

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



**BOS'N'S  
CHORUS**

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

**APRIL 1955**

Oct 1988

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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1955

Navpers-0

NUMBER 458

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● **FRONT COVER:** BCS'N'S CHORUS pipes a call aboard USS Mount McKinley (AGC 7). Left to rt. are: P. N. Reales, BM3, USN; Kenneth Messer, BM3, USN; D. M. Watson, BMSN, USN; and J. T. Vinson, BMSN, USN.

● **AT LEFT:** SIXTH FLEET sits for family portrait. Major ships of Sixth Fleet cruise waters of central Mediterranean in special formation for fleet picture.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on page two by Randy Rout, Washington (D.C.) Star.



ALL ABOARD for Dependents Special as she stands by to 'up anchor' and set course for San Diego, Calif.

## 'Westward Ho'—Navy Family Style

**T**HE SKIPPER ORDERED one long blast on the whistle, all lines were cast off and to the strains of "California Here I Come," the Navy's first heavy duty landcruiser, a multi-jointed, 1540-ton craft, was launched on her maiden voyage.

Her crew, slightly different in make-up than the usual Navy crew, was primarily women and children. Her destination was over 3200 miles away. A few days later the craft pulled into port, the crew was granted liberty and all hands described the voyage as a huge success.

That was the story of the "Navy Family Special," a novel operation put into effect by the Navy to transfer the wives and children of Navymen assigned to 33 ships of the Atlantic Fleet which had their home ports changed to the West Coast.

The landcruiser was a special 17-car train, the likes of which has never been seen before, and carried the dependents of Navymen of some 33 ships from Norfolk, Va., to San Diego and Long Beach, Calif.

During the trip the train had its own small but efficient hospital, the food served in the diners was reported as "delicious" and was half the usual price; the theater and recreation car was a delight to both the mothers and the moppets. For refreshments there was a string of stops across the country where Navy Wives Clubs, Navy Mothers Clubs,

Boy Scouts and the American Red Cross showered the travelers with toys, games, candy and ice cream.

The similarity between the train and a small town was further emphasized in its "Main street." Main drag on the train measured two and one-half feet across and was nearly 1600 feet long. The heavy traffic up and down the aisles convinced those aboard that several stop lights should have been installed and maybe a traffic policeman or two as well.

The train, with all its conveniences and facilities, was the high spot in the transfer of the many dependents. However there were many other innovations that went into making this one of the easiest transfers any of the Navymen and their dependents had ever made.

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### Special Train Moves Families of Navymen In East-West Switch of Atlantic Fleet Ships

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The whole scheme got its start with the first announcement of the transfer of the ships' home ports last fall. The Chief of Naval Personnel took one look at the shift, the many dependents who would be affected, and quickly decided that it called for something a little different from the

aid the Navy always gives upon transfer.

One of the first moves was to give all men serving in the ships being shifted a chance to stay on the East Coast, if at all possible. Everyone who wanted to stay was told to submit a request indicating his desire to do so while men in other ships of the Atlantic Fleet were encouraged to request duty in the departing ships.

The response to this program was overwhelming. Many of the ships that headed west did so with almost entirely new crews, from skipper to mess cooks. However as the transfers were effected between the ships on a rate-for-rate, rank-for-rank basis there was no loss of operating efficiency.

Once things got underway the whole idea became like a snowball rolling down hill, it kept growing and growing. Every day the BuPers officials and the various Navy installations in Norfolk, San Diego and Long Beach came up with something new to make the trip easier and more pleasant.

In Norfolk special meetings of the men whose families were scheduled to travel west were held and the BuPers idea for the special train was broached. The Navymen in turn talked it over with their families. It wasn't long before enough of them decided to take advantage of the offer to make a special train feasible.



Actually the train itself didn't cost the Navy a penny. Since each dependent was entitled to transportation, it was merely getting enough of them together to leave at the same date.

Getting everything ready for that many families to leave on the same day seemed like a monumental task, and it was. Automobiles for example, caused many a headache. When a count was made it was found that fully 700 automobiles were to be shipped around to California. These went via several of the amphibious ships that made the move.

The 700 automobiles were processed through the Norfolk Naval Supply Center in a matter of days, yet the number is more than is normally handled by that outfit in a year's time.

The Navy did the planning for the men and their families in almost every situation that arose. The household goods were shipped by van and railroad, and an estimated two million pounds were picked up only a day or so before the train departed. This was delayed until the last moment so that the families headed west could remain in their own homes until time to board the train, thus saving an expense that might have been involved in staying in hotels or motor courts.

During this period the cars and engines that were to be used in taking this mass exodus of Navy families across the country were assembling in Norfolk. Navymen and civilians alike volunteered to decorate the train, and "U.S.N." in big letters adorned each car. Inside the decorations ran from simple welcome cards to an elaborately decorated recreation car that featured Walt Disney cartoon characters painted life size in mural fashion on the walls.

On D-Day special buses rounded up the followers of Horace Greeley's famous advice and loaded them directly on the train. As one Navy wife was heard to say, "The Navy has done everything. All I have had to do was to be at the right spot at the right time."

The crew of the "Navy Family Special," one the many names tagged on the train during the trip, boarded the train with information on housing, school and the many other important items that concerned them on heading for a new station. This had been forwarded by officials at both Long Beach and San Diego and answered

nearly every question that the women could think of to ask.

The actual departure of the train came on a cold, wintry day, but that didn't dampen the spirits of either those leaving or the many Norfolklans who came to wish them "bon voyage." In addition to the Navy and city dignitaries there was an advance contingent of Californians in the crowd, in the guise of three U. S. Congressmen from California, who were on hand to tell the dependents of the warm welcome that awaited them at their destination.

Once the train pulled out of Norfolk and headed west the story of the trip captured the interest of the entire country. Newspaper men compared the trip with the westward movements of thousands of Americans during the gold rush days of the 49ers.

All along the route of travel, hundreds of people turned out to wish the travelers good luck and ply them with refreshments. Relatives along the way had been alerted by the Navy that their particular kin was aboard. While the reunions were brief, they were happy affairs.

Life aboard the 17-car train was a dream for the many children. For those in the 2- to 12-year age bracket (there were more than 80) a special car was converted into a theater with murals decorating the walls. George Paperelli, SN, USN, who was being transferred to the West Coast, ran movies almost continuously while the kids whooped and hollered it up at their favorite cartoon character.

Despite the number of children aboard and the headaches that



DECORATIONS, inside and out, add color to the occasion as Operation 'Happy Dependents' is squared away.

were anticipated, everything went smoothly and the special train crew stated that, "they are the best behaved group of children we have ever seen."

A doctor, two nurses and three Wave medical corpsmen were aboard and set up a special small dispensary to handle emergencies.

One of the biggest supply problems that confronted those making the trip was that of keeping enough disposable diapers on hand. At nearly any time of the day or night some anxious mother could be seen hurrying up the aisle to one of the three spots throughout the train where the indispensable disposables were stacked. However, the constant demand had been anticipated and there were still boxes left over when the trip ended.

The two dining cars that supplied

ALL HANDS GET IN THE ACT as brothers John and George McCulley beat out their own farewell salute prior to boarding the train at Norfolk, Va.



### These Ships Took the Longer Route

The men whose dependents took advantage of the Navy's special through train from the East to the West Coast were on board 33 ships of the Atlantic Fleet which have been sent to the Pacific Fleet for a permanent change. These include:

uss *Whitemarsh* (LSD 8); uss *W. B. Cobb* (APD 106); uss *Braine* (DD 630); uss *Stoddard* (DD 566); uss *Ammen* (DD 527); uss *Ingersoll* (DD 652); uss *Mullany* (DD 528); uss *Isherwood* (DD 520); uss *Cogswell* (DD 651); uss *Knapp* (DD 653); uss *Mount*

*Olympus* (AGC 8).

uss *Navarro* (APA 215); uss *Marquette* (AKA 95); uss *Rolette* (AKA 99); uss *Carter Hall* (LSD 3); uss *Oak Hill* (LSD 7); uss *Laning* (APD 55); uss *Ruchamkin* (APD 89); uss *Trathen* (DD 530); uss *Watts* (DD 567); uss *Jarvis* (DD 799); uss *Black* (DD 666).

uss *Prichett* (DD 561); uss *Owen* (DD 536); uss *Cowell* (DD 547); uss *Cushing* (DD 797); the *LSTs* 279, 400, 306, 664 and 503 and uss *Baltimore* (CA 68) and uss *Midway* (CVA 41).

the food for the trip were staffed by some of the railroads' best dining car stewards and were without a doubt among the busiest places on the entire train. Daily they had the job of feeding the many and varied appetites displayed and a special diet kitchen was operating to make sure that the younger set got just what they needed. The only complaint heard was from one of the wives who was afraid that she was going to gain too much weight during the trip.

Periodically during the three days aboard the train, messages were sent to the husbands and fathers aboard ship telling of the progress being made, how the travelers were faring and other information.

While usually a train trip begins to get tiresome after the first day, such was not the case on the Special. Games and toys for the children kept them happy and all along the line each stop produced something new and exciting.

Typical of this was the entertain-

ment supplied the children as the train was crossing New Mexico. An Indian chief in full dress boarded the train and for hours on end he moved from car to car, filling the children with tales of the old west and the deeds of his forefathers.

When the train reached Los Angeles it was split into two sections, one heading for Long Beach and the other for San Diego, the new home ports for the ships. By the time the journey was ended officials estimated that the train had covered 3253.4 miles in 74 hours and 45 minutes.

If the cross country wanderers thought that once they arrived in California they were on their own they were mistaken. For again the Navy had anticipated problems that might arise and had made provisions to take care of them until they could get settled down and their husbands could join them.

In both places the "welcome" mat was well prepared and spread out long before the train pulled into the

station. Special committees had been hard at work preparing for the arrival of the Easterners for some time. When they arrived there was someone to meet each family and drive them to the temporary housing.

In both Long Beach and San Diego there were two-bedroom units, completely furnished waiting and ready for the weary travelers. All that was needed to set up housekeeping was the food. Even that was supplied in San Diego by civic and church organizations who stocked the cupboards before the families reached their new houses.

In the following days the local people supplied baby sitter service while the women went house hunting, or made arrangements for their children to go to school. In most instances cars were provided to help the mothers get around, and at every turn assistance was offered in large helpings. A special Information Center was set up to answer every question or aid in any way.

In many instances the household goods were already there and waiting while the remainder was expected to be ready for delivery in a matter of days. When the husbands arrived the cars would be unloaded and everything put in apple pie order.

The whole move was best summed up by one mother of three children who after sinking into a chair in her new quarters looked up and said, "Thanks to the Navy this move has been easier than any I've ever made before. Why it would have been more strain on me to move across the street than it has been to make this move."

—Bob Ohi, JO1, USN

END OF THE LINE. Dependents train arrives at San Diego, Calif., where relatives of those aboard stand by to welcome.







BELGIAN SAILOR gets the word in engine room of mine sweeper. Right: Republic of China navymen get the feel of a PCC.

## Navy Swaps Know-How with MDAP Sailors

**Y**OUR NAVY IS NEITHER a nautical college nor a division of the State Department—but Navymen are both ambassadors and teachers. They teach themselves and their shipmates, and they are teaching the Navymen of our allies. At the same time they are getting to know people from all parts of the world and their way of life.

This swap of know-how—and cultural ideas—is largely the result of the Mutual Defense Assistance Plan, MDAP for short. Take a look at a Navy school layout and you're likely to see a number of foreign sailors—Colombians, perhaps, or Thais, Turks, Greeks or Italians. Maybe even British or Canadians. Most likely they will be students learning the intricacies of U. S. fire control apparatus, Navy methods of damage control or the operation of Navy weapons (and getting a good, close look at the U. S. citizen in his "native habitat")—all under the mutual defense plan.

Overseas—in South America, Europe and Asia, U. S. sailors attached to Naval Missions or Military Assistance Advisory Groups (MAAGs) are on the other end of the same plan, helping our allies in the creation of more efficient, better trained navies while absorbing something of their culture.

Here's a statistic that will give you an idea of the Navy's share in the mutual defense training program: During any given month there will be approximately 1100 foreign students enrolled in Navy schools. These trainees are drawn from approxi-

mately 30 countries and may be enrolled in any one of some 85 Navy school courses—or in aviation or medical training.

Who pays for this training? Countries which are full partners in MDAP, and therefore contribute their full share to the mutual security alliance, receive training as part of our share in MDAP. Other countries friendly to the Western powers but not members of MDAP may also send students to the U. S. for training, but they must pay all expenses other than living quarters and actual schooling. Their local embassies or government representatives pay the bill for such items as food and travel expenses. Foreign Navy trainees work, eat and live with our Navymen.

Stateside training for our allies is based upon two distinct needs and therefore involves two types of trainees. The first of these is the need for qualified instructors; the second for crewmen to run ships turned over to our allies under MDAP. As a rule instructor type students are trained by schools under cognizance of BuPers, BuAer, DCNO (Air). Fleet Training Commands or Amphibious Training Commands. Such students are expected to return to their own countries where they will form a nucleus group of educational administrators and teachers in foreign naval schools.

Typical of this group of students were two lieutenant commanders in the Royal Thai Navy, recently reporting aboard the San Diego Naval

Training Center for the 12-week Class "A" Pipefitters School. Just before that, both officers had attended the Molders School at the Naval Station. Before assignment to the U. S., one of the officers was an instructor in the Royal Thai Navy's Damage Control School at Bangkok, while the other served as an instructor at the Royal Thai Naval Academy.

Like their American counterparts, both officers were screened and selected for their potentialities. Prerequisites for such trainees include technical background, aptitude for the type of training, dependability and a working knowledge of the English language.

The second type of trainee, whom you're likely to see at Stateside fleet training activities, are the members of ship transfer crews. Although their training differs in some respects from that provided instructor type students, it also has the ultimate purpose of providing foreign navies with the knowledge necessary to enable them to maintain and operate ships and equipment delivered to them by the U. S. Navy.

A foreign crew must be taught to operate and maintain any U. S. ship transferred to their government. This includes both formal instruction in schools and underway training, the extent of the training depending upon the crew's previous familiarity with the ship's equipment.

For example, an escort vessel may be transferred to a navy which has had experience in operating a similar



**TURN ABOUT**—W. J. Trilling, USN, stands by on Italian Battleship, Navy Doria, while one of her crewmen shows him how to use the ship's phone.

ship. In such case, it would be relatively easy for that navy to furnish a nucleus crew, which, with little preparation, can safely sail it from the United States and train the future crew to handle it.

On the other hand, a sister ship might be transferred to a navy totally unfamiliar with the ship type, requiring that a complete crew be squared away in the proper schools before getting underway. In this case CNO sets up a training program similar to that for a completely "green" crew of our own Navymen.

According to ratings and future duties, the schools for enlisted members of the guest crew might include enginemen, gunner's mates, radarmen, damage controlmen and electrician's mates. Officers might receive training in antisubmarine warfare and CIC team training. Finally, the entire ship's personnel are assembled for

underway training aboard the vessel which is being turned over to them.

An example of the Navy groups handling underway training is the Fleet Training Group, Chesapeake Bay, at Norfolk, Va. This is a section of the Atlantic Fleet Training Command and is dedicated to providing realistic and efficient battle training. During intensive maneuvers in the Chesapeake Bay area, the foreign crewmen put into use the skills they have been taught.

Firing exercises, dual ship evolutions, fire drills—even the handling of ship's galleys—are repeated until each task, or any mission that may ever be required has been mastered to the highest degree possible during the short period available. On the final day, an inspecting party from the training group boards the ship.

When the operating area is reached, test drills are introduced

one by one. All the while observers stand silently by, making notes, watching every move but saying nothing to distract ship's personnel in the performance of their duties. Upon mooring, a final critique is conducted, bringing to light not only mistakes, but suggestions on how to do something well done just a little better.

To give you an idea of the extent of the program, during a four-month period in mid-1954 the Norfolk group was instrumental in training the crews of 10 ships, including Dutch, Chinese, Belgians and Danes. Similar groups operate in other Navy ports on both coasts.

Although students sometimes do not have a complete knowledge of technical English when they arrive in this country, they improve rapidly within a few weeks. Others, like two young Thai lieutenants in the Norfolk area, hit upon strange ways to increase their facility in English.

Lieutenants Yudhaya Cherdboonmuang and Wiwat Satayanon have been buddies since their days at the Thai Naval Academy prep school—but here in America they have as little to do with each other as possible. When they first received orders to school in the States they decided that the best solution to the language barrier was to keep apart, thereby forcing themselves to speak English. Even on weekend liberty they take off on separate sightseeing excursions, speaking English, absorbing American customs—and getting a good look at their U. S. allies.

Until the holidays, their weekend trips were limited to the Washington area, but like Navymen everywhere, they took in as much of the sights as possible during holidays from study. Before returning to Thailand they managed to sight-see in New York and Florida and, naturally, Texas.

Our officer and enlisted specialists attached to Naval Missions and MAAGs, work closely with the navies of the countries they're assigned to, observing, advising and handling requests for training aids and items of equipment. The training aids requested may no longer be in general use in the U. S. Navy, but supplies of them are still in stock. Other items, still in use may also be supplied and then replenished from MDAP funds. Money needed to replace a training aid such as a film is only a fraction of the original cost. If no existing

**ENGINE ROOM GAGES** of USS *Prairie* (AD 15) are explained to visiting Republic of Korea Naval Academy Midshipmen during stop at ROK Academy.





aid fills a particular need, MDAP funds may be used to produce it.

The Navy's program for our allies doesn't stop with shipboard crew and instructor training. Aviation cadets and officers are training as pilots at such air centers as NAAS Whiting, Fla., and NAAS Hutchinson, Kans. Medical specialists, both enlisted and officer, are enrolled in programs at Bethesda National Naval Medical Center, St. Albans' Hospital in New York and the hospitals at Great Lakes, Ill., and San Diego, Calif.

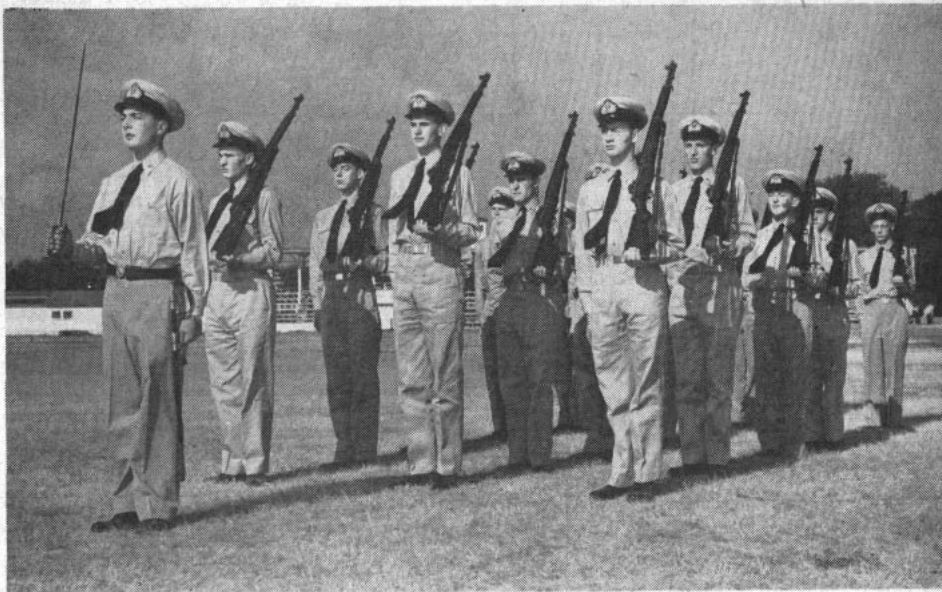
Navy efforts to increase the military know-how—and friendship—between the U. S. and our allies may also be seen in a partial record of activities in the Naval Establishment within recent months:

- Spanish and Portuguese supply officers inspected the supply facilities at the Naval Gun Factory, Washington, D. C., during a tour of naval supply facilities.

- French army and navy ballistics experts visited the Naval Proving Ground at Dahlgren, Va., looking for ways to improve French ballistics measuring equipment and techniques needed for the development of France's cannon and rocket production under the NATO defense program. Their visit was sponsored by the Foreign Operations Administration under its technical exchange program.

- Thailand's Commander-in-Chief of Naval Shore Establishments visited naval activities in the San Diego area on a goodwill tour.

- The British Royal Navy's First Sea Lord toured naval air activities



**ENGLISH MIDSHIPMEN** who are pre-flight students at NAS Pensacola, Fla., stand at attention on the station's parade ground during weekly review.

in the Pensacola area, observing how student aviators are taught the primary phase of flight training. A number of Royal Navy officers and cadets are receiving flight training in the area.

- Ten Nationalist Chinese warships made a training stopover in San Diego, en route to Formosa from the U. S. east coast.

- Representatives from the three Canadian service academies made a two-day study of midshipman training methods at the U. S. Naval Academy, Annapolis, Md.

- The Ecuadorean Defense Minister and a party of ranking officers toured several naval installations in

the Tidewater area of Virginia, including NAS, Norfolk.

This is creating goodwill and understanding abroad in high level places. But friends from the John Q. Public level are just as important. "Grassroots" goodwill is fostered by the Navyman and his family living and working side by side with the Dutch, the Danes or any one of numerous other nationalities. Foreign students in this country may forget half of what they learn in the Navy's specialized schools (though this isn't likely, judging from the excellent records they make), but the impressions these Navymen get of America—and Americans—will remain with them.

**PORTUGUESE AND FRENCH** sailors practice with signal lights during training received from U. S. Navy under NATO.



# THE WORD

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

● **ARMED FORCES DAY**—Local commanders may set aside any of three days, 20, 21 or 22 May, for observance of Armed Forces day this year and have been encouraged to stress "Open House" wherever possible.

On the day selected by the local commander, general visiting may be permitted on board ships and shore stations at the discretion of the commandants of districts and river commands provided that the visiting does not cause an interruption of activation, overhaul, maintenance, shake-down and training schedules or any other work associated with improving strength and readiness of the forces afloat.

As a general rule all ships in port will full dress or dress ship, if at all feasible, in accordance with directives of local commands.

Air stations are authorized to display aircraft on the ground and in some instances provide flyovers of the aircraft under their command.

● **NEW STYLE CARRIER**—Conversion of a "jeep" carrier into the Navy's first assault helicopter transport (CVHA) will begin this summer.

USS *Thetis Bay* (CVE 90), a World War II veteran, will undergo the conversion at the San Francisco Naval Shipyard. Work on the ship will involve removal of conventional topside aircraft handling gear, replacing two small elevators with a single large one to handle heavier loads, and construction of greatly enlarged troop quarters.

When the conversion is completed the helicopter transport will be used by the Marine Corps in amphibious landing operations. It is expected to enhance the assault power of the fleet and to cut down on the losses among the first assault waves of Marines or soldiers in an attack on enemy shores from the sea.

The idea behind the novel type carrier came during the Korean war when the helicopter came into such wide use for transporting troops and supplies. It is felt that this new type helicopter landing field afloat will give a more mobile base to provide the necessary facilities needed to keep the whirlybirds in the air.

● **ET-FT WAITING LIST**—If you're a petty officer who put in to attend school to change your rating to ET or FT, here's the information concerning the status of the waiting list. This program is popularly known as the ET-FT Conversion Program.

The waiting list period for change of rate to ET is approximately 18 months long, while the waiting list for FT is approximately seven months. If you're waiting for the ET program, you have a chance to change your request and go to FT School.

If you originally requested the ET portion of the program and now desire to change to the FT portion, all

you have to do is write the Chief of Naval Personnel, via your commanding officer, requesting the change. You'll be changed from the ET to the FT waiting list without loss of precedence of the date of the original request.

An FT trainee receives about the same amount of electronics training as an ET trainee, plus additional instruction, as evidenced by the length of training of 52 weeks for FTs in comparison with 48 weeks for ETs.

The FT course convenes only at Washington, D. C., while the ET course is held at both Great Lakes, Ill., and Treasure Island, Calif. ET candidates on the East Coast are ordered to Great Lakes while those on the West Coast are ordered to T. I.

● **NAME CHANGE**—A name familiar to nearly every Navyman has been deleted from the Naval establishment.

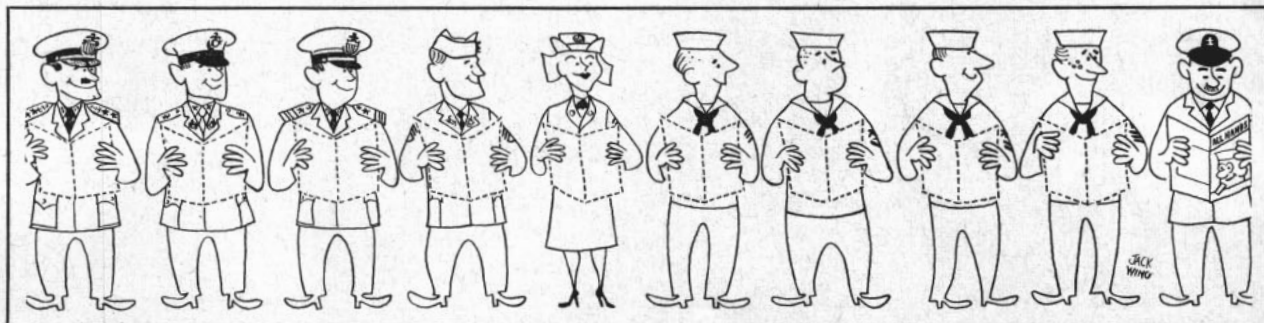
What used to be known as the Bureau of Supplies and Accounts Field Branch in Cleveland, is now the U. S. Navy Finance Center.

The activity pays allotments, family allowances, mustering out payments, retired pay, death and uniform gratuities to all naval personnel. Although the name is new, the Finance Center will carry on the same tasks as before.

Questions about any of the services performed by the Finance Center or change of address cards for allotments, family allowances or savings bonds should now be addressed to: Commanding Officer, U. S. Navy Finance Center, Cleveland 14, Ohio.

● **GOOD CONDUCT**—Good conduct medals are again being issued to enlisted naval personnel. However, the medal will no longer be engraved with the individual's name.

Budgetary limitations halted issue



IN THE NAVY everybody reads ALL HANDS—Pass this copy along.



of the medals in June 1954. During the Korean conflict, more than 100,000 were distributed.

The medal is awarded to recognize service which is above average in conduct and proficiency. Since August 1945, any enlisted person who met the qualifications and had served three years of continuous active service in the Regular Navy or Naval Reserve is eligible.

The Good Conduct Award, first a badge and later a medal, was established by the Secretary of the Navy on 26 Apr 1869. Various changes have been made through the years in the governing conditions regarding length of service, periodic conduct marks, and recommendations.

• **VACCINATION REQUIRED**—A recent tri-service agreement has made it necessary for all personnel, either military or dependent, headed *for*, *through*, or *from* France to have had a successful smallpox vaccination before their departure.

The vaccination must have been given the traveler after 1 Jan 1955 to meet the new requirement. Anyone who has not had a vaccination since that date will be required to do so before sailing or embarking on military aircraft and MSTs ships.

Navy men should be sure that both they and their dependents receive the vaccination far enough in advance of their departure for the results to be known. Failure to do so may result in delay at place of departure until requirement has been fulfilled.

• **OFFICER CANDIDATE SCHOOL**—A total of 227 chief warrant officers, warrant officers and enlisted men have been selected for the next session of the Officer Candidate School, Newport.

The new selectees, whose numbers more than double last year's, were among 1800 men and women who took the Fleet-wide examinations last December upon recommendation of their commanding officers.

Actually the number selected is more than the total of the two previous years. Of the total there were 193 male line, 1 Wave line; 24 male Supply Corps; two male in the Civil Engineer Corps and seven men in line, aviation.

After completion of OCS they will be commissioned in the line or staff corps.

• **NEW WARRANTS**—Ten chief petty officers and one first class petty officer were recently promoted to warrant officer from the recommendations of the 1952 selection board.

The group fell into three classifications with three in the Surface Ordnance Technician, two in the Machinist and six in Supply Clerk.

All appointments were effective upon acceptance.

It is anticipated that approximately 24 more advancements to warrant status will be made, as a result of the 1952 selection board's recommendations, in the near future. Following that, promotions to W-1 will be made from the recommendations of the latest selection board which met the early part of 1955.

• **APPLICATIONS WANTED**—Applications from permanently commissioned Regular Navy line officers, not above the grade of lieutenant, for designation for Engineering, Aeronautical Engineering and Special Duty, are being accepted.

Categories of officers desired for Engineering Duty include: General (Code 1400); Electronics (Code 1400); and Ordnance (Code 1450). Those desired for Aeronautical Engineering Duty are General (Code 1510) and Electronics (Code 1510). Categories for officers desired for Special Duty are: Communications (Code 1610); Naval Intelligence (Code 1630); and Public Information (Code 1650).

Officers meeting the requirements described above may apply. Applications, which must be forwarded in time to reach the Chief of Naval Personnel (Attn: Pers B111h) by 16 May, are particularly desired from officers who have completed postgraduate instruction associated with these specialties. Applications should be forwarded via channels and cognizant material bureaus.

Requests of qualified applicants will be considered by special selection boards which will be convened about 31 May. After action of the selection boards has been approved by SecNav, each applicant will be advised by letter of his selection or non-selection.

Applications are not required of officers who earlier made application and were not selected for similar billets. Additional details may be found in BuPers Notice 1120.

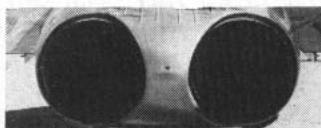
## QUIZ AWEIGH

The old saying "The Navy is ever old and ever new" means that you've got a lot to remember and with every new day, you have something new to learn. What's your naval I.Q.? One way to find out is to turn to Quiz Aweigh page every month. You'll know whether you're sharp, or slipping, by comparing your answers with the correct ones on page 52.



1. The above flag might look familiar, but don't jump to conclusions. Look it over carefully and you'll see that it is the personal flag of (a) Secretary of the Navy (b) Chairman, Joint Chiefs of Staff (c) Secretary of Defense.

2. If you've answered the above correctly, you'll know that this is the official flag of (a) SecNav Charles S. Thomas (b) Admiral Arthur W. Radford, USN (c) SecDef Charles E. Wilson.



3. Look closely at the above photo. If you've read some of the more recent editions of ALL HANDS, you'll know that it is (a) a close-up of a pair of binoculars (b) an aerial photo of a ship's stacks (c) the exhausts of a jet aircraft.

4. Once you've discovered what the openings in the picture are, you know that they are part of (a) F7U-3 Cutlass (b) 7x50 binoculars (c) streamlined stacks on a submarine.



5. Judging from the silhouette above, you should correctly identify this ship as (a) Small Aircraft Carrier—CVL (b) Attack Aircraft Carrier—CVA (c) Escort Aircraft Carrier—CVE.

6. This veteran of the Korean War is of the (a) Saipan Class (b) Anzio Class, (c) Essex Class.



TOME MEMORIAL HALL is home of Naval Prep School at Bainbridge, Md., where EMs become officer candidates.

## Prospecting for Gold at Bainbridge

**F**OR SOME PEOPLE opportunity knocks but once. For the U. S. Navyman, however, the door to opportunity stays open a lot longer—all he has to do is walk through it. Although many enlisted men take advantage of the educational opportunities available to them through Navy Service Schools, home study and correspondence courses, some of the more ambitious set their sights on commissions as career officers via the Naval Academy or the NROTC.

A stepping stone to this career is the Navy's famous "Prep School."

Located at the U. S. Naval Training Center, Bainbridge, Md., overlooking the beautiful Susquehanna River, the Naval Preparatory School is a part of the Service School Command. It is staffed by Navy and Marine officers. Comparable to civilian institutions of its size, it was originally built in 1902 as a private prep school. The campus atmosphere still prevails. The school itself is centered at Tome Memorial Hall, an impressive building that seems to convey the authoritative feeling of study and hard work as it stands majestically overlooking the green lawns.

Bainbridge's Prep School performs a very important function—both for the Navy and for the enlisted students enrolled there. It enables the

Navy to develop a group of officer candidates from the ranks of sailors who have already proved themselves potential leaders. At the same time it prepares the enlisted man for his role of midshipman.

If you are interested in applying for this year's Navy-wide preliminary examination for assignment to the Prep School to compete for appointment to the Naval Academy you should apply to your commanding officer before 1 July. If the CO recommends you, you will take the preliminary exam on 5 July and if successful will be ordered to the Prep School. Then in March of next year you will take the entrance examination to compete for one of the 160 appointments to the Naval Academy authorized by the Secretary of Navy each year for men of the Regular Navy and Marine Corps, or one of the similar appointments authorized by SecNav for their Reserve components. This is your opportunity and you are urged to act promptly—the sooner you get the ball rolling the sooner you will be on your way to the Prep School and then on to your ultimate goal—a commission as a career officer.

When this program of offering enlisted men a chance to attend the Naval Academy first got underway, more than one candidate dropped out because he felt he had been

out of school too long or that he didn't have a sufficient academic background to enter the Academy. To curtail these drop-outs and to give the men a better chance to compete for a commission, the Naval Preparatory School was established.

The Prep School conducts two sessions—the Naval Academy Preparatory Session and the College Preparatory Session.

From September through May the Prep School is engaged in the Academy Preparatory Session which is designed to prepare the enlisted man academically for the entrance examination to the Naval Academy and to effect a smooth transition from enlisted status to midshipman.

To accomplish this mission Bainbridge Prep's curriculum is designed to assist an enlisted man in his preparation for the entrance examination.

These subjects are English, American History, Algebra and Geometry, and form the basis of the school's curriculum. For many of the students the work constitutes an essential review of their high school materials but for others it is their first contact with a subject such as algebra or geometry.

The courses are presented in concentrated form because of the time limitation. A review of four years



of high school English for example, is covered in 24 weeks. However, if a student has difficulty maintaining such a pace he may take extra instruction in any of his subjects. In spite of the speed with which these courses are covered, the effectiveness of the program is evidenced by the fact that, of the students enrolled during last year's session, 97.1% of them passed the Naval Academy Entrance Examination.

The Prep School also takes into consideration the psychological factors involved in facing the entrance examination. It is recognized that even a well prepared student may fail if he is unfamiliar with the methods used. Then too, there is something about the thought of taking an exam that tends to make a student freeze up or have a mental blackout—especially when he knows the results may be very important to him.

To relieve this stress, the Prep School has geared its examination technique along the same lines as the entrance examination. Throughout the year tests given are constructed on the principles similar to those used in the entrance exam. Because multiple-choice questions are used, for example, the Prep School tests are designed to acquaint the student with this type of exam.

Further preparation for the entrance exam is evidenced in the two weeks just before the big test is given. This time is devoted to comprehensive examinations which provide an intensive and thorough review of the year's work in each subject, thus enabling the student to become familiar with his weak points.

After the entrance examination is given in March, the successful students enter a "post-exam" period. During this time they are introduced to three subjects which can be very helpful to them as midshipmen—chemistry, public speaking and trigonometry.

Life at the Prep School is not all classroom and books, however. There's plenty of time for both varsity and intramural athletics sponsored by the school. A variety of sports are available to the students—football, cross-country, wrestling, basketball and track are the varsity sports. Intramural sports are tennis, touch football, basketball, softball and volleyball.



**IN CLASSES** enlisted men get a chance to prepare for tough assignments they will receive as midshipmen. Here, students work an experiment in physics.

The varsity teams compete with nearby prep schools, junior colleges and college freshmen teams. The games are played both at home and away. In the intramural sports the teams compete with other teams in the Service School Command.

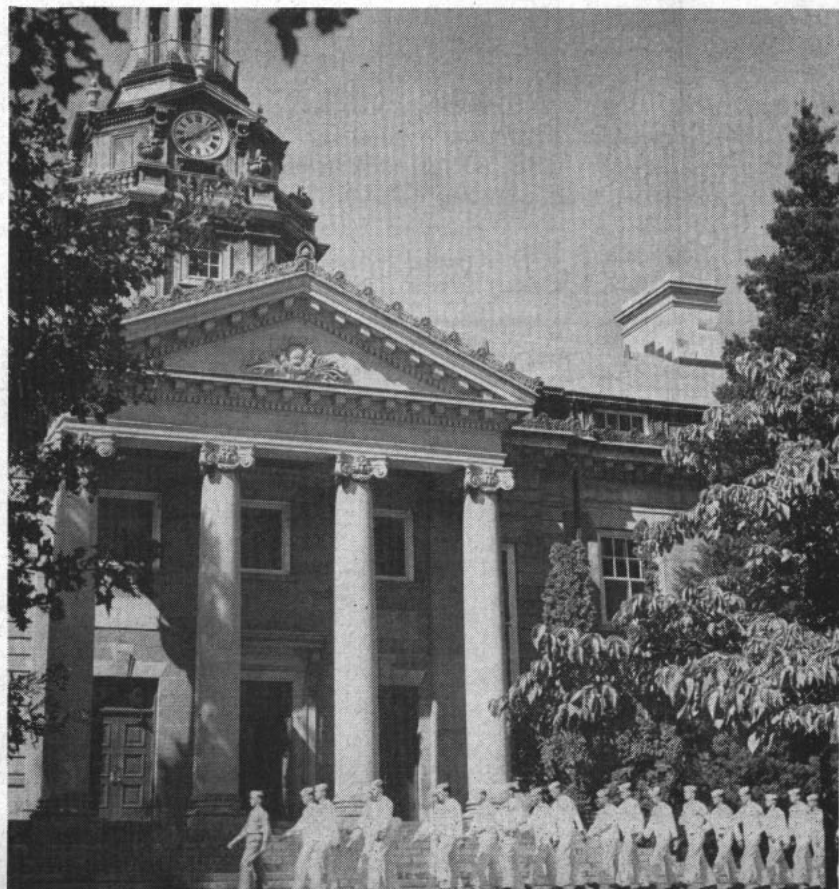
The athletic program is flexible enough so that every student may find a place in it. Last year, for example, fencing was added to the list of sports because the students ex-

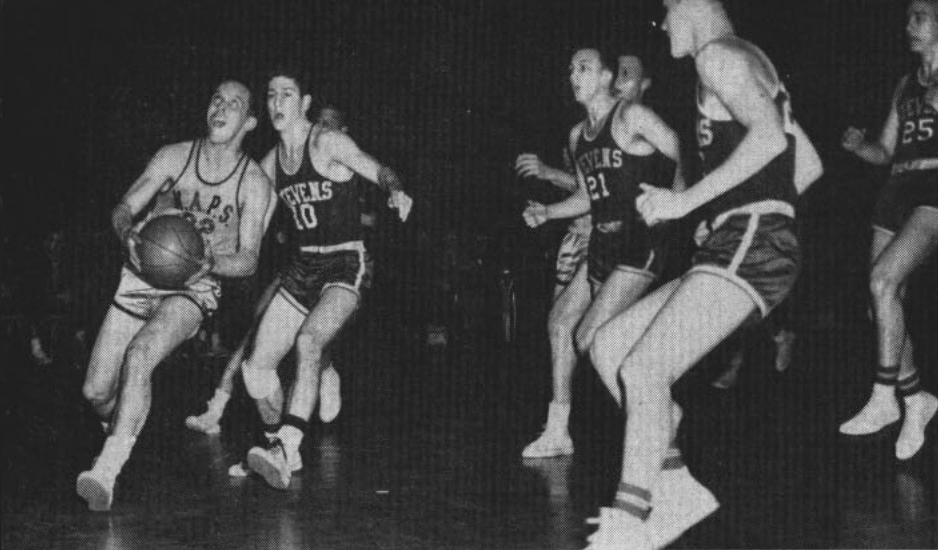
pressed enough interest in it.

Each year the student body prepares a yearbook called *The Cruise*. Students who are interested in writing, art work, and photography are given this opportunity to develop their skills and, perhaps, to prepare themselves for work on the Naval Academy yearbook.

The school also has a varied program of social activity. Students, assisted by faculty members, plan

**IT'S OFF TO CLASS** they go to begin a day's study. Impressive building in which school is located was originally built in 1902 as civilian prep school.





**PREP SCHOOL IS NOT ALL** classroom and books. Varsity and intramural sports are available. *Below:* Students and dates do the Bunny Hop at school dance.



and give a number of dances during the session, at which time they play host to nearby schools and colleges. The last of these social shindigs is the Graduation Ball, which, in combination with the graduation ceremonies, furnishes an appropriate finale to the school year at the Prep School.

#### **Prep Prepares for NROTC Too**

During the summer months the Naval Preparatory School again plays host to the enlisted men of the Navy and the Marine Corps. The candidates for the NROTC program, provisionally selected from the Fleet and shore stations, are ordered to the school for the summer course. Those finally selected at the end of the summer enter civilian colleges as NROTC regular students. As such they receive their tuition, books and an allowance for subsistence during their four years

and receive regular commissions in the Navy and Marine Corps at the end of that period.

The school program during the summer has several objectives. The most important is screening and final selection during which time the students who are attending the school are observed by the staff in class and on the athletic field. On the basis of this careful observation, along with a man's academic record at the Prep School, his high school record and a personal interview, a screening board convened by the chief of Naval Personnel makes the final selection for the NROTC program.

Another objective of the summer program is to prepare the student to get back into the routine of school work. Again there may be problems of deficient academic background, years away from school or poor study habits. For these reasons the academic program is planned to serve both as a review of high school work and to build up good study habits for college.

Students during the College Preparatory Session take only three subjects, English, Mathematics and Physics. The students are divided into groups according to their abilities and the classes are planned to simulate college classes as closely as possible. One of the noticeable differences between the summer and winter sessions at the Prep School is the testing program. The tests during the College Preparatory Session are used only for the measurement of learning although they are planned to be similar in content and method to those given in colleges.

The College Preparatory Session which lasts only a little over two months, is limited by lack of time in the scope of its extra-curricular program. However, there is an active program of intramural athletics and a varied recreational program.

When the summer months are over, the successful College Preparatory Session students are sworn in as midshipmen in the NROTC and leave for their respective colleges. Like the candidates for the Academy they leave the Prep School ready to lick their weight in wildcats on the scholastic battlefield—more confident because the Naval Preparatory School has prepared them for their future.

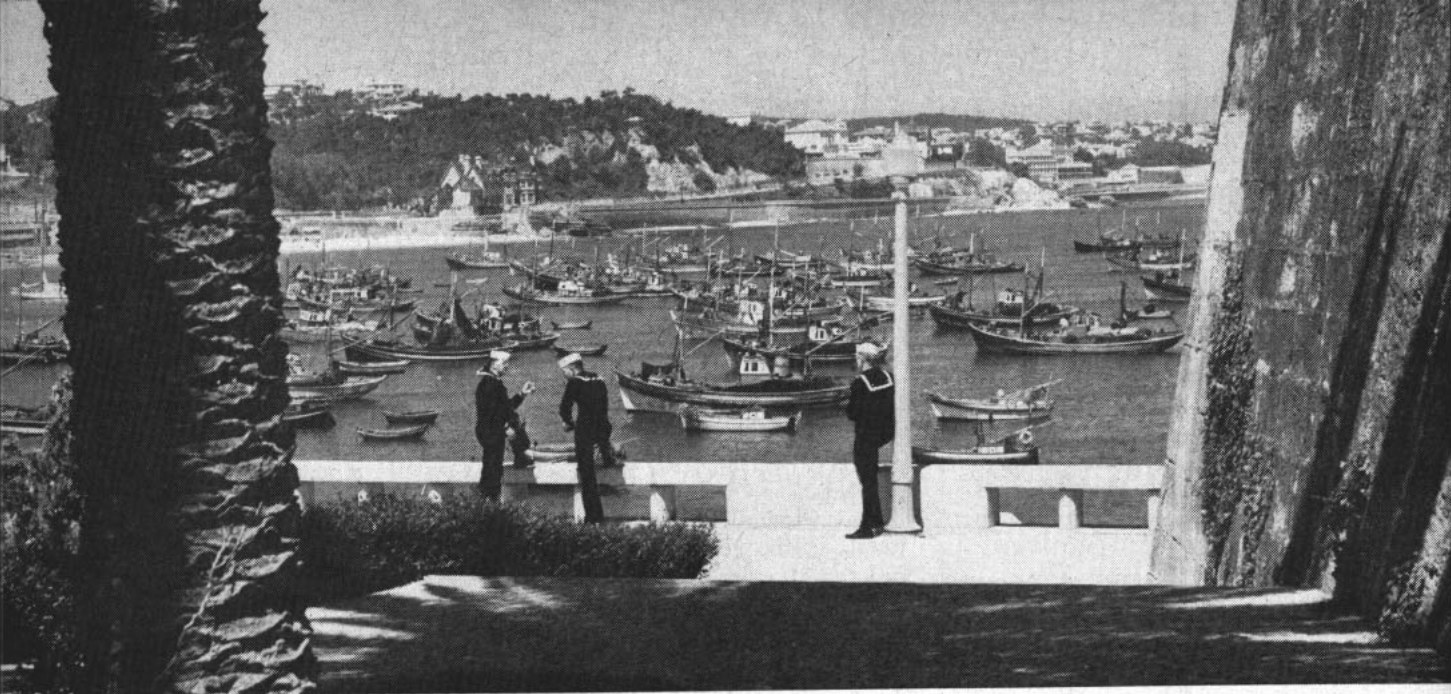
—Ted Sammon.

**ALL HANDS**



**THIS IS PART OF NAVY LIFE** as midshipmen candidates too. Personnel inspection is made by LCDR A. J. Thompson, Officer-in-Charge, during NPS training.





SARDINE FLEET in harbor at Estoril is enjoyed by Navymen. Below: Sailors relax at Estoril's famous Beach Tamariz.

## Liberty in Lisbon

NAVYMEN of USS *Hornet* (CVA 12) paid a four-day visit to Lisbon, Portugal, and had an interesting time exploring the country whose people have earned quite a reputation as explorers themselves.

It was only natural that the sailors found themselves at home in this small country, for its location on the Iberian Peninsula, its long coastal boundaries and mountains separating it from the rest of Europe, have made it a sea-going nation. In fact, it has been said that the sea feeds the Portuguese, who are born fishermen.

*Hornet's* crewmen toured the city of Lisbon from its modern section, with wide streets and new buildings, to the Alfama, or old quarter, where the streets are so narrow that two donkeys have difficulty in passing. Liberty also included tours to nearby points of interest through the countryside with its many vineyards. Some of the interesting spots visited were the beach at Estoril, a favorite residence for exiled kings, the Quelez National Palace, Lisbon's Church and Monastery.



NATIONAL PALACE was one of many interesting places visited. Right: Postcards and souvenirs of liberty are bought.



# PGS Teaches Old Salts New Tricks

**I**N THE CITY OF MONTEREY, Calif., only a stone's throw away from the Pacific Ocean, stands a unique institution of higher learning.

Though its enrollment consists almost entirely of men, it has no football team; the students are mostly in their thirties, with a large majority of them married men whose families are with them. In addition, the students—as naval officers—get paid while going to school.

Responsible for the advanced technical education of officers, the institution is the U. S. Naval Postgraduate School.

There are no "cinch" courses at the Postgraduate School, no easy paths to the coveted sheepskins that the graduates receive. Every course is loaded with work and calls for intensive study. However, the hard work pays off, as the courses of study may lead to Bachelor of Science, Master of Science and, in special cases, Doctor of Science degrees.

Basically the school is divided into two components. The largest, from the physical plant viewpoint, is the Engineering School. It is responsible for advanced technical education.

The General Line School is the second component of the over-all picture at Monterey. It supplements and broadens the knowledge of unrestricted line officers of the Regular Navy in professional subjects in

the various fields of Naval Sciences.

The aim of advanced education at the Postgraduate School is to prepare naval officers the better to perform their duties afloat and ashore.

In addition, the Postgraduate School establishes and coordinates special curricula with numerous colleges and universities throughout the country to provide naval officers with courses which, because of the small number of students who qualify for or need such instruction, are not taught at the Postgraduate School.

Input to college curricula is usually made directly from the Fleet or Shore Establishment, with the officer never actually attending the Postgraduate School at Monterey. Examples of such specialized training are cinematography, comptrollership, etc. These are not to be confused with the advanced study given as a part of the regular curriculum upon the conclusion of one or more years at the Postgraduate School where the officer specializes in more detail in his chosen field at a civilian university.

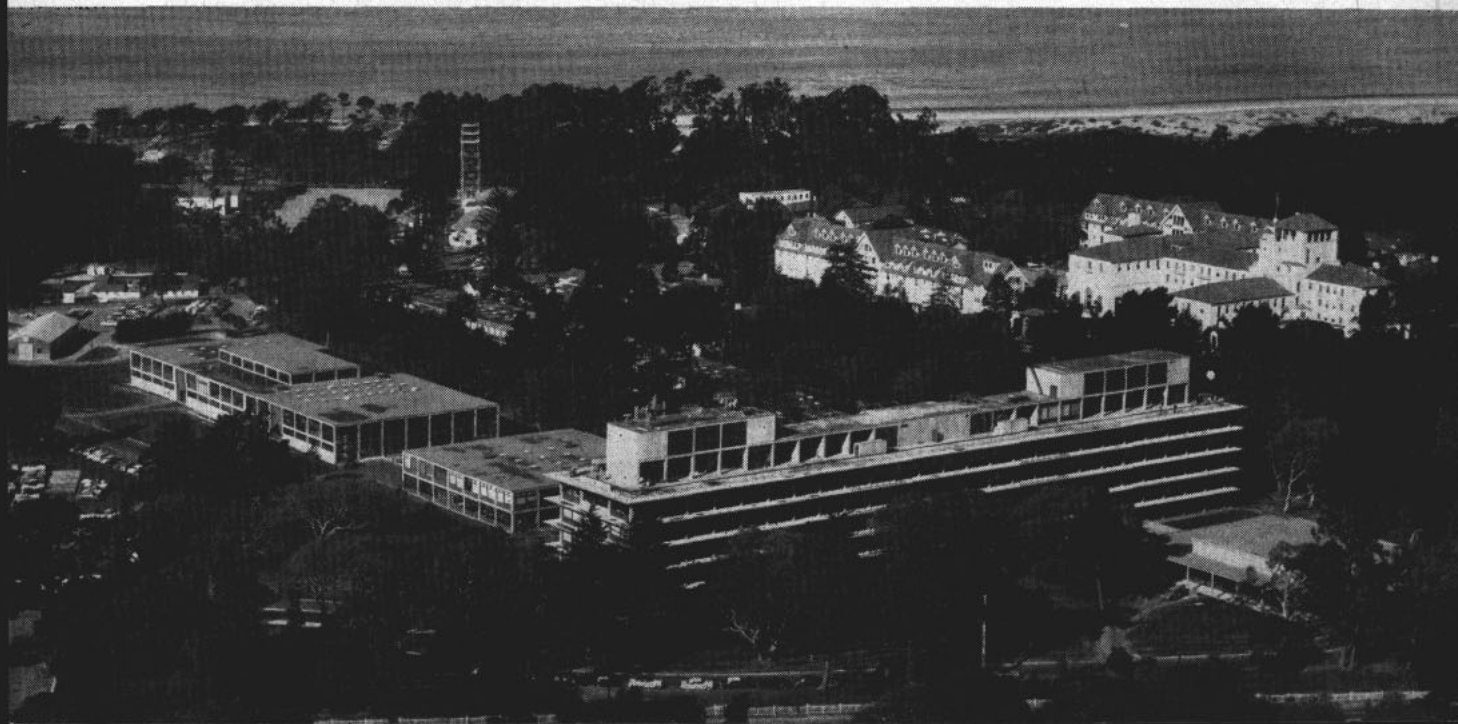
Appointments to the General Line School are not made on the basis of application, but are based on the Bureau of Naval Personnel policy for professional training of officers. Admittance to the Engineering School, however, is based upon applications submitted by officers who feel they have the necessary qualifications and who desire engineering

and scientific education to enhance their professional value. The eligibility requirements are outlined in BuPers Inst. 1520.15B. Check the Instruction to determine whether or not you meet the requirements and for information on the various courses that are available.

The applications for entrance to the Engineering School or for those courses conducted at civilian institutions should be submitted via your Commanding Officer to the Chief of Naval Personnel (Attn: Pers B111h). The application should include the following:

- A statement of the curriculum which is desired as first choice.
- A second choice, if desired, to assist in the selection of applicants for other curricula in the event they are not accepted for their first.
- The date you were originally commissioned USN or USNR.
- If formal college courses have been taken, one copy of all transcripts and one copy of any USAFI certificates that have been received.
- If no formal college courses have been taken, one copy of high school transcripts and one copy of all USAFI certificates that have been received.
- If you are a graduate of the U. S. Naval Academy, a statement to that effect.
- An agreement not to resign during attendance at the School and

STONE'S THROW FROM PACIFIC, seen in background, the Naval Post Graduate School is located at Monterey, Calif.





to serve a certain period of obligated service on active duty after the completion of studies. The latest BuPers Inst. 1520.15 should be consulted in this respect.

An officer who has completed postgraduate work will be considered eligible only if he is in one of the following categories:

- An applicant for one of the "Advanced" postgraduate courses.
- An applicant for a curriculum which prescribes a lower level postgraduate course as a prerequisite.

### **Engineering School**

There are six major fields of study within the Engineering School, each of which offers many subjects and courses for the student.

#### **• Aerology**

The most advanced methods of weather analysis and prediction of weather and sea surface conditions are offered.

The basic curriculum is one of 18 months, directed toward enabling officers to meet the aerological needs of the Navy with respect to air and surface operations (including amphibious operations), ballistics, radar propagation, sonar ranging and ABC warfare problems, among others. Successful completion is recognized by a Bachelor of Science degree.

In addition, students in the basic course who appear qualified to undertake more advanced studies may, if they so desire, shift to an advanced curriculum of 24 months, after the first two terms. The advanced studies have the same objective as the basic courses, plus that of extending the capabilities of the students in investigations, research and development of new techniques. Upon completion a Master of Science degree is awarded.

#### **• Aeronautical Engineering**

Study in the Aeronautical Engineering field is generally of two years duration with a third year of specialized study at a civilian university, for those students who desire it and are qualified.

The purpose of these studies is to provide the Navy with officers possessing advanced aeronautical engineering knowledge which will qualify them in the supervision and direction of, as well as liaison with, activities concerned with research, design, development, test, production, utilization and modification of aircraft and associated components.



**INTENSIVE STUDY AND HARD WORK** pay off in coveted sheepskins. Students of Command Communications study tracking with new CIC/ASW mockup.

Successful completion of any of the two-year curricula leads to a Bachelor of Science degree. The third year of advanced study either at Monterey or at a civilian university, leads to the award of a Master of Science degree.

Aviators assigned to the school may maintain their flying skills at the nearby Naval Auxiliary Air Station. All fliers are placed in a flight wing. Each wing flies one-half day each week.

#### **• Command Communications**

The Command Communication course is completed in one year. It gives a comprehensive indoctrination in communications, tactics, and electronics as well as treating with numerous other subjects important to successful command.

Upon graduation officers normally serve one or two tours of duty in communication billets. Some are ordered directly as operations officer or executive officer of types of ships appropriate to their rank or experience. Virtually all of the key Fleet communication billets are now filled by former graduates.

#### **• Naval Engineering**

A basic curriculum of two years is designed to supply the broad cov-

erage needed to provide an understanding of modern naval machinery. Specialization is made in either mechanical or electrical engineering, leading to a Bachelor of Science degree in the student major field.

In addition, three-year curricula are available, which give the student advanced study in mechanical engineering, gas turbines, or nuclear power. Students are normally awarded a Master of Science degree upon satisfactory completion of third year including preparation of thesis.

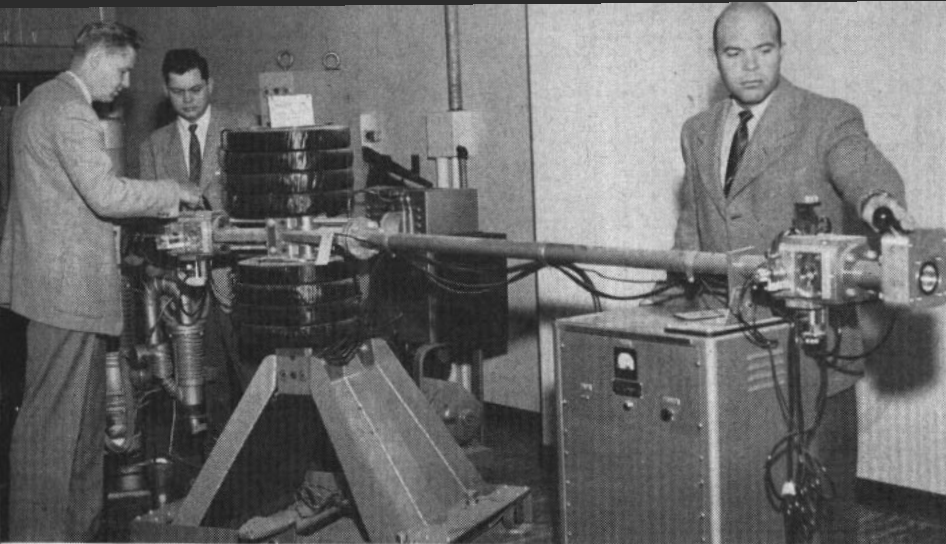
A number of other curricula are conducted at civilian institutions.

#### **• Engineering Electronics**

The course of study in this field does not train operators or maintenance officers. The level of the course is, instead, aimed at those officers scheduled to administer electronics in the Bureaus and laboratories ashore, and to fill those billets in the Fleet requiring scientific and engineering education on a graduate level. The three-year curriculum leads to a Master's degree for those graduates who qualify.

#### **• Ordnance Engineering**

Various courses of study are followed under this broad heading,



REPRESENTATIVE OF THE LATEST in lab equipment to be found at Navy PG School is Van de Graaff accelerator being used by physics students.

including work in fire control, explosives, special physics, guided missiles, aviation ordnance, mine warfare, and operations analysis.

Because of the wide range of technical competence and scientific grounding needed in this field, many subjects are covered which insure that the graduate has a firm base of the scientific fundamentals on which his speciality is built.

The basic curriculum is generally of two years' duration. However some specialties provide for a third year, usually at a civilian institution. Graduates are awarded a Master's degree.

#### **General Line School**

At present the curriculum for the General Line School is of six months' duration but plans call for a new program to go into effect in September 1955 which will inaugurate a nine-and-one-half month course to run concurrently with the shorter course.

The six months' program is designed to supplement the educational background and professional knowledge of those former Reserve and Temporary officers who have transferred to the Regular Navy and who have gaps in their naval experience resulting from limited or specialized assignments. It has been anticipated that all candidates for this course will have completed the shorter course by 1957, at which time it will be dropped and all the school's facilities will be directed to the longer program.

The nine months' program will be aimed at every unrestricted line officer after he has served approximately six years of commissioned service. In addition to providing necessary supplementary knowledge, as in the current program, this program will be designed to broaden his knowledge and mental outlook and to foster his initiative and problem-solving ability.

There are three basic areas of subject content within the General Line School, each supplementing the other two. These are:

- **Refresher Subjects** — The objective of the subject under this heading is primarily that of equalizing the basic education of all officer students. Through controlled scheduling and individual counseling the curriculum will reinforce earlier education and experience, and will fill the gaps of professional knowledge which may exist through differences in the education and experience of the individual.

- **Common Required Subjects** — The study afforded under this area is designed to integrate the education and experience of all the students and also to provide an opportunity to perfect the student's understanding of the professional responsibilities of command rank.

- **Controlled Electives** — Various courses allow the students to pursue professional fields which will provide an opportunity for them to develop independent judgment in professional area of high personal and naval interest.

A sampling of the courses included in the General Line School include such subjects as mathematics, electrical engineering, navigation, military law, ordnance, seamanship, strategy and tactics, communications, operations, naval engineering, aviation, logistics, organization and naval administration.

#### **Study at Other Institutions**

In addition to the many curricula offered at the Postgraduate School the Navy coordinates technical and specialized curricula at approximately 32 civilian colleges and uni-

OPERATIONS ANALYSIS students practice on digital computer. Right: engineers take reading on wind tunnel.





versities where students are sent for studies in various specialties which are not offered at the PGS.

The courses offered at the civilian schools generally deal with highly specialized phases of study. Some of the fields of study offered through these colleges are: Business administration, cinematography, civil engineering, comptrollership, hydrographic engineering, journalism, management and industrial engineering, metallurgical engineering, naval construction and engineering, oceanography, personnel administration and training, petroleum logistics, public information, religion, and textile engineering.

The Postgraduate School also sends students to a six months' course of instruction at the Naval Intelligence School, Washington, D. C. The course is designed to train selected officers in all phases of intelligence.

Those students who qualify normally study a foreign language to further qualify them as interpreter-translators. The length of time devoted to language study is dependent upon the language selected and the previous linguistic training of the student.

#### Extracurricular

The Postgraduate School has a total average enrollment of 900 students. Although all have a full schedule, which requires many hours of additional study, officials of the school realize the necessity of ample recreational facilities.

The facilities of the school include a good-sized swimming pool, tennis courts and practice golf greens. The nearby area has plenty of golf courses, beaches and other leisure-



**NAVIGATION CLASS** charts a practice course through San Francisco Bay while receiving instructions in harbor piloting from Larry Chandlee, QMC, USN.

hour activities which are available.

Permanent change of duty orders are issued to the officer students so that dependents' travel is authorized, and, therefore, one of the first questions asked by most students concerns housing. Near the Postgraduate School are approximately 500 Wherry housing units which are available to supplement housing generally available in the area. Commissary privileges are extended to students by Fort Ord, a nearby Army installation.

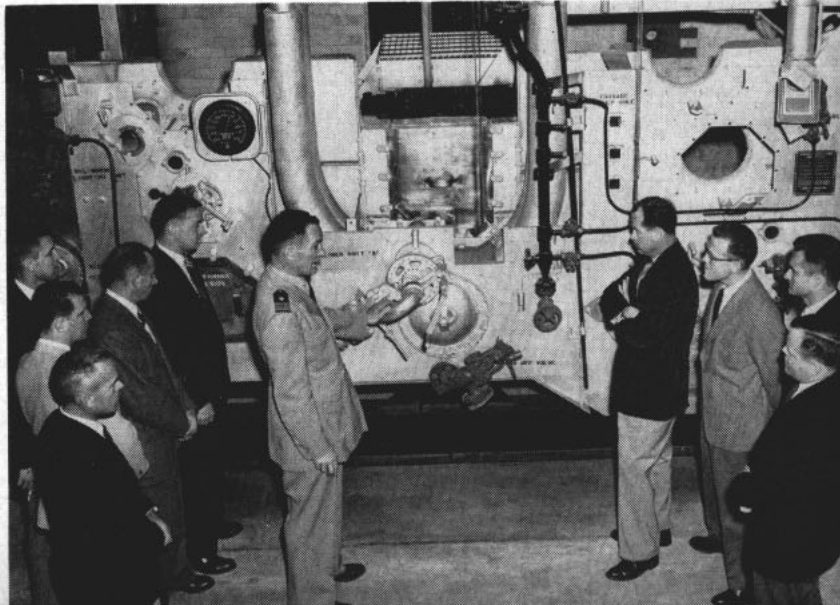
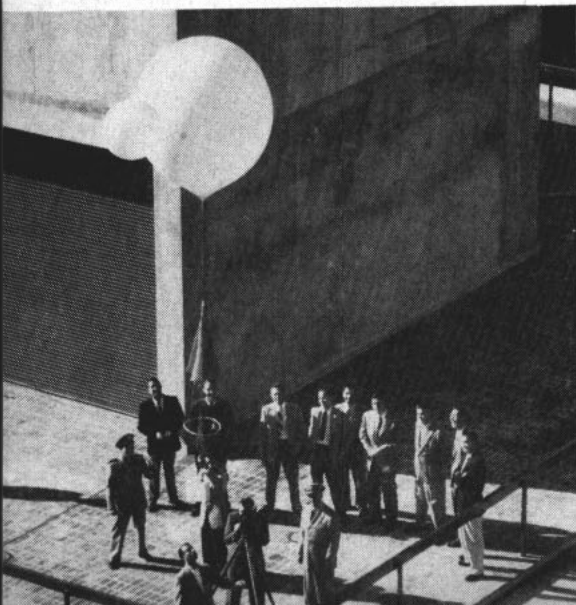
Since the wearing of the uniform is optional for students except when on watch, flying, or acting in other military capacity in order to provide some of the feeling of academic freedom, civilian clothes are almost essential. Because of the mild climate, summer or sports clothes are recommended for most purposes. For most formal occasions appropriate uniform is desirable and is

often specified to be worn by all.

The Naval Postgraduate School requires a maximum of study and hard work, but all the record is not on the debit side. The student will long remember it as an extremely profitable and rewarding tour of duty. Those who come to Monterey, and their families, will remember this as probably the most enjoyable location for duty they have ever experienced.

In leaving the school, the officer takes with him a store of knowledge which, if applied properly, will undoubtedly boost him up the ladder. The General Line School graduate will have his breadth and perspective increased for his subsequent normal sea and shore duty assignments. The Engineering School graduate will apply his technical knowledge in many ways in his normal sea duty assignments and in the shore billets associated with his sponsoring technical bureau.

**PREDICTING TOMORROW'S WEATHER** will be the graduates of Aerology School. *Right: Students study model of engine.*





REFLECTIONS IN PERSPECTIVE form geometric pattern from end of 470 foot towing basin at Naval Gun Factory.

## Thru This Gate Passed Top USN Models

**A** FAMOUS LANDMARK of the Old Navy has been decommissioned—a victim to progress.

It is the Experimental Model Basin, Naval Gun Factory, Potomac River Naval Command, a veteran of more than 50 years of service and a pioneer in experimenting with model ships.

The closing of the first towing tank to be built in the United States was due in large degree to the pressing need for the space it occupies at the Naval Gun Factory. A larger and more modern successor, the David W. Taylor Model Basin at Carderock, Md., named after the man who was responsible for the older Experimental Basin, has greatly reduced the need for the long time scientific center.

It was in 1885 that the Secretary of the Navy made the first of several requests to Congress for the construction of a model basin. Authorization was obtained in 1896 and construction of the Experimental Model Basin was begun at the Washington Navy Yard (now the Naval Gun Factory).

In the vanguard of proponents of the "new look" for the Navy was a brilliant young naval constructor, David W. Taylor. It was largely his

persistent advocacy and convincing arguments that led to the establishment of the Experimental Model Basin, and the details of its design and actual construction were placed under his immediate supervision. Admiral Taylor served as head of the Nation's first Experimental Model Basin for 15 years.

The experimental Model Basin was built in 1898 at a cost of \$105,000. It was placed in commission in 1900. Since then no important development in naval architecture in this country has taken place that has not been evolved from studies in the basin. The Experimental Model Basin was one of the finest of its kind and had features which were superior to all other existing basins. Although built primarily for the work of the Navy, it was used extensively by commercial shipbuilders and naval architects throughout the United States.

With the establishment of the Experimental Model Basin, the Navy embarked upon an extensive and sys-

tematic series of investigations on the subject of resistance to the propulsion of ships and on the action of propellers. Its accomplishments in the field of new equipment and apparatus began in an era when the United States Capitol, the streets of Washington, and most government buildings were still lighted by gas. Machinery was belt-driven, no electric motors had been developed for machine tools, and horse cars were just beginning to give way to cable cars.

The earliest recorded work at the Experimental Model Basin concerned changes in the docking keel of battleships of the *Virginia* class and curves of effective horsepower for submarines of the *Adder* class. The first numbered report from the Model Basin concerned the most suitable form for a 14,500-ton armored cruiser.

The crowning achievement of the basin was the publication of Admiral Taylor's great work, "The Speed and Power of Ships." Published in 1910, the book became an outstanding classic in engineering literature and revised editions of today are still relied on by naval architects.

One notable achievement of the Experimental Model Basin which was to have far reaching influence in the

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**Famous Navy Land Mark  
With Fifty Years of Active  
Duty Has Retired From Service**

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design field was the use of the bow wave of a vessel for propulsion. It was discovered that models of a few of the older naval vessels which had a pointed ram projecting forward of the bow under water towed more easily than the others. Model experiments proved that although a sharp, fine bow with hollow waterlines below was necessary to give low resistance in certain types of vessels, these ships could be made still easier to drive by extending the bow in a blunt or rounded form below the water.

The immediate effect of the adoption of the bulb bow was that the coal bill of the United States Navy was cut in half. The long-range effect has been increased efficiency of operation in the merchant marine and naval vessels not only of our country but of other nations as well.

Important contributions of the young Model Basin included pioneer work on torpedoes, propellers, sea anchors, sinkers for deep sea sounding machines, shallow-water work, sheathing for living spaces on war vessels, and sliding watertight doors which could be operated both manually and electrically.

Work at the Model Basin extended far outside the field of resistance and propulsion of ships. Research was carried on in various fields including work on the balancing of reciprocal marine engines, the development of welding methods which are still in use today, the arrangement and location of turrets for carrying big guns, and investigations on the problem of gyroscopic control of the rolling of vessels which proved to be most useful in the development of the gyro-

scope control apparatus.

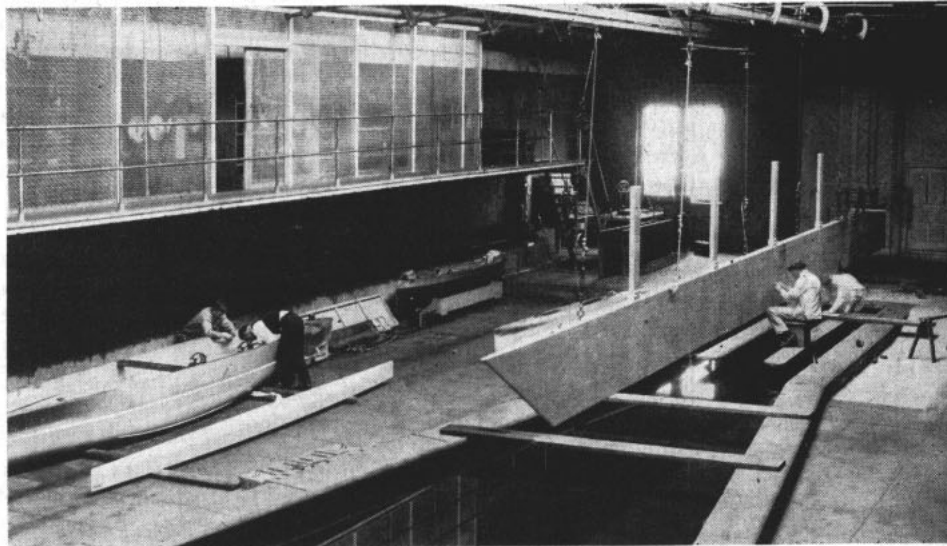
Around 1925, the Experimental Model Basin developed a towing basin only 32 feet long for the testing of tiny models. It was the first establishment of its kind to utilize a miniature model basin, now a well recognized technique for the development of prototypes and research on special problems.

As the testing science increased in scope, space at the Experimental Model Basin became more and more inadequate, and it was evident that additional facilities were necessary if the Navy was to maintain its leadership in the field.

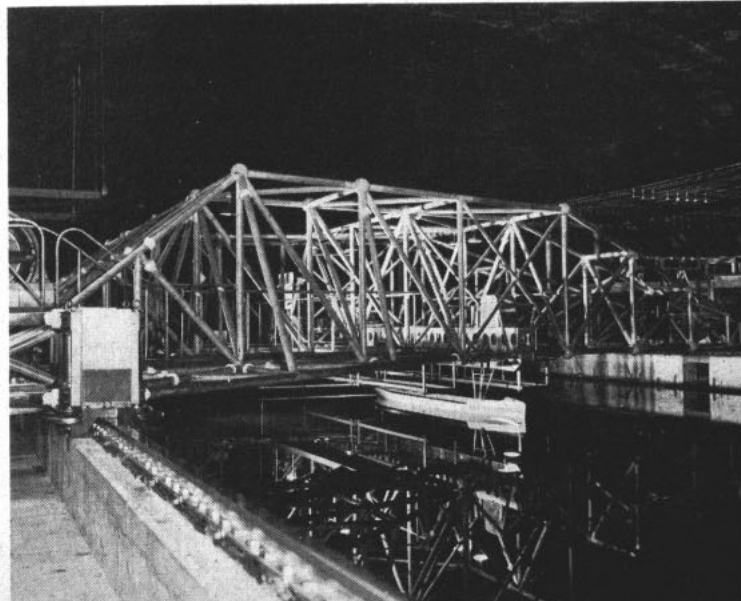
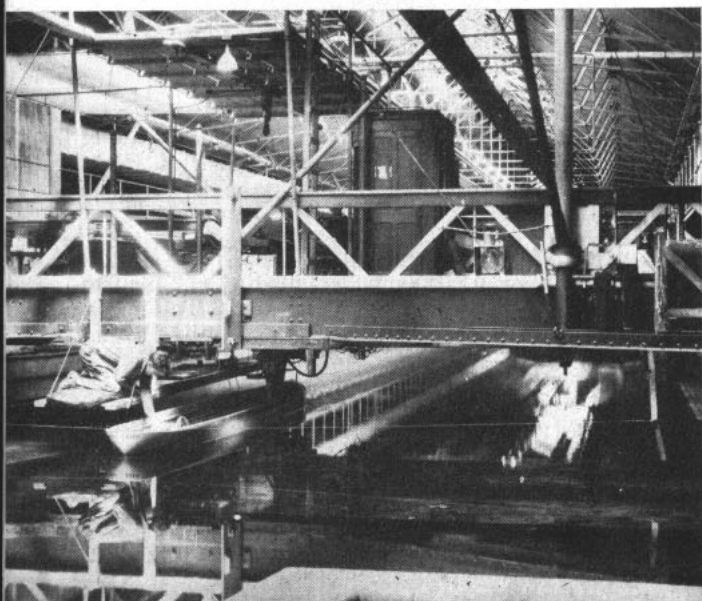
The first preliminary plan for expansion was drawn up in 1929, and in 1936 Congress authorized construction of new facilities at a specially selected site in Carderock, Md., known as the David W. Taylor Model Basin.



**TURN OF CENTURY** model builder makes early naval ship. Below: Model work when basin was in full use.



**OLD AND THE NEW.** Testing engineer adjusts model in 1930s. Right: Newer Taylor Basin has reduced Gun Factory use.



# LETTERS TO THE EDITOR

## How Many Side Boys?

SIR: Several crew members of USS Taconic (AGC 17) have become involved in a little discussion concerning the number of side boys rated by various officers. We know that the regulations say officers below the rank of commander rate two side boys, but I insist that if a skipper of an LST or some small ship comes on board he rates four side boys, regardless of his rank, by virtue of his being captain of a ship. Others disagree with me and say he would only rate two. Can you settle this for us?—R. H. A., QM2, USN.

• You lose. He would only rate two side boys if his rank were below commander. Side boys are provided only according to rank and not for positions held. You can check this in Chapter 21 of "U. S. Navy Regulations" which provides a chart showing the number of side boys for each officer.—Ed.

## Cover Charges for EM Clubs?

SIR: The Enlisted Men's Club at Newport, R. I., is located off the base, on government property. In the past, on Wednesday and Friday nights, there has been a fifty cents cover charge. (This has been eliminated, however.) On special occasions, the price for food and beverage range higher than that charged in town. What I would like to

## Admirals Manned the Oars

SIR: Recently Admiral Lord Louis Mountbatten, Royal Navy, was a passenger in a boat whose oars were manned by six admirals. Has any U. S. Navy admiral ever been honored in this manner, or is this a custom of navies other than our own?—J. F. G., CS1, USN.

• There are no records available to indicate that any USN admiral has ever been honored in the manner you describe. There is, however, basis for the honor in naval customs and traditions. Before boats were motorized the custom was prevalent for officers of the command to man the oars as a mark of respect to a departing flag officer. Currently this custom has evolved to the practice of officers of the command acting as side boys during the quarterdeck departure honors. And often a senior officer will act as coxswain of the boat taking the departing commander ashore.—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.

know is this: How many Navy EM Clubs in the U. S. are located off the base and how many of them have a cover charge?—H. B. H., YN3, USN.

• Although overseas in Japan and elsewhere, Enlisted Men's Clubs are sometimes located off the base, so far as BuPers knows practically all those in the continental U. S. are located on the base. However, all EM clubs are located on government property and must be operated strictly in accordance with "Regulations for Chief Petty Officers' Messes and Enlisted Men's Clubs Ashore."

As for a cover charge, this is strictly optional in each command. It is noted that the EM Club at Newport has dancing three or four nights a week and has engaged outstanding professional entertainers.

Also, they frequently have floor shows in addition to the dancing. Frankly, it is considered one of the best Enlisted Men's Clubs in the U. S. Navy.

It is obvious, naturally, that special attractions cost money—plenty of money—and this must be derived either from a cover charge or included in the price of food and beverages which are served. During the month of October 1954, the EM Club at Newport spent approximately \$1500 for music and entertainment. If the personnel using the Club do not want the type of entertainment being offered, they can express their desires to have it discontinued and then, of course, the prices will be lower.—Ed.

## Continuous Service Certificates

SIR: How can a Continuous Service Certificate (CSC) be brought up to date? Mine was returned to me in 1947 and no entries have been made since.—R. G. F., MMC, USN.

• The issuance of Continuous Service Certificates was discontinued in 1948 by BuPers Circular Letter 26-48, which also instructed commanding officers to keep existing certificates up to date only as long as CSC pages were available.—Ed.

## Ribbons for POWs

SIR: I understand that certain civilians who were interned in the civilian internee camps of the Japanese Occupation Forces of World War II are eligible to receive appropriate Pacific Theater service ribbons. I was interned for two and a half years in the Philippines while a civilian and a minor.

Can you tell me if any criteria have been established for awarding such ribbons to the civilians interned and what ribbons, if any, I am entitled to wear?—G. G., ENS, USN.

• The service medals established by the Navy for World War II service are authorized only to the members of the Armed Forces of the U. S. who served during that period. In some cases, however, certain civilians were awarded such medals provided they were recommended for them and so approved by SecNav.—Ed.

## Requirements for Home Loans

SIR: In a recent ALL HANDS you gave some information on "Home Loans for Military" under Public Law 560, and I wonder if you could clear up a couple of points for me.

You stated that in order to qualify for low-interest rate, government-insured mortgage loans, a Navyman must remain on active duty for at least two years. Does this disqualify anyone who transfers to the Fleet Reserve less than two years after taking advantage of the law and getting a loan? Also, is it necessary to buy a home in the same state or locality in which application for the mortgage is made?—S. C. C., AMC, USN.

• In regard to your first query, the answer is negative. It means that you must have completed two years of active duty before becoming eligible for a home loan. There is no requirement that you must remain on active duty for two years after a certificate of eligibility has been issued.

As for your second query, the home must be purchased in the locality serviced by the FHA to which you apply. Moreover, the lender processing the loan request should be in the same area. The local FHA where you are stationed will undoubtedly be able to give you more details concerning this subject.—Ed.



## Requesting Overseas Shore Duty

SIR: Lately ALL HANDS has been printing plenty of good info on the Shore Duty Eligibility List, but I have a question concerning the possibility of getting some information on overseas shore duty. How do I request it, find out what places are available and where a man in a particular pay grade and rating can go?

Also I would like to know what the policy is in a case such as mine. My shore duty terminates in July 1955 and I have till December 1955 to go on this enlistment. I intend to ship over but wonder if the nearness of my shipping date will have any influence on my assignment to sea duty.—R. T. O., AM1, USN.

• Men in your rating do not qualify for duty in naval missions, naval attaches, military aid groups and similar activities overseas outlined in BuPers Inst. 1306.6A. However, you may indicate an overseas duty preference at the time of submission of your name on the shore duty survey. When you are made available for sea duty, BuPers will indicate in your availability orders that you desire overseas duty with fleet air units. Then it will be up to either ComSeroLant or ComSeroPac. If they have openings for men in your rating at that time, there is a chance you will get such duty.

As for your second query the current reassignment policy provides that, consistent with the needs of the service, if you are completing a tour of shore duty in July and your EOS is December, you will not be reassigned to sea duty until you have reenlisted.—Ed.

## Computing Reenlistment Bonus

SIR: In respect to the new reenlistment bonus program, there is some confusion as to the distinction between "time in service" and previous "enlistments for which a reenlistment bonus was paid" and their relation to each other in terms of what bonus some of us might expect under the new program.

I think my case is typical of many who would appreciate some clarification. I last enlisted in June 1950, at which time I received \$360 as reenlistment bonus for a six-year period.

That is the only bonus I have ever received to date. Upon expiration of my current enlistment I will have completed 19 years and seven months of active service.

What might I expect to receive as bonus if I reenlisted for six years?—G. A. S., HMC, USN.

• According to the new bonus law, the reenlistment bonus payable for a reenlistment which will extend your total active federal service beyond 20 years will be computed by using as the multiplier only that number of years or fraction thereof (months and days)



"DOG FACE SAILOR" visits bluejackets of USS Rochester (CA 124) and receives "honorary sea dog" title. Neal is dog-star of television show.

which, when added to your previous active federal service, totals 20 years. "Active federal service" means the time actually served on active duty in the Army, Navy, Air Force, Marine Corps, Coast Guard or any of their components while for purposes of the new bonus program a reenlistment is defined as any enlistment or extension of enlistment for which a reenlistment bonus was paid (as distinguished from the reenlistment allowance).

Since you have received one previous bonus and will be eligible for bonus payments for only five months of your new enlistment (the five months between expiration of your present enlistment and the completion of your "twenty"), your bonus under the new program may be figured this way: multiply two-thirds of one month's basic pay by that fraction of a year for which you are entitled to receive a bonus. Roughly, that will give you the amount of bonus you may expect under the new law.

Men with long service may not fare so well under the new bonus law as under the old, but a member entitled to a reenlistment bonus may elect whether he wishes to receive payment under Section 207 or 208 of the Career Compensation Act of 1949, as amended.

Members who elect to receive payment under Section 207 shall be paid a lump sum reenlistment bonus of \$40, \$90, \$160, \$250, or \$360 upon enlistment for a period of six years.

Therefore, if you were to elect to receive reenlistment bonus under Section 207, you would receive \$360 upon reenlistment for a period of six years.

A more complete explanation of the new bonus program may be found in the September 1954 issue of ALL HANDS (pp 42-44).—Ed.

## Use of Official Stationery

SIR: I recently had a somewhat "warm" argument with a YN2 concerning the type of paper that should be used by an individual when making a written request, via channels, to the Chief of Naval Personnel.

It was his contention that the letterhead paper of the activity to which the individual is attached should be used for the basic letter. I heartily disagreed and expressed my opinion that plain bond paper should be used.

I contend that an individual is not an "activity" within the meaning expressed in the Navy Correspondence Manual which states: "Letterhead stationery of the activity responsible for signing the correspondence is used for the first page of the naval letter." Who is right?—R. V. H., PN2, USN.

• The yeoman is right. The Navyman, writing to the Chief of Naval Personnel, via commanding officer, is engaged in official correspondence. The letterhead is used for the first page of official correspondence.—Ed.

## Insignia of Other Services

SIR: I'm a hospital corpsman and also an aviation medical technician. I have been attached to the MATS 1453rd Medical Air Evacuation Squadron for about a year. Air Force medics in our outfit are entitled to wear aircrew wings after they've accumulated 300 flight hours.

My question is this: Are Navy hospital corpsmen eligible to wear Air Force crew member wings under the above conditions?—C.H.B., HM2, USN.

• In accordance with "Uniform Regulations," qualification insignia of other services, such as wings, shall not be worn on the naval uniform.—Ed.



USS ELDORADO (AGC 11) pulls into San Diego harbor, home port for the Amphibious Force Flagship.

#### Youngest First Class PO?

SIR: I believe we may have on board the youngest first class petty officer in the Navy. He is John B. Lipinski, AL1, USN, who is 20 years old. He was born in Chicago on 16 May 1934.

He was advanced to first class, effective 1 Jan 1955, four and one half months before his upcoming 21st birthday. We are wondering if he is really the youngest first class PO or if ALL HANDS readers can come up with still a younger one?—R. O. R., LT, USN.

• One thing for sure, ALL HANDS wouldn't dare agree with you. It may be that he is the youngest first class PO but we doubt it, especially if you mean the youngest ever in the Navy. We can remember back during the war when there were many slick arm chiefs holding down important jobs and one of our writers comes close to the record you claim for Lipinski. He was just over 21 when he put his first class crow on his arm. The way we see it, this is one claim that ALL HANDS readers will have to settle. Let us hear from any one who knows of a PO1 younger than Lipinski.

#### PUC Credit in Computing Multiples

SIR: Can you tell me what credit was given for the Presidential Unit Citation in computing multiples for the February 1954 advancement in rating exams? BuPers Inst. 1430.7A covers credit for the 1955 service-wide examinations, but so far I have been unable to find any source which listed previous credits for the award.—T. O. E., BM1, USN.

• According to BuPers Inst. 1430.7 of 13 Feb 1953, the Presidential Unit Citation (if the holder was entitled to wear it with star) counted for two points when computing multiple scores. This instruction was replaced by the one you mention, which allows five points for the PUC.—ED.

#### Five-Term Training for Officers

SIR: BuPers Inst. 1520.37 states that commissioned officers of the rank of LCDR and below who possess less than two academic years of college level education will be ordered to attend a university for a period ranging from two to five semesters.

I am at present a permanent warrant officer in the W-4 grade, but am holding a temporary appointment as LCDR. My first commissioned service began on 15 Aug 1943.

Inasmuch as I do not have two years of college level education, can you advise me if I am eligible for the five-term training program, or if there is any method by which I might be permitted to participate in this program.—T. E. H., LCDR, USN.

• You are not eligible for undergraduate college training under any current program.

While BuPers Inst. 1520.37 only broadly outlines eligibility requirements and does not specifically cover your case, the eligibility lists are restricted to commissioned officers whose permanent rank is ensign or above.

It might also be pointed out that BuPers Notice 1400 of 3 Sep 1954, which affirms temporary appointments to LT and LCDR made during fiscal years 1951-54, has no bearing on the permanent rank of members concerned unless they already held a permanent commission as ensign or above.—ED.

#### Korean Theater Ribbons

SIR: I know that personnel serving in Korea in 1954 are not eligible for the Korean Service Medal, the United Nations Service Medal or the National Defense Medal but have been wondering if, through service in that area after the fighting ended, we will earn either a "Korean Occupation Medal" or the Naval Occupation Service Medal for the Asiatic theater.—T. V. A., NAVCAD, USN.

• You're only partially correct in your reference to Korean eligibility. Service

during 1954 until 27 July was creditable for the three medals mentioned in your letter.

There is no authorized ribbon known as the "Korean Occupation Ribbon" nor will there be one so far as we can find out at this time. As for the Navy Occupation Service Medal for the Asiatic area, its closing date was 27 Apr 1952.—ED.

#### Earning Bronze Star Medal

SIR: One of my shipmates is trying to tell me that the Bronze Star was automatically awarded to all crew members of submarines that made five or more successful war patrols during World War II. Is he right?—P. K. B., ET1, USN.

• No, your buddy is not correct. The Bronze Star Medal is not an automatic award and is awarded only upon special recommendation in each individual case.—ED.

#### The 40 Men of Crows Landing

SIR: I have just finished reading the latest copy of ALL HANDS, a monthly pleasure for me. I would appreciate it, though, if you could find some space to write about the sports activities at my old station, ALF (Auxiliary Landing Field) Crows Landing, which is attached to U. S. Naval Air Station, Moffet Field, Calif.

Although this small base has only 40 men attached to it, it has compiled quite a record in athletics. For two years running the station's team has won the local City League softball championship. The 1953 team placed four men, Melvin Pleasant, AK2, Dale Harker, AN, "Rip" Smith, SA, and George Wisnom, AC3, on the All-Star team.

In 1954, the base sponsored tournaments in horseshoes, tennis, billiards and table tennis. The basketball team again placed in the first division in their league and reached the semi-finals in the very tough Modesto Invitational Tournament.

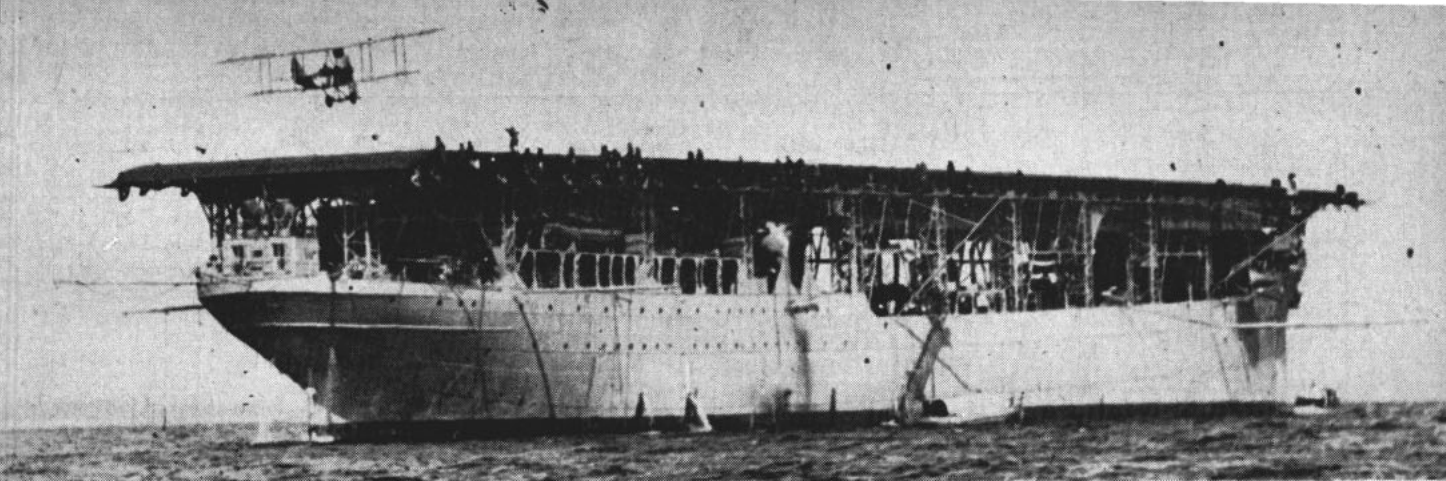
The softball team which won the local City Softball championship this past year has had a very successful season. One of the sweetest victories of the year for the Crows Landing team was the 10-5 lacing it handed to the varsity softball squad from NAS Moffet Field.

In addition, this base sent three men, L. Cooper, W. Horne, and G. Wisnom to the 12th Naval District Track and Field Meet where all three placed high in their particular events. Wisnom set a new district record in the pole vault.

Considering that the total complement of ALF Crows Landing is only 40 men, the above seems to be a pretty fair record.—G. R. W., AC3, USN.

• Thanks for your very informative letter. And more power—and victories—to the 40 men at ALF Crows Landing.—ED.





USS LANGLEY, Navy's first carrier went into service in 1922. Scuttlebutt said she had super guns along keel for ballast.

## What Do You Know About American Boy and 18-Inch Guns?

SIR: I read with interest your item "Guns For Ballast" on page 21 in your January Issue of ALL HANDS, in regard to an 18-inch gun being used for ballast in the hold of USS *Relief*.

The same story was current in the early '30s but about the carrier *Langley*, to account for the fact that she would not roll at anchor. *Lexington* and *Saratoga* rolled badly at anchor off the Long Beach breakwater but *Langley* did not. She was said to have large experimental guns laid along her keel and buried in concrete. These guns were of very large bore, it was said, but had proved unreliable on test. As you no doubt are aware, *Langley* was our first carrier and was a converted coal collier. Undoubtedly she was heavily ballasted, and there may be some truth in the story.

I note that you state that only one 18-inch gun was ever built. From my own observation I believe this is in error and I offer the following for whatever it may be worth:

In the Mare Island Navy Yard in 1934 I observed four guns (on blocks near a railroad siding) that clearly appeared to be more than 16 inches in diameter at the muzzle. I did not actually measure with a tape but I satisfied myself in my own mind that they were more than 16-inch.

Some years later I became acquainted with a retired employee of the yard. He informed me that he had personally received and filed the papers that came with the guns, that the guns for a ship then being built, and the guns actually were 18-inchers! The ship was scrapped as the result of the treaty which limited armament to 16-inch, but the guns were retained pending a determination as to their disposition by higher authority. He was curious as to whether the guns ever had been disposed of. My guess is that they were melted for scrap in World War II.—W. H. Croner, LT, USN.

• Thank you for your interesting contribution to the big-gun legend which has intrigued innumerable cof-

fee-breaks and bull sessions. However, BuOrd firmly repeats—only one 18-inch at the Proving Grounds, Dahlgren, Va.

The ever-recurring story of the 18-incher brings to mind another puzzler which should further confound ward-room and joe-pot sages:

In its unfinished file, ALL HANDS has a clipping from what is believed to be a West Coast newspaper dated some time after the turn of the century. This describes "the proposal to build a war ship to be called American Boy. The money to be expended in the project to be raised by popular subscription among the boys in the various cities of the United States, has proceeded so far that the money is not only largely in hand, but the plans for the battleship have been drawn up and are now in the hands of the Navy Department."

American Boy, it was stated, was to be 1000 feet long, or nearly three times the length of current first-class BBs such as *Illinois* or *Kentucky*. Displacement was to be 84,410 tons with a speed of 40 knots! (*Forrestal* has a full load displacement of 76,500 tons). Its battery was to consist of "four monster 15-inch guns, 12 12-inch, and four 10-inch. All of them, of course, are breech-loading rifles. The secondary battery consists of two 12-inch dynamite guns and 20 12-inch mortars."

The THIRD battery consisted of a

further array of formidable weapons including 100 6-pounders.

All this was to be capped (if that's the proper word) by a ram weighing 48,410 tons. The writer of the article confined himself to sober reality when he stated: "Should two such ships crash together at full speed there would be such a collision as the imagination is unable to forecast."

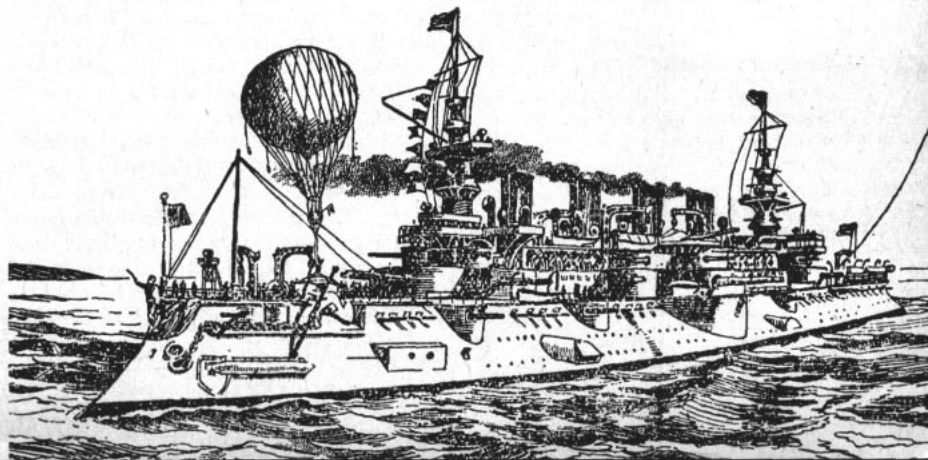
The armor belt was to be 36 inches thick, backed by eight feet of asbestos felt. Supplemental equipment included a 20-inch telescope, two war balloons, two submarine boats armed with cable shears, 300 auxiliary engines for "lifting supplies, moving guns, and the like; and oil sufficient to quiet a high sea and keep it still during 30 days."

Our research leads us to believe that American Boy was sunk without a trace after its first engagement with the press. Was it all a hoax dreamed up by an imaginative reporter?

A BuShips expert went on to say that some of the characteristics of the American Boy are a "bit far-fetched"—for example, the ram is over half the weight of the entire ship; to achieve 40 knots with machinery of that era on a ship of that size would have been impossible.

Does any reader have a further contribution to the ALL HANDS pet research project, the American Boy?—Ed.

WHAT HAPPENED to the American Boy? Dream battleship was to be built with funds collected by popular subscription according to old newspaper clipping.



## 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.

• **Navy No. 157, Palermo, Sicily**—Former personnel of this Naval Operating Base will hold their fourth annual reunion at the Hotel Carter, Cleveland, Ohio, the week-end of 25 June. For further details write to A. L. Coddington, 679 Carlyle Pl., Union, N. J.

• **Squadron VPB 27**—All World War II members of VPB 27 are invited to the first reunion to be held in New York City 15, 16 and 17 July. For reservations contact Austin Puvoegel, 1033 Stuart Pl., Seaford, Long Island, N. Y.

• **uss Hornet (CVA 12)**—The reunion of *Hornet* and Air Groups II, XI and XVII will be held 10 and 11 June at Hotel Sylvania, Philadelphia, Pa. Write to L. P. White, 357 Thornbrook Ave., Rosemont, Pa.

• **uss Lexington (CV 2)**—The second annual reunion will be held Saturday, 7 May at the Lakewood Country Club, 3301 Carson Blvd., Long Beach, Calif. For reservations and details, write to Tallie James, 2651 Cedar Ave., Long Beach, Calif.

• **uss Oklahoma**—The fifth annual reunion of the commissioning and World War I crew will be held at the Hotel New Yorker, New York

City on 30 April and 1 May by the *uss Oklahoma* Veterans' Association. For information, contact Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• **Commander Transports Amphibious Force**—All active and inactive personnel who are attached to the staffs of Commander Transports, Amphibious Force Pacific Fleet; Commander Transports, Ninth Amphibious Force; or Commander Transports, Group 3, Fifth Amphibious Force, between 1942 and Dec 1944, and who are interested in having a reunion may write to Eliot Hubbard, III, RFD, South Lincoln, Mass., or LCDR John C. Parry, USN, U. S. Submarine Base, New London, Conn.

• **Pennsylvania Schoolship Graduates**—Naval Reserve graduates who interested in a reunion in the late Spring may contact CDR Raymond Eisenberg, USNR, U. S. Merchant Marine Academy, Kings Point, N. Y.

• **uss Earle B. Hall (APD 107)**—It is proposed to have a reunion of the men who served on board between June to September 1945, with time and place to be designated by mutual consent. Those interested may write to Paul F. Harris, 25 Plattsville Ave., Norwalk, Conn.

• **uss Edwards (DD 619)**—All personnel who served in this ship and are interested in a reunion with time and place to be announced later, are requested to contact Frank H. Mann, 5220 Vincent Ave. South, Minneapolis, Minn.

• **55th Naval Construction Battalion**—A reunion will be held at the

Hollywood Roosevelt Hotel on 1, 2 and 3 July in Hollywood, Calif. Those interested may write to Henry D. Marshall, 1744 Kenilworth Ave., Pasadena 3, Calif., Secretary-Treasurer.

• **DE COs**—The sixth annual dinner for DE COs will be held 14 April at the New York Yacht Club in New York, N. Y. Anyone who has not received an individual announcement should contact Mr. James Mertz, c/o New York Yacht Club, 37 W. 44th St., New York 36, N. Y.

• **9th N. D. Naval Shore Patrol**—The sixth annual reunion of this association will be held at the Mayflower Hotel on 20, 21 and 22 May in Akron, Ohio. Contact J.F. Lenington, 72 S. 4th St., Aurora, Ill.

• **uss South Dakota Veterans of WWI**—The 34th annual reunion of the World War I crew is scheduled to be held 2 April at Portland, Ore. For details contact Carl Haggland, 2519 NE. 59th Ave., Portland 13, Ore.

• **uss Warren (APA 53)**—The third reunion is scheduled for 30 April at the Lord Baltimore Hotel, Baltimore, Md. For details, write to William J. Peters, Secy-Treas., *uss Warren* Association, 28-4 Harris Place, Paterson 4, N. J.

• **uss Alkes (AK 110)**—It is proposed to have a reunion of the men who served on board, with time and place to be designated by mutual consent. Those interested may contact Mr. Ralph Kleinbeck, Gulf Trailer Park, Box 1441, Bradenton Beach, Fla.

## Notification of Change of Name

SIR: I plan to have by name shortened through civilian court procedure, but I don't know what regulations the Navy has concerning name changes. Could you advise me as to the directives concerned and the procedure required to comply with them?—S. K., MMC, USN.

• **Articles B2209 and B2303 of "BuPers Manual"** state that a copy of the court order authorizing the change of name should be forwarded via official channels to the Chief of Naval Personnel, together with a request that records be changed according to the court order.—Ed.

## Emergency Leave

SIR: I have a question. To phrase it best, let me give an example. A man is granted a long week-end. While on liberty he telegraphs the ship requesting four days' emergency leave. Now for my question. When does his leave start? Is it the time he first departed on liberty or when the telegram was received stating that leave was granted.—A. L., EM2, USN.

• **"BuPers Manual," para (1) of Article C-6318** spells out your answer when it states in part: "Liberty shall not be used to extend leave periods." Thus, the leave would start the day after you went on liberty, inasmuch as the day of departure is a day of duty. If you left on special liberty on Friday and wired for emergency leave on Sunday, receiving your answer the same day, your leave started on Saturday.—Ed.

## Termination Date for OSM

SIR: I have had frequent arguments on the subject of whether or not the Navy Occupation Service Medal (Europe) is still being issued for service in Africa. I recently read in some publication that as yet no termination date has been set, still everyone seems to disagree with me on this point. Could you please tell me if I am correct?—D. G. H., TE2, USN.

• **You are correct.** The medal is still being issued for service in all the areas for which it was established with the exception of Italy. (Terminal date of the Occupation Service Medal is the date

preceding the effective date of the ratification of a Peace Treaty with a specific country.)—Ed.

## Vermont Went West Too

SIR: At the Naval Station Tongue Point we have unearthed a photograph of the old *uss Vermont* moored to a pier in Astoria, Ore. We are attempting to determine the year the picture was taken. Could you give us a brief history of *Vermont* to assist us in our research?—R. J. B., CAPT., USN.

• **uss Vermont (BB 20)** was launched at Quincy, Mass., in 1903 and commissioned in 1907. Her service was primarily on the East Coast until she was decommissioned in 1920 at Mare Island. An exception is a round-the-world cruise in 1908. During this cruise, she was in Bellingham, Wash., 21 May-23 May 1908; Seattle, Wash., 23 May-27 May 1908; and Tacoma, Wash., 27 May-28 May 1908.

It is entirely possible that *Vermont* was present in Astoria, Ore., around this time, but so far, nothing can be found to prove this.—Ed.



## Souvenir Book of USS Bataan

SIR: Near the end of World War II a book was published about the *uss Bataan*. I was a crew member in this carrier from the day it was launched until August 1944 and I would like very much to get a copy of the book. Can you give me any information about the cost of the book and how I might obtain a copy of it?—H. G. D., BM1, USN.

• You may obtain a souvenir book of *uss Bataan* (CVL 29) by writing to the *Bataan Publishing Company*, *uss Bataan* (CVL 29), Philadelphia Group, Sixteenth Fleet, U. S. Naval Base, Philadelphia 12, Pa. The cost per copy is \$7.50.—ED.

## Don't Tangle with the Wrangell

SIR: I'm a lieutenant in the inactive Naval Reserve and occasionally I'm lucky: I'm sometimes the 11th reader of *ALL HANDS* magazine. I get my copies of the magazine from the ones sent to the U.S. Naval Station, B.W.I.

In your article "From Bosun's Chair to Breeches Buoy" there was an illustration on page 24 showing a patient being lowered away to *uss Cascade* (AD 16). Now if my recognition doesn't fail me, I would say that the ship alongside *Cascade* is none other than the mighty ammo carrier *uss Wrangell* (AE 12) of "Don't Tangle with Wrangell" fame.

This was the first ship of her class to re-arm a fighting ship while proceeding underway. As you might have guessed, I'm a former member of that vessel's complement and am naturally proud to see that she has left the Reserve Fleet to resume her former activities. Am I right? Is the ship indeed the *Wrangell*—as happy an ammunition ship as you could hope to find?—C. S. A., LT, USNR.

• You're absolutely right. *ALL HANDS*, though, wasn't trying to "tangle with

## Souvenir Books

In this section *ALL HANDS* prints notices from ships and stations which are publishing souvenir 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 the order.

MOBILE CONSTRUCTION BATTALION FIVE.—A cruise book is available to former personnel of Mobile Construction Battalion Five that covers the history of the battalion from its beginning through 1954. The book is available to former personnel at \$3.50 and to the general public at \$7.00. Inquiries should be sent to the Officer-in-Charge Cruise Book, USN MCB 5, c/o Fleet Post Office San Francisco, Calif.

the *Wrangell*." Actually, we didn't mention the ship in the caption, but if we were holding a class in recognition, you'd undoubtedly get a 4.0 for this lesson. The part of *Wrangell* that was printed wasn't too much, so you must have an eagle eye (or have known the vessel inside-out) to have recognized your old ship. An interesting story about *Wrangell* is carried in April 1954 issue of *ALL HANDS*, p. 19.—ED.

## Promotion of TARs

SIR: I was selected for the TAR program and my designator changed to 1107 on 1 Jul 1954. The last selection board for LCDRs excluded the TARs. Am I right in assuming that the TARs will be considered by the next LCDR selection board along with Reservists on inactive duty? If so, when is the next board due to meet?—D. R., LT, USNR.

• All Reserve officers on active duty in the TAR program (officers whose

designators as assigned by the Chief of Naval Personnel have a fourth digit -7) will be considered for promotion to higher grade by Reserve Officer selection boards.

Promotion zones for Reservists on active and inactive duty coincide. Reserve officers who would be considered by the "active board" if they were not TARs will be considered by the "inactive board." However, if selected, the difference in date of selection between the two boards has no bearing on pay or precedence. The TAR officer, when promoted, is entitled to the same date of rank as his running mate on the lineal list, and to pay (back pay if appropriate) from the date of the vacancy his running mate was promoted to fill.

The Reserve Officer selection boards for CDR, LCDR and LT met as scheduled early this year. The board for selection of LTJG to LT, USNR, is scheduled to meet 3 May 1955.—ED.

## Unit Citation Pennant

SIR: I have been assigned the job of finding out if there is a Naval Unit Citation Pennant, and obtaining one if it exists. I've run into some trouble. I can't find any in standard stock and I personally know of no such pennant. I tried the catalog on Medals and Awards and also the DNC 27 Manual on Naval Flags and Pennants with no success. I believe that there is no such pennant. Am I correct?—N. J. A., QMC, (SS) USN.

• You're right, Chief. There is no Naval Unit Citation Pennant. There is, however, a Presidential Unit Citation Pennant. A description of the PUC Pennant is contained in *NavPers 15,790* (Revised 1953) "Navy and Marine Corps Awards Manual" (Part II, Section 1).—ED.

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# Nautilus Blazes Silent Service Trail

**N**AUTILUS is a name which has held an honored place in undersea travel since Robert Fulton—the same one who “invented” the steamboat—gave the name to a tiny submersible he built in 1800.

The name was picked up by the French author Jules Verne, for the underwater craft used by Captain Nemo in the novel 20,000 *Leagues Under The Sea*. England's Sir Hubert Wilkins explored the polar icecap in another submarine named *Nautilus*, and yet a third one racked up an outstanding record in World War II.

Now, in the 55th year of the U. S. Navy's submarine branch there is a new *Nautilus*, the Navy's—and the world's, first nuclear-powered submarine. The keel for this “fission fish” was laid in June 1952 at Groton, Conn. Launching ceremonies took place on 21 Jan 1954 and she was commissioned last September.

This modern *Nautilus* (SSN 571) has an over-all length of approximately 320 feet, and is approxi-

mately 28 feet through a mid-hull cross section. She has a surface displacement of approximately 3000 tons, while her estimated cost is \$55,000,000.

By way of comparison, the Navy's World War II *Nautilus* (SS 168), was a good bit larger, and cost a good bit less. Laid down at Mare Island Navy Yard in August 1927, she boasted an over-all length of 371 feet and submerged speed of 8.5 knots. The cost of her hull and machinery was only \$5,350,000, plus \$1,020,000 for armament.

Today's *Nautilus* is the latest development in a line of Navy submarines which runs back 55 years to the 53-foot *Holland*. The history of the submarine itself dates back several hundred years before that. Despite records of earlier attempts to build an undersea craft, however, David Bushnell's *Turtle* is generally considered the first practicable submersible; and she was built in the Revolutionary War.

*Turtle*, which looked somewhat like a lemon standing on one end, had a water-ballast system with hand-operated pumps, a compass and a crude arrangement drawing in fresh air from the surface. These vent pipes even closed automatically when the water reached a certain level, much as the present-day “snorkel” operates.

Fulton's *Nautilus* with an over-all length of 20 feet and a beam of five feet, was the next step in undersea travel. She was designed to carry three persons and could stay submerged for one hour. The first *Nautilus* carried sails for propulsion since, like most early submarines, she was expected to travel with her main deck merely awash. She also was fitted with crude ancestors of the present-day hydroplanes.

Although his *Nautilus* experiments were carried out in England and France, the American government later made Fulton a grant to carry out further experiments in this country.

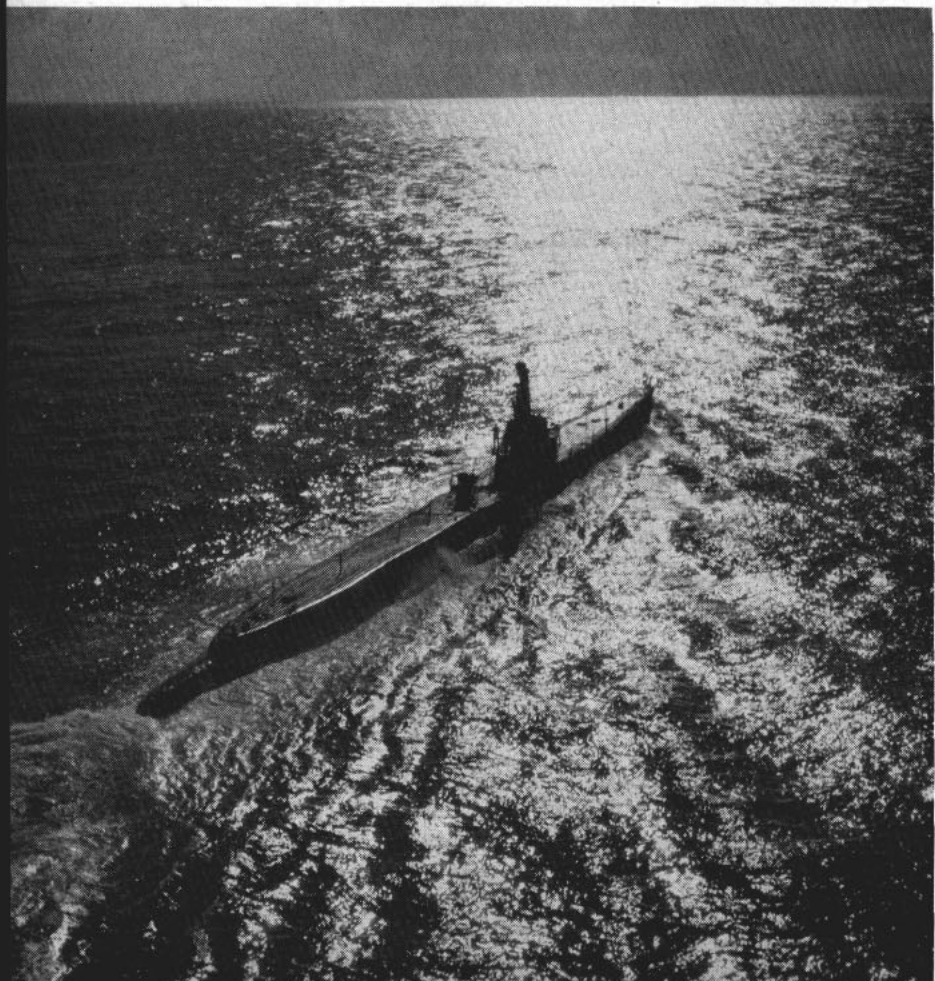
Little was done with submarines during the American Civil War (although one of the Confederate “Davids” did manage to sink the Federal warship *Housatonic* just outside Charleston harbor). Between 1865 and 1900, however, much experimental work was carried on, both in the U. S. and in Europe.

John P. Holland built his first submarine in New Jersey during 1875. Twenty-five years and nine boats later, Holland finally had a boat accepted by the Navy. Named for its builder, this ‘silent service’ beginner had a length of 53 feet, 10 inches; a diameter of 10 feet, three inches and a displacement of 75 tons. Her surface power was derived from a 120-horsepower gas engine which gave a speed of about seven knots on the surface; her batteries afforded 50 horsepower for six hours when submerged, with a maximum speed of eight knots. *Holland's* range was approximately 1500 miles on the surface and 50 miles submerged.

In spite of her small size, *Holland* made a deep impression on the Navy and for a long time our submarines were frequently referred to as *Hollands*.

In 1903 the Navy commissioned seven additional submarines, similar

**FLEET TYPE** submarine heads for open seas in path of setting sun. Built prior to and during WWII, many have been modernized and converted for special jobs.





to *Holland*, and designated them the *Adder*-class or "A-type." These weighed 120 tons and made eight knots on the surface and five knots submerged. The "B-type" of 1907 could make eight knots submerged. The "C-type," appearing in 1909, introduced twin-screw drive and stepped up the surface speed to 11 knots. In 1910 the "D-type" made headlines with surface and submerged speeds of 13 and 12 knots, respectively.

Diesel engines were first used by the Navy on the "E-type" submarines of 1912. Diesels eliminated much of the physical discomfort from fumes and exhaust gases of the old gasoline engines, and the K-, L-, and O-type boats of World War I all made use of them.

There was little spectacular about submarine developments in the U. S. between 1918 and 1941. The Fleet subs built just before and during World War II ranged from 300 to 320 feet in length and displaced approximately 1500 tons on the surface. These included such famous classes as *Balao*, *Gato*, *Tambor*, *Sargo*, *Salmon*, *Perch* and *Pike*.

In 1946 the Navy began adding "snorkel" tubes to existing submarines, and converted them to "guppies"—the nickname standing for Greater Underwater Propulsion Power. This conversion increases both underwater speed and endurance, since it allows the use of Diesel power while the boat cruises a few feet beneath the surface. (During 1950 *Pickrel* (SS 524) traveled the 5200 miles from Hong Kong to Pearl Harbor in 21 days without surfacing, as a test of the capabilities and design characteristics of guppy-type submarines.)

SSN 571, representing the latest



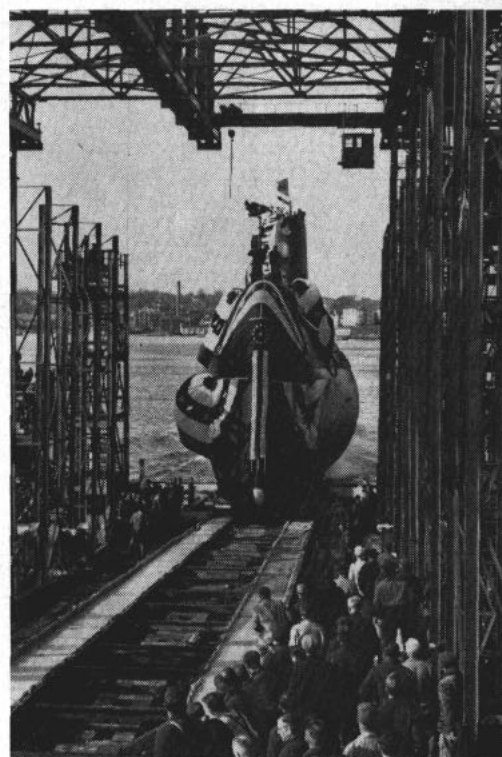
**PLOTTING PARTY** of *USS Archer Fish* (SS 311) charts underwater course. Below: World's first atom powered sub slides into water at launching Jan 1954.

in submarine conception and design, may be expected to add more luster to the name she bears. She is designed to cruise longer, farther and faster than conventional submersibles. *Nautilus* also has the most powerful submarine engine afloat, and can make more than 20 knots submerged.

Ordinary submarines operate on batteries while underwater, and even at slow speeds can travel less than 100 miles completely submerged. However, while completely submerged they can snorkel at periscope depth as long as diesel fuel is available. But *Nautilus* could girdle the globe without resurfacing, since her atom engine does not require air.

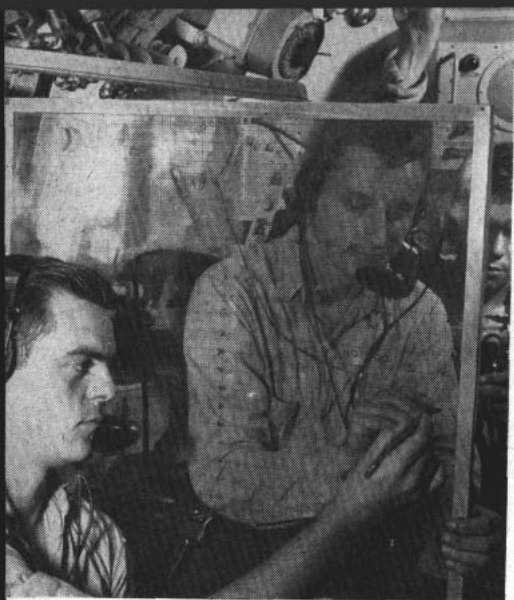
The Navy already knows that crews can stand the pace: Last year 22 men and an officer stayed in sealed sub conditions for two months while 50 medical research specialists kept tabs on their minds and bodies. Needless to say, they came out in excellent condition.

If you accept the fact that nuclear fission produces great heat, it's easy



**LATEST IN SUBS**, *USS Nautilus* (SSN 571) sets out to sea with her specially trained crew for initial trial run.

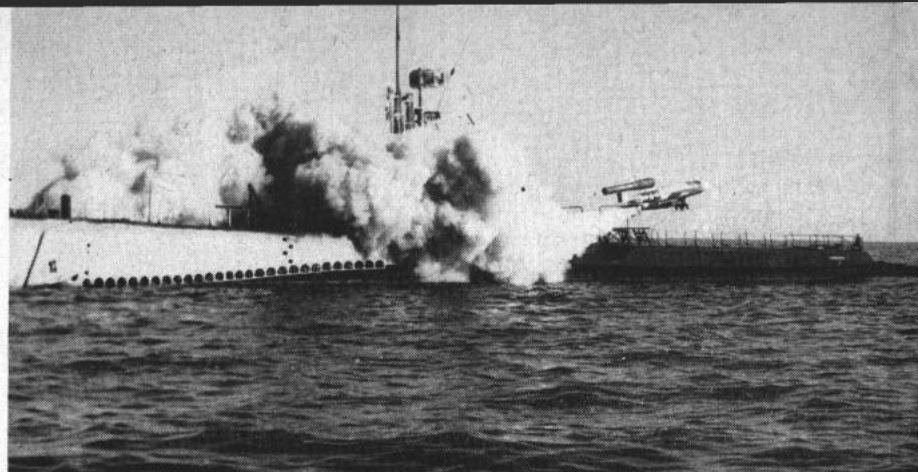




**COMBAT PLOTTING** team operates in conning tower of sub during mock attack while on a training cruise.

to understand the revolutionary power plant in *Nautilus*. Fission in the reactor heats water kept under high pressure in stainless steel pipes. This water is used to turn water in an adjoining system into steam which drives the turbine. The turbine, of course, is geared to the submarine's screws. From two pounds of atomic fuel, the *Nautilus* reactor can extract energy equivalent to 460,000 gallons of fuel oil or 3000 tons of coal.

"Creature comforts" are as important as propulsion in any submarine which is expected to stay submerged for any length of time, so *Nautilus* crewmen enjoy some choice items from BuShip's "habitability package shop." Bunks in the crews quarters are "pans" of fiberglass with plastic-covered, sponge rubber mattresses. They are in tiers of three, with the center one dropping down to make a comfortable seat. Between the bunk ends are private lockers for gear and personal effects. Each bunk



**SUBS TOOK THEIR PLACE** early in tomorrow's navy. Shown here is *USS Carbonero* as she surfaced and launched the *Loon* guided missile from her deck.

also has its own shaded reading light.

The crew's mess is equipped with tables which can be converted into benches to accommodate more than half of the crew at movies. Muted shades of green, brown, and yellow (with red seat covers) give the living quarter a gay, homelike atmosphere. As a topper, *Nautilus* even has a "juke box" with selector boxes placed in strategic spots. CPO and officers' quarters have undergone similar refinements.

SSN 571 also has apparatus to scrub the carbon dioxide out of the air and to refrigerate the atmosphere within the hull.

Crewmen aboard *Nautilus* are also something special—combination submariners and physicists. All volunteers selected for the crew, regardless of rate, were ordered to duty at the Bettis Plant of the Atomic Energy Commission. Their training included instruction in the theory, design, construction and operation of nuclear submarine propulsion machinery. Theoretical subjects such as college algebra, physics and analytical geometry provided the basis for understanding the complex systems

and equipment involved.

Practical courses in circuits, hydraulic test loops and stainless steel welding were included, as were courses in blueprint reading, metallurgy and reactor engineering.

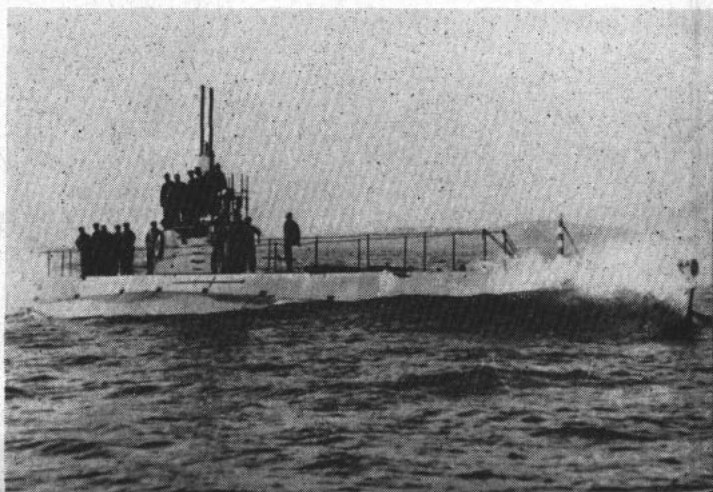
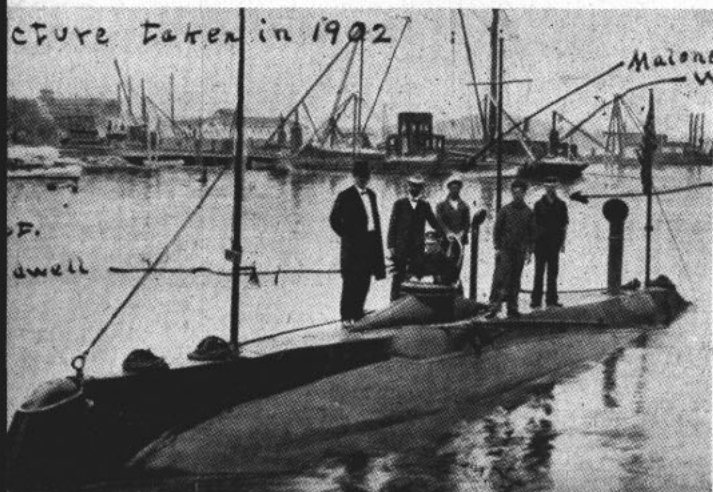
The crewmen were then sent to Arco, Idaho, where their newly found knowledge could be given practical application in the operation of the land-based prototype of the *Nautilus* propulsion reactor. This plant, known as the "Mark I," was an actual reproduction of the machinery compartments built into *Nautilus*.

Then, having been dry-land sailors for nearly three years, they headed for the Submarine Base, New London, Conn., and a refresher course in submarine seamanship. Even CDR Eugene P. Wilkinson, USN, who had been selected as *Nautilus*' first skipper, took the same training.

All in all, by the time *Nautilus* first headed to sea under nuclear power, her crewmen knew as much about their new-fangled propulsion system as they did about Diesels.

While *Nautilus* and her atomic sisters (including *USS Seawolf*, now being built at Groton) are expected to be "the most" where submarines

*USS HOLLAND* first motor-driven sub enters Annapolis harbor. Right: Old *USS Nautilus* is shown in 1913 photo.







NAVY'S KILLER SUBMARINE of the K-Type makes passage in waters near Pearl Harbor. Boxed-nose contains the latest in electronic listening devices.

are concerned, they are not the only items on the Navy's submarine agenda. Still in the classified category is a midget submarine which has been "in the works" since 1952.

Current Navy proposals also include the building of a nuclear-powered radar picket submarine, two additional atom-powered subs, and a guided missile submarine.

Other new submarine types which have been added in recent years are:

- **Fast-Attack submarines**, a class of boats shorter and more streamlined than World War II submarines of approximately the same displacement—1500 tons.

- **Anti-submarine submarines**—the famous "killers."

- **Target and training submarines** (SST), of which two have been authorized. These are approximately 50 feet in length and were designed for personnel training and anti-submarine target practice.

But in addition to new construction and proposed construction, the Navy has been busy modernizing and converting World War II subs, in line with a postwar study which indicated that submarines frequently needed rapid conversion or

modification to carry out a particular job. Among these "prototype conversions"—made to learn how to effect such conversions in event a number of them became necessary—are:

- **SSG—Guided Missile Submarines.** These included the *Carbonero* and *Cusk*, both subsequently reconverted; and *Tunny* (SSG 282) which was converted from the *Gato* class.

- **SSR—Radar Picket Submarines.** Conversions to this category include six *Gato* class, three *Tench* class and one *Balao* class submarine.

- **SSK—Submarine Killers (Large).** Seven boats of the "*Gato*" class have been converted to this category.

- **SSO—Submarine Oiler.** *Guavina* (SSO 362), formerly of the *Balao* class, was converted to this category, and has been designated an auxiliary submarine (AG(SS)).

- **ASSA—Cargo Submarine.** *Barbero* (ASSA 317) is the only conversion of this type, and is undergoing further conversion.

- **ASSP—Transport Submarines.** The two members of this class, *Perch* (ASSP 313) and *Sealion* (ASSP 315), were both *Balao* class submarines until converted to carry troop and their equipment.



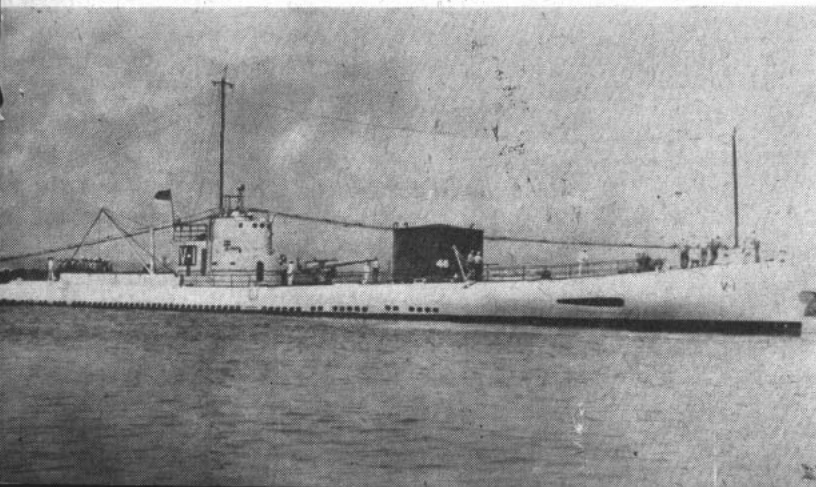
NAUTILUS CREW trainees study mock up of nuclear controls in special classes held during 1952 and 53.

With conversions and modifications to modernize her present Fleet, such devices as guided missiles, target-seeking torpedoes and snorkels—and now nuclear propulsion—Uncle Sam's submarine service has a future of which Bushnell or Fulton or old John P. Holland never dreamed.

In a fleet which already is equipped with canted-deck carriers and jet planes, guided missiles and dozens of other tested devices for improving efficiency and striking power, the nuclear-powered submarine is just one additional weapon to be tested and improved upon. But you can bet your next payday that men celebrating the submarine service's 55th birthday as *Nautilus* crewmen are today's proudest Navymen. After all, they operate the prototype for tomorrow's undersea fleet—and they're already seeking the channel markers ahead.

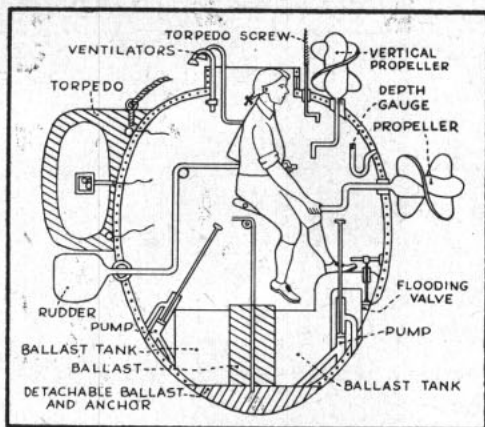
—Barney Baugh, JO1, USN.

USS BARRACUDA (SS 163) formerly (V-1 of 1924) and WW II sub (SS 392) show stages in advancement of design.

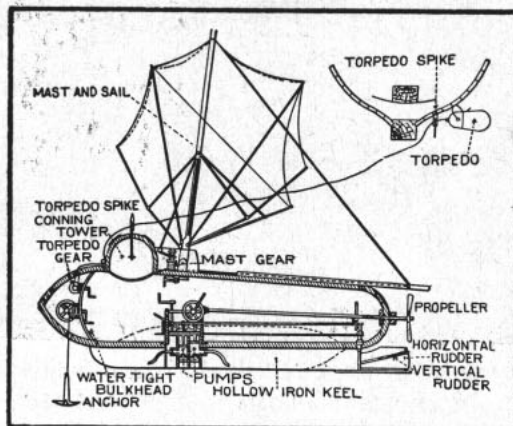


# SUBMAR

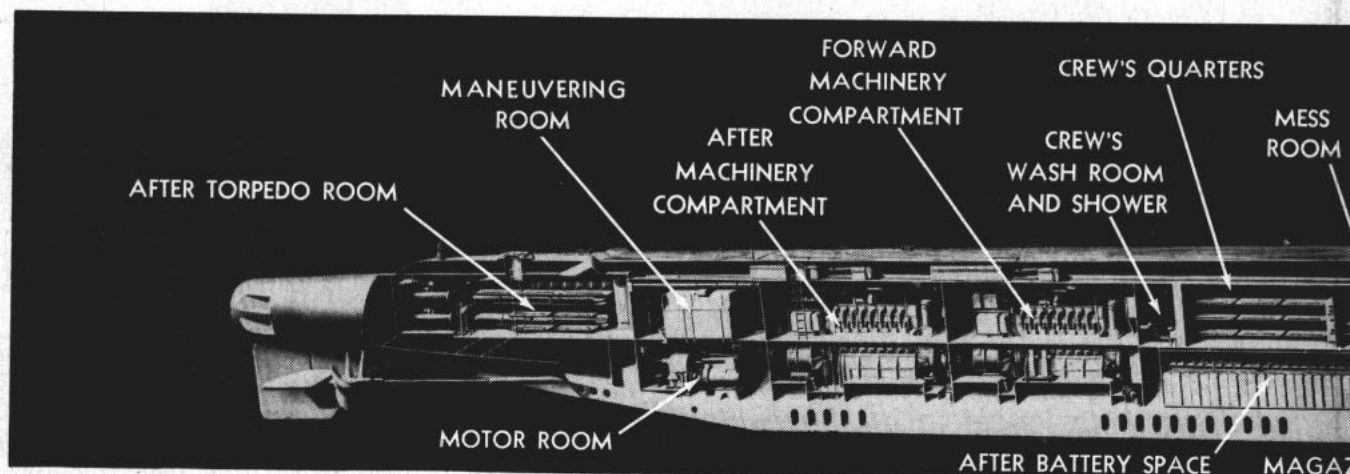
The development of the U. S. Navy's first *Holland* present-day *Nautilus* may For *Nautilus*, in its application of propulsion, is of peacetime as well as military the next 55 years will bring that the changes will be occurred since 1900. Meantime port, from the early *Turtle*



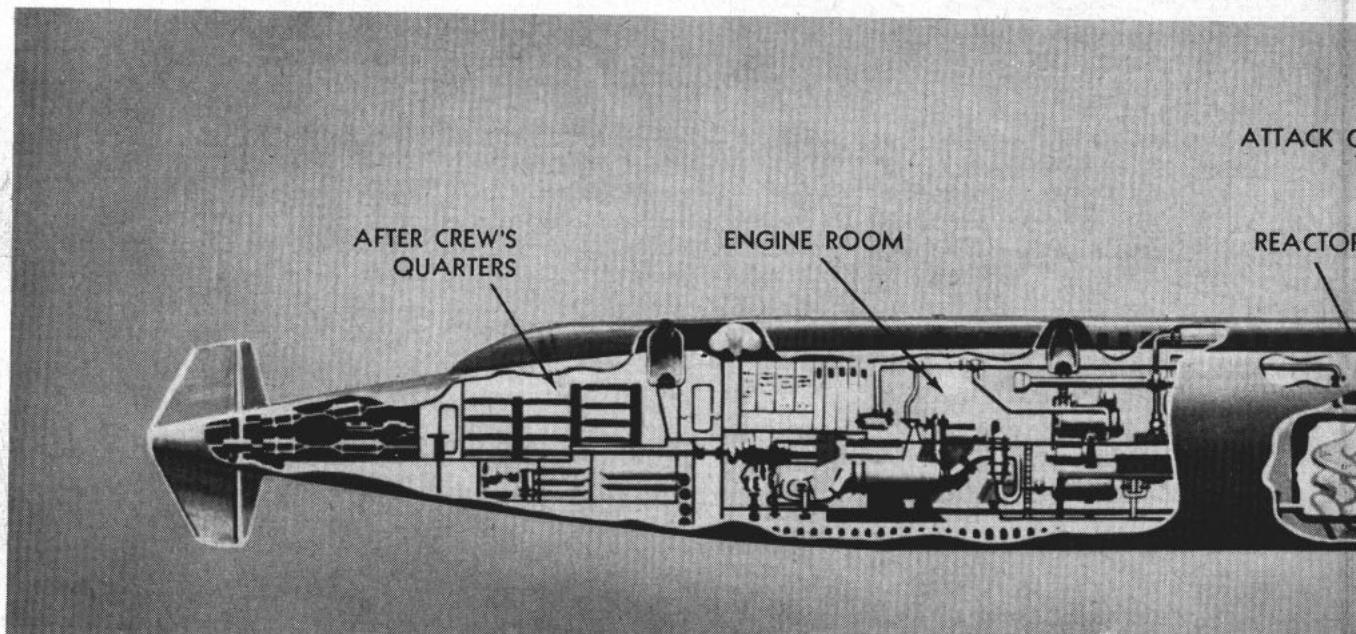
Early *Turtle* had rudiments of a snorkel.



First *Nautilus* (1801) was Fulton's idea.



World War II submarines, one of which was also called

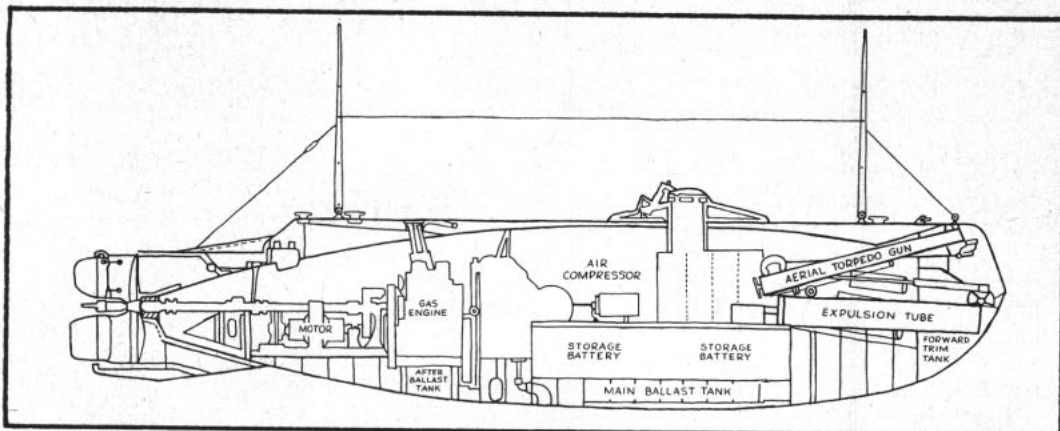


Present *Nautilus* (SSN 571) is designed to cruise

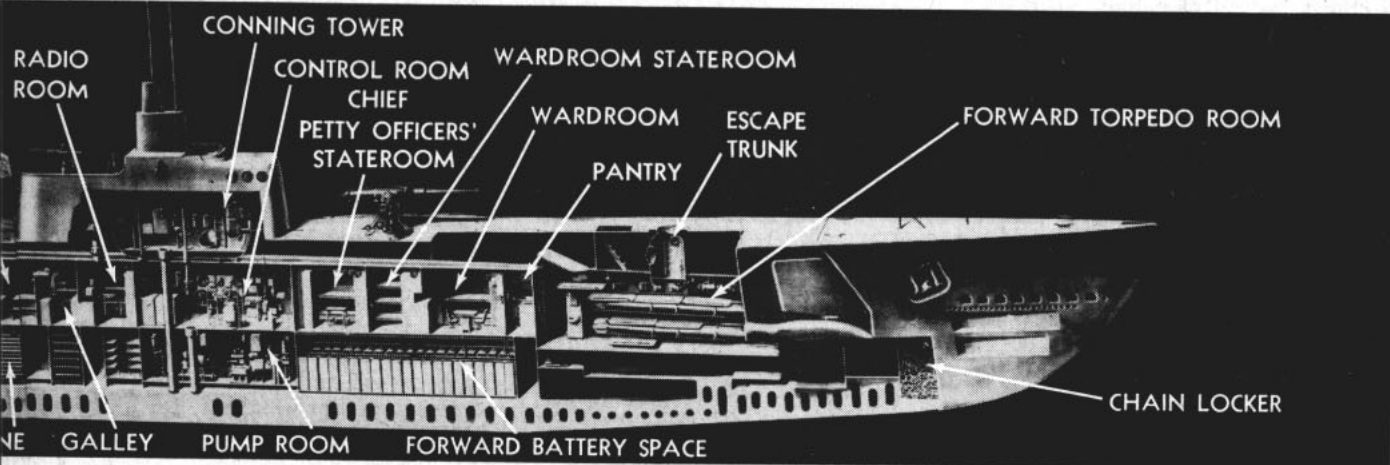


# INE NAVY

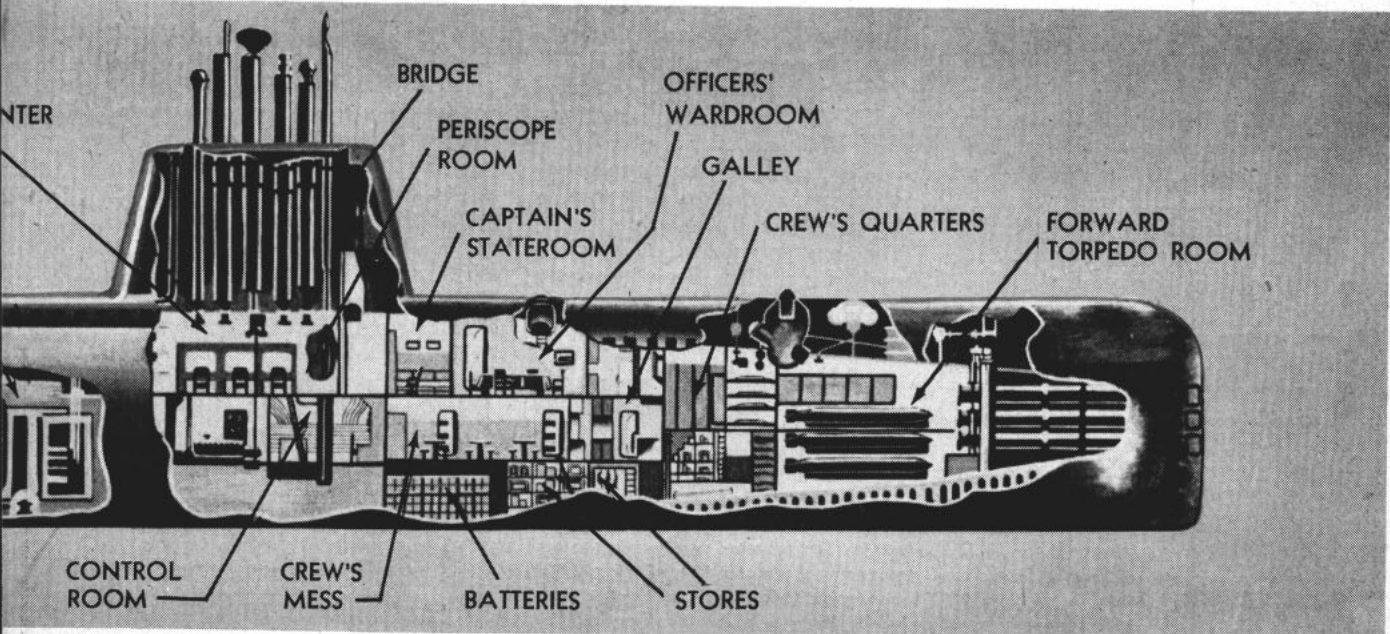
submarine since the days of the  
has been startling, but the  
of even greater significance.  
on of atomic power as a means  
und historical importance for  
ry use. None of us know what  
g, but it seems safe to predict  
s great as those which have  
while, here's a brief progress re-  
to the history-making *Nautilus*.



Rapid development of undersea craft is illustrated by this sketch of 53-foot *Holland* (1900), first U. S. Navy submarine.



*Nautilus* (SS 168), played a prominent role in Pacific warfare.



ger, farther and faster than conventional submarines.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Two Chiefs Named Smith

Many sailors of today's Navy are following in the footsteps of their fathers but few of them have the inspiration and guidance of Floyd B. Smith, RMC, USN, on duty at Portsmouth, N. H. Chief Smith's father was also an RMC—with 44 years of naval service.

Ever since he was a youngster Chief Smith's life has been "Navy." His father, whose first enlistment started in 1902, filled him with sea stories instead of pablum. The tales of travel and adventure in exotic ports all over the world helped the younger Smith to decide on a Navy career long before he was old enough to enlist.

Both father and son saw duty as radiomen in World War II and before he died in 1952 the "old salt" learned that his son had made "chief" and was carrying on in his place.

The new Chief Smith is not only following in his father's footsteps as an RMC but he actually wears many of the same uniforms his Dad wore—they fit like tailor-mades.

## Heavyweight Fire Killers

A pair of foam-shooting aircraft fire fighting and rescue trucks and a mobile crane that can pick up a four-engined bomber and drive away with it have added tremendous punch to Navy aircraft fire-fighting efforts. The new equipment was tested and first put into use at NAS Cecil Field, Fla.

The two crash trucks are the first operational models of two radically new types of Navy crash trucks and are designed to blanket air crashes with 18,000 gallons of flame-smothering foam in two minutes. The trucks



FLOYD B. SMITH, RMC, USN, is following the course set by his father, an RMC with 44 years of service.

are forerunners of similar equipment slated for naval air stations throughout the world.

The MB-1, a 17-ton crash vehicle, is the heavyweight of the new trucks. It has a top speed of 64 miles per hour. During a test run, the MB-1 ran a mile from a dead stop in 89 seconds. During other test trials, it also laid down foam at a range of 180 feet and extinguished a simulated aircraft fire—200 gallons of flaming aviation gasoline—in 11 seconds.

The little brother to the large truck is the MB-2, a smaller and faster foam carrier. This truck is specifically tailored for the job of sweeping through crash fires for the quick rescue of trapped pilots and passengers.

The new type mobile crane, which resembles a road grader without the blade, is designed to aid rescue and clear runways in an air crash.

## New Type Life Preserver

A new type of life preserver has been adopted as standard for Navy shipboard use to replace the "left-over" B-4 preservers now being used.

Carried in a compact pouch on the small of the back, the new preserver permits the wearer to perform his normal duties in comfort. It is also advantageous since it will automatically turn the wearer on his back and keep his head above the surface when he is in the water.

The preserver consists of a single buoyancy chamber made of neoprene coated nylon, a carbon dioxide inflator, an oral inflation valve and tube, a lifting harness, a waist belt, a toggle line and a pouch.

The lifting harness on the life preserver permits the wearer to be hoisted from the water. The toggle line, fitted to the waist belt, allows the wearer to be attached to a boat or to other survivors.

The new type life preservers are now stocked in the Navy General Stores system and will be issued to all ships as replacements for the old World War II models as they wear out.

## Save Pier from Burning Ship

Three fast thinking U. S. Navy-men kept a merchant vessel from severely damaging a French port recently when they braved the flames from the burning ship to cut her mooring lines so she could be towed out to sea.

The three Navymen, Ensign Melvin R. Race, USN; Robert F. Bowen, FN, USN; and Frank C. Friedell, FP2, USN were on board *uss Robert H. McCard* (DD 822) in the port of Marseilles when fire broke out on the Italian ship *Marvia*.

As flames shot 200 feet in the air, a fire party from *McCard* quickly joined French firemen who were trying to cut the mooring lines of the stricken ship. Time after time they were rebuffed. At last Race, Bowen and Friedell shot through the flames, cut the lines and escaped without serious injury. A tug then averted disaster to the port by towing the burning vessel out to sea.

## YESTERDAY'S NAVY



On 18 Apr 1942 U. S. Army planes that had taken off from the carrier *USS Hornet* (CV 12), assisted by search and fighter planes from *USS Enterprise* (CV 6), dropped bombs on Tokyo, Japan. As a carrier operation this raid was unique in that for the first time in naval history, land bombers were transported across an ocean and launched from a carrier off enemy shores. On 1 Apr 1945, at 0830, the first wave of 20,000 men, about twice the size of the first wave of Normandy, was landed by Navy ships on Okinawa beaches.



## Ocean Radar Station Ships

USS *Guardian* (YAGR 1), the first of four former Liberty ships being converted to ocean radar station ships, has been commissioned at Norfolk Naval Shipyard for offshore employment in the continental air defense system.

YAGR 1 and her three sister ships are the first Navy vessels specifically programmed for picket duty off the Atlantic coasts. The major conversion work on the vessels was an extensive electronics and communications installation, as well as the provision of additional berthing and messing facilities for the crews.

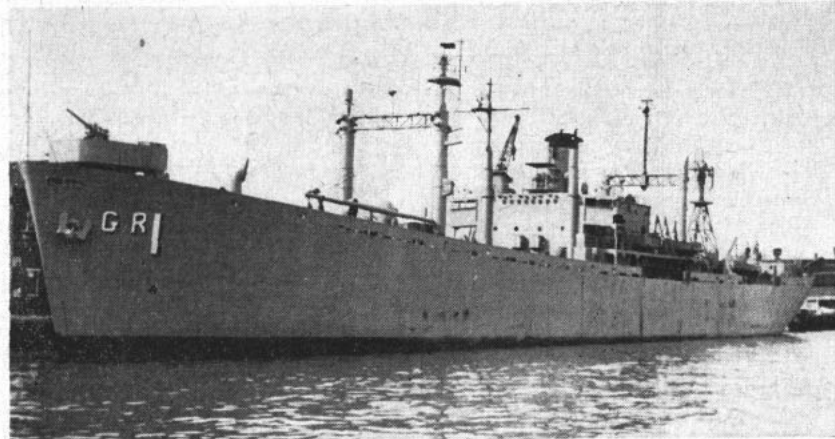
In addition to air and surface search radar, the YAGRs are also being equipped with a combat information center for evaluating radar information and controlling action of U. S. fighter aircraft against enemy targets.

The former cargo ships are being outfitted to remain at sea for long periods of time.

Once they are on duty with the fleet, the new YAGRs will operate out of Newport, R. I.

## Ships Pick Year's Honor Men

In recent years, various ships of the Navy have been giving recognition to their most outstanding crew member by naming him the "Honor Man of the Year." Regardless of where this recognition is made,



OCEAN RADAR STATION, USS *Guardian* (YAGR 1) is the first of four former Liberty ships to be converted and commissioned for offshore air defense.

whether it is aboard an aircraft carrier, a destroyer or an LST, it is a significant award and something to be proud of.

Nominations for such awards are usually made by the petty officers and officers in each division aboard ship and the final selection is made by the skipper, the exec, or both.

In selecting the Honor Man, the "judges" consider his leadership, character, naval smartness, loyalty, initiative and proficiency in rating.

Last year, two of the men who received such recognition were James D. Gore, CS2, USN the "Honor Man for 1954" of USS *Helena* (CA 75) and Clyde F. Anderson, QM2, USN, the "Honor Man of the Year" of USS *Worcester* (CL 144).



EARLY WARNING radar ship, USS *Haverfield* (DER 393) departs from Naval Base, Philadelphia, for shakedown cruise. She will be part of defense net.

## Floating Radar Set

The newest link in the nation's fast growing network of defense lookouts—a ship equipped to give early warning of possible enemy attack—has been added to the Continental Air Defense system.

The radar picket escort vessel USS *Haverfield* (DER 393) will become a virtual floating radar set able to spot aircraft, submarines and surface vessels headed for the continental U.S.

All military and civilian aircraft, both United States and foreign, will have an allotted period of time to make their identity known to *Haverfield* as it passes within radar range. If a plane fails to identify itself, the "watchdog" ship then radios land-based U. S. jet aircraft that will intercept the unidentified planes.

A veteran U-boat hunter of World War II, the ship was recommissioned early this year after conversion.

Besides the radar, electronic and communication equipment installed on *Haverfield*, many improvements have been made in the ship's habitability. This includes curtains, varied color schemes in the compartments, "bulkhead to bulkhead" carpeting and individual reading lights in each man's bunk.

The conversion of *Haverfield* and the addition of so much electronic equipment has added more than 400 tons to her displacement, bringing her nearer a destroyer's weight.

To keep topside weight to a minimum, all new construction is of prefabricated aluminum. Even the new tripod masts and the huge deck-house are made of aluminum. To offset this weight topside, more than 60 tons of pig iron was placed in the ship's bilges and voids to act as ballast.

## Carson Sails Again— 9 Gold Hashmarks Mark Salty Career

Navy men have taken pride in their reputation as "salts" since the first Navy ship put to sea. Few of them, however, can lay claim to a career as salty and as lengthy as Chief Machinist's Mate Gerald E. Carson, USN, whose record includes 35 years of continuous active service, with 32 of those years as sea duty—and a 4.0 conduct record so long it would make a lesser man quake.

Chief Carson's Navy career began in January 1919 when he signed up for his first four-year hitch. After recruit training at Great Lakes Naval Training Center and a couple of months as station complement there, he headed for his first sea duty in the old battleship *Rhode Island* (BB 17).

Between his tour in BB 17 and the year 1935, Carson saw duty in such ships as *uss Nebraska* (BB 14), the collier *uss Neptune* (AC 8) and *uss Florida* (BB 30).

Carson left *Florida* in 1931 and paused at the Norfolk Receiving Station just long enough to have his rate changed from engineman to machinist's mate first class before receiving orders to the old "four-pipe" destroyer *uss Schenck* (DD 159).

Carson's first tour of shore duty began in March 1933 when he reported to NAS Pensacola, Fla., for a two-year stretch away from the brine. While at Pensacola Carson was also advanced to chief machinist's mate.

Then, in March 1935 the chief reported aboard the cruiser *uss New Orleans* (CA 32), remaining on board throughout that ship's participation in the defense of Hawaii, and in the battles of Coral Sea, Midway, Savo, Solomon Islands and Guadalcanal.

In March 1943 (during his 25th year of service) Chief Carson checked in with Yard Craft at Pearl Harbor for several month's duty before reporting to Treasure Island and the newly-constructed floating dry dock ARD 13.

In September 1944 Carson got his second tour of shore duty, as an instructor in basic engineering at Great Lakes, Ill. After only one year ashore he was ordered to the Shoemaker, Calif., personnel center for



CHIEF CARSON receives congratulations for his 35 years of service during Battle 'E' award to his ship *USS Francis M. Robinson* (DE 220).

duty until his further assignment in 1945.

Between January 1946 and July 1949, when he reported aboard *uss Francis M. Robinson* (DE 220) (his present duty station), Chief Carson had served in *uss Ulysses* (ARB 9) in Shanghai, China, and *uss Pen-theus* (ARL 20) and *uss Okaloosa* (APA 219) at Norfolk.

During his career in the Navy Carson has always abided by the rules and regulations—or almost always.

Years ago, when he was still a whitehat, Carson went to captain's mast for a reason familiar to most whitehats in the engineering gang: "eyeballing" topside in dungarees during a dress formation. Still, that didn't keep him from being eligible for his ninth gold service stripe in January 1955.

Chief Carson, whose present enlistment expires in 1956 (making a total of 37 years of active service), is still doing his duty by the Navy, too.

During recent presentation of the Battle Efficiency Plaque to *uss Francis M. Robinson*, the commander of Destroyer Division 601 noted that "it is men like Carson who have earned you the much coveted Navy 'E.'"

His long naval experience has very materially contributed to the winning of this award."

—Judson Stephens, YN1, USN.

## Tropical Polar Bear Club

Florida is famed for its beaches but members of Patrol Squadron Five, whose home base is Jacksonville, Fla., have been doing their swimming this past winter in the icy waters off Argentina, Newfoundland, of late.

This seeming madness comes under the all important heading of survival—they have been learning to save their lives in case of an emergency.

The squadron has been flying anti-submarine and ice patrols around such arctic outposts in Greenland and Labrador as Thule, Sondrestrom and Goose Bay.

As a result, instruction in survival is an important part of each day's activities for the "Mad Foxes" of VP-5. Each member of every plane crew must learn the operation and uses of his survival equipment so well that there will be no mistakes when the real thing comes along.

The most popular part of this training is the regular swimming session in the icy waters of Newfoundland. The crewmen first don their "Poopy" suits, which are especially designed and tailored to protect the wearer against extreme weather conditions, and then jump into the freezing water.

All is not play in the water for while "enjoying" their dip, the crews learn how to inflate their plane's life raft, how to crawl into it, and the maximum number of persons that the life raft can support in the water.

It's a far cry from the sunny beaches of Florida, but the operation is a part of the never ending training for preparedness that is such an integral part of today's Navy.

## A Penny Per Pound Per Man

The men of Recruit Company 336 at the Naval Training Center, Great Lakes, Ill., added a new "gimmick" to the giving to charitable organizations. During the 1955 "March of Dimes" campaign, the 60 recruits volunteered to donate a penny per pound per man.

To add "weight" to their good intentions, the recruits stepped on the scales rigged out in complete winter gear, including pea coats, nine-pound rifles and drill shoes. They weighed a total of 11,460 pounds, an average of 191 pounds per man. The total weight added \$114.60 to the NTC Great Lakes "March of Dimes Fund" for the year 1955.





P5M-2 MARLIN, the Navy's newest anti-submarine warfare seaplane, takes off for coastal and far-flung patrol duties.

### Floating Rifle Range

uss *Rushmore* (LSD 14) claims to have the world's largest—and maybe the only—floating rifle and pistol range.

Boasting an Olympic slow and rapid fire set of targets, the range also has firing lines for .22 caliber rifle and pistol courses, Navy "E" Course, Camp Perry Course and the National Match Pistol Course.

The range was designed by James T. Kenny, FPC, USN, based on plans provided by the National Rifle Association.

The rifle and pistol range was constructed by the members of the *Rushmore* Rifle and Pistol Club during their off-duty hours.

To date, the range has aided 15 *Rushmore* sailors in qualifying as Navy Expert Pistol Shots. Three men, including the ship's commanding officer, have qualified for both the Ex-

pert Pistol and Expert Rifle medals.

CHMACH P. P. Ligeski, USN, designed the turning Olympic-type silhouette targets which can also be made stationary for use in U. S. rifle and pistol matches. Artificial lighting provides a constant light on the targets.

The *Rushmore* Rifle and Pistol Club welcomes all competition. If your ship is in the vicinity and would like some shooting competition, the *Rushmore* shooters would like to supply it.

This includes everyone from beginner to expert classification.

One of the more recent shooting matches was with the top-notch Insular Police Club in San Juan, Puerto Rico.

The LSD shooters want as much competition as they can get, in preparation for the 1955 All-Navy Rifle and Pistol Matches.

### Breech Block Puller Saves Work

Crews who fire—and then must clean—the Navy's three-inch 50 caliber guns will find a labor-saving device in their future. Called a "breech block puller," the new gadget allows one man to do a job which once required three men—and the one man can remove a breech block in half the time.

The puller is a rectangular box with a crank at the side, connected to a cable extending from the bottom of the box. When the box is placed over a gun breech and the cable attached to a pad eye on the breech block itself, merely turning the crank will lift the block. All connecting parts can then be easily loosened and the block allowed to drop out of the breech. The process is reversed for reinstallation.

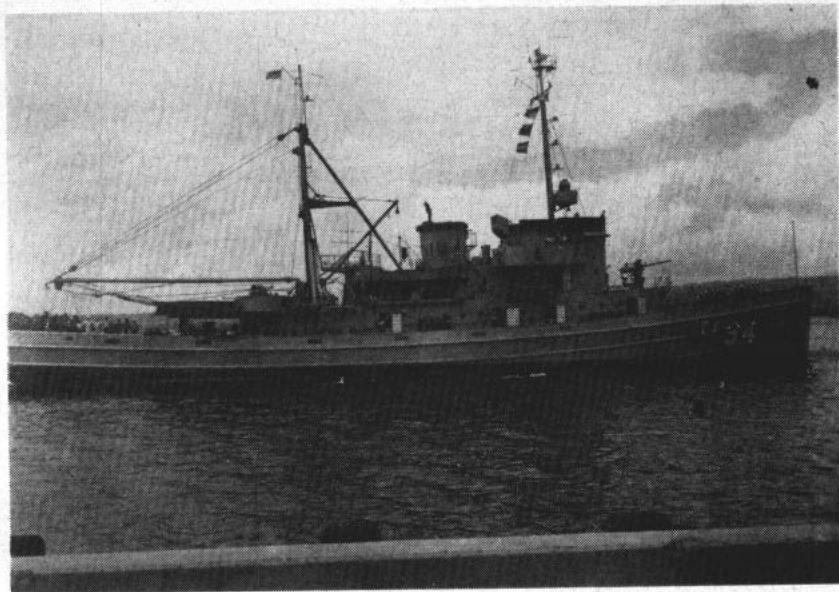
Bruce Caskey, GM1, USN, designed the device while serving in the heavy cruiser *uss Los Angeles* (CA 135), where he was in charge of the entire three-inch battery. Using only surplus equipment in the process, Caskey produced his first rough "puller" in the "LA's" machine shop during January 1952. He experimented with it for two years before submitting the idea to the Bureau of Ordnance.

BuOrd received the idea enthusiastically—and the "breech block puller" is on its way to becoming standard equipment for the Navy's 3"50 mounts.

Caskey's ingenuity in saving manpower, money and material has netted him a letter of commendation from Commander Cruiser Division Five, and a commendation from the skipper of *Los Angeles* on behalf of the Bureau of Naval Ordnance.



HEAVY CRUISER, *USS Newport News* (CA 148), drops anchor in Guantanamo Bay, Cuba, for liberty after completion of intensive refresher training cruise.



WORK HORSE OF ALEUTIAN Islands, USS Yuma (ATF 94) carries supplies to the remote stations in this barren chain of islands in the Pacific.

### Constellation's Flag Comes Down

The Navy has hauled down USS *Constellation's* commission pennant for the fourth and last time in the 157-year career of the "36-gunner." Decommissioning of the wooden-hulled frigate was decided upon so that her token complement of sailors could be released to other duty.

Currently moored at Boston Navy Yard, not far from another famous oldtimer, USS *Constitution* ("Old Ironsides"), *Constellation* will be maintained in a state of minimum repair by the Navy pending delivery to Baltimore citizen groups for use as a museum.

*Constellation* was authorized by the Congress in 1794, built in 1797, and made her first contribution to U. S. Naval history on 9 Feb 1799 during hostilities with French forces in the West Indies. She is one of four "floating war" veterans recently put up for adoption by the Navy.

### Food Dosimeter

Scientists at the Navy's Research Laboratory have come up with a peacetime use for a special type of glass they had developed earlier to measure atomic radiation—measuring the amount of high-intensity radiation needed to pasteurize or otherwise protect food and drugs.

Here's the story: Radiation intensities are being used in experiments dealing with pasteurization and food preservation, and the Atomic Energy

Commission has been searching for a simple device to measure the necessary radiation. In addition to being simple and easy to use, the device must be rugged enough for use in production-line irradiation of food and drug products.

The Naval Research Laboratory had already discovered—as a result

of research begun in 1947—that normally colorless glass containing a small amount of silver would become a fluorescent orange color under ultraviolet light after it had been exposed to X-ray or gamma radiations. The intensity of the orange color was a measure of the intensity of radiation, which could then be read off separate meters.

This glass, in "dog tag" locket form, has already been bought by the Navy and the Air Force as a personnel dosimeter, a device to measure the amount of exposure to such things as atomic bomb radiations.

Existing dosimeters would not satisfy the exacting requirements of a production line measuring device so NRL, in cooperation with AEC, began experiments to determine whether the silver-activated glass could be adapted for such use. Tests at both the Navy lab and at civilian institutions have shown that the glass works satisfactorily.

The Army's Quartermaster Corps, now conducting a five-year study of food preservation by radiation, plans to use the Navy-developed glass in their experiments. Meanwhile, the NRL is at work on providing an even more inexpensive dosimeter.

### Navy's Wives Like That Extra \$32,000

The disbursing officer at the Minecraft Base in Charleston, S. C., had a busy day recently when 32 enlisted men of the Mine Force shipped over in a mass ceremony and collected a total of nearly \$32,000.

The mass reenlistment was reported by television and radio as well as by local newspapers. Included in the ceremony was a special contest held for the reenlistees' wives. Each was asked to give an impromptu talk on, "Why I'm Glad My Husband Reenlisted."

Mrs. R. B. Harms, wife of R. B. Harms, SO1, USN, of USS *Valor* (AM 472) walked off with the first prize of \$100 worth of merchandise when she explained the reasons she was happy her husband shipped over.

The runner-up in the contest, W. A. Roggenbrodt, SN, gave his own reasons for reenlisting, since he is single. He reasoned that it was well worthwhile—"the Navy

offers an education, knowledge of the sea and the opportunity to know what's going on in the world."

When the time came for the swearing in portion of the ceremonies, RADM Harry Sanders, USN, Commander Mine Force, Atlantic Fleet, stepped forward and administered the oath to the assembled men and then handed them their reenlistment bonus checks.

In another instance a ship in the Pacific Fleet also has held a group ceremony of reenlistment. Six men from the boiler division aboard USS *Rochester* (CA 124) raised their right hands at the same time in front of the ship's captain and took the oath for another cruise.

As soon as the ceremonies were over the six hurried to the cruiser's disbursing office to collect a sum total of \$5646. They all agreed on one point, "it certainly pays to ship over."



## Refueling System for Jets

A fuel dispensing system which enables several jet aircraft to refuel simultaneously has demonstrated its value at Cherry Point Air Station where the Bureau of Aeronautics, the Bureau of Yards and Docks and the Marine Corps have collaborated in its installation and operation.

Maintenance is extremely low and the system may be operated with only a third of the personnel formerly required. For example, it is estimated that the system using 20 men does the work of approximately 60 fueling trucks with a capacity of 3000 gallons each, requiring 180 men to operate and maintain them.

As a possible forerunner of the type of fueling equipment which may see future service at Navy air facilities ashore, it is anticipated that the system will relieve the bottleneck formerly encountered in readying the fuel-hungry jets.

The basic system consists of a series of "fixed fueling dispensers." Fuel is piped underground to these dispensers from a storage and pumping plant several thousand feet away. The dispenser consists of a strainer, booster pump, filter-water separator and meter. There are three hoses for each dispenser.

The three hoses can be used singly or simultaneously, depending on how many planes are being refueled at one time. An inductor provides the suction to "defuel" the planes if necessary. The entire assembly is mounted as a unit on a fabricated steel base.

In the refueling process, the jets are taxied under their own power to the fueling positions in lanes on each side of the fueling station. Then, after the planes are filled, they are towed away from the station. At present, 10 airplanes are fueled and moved away from the five stations every 13 minutes. This rate may be increased with greater pumping capacity.

## Television for Jet Planes

Airborne Navymen who are piloting today's highspeed jet planes have a new type of television in their future—one that will replace more than half of the buttons, dials and knobs the present-day pilot must contend with, while cutting pilot error to a minimum.

Flat-plate television, as the new development is called, reduces the pilot's control system to a stick, a



**NEW CUTLASS—F7U-3** all-purpose fighter plane has top speed of more than 650 mph, is equipped with folding wings and arresting gear for carrier use.

throttle, six switches and two flat TV tubes. The panel itself consists of nothing more than the two tubes.

One part of the television panel will be a semi-circular plate mounted vertically in front of the pilot. This transparent plate, which would not interfere with the pilot's vision during contact flight, shows altitude, speed and attitude of the plane. Physical features, such as mountains, are shown artificially. From this "TV" the pilot gets necessary information about the three axes of the aircraft: pitch, roll and yaw.

The second instrument, a round plate mounted horizontally inside the cockpit rim, will provide necessary information for navigation and traffic control in a readily assimilated way. Calibrations around the rim of this instrument will show the pilot the number of miles to his base, fuel remaining, and similar factors.

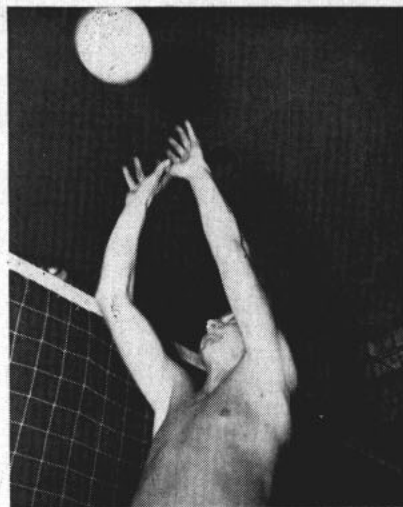
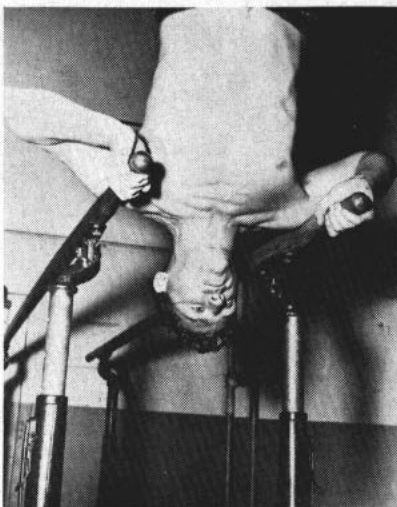
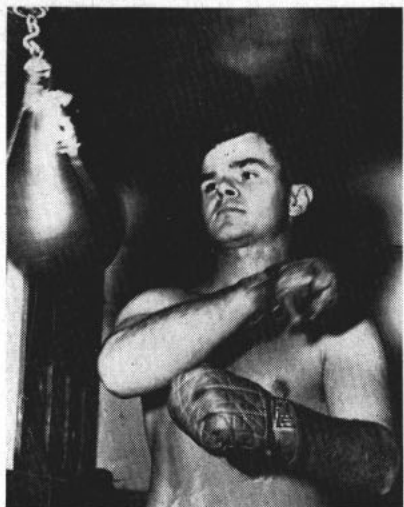
One test model of the new tube is approximately the size and shape of a metropolitan telephone book. It is only three inches in thickness, as compared to the current standard television picture tube which has an average depth of 20 inches, depending upon the area of the screen. The new tube consists of a phosphor screen sandwiched between glass plates, and it functions by electronically exciting certain selected areas or spots on the screen.

One advantage of the new screen is a powerful focusing action, making for high definition and brightness.

Based on research in human engineering, the new TV-panel system is a development of a long-range instrument program of the Office of Naval Research and the Bureau of Aeronautics. The Navy expects the first experimental plane using this system to be flown about 1958.



**ELONGATED 'stinger tail'** on P2V-5 Neptune is latest thing in ASW weapons. It can seek out enemy subs hundreds of feet beneath the ocean's surface.



GOOD SPORTS AT FASRON 117—John H. Baxley, AN, USN, 1953 14ND middleweight boxing champ, keeps in shape, Center: Upside down sailor is Gerald H. Leasure, AD3, USN. Right: C. R. Green, AEAN, USN, sets volleyball.

### Panama Smoke-Eating Champs

Rodman Naval Station in Panama is the possessor of a new and useful "sports" championship. It's the current Inter-Service Firefighting Championship of the Canal Zone.

Five competitive events were held during this year's meet, and the Navy smoke-eaters scored a perfect 500 points. Members of the Navy team were: crew chief Joseph Schroder, BM2, USN; nozzleman James Snyder, SN, USN; driver Donald Olson, FN, USN; plugman Merlin Neumeyer, SN, USN; and hosemen Robert Getchell, FN, USN; and Douglas Bailey, SN, USN.

Army was a close second this year with 494 points while the Air Force, which was the defending champion, finished third, nine points behind Navy.

### Spearfishing Derby

The NAS Guantanamo Bay "Denizens of the Deep" won the 'show' position in the Fourth National Spearfishing Derby held at Key West's Pelican Shoals. The Navy teams scored a total of 206½ points in their first test against major competition.

Lieutenant (junior grade) John Kropack and two Navy civilian workers, Ted Ahlberg and Earl Cavanaugh, represented the Gitmo Bay team in the Nationals.

The Navy spearfishing club in Gitmo was organized in 1953. In addition to its weekly expeditions in Cuban waters, the team has competed in derbies in Puerto Rico and Jamaica.

### Judo Expert

The art of judo has gotten a boost at NAS Jacksonville, Fla., since James Bryant, AT3, USN, came aboard. He's teaching this form of self-defense to interested personnel on that station.

Bryant first became interested in judo while stationed at NAS Barber's Point, Oahu, T.H. In 1951, he

earned his "brown belt" before being transferred to the carrier *uss Princeton* (CVA 37).

Duty in *Princeton* helped Bryant to further his knowledge, especially when his ship was based in Japan. The slender Navyman took every opportunity to learn new tricks and in 1953 earned his "black belt" rating.

### USS Alameda, Flatop No. 101, Joins Dry Land Carriers

As crowds cheered and a band played "Anchors Aweigh," the crewmen of the West Coast's first canted deck carrier stood proudly by their stations and *uss Alameda* moved into action—right down the middle of the street!

Unlike the Navy's first canted deck carrier *uss Antietam* (CVS 36), *Alameda* will never put out to sea—she's a parade float attached to NAS Alameda, Calif.



PRIZE WINNING SHIP will never sail the seas. USS *Alameda* is a parade float based at NAS Alameda, Calif.

*Alameda* is about 40 feet long and is permanently based on a four-wheeled supply trailer which has been lengthened to accommodate the entire float. It is eight feet wide, nine feet high and weighs about 2000 pounds. Also known as "Flat-top No. 101," *Alameda* frequently participates in local parades sponsored by various civic organizations and in its more than seven years of operations has won numerous trophies, awards and prizes. In addition to providing the public with a look at a "modern warship" *Alameda* is also used for recruiting purposes.

Flags and pennants, figurines and miniature planes have been added to make it a full dress ship. Her wooden guns fire puffs of talcum powder at the "enemy" crowds as she steams along the parade route. A public address system enables her "skipper" to address the crowd, or band music to be played.

The original float was designed and built by the U. S. Naval Air Station Public Works Department in 1947.



## Far East Golf Champs

The golf team from NAS Atsugi, Japan, is the team to beat this year in its sector. Last year it captured the All-Far-Eastern Navy golf championship as it trounced the golfers from FleActs, Yokosuka, by a 70-stroke margin in the 36-hole medal play tourney. Ed Irwin, champion of the Atsugi spring tourney, led his team to victory as he gained medalist honors with rounds of 81 and 75.

\* The Atsugi golfers followed up this triumph by winning top honors in the All-Japan Invitational Tournament. Although this 18-hole tourney was played in a driving rainstorm, some good cards were turned in.

These two tourneys closed the NAS Atsugi "Flyers" golf season and left them with the impressive record of 22 victories and only 3 defeats. The outstanding win of the season, so far as the Atsugi golfers are concerned, was their upset victory over the highly-rated Johnston Air Force Base team.

Members of the Atsugi team, besides Ed Irwin and Chaplain Ingvaldstand, are Mickey Conery, Walt Lunn, Frank Mulligan and Jerry Steward.

## Giant-Killing LST

The "giant-killing" softball team from USS LST 803 is training to beat its impressive record of last year. In 1954 it boasted of a number of victories over teams from ships with much larger complements. In one of their recent encounters, the LST 803 "Seahorses" dropped the softballers from USS *Hornet* (CVA 12) 1-0 in a nine-inning thriller.

This victory brought the Seahorses' season record to 15-2, including victories over such 'giants' as USS *Point Cruz* (CVE 119), USS *Atlas* (ARL 7), USS *Sperry* (AS 12), and USS *Romulus* (ARL 22). The victory over *Santa Cruz* was a 17-inning marathon, with LST 803 finally winning 7-6.

Howard Caldwell, DC2, USN, has done most of the pitching for the Seahorses and sports 13 victories for the season. Top hitters for the LST 803 team are Robert Bradley, GM3, USN, .451; Lieutenant (junior grade) Monty Osborn, USN, .360; and Edmund Henry, RMSN, USN, Douglas Gordy, GM3, USN, and Howard Caldwell, DC2, USN, each hitting .333.

# SIDELINE STRATEGY

THE "BLUEJAYS" from NAS Whiting Field, Fla., won the Naval Air Basic Training Command basketball championship for the third consecutive year as Bluejay coach Buck Weaver guided his charges to a 28-game undefeated season. This was Weaver's sixth championship team in seven seasons of league competition. Quite a record for a service team with its ever present problem of personnel rotation.

★ ★ ★

The big, new Navy Sports Program is well underway, with basketball and bowling eliminations and finals already completed, and the All-Navy and Inter-Service boxing extravaganzas coming up this month in the San Francisco area. But the big interest in sporting circles about this time of year is baseball. Will Norfolk, SubPac, PhibLant and Far Eastern teams again be top dogs in Navy baseball? Can Cleveland repeat? (Answer: Yes.)

But before getting too far into the season, we should set the record straight. Last year, in the listing of champions of the various districts and river commands, it was stated that the Washington, D. C., Receiving Station won the PRNC-SRNC championship. Not Sol The SRNC team from Annapolis, managed by George Freeman, ENC, USN, not only won the river commands title, but swamped the D. C. Receiving

outfit 18-0 in the process of reaching the championship.

★ ★ ★

Whenever the Navy purchases a new piece of machinery, or authorizes any leisure-time activity for its personnel, one of the prime considerations is the safety of its men. For example, you'd be in for a "chewing out" if your leading P. O. found you using a grinding machine without wearing goggles. You'd not only be violating a standard safety rule, you'd also be running the risk of losing the sight of one or both your eyes. In line with this reasoning about your safety, the Navy passed the rule making it mandatory that all Navy boxers use head protectors in all competition, except Olympic and International events.

The use of head protectors by Navy boxers has been a common practice for quite some time, although it was never actually a rule. But the rule concerning the use of head protectors in boxing didn't come about on the spur of the moment.

The use of this equipment has been under consideration for quite some time, but announcement was held up pending action by the Amateur Athletic Union. At the AAU meeting, however, the mandatory use of head protectors missed approval by one vote. Nevertheless, the Navy required its use by all Navy boxers.

—Rudy C. Garcia, JO1, USN



# THE BULLETIN BOARD

## Information for Navymen and Dependents Headed for Japan

**I**F YOU'RE GOING TO DUTY in Japan and want your family along, you'll be interested in this roundup of present conditions and facilities available in the "land of the rising sun." Pamphlets giving more detailed information may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

First of all, neither entry clearance for dependents nor housing in Japan will be available until after you have reported to your new duty station. Then the administrative office of the activity to which you are attached will help you with the paper work necessary before your family can board ship for Japan.

The waiting period for transportation is dependent upon the availability of housing and local ground rules established by Commander Naval Forces Far East. Your approved application for transportation for your dependents will be forwarded by ComNavFE to the Commandant, Twelfth Naval District who will make all the arrangements for transportation of your family to Japan. The letter of authorization which will be sent to your family by the District Passenger Transportation Administrator of the Twelfth Naval District will contain all the necessary information required for your family to prepare for their trip.

The same letter will contain helpful information concerning immunization requirements and the proper method of applying for passports. Your family should not endeavor to obtain a passport prior to the receipt of this letter.

Since most naval personnel in Japan are stationed in Yokosuka, near-by Yokohama is the usual port of entry. The Housing Officer at Yokosuka Naval Base will notify you well in advance of your dependents' arrival, and they will be met and accompanied to their quarters.

Now here is a rundown on what you will find already available in Japan, what your dependents should bring with them, and local conditions.



"... An' Daddy . . . , I got to ride on a truck an' a train an' a ship!"

• **Housing.** Dependents will first live in a private rental dwelling selected by you, or in interim government housing outside the Yokosuka Naval base. Private rentals offer a wide diversity of types of dwellings: Japanese, semi-Japanese and Western. Each dwelling is government-inspected for sanitary and structural conditions, but heating and certain environmental conditions demand personal adjustment.

Interim housing is controlled by the Commander Naval Forces Far East, and is assigned on a "first-come, first-served" basis. At present, interim housing is being offered in Tokyo or Yokohama.

Permanent government housing is controlled by the Commander Fleet Activities, in Yokosuka. Assignments are made as this housing becomes available, on the basis of bedroom requirements (1, 2, 3 and 4 bedrooms), number on priority list and rank or rate.

• **Schools.** Free elementary school instruction is available at dependent schools in the housing areas. Qualified pupils may enter the Yokosuka Dependent School at any time during the school year, for instruction in the kindergarten to eighth grade levels. Base school buses make regular trips daily to high schools located in Yokohama.

No dependent college system is provided, but local colleges admit students for either part or full time study.

Extension courses are also available.

• **Medical Services.** Available services at Yokosuka Naval Hospital include surgery, pediatrics, obstetrics, optical care and all other fields of medicine. Essential drugs and medicine will be furnished by the hospital, or at the dispensaries located at or near all housing areas. Japanese hospitals are in the immediate areas of private rentals.

• **Miscellaneous.** Japanese servants may be hired at your own expense through the local Labor Office. The prevailing Japanese wage scale usually justifies servant hire, depending upon your particular needs.

Protestant, Catholic and Jewish religious services are available.

Hotels and restaurants, both Japanese and semi-Western, are available in nearly all locations except Yokosuka city. U. S. Forces personnel including dependents are authorized to eat only at restaurants displaying "Grade A" signs. Service club facilities are available for all rates and ranks.

### What Your Dependents Should Bring

• **Household Effects.** You will have no special need for furniture since all government quarters have enough for living room, dining room, bedrooms and bath and kitchen. In addition, some furnishings are available for issue to private rentals, although most of these are furnished by the Japanese owners.

Upon request from your dependent, the nearest Naval Supply Officer in the Household Effects Division will furnish a copy of "Household Goods Shipment Information" (NavSandA Publication No. 260), containing all necessary information regarding packing and shipping of effects to Japan. After the effects have arrived the local Household Effects Office will deliver shipment to your new residence when requested.

• **Electrical Apparatus.** Most government quarters in Yokosuka are supplied with 100 volt, 50 cycle and 200 volt, 50 cycle alternating current. Other government quarters usually



can be depended upon for 100 volt, 50 cycle AC, while most private rentals have current which fluctuates from 80 to 100 volts. This fluctuation can damage or cause improper functioning of washing machines, phonographs and other appliances.

Washing machines are not essential since laundry facilities are available and machines are supplied to families with three or more children. Due to the fluctuating voltage, wringer type machines are preferable for use in private rentals.

Television sets are not recommended since there is only one Japanese station functioning and adjustments must be made to make American sets work. Phonographs and radios—particularly transoceanic portables—are recommended. Some types of these may be purchased in the ship's store at reasonable prices.

• **Automobiles.** Autos, and particularly four-door sedans, are recommended. Both gas and repairs are cheap on the base, and most sedans may be sold after the serviceman's tour of duty is ended.

• **Clothing.** Although most items of dependents' wearing apparel may be bought at the ship's store and post exchanges in the area, it is suggested that an adequate supply of different weights of clothing be brought. A light gabardine raincoat, rubbers, sufficient shoes, nylons, and children's clothing are especially recommended.

Navy men wear the winter uniform from 1 November to 1 May, and the summer uniform from 1 June to 1 October. (Uniform is optional during months of May and October.) White cap covers must be worn with winter uniforms during the period to 16 December and after 31 March. Service dress whites are worn at official ceremonies and on social occasions where civilian formal dress is appropriate. Civilian clothing may be worn while in an off-duty status.

Comments from newly-arrived dependents point out that the following items also come in handy: Nursing bottles for children, plenty of children's clothing (especially shoes), baby medicines, seasick tablets, your own brand of cosmetics, and plenty of ladies' underclothing and teenager's clothing. First-aid kits, warm sleeping clothing, and sewing machine and dress patterns also come in handy.

## —Or If You're Going to Malta, Read This

Up-to-date information on life in the Maltese Islands is presented here as part of ALL HANDS' continuing survey of living conditions on the Navy's foreign outposts.

### General Information

The Maltese Islands lie in the central Mediterranean, some 60 miles south of Sicily and 180 miles north of the African mainland. Malta, with an area of 95 square miles, is the largest island in the group. Its greatest length from east to west is 17 miles and from north to south the length is nine miles. The island has neither rivers nor forests.

The climate is temperate, with sunshine most of the year; however, there is a rainy season from October

to April with the average annual rainfall amounting to about 20 inches. Snow is unknown, but hail occurs during the winter. Humidity varies from 34 to 95 per cent, while the usual yearly temperatures range from 50 to 85 degrees. The lowest temperatures occur in January and the highest in August. Malta is one of the healthiest spots in the "Med" and is remarkably free from dangerous contagious diseases.

Malta is densely populated, with the most recent census (1948) showing a population of 306,000 and an increase rate of 8000 a year. Maltese and English are the official languages, but Italian and French are spoken in most of the towns and larger vil-

## HOW DID IT START

### Sounding

When and where the act of measuring the depth of water got the name of "sounding" is lost in antiquity, but it is safe to assume that when the name was tagged on the act no one ever thought that in time it would be a perfect description of the methods now in use.

Modern day seafarers seldom use anything except a sonic depth finder or fathometer to measure the depth of the ocean. Both of these contraptions operate on the same basic principle, that of sending a sound to the bottom, waiting for it to return and then measuring the time it took to make the trip. The machine then computes this against the speed of sound and pin-points the depth of the ocean at any one spot. Sounding seems a perfect descriptive title for either method.

However, it hasn't always been that way. For many years mariners had to rely on much different methods. For shallow waters they used a hand lead, and in any water less than 15 fathoms deep this method was as good as the man in the chains.

Soundings were taken while the vessel had headway with the leadsman in the forward chains. He would heave the lead forward and, as the vessel moved on, get the exact depth as the line became perpendicular. A good leadsman in sufficiently high chains could get accurate soundings at speeds up to 12 knots. This method is still used in inland waterways.

For soundings in deeper waters the Deep-Sea (pronounced dipsey) lead was the forerunner of today's fathometer. The lead in



that case weighed anywhere from 30 to 100 pounds and was attached to a line correspondingly heavy.

To obtain a sounding with the "dipsey" a boatswain's mate would take the lead to the forecabin while the line was stretched aft. At regular intervals along the rail a man would be stationed. Each man had hold of the line.

When all was set, the boatswain's mate would throw the lead free of the ship, which was stopped or nearly so, and would sing out "Watch-ho, watch." Each man in turn waited till he felt the weight of the lead, payed out his line and then sang out the same as the boatswain. When one man failed to feel the weight of the lead he quickly read the marks on the line and they had the approximate depth of the water.

lages. Malta is a colony of the British Empire.

## Living Conditions

A study of the information below will give you a pretty fair idea of the conditions you will find on Malta, as well as an idea of what household goods, clothing and other gear you should — or should not — bring with you.

• **Housing** — There is no government housing available, but you will find ample commercial housing in all parts of the island. Most apartments and villas are furnished, with rental prices respectively in the \$34-\$45 and \$56-\$98 brackets. As a rule, furnished rental quarters will contain sufficient dishes and cooking utensils to get by with until your own arrive. However, you will have to bring your own blankets and bed linens, plus such small household effects as bath mats.

Unfurnished housing is rare, and hot water is frequently lacking even in the furnished houses. However, you can usually arrange with your landlord for the installation of a gas-operated hot water heater.

• **Household Effects** — It is not advisable to ship either rugs or carpets for use in Malta housing (although the stone-tiled floors do get cold in the winter) since the combination of rough stone and dampness will damage them. Small cotton rugs may be used, however. Electrical appliances other than small lamps are not advisable, the local current being 220 volts, 100 cycles — and rather expensive. By 1957 the electrical system will be converted to 220 volts at 50 cycles and, by use of transformers, U. S. electrical appliances may be used. You might contact your new command on this question before bringing electrical appliances. Most families have either bought or rented kerosene refrigerators, costing anywhere from \$148 to \$330. Most homes on Malta are constructed without heating systems. Since the only practical local heating fuel is kerosene, it is advisable to bring as a part of normal household furniture one or two vented (stovepipe) kerosene heaters of approximately 30,000 BTU output.

• **Food** — Fresh beef is abundant. Fresh milk is available at all times. Fresh fruits and vegetables are reasonable when in season and are also

available most of the year. A limited selection of British-made baby foods may be bought on the island. A pressure cooker will come in handy.

• **Medical Attention** — Limited medical treatment is available for dependents at sick bay. Local Maltese or English hospitals are available for cases requiring hospitalization, and the U. S. Naval Infirmary in Naples is available when necessary. All dental cases must be taken care of before embarkation.

• **Schools** — There are many schools around the island, varying from local government institutions to private schools. All schools are taught in accordance with the British system, and are run in forms rather than grades. From the age of 11 all boys attend what are termed as "colleges." A small school has been started for dependents too old for lower forms and too young for the "colleges." Most of the children have not lost any time in school while there, and reports from the States indicate that they all have been up in their grades upon returning to Stateside schools. The local school year runs from October to July.

• **Religious Services** — There are ten Anglican churches, a Church of Scotland, an Episcopal and a Methodist church. Also, there are over 300 Roman Catholic churches on the Maltese Islands, with two of them holding at least one service in English.

• **Servants** — Maltese servants are available at all times for all families. They work for an average of \$5 to \$6 per week.

• **Money** — Military scrip is the official currency at the military base, while Maltese pounds are used in

civilian establishments on the island. U. S. currency and scrip may be exchanged for pounds on the base at the rate of \$2.80 per pound. You should arrange for a checking or savings account at a local bank in the States before embarking for Malta. Money orders are available there.

• **Private Autos** — Before making plans to ship your own auto to Malta, you'd better take into consideration the fact that shipment from Naples to Malta will cost about \$160, and that the local customs charge for bringing autos on the island averages approximately \$500, depending on the accessories, body style, mileage and year of make. This customs fee will be returned when the auto is taken off the island.

Buses are available to almost every point on the island, and autos may be rented for about \$70 a month or \$3 a day. If you bring a car it is advisable to bring an older model with a low compression ratio (less than 7.0 to 1), since over-all import and customs charges will be less. Having your own transportation is important since the areas where most families live are eight to 10 miles from the duty station and the commercial bus service is very unreliable.

American-made auto parts are scarce and expensive, so if you bring your own car be sure it's in good working condition.

Gasoline available on Malta costs about \$.43 a gallon and is of inferior quality. Licenses run about \$34 a year and annual insurance costs are approximately \$60.

• **Recreation** — Malta affords many fine beaches and there is swimming from the first of May through September. Skin diving is popular and sailboats may be rented. There are several tennis courts and a golf course which is in best playing condition from November through April. The Malta Gun Club affords year-round skeet and trap shooting.

• **Clothing** — It is advisable to bring along — or have mailed to you — catalogs from a couple of the big Stateside mail order houses, since the shoes and clothing available on the island are of inferior workmanship and expensive. Catalogs will also be invaluable in obtaining such items as cosmetics, bobby pins, curlers and baby items.

Both winter and summer clothing,



"Ho-o-o-ney-y! . . . I can't find those six copies of my orders for shipping the household goods!"



including raincoats, hats and over-shoes, will be needed for all members of the family. Most housing is poorly heated during the winter so an ample supply of warm clothing, pajamas, underwear, etc., is particularly necessary for children.

Navy uniforms, both blue and white, are necessary for inspection and formal wear. Washable khaki is the work uniform during summer months, so a good supply is desirable.

Aviation greens are used during the winter, and raincoats are necessary during the same months. Civilian clothing is desirable, since most officers and men wear "civvies" for shore leave and liberty. Officers will find that most social functions are formal, requiring either a dress uniform or a tuxedo. A hand-tailored "tux" may be bought in Malta for around \$45.

Womens' apparel follows the usual light-and-heavy lines suitable for both winter and summer weather—with a few exceptions. Strapless cottons are forbidden for street wear, and your arms must be covered below the elbow for church.

Two-piece bathing suits are outlawed on Malta, so they cannot be worn on any beach. Shorts and halters may be worn in your own house and garden, but they are not allowed in public places. Pedal pushers, slacks and sweaters may be worn, and it is advisable to bring a good supply of lingerie. Ballerina length cocktail dresses for both summer and winter are also worn. Women who sew should bring along any patterns they have on hand. There are many sewing machines for rent on the island and a good selection of material is available.

## Revised Ordnance and Gunnery Course Is Now Available

The Officer Correspondence Course in Naval Ordnance and Gunnery offered by the Correspondence Course Center has been completely revised and applications are now being accepted.

The new course, Naval Ordnance and Gunnery, NavPers 10922-A, is based on the recent revision of the old text, NavPers 16116-B. The course consists of 16 assignments presented in two parts: Part I—Ord-

## WAY BACK WHEN

### Lumberjack Navy

One of the earliest naval battles in the American colonies—an engagement which has been called the "Lexington of the sea"—was the first sea victory for a brawny Maine lumberjack, Jeremiah O'Brien, who went on to become captain in the Massachusetts State Marine and a successful privateer. The time was June 1775; the place was the harbor of Machias, Maine, a small lumber town.

The armed British cutter *Margaretta* and two sloops arrived at Machias on 2 Jun 1775, seeking to trade badly needed food for lumber to be used in the defense of British-held Boston. However, the townspeople decided not to grant the request for lumber—until the British Lieutenant Moore brought his guns to bear on the village.

As a result of this threat the lumber sloops were allowed to moor and distribute provisions to those who had signed a petition circulated by the British. Some of the colonists who had refused to sign the petition were enraged by this act, especially since the British quest for particular types of lumber confirmed vague rumors of the Battle of Lexington which had reached the isolated village. Moore added fuel to the discontent rampant among the villagers by demanding removal of a Liberty Pole—a demand which the town meeting voted to ignore.

Later, spotting armed men near the village, the British lieutenant warned that he would burn Machias if the villagers persisted in their hostile demonstrations. He then took *Margaretta* downstream to a safer anchorage. The stalwart Mainemen—with O'Brien at the head of one group—immediately seized the British lumber sloops. By the morning of 12 June, O'Brien and his men had readied the sloop *Unity* and set off after the British cutter, anchored in a small bay near the confluence of two streams.

Although they had only small arms and a few pitchforks and scythes to match against the Britisher's four three-pounders

and 14 swivels, *Unity* and her sister sloop were eager for a fight. Sighting the Americans, who were busy building bulwarks of lumber around *Unity's* decks to protect themselves from *Margaretta's* bigger guns, Moore weighed anchor to avoid a collision. With the Americans gaining on him, Moore opened fire. One of his shots killed a "lumberjack seaman."

Irate Yankees brought their "popguns" to bear, killing the English steersman and clearing *Margaretta's* poop of men. Moore, making a brave stand on his quarterdeck, was hit in the chest by a brace of musket balls. Then O'Brien and his men boarded *Margaretta* and took command. Down came King George's flag and up went a strange new one, a white flag on which a green pine tree stood above the legend, "An Appeal to Heaven."

For this brilliant affair the Colonial Council tendered O'Brien a vote of thanks and gave him custody of his prizes. The intrepid lumberjack transferred *Margaretta's* guns to *Unity* and embarked on a privateering career which brought him a captaincy in the Massachusetts State Marine—and eventually led to his capture by the British. By the time he won his way back to the Colonies the revolution had ended in victory for his compatriots.



nance and Gunnery; and Part II—Principles of Fire Control. Part I (seven assignments) is now available and Part II (nine assignments) will be forwarded to enrolled students when received from the printer.

Completion of both parts of the new course provides exemption from promotion examination in this subject for certain officers of the Regular Navy.

For Naval Reserve officers, the new course is evaluated at 36 points,

divided into three 12-point units consisting of assignments 1 through 6, 7 through 11 and 12 through 16. Reservists who previously completed the earlier course (NavPers 10922) may take this new revised course for credit.

Applications for enrollment should be made on NavPers form 992, forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

# Where to Go to Find Out What You Want to Know — in a Hurry

SEVERAL TIMES A MONTH — sometimes oftener — every Navyman has a question to ask that concerns some aspect of his career. Maybe it concerns promotion, sea/shore rotation, retirement, transfer, change of rate, or similar subjects. It might have to do with uniforms, or medals, leave, liberty—or methods and procedures.

When these questions come up you want an answer *quickly*. Chances are, if you know where to look, you'll be able to get the answer in short order, and without going any further than your ship's office.

Each month BuPers and ALL HANDS receive many inquiries of this nature, and an analysis of the questions asked shows that a large portion of them concern administrative policy and procedures which could have been answered without moving from your ship—right in your own personnel office. We're glad to answer your questions when we can, but in most cases it takes longer all the way around, involving time out for letter-writing and handling by several people—including yourself.

Here's the word on how you can find most of the answers to your own questions. And you'll save yourself time and trouble. If you hit a snag we'll be happy to help.

The Personnel Office, depending on its size, will have copies of the following important Navy publications:

*BuPers Manual*

*Navy Regulations*

*Uniform Regulations*

*Manual of Qualifications for Advancement in Rating*

*Manual for Courts-Martial, United States, 1951; Naval Supplement to the Manual for Courts-Martial, United States 1951; Court Martial Reports*

*Navy Filing Manual*

*Navy Correspondence Manual*

*Standard Navy Distribution List*

The disbursing officer will have custody of the *BuSandA Manual*, *U. S. Navy Travel Instructions*, *Official Tables of Distances* and the *Catalog of Navy Material*.

Each individual department office in turn has publications which assist in the operation of that particular department. For example, on board



"If the men back on the sub could only see me now!"

ship, the engineering department would obtain much of its information from the *BuShips Manual*.

Below is a list of the references used to answer many of your questions:

- **U. S. Navy Regulations** sets forth the principles and policies by which the Navy is governed. It contains 21 chapters, a table of contents, an alphabetical index, and Navy Department General Orders (Series of 1948). The other Navy publications elaborate in more detail on the material contained in this publication.

- **Navy Department General Orders** (Series of 1948) is a supplement to *U. S. Navy Regulations* and includes all orders relating to special ceremonies, commendations, organization, budget and appropriations, presidential executive orders, and similar matters pertaining to the naval service.

- **Bureau manuals** contain instructions relating to matters coming under the cognizance of the bureaus by which they are issued.

- **BuPers Manual** contains instructions governing the various phases of Navy personnel administration. It is divided into six parts:

Part A—Organization, Plans and Control.

Part B—Correspondence, Post Offices, Records and Reports.

Part C—Administrative Regulations and Procedures.

Part D—Training and Education.

Part H—Instructions relating to the Naval Reserve.

Index.

Each part of BuPers Manual is divided into chapters and the chapters

into articles. Articles are numbered with numerals (usually four) preceded by the letter indicating the part. The first digit indicates the chapter, the second digit refers to the section of the chapter (if sectioned). The last two digits indicate the article. Example: Article C-5210 indicates the tenth article of the second section of the fifth chapter of Part C—Administrative Regulations and Procedures.

- **BuPers Instructions and Notices** are directives issued by the Chief of Naval Personnel and contain the policy and procedure concerning the administration of naval personnel.

*Instructions* are defined as directives "which contain information of a continuing nature." An instruction has permanent reference value and is effective until it is superseded or canceled.

*Notices* are directives of "one-time nature, and contain information or require action which can be completed immediately." A notice does not have permanent reference value and will, therefore, contain provisions for its cancellation.

The instructions and notices are broken down into 13 major subject groups:

- 1000-1999 Naval Personnel
- 2000-2999 Communications
- 3000-3999 Operations and Readiness
- 4000-4999 Logistics
- 5000-5999 General Administration
- 6000-6999 Medicine and Dentistry
- 7000-7999 Budget and Fiscal
- 8000-8999 Ordnance Material
- 9000-9999 Ships Material
- 10000-10999 General Material
- 11000-11999 Shore Establishment Facilities and Activities
- NAVAEROO-50 Aeronautical Material

- CP2-275 Civilian Personnel

In turn each of these subject groups is expanded into subject classifications. For example, the major subject group, Naval Personnel, is broken up into ten classifications:

If you're looking for *General* information, you'll find it listed from 1000 to 1099. *Recruiting* is covered in 1100 to 1199. The next hundred numbers are for *Classification and*



**Designation.** If you're interested in *Assignment and Distribution*, you'll check the 1300 to 1399 group. The all-important *Advancement and Promotion* section is from 1400 to 1499. And so on down the list it goes, through *Training and Education*, *Performance and Discipline*, *Morale and Welfare*, *Retirement*, and *Separation*.

Let's say that you planned to change your rate from YN3 to JO3. Where would you look to find your authority. First you would go to *BuPers Manual*, which contains the basic material. If this did not contain the information you wanted you would go to BuPers Instructions and Notices. In this case you would look at your list of major subject groups and decide which one contains the material you need. This would be Naval Personnel (1000-1999). Under this subject you would find the classification, Advancement and Promotion (1400-1499). Under this classification would be BuPers Notice 1440 entitled, "Changes in Rate or Rating for Enlisted Personnel." There is your authority on which to base your request for a change in rate or rating.

- **Joint Travel Regulations, 1951** is a publication of and for the uniformed services which explains the laws and regulations concerning travel and station allowances. It sets forth the manner in which transportation is furnished, travel of dependents, transportation of household goods, reimbursement for travel expenses, etc.

- **U. S. Navy Travel Instructions** issues instructions relative to the travel of personnel of the Navy in their performance of duty or in connection with changes in duty stations.

- **Navy and Marine Corps Awards Manual** provides information pertaining to awards, personal decorations, medals, campaigns and service medals, foreign awards, etc. It contains eligibility lists of all ships, units, service groups, divisions and squadrons for certain awards.

It is divided into six parts: Personal Decorations; Unit Awards; Special and Commemorative Medals; Campaign and Service Medals; Foreign Awards; and Other Federal Decorations.

For unofficial information — re-

### Onetime Recruit Is Back in Boot Camp—But It's Different

"Boy, if I were in charge of this outfit there'd sure be some changes made!" Gripes like that are common after a hard day in "boot camp," but most men never get a chance to make the changes they consider desirable.

The case of David S. Lockwood is different, however. A Michigan boy who left Kalamazoo in 1925 for the same San Diego "boot training" which thousands of men have undergone since, Lockwood has finally come full circle. After 29 years he has returned to San Diego's Naval Training Center—as Brigade Commander, overseeing the training center he attended as a recruit.

Lockwood, now a lieutenant commander, worked his way up "through the ranks" to the old rating of chief signalman before he was appointed a warrant boatswain in May 1942. Within the year he was also appointed to

the temporary ranks of ensign and lieutenant. He was appointed to the temporary rank of lieutenant commander in July 1949, and has been selected for promotion to commander.

During his 29 years of service LCDR Lockwood has seen service in such varied billets as *uss New Mexico* and as head of the Navigation Department at the Newport, R. I. Officer Candidate School. During World War II he served first in the Atlantic Theater, participating in the Sicily, Anzio and Normandy invasions. With LST Flotilla One he hit the beach with the first wave of the Normandy D-Day assault. Later LCDR Lockwood was shifted to the Pacific area as executive officer of *uss Grimes* (APA 172), an attack transport, and remained in that post until VJ Day. He was assigned to OCS Newport just before assuming his present duties.

liable, but not the basis for action—ALL HANDS is your up-to-date source. Each new development, as it occurs, is reported in unofficial language.

### Five New Correspondence Courses Join List of Study Aids for Enlisted Men

Five new Enlisted Correspondence Courses are now available to all enlisted personnel on active or inactive duty.

*Aviation Boatswain's Mate*, Vol. 1 (NavPers 91654-1) is applicable to Navymen with the ratings of AB, ABG, ABU; *Aviation Electrician's Mate*, Vol. 2 (NavPers 91611-1) is applicable to AE, AEI and AEM; *Damage Controlman 1* (NavPers 91545-1) to DC, DCA, DCG, DCP, DCW and PM; *Storekeeper 2* (NavPers 91431-2) is applicable to SK, SKG and SKT; and *Fire Control Technician 1*, Vol. 1 (NavPers 91331) is applicable to FT, FTA, FTM and FTU.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Enlisted Correspondence Course Application (NavPers 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.



## Examinations or Study Courses Are Promotion Requirement for Active Duty Reserve Officers

Naval Reserve officers on active duty must now take an examination or substitute various study courses before being promoted while their counterparts in the inactive Reserve will have to complete a prescribed number of correspondence courses appropriate to their grade and category.

Only exception to the above provisions are officers selected for promotion to the grade of rear admiral and officers becoming eligible for promotion to the grade of lieutenant junior grade. These officers will be examined on their records only.

It has also been announced that a study plan for temporary officers, USN(T), has been outlined which will help the temporary officers keep pace with others of their grade. While it is not necessary for temporary officers to take an examination they are urged to maintain their professional fitness by completing the prescribed correspondence courses.

These new developments fall in line with the earlier announced program established for officers of the Regular Navy. (See ALL HANDS, September 1954, page 45.)

It is also expected that professional requirements for the four grades of warrant officer and methods of examination for them will be the subject of a future BuPers Instruction.

Officers of the Medical Corps, Dental Corps, Medical Service Corps and Nurse Corps are not, at present, included in this new program. However, BuMed is in the process of drawing up the professional requirements for these officers.

As it now stands all USN and USNR officers on active duty, who are not otherwise exempted, will be examined before promotion in three broad fields: executive, operations and technical.

Generally, the executive part of the examinations will be the same for all officers while the operations and technical portions will vary for the different categories of officers.

Each area of examination is fur-

ther broken down into various subjects, designed to stimulate the professional growth of officers. However, to prevent placing an undue load on those groups who will be selected for promotion in the next few years, the examinations will be "phased in" with the number of subjects required of each officer growing annually until the plan is in full operation.

In almost every case, officers may be exempted from taking the examinations provided they have bona fide written evidence of completion of a course of study prescribed in the field in which they claim exemption. This may be either a course of study at a school or an acknowledged correspondence course.

Full lists of the courses which give exemption are included as enclosures in the BuPers instructions dealing with the particular category of officers.

Under the new plan both USN and USNR officers on active duty must meet the following requirements before being promoted:

- Must be selected by a selection board.
- Must be found physically qualified by a formal Navy board of medical examiners.
- Must be found mentally, morally and professionally qualified by a naval examining board.

Reserve officers can find full details of the professional fitness requirements for promotion in BuPers Inst. 1416.4 and the study plan outline for temporary officers is in BuPers Inst. 1416.3.

## Reserve Line, Staff Officers Selected for Regular Navy

A total of 155 lieutenants, lieutenants (junior grade) and ensigns of the Naval Reserve line and staff corps have been selected for permanent appointment in the Regular Navy.

A breakdown by categories of those officers who have been recommended for permanent USN appointments are: 72 General Line; 18 Line Aviation; 1 Medical Corps; 21 Supply Corps; 7 Chaplain Corps; 5 Civil Engineer Corps; 5 Medical Service Corps; and 26 Nurse Corps.

## WHAT'S IN A NAME

### The Brig

To the modern day sailor a brig is a place to stay clear of but it hasn't always been that way. Back in olden days brig duty was choice duty but the meaning of the word was far different from what it is today.

"Brig" was originally a term for a fast sailing vessel used by pirates in the Mediterranean. The word itself was a contraction of the older word "Brigantine" or "Brigandine," meaning robber or brigand. However, by the latter part of the 18th century it had become generally used as a name for two-masted, square-rigged sailing vessels.

Credit for the current use of the term "brig" has been given by many to an incident that took place in the days when Admiral Nelson was the leading light in the British Navy.

During one of his many victorious battles an unusual number of prisoners were taken. The problem of what to do with so many of them soon grew to immense proportions. A fighting ship is hardly fitted to handle prisoners during the heat of battle so Lord Nelson, it is said, figured out a means of relieving his ships of their prisoners.

A small brig was sent around the fleet



and all prisoners were loaded aboard. Thus, they wouldn't get in the way of the fighting, and a small number of British sailors could stand watch over them to make sure that they wouldn't escape and return to action with the enemy.

From that time on Lord Nelson's sailors associated that vessel with prisoners and soon the name "brig" became the sailor's universal slang for jail.



## Summary of New Legislation of Interest to Naval Personnel

**H**ERE ARE THE HIGHLIGHTS of legislation introduced in the 84th Congress of interest to naval personnel.

This summary includes those bills which have been introduced, those on which hearings are being held, and those on which action has been taken. Future summaries will contain additional information concerning new items as well as changes in status of bills reported or introduced.

The previous ALL HANDS legislative roundup appeared on pages 48-49 of the October 1954 issue, in which final action of the 83rd Congress was described.

**Military Pay Raise**—H. R. 2607 and S. 936: Provides incentives by increasing military pay and allowances. Hearings were begun on H. R. 2607 by a subcommittee of the House Armed Services Committee.

**UMTS**—H. R. 3005: Would extend effective time of induction by draft to 1 Jul 1959 and would also extend the Dependents' Assistance Act. Passed by House of Representatives.

**National Reserve Plan**—H. R. 2967: Provides for the training and organization of Reserves. Hearings were begun by a subcommittee of the House Armed Services Committee.

The following bills were introduced and, at the time of this writing, no further action had taken place:

**Dependents**—H. R. 2685 and S. 939: Would provide medical care for dependents of members of the Armed Forces.

**Servicemen's Readjustment Act**—H. R. 2209: Amends Section 300 to deny veterans' benefits to personnel discharged under any type court-martial.

**Quarters**—H. R. 620: Authorizes renting of substandard quarters without loss of basic allowance.

**Reserves**—H. R. 2035 and S. 801: Provides for crediting of certain service toward retirement of Reserve personnel.

**Transportation**—H. R. 2121 and S. 796: Authorizes expenditure for return of household goods and personal effects despite weight limitations.

**NSLI**—H. R. 1842: Provides amend-



"And don't believe that scuttlebutt about big birds!"

ment to authorize waiver of premium in certain instances.

**Claims**—H. R. 3558: To exclude permanently claims arising out of combatant activities of the armed forces.

**Academies**—H. R. 2213: Amends section 202(a) of Career Compensation Act to allow credit (for pay purposes) of the service of cadets and midshipmen.

**Advance Pay**—H. R. 2214 and S. 804: Also amends the Career Compensation Act, Section 201(e), to provide for advance payments of certain pay and allowances for their return home to members of the uniformed services who are released, without regard to actual performance of travel.

**Philippine Citizens**—H. R. 2220: Clarifies the status of Philippine citizens who have served in the armed forces.

**Midshipmen Pay**—H. R. 2219 and S. 781: Amends section 508 of Career Compensation Act to increase the pay of cadets and midshipmen.

**Absentee Voting**—H. R. 3406: Revises law relating to absentee voting.

**Permanent Appointments**—H. R. 2109: Concerns Navy and Marine Corps Integration Act.

**Retirement, Officers'**—H. R. 2827: Provides equitable adjustment for retirement pay of naval and Marine Corps officers commissioned from enlisted ranks.

**Retirement, Enlisted**—H. R. 2561: Provides that Regular enlisted personnel serving under temporary ap-

pointments as commissioned officers in the Navy or Marine Corps shall be considered officers of the Regular Navy or Marine Corps.

**Retainer Pay**—H. R. 2148: Removes statute of limitations on filing of claims.

**Enlisted Personnel**—H. R. 2106 and S. 799: Provides that enlistment contracts or periods of obligated service shall not terminate by reason of appointment to military academies or as Reserve midshipmen.

**Transportation by Trailer**—H. R. 3827: Amends section 303(c) of Career Compensation Act to authorize transportation, reimbursement or allowance for trailer transportation.

**Olympic Games**—H. R. 3014 and S. 829: Authorizes personnel to train for, attend and participate in international sports events.

**Retirement Review**—H. R. 547: Would amend section 302 of the Serviceman's Readjustment Act.

**Dual Compensation**—H. R. 487: Increases to \$6000 the amount of retired and civilian pay for certain officers retired for physical disability incurred in line of duty.

### New Course Is Based On Public Information Manual

A new officer correspondence course, Navy Public Information (NavPers 10720) is now available at the Naval Correspondence Course Center. Based on the *U. S. Navy Public Information Manual*, this course explains the public information mission of the Navy and how that mission is accomplished. The course consists of six assignments and is evaluated at 12 Naval Reserve promotion and retirement points.

Completion of this course provides exemption from promotion examination in this subject for certain officers of the Regular Navy. This course is also included for certain Naval Reserve officers in the Reserve promotion plan which becomes effective on 1 Jul 1955.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn I, New York.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

*Note: The following summary includes those directives that could not be covered in the special March issue of ALL HANDS (dealing with rights and benefits) as well as directives published in the last month.*

### Alnavs

No. 1—Stated that property, including wages, of all members of the armed forces will be subject to levy by the Bureau of Internal Revenue for any delinquent Federal taxes.

No. 2—Authorized commanding officers to discharge up to one year in advance of normal expiration of enlistment date personnel who wish early discharge for the purpose of immediate reenlistment for periods of four or six years.

No. 3—Stated that waivers of service, active duty and age requirements may be requested in connection with Regular Navy officer augmentation program.

No. 4—Announced the convening of line selection boards to recommend lieutenants (junior grade) who are men of the Regular Navy and Naval Reserve on active duty, for temporary promotion to lieutenant.

No. 5—Designated midnight, 31 Jan 1955, as the termination date of combatant activities in Korea and adjacent waters, for purposes of Federal income tax purposes, mustering out pay, and entitlement to veterans' benefits made available under the Korean GI Bill.

No. 6—Announced Department of Defense policy concerning mail to and from Army, Navy and Air Force post offices.

No. 7—Announced certain details of Internal Revenue Code of 1954,

which may be applicable to naval personnel.

No. 8—Requested nominations to the Chief of Naval Personnel containing the name, rate and service number of personnel qualified for duty with the U. S. Antarctic Expedition 1955-56.

No. 9—Stated that civilians traveling under military cognizance, must have successful smallpox vaccination after 1 Jan 1955 for travel involving France.

No. 10—Announced Change No. 2 to the *Brig Manual* (NavPers 15825).

### BuPers Instructions

No. 1120.14A—Invites applications from certain former naval aviation cadets for appointment in the line of the Regular Navy.

No. 1306.24A—Sets forth the procedures for transfer and assignment of enlisted personnel for humanitarian or hardship reasons.

No. 1416.2—Provides general information and instructions for the examination of officers for promotion pursuant to the Officer Personnel Act of 1947 or the Women's Armed Services Integration Act of 1948.

No. 1416.3—Sets forth a study plan for the guidance of temporary officers in their selection of specified courses of study which will prepare them for the responsibilities of higher grades.

No. 1416.4—Sets forth a plan for the determination of professional fitness for promotion of Naval Reserve officers by means of written examinations or completion of specified courses of instruction instead of examinations.

No. 1626.3A—Announces the policy regarding notification to parents,

spouses or guardians of enlisted personnel to be tried on serious charges or who are to be involuntarily discharged before the expiration of their enlistment.

No. 1700.6—Suggests that commanding officers establish informational programs within their individual commands designed to assist the families of career naval personnel to cope with problems and questions incident to military service.

No. 5511.4A—Concerns the provisions to be taken for safeguarding unclassified personnel test materials, which require protection as official Navy Department information. This instruction does not cover service wide advancement-in-rating examinations.

### BuPers Notices

No. 1001 (31 Dec 54)—Invited applications from active duty Naval Reserve officers for consideration and assignment to active duty in connection with the TAR program and announces Change No. 1 to BuPers Inst. 1001.10A.

No. 1020 (27 Jan 1955)—Announces Change No. 2 to BuPers Inst. 1020.4, and provides for a change in issue to enlisted personnel (other than Chief Petty Officers) in a pay status in pay units of the Naval Reserve.

No. 1120 (7 Jan 1955)—Invited applications from Naval Reserve officers for active duty agreements in accordance with the provisions of BuPers Inst. 1120.22.

No. 1133 (1 Feb 1955)—Announced Change No. 1 to BuPers Inst. 1133.1B, which is concerned with procedures for effecting reenlistment and voluntary extension of enlistment of enlisted personnel of the Regular Navy, and the Naval Reserve serving on active duty.

No. 1220 (29 Dec 1954)—Modifies qualifications for designation of enlisted personnel as combat aircrewmen.

No. 1306 (27 Jan 1955)—Announces Change No. 1 to BuPers Inst. 1306.23B so that it may correspond with current directives issued by the Chief of Naval Operations.

No. 1416 (17 Jan 1955)—Provides instructions for the examination of officers selected for promotion in fiscal 1955 from lieutenant (junior grade) to lieutenant.

No. 1520 (4 Feb 1955)—Invites



"Here's a note from my mother explaining why I'm three weeks late from boot leave."



applications from Supply Corps officers for assignment to the Freight Transportation and Traffic Management Course at the U. S. Naval School, NSC, Oakland, Calif., for the 3 Oct 1955 to 22 Jun 1956 session.

No. 1560 (4 Jan 1955) — Announces the deletion of all textual materials in the Navy Life Series from the Navy's basic education pro-

gram and the redesignation of USAFI materials now marked "Confidential."

No. 1626 (2 Feb. 1955) — Announces Change No. 2 to BuPers Inst. 1626.10 which deals with administration of offenses involving unauthorized absence of enlisted personnel, and disposition of personnel upon completion of disciplinary action.

No. 1640 (9 Feb 1955) — An-

nounces Change No. 1 to BuPers Inst. 1640.3, concerning the designation of places of confinement for courts-martial prisoners.

No. 1650 (28 Jan 1955) — Promulgates the names of ships and units which were recently awarded the Presidential Unit Citation and Navy Unit Commendation by the SecNav.

No. 1700 (19 Jan 1955) — An-

## If You're Looking for a Bargain, You'll Buy This

*This article, which appeared in ComPhibPac's "The Amphibian," is based on information gathered by the writer, Chester Miller, YN1, USN, while he served as a legal yeoman over a period of 42 months. His advice makes sense to ALL HANDS, and is being passed on to all hands. —ED.*

Looking for a bargain? Would you like to trade your car for \$500 more than its worth? How about a brand-new sewing machine for \$29.95 for your wife?

Don't be a sucker, sailor. Don't fall for such obviously phony advertising. Your common sense will tell you that you can't get something for nothing—not even worthless merchandise. Unscrupulous agents and salesmen today will try to put that impression in your mind unless you are careful to "look before you leap."

Many citizens, including Navy-men, have been and are being victimized by these dishonest sales people and shady advertising practices. Young married men in the Navy, and especially men in the lower pay grades—those needing to stretch their dollars—are most susceptible to these selling shenanigans. But everybody is a bargain hunter, and it's quite likely you too, could get tricked into one of these "deals."

You read in the newspapers or hear on the radio of "big bargains" being offered. This is what I've been waiting for, you say to yourself. You call or go to the store and what do you find?

"We're very sorry, but the car mentioned in the ad has been sold," or "The ad was a mistake, however, we do have . . ."

Obviously, the ad or radio commercial was just a "come-on." Now that you are in the salesman's lair

the real sales pitch begins.

Take the case of the two seamen who noticed an ad in the newspaper, offering a 1951 convertible. The car had been repossessed from the original owner, the ad stated, and was being 'sacrificed' at only \$995.

Arriving at the car lot, the sailors discovered that the price had been "misquoted" and that the actual cost of the car was \$1295.

"We didn't intend to pay cash for it, we only wanted to put \$200 as a down payment," says Joe.

"If that's all that's bothering you, your troubles are over," declares the salesman ever so smoothly. "How about weekly payments of \$20 to complete the bill?" adds the salesman, as he brings forth a simple contract to be signed.

A very easy and friendly transaction. But as the initial thrill disappears, the two sailors check their original contract and find that several typewritten clauses have added extra fees, insurance and finance charges. This raises the price of the car to a whopping \$1675!

The plight of the two seamen continues to get worse. Soon the car needs repairs, but the 'easy' \$20 a week payments are eating up nearly all their income. Then, to complicate matters further, one of the pair gets transferred. Only \$600 of the payment has been met.

Problems continue to mount for the hapless seaman stuck with the car. Finally, in a show of his 'friendship,' the dealer consents to take the car back without mentioning the \$1238 still due. The dealer then resells the car for \$1200 and puts \$500 on the record. He then turns around and files a claim in court for a \$700 deficiency, plus court costs and attorney's fees. So now

the seaman has a new debt of \$888. This amount, plus the \$600 already paid for naught, would have purchased a good car from a reputable dealer.

The above is only one actual case among hundreds. It's possible that something similar could happen to you. So the best advice is for you to check with your Legal Assistance Officer first, before you enter into such a deal.

Price reductions are offered for washing machines, television sets, vacuum cleaners, etc., and many other items are offered "free" for identifying familiar songs as simple as "Jingle Bells." It's a real come-on but the actual price tag is jacked up so that the bill with reductions is often greater than the original price.

"Educational Counselors," as some salesmen peddling encyclopedias, books, and magazines title themselves, can provide a valuable service, but their high pressure tactics when the purchase of the items is clearly out of many Navymen's budget, is often accountable for unwise buying.

Hold on, now! This doesn't mean that all salesmen, automobile agencies and commercial businesses are out to "stick" the buyer. Basically, people are honest. And that honesty is reflected in the reputation and selling policies of a business.

However, when you make a purchase, especially a big purchase, do business with a reputable, well-established dealer. Don't go to "fly-by-night" places offering "big deals."

If there's any doubt in your mind, check with the Legal Assistance Officer, on your ship or station. But above all, see him *before* you make the purchase—not after, when it's usually too late.

announces distribution of Change No. 1 to handbook, "Personal Affairs of Naval Personnel" (NavPers 15014, Rev. 1953).

No. 1700 (14 Feb 1955) — Announces the promulgation and implementation of *Special Services Manual* (NavPers 15869) and the cancellation of letters and directives which have been incorporated in it.

No. 1700 (15 Feb 1955) — Announces the availability of certain types of scholarship assistance for children of naval personnel.

No. 1743 (20 Jan 1955) — States that commanding officers may grant leave or provide for observance of Passover festival from 6 to 14 April in accordance with local conditions.

No. 5000 (15 Feb 1955) — Announces Change No. 1 to BuPers Inst. 5000.4, which is concerned with the

## QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (c) Secretary of Defense.
2. (b) SecDef Charles E. Wilson.
3. (c) The exhausts of a jet aircraft.
4. (a) F7U-3 Cutlass.
5. (b) Attack Aircraft Carrier—CVA.
6. (c) Essex class.

administration of Air Force officers performing duty with the Navy.

No. 5510 (11 Feb. 1955) — Notifies recipients of *Submarine Periscope Manual* (NavPers 16165) how to downgrade its classification.

No. 5720 (21 Jan 1955) — Informs all ships and stations and the Naval Reserve Distribution List of the distribution of the pamphlet "Proposed National Reserve Program."

## Chief Takes Bull by the Horns, Meets Issue Head On

From here on in, Harry E. Offenhauser, AOC, usn, is going to be somewhat skeptical about theories he reads in books.

Reason for his recent doubts occurred while Offenhauser and a group of his shipmates of *uss Coral Sea* (CVA 43), were spending a quiet liberty in the small town of Algemesi, Spain. It just so happened that there was a festival going on.

One of the highlights of the event is a bull chase, during which the animals are turned loose in the streets. Everyone joins in the fun, baiting the bull and getting his chance to shine as a matador.

Offenhauser and his shipmates were on a street corner talking about what they would do if faced with an angry bull. The chief brought forward his views, "All you have to do," he explained, "is stare him in the eye."

Right on cue a very mad and

very big bull arrived on the scene. While the others scrambled for nearby balconies and walls, the chief practiced what he had just finished preaching.

The bull had neglected to read the book from which Offenhauser had taken his theory and in short order lowered his head, uttered a bellow and charged. The chief was thrown high into the air. Satisfied that he had put one human in his place, the bull trotted off.

Bruised only slightly and his clothes torn, Offenhauser suffered the most damage to his pride. News of his bull-throwing prowess spread throughout the ship and his pride was dented again when his squadron presented him with a homemade matador's cape and a citation which read in part, "—in recognition of the wonderful finesse and great daring which you exhibited in handling El Toro."

—Bill Yost, JO3, *USS Coral Sea*.

## Intelligence Course Rates Exemption from Certain Exams

The Naval Intelligence School has completely revised its correspondence course in Naval Intelligence, which was suspended in January 1954, and the new course is now available for enrollment. The course consists of ten assignments, based upon the text, *Intelligence for Naval Officers*, NavPers 10889. This course is available to all officers, Regular or Reserve, who can fulfill the requirements for proper stowage of the material. The course is classified Confidential—Modified Handling Authorized, and the stowage security requirement of the course material is numerical value 12, as defined in Article 0602 of the U. S. Navy Security Manual for Classified Matter (Op-Nav Instruction 5510.1A).

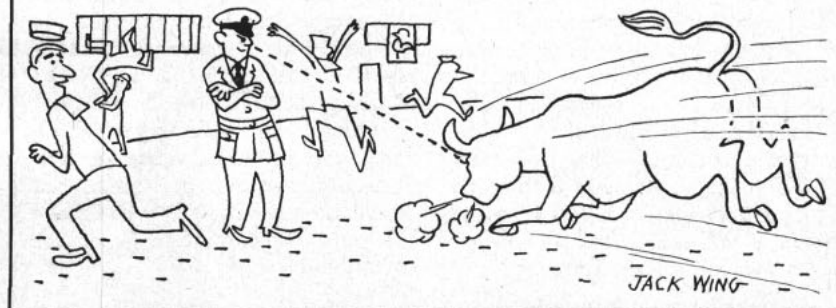
Completion of this course (or its predecessor) provides exemption from promotion examination in this subject for certain officers of the Regular Navy. For Naval Reserve personnel, the new course is evaluated at 40 points at the rate of 4 points for each assignment. Reservists who previously completed the earlier course may take this new course for credit.

Application for enrollment should be made by official letter addressed to the Director, U. S. Naval School (Naval Intelligence), U. S. Naval Receiving Station, Washington 25, D. C., and forwarded via official channels. All requests must include a signed statement that the applicant has the proper stowage facilities for this course.

## Permanent Board Will Tackle Questions About Rating Structure

A permanent board for the review of the rating structure of enlisted personnel has been established in the Bureau of Naval Personnel. Made up of officers and civilians, this board will be convened at least once every two months to study recommendations for additions, deletions or revisions to the rating structure to determine the need and acceptability of each rating.

Previously, temporary boards had been convened in 1949 and 1952. These boards added and deleted certain ratings in accordance with the





needs of the Navy at that time.

The permanent board will consider the entire field of existing ratings and will establish basic concepts and policies regarding the structure of enlisted personnel career fields.

One of the primary purposes of the newly established panel is to "insure that the enlisted rating structure keeps abreast of the technological advances in naval warfare."

The board invites opinions from the field on the establishing or disestablishing of certain ratings along with substantiating facts and figures. Typical recommendations received from the operating forces propose to establish new general service ratings, such as Oceanographers, Intelligencemen, Televisionmen, and to review the need for several present general service ratings, such as Journalists and Surveyors.

The permanent board membership consists of the director of the Personnel Analysis Division, the heads of the Qualifications Analysis Section, Enlisted Plans, Shore and Overseas Bases Section, Enlisted Classification Section, Enlisted Promotions, Training Standards and Curriculum Branch, Surface and Submarine Programs Branch of the Naval Reserve Division and the assistant director of Personnel Accounting Division, Bureau of Naval Personnel.

## BuPers Control Unit Develops Policies to Promote EM Careers

BuPers has established a new branch in its Enlisted Personnel Division. Entitled "Career Control Branch," its job is both to initiate and develop policies aimed at enhancing the attractiveness of the Navy as a career for the individual enlisted man.

The new branch has four different sections, each section dealing with matters that directly affect every enlisted man in the Navy. They are the Reenlistment and Career Planning Section, Classification Section, School Assignment Section and Promotion Section.

Among the more significant functions of the Career Control Branch are the following:

- Initiating, developing, and implementing policies relating to enlisted career management, with emphasis upon enlisted careers from

the standpoint of the individual.

- Administering programs for the encouragement of reenlistment.

- Administering the enlisted classification program for the Regular Navy and Naval Reserve. Increased emphasis is being placed upon providing vocational counseling at critical stages of each man's career.

- Controlling the flow of assignment of enlisted personnel through schools managed by the Bureau of Naval Personnel, Bureau of Aeronautics, and the Bureau of Medicine and Surgery.

- Initiating, developing, and administering policy in matters pertaining to promotion, change in rate and transfer of enlisted personnel from the Naval Reserve to Regular Navy.

## Fees May Be Charged For Certification, Search of Records

In the future, Navymen may have to pay for replacements of lost discharges, having their record searched and other services that have been performed by the Navy free of charge.

Unless the service performed is of an official nature or fits into one of the following categories a set fee will be charged. Here are the categories for which there will be no charge:

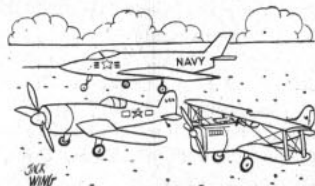
- Helps obtain financial benefits (unless previously furnished).
- Relates to a decoration or an award.
- Will help obtain a review or change in type of discharge.
- Is for the purpose of correcting official records.
- Relates to personal documents which were furnished by the individual and kept by an agency of the Defense Department.

The new schedule of fees, which went into effect for all branches of the Defense Department on 1 Feb 1955, stems from an act of Congress which was designed to put such special services on a self-sustaining or pay-as-you-go basis.

A full schedule of the fees charged for the many services are outlined in NavCompt Inst. 7030.6. Navymen desiring any copies of papers in their records for reasons other than those outlined above should check the instruction for the fee and insure that the appropriate amount is enclosed in their letter of request.

Naval aviation is going places—fast. So fast that it's difficult to keep track of the new records being established. A good example is the unofficial record for rate of climb which has been broken three times in recent months, and each time in one of the Navy's newest jet fighters.

It all started at NAS Miramar when LCDR R. H. Moore, USN, of VF-51 rolled an FJ3 Fury out on the runway. After



take-off he flew his plane at the altitude of 150 feet until he reached a speed of 460 miles and then pointed its nose up into the wild blue yonder on a 70-degree climb. In 83 seconds he had reached an altitude of 10,000 feet to set an unofficial record.

A few days later at NAS Oceana, LCDR William J. Manby, USN, set out to better that mark. On his fourth attempt, from a standing start, he



broke the "old" record when he pushed his Fury up to the 10,000-foot mark in 73.2 seconds. In addition his third try had bettered the old mark when he had made it in 78.4 seconds.

Then within the month word came from St. Louis that a test pilot flying in the Navy's F3H-1N Demon had bettered even the sparkling 73.2 record. He had taken the Demon from a standing start to 10,000 feet in 71 seconds.

At the rate they are going the Navy's fliers may soon be putting their aircraft up to 10,000 feet in less than a minute. To give you an idea of how fast that is, time your reading of the above. If you are an average reader you will need close to the full 60 seconds, which means that the pilot flying the Demon reached approximately 7003 feet in the time it takes you to read this.



# Here's List of Ships and Service Craft by Type and Designator

EVERY NAVYMAN knows his own ship from hull to crow's nest, but what about the other ships of the Fleet? Do you know what the different ship designations stand for?

There have been a number of changes in ship designations within recent months. To familiarize yourself with them, here is an up-to-date list of all naval vessels and service craft classifications.

## Combatant

### • Warships

CVA—Attack Aircraft Carrier  
CUE—Escort Aircraft Carrier  
CVL—Small Aircraft Carrier  
CVS—ASW Support Aircraft Carrier  
BB—BattleShip  
CA—Heavy Cruiser  
CAG—Guided Missile Heavy Cruiser  
CB—Large Cruiser  
CL—Light Cruiser  
CLAA—Anti-Aircraft Light Cruiser  
CLG—Guided Missile Light Cruiser  
CBC—Large Tactical Command Ship



CLC—Tactical Command Ship  
DD—Destroyer  
DDC—Corvette  
DDE—Escort Destroyer  
DDG—Guided Missile Destroyer  
DDR—Radar Picket Destroyer  
DL—Frigate  
SS—Submarine  
SSG—Guided Missile Submarine  
SSK—Anti-Submarine Submarine  
SSN—Nuclear Power Submarine  
SSR—Radar Picket Submarine

### • Amphibious Warfare Vessels

AGC—Amphibious Force Flagship  
AKA—Attack Cargo Ship  
APA—Attack Transport  
APD—High Speed Transport  
ASSA—Cargo Submarine  
ASSP—Transport Submarine  
CVHA—Assault Helicopter Aircraft Carrier  
DEC—Control Escort Vessel  
IFS—Inshore Fire Support Ship  
LSFF—Flotilla Flagship Landing Ship  
LSIL—Infantry Landing Ship (Large)  
LSSL—Support Landing Ship (Large)  
LSD—Dock Landing Ship  
LSM—Medium Landing Ship  
LSMR—Medium Landing Ship (Rocket)  
LST—Tank Landing Ship  
LSV—Vehicle Landing Ship  
PCC—Control Submarine Chaser  
PCEC—Control Escort  
PCSC—Control Submarine Chaser  
SCC—Control Submarine Chaser

### • Mine Warfare Vessels

ACM—Auxiliary Mine Layer  
AM—Mine Sweeper  
AMC—Coastal Mine Sweeper  
AMCU—Mine Hunter  
AMS—Motor Mine Sweeper  
CM—Mine Layer

CMC—Coastal Mine Layer  
DM—Light Mine Layer  
DMS—High Speed Mine Sweeper

### • Patrol Vessels

DE—Escort Vessel  
DER—Radar Picket Escort Vessel  
PC—Submarine Chaser  
PCE—Escort  
PCER—Rescue Escort  
PCS—Submarine Chaser  
PF—Patrol Escort  
PGM—Motor Gunboat  
PR—River Gunboat  
PY—Yacht  
SC—Submarine Chaser

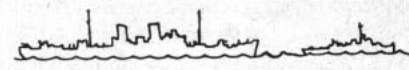
## Auxiliary Vessels

AD—Destroyer Tender  
ADG—Degaussing Vessel  
AE—Ammunition Ship  
AF—Store Ship  
AG—Miscellaneous  
AGB—Icebreaker  
AGP—Motor Torpedo Boat Tender  
AGS—Surveying Ship  
AGSC—Coastal Surveying Ship  
AG(SS)—Auxiliary Submarine  
AH—Hospital Ship  
AK—Cargo Ship  
AKD—Cargo Ship, Dock  
AKL—Light Cargo Ship  
AKN—Net Cargo Ship  
AKS—General Stores Issue Ship  
AKV—Cargo Ship and Aircraft Ferry  
AN—Net Laying Ship  
AO—Oiler  
AOG—Gasoline Tanker  
AOR—Replenishment Fleet Tanker  
AP—Transport  
APB—Self-Propelled Barracks Ship  
APC—Small Coastal Transport  
AR—Repair Ship  
ARB—Battle Damage Repair Ship  
ARC—Cable Repairing or Laying Ship  
ARG—Internal Combustion Engine Repair Ship  
ARH—Heavy-hull Repair Ship  
ARL—Landing Craft Repair Ship  
ARS—Salvage Vessel  
ARSD—Salvage Lifting Vessel  
ARST—Salvage Craft Tender  
ARV—Aircraft Repair Ship  
ARVA—Aircraft Repair Ship (Aircraft)  
ARVE—Aircraft Repair Ship (Engine)  
AS—Submarine Tender  
ASR—Submarine Rescue Vessel  
ATA—Auxiliary Ocean Tug  
ATF—Fleet Ocean Tug  
ATR—Rescue Ocean Tug  
AV—Seaplane Tender  
AVM—Guided Missile Ship  
AVP—Small Seaplane Tender  
AVS—Aviation Supply Ship  
AW—Distilling Ship  
IX—Unclassified Miscellaneous

## Service Craft

AB—Crane Ship  
AFDB—Large Auxiliary Floating Dry Dock  
AFDL—Small Auxiliary Floating Dry Dock  
AFDM—Medium Auxiliary Floating Dry Dock

APL—Barracks Ship (non-self-propelled)  
ARD—Floating Dry Dock  
AVC—Large Catapult Lighter  
LCU—Utility Landing Craft  
MSB—Mine Sweeping Boat  
PT—Motor Torpedo Boat  
PYC—Coastal Yacht  
SST—Target and Training Submarine  
X—Submersible Craft  
XMAP—Sweeper Device  
YAG—Miscellaneous Auxiliary  
YAGR—Ocean Radar Station Ship  
YC—Open Lighter  
YCF—Car Float  
YCK—Open Cargo Lighter  
YCV—Aircraft Transportation Lighter  
YD—Floating Derrick  
YDT—Diving Tender  
YF—Covered Lighter (self-propelled)  
YFB—Ferryboat or Launch  
YFD—Floating Dry Dock  
YFN—Covered Lighter (non-self-propelled)  
YFNB—Large Covered Lighter  
YFND—Covered Lighter (used with dry docks)



YFNG—Covered Lighter (special purpose)  
YFNX—Lighter (special purpose)  
YFP—Floating Power Barge  
YFR—Refrigerated Covered Lighter (self-propelled)  
YFRN—Refrigerated Covered Lighter (non-self-propelled)  
YFRT—Covered Lighter (Range Tender)  
YFT—Torpedo Transportation Lighter  
YG—Garbage Lighter (self-propelled)  
YGN—Garbage Lighter (non-self-propelled)  
YHB—House Boat  
YM—Dredge  
YMP—Motor Mine Planter  
YMS—Auxiliary Motor Mine Sweeper  
YNG—Gate Vessel  
YO—Fuel Oil Barge (self-propelled)  
YOG—Gasoline Barge (self-propelled)  
YOGN—Gasoline Barge (non-self-propelled)  
YON—Fuel Oil Barge (non-self-propelled)  
YOS—Oil Storage Barge  
YP—Patrol Vessel  
YPD—Floating Pile Driver  
YPK—Pontoon Stowage Barge  
YR—Floating Workshop  
YRB—Submarine Repair and Berthing Barge  
YRBM—Submarine Repair, Berthing and Messing Barge  
YRDH—Floating Dry Dock Workshop (Hull)  
YRDM—Floating Dry Dock Workshop (Mach)  
YRL—Covered Lighter (Repair)  
YSD—Seaplane Wrecking Derrick  
YSR—Sludge Removal Barge  
YTB—Large Harbor Tug  
YTL—Small Harbor Tug  
YTM—Medium Harbor Tug  
YTT—Torpedo Testing Barge  
YV—Drone Aircraft Catapult Control Craft  
YVC—Catapult Lighter  
YW—Water Barge (self-propelled)  
YWN—Water Barge (non-self-propelled)



# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ NAYLOR, William B., AOC, USNR, serving in a U. S. aircraft carrier in enemy waters on 16 April 1945. Immediately after his vessel was struck by an enemy airplane and bomb, which set the vessel on fire, Naylor entered one of the burning compartments and personally removed three unconscious men. Engaging the assistance of others, he re-entered the compartment and removed several other men. When he was certain that the compartment was cleared of all casualties, he organized a fire-fighting party and succeeded in extinguishing the fire.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ BYRNE, Patrick J., CHBOSN, USN, for meritorious conduct in the performance of his duties to the Government of the United States during the period 1 Jan 1918 to 1 Jan 1954.

★ MANVILLE, Francis C., CAPT USN, Operations Officer on the Staff of Commander United Nations Blockading and Escort Force during operations in Korea from October 1951 through May 1952. Combat "V" authorized.

★ MOTT, Albert W., LCDR, USNR, Salvage Officer and Assistant Maintenance Officer on the Staff of Commander Service Squadron 3 from 12 Jul 1953 to 9 Jun 1954.

★ MURPHY, Marion E., RADM, USN, Commander Task Force 92 from 13 Feb to 27 Jul 1953. Combat "V" authorized.

★ REGAN, Herbert E., RADM, USN, Commander Carrier Division 1 and Commander Task Force 77 during operations in Korea from 17 Jun to 2 Nov 1952. Combat "V" authorized.

★ SCHREIBER, Earl T., CAPT, USN, Assistant Chief of Staff for Logistics on the Staff, Commander Naval Forces, Far East, from 16 Feb 1952 to 4 Jul 1954.

★ CASEY, Thomas J., CAPT, USN, Chief of Staff to Commander United Nations Blockading and Escort Force during operations in Korea from October 1951 to 31 May 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ SIMA, Frederick F., CAPT, USNR, Task Group Commander engaged in mine-sweeping operations in Japanese Empire waters from 1 Dec 1945 to 20 Feb 1946.

★ SPAHR, Otto W., Jr., CAPT, USN, Operations Officer on the Staff of Commander Naval Forces Far East, during operations against the enemy in Korea from 15 Feb 1952 to 20 Jul 1954.

Gold star in lieu of third award:

★ BLICK, Robert E., Jr., RADM, USN, Commander Carrier Division 3 and Commander Task Force 77 during operations against the enemy in Korea from 15 May to 27 Jul 1953.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ BORES, Joseph E., LTJG, USN, as a pilot in Fighter Squadron 113, aboard USS *Philippine Sea* (CVA 47) during operations in Korea on 13 Apr 1952.

★ JEWELL, Darl W., ENS, USNR, as a pilot in Fighter Squadron 113, aboard USS *Philippine Sea* (CVA 47), during

operations in Korea on 15 May 1952.

★ WHEELER, Wilfrid, III, LT, USNR, (posthumously) serving in Composite Squadron THREE, based aboard USS *Boxer* (CVA 21) during operations in Korea on the night of 23-24 May 1953.

Gold star in lieu of second award:

★ EDEN, James D., LCDR, USN, as a pilot in Fighter Squadron 113, aboard USS *Philippine Sea* (CVA 47) during operations in Korea on 19 Feb 1952.

★ HOOPER, Charles A., LT, USN, as pilot of a Photographic Reconnaissance Plane attached to USS *Boxer* (CVA 21) during operations in Korea from 10 to 14 Apr 1951.

★ MORRISON, John "L", Jr., LT, USNR, serving in Attack Squadron 702, based aboard USS *Boxer* (CVA 21) during operations in Korea on 29 May 1951.

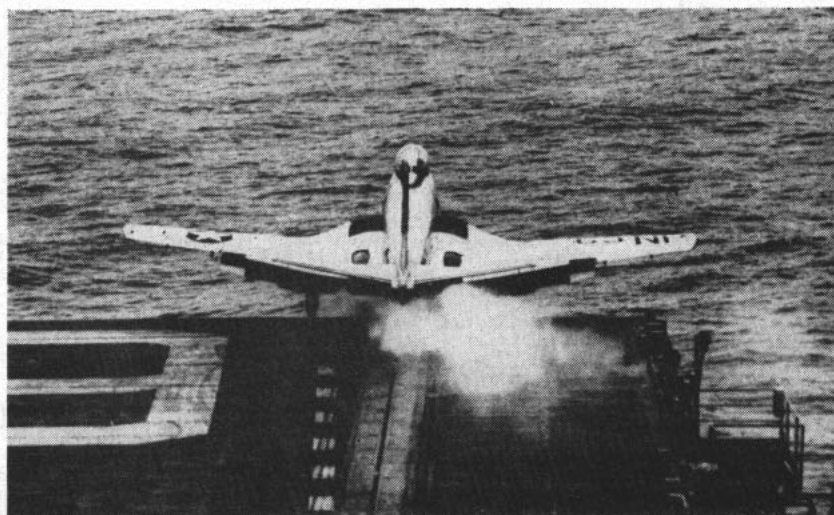


NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ CALDWELL, Walter C., AM3, USN, for heroic conduct as crewman of a helicopter, during a rescue mission in Korea on 12 May 1953.

★ DAVIS, James K., CS3, USNR, for heroic conduct while serving in USS *Kidd* (DD 661) in Buckner Bay, Okinawa, during the morning of 1 Jan 1953.



F2H-3 BANSHEE—first jet fighter to be launched from carrier by Navy's new steam catapult system—zooms off flight deck of USS *Hancock* (CVA 19).

## PUC and NUC Awarded to Ships and Units in Korea

A Navy helicopter squadron and two Marine fighter squadrons have been awarded the Presidential Unit Citation, and eight aircraft carriers have been awarded the Navy Unit Commendation for services during the Korean War.

Navy Helicopter Squadron One received the Presidential Unit Citation for action against enemy aggressor forces in Korea during the period 3 Jul 1950 to 27 Jul 1953. Marine Fighter Squadrons, 214 and 323 received the PUC for action during the periods 3-6 Aug 1950, 8-14 Sep 1950, 12 Oct to 26 Nov 1950 and 15 Dec 1950 to 1 Aug 1951.

The aircraft carriers that were awarded the Navy Unit Commendation are:

uss *Badoeng Strait* (CVE 116), uss *Bon Homme Richard* (CVA 31), uss *Essex* (CVA 9), uss *Leyte* (CVS 32), uss *Philippine Sea* (CVA 47), uss *Princeton* (CVS 37), uss *Sicily* (CVE 118) and uss *Valley Forge* (CVS 45).

The dates that these ships earned their awards, and the Carrier Air Groups embarked that are also eligible to receive the award, are listed in BuPers Notice 1650 dated 28 Jan 1955.

If you are eligible for this award, you need not apply. The Chief of Naval Personnel will issue individual authorization to all eligible personnel without further action on your part.

★ CALDWELL, Charlie C., LT, MSC, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ CALLAHAN, Maurice D., LCDR, USN, for meritorious service in Korea from 23 Dec 1950 to 15 Feb 1951 and from 29 Oct 1951 to 8 Apr 1952. Combat "V" authorized.

★ CARPENTER, Stephen W., CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 20 Apr 1953. Combat "V" authorized.

★ CARSON, Richard F., LT, USNR, for meritorious service in Korea from 30 Jun to 2 Nov 1952. Combat "V" authorized.

★ DORNHOP, Rodney E., LT, USNR, for meritorious service in Korea from 18 Feb to 27 Jul 1953. Combat "V" authorized.

★ EDWARDS, Thomas V., LT, ChC, USNR, for meritorious achievement in Korea from 1 Feb to 7 Jul 1953. Combat "V" authorized.

★ ELSTON, Harold E., MNSA, USNR, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ ESSEX, Ronald V., SA, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ GRAY, John G., CS1, USN, for meritorious service in Korea from 27 Jun 1950 to 27 Jul 1953. Combat "V" authorized.

★ HARRIS, Morgan H., CAPT, USN, for meritorious service in Korea from 15 Apr 1952 to 19 Jan 1953. Combat "V" authorized.

★ HARRISON, Hal L., AO1, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ HASKIN, Francis L., SA, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ HENNEY, Victor A., SA, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ IVESTER, Berlie, BM1, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ JARVIS, Roland B., LT, USNR, for meritorious achievement in Korea from 26 Nov 1952 to 7 Jul 1953. Combat "V" authorized.

★ JONES, Axton T., CDR, USN, for meritorious service in Korea from 12 Oct 1952 to 5 Feb 1953. Combat "V" authorized.

★ KURTZ, August, BMC, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ LORD, John T., LT, MC, USNR, for

★ SCHNEIDER, Clarence H., AT3, USN, for heroic conduct as crew member of a plane which crashed at France Field, Coco Solo, Canal Zone, on 6 Jan 1954.

★ SMITH, Gerald H., AD3, USN, for heroic conduct while serving as a jet fuel truck driver attached to Fighter Squadron 44, NAS, Jacksonville, Fla.

★ WATTS, Lehman D., ATAN, USN, for heroic conduct during a fire on the flight deck of uss *Essex* (CVA 9) on 17 Mar 1954.

Oct 1952 to 27 Jul 1953. Combat "V" authorized.

★ BEATTIE, George G., LCDR, MC, USN, for meritorious achievement in Korea from 9 Dec 1952 to 1 Jun 1953. Combat "V" authorized.

★ BIXBY, Norman W., LCDR, USN, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ BLACKBURN, John R., CDR, USN, for meritorious service in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.

★ BLAIR, Frank P., BMC, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ BLAKEMAN, James M., LT, USN, for meritorious service in Korea from 10 Feb to 7 Mar 1953 and from 3 to 29 Apr 1953. Combat "V" authorized.

★ BREEDEN, Isaac D., SN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ BRITTAN, Theodore H., CAPT, USN, for meritorious service in Korea from 5 Mar to 27 Jul 1953. Combat "V" authorized.

★ BROWNE, George H., CAPT, USN, for meritorious service in Korea from 21 Feb to 27 Jul 1953. Combat "V" authorized.

★ BROWER, Charles M., CDR, USN, for meritorious service in Korea from 12 Mar to 15 May 1953. Combat "V" authorized.

★ BRYAN, Richard E., LT, USN, for meritorious achievement in Korea from 15 Jul 1952 to 27 Jul 1953. Combat "V" authorized.

★ BUNDY, Clifford W., CDR, USN, for meritorious service in Korea from 28 Dec 1952 to 12 Jul 1953. Combat "V" authorized.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ABBOTT, William A., EMFN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ ALFORD, Richard E., LTJG, USN, for meritorious service in Korea from 6 Dec 1952 to 27 Jul 1953. Combat "V" authorized.

★ BAILEY, Richard T., LTJG, USN, for meritorious service in Korea from 19 Apr to 27 Jul 1953. Combat "V" authorized.

★ BAKER, George, Jr., SN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ BALLINGER, Charles S., LT, MC, USNR, for meritorious achievement in Korea from 16 Feb to 1 Dec. Combat "V" authorized.

★ BARTON, George E., LT, USN, for meritorious service in Korea from 8



meritorious achievement in Korea from 3 Feb to 5 Jun 1953. Combat "V" authorized.

★ LOWE, Harry C., CAPT, USNR, for meritorious achievement in Korea from Dec 1951 to Sep 1953.

★ MANN, Hoyt D., CDR, USN, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ MAHAFFEY, Daniel E., LTJG, MC, USNR, for meritorious achievement in Korea from 12 Oct 1952 to 1 Jun 1953. Combat "V" authorized.

★ MARCUS, Groome E., CDR, USN, for meritorious service in Korea from 30 May to 27 Jul 1953. Combat "V" authorized.

★ MCCLAUGHERTY, Harry C., LCDR, USN, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ McELWEE, Robert E., LCDR, USN, for meritorious service in Korea from 3 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ MEACHUM, Lonnie W., CDR, ChC, USN, for meritorious achievement in Korea from 10 Dec 1952 to 5 Sep 1953. Combat "V" authorized.

★ MELHUSE, Arthur N., LCDR, USN, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ MILLER, Gerald E., LCDR, USN, for meritorious service in Korea from 13 Mar to 27 Jul 1953. Combat "V" authorized.

★ MILLS, Richard H., LCDR, USN, for meritorious service in Korea from 12 Jun to 27 Jul 1953. Combat "V" authorized.

★ MOORE, James C., LTJG, ChC, USN, for meritorious achievement in Korea from 12 Feb to 5 Jul 1952. Combat "V" authorized.

★ MOORE, John T., LTJG, ChC, USNR, for meritorious achievement in Korea

from 2 Apr to 1 Aug 1953. Combat "V" authorized.

★ NEWMAN, Thomas A., Jr., LTJG, ChC, USNR, for meritorious achievement in Korea from 20 Sep 1952 to 17 May 1953. Combat "V" authorized.

★ ORR, Glenn J., BM1, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ RHODES, Melvin E., MMFN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ RICKABAUGH, John M., LCDR, USN, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ ROBBINS, James F., QMC, USN, for heroic service in Korea on 22 Jul 1953. Combat "V" authorized.

★ ROBERTSON, Malcolm B., HM3, USN, for meritorious achievement in Korea from 10 Jun to 27 Jul 1953. Combat "V" authorized.

★ SCEWE, Elmer J., LTJG, MC, USNR, for meritorious achievement in Korea from 8 Nov 1952 to 26 Jul 1953. Combat "V" authorized.

★ SCHWYHART, Robert M., CDR, ChC, USN, for meritorious achievement in Korea from 15 Sep to 2 Nov 1950. Combat "V" authorized.

★ SHEA, Cyril E., Jr., LTJG, MC, USNR, for meritorious achievement in Korea from 13 Oct 1952 to 7 Mar 1953. Combat "V" authorized.

★ SHERWOOD, Stephen, CDR, SC, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 7 Jun 1952 to Jul 1953.

★ SMITH, George R., LT, USNR, for meritorious service in Korea from 15 Sep 1951 to 25 Mar 1952. Combat "V" authorized.

★ SNYDER, James H., LT, DC, USN, for meritorious achievement in Korea from 25 Nov 1952 to 31 Jul 1953. Combat "V" authorized.

★ STALLONE, Victor, Jr., LT, USNR, for meritorious achievement in Korea from 30 May to 11 Aug 1953. Combat "V" authorized.

★ STANEK, Robert, LCDR, USN, for meritorious service in Korea from 13 Mar to 27 Jul 1953. Combat "V" authorized.

★ STILLMAN, Carl F., CAPT, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 3 Dec 1950 to 22 Jul 1951. Combat "V" authorized.

★ TRICE, William W., CDR, USN, for meritorious service in Korea from 17 Oct 1952 to 11 Feb 1953. Combat "V" authorized.

★ VEST, Cleve L., SN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ WILLIS, James B., CN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ WILLNANER, Charles P., BM1, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ WORMAN, Clyde P., LCDR, USNR, for meritorious service in Korea from 10 Mar to 27 Jul 1953. Combat "V" authorized.

#### Gold star in lieu of second award:

★ ALFORD, Lodwick H., CDR, USN, for meritorious service in Korea from 20 Nov 1952 to 16 May 1953. Combat "V" authorized.

★ BROOKS, William K., CDR, USN, for meritorious service in Korea from 26 Nov 1952 to 17 May 1953. Combat "V" authorized.

★ BOWERS, John M., CDR, USN, for meritorious service in Korea from 16 Feb to 27 Jul 1953. Combat "V" authorized.

★ DONOVAN, Richard D., AN, USN, for heroic achievement in Korea on 6 Mar 1953. Combat "V" authorized.



RUGGED LSTs can take it. LST 1146 was photographed in Arctic waters while making a 280-mile endurance test.

# BOOKS: EXPLORATION, ESCAPE LITERATURE, LEAD THIS MONTH'S LIST OF BOOKS

**M**ANKIND IS ONE of the most fascinating studies of man and the story of how, driven by curiosity, greed, accident and ingenuity, he has discovered the lands and seas around him is superbly told in *Conquest by Man*, by Paul Herrmann, published by Harper & Bros. In it, he develops the theory that trade routes all over the world were well established long before the dawn of history and, in later years, much of this information was lost. He tells of the "real" reasons for the Trojan War, the importance of the Chinese silkworm, the mystery of the Kensington stone found by a Minnesota farmer, and describes Chinese junks—equipped with first-class cabins,

bathrooms and lavatories—that could comfortably accommodate 1200 passengers.

Such a volume is only one of the interesting books of fact and fiction available on this month's reading list selected by the BuPers library staff. Here's a further description of some of the new books you'll find as you browse through your ship's library.

A book worth its weight in gold—and it's heavy—is W. H. B. Smith's *Small Arms of the World*, published by the Military Service Publishing Co., in a new, revised and enlarged edition. In addition to showing, in detail and in more than 1300 pictures and drawings, how to load, strip and operate all small arms of all the nations of the world, *Small Arms* also contains an excellent history of the development of hand weapons.

Another volume of professional interest is *The Kelly*, by Kenneth Poolman, published by Norton. *H.M.S. Kelly*, commanded by Captain Lord Mountbatten, was launched just in time to stand the first shock of World War II, in time to sink an enemy submarine in the second day of hostilities. The book follows its career until the vessel's final moments as she is sunk in the Mediterranean by aircraft. It's the story of a great ship, a heroic crew, and their gallant actions at sea.

Escapist literature of a grimly realistic nature also forms a prominent part of this month's book list. In *Duel of Wits*, published by G. P. Putnam's Sons, Peter Churchill tells the true story of his career as one of the most successful of Britain's secret agents, and of the small band of British, American and Continental men and women with whom he worked. He tells of his work behind enemy lines in France, organizing sabotage work, carrying money and supplies to the underground, arranging contacts and organizing the Resistance movement. *The World Is Six Feet Square*, by Alan Caillou, and published by Norton, might be described as a handbook of escape. It's the true adventure of two young men caught behind enemy lines in the

desert and of their escape, recapture, imprisonment in Italy and eventual release. By implication, it contains many useful do's and don'ts for those in similar situations.

More concerned with our own country is Bruce Lancaster's *From Lexington to Liberty*, published by Doubleday. Well known for his historical fiction, the author has written, in a light, easy style, a comprehensive history of the Revolutionary War from the initial unrest in the colonies, to the shooting war, and on through to victory and peace. One of a series on "Our American Heritage."

The field of fiction also contains many thrillers. There is, for example, *A Crossbowman's Story*, by George Millar, published by Knopf, which is a careful reconstruction of the expedition of the first white men (who were Spanish) to descend the Amazon from the Pacific to the Atlantic across South America. He tells of steaming jungles where the horses flounder in mud while arrows darken the air; of mountain passes where men die in bitter cold; of mosquitoes, giant snakes and alligators; of battles with Indians; and of the loneliness and fear of men crossing an uncharted continent where they must push on or die where they stop.

For a quick change of pace, there's *Sincerely*, Willis Wayde, published by Little, Brown, which adds a new character to the gallery of John P. Marquand. He tells of the problems of such American businessmen, successful in trade or politics, and of the compromises, strains and rewards of the decisions such men must make.

For a present-day tale of the sea, there is *The Liner*, by Edouard Peison, published by Norton. It is the story of a doomed ship, an Atlantic storm that brought destruction to a luxury liner crowded with passengers, and of its captain who is faced with total responsibility and a terrible decision in the fury of the gale.

There's sheer adventure and drama, too, in *Tell It on the Drums*, by Robert W. Krepps, and published by Macmillan. It's a gripping tale of diamond thieves in South Africa during the 1800s, of their pursuit, and how each of them met their fate.

And there's *Only Fade Away*, by Bruce Marshall, published by Houghton Mifflin Co., a novel of the difficulties of a stiff-necked Scot who served in the British Army in both World Wars.

## SONGS OF THE SEA



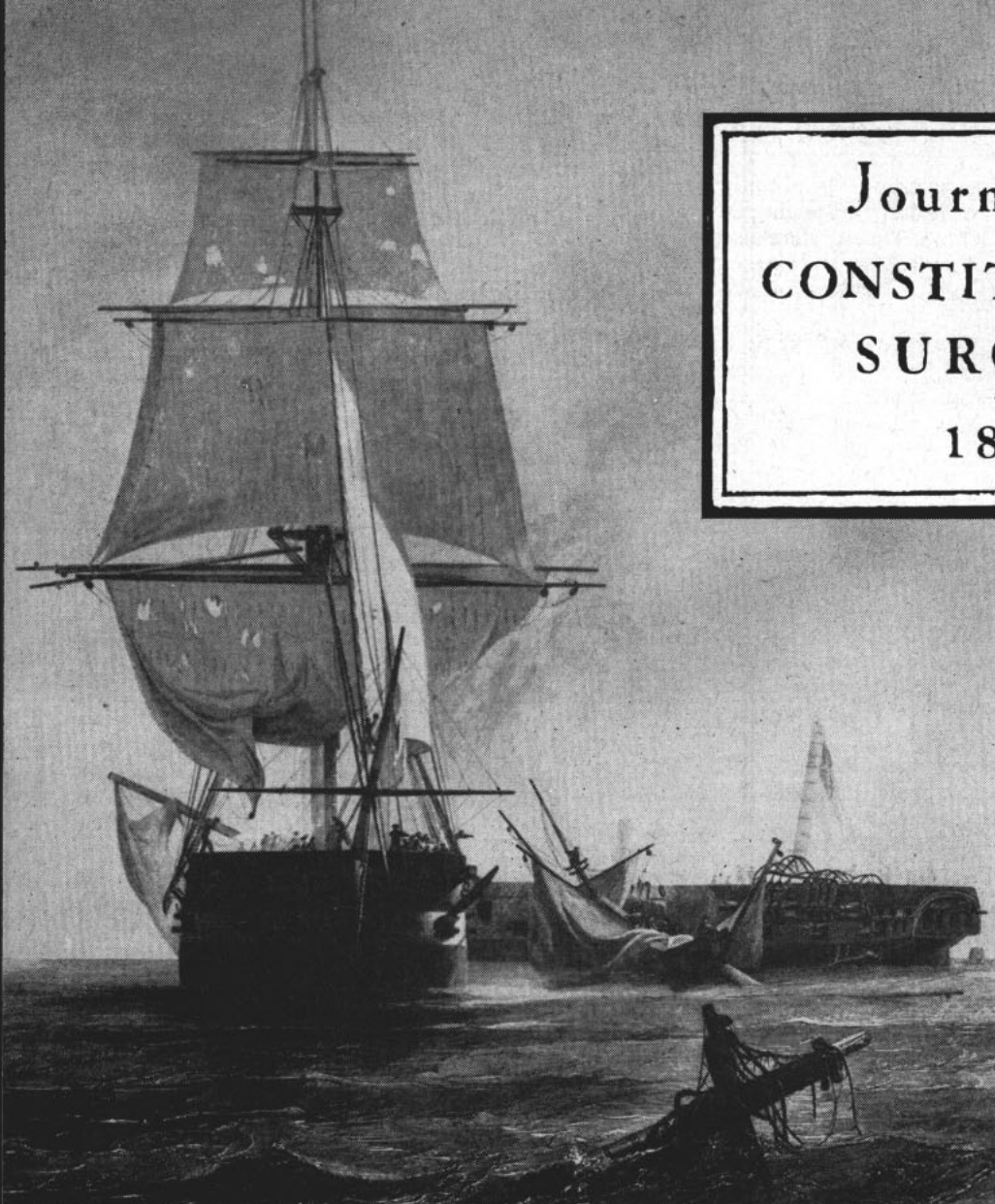
### Sweethearts and Wives

Now comrades, fill your glasses,  
And cease your merry jest—  
Let ev'ry one among you,  
Think of her whom he loves best—  
From Maine to California,  
In lands far off or near,  
God bless the girls who love us,  
The girls our hearts hold dear!

#### Chorus

Sweethearts and wives,  
Where ever we may roam,  
Back fly our thoughts,  
To you and home—  
Sweethearts and wives,  
Fond hearts and true,  
With tear-dimmed eyes  
We drink to you.





# Journal of CONSTITUTION'S SURGEON

1812

## ALL HANDS BOOK SUPPLEMENT

One of the most famous sea battles in U. S. history was that between *Constitution* and *Guerriere*. Here's an eyewitness account of that battle, as told by *Constitution's* surgeon, Dr. Amos A. Evans.

As this account opens, in August 1812, *Constitution*, equipped with 44 guns, was one of the most famous ships of the young U. S. Navy. One of the first three frigates completed in 1798 under authority of Congress (the others were *Constellation* and *United States*), she had survived pirate attacks, years of cruising and blockade duty, the "naval war" with France, and with the Tripolitan pirates. Only a month earlier she had, under the command of Captain Issac Hull, completed a daring and strenuous escape from a British squadron blockading New York though being towed by her own boats and "kedging" (i.e., repeatedly carrying an anchor ahead by boat, dropping it with line attached and from the ship hauling in on the line).

Arriving safely in Boston, *Constitution* soon sailed again, bent on raiding enemy commerce, and southeast of Halifax on the 19th of August, she encountered and defeated the British frigate *Guerriere*, 38 guns, Captain Dacres in command, with all the prestige of the British Royal Navy behind him. As to the first decisive naval action of the War of 1812, it was to be of great importance to the morale, not only of the Navy, but of the country.

The story of this battle, among others, is told below

from the viewpoint of *Constitution's* surgeon, Dr. Amos A. Evans, USN.

A native of Maryland, Dr. Evans studied medicine with local practitioners and under Dr. Benjamin Rush of Philadelphia, and in 1808, was appointed surgeon's mate in the U. S. Navy, in which capacity he served in Louisiana where he was on duty at the Marine Hospital, New Orleans, and other points. He was made surgeon in 1810 and, two years later, while enroute to St. Mary's, Ga., was wrecked on the North Carolina coast. Making his way to Washington and reporting to the Navy Department, he was ordered to the frigate *Constitution*, then lying in the Potomac. Several years after the events described below, while on duty in Charlestown, Mass., he took his medical degree at Harvard College.

Dr. Evans' Journal, from which these passages are excerpted, was maintained from 11 Jun 1812 to 15 Feb 1813. The Journal was reprinted by Paul Clayton, grandson of Dr. Evans, in 1928.

**J**ULY 27TH, 1812, Monday—We came up and anchored just below the fort. Lighters employed getting off provisions and water for the ship. In the afternoon went to

## CONSTITUTION'S SURGEON

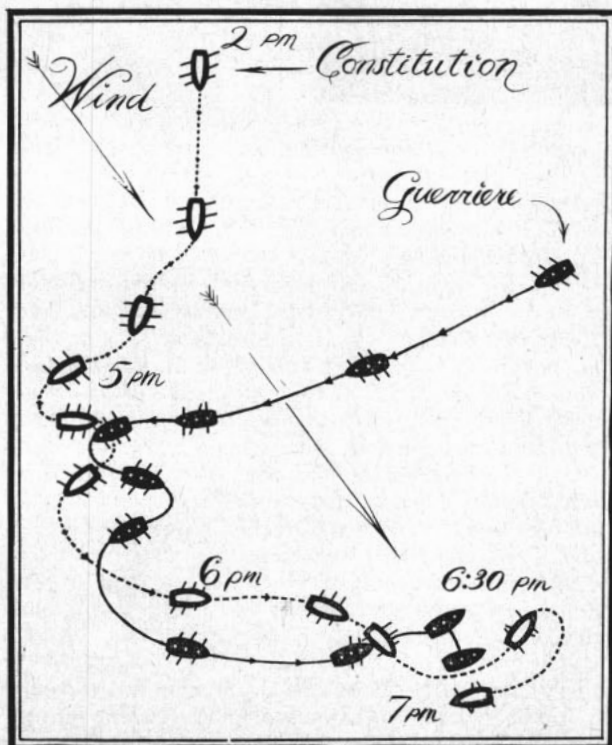
Boston, and after attending to some errands, went to the Exchange coffee house, perhaps the largest building of the kind in the U. S. The post office and many shops and other offices are kept in this building. Spent the evening at viewing the Town which much surpasses in gaiety and beauty my conception of it.

The Mall is a pleasant and fashionable extensive walk, planted with Elm trees. The State house is situated on an eminence in the N. W. part of the town, and is a stupendous and elegant building. The streets of Boston are narrow and crooked, but well paved and clean. The houses have an air of neatness about them that in my opinion much surpasses Philadelphia or Baltimore. The merchants meet in State Street, in front of the Exchange, to transact business every day from 12 to 2 o'clock—but the Exchange, in which there is a news room well furnished with papers, is generally crowded. The people of Boston with whom *Constitution* and her Commander are both favorites, appear overjoyed at our arrival, as they had confidently expected we were taken by the British squadron. They cheered Capt. Hull as he passed up State Street about 12 o'clock.

**August 2, Sunday** — Got under way at 5 o'clock A.M., and passed the lighthouse about 6. Stood N.E., wind S & W and pleasant. Saw at one time 50 sail of vessels, most of them small. Lost sight of land in the afternoon.

**August 3, Monday** — Was called to Quarters last night about one o'clock, in consequence of the light of the rising Moon, which was taken by the officer of the watch for signals. Chased a small sail for some time today, but gave up the chase in consequence of being so far to leeward of it.

**August 14th, Friday** — Light winds from North and West: course about East. Were alarmed about 9 o'clock with the cry of fire in the cockpit—Produced by one of



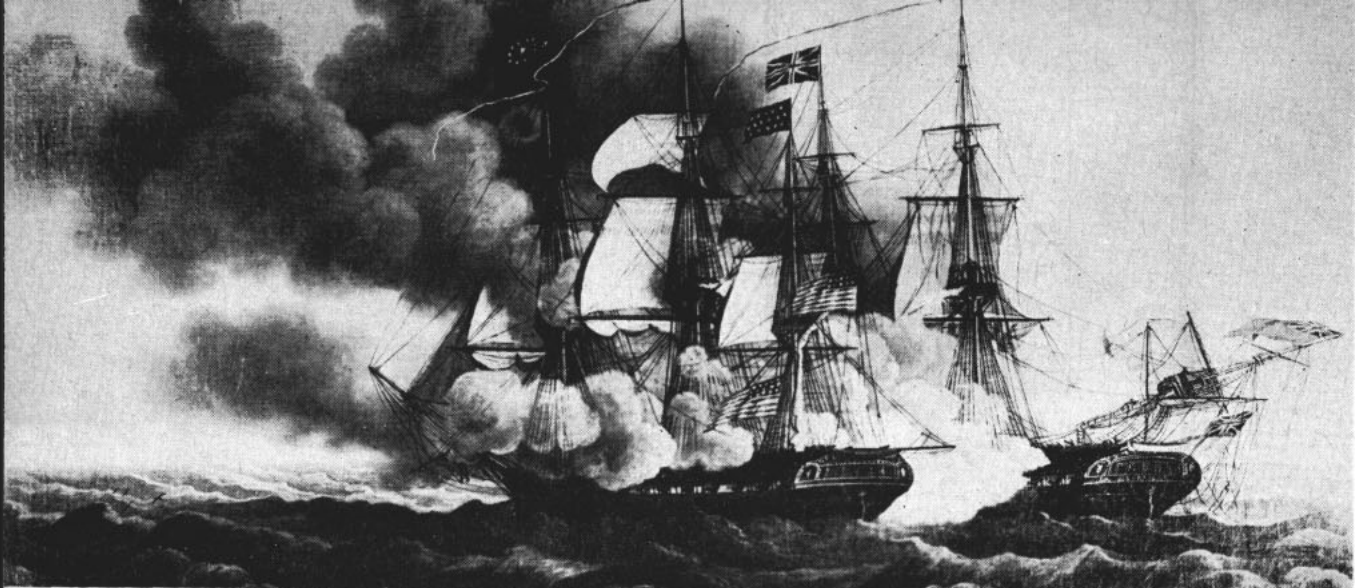
th Surgeon's Mates' having left a candle burning in his state room with the door locked. We found considerable difficulty in opening the door, in attempting to force which I had my right hand jammed with a crowbar: in consequence of which I am under the necessity of writing with my left. I have laboured under great pain all day, and am much afraid it will terminate in Tetanus. The cry of fire is dreadful on shore, but ten thousand times more distressing on board a powder ship at sea. It produced much confusion, but was instantly extinguished. The Surgeon's Mate, who is truly a worthy fellow, was arrested for his negligence. Hove-to at noon, in 30 fathoms water, and caught a very large Halibut, and what sailors call a man's head: a curiosity and novelty to me. At 3 p.m. a sailor fell overboard out of the main chains. The topsail was instantly backed and the stern boat lowered down. The man being (fortunately) an expert swimmer, kept on top of the water, and was picked up about 200 yards astern. He said he could have taken off his shoes, but did not wish to lose them! The blood however appeared to have forsaken his cheeks. The tenure of a sailor's existence is certainly more precarious than any other man's, a soldier's not excepted.

**August 15th, Saturday** — Pleasant weather: light winds from S. & W. Discovered immediately after daylight five sail of vessels on our weather bow. Made all sail and stood for them. Gaining on them fast. At 8 o'clock A.M. discovered that one of them, a brig in tow of a sloop of war, was on fire. Another of the Brigs stood before the wind. The sloop of war then stood by the wind on the other tack, as also a Dutch-built, sharp stern Barque. A Pilot built schooner stood by the wind on the starboard tack. We immediately stood after the sloop of war, with Larboard tacks on board. After standing in that way a short time the Barque tacked and stood between us and the sloop of war. We then tacked, fired a gun, and brought her down. She had English colours hoisted which she hauled down when we fired.

On boarding her we discovered that she was a prize to the American privateer *Dolphin* from Salem, that she had been captured yesterday evening: that the schooner to windward was the Privateer; and that the British Sloop of war *Avenger* had fallen in with them in the night, having two prizes in company—one of which, viz—the one set on fire, was a fine Brig, the other was the one that stood before the wind. The Barque had been boarded by the Sloop of war at 4 o'clock A.M., but discovering us recalled her boat without leaving any of her crew on board or taking out any of the Privateer's men. He ordered the Barque to follow him, who finding us from our sails, etc., to be an American and that the Sloop of war was running from us, was then trying to make for the Privateer. After taking out of her her former Captain and two boys, and the only English prisoners on board, we made all sail after the Prize Brig before the wind. In a short time the Sloop of war was out of sight, still standing from us with all sail set. At 2 o'clock we brought to the Brig *Adeline* from England, loaded with dry goods and hard ware bound to Bath in Massachusetts bay. We took from on board of her a British Master's mate and five seamen belonging to *Avenger*, and put on Midshipman Madison and five seamen and started her for some port in the U. S.

**August 17th, Monday** — Cloudy and cold. Fresh breeze from West: Standing to the South and West. No observation. Passed about 6 o'clock the wreck of a vessel that





"HEAVY BROADSIDE-to-broadside fire was opened at close range. *Constitution* and *Guerriere* were nearly abreast."

appeared to have been capsized. No observation today. Wind increases: cold, damp, disagreeable weather. 16 men on the Sick List. My wounded hand is nearly well. —We tacked ship and passed just to leeward of what was supposed to be a vessel capsized and it proves to be a dead whale floating on the surface. On approaching we supposed it to be an Island of Ice. There were a number of small birds—perhaps "Mother Carey's Chickens" flying about it. The oil was floating on the water some distance to leeward. As we passed it, we were saluted with a very unpleasant smell. Directly after passing it we wore ship and stood again to the South and West—at 11 P.M. we were called to Quarters, having seen a vessel nearly ahead standing before the wind. She hauled her wind and we made all sail after her, and after a chase of 1½ hours came up with and spoke to the American Privateer Brig *Decatur*, Capt. Nichols, from Salem, 12 days out, and had taken nothing. In chase of a Ship yesterday carried away her fore top mast. Was chased last evening by a Ship of War.

**August 19th, Wednesday** — Cloudy and foggy. Course S. & W. Wind N. by E. Lat. observed 41° 42' N. Long. by D. R. 55° W. At 2 P.M. discovered a large sail to Leeward. Made sail and stood down for her. At 4 discovered her to be a large Frigate. When we were within about 2 or 2½ miles she hoisted English colours and fired a Gun. We stood towards her with reefed topsails without showing our colours. She then commenced firing, and gave us several broadsides without much effect before we commenced firing. She kept wearing several times with a view probably of trying to get the weather gauge of us, which we avoided by wearing also. We hoisted our colours and fired the first gun about 15 minutes past 5 o'clock P.M., but did not come into close action until about 6 o'clock, and after 25 minutes from the time we were closely engaged she struck, having previously lost all three of her masts and Bowsprit. Her hull was much injured. Several of her guns were dismounted or otherwise rendered useless on the gun deck by our shot. She had 15 men killed and 63 wounded, most of them very dangerously, immense mischief and destruction having been done by our grape and canister shot.

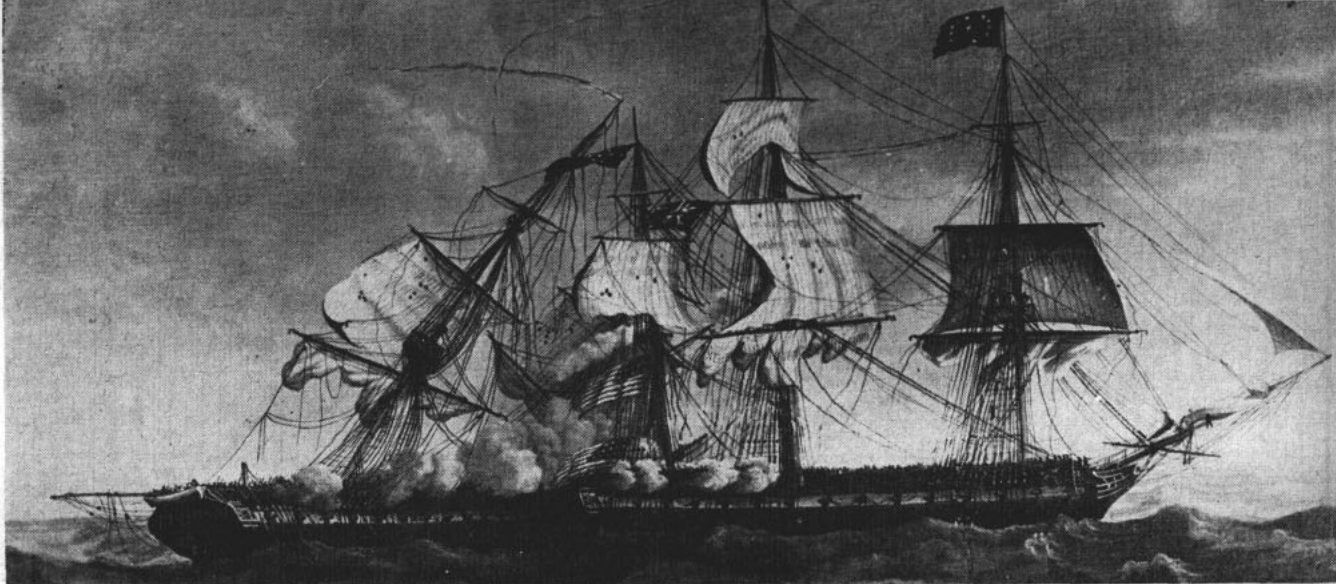
During the engagement she came against our stern with her bows twice, and carried away her Jib boom and injured our Taffrail. It was when in that situation

that Lt. Morris and Lt. Bush were shot. Mr. Morris first jumped on the Taffrail with an intention of boarding her and was instantly wounded. Mr. Bush jumped into his place the instant he fell. Little or no other injury was done us at that time, and her quarter deck and forecabin were completely swept. Her Second Lieutenant was killed, and the Captain, 1st Lieutenant, Sailing master, and one of the Master's mates wounded. She hoisted 3 or 4 flags at the commencement of the action, and struck immediately after she got clear of our stern. Her foremast and mainmast and mizzenmast fell about the time she was in contact with us. After she struck the Capt. Is. Rd Dacres Esq came on board and informed us that it was His Britannick Majesty's ship *La Guerriere*. We sent Lt. Reed on board and finding the ship in a situation that was considered dangerous to attempt getting in we were employed all night getting the men and crew from on board. She mounted 49 Guns and had about from 260 to 300 men, having sent previously part of her crew in prizes. Captain Dacres is a pleasant, agreeable young man, 24 years of age.

Our crew behaved very nobly. They fought like heroes, and gave three cheers when the colours were hoisted. They also cheered when each of her masts went over the side, and when her colours were struck. Whilst she was on our stern one of her forward guns was run nearly into our Cabin window and fired, but did (fortunately) little or no execution. A shot that entered our after port on the starboard side of the gun deck killed 2 men at the after Gun and wounded one. From the firing of the first gun to the close of the action was one hour and ten minutes.

*Dr. Evans describes one of the most famous battles in U. S. naval history with nonchalance and brevity. This is what happened, according to more detailed accounts:*

*In the preliminaries to the frigate engagement, both captains maneuvered with such skill that little advantage was gained by either. At 6 P.M. heavy broadside to broadside fire was opened at very close range with yards almost square and both ships running before the wind nearly abreast of each other. The Americans established a superiority of fire, and after twenty minutes of pounding the Guerriere's mizzen (rear) mast was hit squarely and fell overboard, and almost at the same instant her damaged main yard gave way in the middle.*



"FOREMAST, mainmast and mizzenmast were hit squarely and fell overboard after interlock with USS Constitution."

Thus crippled the British frigate was already practically a beaten ship since her ability to maneuver was gone. Reduced sail power and the dragging mast with its sails and rigging slowed her down substantially, and at the same time turned her bow away from Constitution. Forging ahead the latter steered sharply across the *Guerriere's* bow to reach the coveted "raking" position, where all guns bore and where every shot could sweep the target lengthwise while at the same time the opposing fire was severely reduced to that from a few bow guns.

The Constitution's headway carried her past the exact raking position and as she turned away to regain it for her other broadside, the two ships were so close that the British bowsprit became entangled in American rigging. Thus fastened together both vessels assembled their boarders near the point of contact where a brisk musketry engagement took place from the opposing decks and tops.

Three American officers, Lieutenant Bush (marine), Lieutenant Morris and Master Aylwin, were shot as they leaped on the taffrail to board, and Captain Dacres and three other British officers were hit on *Guerriere's* deck. Captain Hull's cabin was set on fire from the close blast of the enemy's bow guns.

After but a few minutes of this during which most of the American losses occurred, the ships began drawing apart again and almost immediately *Guerriere's* two remaining masts fell, from damaged rigging. She was then a helpless hulk with no choice but surrender. The British had 23 men killed and 56 wounded, as compared with 7 and 7 respectively on Constitution. The prize was found to be too badly cut up to be taken into port and Hull burned her.

**August 23d, Sunday** — Blew very fresh and rained hard last night. Were going 11, 12 and 13 knots. We called to quarters about 3 o'clock A.M. having discovered a sail to Leeward. About daylight came up with and spoke the Brig *Rebecca* from London bound to Boston, having a British license. There was a prize-master from Comm Barney's squadron on board of her. She had been boarded some days ago by *Guerriere*, who sent some prisoners on board and permitted her to pass in consequence of having a license. She was several times spoken by *Guerriere* after Barney had taken her, but they did not again board her.

**August 31st, Monday** — Saw 4 armed ships and a Brig this morning at day light standing in near the light house. Supposed them to be the enemy and instantly cut our cables and beat down to lower part of the narrows under a heavy press of sail with a view of getting up before they would be able to cut us off. We could not understand each other's signals. By the time we arrived at the narrows discovered that they were American Frigates. They proved to be *President*, Comm Rodgers; *United States*, Decatur; *Congress*, Smith; *Hornet*, Laurence; and Brig *Argus*, Sinclair. We ran up near the Navy Yard and anchored. As we passed Long Wharf were saluted with huzzas by a great concourse of people from that place and the different Merchant vessels. Comms Decatur and Bainbridge, Capt. Laurence and Sinclair came on board—a number of other officers; and the vessel was crowded all day with citizens—boats surrounded us, huzzaing, &c.

**September 26** — Saw the Senate and representative chambers; in the former are a musket—horseman's sword, cap, and drum taken from the Hessians at the Battle of Bennington, together with a framed complimentary letter to General Stark from the House of Representatives of Mass. on the occasion; in the latter a Cod-fish is hung up as the staple commodity of the State. Over the Speaker's chair is a noble head of General Washington. The seats are well arranged, but owing to the number of the members are crowded and leave no room to write—having no tables. They go into the adjoining room when they wish to do anything of that kind. The Council chamber is a neat, well finished but plain room. In one of the rooms are the four inscription stones of a monument that formerly stood on Beacon hill, but have been removed in consequence of the ground on which it stood being proved to be private property. They point out the principal events and most prominent, fortunate features of the revolution and those that led to it, and an exhortation to their posterity not to forget the expense, toil and trouble with which the surrounding blessings were achieved.

**October 2** — Went to the Theatre in the Evening & saw "The Foundling of the Forest" performed, or rather butchered, with a new afterpiece called *Guerriere & Constitution*, a very foolish, ridiculous thing, nevertheless, I was heartily pleased at the applause it caused.



**October 13** — It is now 12 o'clock at night. A sick man who is delirious insists that he will die at 2 o'clock, and is much disturbed when he hears the bell struck, and counts every half hour. He obstinately refuses to have a blister applied behind his neck, saying it may be done at 2 o'clock. I have requested the officer of the deck to omit striking the Bell at  $\frac{1}{2}$  after one and two: and intend to sit up till that hour to watch the effect of firm impression on a debilitated frame. He has complete possession of the superstition of his messmates.

**October 14** — The sick man mentioned above is still alive, and much better.

**October 19**—Rode out to Paul Revere and Sons Rolling Mills, beyond Canton, 17 miles from Boston, on the Taunton and Newport (R. I.) road. They have a furnace for smelting and refining the Copper pigs, and casting bells, cannon &c, and a mill with which they roll the copper into plates. There is another mill for the purpose of Boring the cannon. I was treated with much politeness by Mr. Eyres, one of the firm. He walked with me to the Cotton Factories, a short distance lower down the stream. At one of them they Gin, card, and spin the cotton by machinery, and have also some looms. At the other they card and spin wool, and make stuffing for ladies' pelisses out of cotton. The latter is something new in this country, and is consequently kept secret by the owner. The country between Boston and Canton is hilly and rocky, but in a much higher state of cultivation than I had expected to find it.

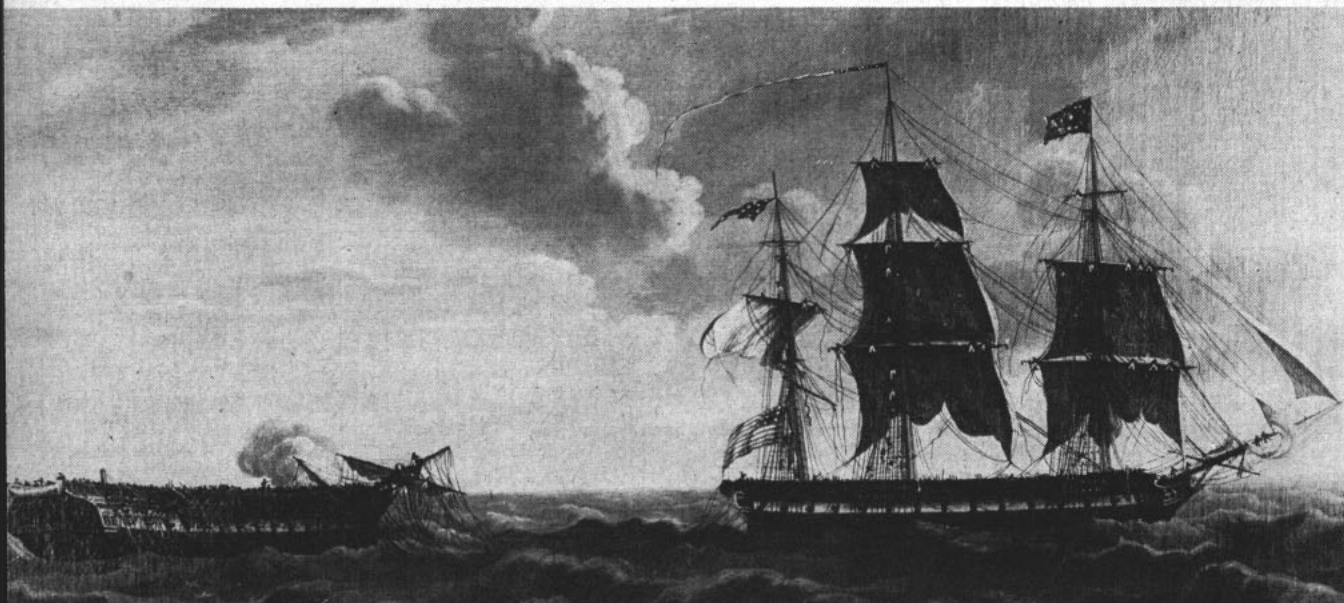
**November 28, Saturday** — Fine, pleasant weather; Sun shines out for the first time for several days. Fumigated the ship yesterday with muriatic acid gas and white-washed it today. Lat. ob: at mer. 59' minutes N. Long. by lunar at 10 o'clock 25° 13' W. In conversation a few days since with Comm Bainbridge relative to objections to the efficacy of the Lightning rod, he mentioned the circumstance of three American Frigates laying at Anchor amidst a British fleet at Gibraltar in a severe thunder storm, when considerable injury was done to most of the British vessels without the Americans suffering any except the destruction of one of their lightning rods. He also observed that a church in New York had been struck four times before a rod was hoisted, since which time it has not been injured. It was the only church in the city that had not a rod. The rest escaped injury in every instance. He has known the spire [sphere] of attraction

to be more than 50 feet in several cases. How much farther it would attract he is unable to say. I believe Doct. Franklin placed it at about 30 feet, perhaps not so much.

**December 29, Tuesday** — At 8 A.M. discovered two ships to windward of us. At 9 one of them stood along shore, the other towards us. At 10-30 min. within 8 or 9 miles coming up with us. At 11-30 The Comm supposed the strange sail to be a two decker and made sail away from her: made the private signal of the day which was not answered. The strange sail hoisted a tri-coloured signal flag at her main topgallant masthead and kept it flying a long time. At 12 the sail gaining on us going 10 K Lat. ob: 13° 6' S. Long. by chron. 37° 38' W. Hoisted our Ensign and pendant. The strange ship then hoisted an English Ensign at the peak. At 1.25 the strange sail gaining on us discovered her to be a Frigate. At 1.37 took in part of the sail and stood for the enemy, having previously had all clear for action. At 1.45 she bore down intending to rake us which we avoided by wearing. At four minutes before 2 P.M. we fired a broadside at her, when she bore up and returned it: she was at that time distant about one mile. She was standing bows on but had hauled down her peak with an intention of wearing, when an order was given to the 3d Division to fire one Gun in order to make her hoist her colours—but the whole broadside was fired without stopping. The action then commenced warmly on both sides. At 3.15 her maintopmast and foremast went over the side. At 4 her mizzenmast went about 10 or 15 feet from the deck. At this time her fire was stopped and we hauled aboard our fore and main tack and stood from her to repair our braces, &c. At 4.25 her mainmast went nearly by the board. The colours still flying at the stump of the mizzen mast. At 4.50 wore and stood for the Enemy. At 5.25 got ahead of her in a raking position and were about giving the order to fire when she struck her colours, at which our crew gave three hearty cheers, as they had done when we first beat to quarters and several times during the action. At 6 sent the cutter with Lieut Parker on board, which returned with the 1st Lieut Chadds (the Capt being mortally wounded) who delivered his sword, together with His Majesty's Ship *Java*—rated 38 but mounting 47 Guns.

**February 15, Monday** — In sight of Cape Ann—Cold: blows fresh from N. & Wd: about 11 o'clock a Pilot came on board. Beating up to Boston light house.

"GUERRIERE was a helpless hulk and she was too badly cut up to be taken into port. The captain had to burn her."



# TAFFRAIL TALK

HERE'S AN INTERESTING sidelight to our story "This Is Your Passage to Freedom" (December 1954, page 16) which told of the Navy's part in the transport of Vietnamese Refugees to Free Indo China.

"The largest mass civilian evacuation by sea in modern history," has an impressive ring to it but the human significance of such a statement is, perhaps, best conveyed by this letter from a Vietnamese refugee to "The Captain, The Staff, The Doctor, and The Ship's Crew" of USS LST 901:

"I come in the name of my wife, my new born, my family, and myself, to present my sincere respects, appreciation, and thanks.

"All of you have given much help in the birth of my little daughter. We have brought many troubles while you have helped us with all your medicines and necessary instruments and a very good place for the accomplishments.

"You and your Doctor lost sleep in order to render services to us. I was working in American Medical Section for four years, but, I did not understand the American language well; but, in the days that we have lived on your ship, we have understood you and your ways. From the Captain to the last sailor, you have hearts of gold.

"Long live the American people!

Tran Duc Dzuong"



A crisis of an unusual nature was faced by the watch at NAS Whiting, Fla. As we all know, one of the principal regulations governing watches is the requirement that all suspicious events must be recorded in the log. Here's an extract from Post No. 5:

0145 - Assumed duties of Post No. 5.

0300 - Made tour of post. All secure.

0340 - Spotted skunk in front of Bldg. 1414. I challenged him but he ignored me and he continued on his way. Rather than make an issue of it, I considered the incident closed.

We like this item but have been saving it for months because there seemed to be no logical spot for it: In spite of its name which, in Spanish means "lonely coconut," there are so many coconuts on Coco Solo, C. Z., that the 15th Naval District has found it necessary to advertise them for sale under sealed bids. Some 900 trees yielded approximately 27,000 coconuts.

*The All Hands Staff*

## ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 Jun 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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**Distribution:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

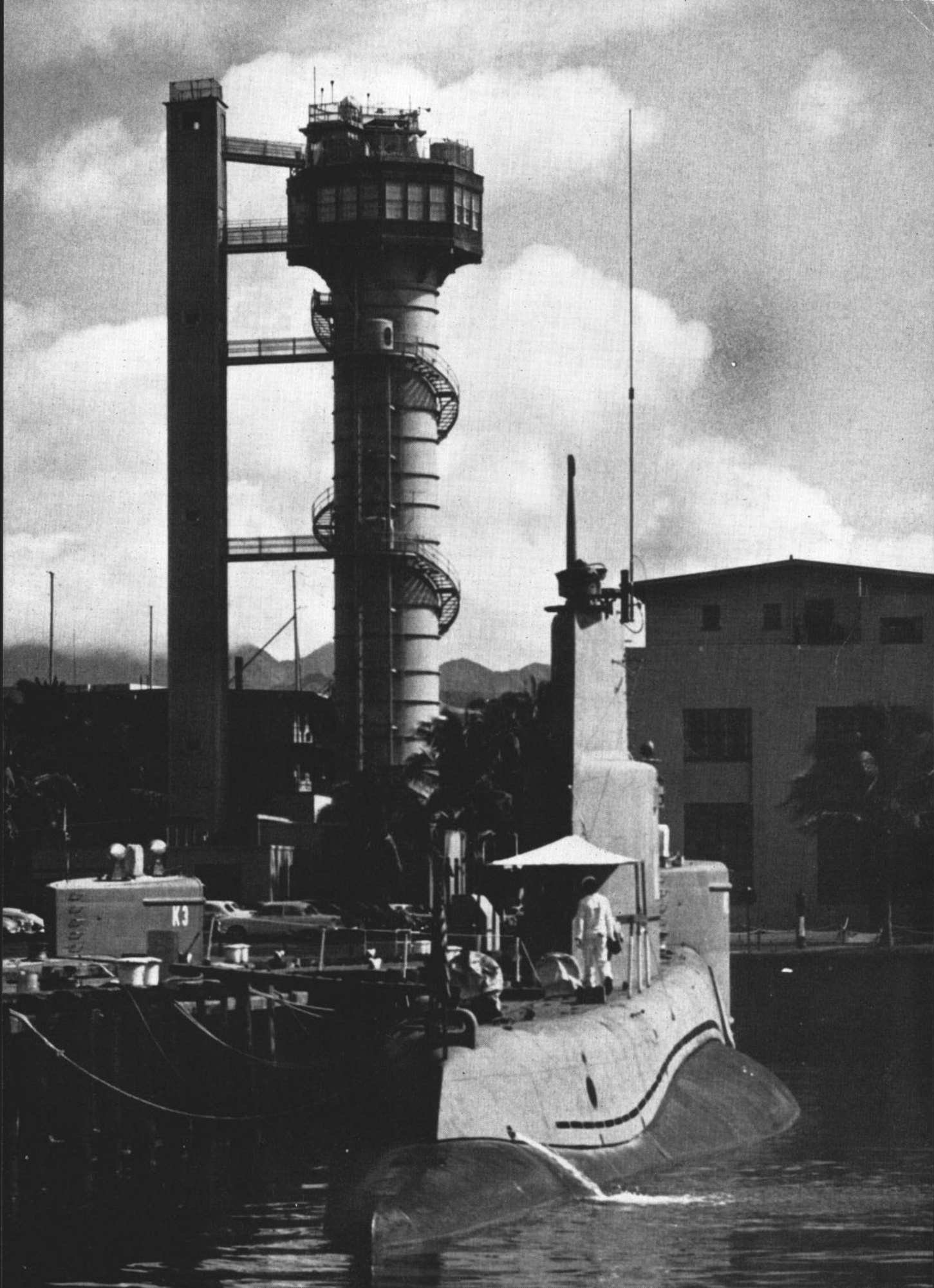
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: TALL DRINK OF WATER escape training tank at Pearl Harbor Submarine Base is a familiar landmark to Navymen. It holds 280,000 gallons of water. K-Type, Killer Sub is moored to pier in foreground. ➡

ALL HANDS





# **THE WORD<sup>\*</sup> FROM THE WISE IS STILL THE SAME**



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at 4 per cent interest . . . . .**

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