he describes them.

Working with special brass, non-sparking tools, the demolition team must disarm each "horn" or detonator of the mine individually before the mine is impotent. After each horn has been disarmed, the mine's half-ton of TNT is removed and brought back to one of the Army's demolition areas where it is exploded.

★ ★ ★

A NEW TELEPHONE AND TELEGRAPH CABLE developed by the Army Signal Corps and now being used in Korea, will save taxpayers about 18 million dollars in actual production costs during the next 12 months, the Army says.

The cable has four separately covered wires which spiral around each other forming a diamond or square shape. Appropriately called "spiral-4," it is the latest advance in the Army's system of carrier communications. This system can carry three times as much traffic as the type it replaces.

Under development and testing for almost four years, the cable is about 15 per cent smaller than the old, and a third less in weight—390 pounds per mile as compared to 550 pounds for the older lines. It can be strung on poles, laid along the ground, buried underground or submerged in water without damage.

Use of new materials makes it possible, for the first time, to use this cable under temperature and climatic conditions found anywhere in the world. The new cable also can be stored indefinitely, while the old type had a life span of about five years.

★ ★ ★

A NEW-TYPE PRESSURE SUIT developed by the Air Force called a T-1, "High Altitude Suit" will enable pilots to survive in the near-vacuum of the upper atmosphere.

The T-1 resembles the popular conception of a space suit. It consists of an anti-G suit, crash helmet, oxygen mask, earphones, microphone, goggles and defroster and oxygen bailout bottle—all of which provide plenty of altitude protection.

The new pressure suit bears little resemblance to the earlier suits of this type which were hot and heavy and gave the pilot little mobility.

The T-1 is worn uninflated but inflates automatically when pressure in the cabin drops. When inflated, suit and helmet supercharge the flyer's lungs with breathing oxygen under pressure. It also provides a new and unique method of applying counter pressure to the body's surface, thereby protecting the flyer from collapse and making possible safe operation of the aircraft.

A POWERFUL CARGO HELICOPTER designed to lift and deliver such heavy equipment as artillery, bridge sections and trucks in areas inaccessible to conventional aircraft has been successfully tested by the Air Force Air Research and Development Command.

The ground test model is a conversion of the Air Force's jet-powered XH-17, an experimental heavy-lift machine. Its rotor blades extend over 125 feet from tip to tip. Over-all height of the machine is more than 30 feet. The XH-17 is powered by two modified turbo jets supplying gas pressure through ducts leading up the rotor shaft and out to the tips of the rotor blades.

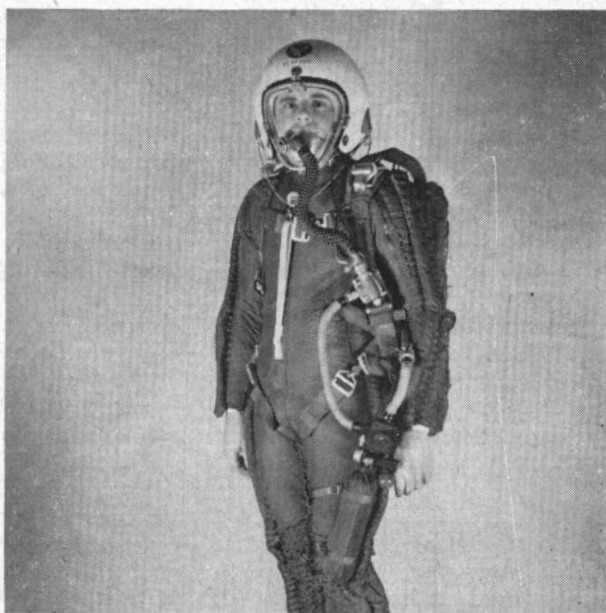
★ ★ ★

THE FAMILY of super-cargo and troop-carrying aircraft has two newly improved models which offer higher speed, longer range and greater payload.

First delivery of the new C-118A *Liftmaster* (Navy designation: R6D), has been made to the Atlantic Division of the Military Air Transport Service. Capable of carrying the payload of two C-54's, the new model will strengthen the airlift potential of MATS. As a passenger plane, the C-118A can seat 76 troops. As a hospital plane it can accommodate 40 litter patients. The new air giant has a range of 2400 nautical miles and a cruising speed of more than 300 mph.

Another in the new line of cargo and troop-carrying aircraft is the C-119H *Flying Boxcar*. Although not yet ordered into production, it will be one of the largest twin-engine planes in the world. The *Flying Boxcar* is powered by two 3500 horsepower turbo-compound engines.

An outstanding military asset of the C-119H is the maintenance of low speed at 63 knots to provide greater accuracy and safety in personnel and cargo drops. The cabin is redesigned to expedite the jumping of paratroopers.



AIR FORCE's novel high altitude suit will enable future pilots to survive in near vacuum of upper atmosphere.

THE BULLETIN BOARD

Questions Asked on Eligibility For Mustering Out Pay Under Certain Conditions

A few of the common questions recently received by ALL HANDS regarding the new Mustering-Out Pay are answered below. For the general provisions of MOP, see ALL HANDS, September 1952, p. 6.

Question: Why does a man being released to inactive duty in the Naval Reserve get Mustering-Out Pay while a man going into the Fleet Reserve does not?

Answer: Under the provisions of the law, a member of the Naval Reserve who is released to inactive duty is entitled to MOP, which is designed to help him during the period he is getting back into the swing in civilian life. On the other hand, a member who is transferred to the Fleet Reserve (with retainer pay) or who is placed on the retired list (with retired pay) is not entitled to MOP since he receives retired or retainer pay to help him along. There is an exception in the case of personnel with disability retirements. A navyman retired for physical disability will draw MOP.

Question: I enlisted in the Regular Navy on 3 March 1947, was discharged on 2 March 1951, and reenlisted in the Regular Navy a few days later. Alnav 33-52 (Mustering-Out Pay) contains instructions for men who enlisted after 30 June 1947, but makes no mention of payments to members who enlisted before that date. Am I entitled to MOP on the basis of my discharge on 3 March 1951, or must I wait until the end of my current enlistment?

Answer: You are entitled to MOP on the basis of your discharge on 2 March 1951, even if you reenlist the day after date of discharge. The reason for this provision is to permit equitable consideration for a man who is discharged and who reenlists, as well as the man who is discharged and does not reenlist. However, since your discharge was from an enlistment entered into before 1 July 1947, payment cannot be made by your local disbursing officer. Instead, your application for MOP must be for-



warded to the Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio, on SandA Form 550 (revised by the addition of "since 6/26/50" after "Alaska" in the Veterans Certificate). Further instructions concerning procedures for putting in a claim may be found in Instruction Memorandum 22-12 to Volume V, BuSandA Manual. However, it is suggested that you contact your disbursing officer for details before submitting your claim.

Question: According to an article I read recently, you have to have a discharge or Notice of Separation from the service dated between 26 June 1950 and 16 June 1954 to be entitled to MOP. I was discharged on 7 November 1949 and immediately reenlisted for six years. Can I get MOP and if so, when?

Answer: You are apparently concerned over the fact that your date of separation will come after 16 June 1954. This 1954 deadline refers only to Navymen who were released from service before the law was passed. All other eligible Navymen discharged or released after the passage of Public Law 550 will receive the first payment of their MOP at the time of their actual separation from service, and the rest in monthly installments.

Since your present period of service which began 7 November 1949 covers the period of the Korean conflict, you should be eligible to receive MOP at the time of your next separation regardless of when it occurs and provided it is under conditions other than dishonorable.

Submarine Training Available For Certain PO Ratings And Qualified Non-Rated Men

Non-rated men and POs of several rates may apply for submarine training at the Submarine School, New London, Conn. Applicable rates are QM, GM, FC-FT, RM, SO, EN, TM, ET, EM, IC, YN, CS and SD in pay grades E-4, E-5 and E-6; HM in pay grades E-4, E-5, E-6 and E-7; SN and SA, FN and FA, TN, TA.

Applicants must meet the following qualifications:

- Minimum combined GCT-ARI score of 100 (Navy Standard Score).
- Physically qualified in accordance with BuMed standards.
- Have demonstrated no evidence of emotional or mental instability or immaturity. (Such instability is often indicated by a poor service record.)
- Have served at least six months in present ship or station.

In addition, each candidate must volunteer for sea duty in submarines.

Requests for this duty should be sent to the Chief of Naval Personnel (Attn: Pers B212d) by way of commanding officers. Requests are not desired from men now attending naval schools, men in a transient status or men in recruit training.

New Study Course in Nucleonics And Radiological Defense

A new course in Nucleonics for the Navy (NavPers 10901) is available from the Naval Correspondence Course Center.

This eight-assignment officer correspondence course provides a basic background of fundamental principles and facts about nuclear physics. It is based on two texts, *Nucleonics for the Navy* and *Radiological Defense, Volume 1*. The course also gives basic mathematical and physical concepts necessary to the thorough understanding of the subject.

Application for the new course should be made through official channels using form NavPers 992. This form may be obtained from your ship's office or the commander of Organized Reserve units or district headquarters for Naval Reservists.

Dates Set on Competitive Examinations for Enlisted Ratings

The Navy has announced changes in dates for the next service-wide competitive examinations in rating.

The next competitive examinations for all petty officer grades will now be held in the month of February instead of January. The mid-year exams normally held in July for pay grades E-4, E-5 and E-6, have also been moved forward to the month of August. This change in dates is anticipated for all future examinations.

Members of the Regular Navy and Naval Reserve on active duty who are found eligible to take the competitive examinations and are recommended by their commanding officers in accordance with directives may compete for promotion as follows:

- E-7, Tuesday, 3 February
- E-4, Tuesday, 10 February
- E-5, Tuesday, 17 February
- E-6, Tuesday, 24 February

When operational commitments of sea-going or aviation units or overseas units make it impractical to hold exams on these dates, the command exercising operational control may order the exams to be given at any time subsequent to the scheduled exam dates during the month of February. In the case of E-6 exams, these may be conducted as late as 8 March.

In line with the Navy's schedule of action for termination of the FC rating (disestablishing that rating by 1 July 1955), personnel in the FC rating may take the examination for change to the FT rating in equal pay grade, or, if fully eligible for advancement, for concurrent change in rating from FC to FT and advancement to the next higher pay grade. No further examination will be provided for advancement in the FC rating except for pay grade E-7, and the February 1953 exam will be the last for FCC.

Regular Navy personnel who are eligible and recommended to take the competitive exams for normal advancement to pay grade E-4, E-5, E-6 and E-7, may now count service in present or higher pay grade which was performed prior to enlisting or reenlisting in a rate lower than that in which discharged if they enlisted or reenlisted under continuous active service conditions.

Naval Reservists on active duty or on continuous active duty in Active Naval Reserve (ANR) billets, and

Waves of the Naval Reserve, who wish to enlist or reenlist in the Regular Navy in the same pay grade in which discharged from USNR, may compete in the general service rating exams when they become eligible and are recommended in accordance with the provisions of BuPers Circ. Ltr. 8-51 (NDB, January-June 1951).

Since the Regular Navy is up to or in excess of requirements for personnel in the following list of pay grade E-7 and E-6 rates, it is expected that the February 1953 examinations will be the last opportunity for Reservists to qualify for enlistment or reenlistment in the Regular Navy in the following ratings: ADC, AD1, AMC, AM1, AOC, AO1, BTC, CSC, MEC, MLC, OMC, PIC, PRC, SDC, SD1, TMC and TM1.

As in previous service-wide examinations, military requirements and professional subjects will be combined in one examination for each general service rate. Since the exams for general service rates contain questions applying to appropriate emergency service rates, Reservists will be instructed to answer questions known to pertain to their emergency service rates *first*. Then they should go back and answer *all* remaining questions.

Operational tests (such as typing, radio code, etc.) for general service and appropriate emergency service rates will be included in examination envelopes for ratings requiring operational tests.

Detailed information on the next exams will be found in BuPers Inst. 1418.6 (25 Sep 1952).

WHAT'S IN A NAME

Bon Homme Richard



The carrier USS *Bon Homme Richard* (pronounced Bon Omm Reshar) (CV 31) perpetuates a name honored in naval history. The first vessel to bear the name was the *Bonhomme Richard* which served for a time during the Revolutionary War as a flagship for Captain John Paul Jones. (The spelling of the name of the present ship is a minor variation of the original.)

At one stage of the war, in 1778, Jones found himself stranded in France while awaiting a vessel promised for his command. Throughout the summer, autumn and fall he stood by expectantly but no ship was assigned to him. He wrote letters to friends, to the French Minister of Marine, to Benjamin Franklin (then American minister at Paris) and even to King Louis XVI himself,

but everywhere he turned he became ensnared by red tape.

During this frustrating period of delay, Jones chanced upon a copy of Franklin's *Poor Richard's Almanack*. There among the fund of proverbs, homely wisdom and common sense, Jones was struck by the propriety of a maxim which observed that if a man "wishes to have any business faithfully and expeditiously performed, to go and do it himself—otherwise, to send." Heeding this timely advice, Jones set out to contact various officials and agencies in person.

Eventually, and mainly through the influence of Franklin, a financial arrangement and purchase of a ship was engineered. The vessel was an old tramp of the French East Indian merchant service, but Jones repaired and altered her to a 42-gun warship. He christened her *Bonhomme Richard* in appreciation of Franklin's efforts on his behalf.

"Bonhomme Richard" was the French form for "Goodman Richard," the Richard Saunders which Franklin used as a pseudonym in writing his almanac.

It was from the historic engagement between *Bonhomme Richard* and the English *Serapis* that came the now famous expression, "I have not yet begun to fight." This challenge was hurled by Jones in reply to a hail from the British ship's commander who had assumed from the destruction suffered by *Bonhomme Richard* that the Americans were ready to surrender. As it turned out, it was *Serapis* which ultimately struck the colors.

Helpful Hints on Handling Household Effects for Shipment

If you're like other Navymen, every time you change duty stations you have a raft of questions that need answering.

If, in addition, you're a family man, most of these questions concern two things: shipment of household goods and the transportation of your dependents. If you have reached petty officer grade, you are entitled to have both done for you at Government expense.

The helpful hints in this article are intended to fill that void and help you find your way through the whole procedure from packing away that first dish to final delivery of your household goods to your new home near your next duty station.

Certain details concerning travel for you and your dependents, such as submitting claims and temporary additional duty (TAD) travel, have not been included in this article since *U.S. Navy Travel Instructions* is now being revised. When the new instructions are issued, coverage will be given in ALL HANDS.

Questions regarding overseas transportation of dependents and household goods on permanent change of stations outside the continental U.S., have previously been covered (ALL HANDS, April 1952, p. 47-54).

Before you start to pack your household goods or buy travel tickets for the family, check this list.

All situations involving the shipment of household goods and dependents' transportation cannot be anticipated here, of course even after you read these suggestions, it is important that you contact the Supply Corps shipping officer at the nearest naval activity. He will be glad to make the arrangements for shipment of your household goods. The transportation officer in the personnel office of your activity will also assist. He's the man to see in arranging for the travel of your dependents.

Who can ship household goods? Ordinarily, only personnel in pay grades of PO3 and above are entitled to shipment of household goods. Your rank or rate, and whether your orders are for a permanent or temporary change of station orders, will determine your maximum weight allow-

ances (see table below).

Who is entitled to transportation of dependents at Government expense? If you are a PO3 with seven years' service, PO2 or above, you are entitled to receive transportation orders (TR's) or subsequent reimbursement for travel expense for yourself and your dependents from your old permanent duty station to your new permanent station (or to other points in the U.S. between stations as authorized by *Joint Travel Regulations*, Chapter 7).

What papers will you need? Before you make application for shipment of household goods and transportation of your dependents, you must have nine certified copies of your change of station orders for each shipment of household goods. For your dependents' travel requests or subsequent reimbursement claim for travel expense, you will need the original and four certified copies of your orders. It is a good idea to have an original and 15 certified copies of your orders to take care of both requests — shipment of household goods and transportation of yourself and dependents.

WHAT CAN YOU SHIP?

There are some restrictions on what you can and cannot ship. You can ship the usual household items, furniture, clothing, baggage, and other articles of similar character. Your shipment may also include professional books, papers, and equipment required in the performance of your official duties.

You cannot ship the following at

Government expense: trailers, (even though they contain household goods), boats, wines, liquors or pets.

Other items which cannot be shipped are groceries and provisions other than those for consumption by you and your immediate family. Any articles acquired after the effective date of your change of station orders cannot be included in your shipment. You cannot include articles which you intend to sell after your arrival, nor can you ship articles intended directly or indirectly for persons other than your immediate family.

Generally, you are entitled to services of packing, crating, shipping, storage, hauling, unpacking and uncrating of household goods when necessary.

ARRANGING SHIPPING

If you travel to your new permanent duty station alone and wish to have your dependents and household goods follow you later, you must furnish your dependent with a letter which will give her the authority to arrange for the shipment in your name. You must also furnish her with nine certified copies of your orders. She will be required to make application for the shipment, in person or by letter, to the shipping officer at the naval activity nearest to her permanent address where the shipment will originate.

If your dependent's home is located at a distance from the nearest naval activity, you or your dependent may write a letter requesting shipment and storage, if necessary, of the household goods. If your wife makes the request, she must have your letter of authority and the nine certified copies of your orders to enclose with her letter requesting application for shipment and storage.

In addition to having the certified copies of your orders, either you or your wife must fill out an "Application for Transportation of Household Goods" (S&A Form 34) and an "Inventory Form" (Standard Form 117). This is an important step because once the application is signed by you, or by your wife on the authority of your letter, it becomes the authority to the Navy for making a shipment that may cost hundreds of dollars. You and your wife may get



"Where do you think you're going! . . . To a fire?"



"New? Why I got friends back in Brooklyn who have been wearing them for years!"

help and advice in filling out these forms by visiting or by writing to the nearest naval activity.

HOW MUCH CAN YOU SHIP?

The shipping officer will explain shipping rights and information which may apply in your case. Based on your orders, he will tell you whether you must ship under temporary or permanent change of station weight allowances shown in this table:

Rank or Rating	Temporary change orders; maximum weight allowed	Permanent change orders; maximum weight allowed
Lieutenant Commander and warrant officer (W-4) and above	800	9000
Lieutenant and W.O. (W-3)	600	8500
Lieutenant (jg) W.O. (W-2)	600	7500
Ensign, W.O. (W-1)	600	7000
CPO, PO1, PO2 and PO3 with 7 years' service	400	4500
PO3 with less than 7 years	400	3000
Aviation Cadet	400	400

The above weights are *net* weights before packing. Your shipping officer will advise you of certain increases over the allowances based on the method of shipment used.

How do you figure the net weight of your household goods? There are several ways. Experience shows that furniture in an average-size room will weigh about 1000 pounds. Multiply the number of rooms by 1000. This will give you the *approximate* total net weight. Here's another method. After you fill out the Inventory Form, add the figures in the "cubic feet column" and multiply the total by seven. Since on the average, household goods weigh about seven pounds per cubic foot, this will give you the approximate total net weight. The best method is to use the actual shipping weights shown on the bill of lading of your last shipment (if you

have not added or subtracted items of that shipment). This method gives you the *gross* weight (the actual weight of the goods plus crating and packing material). The shipping officer will advise you of your gross weight allowance.

If you ship more than you are allowed by the weight table above, your pay account will be checked for the actual shipping charges over your weight allowance.

ARRANGING TRANSPORTATION

Generally, there are two methods of arranging transportation for your dependents. If your dependents are going with you to your new U.S. permanent duty station, you should have the original and four certified copies of your orders, then see your transportation officer. He will issue transportation requests (TR's) on the railroad company. When you present the TR at the ticket window in the railroad station, you will receive tickets for yourself and each dependent.

The term "dependent," incidentally, includes your lawful wife and all unmarried legitimate children under 21 years of age. A father or mother may also be a dependent, provided he or she is in fact dependent upon you for over half of his or her support and actually resides in your household. Detailed definitions of "dependent" are outlined in *Travel Regulations*, Sec. 7001.

Here's a situation. Suppose you want to ship your household goods to some destination other than your new permanent duty station. You can do this provided the cost does not exceed the amount it would cost to ship your goods from your last permanent duty station to your new permanent station. In other words, if you received orders for permanent change of station from Norfolk, Va., to Boston, Mass., and decided to send your household goods back to Texas or North Dakota, the cost would exceed that of shipping between Norfolk and Boston. If you elect to do this, your pay account would be checked for the actual amount in excess of shipping charges from Norfolk to Boston.

If you have temporary additional duty orders you can ship your temporary weight allowance of household goods between your duty stations (see table). You may make shipment from or to a place other

than your duty stations, too, but you will be limited by the amount it would cost if the same goods simply had been shipped between the stations.

If you are ordered to temporary duty in connection with the building, fitting out, conversion of a vessel and your orders specify duty on board when commissioned, you may have your household goods shipped to a selected point in the U.S. How-

'Aloha' Housekeeping Kits Ease Tasks for Navy Families

Here's an idea that will appeal to Navy wives who travel to overseas duty stations. In most cases, when the family arrives the "little woman" faces the problem of setting-up housekeeping without the necessary utensils and household effects. Often she is forced to borrow such "tools" as she needs from the neighbors until her own household goods arrive.

At Pearl Harbor, T. H., this problem has been solved by the Supply Corps Wives Club. When the family of a member of the Supply Corps arrives, the club furnishes an "Aloha Kit." The kit contains a complete assortment of household necessities such as cooking utensils, dishes, flat silver, linens, bedding, blankets and cleaning gear.

Club members donate surplus household items for the kits and from time to time the women hold mending and kit-packing parties. Profits of monthly luncheons help to finance the good-neighbor project. If the new family finds it necessary to use a kit longer than two weeks, a small charge is made.

Families departing from Pearl Harbor may also use a kit from the time of packing their household effects until the actual departure time.

An information booklet on living conditions in Pearl Harbor and other subjects of interest to new arrivals is published by the club and issued with the "Aloha Kit." The booklet has been adopted by the Commandant, 14th Naval District and promulgated for district use.

ever, if you ship to a selected point you cannot ship these same goods from the selected point to the home yard or home port of the vessel after it is assigned a port.

Since reactivation or fitting out often involves only a short period of time, it is recommended that you have your goods placed in authorized temporary storage at the point of origin. Then you may have as long as six months to arrange for shipment to the home port of the vessel when it is assigned.

STORAGE

If you are ordered to a ship or mobile unit you may ship your household goods to the home port of the vessel or unit, or to any selected point in the U.S. If you do not wish your household goods shipped, storage privileges are the same as when ordered to foreign duty. You may request storage in Government facilities, if such facilities are available.

If there is any doubt as to the best point to which your goods should be shipped, or your ultimate sea duty assignment, or assignment of the home port is delayed, you may request six months' commercial storage at origin which will give you ample time to make a final determination, and still permit trans-shipment to your next permanent duty station or home port.

If your goods are being shipped by motor van and you do not have a residence at your destination, you may request "storage-in-transit." This means that your goods will be held for a maximum period of 60 days in the carrier's warehouse.

If there is any doubt that you will be able to find a place to live within 60 days, you should not request "storage-in-transit," but instead request authorized storage at origin or destination.

If you have a permanent change

of station, you may request authorized storage, if necessary. This type of storage is limited to six months.

In the event your goods remain in storage over the six months' limit, all additional storage costs and "labor-out charges" (removal of goods from storage area to loading platform) will be at your expense when you request delivery. Navy trucking facilities may then be available for removal of your goods from the warehouse loading platform to your local address.

The packing, crating and shipment of household goods into authorized storage, and the unpacking and shipment out of the storage warehouse (within the six months' period) are at Government expense.

Anytime during the six-month period of storage you may request trans-shipment of your household goods to final destination of your permanent duty station.

METHOD OF SHIPMENT

Can I select the carrier and the method of shipping by van, rail or boat? Yes, to a certain extent. However, the shipping officer, who has had long experience in routing shipments of household goods, will determine the methods which can be authorized at Government expense. If you feel that the method of shipment will not be satisfactory for your requirements, you may request the method you want. But any additional cost incurred by your selection will be checked against your pay account.

EXPRESS SHIPMENT

If a portion of your goods is urgently required at your new duty station, the shipping officer will probably approve a shipment by express. You are entitled to ship 500 pounds gross weight (packed and crated weight) by express to your new duty station. If you are ordered to sea duty or foreign duty, your shipping officer will explain the special procedures for express shipments which may apply in your case.

A separate application (NavS&A Form 34) and nine certified copies of your orders (copies in addition to those required for other shipments) are required for authorized express shipments.

LOSS OR DAMAGE

If your household goods are damaged when you receive them, you should immediately contact the nearest naval activity and request an in-

HOW DID IT START

'Uncle Sam'

The Letters "U.S.S." preceding the name of a ship are, of course, the initials of the words "United States Ship." However, the conversation of jacktars of the early American Navy might have led listeners to conclude that "U.S.S." stood for "Uncle Sam's Ship."

Although there is some controversy as to the exact derivation of "Uncle Sam," the most commonly accepted version has the expression originating shortly after the declaration of the War of 1812.

In those days, Elbert Anderson, a food contractor for the U.S. Army, purchased considerable quantities of beef and pork from a concentration of supplies near Troy, N. Y. The inspectors of these items at that place were Ebenezer Wilson and his uncle, Samuel Wilson. The latter gentleman (known around those parts as "Uncle Sam") generally superintended in person a large number of workmen employed in preparing the provisions brought for the Army by Mr. Anderson.

Wilson's workmen marked "E. A. — U. S." on each case, thus identifying the contents as having been procured by Elbert Anderson on behalf of the United States.

One day, someone asked a case marker the meaning of the letters. (Use of "U. S." for "United States" was then almost unknown.) The marker replied facetiously that



"he didn't know unless it meant Elbert Anderson and Uncle Sam"—alluding, of course, to "Uncle Sam" Wilson.

As the war progressed, many of the Wilson employees were recruited as soldiers. Whenever they came across a box or cask with the "E. A.—U. S." stamp, they would laugh and refer to it as some more of Uncle Sam's supplies. The joke caught on and spread until it penetrated every part of the country.

"Uncle Sam" soon became a favorite expression to personify the United States, as it is today, although Elbert Anderson and "Uncle Sam" Wilson and his workmen have long since been forgotten.

spection of the damaged property. If a commercial carrier delivered your goods, you must *also* request the carrier's representative to inspect your damaged property. Do not refuse to sign the bill of lading receipting for the shipment. Instead, make a notation (in ink) of the damage on the reverse side of the bill of lading. Do not discard or have the damaged property repaired before it is inspected.

The carrier's liability is very insignificant in relation to the value of your property. On freight shipments, the carrier need only reimburse you to the extent of 10 cents per pound for each article damaged. If your goods are shipped by long distance van, the carrier's liability is 30 cents per pound per article. If the shipment is made via railway express, the liability is \$50 on any weight up to 100 pounds and 50 cents per pound on a shipment weighing over 100 pounds. However, if the payment you receive from the carrier does not cover your loss, you may file a claim against the Government. Your shipping officer will advise you how to go about this.

INSURANCE

Can I insure my shipment against loss and damage? Yes. This is a matter for you to decide, though. The Government will not assume the cost of commercial insurance. If you desire to buy commercial insurance, you should be careful to find out exactly what type of coverage you are purchasing. Always ask for a copy of the insurance contract and read it carefully. Many of the so-called "all risk" transportation policies do not cover damage due to marring or scratching. The average cost of an "all risk" policy for household goods shipped by moving vans is \$5.00 per \$1000 coverage. Ask your shipping officer to explain insurance before you buy a policy.

One of the factors necessary to insure proper shipment of household goods is to make certain that all naval personnel eligible to make shipments are fully informed as to their entitlements. To help you understand these and the other regulations governing shipment of your household goods, the Bureau of Supplies and Accounts has prepared the *Household Goods Shipment Information* pamphlet (NavSandA publication 260). A copy is available from your shipping officer.

Shipping Household Goods? — Here's Check-Off List

Now that you've read the summary on HHE, here's a check list of things to do and things not to do when shipping your household goods:

WHAT YOU SHOULD DO

- Have sufficient certified copies of your change of station orders (usually nine for each shipment of household goods). Then, contact your shipping officer at least five days in advance of your contemplated moving date.
- If you have professional books and papers to be shipped, advise the shipping officer in order that they may be packed and weighed separately from your household goods.
- If you plan to proceed to your new duty station prior to the time your household goods are shipped, leave or send your wife sufficient number of certified copies of your change of station orders. Also leave or send power of attorney or written authority for her to make shipment in your name.
- If you have gold, silver, or other valuables to be shipped, inform your shipping officer in order that special arrangements can be made for shipment of these items.
- Get all the information possible about housing conditions at your new duty station before requesting shipment of your household goods.
- Request storage at point of origin whenever you are in doubt as to the place you will want your goods shipped.
- If your household goods are going by van, be sure to obtain a copy of the inventory sheet from the driver.
- The van driver will request you to sign a "certificate of packing." The certificate contains an itemized list of the units of packing performed at your residence. Be sure to check the certificate carefully and never sign it in blank.
- If your orders are changed or cancelled, or a change of destination of the shipment is desired, contact the shipping officer immediately.
- Be sure to have your automatic washing machine, deep freeze, refrigerator and television set serviced for shipping. The Government does not perform this service. See your electrical dealer for such service.
- Obtain from your shipping officer the approximate time of arrival of your goods at destination.
- You or your wife should be at home on the day of the expected move.
- Make arrangements for receipt of the property at destination. If you cannot be at the destination at time of arrival of the goods, advise the shipping officer to instruct the carrier to notify you by mail or telephone at your new address when goods have arrived. You can then arrange for delivery. In case of direct delivery by van, you or your agent must be at home to receive the shipment.
- Turn over all your household goods for the same destination at one time, except silver, gold, items of extraordinary value, or items to be shipped by express.
- Clean china and cooking utensils and stack on top of a table, ready for the packer.
- Call to the attention of the movers fragile items such as chinaware and delicate glassware.
- Keep groceries and food supplies together in one place for proper packing.
- Remove articles from drawers of furniture intended for packing and crating. The extra weight in furniture drawers tends to damage them. However, if furniture is to be moved by van, linens and clothing may be left in the drawers.
- Make arrangements to have your telephone service and other utilities discontinued.
- For your own convenience in unpacking or storage, paste a label on each box or trunk showing its general contents.

WHAT YOU SHOULD NOT DO

- Do not request shipment to a place other than your new duty station without finding out first how much it will cost you.
- Do not contract for shipment with commercial concerns unless you have been authorized to do so in writing by your shipping officer.
- Do not request storage-in-transit if your goods are moving by van, unless you will be able to take delivery of the property within a sixty-day period.
- Do not become alarmed if the movers are not at your residence at exactly the appointed time. It is very difficult to schedule a move at a precise hour.
- Do not request special services from the carrier until after you have checked with your shipping officer.
- Do not pack your dishes or bric-a-brac yourself. Leave this to the professional packers. They are better qualified to do the job. Usually commercial firms will not pay claims for damages to items which they do not pack.

Voice-Recording Equipment May Ease Job of Court Reporters in Keeping Records

A familiar sight during a court martial is a Navy enlisted court reporter scratching away on his short-hand pad. This scene may be on its way out in many cases. Under a new program, BuPers is training selected EMs in the use of voice-recording equipment for keeping court records.

The training is in the use of a masked microphone device (into which the reporter speaks) and a recording machine. The machine is equipped with a controlled play-back mechanism. The use of this device will not only enable court proceedings to be recorded more accurately and rapidly, but will require less stenographic training for reporters.

Initial trials with this new method

have shown that the average yeoman, without previous training, can attain a recording speed of from 200 to 300 words per minute after one or two weeks of training. The ease and accuracy of transcription are also greatly improved over that which may be expected from shorthand techniques.

This new technique will not make shorthand reporting obsolete in the Navy, however. For the present, the new system will be used principally by shore stations and fleet commands having a large volume of legal or conference work. Shorthand ability will still be required throughout the service. Training will be continued as heretofore at the yeoman "B" schools.

However, if the new system proves as successful as hoped—and as necessary equipment can be developed, purchased and distributed—it is expected that shorthand requirements will decrease.

The mike training is now being conducted at three locations: the Class "B" Yeoman Schools at San Diego, Calif., and Norfolk, Va., and the Naval Justice School at Newport, R.I.

At the yeoman schools, two-hour familiarization courses are integrated in the schedule. At the Naval Justice School, training takes the form of an additional two weeks of instruction included in the regular course for designated students as well as a special two-week course of instruction for other qualified enlisted personnel.

Naval Justice students taking this training under the first program are regular enlisted students whose orders indicate they should receive such training and who are considered by the school's commanding officer to be qualified. With the additional instruction, the course is lengthened to eight weeks.

The second Naval Justice School program is open to qualified EMs who (1) have previously attended the school or (2) have extensive experience in legal reporting, no major speech defects and who meet the school's eligibility standards.

Eligible rates are PO2s and above in the rating of YN, PN and HM. PO3s and strikers may qualify upon the recommendations of their COs. Other eligibility requirements are listed in ALL HANDS, July 1952, p. 43.

Commissions in Medical Service Corps Offered to Qualified Officers and Enlisted Personnel

Certain qualified officers and enlisted men and women on active duty are offered commissions as ensign in the Medical Service Corps if they have an acceptable OD or BS degree in optometry, a BS in pharmacy or a BS degree with a major in one of the allied medical sciences, from an accredited college or university.

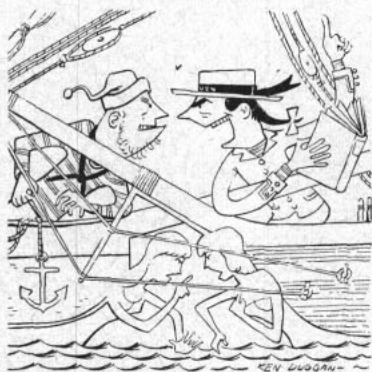
Appointment as lieutenant (junior grade) is offered candidates who hold acceptable ScD or PhD degree in optometry, pharmacy, or a medical allied science. The professional qualification of applicants for appointments in this category must be clearly shown by the graduate studies and original research completed.

The standards of eligibility requirements as detailed in BuPers Inst. 1120.8 (19 Sep 1952), apply to personnel of the Regular Navy and the Naval Reserve on active duty, enlisted personnel of the Marine Corps and USMCR on active duty and officers of USMCR on active duty.

Male applicants must have reached their 21st but not their 32nd birthday at time of appointment and women candidates must be 21 but not over 30 years of age on 1 July of the year of appointment.

Applications of qualified personnel meeting the requirements of the directive must be submitted to the Chief of Naval Personnel and mailed in time to arrive prior to 1 Jan 1953. Marine Corps candidates must forward applications via the Commandant of the Marine Corps and addressed to Chief of Naval Personnel.

SONGS OF THE SEA



Rules of the Road

DAY

Two close-hauled ships upon the sea,
To one safe rule must each agree;
The starboard tack must keep his luff,
The port—bear off!

NIGHT

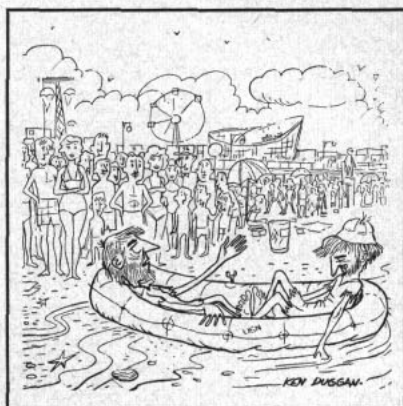
When both side lights you see ahead
You port your helm and show your red.
For green to green, or red to red—
Is perfect safety, go ahead.

And when upon your port is seen
Another's starboard light of green,
There's nothing much for you to do,
For green to port, keeps clear of you.

AT ALL TIMES

When in safety and in doubt
Always keep a sharp lookout;
Strive to keep a level head,
Mind your lights and heave your lead.

—Old Forecastle Song



"I guess this is goodbye Jim—I'm starting to hear voices again."

Submarine Careers Open To Junior Officers after Six-Month Training Course

Junior officers, both USN and USNR, who want to serve in submarines may apply for the six-month basic training course at Submarine School, New London, Conn.

The names of 90 officers who have been selected for the class convening 5 Jan 1953 were announced in October by BuPers.

The next course will open during the first week in July 1953. Applications are desired from line officers of the rank of lieutenant (junior grade) and ensign and must reach the Chief of Naval Personnel (Attn: Pers B1117) by 1 Mar 1953, according to BuPers Inst. 1520.6 (3 Oct 1952).

Volunteers must rank from 1 June 1951 or later if they are lieutenants (junior grade) and prior to 1 July 1952 if ensigns. In addition all officers selected must have at least one year of commissioned service as of 1 July 1953, and Reservists must meet requirements of obligated duty as stated in the instruction.

All officers who apply for the submarine training course must be qualified to stand OOD watches underway. In the forwarding endorsement to an officer's application, his commanding officer will state whether the applicant is so qualified.

Officers will be selected for training on the basis of their fitness report records and their educational background as well as on their ability to stand an underway OOD watch.

Each officer's application must be accompanied by a certificate of a medical officer stating that the candidate is physically qualified for sub duty under existing BuMed standards.

Naval Prep School Sends Enlisted Graduates to Academy

The Navy has announced the appointment of 143 Naval and Marine Corps Reservists to the U.S. Naval Academy, Annapolis, Md., including successful candidates from the Fleet who completed the Naval Preparatory School, Brainbridge, Md. They were appointed to the academy under the law which provides that the Secretary of the Navy appoint a quota of 160 Naval Reservists each year.

The successful Reserve candidates for USNA were selected by competi-

Lawyer, Farmer, Navy Chief—Three Careers Fit CPO

At the ceremony at the Washington, D. C. law school that evening, the uniformed CPO walked across the stage for the fourth time. Supreme Court Justice William O. Douglas, who was passing out awards for scholastic honors, smiled and said, "This seems to be getting monotonous, doesn't it?"

"This, sir," the chief grinned back, "is the kind of monotony I like."

The chief — Robert P. Peachey, YNC, USN — had done well for himself, indeed. Carrying out a full Navy job by day, he pursued his legal studies by night and weekends. Out of nine possible honors offered members of his class, Chief Peachey in his next-to-the-last year of study:

- Had the highest scholastic average in his class.
 - Was judged outstanding in oral arguments for the entire school, and
 - Received highest recognition in the trusts competition for the entire school.
- To top this off, the chief was judged next-to-highest in civil procedures for the school and was president of his class.

Now serving in the office of Vice Admiral Charles W. Fox, USN, Chief of Naval Material (who was once a CPO himself), Chief Peachey can boast of a full life. One of 10 children, he enlisted in the Naval Reserve as a yeoman second class in 1941 and immediately went on active duty. (The year before, he had served in the Texas National Guard.) In August 1942, while serving in USS *New Mexico* (BB 40) at Pearl Harbor, T. H., he transferred to the Regular Navy, taking a reduction to yeoman third class.

By the fall of 1943 he had gone up the ladder to CPO and early in 1944 was appointed an ensign. He



was then plucked out of Pacific outposts and ordered to the West Coast for schooling. He came out an instructor himself — teaching landing craft operations. War's end found him on Okinawa as a lieutenant (junior grade).

Leaving the Navy late in 1946, he came back five months later to reenlist as a chief yeoman. Duty took him to Hawaii where he met and married an Army nurse. The Peacheys and their year-old daughter, Bonnie Jean, live on a two-and-one-half acre farm in Virginia. The farm has 40 chickens, many rows of vegetables, a picnic area and four ducks. Among his other pursuits, Peachey is learning farming.

When he first arrived at Washington for duty, Peachey was turned down for enrollment at the law school because, as he explained, "my grades weren't what they could have been." So he took up night classes at another university. Then, with a fresh start, he qualified for law school.

Academically, his studies are about equivalent to a full-time college course. What's more, the chief hopes to graduate next June. All of which means there is going to be a lot of midnight oil burned at Chief Peachey's farm in the next few months.

tive examination and in accordance with the physical and scholastic standards set for admission. Some of the Reservists admitted were in an inactive status and entered the academy directly from civilian life.

The Navy-wide preliminary ex-

amination for selection of Fleet candidates to compete for an appointment to USNA in 1954 will be held the first Monday in July 1953. Reservists in an inactive status must submit applications through official channels prior to 1 Oct 1953.

New Officer Candidate Program Open to Enlisted Personnel

A new naval officer procurement program is now offered to enlisted men and women of the Regular Navy who have three and one-half years' continuous service.

The new plan, which will continue from year to year, opens up a greater opportunity to potential officer candidates from the ranks of commissioned warrant officers, warrant officers and enlisted members of all pay grades who through it can be appointed to permanent commissioned rank as ensign in the Regular Navy.

It calls for selection of enlisted personnel who possess a minimum of two years' college credits (or the USAFI equivalent as shown by the 2CX

test), other outstanding qualifications and a "sincere motivation" for a naval career. Male applicants will be considered for commissioned appointments in the unrestricted line, Civil Engineer Corps and Supply Corps. Women applicants will be considered for the line and Supply Corps.

The new plan, as announced in BuPers Inst. 1120.7 (18 Sep 1952), will supplement current officer procurement programs. It will not replace any part of the Navy's current officer candidate programs such as the Naval Reserve Officers' Training Corps, Officer Candidate Schools, and Limited Duty Officer (LDO).

Enlisted members interested in ap-

plying will have ample time to prepare themselves by completing the educational credits and time-in-service before the next deadline, 1 Oct 1953. The requirements of eligibility and the procedure to follow in making application are detailed in the BuPers Instruction. The basic qualifications, however, are outlined below. It is suggested that you consult your local Information and Education Officer for guidance before you submit an application to your commanding officer.

Here's the word:

- An applicant must have not less than three and one-half years of continuous naval service at the time of submitting his application. Four years of continuous naval service is required prior to the time of appointment.

- For the two years preceding the date of application, the applicant must have no record of conviction by a general, special or summary court-martial.

- Age — Male applicants must be between the ages of 19 and 31½ at the time they apply. Women applicants must be between the ages of 21 and 28½ at the time of application.

No male applicant can be appointed to commissioned grade who has attained his 33rd birthday at the time of anticipated appointment, nor can women applicants be appointed who have reached their 30th birthday as of 1 July of the calendar year in which appointed.

It is expected that 12 months will be required after application to process completely and appoint selected applicants. Personnel approaching the upper age limit at the time of application are cautioned that while there is a reasonable chance that, if selected, appointments can be made prior to their attaining the maximum age limit, this cannot be guaranteed.

- Education — A minimum of two years' (four semesters) work toward a degree in an accredited college or university must have been satisfactorily completed. However, satisfactory completion of the USAFI educational qualification test, 2CX or its equivalent, may be substituted for the two years of college. The result of this test must be available in the

WAY BACK WHEN

Ship's Schoolmasters on Early Frigates

In marked contrast to the hundreds of diversified schools, training courses and correspondence courses available to personnel of today's Navy, the educational opportunities afforded early American sailors were at best meager and haphazard.

A few frigates had so-called schoolmasters assigned to them for the purpose of instructing midshipmen. (The Naval Academy was not established until 1845.) One "professor" serving in the *Constellation* wrote of the situation:

"The office of schoolmaster is not a permanent one. He has no regular rank and no authority or control whatever over his pupils. On board some of our ships, there is no regular plan of instruction, and on board all it varies according to the varying caprice of the commanding officer or the first lieutenant. The schoolmaster himself has no power to enforce obedience and cannot hold his pupils accountable for neglect of their studies. Hence most of the schools are regulated on the principle of convenience, which means generally little else than no regulation at all."

Schoolmasters were required by their commanding officers to submit periodic reports on the progress of their students. One such report on a midshipman group serving at the time in the *Cyane*, included the following entries:

"Mr. Gustavus Fox commenced algebra and has advanced as far as quadratic equations. Mr. Fox is a very diligent student.

"Mr. John Downs is reading an elementary course of algebra. He is now solving simple equations and is rather idle.

"Mr. Edward Tattnall has learned alge-



braic equations and is now in simple equations. He is not sufficiently industrious. Disposed to be idle.

"Mr. Henry Wise, owing to sickness or some other cause unknown to me, seldom attends the school. He has learned very little indeed.

"Mr. John Worden attends school very irregularly and consequently has not gained much mathematical knowledge."

However, the records show that in this particular "school", at least, the "industrious" prospered, and the "idle" had a change in heart, also coming to the end of successful naval careers. Mr. Fox became Assistant Secretary of the Navy during Lincoln's administration; Downs and Tattnall both became admirals; Wise, brother of Virginia's Civil War governor, also became an admiral and a well-known author; and Worden achieved fame as captain of the *Monitor* in her famous battle with the *Merrimack*.

applicant's record at the time of submitting application if he does not have the formal two years' college. All applicants must also successfully qualify under a written preliminary screening examination to be conducted 1 December each year.

- **Physical** — Each applicant must be physically qualified in accordance with the provisions of the *Manual of the Medical Department* for original appointment in either the line or staff corps as appropriate.

- **Dependents** — There are no restrictions for male applicants. A woman applicant will not be eligible if she is the mother, adoptive mother or personal custodian of a child under 18, or if she is the stepparent of a child under 18 who lives within her household for a period of more than 30 days per year.

- **Selection** — Applicants who qualify in the written screening exam will be considered by a selection board. The board will designate those it deems best qualified for appointment. All designated applicants will then be required to establish professional qualifications.

Male applicants for the line or Supply Corps who are selected will be ordered to the U.S. Naval Schools Command, Newport, R. I., for 16 weeks of general line officer candidate instruction.

Women applicants selected will be ordered to Reserve Officer Candidate School, Bainbridge, Md., for seven weeks' instruction.

Applicants selected for the Civil Engineer Corps will be ordered to the Naval Construction Battalion Center, Davisville, R. I., for four weeks' preparatory study.

- **Professional qualifications** — Naval examining boards will review the academic record of all male ap-

plicants for the line and Supply Corps who satisfactorily complete the 16 weeks' instruction at school. From a review of the Naval School's Command record and other available records, the naval examining boards will determine whether applicants are fully qualified for appointment.

Women applicants who successfully complete the ROC course and also attain a passing score on a professional exam will be certified for appointment.

CEC candidates will be required to take a professional exam in subjects relating to their specialty after completion of the four weeks' preparatory study. Applicants passing this exam will be ordered to U.S. Naval Schools Command, Newport, R. I., for eight weeks' instruction, and upon satisfactory completion, the naval examining board (CEC) will determine whether the candidate is qualified for appointment.

It is emphasized that this program is a recurring one. Deadline dates that fall on a Saturday, Sunday or holiday will be moved up to the next weekday.

Candidates appointed to commissioned grade under this plan will compete with officers of unrestricted classification in all selections and assignments to duty.

Line Officers to Be Considered For Transfer to Supply Corps

In 1953 line officers of the Regular Navy will be considered for transfer to the Supply Corps of the Regular Navy. A selection board will be convened for this purpose during January.

Anav 49-52, which announced this selection board, states that requests for such transfer should be submitted via commanding officers to reach the Chief of Naval Personnel (Attn: Pers B111h) prior to 15 December 1952.

Basis of this program is Article C-1105 (BuPers Manual) which reads in part: "Officers of the line of the Navy, not above the grade of lieutenant commander, may be transferred and appointed by the President, by and with the advice and consent of the Senate, to the corresponding grade in the Civil Engineer Corps, or Supply Corps without regard to the age of the officers so transferred."



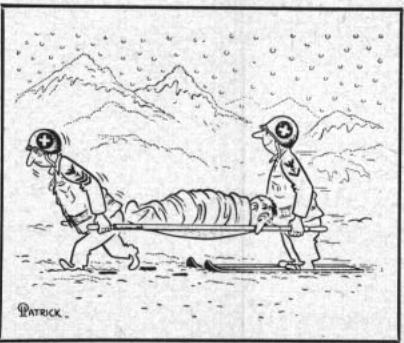
Third Exposure Not Required Of Twice Wounded Vets

Navy men who have been wounded twice while in Korea need not go back for a third time unless they want to.

Under BuPers Instruction 1300.9, personnel who have been twice wounded in the Korean campaign will be ordered from Korea upon request and will not be ordered back to service in Korea or to duty in ships or units which have been alerted for a move to the Korean area — unless they so request.

However, in order to consider yourself in this category, your wounds must have been sufficiently serious to require hospitalization for more than 48 hours. Noncombat casualties such as frostbite are not considered as "wounds" under this instruction.

Officers desiring exemption from further combat duty in accordance with the provisions of the Instruction shall submit requests to the Chief of Naval Personnel via their commanding officers. Enlisted personnel shall submit their requests to their commanding officers who shall have an entry made on page 13 of their service record.



QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) Coral Sea.
2. (c) FH-1 Phantom. The occasion was 21 July 1946.
3. (c) Patent or stockless anchor.
4. (a) Its ease of handling and stowing. Because of the absence of a stock it can be hoisted directly into the hawse-pipe and stowed there, ready for letting go quickly.
5. (b) Machinery repairmen.
6. (c) Builders.

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in October.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Sudden Fear (1002): Drama; Joan Crawford, Jack Palance.

Bonzo Goes to College (1003): Comedy; Maureen O'Sullivan, Charles Drake.

Affair in Trinidad (1005): Melodrama; Rita Hayworth, Glenn Ford.

Lady in the Iron Mask (1006): Melodrama; Louis Hayward, Patricia Medina.

Last Train from Bombay (1004): Melodrama; Jon Hall, Lisa Ferraday.

Woman of the North Country (1007): Drama; Ruth Hussey, Rod Cameron.

Sea Tiger (1008): Adventure; Marguerite Chapman, John Archer.

Big Jim McLean (1009): (Reds In Hawaii); John Wayne, Nancy Olson.

My Wife's Best Friend (1010): Comedy; Anne Baxter, MacDonald Carey.

Lure of the Wilderness (1011) (T): Melodrama; Jeffrey Hunter, Jean Peters.

You for Me (1012): Comedy; Peter Lawford, Jane Greer.

The Merry Widow (1013) (T): Musical; Lana Turner, Fernando Lamas.

Son of Paleface (1014) (T): Comedy; Bob Hope, Jane Russell.

Operation Secret (1015): Drama; Cornel Wilde, Steve Cochran.

The Rose Bowl Story (1016): Drama; Marshall Thompson, Vera Miles.

Toughest Man in Arizona (1017): Western; Vaughn Monroe, Joan Leslie.

O'Henry's Full House (1018): Melodrama; Fred Allen, Anne Baxter.

The Golden Hawk (1019) (T): Sea Adventure; Sterling Hayden, Rhonda Fleming.

Arctic Flight (1020): Drama; Wayne Morris, Alan Hale.

Story of Will Rogers (1021) (T): Biography; Jane Wyman, Will Rogers, Jr.

The Devil Makes Three (1022): Drama; Gene Kelly, Pier Angeli.

Monkey Business (1023): Comedy; Cary Grant, Ginger Rogers.

Just for You (1024) (T): Musical; Bing Crosby, Jane Wyman.

The Navy's selection of 20 outstanding motion pictures released prior to 1943, for distribution to ships and overseas bases during the current fiscal year has been completed. The second 10 of the outstanding films now being distributed are titled: *The Great Waltz*; *Mr. Smith Goes to Washington*; *Destry Rides Again*; *Boom Town*; *On Borrowed Time*; *Lives of a Bengal Lancer*; *The Crusades*; *Here Comes Mr. Jordan*; *Abe Lincoln in Illinois*, and *Story of Vernon and Irene Castle*. The first 10 reissued films are listed in ALL HANDS, October 1952, p. 53.

Daughters of Naval Personnel Eligible for Scholarships

Twelve-month scholarships of \$2520 each are being offered to daughters of naval officers and enlisted personnel by a fashion academy in New York.

Applicants must be 17 years of age or over, high school graduates, physically and mentally well, and interested in fashion as a career. The training is received at the Fashion Academy, Fifth Avenue, New York, N. Y.

Naval personnel who have daughters who can qualify for these scholarships may forward an application direct to Chief of Naval Personnel (Attn: Pers G212), Navy Department, Washington 25, D. C.

The scholarships will cover all tuition costs and supplies, but do not include living expenses. A purpose of the scholarship offer is to assist qualified applicants where a condition of financial assistance is a need. Students are accepted for the complete course following a satisfactory probationary term of three months.

Transfers to Regular Navy for Reserve Officers Who Were Formerly in NavCad Program

Naval Reserve aviators who were formerly Naval Aviation Cadets may apply for transfer from the USNR to the Regular Navy. In this annual program, a selection board will convene on or about 1 Feb 1953 to select Reservist candidates who accepted appointments as ensign (1325), USNR, between 1 Jan 1951 and 30 June 1951.

Other eligibility requirements: less than 25 years of age upon acceptance of the ensign appointment and completion (prior to 1 Jan 1953) of 18 months' continuous active commissioned service after designation as a naval aviator.

Interested officers should submit applications via their reporting senior to BuPers. Full details on applications and accompanying medical forms are contained in BuPers Notice 1120 (29 Sept 1952).

Deadline date for receipt of applications in this increment of the program is 1 Jan 1953.

Successful applicants will be issued a permanent commission as ensign with the same date of rank as they now hold. Those serving in the temporary grade of lieutenant (junior grade) will be issued a temporary appointment in that grade with the date of rank the same as that held in the Naval Reserve.

Operating in the Arctic Is Studied in New Course

A new course in Naval Arctic Operations (NavPers 10946) is available to officers and chief petty officers from the Naval Correspondence Course Center.

Based upon the *Naval Arctic Operations Handbook*, Parts I and II, this course considers amphibious and over-ice operations as well as strategy and logistics. The course also presents general information on geography, climate, weather, international law, clothing and personal equipment, health and survival.

Application should be made through official channels, using form NavPers 992. This form may be obtained from your ship's office, the commander of your organized units, or your district headquarters.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as certain *BuPers* Instructions, *BuPers* Notices, and *SecNav* Instructions that apply to most ships and stations. Many Instructions and Notices are not of general interest and hence will not be carried in this section. Since *BuPers* Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers* Instructions and Notices apply to all ships and stations.

Alnavs

No. 48 — Suspends issue and use of certain typhus vaccine and directs the return of the material to the manufacturer or its destruction.

No. 49 — Announces convening of selection board to consider requests from USN officers of the line, not

Scholarships Open to Sons of Deceased Navymen, Marines

One-year tuition scholarships at selected civilian preparatory schools are being offered to the sons of deceased Navy and Marine Corps personnel who wish to prepare for entrance to the Naval Academy.

The Society of Sponsors of the U.S. Navy, composed of approximately 700 women who have christened combatant ships, is the organization offering the scholarships. Awards are made on the basis of character, aptitude for naval service, scholastic standing and financial need.

Naval personnel are encouraged to bring details of this opportunity to the attention of young relatives or friends in civilian life who may qualify and are descendants of deceased naval personnel.

These scholarships are awarded for one year in one of the recognized naval preparatory schools of the recipient's choice, either as a day or boarding student.

Applications may be made through the headquarters of the Navy Relief Society in Washington, D.C., or any of its auxiliaries — or directly to the Society's chairman, Mrs. Jennings Bailey, 5 Grafton St., Chevy Chase, Md.

above lieutenant commander, for transfer to the Supply Corps.

No. 50 — Announces convening of line officer selection board to recommend officers on active duty for temporary promotion to the grade of commander.

No. 51 — Announces the death of the former Secretary of the Navy Francis P. Matthews 18 Oct 1952.

No. 52 — States that because of urgent military airlift requirements, some air parcel post may have to be diverted to surface carrier, especially during the Christmas season.

BuPers Instructions

No. 1020.1 — Restates unchanged as a Navy directive information on the uniform for U.S. Navy technicians.

No. 1085.9 — Outlines policy regarding entries of "race" on all forms, records and reports concerning naval personnel.

No. 1111.2 — Establishes procedure for handling and administering Navy and Marine Corps examinations for NROTC candidates each year.

No. 1120.9 — Outlines eligibility requirements and processing procedures for appointment of enlisted women, USN and USNR, with college degrees to commissioned grade, USNR.

No. 1300.9 — States that Navymen twice wounded in combat in Korea will not be ordered back to combat areas unless they so request.

No. 1301.7 — Republishes in Navy Directive System the policy of sea, shore and foreign shore rotation of officers.

No. 1301.9 — Concerns rotation of 1100 and 1300 officers trained in aerology to general aviation assignments.

No. 1412.5 — Information to Reserve officers on active duty regarding the waiver of professional requirements for promotion.

No. 1412.6 — Outlines requirements and procedures for promotion and assignment to pay grades W-1 through W-4 of warrant and commissioned warrant officers of the Regular Navy and Naval Reserve.

No. 1510.8 — Announces establishment of training program for enlisted men in the use of recording machines for court reporting.

No. 1552.2 — Republishes announcement of availability and distribution to all ships and stations of



"Say George, how does that story end, where the guy's 30,000 feet up and..."

wallet-size card telling what an individual should do in case of atomic attack.

No. 1616.1 — Provides for annual, instead of semi-annual, submitting of evaluation sheets for chief and first class petty officers.

No. 1760.2 — Announces distribution of addenda to pamphlet "Rights and Benefits of the New Naval Veteran," *NavPers* 15853.

No. 1761.4 — Announces a revision and distribution of a new civil readjustment pamphlet, "Referral Directory for Navy Veterans' Counselors," *NavPers* 15832 (Rev August 1952).

No. 3310.1 — Republishes for Navy Directive System the flight training program designed to integrate LTA/HTA personnel into the Navy's aeronautic organization.

No. 10150.1 — Gives information regarding bedding items furnished to enlisted men.

BuPers Notices

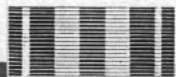
No. 1120 — (29 Sept 1952) Invites applications from certain former Naval Aviation Cadets for appointment in the line of the Regular Navy.

No. 1331 — (16 Oct 1952) Requests applications from officers for duty in public information billets.

No. 1551 — (14 Oct 1952) Announces availability of series of posters on water conservation aboard ship.

No. 1700 — (23 Oct 1952) Informs members of armed forces who are not U.S. citizens concerning naturalization. The effective date of new immigration and naturalization regulations (Public Law 414) is 24 Dec 1952.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

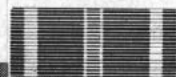
"For conspicuous gallantry and intrepidity in action . . ."

Gold star in lieu of second award:

★ KAIL, Robert B., CDR, USN, on staff of Commander Task Force 95 from 25 Oct 1950 to 21 June 1951.

★ LESSENDEN, Chester M., Jr., LCDR, MC, USN, surgeon of a Marine Infantry Regiment from 27 November to 5 Dec 1950.

★ PARKS, Lewis S., RADM (then CAPT) USN, CO of *uss Manchester* (CL 83) and at various times Commander Task Force 72, Commander Task Group 95.2 and Commander of several task elements from 13 Sept 1950 to 1 June 1951.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

Gold star in lieu of second award:

★ SISK, Hoke M., CDR (then lieutenant commander), USN, while serving in Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.

Gold star in lieu of third award:

★ GALLAGHER, Marion R., LT, USN, while serving in Attack Squadron 55 from 14 September to 18 Nov 1950.

★ SWINBURNE, Harry Wm., Jr., LT, USN, while serving as pilot of a helicopter, attached to *uss Helena* (CA 75) from 7 August to 28 Sept 1950.

★ THORIN, Duane W., AMC, USN (missing-in-action), while serving as pilot of a helicopter, attached to *uss Rochester* (CA 124) on 22 Jan 1952.

Gold star in lieu of fourth award:

★ SUNDBERG, Harry J., LT, USN, while serving as a pilot in Helicopter Unit One Detachment from 5 August 1950 to 16 Feb 1951.



NAVY AND MARINE CORPS MEDAL

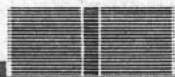
"For heroic conduct not involving actual conflict with an enemy . . ."

★ BROWN, Charles F., MM3, USNR, while serving in *uss Holder* (DDE 819) on 22 Jan 1952.

★ CLINE, Carl E., AB2, USN, while serving in *uss Valley Forge* (CV 45) on 24 Dec 1951.

★ LIVINGSTON, Lyle W., BOSN, USN, while serving in *uss Essex* (CV 9) on 27 Nov 1951.

★ ZEHETNER, Howard C., ENS, USNR, while attached to Fighter Squadron 51 on 27 Nov 1951.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ADAMS, Thomas H., HM3, USN, attached to the First Marine Division from 1 to 4 Dec 1950.

★ ANDERSON, Gustave T., LCDR, MC, USN, attached to the First Marine Division from 27 October to 12 Dec 1950.

★ BANCROFT, Gaylord H., HN, USNR, attached to the First Marine Division on 27 Nov 1950.

★ CHURCH, Franklin D., LTJG, DC, USNR, attached to the First Marine Division from 6 November to 10 Dec 1950.

★ CUMMINS, George W., LCDR, ChC, USNR, senior chaplain of Marine Aircraft Group 12 from 14 October to 22 Dec 1950.

★ FAIN, Charles Wm., Jr., LT (then lieutenant (jg)), DC, USN, regimental dental officer of a Marine Infantry Regiment from 8 November through 10 Dec 1950.

★ FITCH, James F., LTJG, MC, USNR, attached to the First Marine Division from 15 September to 1 Oct 1950.

★ FORD, Roy M., HMC, USN, attached to the First Marine Division from 6 November to 10 Dec 1950.

★ FRAZIER, John A., HM3, USN, serving with the First Marine Division on 4 Dec 1950, awarded Bronze Star Medal with Combat "V".

★ FREDSON, Floyd E. F., FN, USN, serving in *uss Redhead* (AMS 34) on 12 Oct 1950.

★ GIPSON, Harold H., HM3, USN, serving with a Marine Infantry Company on 26 Sept 1950.

★ GREAVES, Howard P., LT, MC, USNR, attached to the First Marine Division from 27 November to 4 Dec 1950.

★ HARVEY, Robert J., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 15 September to 2 Nov 1950.

★ HAWLEY, William D., Jr., LTJG, MC, USNR, attached to the First Marine Division from 6 November to 10 Dec 1950.

★ HICKEY, Bernard L., LTJG, ChC, USN, attached to a Marine Infantry Regiment from 15 Sept to 2 Nov 1950.

★ IFFRIG, Francis O., CDR, USN, on the staff of Commander Seventh Fleet Activities Japan-Korea from 21 Aug 1950 to 7 July 1951.

★ INGVLSTAD, Orlando, Jr., LCDR, ChC, USN, attached to the First Marine Division, from 15 to 27 Sept 1950.

★ IVY, Wallace A., HM1, USN, attached to the First Marine Division from 27 October to 10 Dec 1950.

★ KELLEY, Richard H., SN, USNR, attached to *uss Noble* (APA 218) on 24 Dec 1950.

★ KING, Ed R., CDR, USN, CO of *uss Massey* (DD 778) from 13 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ KINSELLA, Charles Wm., CDR, USN, serving in *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ KUEHNER, John L., Jr., HM3, USN, attached to the First Marine Division on 3 Oct 1950.

★ LANCASTER, Newman C., ADC, USN, serving in Fighter Squadron 112 from 5 Aug 1950 to 22 Mar 1951.

★ LIEFFRING, Edward, HM3, USN, serving with the First Marine Division on 29 May 1951.

★ LINDSTROM, Willis W., GUN (then chief aviation ordnanceman), USN, serving in *uss Bataan* (CVL 29) from 15 Dec 1950 to 16 Apr 1951.

★ LIPSCOMB, William R., CWOHC, USNR, attached to the First Marine Division, from 26 November to 10 Dec 1950.

★ LANDRETH, Thomas C., HN, USN, serving in the First Marine Division on 7 Dec 1950.

★ LIEBSCHNER, Orville O., CDR, USN, CO of *uss Forrest Royal* (DD 872) from 27 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ LIPIEKO, John, BM3, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ LOWRY, William M., CDR, USN, CO of *uss Fletcher* (DDE 445) from 6 to 29 Oct 1950.

★ LUHR, John P., LT, then lieutenant (jg), MC, USNR, attached to the First Marine Division from 28 November to 12 Dec 1950.

★ LYDON, John F., BMC, USN, assistant salvage officer on 15 Sept 1950, awarded Bronze Star Medal with Combat "V."

★ MASTALSKI, John J., CHMACH, USN,

serving in *USS Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ MCCORMICK, Donald W., ADC, USN, serving in Fighter Squadron 111 from 5 Aug 1950 to 22 Mar 1951.

★ MCNEA, Melvin G., HM3, USN (posthumously), attached to the First Marine Division on 19 Sept 1950, awarded Bronze Star Medal with Combat "V."

★ MEOLA, Vincent J., CAPT, USN, attached to the staff of Commander Naval Forces, Far East, from 27 June to 15 Dec 1950.

★ MICHAEL, Fred D., CDR, USN, CO of *USS Zellars* (DD 777) from 13 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ MILLER, Garland C., HM2, USN, attached to the First Marine Division on 21 Sept 1950.

★ MODICA, Anthony R., LT, USN, serving in *USS Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ MOYNAHAN, Richard F., Jr., EM1, USN, serving in *USS Sicily* (CVE 118) on 22 Nov 1950.

★ MUNDY, Kenneth A., LCDR, USN, CO of *USS Arkikara* (ATF 98) from 27 July 1950 to 8 Jan 1951, awarded Bronze Star Medal with Combat "V."

★ MURPHY, John P., CDR, ChC, USN, serving with the First Marine Air Wing from 14 October to 15 Dec 1950.

★ NAGY, Theodore E., CHBOSN, USN (Ret.), serving in *USS Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ NEELY, Thomas E., EN1, USN, boat engineer of an LCVP on 15 Sept 1950.

★ OAKLEY, Wilbur R., HMC, USNR, attached to the First Marine Division from 28 November to 11 Dec 1950.

★ O'BRIEN, Charles W., CWOHC, USN, attached to the First Marine Division from 28 November to 9 Dec 1950, awarded Bronze Star Medal with Combat "V."

★ O'BRIEN, George R., Jr., HM3, USN, attached to the First Marine Division on 7 Dec 1950.

★ OGLE, Elvin C., CDR, USN, CO of *USS Radford* (DDE 446) from 6 to 29 Oct 1950.

★ OLSEN, Albert R., CDR, USN, CO of *USS Hank* (DD 702) from 13 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ PFEIFER, Laverne F., LTJG, MC, USNR, attached to the First Marine Division from 21 September to 5 Oct 1950.

★ PHILPOT, Jimmie S., HN, USN, serving with the First Marine Division on 3 July 1951.

★ PIRKLE, Hubert C., LTJG, MC, USNR, attached to the First Marine Division from 8 to 11 Dec 1950.

★ PRICE, John D., LCDR, USN, attached to Commander Naval Forces, Far East, from June 1950 to July 1951.

★ RARING, George L., CAPT (then commander), USN, on the staff of Commander Service Division 31 from 27

July 1950 to 31 Mar 1951.

★ REAMS, Leslie E., QMC, USN, serving in *USS Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ ROLOPH, William E., HM1, USN, attached to the First Marine Division on 4 Dec 1950, awarded Bronze Star Medal with Combat "V."

★ SANCHEZ, Mariano R., BM1, USN, serving in *USS Merganser* (AMS 26) on 1 Oct 1950, awarded Bronze Star Medal with Combat "V."

★ SANDERSON, Everett G., CDR, USN, CO of *USS Duncan* (DDR 874) and Commander Task Element 95.21 from 16 to 30 May and from 13 to 27 June 1951.

★ SETTLE, Harry D., BMC, USN, serving in *USS LST 859* on 15 Sept 1950, awarded Bronze Star Medal with Combat "V."

★ SHELTON, Donald F., HN, USN, attached to a Marine Infantry Company on 3 Nov 1950, awarded Bronze Star Medal with Combat "V."

★ SMITH, Howard K., LCDR, USN, CO of *USS Lipan* (ATF 85) from 27 July 1950 to 26 Feb 1951, awarded Bronze Star Medal with Combat "V."

★ SMITH, Russell H., CDR, USN, on the staff of Commander Task Force 95 from 5 Oct 1950 to 21 June 1951.

★ SPARKS, James E., LTJG, MC, USNR,

attached to the First Marine Division from 27 November to 12 Dec 1950.

★ STENDER, Charles R., CHGUN, USN, serving in *USS Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ SULLIVAN, Edward T., Jr., LCDR, USN, on the staff of Commander Seventh Fleet from 3 Sept 1950 to 28 Mar 1951, awarded Bronze Star Medal with Combat "V."

★ TONER, Raymond J., CDR, USN, CO of *USS English* (DD 696) from 13 Oct 1950 to 19 Apr 1951.

★ TRICKEY, Everett A., CDR, USN, serving in *USS Toledo* (CA 133) from 26 July to 22 Oct 1950, awarded Bronze Star Medal with Combat "V."

★ VAN ANTWERP, Eugene I., LT, ChC, USNR, attached to the First Marine Division from 20 to 24 Jan 1951.

★ VERNARSKY, Frank E., HM1, USN, attached to the First Marine Division from 4 to 9 Dec 1950, awarded Bronze Star Medal with Combat "V."

★ VOGEL, William A., BT1, USN, attached to *USS Hollister* (DD 788) on 27 Aug 1950.

★ WANLESS, Robert H., CDR, USN, CO of *USS Samuel N. Moore* (DD 747) from 5 September to 15 Oct 1950, awarded Bronze Star Medal with Combat "V."

Purple Heart Won by Descendant of Original Winner

Marine Second Lieutenant John J. Bissell of Pittsburgh, Pa., a direct descendant of the first Purple Heart winner, has been awarded the same decoration for wounds received during the battle for "Bunker Hill" in Korea.

The Purple Heart was authorized 7 Aug 1782 for Continental Army troops during the Revolutionary War by General George Washington. The first award was presented to Sergeant Daniel S. Bissell of Winsor, Conn.

The order sent to the Revolutionary 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 U.S. to be awarded to an enlisted man or non-commissioned officer, fell into disuse after the Revolution and remained forgotten until 1832 when it was revived by the Army, and was 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.



PURPLE HEART — new and old

BOOKS: LOTS OF NEW VOLUMES FOR SAILORS TO READ

RECENT additions to ship and shore libraries include books on navigation, World War II, and South Pole expeditions. Here are reviews of some of these, chosen by the BuPers library services staff:

• *The Sky and the Sailor*, by Harold Augustin Calahan; Harper and Brothers.

This book, tracing the development of celestial navigation, has been written for the layman, not the experienced navigator. It has been written with the point of view of a sailor, not a scholar.

You'll pick up lots of interesting little tidbits of information as you turn the pages of this book, in addition to getting the broad, over-all picture.

For example, early navigators found their way by what is now called "dead reckoning." Calahan says there's nothing "dead" about it. Originally it was called, in English, "deduced reckoning." This was abbreviated to "ded. reckoning"—later, and currently, it has been misspelled as "dead reckoning."

Written in a light, sometimes humorous style, the book should be popular with Navymen.

★ ★ ★
• *Guys On Ice*, by Lyman R.

Ellsworth; David McKay Company.

This is a World War II story of a handful of GIs who were sent to St. Paul Island in the Pribilofs to give warning of an expected Japanese attack on Dutch Harbor and to blow up the island, if necessary, to keep the enemy from getting it and the valuable seal rookeries.

During the course of their stay on St. Paul, the men underwent many privations. A blizzard took its toll of their members. One man went mad. Planes bringing in morale-building mail were few and far between. But there was humor, too, and relaxation. And, of course, the apricot brandy they distilled themselves.

The book is written in narrative form by the former Army sergeant who was in charge of the "operation." His occasional brushes with low-ranking brass will bring chuckles. The book has plenty of "punch" and is well worth reading.

★ ★ ★
• *Stepping Stones to the South Pole*, by J. R. Nichol; Library Publishers.

Here's a volume describing the quest for the South Pole. It deals with the exploits of such men as Cook, Scott, Mawson, Amundsen and Byrd. Supplementing H. R. Mill's book,

Siege of the South Pole, which was published in 1905, Nichol's work not only deals with the "ancient history" of Antarctic exploration, but also includes 20th century developments.

Carefully documented and well written, this book should appeal to sea-faring men. It's got lots of good illustrations, too.

★ ★ ★
• *Hunter*, by J. A. Hunter; Harper and Brothers.

John Hunter is one of the last of the great big game hunters who made their living in Africa. From rogue elephants to antelopes to lions, Hunter played the game to the hilt.

Hunter is a Scot. As a child, he acquired an ungovernable taste for hunting, be it duck or geese. Unhappy with his future as a farmer and with his social life, he is packed off to Africa to work for a cousin. This, too, turns out rather badly. But for the help of a kindly compatriot, Hunter would have returned home.

Instead, he got a job as a guard on a railroad. One day he and the engineer spotted a herd of elephants. Against the engineer's advice, Hunter followed his natural bent and took a shot at one of the beasts. Bedlam broke out. But John Hunter had killed his first elephant and he discovered that the ivory tusks were worth quite a bit of money. He had found a career—that of professional hunter.

This is an excellent book, full of competent writing and unusual photographs. Book-of-the-Month Club chose it as one of its offerings. Don't miss it.

★ ★ ★
• *The New Breed*, by Andrew Geer; Harper and Brothers.

There have been several books published on the Korean war. In the years to come, there will be others—some factual, some fictional. Major Geer's book is an attempt to tell the story of the rank and file Marine fighting in Korea.

Geer says, "Command is the producer, the stage manager of the battle, and must be coldly efficient and detached. The warm, human stories come from the riflemen, the machine gunners, the bazooka and BARmen, and the small unit commanders and NCOs. They are the men who face the floodlights and act out the drama."

Geer's book is well-written. It, too, is action-packed. For insight into the life of a Ko-War veteran, you'll want to read it.



'THE DYING SUN'—Ill-fated *Endurance* is firmly frozen in Antarctic waste-land. Photograph taken from *Stepping Stones to the South Pole*.

"Q"-BOATS

MYSTERY SHIPS OF WORLD WAR I

Action in the Atlantic: 1917

Sea wolves in sheep's clothing, these harmless-looking "tramp steamers" packed a hidden punch that sent many a German submarine to its death. The Q-boat story, kept secret during the war, is here recounted by a man who knew it at firsthand, RADM William S. Sims, USN, in his exciting book, *The Victory at Sea*.

In World War I—just as they were to be in World War II years later—German submarines were a serious menace. U-boat commanders, especially in the early days of 1914 and 1916, had easy pickings. Thousands of tons of allied shipping were sent to the bottom of the Atlantic.

But the Allies soon discovered an important flaw in the U-boat method of attack. To conserve Germany's small store of torpedoes, submarine commanders were under strict instructions from Berlin to sink as many ships as possible with gunfire instead of with the precious "fish". Taking advantage of this fact, the Allies—with the British in the lead—developed the "Q-boat" or "mystery ship", the decoy of the sea lanes.

Each Q-boat, to all outward appearances, was a humble tramp steamer plodding across the ocean. But appearances can be deceiving, as in this case they were. Behind collapsible bulwarks and canvas screens were concealed heavy guns, depth charges and even torpedo tubes. Down below, watertight compartments were loaded with timbers designed to keep the vessel afloat despite repeated torpedoings.

The Q-boats enjoyed success at first for the simple reason that they were able to send several submarines to the bottom before their commander could send back a warning to Germany. As was inevitable, however, one submarine escaped a Q-boat attack and the cat was out of the bag.

Oddly enough, though, the fact that the Q-boats were now known to exist did not reduce their usefulness. It

may even have increased it. Why? Because the Germans still couldn't tell which were the Q-boats and which were sitting ducks. As a result, they poured scores of torpedoes and hundreds of pounds of projectiles into defenseless cargo ships. Admittedly, this procedure sank some ships but it meant a greater outlay of shells and projectiles and reduced war patrols of German submarines.

The following is the account of the heroic Q-boats. Although the particular missions described, involving the British HMS Dunraven and our USS Santee, proved unsuccessful, they provide an accurate and detailed description of the activities of the British and American Q-boat sailors exposing themselves to the enemy.

This account is excerpted and freely arranged.

THESE ships [the Q-boats] were so effectively disguised that even the most experienced eyes could not discover their real character. For weeks they could lie in dock, the dockmen never suspecting that they were armed to the teeth. Even the pilots who went aboard to take them into harbor never discovered that they were not the merchant ships which they pretended to be. Captain David C. Hanrahan, who commanded the U. S. mystery ship *Santee*, based on Queenstown [base on the southern coast of Ireland], once entertained on board an Irishman from Cork. The conversation which took place between this American naval officer—who, in his disguise, was indistinguishable

From "*The Victory at Sea*" by Rear Admiral William S. Sims, USN, with copyright date of 1920, published by Doubleday, Page & Company. Reprinted by permission of Mrs. William S. Sims in behalf of the estate of the author.

Q-BOATS: MYSTERY SHIPS OF 1917

from a tramp skipper of many years' experience—disclosed the complete ignorance of the guest concerning the true character of the boat.

"How do you like these Americans?" Captain Hanrahan innocently asked.

"They are eating us out of house and home!" the indignant Irishman remarked. The information was a little inaccurate, since all our food supplies were brought from the United States; but the remark was reassuring as proving that the ship's disguise had not been penetrated. Such precautions were the more necessary in a port like Queens-town where our forces were surrounded by spies who were in constant communication with the enemy.

For the greater part of 1917 from twenty to thirty of these ships sailed back and forth in the Atlantic, always choosing those parts of the seas where they were most likely to meet submarines. They were "merchantmen" of all kinds—tramp steamers, coasting vessels, trawlers, and schooners. Perhaps the most distressing part of existence on one of these ships was its monotony: day would follow day; week would follow week; and sometimes months would pass without encountering a single submarine. But the mystery boat was a patient fisherman, constantly expecting a bite and frequently going for long periods without the slightest nibble. This kind of an existence was not only disappointing but also exceedingly nerve racking; all during this waiting period the officers and men had to keep themselves constantly at attention; the vaudeville show which they were maintaining for the benefit of a possible periscope had to go on continuously; a moment's forgetfulness or relaxation might betray their secret, and make their experiment a failure.

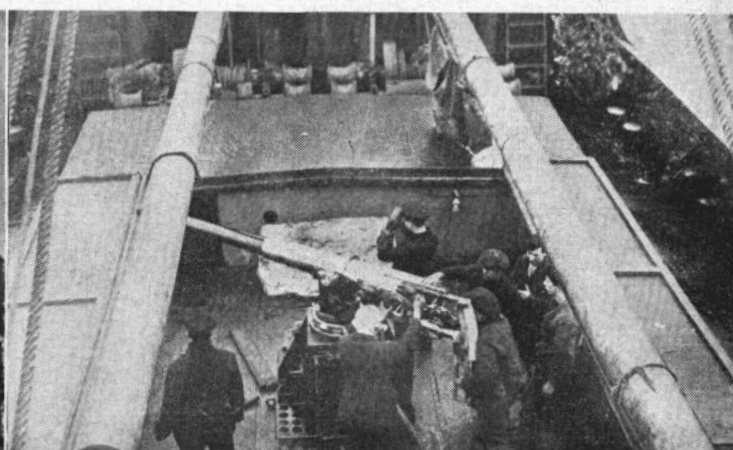
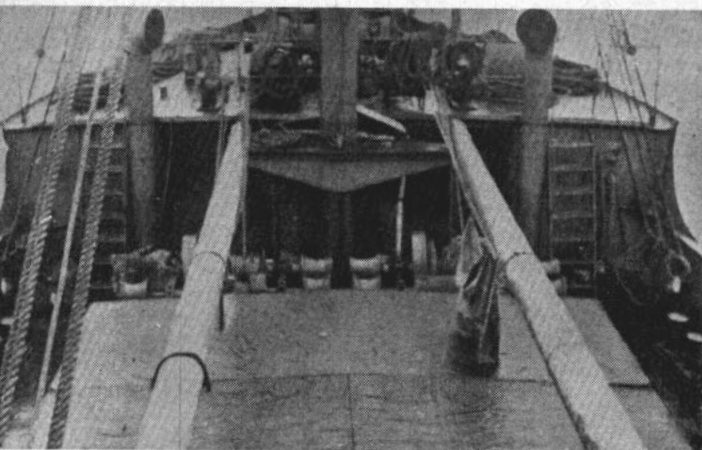
About the most welcome sight to a mystery ship, after a period of inactivity, was the wake of a torpedo speeding in its direction. Nothing could possibly disappoint it more than to see this torpedo pass astern or forward without hitting the vessel. In such a contingency the genuine merchant ship would make every possible effort to turn out of the torpedo's way. The helmsman of the mystery ship, however, would take all possible precautions to see that his vessel was hit [so that the attacking submarine would surface.—Ed.]. There was, however, little danger that the mystery ship would go down immediately for all available cargo space had been filled with wood,

which gave the vessel sufficient buoyancy sometimes to survive many torpedoes.

Of course this, as well as all the other details of the vessel, was unknown to the skipper of the submerged submarine. Having struck his victim in a vital spot, he had every reason to believe that it would disappear beneath the waves within a reasonable period. The business of the disguised merchantman was to encourage this delusion in every possible way. From the time that the torpedo struck, the mystery ship behaved precisely as the everyday cargo carrier, caught in a similar predicament, would have done. A carefully drilled contingent of the crew, known as the "panic party," enacted the role of the men on a torpedoed vessel.

Under the control of the navigating officer these men would make for a lifeboat, which they would lower in realistic fashion—sometimes going so far, in their stage play, as to upset it, leaving the men puffing and scrambling in the water. One member of the crew, usually the navigator, dressed up as the "captain," did his best to supervise these operations. Finally, after everybody had left, and the vessel was settling at bow or stern, the "captain" would come to the side, cast one final glance at his sinking ship, drop a roll of papers into a lifeboat—ostensibly the precious documents which were so coveted by the submarine as an evidence of success—lower himself with one or two companions, and row in the direction of the other lifeboats. Properly placing these lifeboats, after "abandoning ship," was itself one of the finest points in the plot. If the submarine rose to the surface it would invariably steer first for those little boats, looking for prisoners or the ship's papers; the boats' crews, therefore, had instructions to take up a station on a bearing from which the ship's guns could most successfully rake the submarine.

Thus to all outward appearance this performance was merely the torpedoing of a helpless merchant vessel. Yet the average German commander became altogether too wary to accept the situation in that light. He had no intention of approaching either lifeboats or the ship until entirely satisfied that he was not dealing with one of the decoy vessels which he so greatly feared. There was only one way of satisfying himself; that was to shell the ship so mercilessly that, in his opinion, if any human beings had remained aboard, they would have been killed or forced to surrender. The submarine therefore arose at a



HATCH is closed over a 12-pounder (left). Same hatch, open, shows 12-pounder manned and ready for action.

distance of two or three miles. Possibly the mystery ship, with one well-aimed shot, might hit the submarine at this distance, but the chances were altogether against her. To fire such a shot, of course, would immediately betray the fact that a gun crew still remained on board, and that the vessel was a mystery ship; and on this discovery the submarine would submerge, approach the vessel under water, and give her one or two more torpedoes. No, whatever the temptation, the crew must "play possum," and not by so much as a wink let the submarine know that there was any living thing on board—until the proper time!

So great was the desire of our people to take some part in the mystery ship campaign that I took steps to satisfy their legitimate ambition. As our Navy had fitted out no mystery ships of its own, I requested the Admiralty to assign one for our use. This was immediately agreed to by Admiral Jellicoe [Admiral Sir John Jellicoe, British First Sea Lord] and, with the approval of the Navy Department, the vessel was delivered and named the *Santee*, after our old sailing man-of-war of that name. We called for volunteers, and practically all the officers and men of the forces based on Queenstown clamored for this highly interesting though hazardous service. Commander Hanrahan was assigned as her commander, and two specially selected men were taken from each of our vessels, thus forming an exceedingly capable crew.

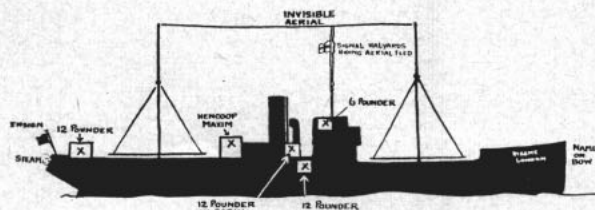
One December evening the *Santee* sailed from Queenstown for Bantry Bay to carry out intensive training. A short time after she left port she was struck by a torpedo which caused great damage, but so solidly was her hull packed with wood that she remained afloat. The panic party got off in most approved style, and for several hours the *Santee* awaited developments, hoping for a glimpse of the submarine. But the under-water boat never disclosed its presence; not even the tip of a periscope showed itself; and the *Santee* was towed back to Queenstown.

* * *

It was entirely characteristic of this strange war that the greatest exploit of any of the mystery ships was in one sense a failure—that is, it did not succeed in destroying the submarine which attacked it.

On an August day in 1917 the British "merchant steamer" *Dunraven* was zigzagging across the Bay of Biscay. Even to the expert eye she was a heavily laden cargo vessel bound for Gibraltar and the Mediterranean, probably carrying supplies to the severely pressed Allies in Italy and the East. This vessel represented the final perfection of the mystery ship. Though seemingly a harmless tramp she carried a number of guns, also two torpedo tubes, and several depth charges; but even from her deck nothing was visible except the usual merchant gun aft. The stern of the *Dunraven* was a veritable arsenal. Besides the guns and depth charges, the magazine and shell rooms were concealed there; on each side of the ship a masked torpedo tube held its missile ready for a chance shot at a submarine; and the forward deck contained other armament. Such was the *Dunraven*, plowing her way along, quietly and indifferently, even when, as on this August morning, a submarine was lying on the horizon, planning to make her its prey.

As soon as the disguised merchantman spotted this enemy she began to behave in character. When an armed merchant ship got within range of a submarine on the surface she frequently let fly a shot on the chance of a hit. That was therefore the proper thing for the *Dunraven*



GUN POSITIONS of *Farnborough*, as she normally appeared, are marked 'X' in this early sketch.

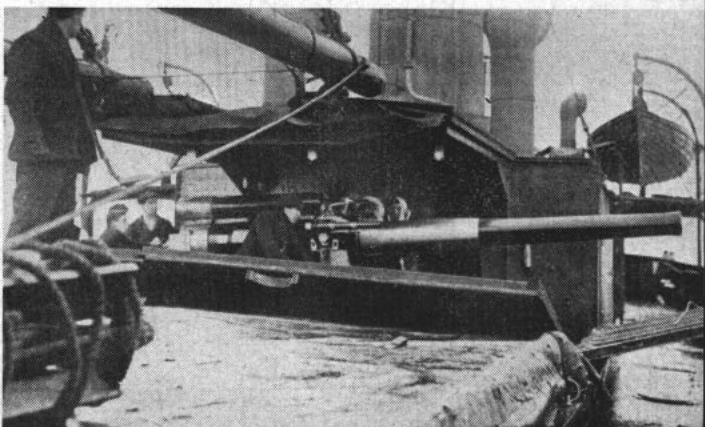
to do; it was really all a part of the game of false pretense in which she was engaged. However, she took pains that the shell should not reach the submarine; this was her means of persuading the U-boat that it outranged the *Dunraven's* gun and could safely give chase. The decoy merchantman apparently put on extra steam when the submarine started in her direction at top speed; here, again, however, the proper manœuvre was not to run too fast, for her real mission was to get caught. On the other hand, had she slowed down perceptibly, that in itself would have aroused suspicion; her game, therefore, was to decrease speed gradually so that the U-boat would think it was overtaking its enemy by its own exertions.

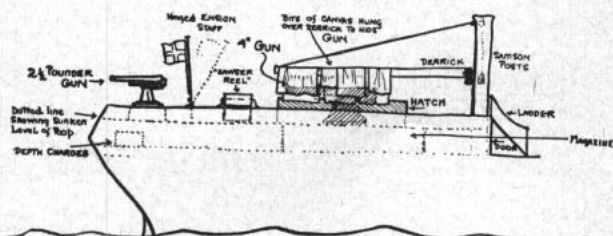
All during this queer kind of chase the submarine and the cargo ship were peppering each other with shells, one seriously, the other merely in pretense. The fact that a naval crew, with such a fine target as an exposed submarine, could shoot with a conscious effort not to hit, but merely to lure the enemy to a better position, in itself is an eloquent evidence of the perfect discipline which prevailed in the mystery ship service.

In an hour or two the submarine landed a shot that seemed to have done serious damage. At least huge clouds of steam arose from the engine-room, furnishing external evidence that the engines or boilers had been disabled. The submarine commander did not know that this was a trick; that the vessel was fitted with a specially arranged pipe around the engine-room hatch which could emit these bursts of steam at a moment's notice, all for the purpose of making him believe that the vitals of the ship had been irreparably damaged. The stopping of the ship, the blowing off of the safety valve, and the appearance of the "panic party" immediately after this ostensible hit made the illusion complete.

This "panic party" was particularly panicky; one of the lifeboats was let go with a run, one fall at a time, thus dumping its occupants into the sea. Ultimately, however, the struggling swimmers were picked up and the boat rowed away, taking up a position where a number of the

MIDSHIP FOUR-INCH gun of 'Q' boat is shown with its disguise dropped, ready to fire on the enemy.





Dunraven's guns could get a good shot at the submarine should the Germans follow their usual plan of inspecting the lifeboats before visiting the sinking merchantman.

And this is precisely what now happened. Not only one, but three shells from the submarine one after the other struck this hidden mass of men and ammunition. The first one exploded a depth charge—300 pounds of high explosives—which blew one of the officers out of the after control station where he lay concealed and landed him on the deck several yards distant. Here he remained a few moments unconscious; then his associates saw him, wounded as he was, creeping inch by inch back into his control position, fortunately out of sight of the Germans. The seaman who was stationed at the depth charges was also wounded by this shot, but, despite all efforts to remove him to a more comfortable place, he insisted on keeping at his post.

'PANIC PARTY' prepares to leave ship to help convince enemy that the 'Q' boat really had been abandoned.

felt something in the nature of a chill creeping up his spine when he realized that the after part of the ship, where men, explosives, and guns lay concealed in close proximity, was on fire. Just as this moment he observed that the submarine was rapidly approaching; and in a few minutes it lay within 400 yards of his guns.

The captain had two alternatives: he could fire at the submarine through the smoke, taking his chances of hitting an unseen and moving target, or he could wait until the enemy passed around the ship and come up on the other side, where there would be no smoke to interfere with his view. It was the part of wisdom to choose the latter course; but under existing conditions such a decision involved not only great nerve, but absolute confidence in his men. For all this time the fire at the stern was increasing in fierceness; in a brief period, Captain Campbell knew, a mass of ammunition and depth charges would explode, probably killing or frightfully wounding every one of the men who were stationed there. If he should wait until the U-boat made the tour of the ship and reached the side that was free of smoke the chances were that this explosion would take place before a gun could be fired. On the other hand, if he should fire through the smoke, there was little likelihood of hitting the submarine.

It was probably something of a relief when the expected explosion took place. The submarine had to go only 200 yards more to be under the fire of three guns at a range of 400 yards, but just as it was rounding the stern the German officers and men, standing on the deck, were greeted with a terrific roar. Suddenly a conglomeration of men, guns, and unexploded shells was hurled into the air. The German crew, of course, had believed that the vessel was a deserted hulk, and this sudden manifestation of life on board not only tremendously startled them, but threw them into a panic. The 4-inch gun and its crew was blown high into the air, the gun landing forward on the well deck, and the crew in various places. One man fell into the water; he was picked up, not materially the worse for his experience, by the *Dunraven's* lifeboat, which, all this time, had been drifting in the neighborhood.

the Germans that they had to deal with one of the ships which they so greatly dreaded.

The game, so far as the *Dunraven* was concerned, was apparently up. The submarine vanished under the water; and the Englishmen well knew that the next move would be the firing of the torpedo which could confidently be expected to end the Q-boat's career. Some of the crew who were not incapacitated got a hose and attempted to put out the fire while others removed their wounded comrades to as comfortable quarters as could be found. Presently the wake of the torpedo could be seen approaching the ship; the explosion that followed was a terrible one. The concussion of the previous explosion had set off the "open-fire" buzzers at the gun positions—these buzzers being the usual signals for dropping the false work that concealed the guns and beginning the fight.

The result was that, before the torpedo had apparently given the *Dunraven* its quietus, all the remaining guns were exposed with their crews. Captain Campbell now decided to fight to the death. He sent out a message notifying all destroyers and other anti-submarine craft, as well as all merchant ships, not to approach within thirty miles. A destroyer, should she appear, would force the German to keep under water, and thus prevent the *Dunraven* from getting a shot. Another merchant ship on the horizon might prove such a tempting bait to the submarine that it would abandon the *Dunraven*, now clearly done for—all on fire at one end as she was and also sinking from her torpedo wound—and so prevent any further combat. For the resourceful Captain Campbell had already formulated another final plan by which he might entice the submarine to rise within range of his guns.

His idea was to fall in with the German belief that the *Dunraven* had reached the end of her tether. A hastily organized second "panic party" jumped into a remaining lifeboat and a raft and rowed away from the sinking, burning ship. Here was visible evidence to the Germans that their enemies had finally abandoned the fight after nearly four hours of as frightful grueling as any ship had ever received. But there were still two guns that were concealed and workable; there were, as already said, two torpedo tubes, one on each beam; and a handful of men were kept on board to man these. Meanwhile, Captain Campbell lay prone on the bridge, looking through a peephole for the appearance of the submarine, constantly talking to his men through the tubes, even joking them on their painful vigil.

The German ultimately came up, but he arose cautiously at the stern of the ship, at a point from which the guns of the *Dunraven* could not bear. On the slim chance that a few men might be left aboard the submarine shelled it for several minutes, fore and aft, then, to the agony of the watching Englishmen, it again sank beneath the waves. Presently the periscope shot up, and began moving slowly around the blazing derelict, its eye apparently taking in every detail; he was so cautious, that submarine commander, he did not propose to be outwitted again!

Captain Campbell now saw that he had only one chance; the conflagration was rapidly destroying his vessel, and he could spend no more time waiting for the submarine to rise. But he had two torpedoes and he determined to use these against the submerged submarine. As the periscope appeared abeam one of the *Dunraven's* torpedoes started in its direction; the watching gunners almost wept

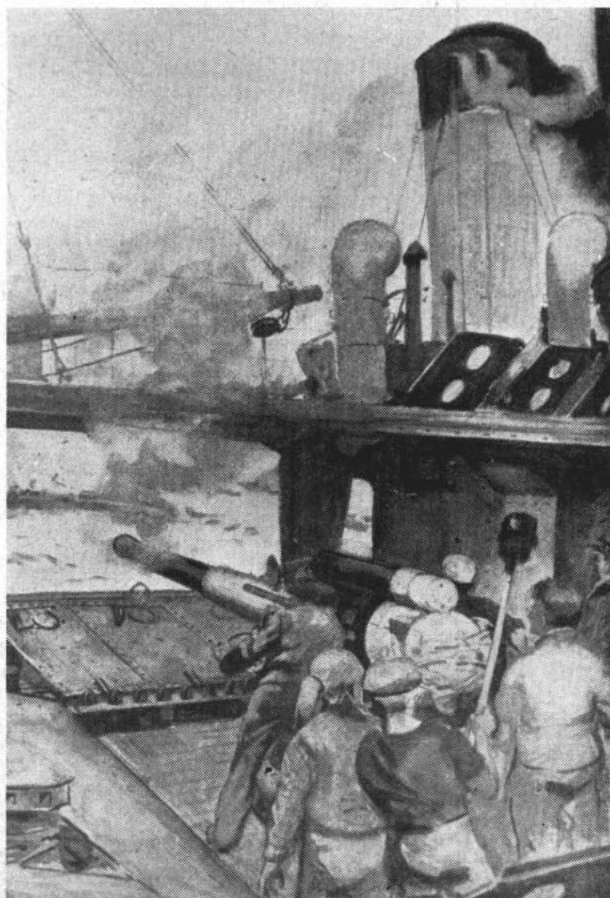


SKIPPER and officers of 'mystery ship' *Santee* disguised themselves as men of the 'Mercantile Marine.'

when it missed by a few inches. But the submarine did not see it, and the periscope calmly appeared on the other side of the ship. The second torpedo was fired; this also passed just about a foot astern, and the submarine saw it. The game was up. [The submarine disappeared.] What was left of the *Dunraven* was rapidly sinking, and Captain Campbell sent out a wireless for help. In a few minutes the U. S. armed yacht *Noma* and the British destroyers *Alcock* and *Christopher*, which had been waiting outside the "prize ring," arrived and took off the crew.

[The two ships mentioned here, one American and one British, unsuccessful though they were in achieving their immediate mission, serve to point up the extraordinary heroism of the Q-boat crews. Other Q-boat missions were highly successful, accounting for 12 enemy submarines during the course of the war.—Ed.]

'STAND BY!' Crewmen prepare to swab a 'Q' boat gun which has already registered a hit with first shot.

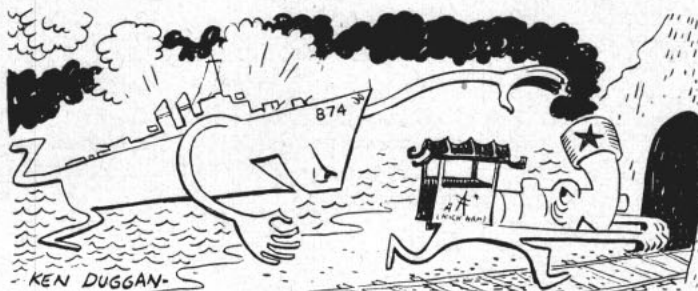


TAFFRAIL TALK

EVER hear of a destroyer chasing a train?
Well then, draw up a chair.

It happened recently in Korea when sharp-eyed lookouts on board the tin can *uss Duncan* (DDR 874) spotted a locomotive at night chugging up the coastal track near Hungnam.

Duncan immediately lit up the scene with star shells, like May



Day in Red Square. The locomotive engineer reacted by piling on all the steam he could beg, borrow or steal. *Duncan* gave chase, trying to reach the speeding train with her five-inch shells. Unfortunately, she never quite made it.

"We just about had her," the skipper reported later, "when the dog-goned thing ducked into a tunnel and refused to come out again!"

* * *

Tales of the North Pacific: Lieutenant Ted Smyer, a flier on board *uss Boxer* (CV 21) is getting quite a name for himself as a sky writer.

While he was flying a mission over Korea, the lieutenant's plane was struck and set afire by anti-aircraft fire. While spiraling and twisting through the sky, Smyer's smoking craft described a pattern his wing mates declared would have done justice to a soft drink advertisement.

The flier himself, however, was not concerned at the moment with watching his own smoke as he carefully eased his crippled plane into the sea. He was unhurt and was soon rescued by the escort vessel *uss Walton* (DE 361).

But his fellow fliers weren't about to let the matter drop. In honor of the occasion, they ceremoniously proclaimed Smyer the first member of a new organization to be hereinafter called "Naval Ghost Writers in the Sky."

* * *

Back on the job—Marine Major Edmund Buchser, Jr., who reported for duty to the First Marine Aircraft Wing in Korea, found he had been issued the same map case he had carried all through World War II as a *Corsair* pilot.

* * *

Gerald Muncy, a radarman striker serving on board *uss LST* 819, writes in to tell us that his ship has thrown several parties on Yo Do Island, which is smack in the middle of Wonsan harbor. Muncy says the get-togethers are best morale lifter he knows, even if they are held in the Communists' backyard.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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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: 'PIE MAKER'**—revolving table carries tins around. Dough is dropped in, edges are trimmed. When filling is added, pies are ready for oven. Output: 900 pies an hour!



1953

ALL HANDS

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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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