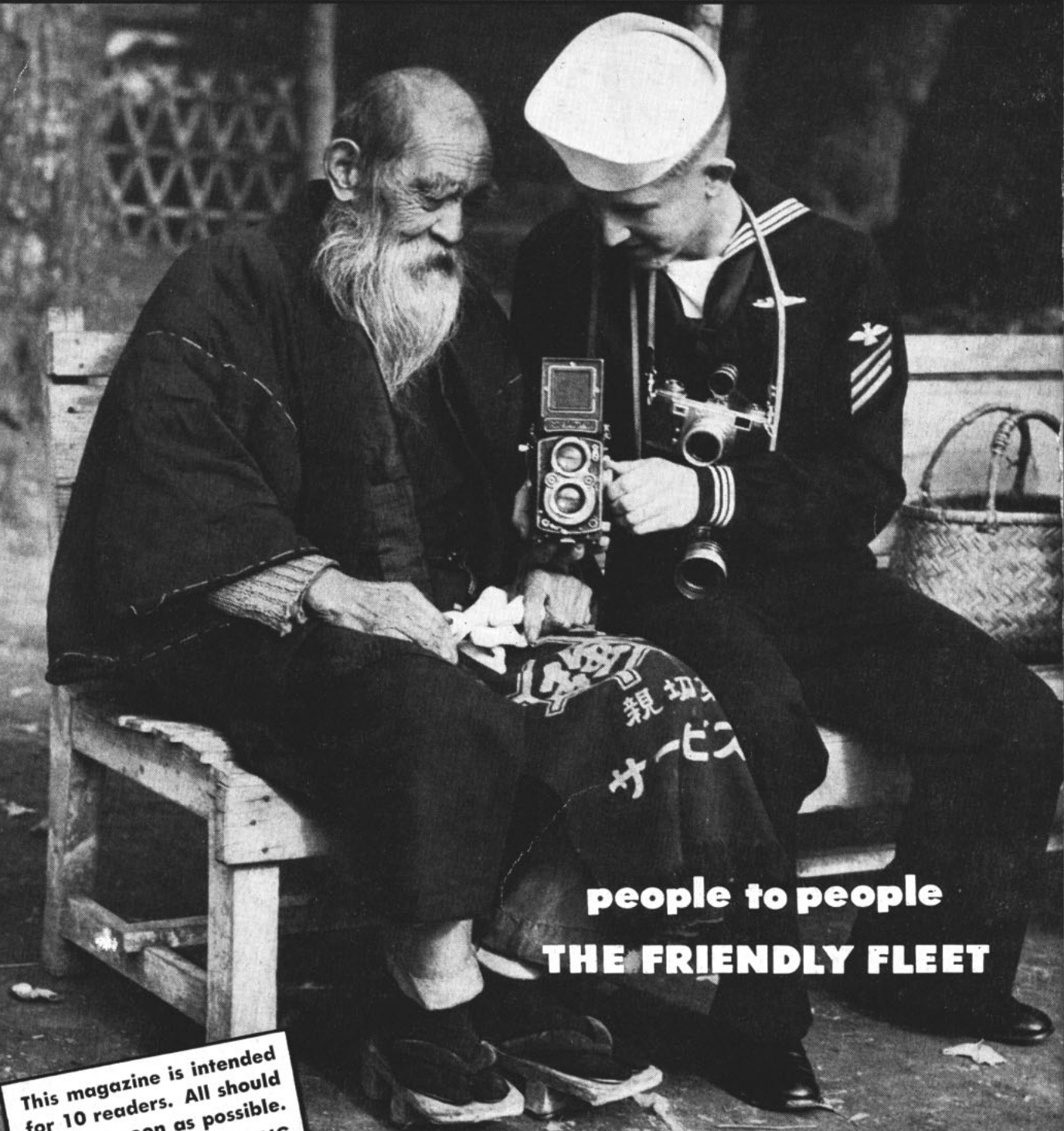


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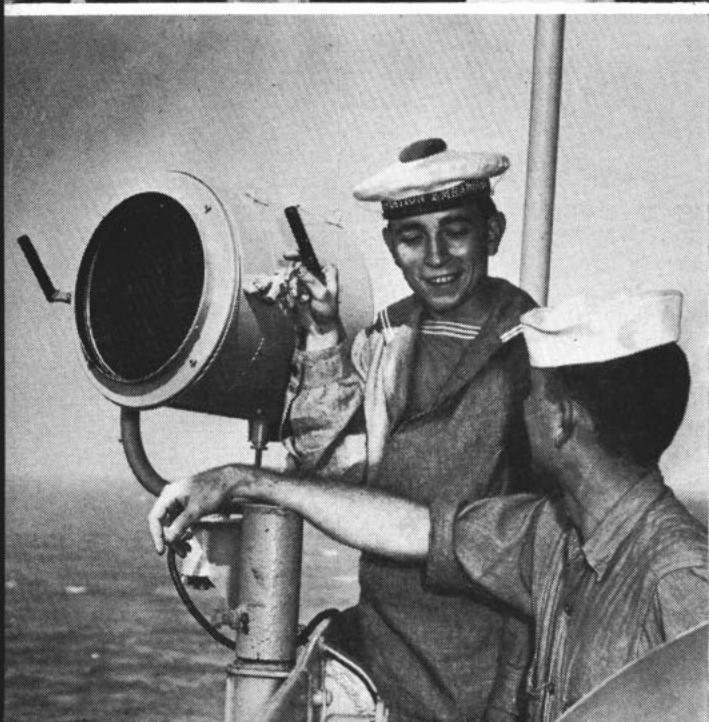
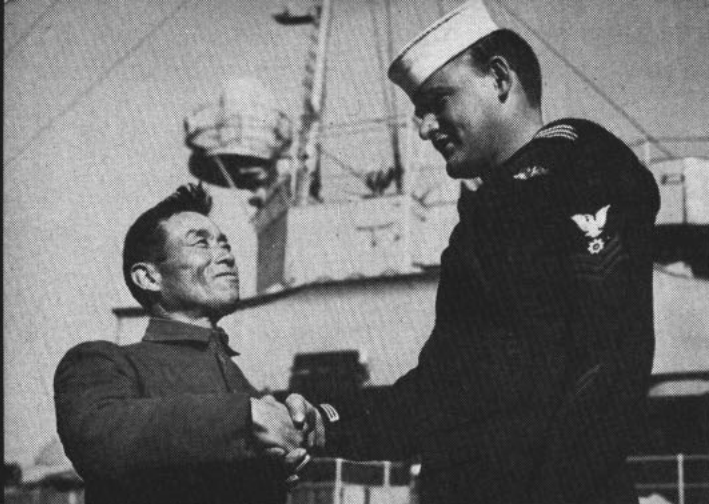


people to people
THE FRIENDLY FLEET

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

MAY 1958





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1958

Nav-Pers-O

NUMBER 496

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● **FRONT COVER: WORLD-WIDE FRIENDS** is the theme of this month's issue. To illustrate our point, we couldn't resist a reprint of this Navyman and Korean friend, who first appeared in the April 1956 issue of *All Hands*.

● **AT LEFT: WORLD-WIDE FRIENDSHIP-Top:** Children of Far East find new friend. Friendly business at Port Lyautey. Greetings in Japan. Center: Greek and U.S. Navyman join in hand-shaking. Sailor toasts Bavarian friends. Bottom: Scotsman and Navyman have good time with bagpipes. Arab friend shows sailor how to use water pipe. French and U.S. sailors chat.

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



HAVE SMILE, WILL TRAVEL — Four of Navy's "ambassadors-at-large" are smiling representatives of Friendly Fleet.

HERE'S THE FRIENDLY

AT SEA OUR JOB IS TO ACHIEVE A PEAK OF COMBAT READINESS. IN PORT OUR MISSION IS TO PROMOTE INTERNATIONAL UNDERSTANDING AND FRIENDSHIP. IN BOTH CASES OUR OBJECTIVE AS THE FRIENDLY FLEET IS TO MAINTAIN THE PEACE.

"WHILE OUR COMBAT READINESS REASSURES OUR FRIENDS AND DISCOURAGES POTENTIAL AGGRESSORS, I BELIEVE ALL WILL AGREE THAT THE BEST AND MOST ENDURING ROAD TO PEACE IS MARKED BY SUCH THINGS AS GOOD WILL, UNDERSTANDING, CO-OPERATION, ACCEPTANCE, TRUST, FRIENDSHIP AND MUTUAL RESPECT."

This was part of a message from Commander Sixth Fleet to every officer and enlisted man in that command. Other messages, stating the same basic ideas in different ways, have been issued to Navy commands all over the world, pointing up the fact that every Navyman plays a significant role in an effort that's important not only to the Navy, but also to the entire nation.

This is the People to People Program, and its basic aim is, "to build

a massive program of communication between Americans and the citizens of other lands—to establish lasting two-way relationships from which international friendship and understanding could grow."

Besides Navyman, members of the other armed forces, businessmen, entertainers, scientists, educators, farmers, labor officials—in short, Americans from all walks of life—have joined in.

Why?

Well, this is the way the President put it when the program was getting started back in 1956;

"If our American ideology is eventually to win out in the great struggle being waged between opposing ways of life, it must have the active support of thousands of independent private groups and institutions and millions of individual Americans acting through person-to-person communication in foreign lands."

The Navyman has a key role to play in this operation, for he's likely to come in contact with more people

from foreign countries in just one year of sea duty than most other Americans are likely to meet in a lifetime.

Often, the Navyman and his actions are part of the foundation upon which a foreigner may build his impressions of America and Americans. And, these days, such impressions are becoming increasingly important.

Actually, the Navy has been in the people-to-people business for quite a few years. As a result, we've managed to make good impressions on many people and in many ways by extending the notion of "the Friendly Fleet" to all our Fleets everywhere.

Sometimes, this has been done on a pretty large scale. For example, take what we did in the state of Vietnam, Indo China back in 1954.

In case you've forgotten, that was the year when the Communists took control of the northern half of Vietnam. Under the terms of an armistice, 300 days were allowed for the evacuation of thousands of Viet-

namese civilians who wished to leave the communist-controlled part of the country for freedom in the southern part.

An appeal for help, in what has been described as "history's greatest mass civilian evacuation," went out to the United States. Our answer, in the form of more than 40 amphibious vessels of the Pacific Fleet, wasn't long in coming, and soon these ships were shuttling from Haiphong, in northern Viet-Nam, to Saigon, in the southern part, loaded to the gunwales with Vietnamese men, women and children.

Many of these refugees had had very little previous contact with Americans, and only a small percentage of them had ever been on a ship before. Now, the fortunes of war had driven them from their homes and placed them on board American ships and among American sailors.

Naturally, with so many people crowded into such unfamiliar surroundings, some problems were bound to arise, but both the Navy-men and the refugees did their best to minimize these difficulties as soon as they occurred.

The first ship to leave Haiphong

The handling of the food situation on board *Menard* shows how tact and a commonsense understanding of differences in customs and habits can be used to bridge the gap between people of divergent backgrounds. In addition, there were other situations during the Passage-to-Freedom operation in which just plain neighborliness and the Navyman's ability to do the right thing in an emergency were big factors in giving the Vietnamese a good impression of Americans. This was especially true of the Navy doctors and corpsmen, whose services ranged from delivering babies to removing shrapnel from the leg of a Vietnamese girl who had been wounded by a land mine.

One of these hard-working men in white was John A. Osborn, HM3, of *uss Bayfield* (APA 33), who was on duty in sick bay one morning when a frantic woman rushed in with her two-month-old baby girl in her arms. The baby, stricken with acute bronchial pneumonia, had stopped breathing.

Osborn, all alone in the sick bay, saw that the baby had turned blue. Knowing there wasn't a minute to spare, he quickly grabbed a cardboard box, dumped out its contents and set it upside down on a table.

In a matter of seconds he had converted the box into a make-shift oxygen tent by taping cellophane over the top and punching a small hole in the end. Then, he placed the baby in the box and turned on the oxygen. Before long she began to breathe. Her color returned to normal.

After the doctor arrived an oxygen mask replaced the "Osborn tank," but Osborn remained on the scene. He, a Vietnamese midwife and a male nurse stood by the child and oxygen mask throughout the night to make sure nothing went wrong.

Chances are the mother of that baby will remember for a long, long time that Americans are pretty nice people.

In other emergencies, on a much smaller scale than the Vietnam evacuation, other Navy men have made

FLEET

with a load of evacuees was *uss Menard* (APA 201). She served as a "guinea pig," keeping the flagship for the operation, *uss Estes* (AGC 12), informed of her problems as they came up. *Estes*, in turn, passed the word on to the other ships involved so that similar difficulties would be easier to avoid in the future.

On her first trip *Menard* carried 1802 passengers, and she had hardly put to sea when she "hit a snag."

The refugees were not used to the way Navy cooks prepared rice, the main staple of their diet. Nor, did they care for American-style food.

One of the evacuees, a priest, came forward with a solution. Serving as a translator, he rounded up five of the passengers to serve as cooks for the remainder of the trip. The volunteer cooks prepared huge batches of rice every day, and according to a dispatch from the ship, there was a noticeable increase in the pep and vitality of the passengers within two hours of the first Vietnamese-style meal.





to their rescue, the expression of our profound gratitude. May they rest assured they have our heartfelt thanks.

I would like to wish them all a long and happy life.

E. Turpin
Mme Pierre Turpin
Cancale, Ille et Vilaine
France"

In a younger scrawl, this unsigned note had been added:

"From the children of the crew members of the Pei-ho—Elisabeth, Jean-pierre and Yves Turpin say to all of you: Thanks for having kept us our papa."

Help in emergencies is only part of the story of "the Friendly Fleet." Parties for underprivileged children, athletic competition against foreign teams, visits with relatives "in the old country," participation in local ceremonies and celebrations, blood donations to foreign blood banks, the exchange of official calls and entertainment and the support of overseas charities also make for favorable impressions of us in foreign ports. Even a band concert can do a lot toward the building of international understanding, as witness the success of the Seventh Fleet Band in Japan and the band from *uss Coral Sea* (CVA 43) in the Mediterranean area.

In the civic auditorium at Sasebo, Japan, the Seventh Fleet musicians played to an overflow crowd of more than 1600 people who turned out for a two-hour program of concert and

similar impressions on people all over the world. For instance, here is a letter received by the office of the Commander, U.S. Naval Activities, Port Lyautey, Morocco, after a helicopter from there had rescued the crew of a steamship in trouble in

waters off the coast of Casablanca: "Cancale, France

Friday, 13 December 1957

In the name of the families of all the crew members of the Pei-ho, I would like to address to the pilots of the helicopters who contributed

PARTIES FOR ORPHANS have become important part of Fleet's visits abroad. Above: Navymen meet Spanish Matador.



dance band numbers. Portions of the show were recorded for broadcast over the Nippon Hoso Kyokai, largest broadcasting network in Japan, and the network also interviewed the leader of the band, Ned Muffley, MU1, USN, to find out more about the band's organization and background. When the concert was over the audience refused to let the group leave the stage without an encore, and as the band members were leaving the auditorium they were met at the exits by crowds of Japanese youngsters waving programs and asking for autographs.

The *Coral Sea* band (see *ALL HANDS*, June 1957) made a triumphal tour of Sicily, Italy, Greece and Turkey. In Istanbul more than 4000 fans jammed the Sports Palace to hear it play numbers ranging from the latest in rock n' roll to the hit ballads of a decade ago. In Genoa's austere Piazza della Vittoria middle-aged matrons danced in the streets to the bands selections. In Athens, bandleader Walter N. Ridge, MUC, USN, ran into a problem: a stamping crowd of 8300 people didn't want the musicians to stop after three hours of continuous playing. And, in Palermo a throng of 7000 people kept the band playing for five hours. A Palermo newspaper described the throng as "one of the largest crowds we have ever seen in Piazza Castelnova."

Band concerts, rescues at sea and the like are group efforts, but the real key to making a good impres-



sion in a foreign country is the individual Navyman, who sometimes can make a very large contribution to international understanding entirely on his own. For example, here is what just one Navyman accomplished by being a good neighbor.

The story began in 1949, when Dr. Toru Miyaji, pathologist at Osaka National University in Japan, was invited to the United States to study at the American National Cancer Laboratory. While in America the Japanese doctor lived in a suburb

SHOWTIME—Spanish perform for *USS Northampton*. Above: Vietnamese baby delivered during evacuation.





TOOT SWEET—Navy musicians make friends quickly with concerts in foreign lands. Two Navy bands blow into town.

of Washington, D. C., and by coincidence, his next door neighbor was William L. Jones, then an HM1, USN. Jones and the doctor soon struck up an acquaintance, from which a friendship grew.

One day, Dr. Miyaji jokingly asked Jones to come to Japan to help him set up a laboratory patterned after the one at the National Naval Medical Center, Bethesda, Md.

"Sure—anytime," was Jones' bantering reply.

Time passed, and eventually Jones wound up in the Far East with Fleet Epidemic Disease Control Unit No. 2. Dr. Miyaji, by then back at Osaka University, learned of Jones' assignment and got in touch with the corpsman's CO to ask if Jones could be permitted to help him set up laboratory procedures for the Osaka

Medical School's Central Clinical Laboratory.

Permission was granted by the Commander Naval Forces Far East, and the casual remark made back in 1949 became a reality five years later.

While in Osaka, Jones taught Japanese medical technicians the same "tricks of the trade" he had learned in the Navy, and he did such an effective job that it attracted much attention among medical circles in Japan. According to Dr. Miyaji, Jones had "done a three months' job in one month—despite the language barrier."

Of course, not everyone in the Navy has a chance to do what Corpsman Jones did. And, naturally, the Navy doesn't expect everybody in the Fleet to run right out and give band concerts all over the place just because of the People to People Program.

However, it does feel that there's a lot more room in this world for friendships like the one that men of the *uss Brough* (DE 148) struck up with the people of Dunedin, New Zealand, during the 1956-57 phase of Operation Deep Freeze.

The meaning of that friendship, and of the entire people-to-people idea, is pretty well summed up in this Christmas editorial from the *Dunedin Evening Star*:

"MERRY CHRISTMAS TO USS BROUGH"

*"It is worth noticing the valuable goodwill mission which is being performed by the ship's company of *uss Brough*, which for the past two or three months has made Dunedin its base. It is safe to say that the*

PASSAGE TO FREEDOM made a listing impression on thousands of Vietnamese who were carried safely aboard some 40 amphibious ships of Pacific Fleet.



young officers and crew, under their friendly and courteous captain, LCDR W. P. Duhon, have established here a reputation for conduct which has not been surpassed by any visiting naval vessel.

They have made many friends among our citizens, who have been happy to welcome them into their homes, and American sailors will sit at many a Dunedin Christmas dinner table tomorrow.

... When individuals of the nations get together as man to man it is usually found that one human being is pretty much the same as another. It is more or less a matter of trying to see the other fellow's point of view and remembering, as all of us are inclined to forget at times, that there are two sides to every question.

So far as the British and American peoples are concerned, it was never more important, in the interests of peace, that they should put aside any differences that divide them. In a small, but important, way the ship's company of USS Brough has been doing its bit to achieve this end.

It is no uncommon thing for servicemen ashore in a strange country to kick up their heels, even to the extent of trying the patience of their hosts, as many New Zealanders can testify, but no such complaints have been heard of the men of Brough. Maybe their youth has something to do with this, but whatever the reason, it is most welcome—as are they.

It was in keeping that the first wish of Commander Duhon, when



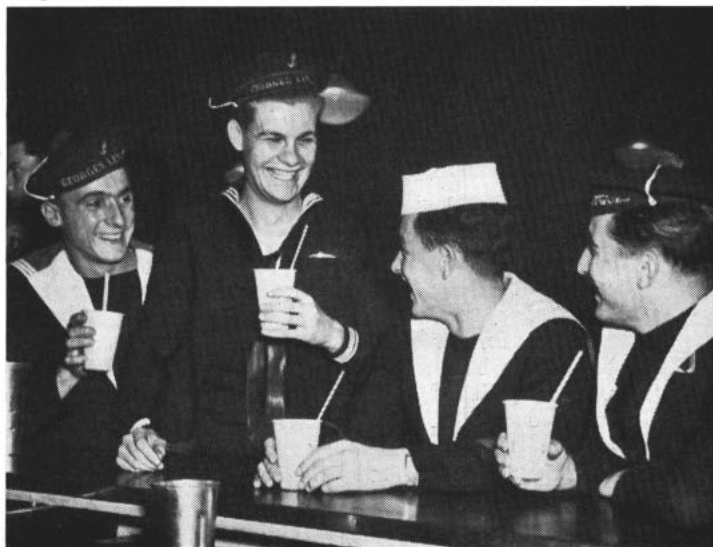
VISITING DIGNITARIES—Two schoolgirls from Yokosuka, Japan, sample cooking on USS Castor (AKS 1). U. S. Navy sailor does honor with knife and fork.

his ship returned to Dunedin on Saturday after another spell in the southern ocean on Operation Deep Freeze duty, was to issue a message of Christmas greetings to the people of Dunedin. We take this opportunity, on behalf of the citizens, to say

to the men of Brough: A Merry Christmas and a safe return to your homes when your tour of duty in this part of the world is over."

Maybe Brough ought to be made one of the flagships of the Friendly Fleet.
—Jerry Wolff

BROTHERS-IN-ARMS—Navymen pose with Thai friends in Bangkok (left), and with French sailors at geedunk (right).





FROM ONE PEOPLE TO ANOTHER—USS *Henderson* (DD 785) heads for northern Ceylon with load of relief supplies.

DISASTER RELIEF TEAM

THIS IS THE TALE of three ships—an aircraft carrier and two destroyers—that steamed into the heart of a nation through a door opened by disaster.

The nation was Ceylon, ravaged early this year by devastating floods caused by torrential rains. The ships were USS *Princeton* (CVS 37), *Henderson* (DD 785) and *Southerland* (DDR 743), all units of the Pacific Fleet operating in the Western Pacific.

Reservoirs and rivers of this island country lying within 10 degrees of the equator, had overflowed taking the lives of some 250 and leaving 300,000 homeless, without food, and easy prey for diseases of epidemic proportions. The onrushing walls of water had caused property damage estimated at \$105 million. But aid was on the way, coming from agencies of the United Kingdom, India, and the U. S. Navy.

Many miles to the north in the

South China Sea, *Henderson*, *Southerland* and *Princeton* were conducting war-like ASW training operations. On 28 Dec 1957 they received word to proceed at best possible speed to Singapore, Malaya, to fuel and take on emergency supplies for Ceylon relief work. Turns for 26 knots were rung up, and a short time later a representative of the American Embassy was at the home of Ceylon's Prime Minister informing him that help was on the way in the form of the U. S. Navy and asking "what else can we do?"

Arriving at Singapore at dusk the destroyers went alongside the Norwegian tanker SS *Naha* to take on fuel. The carrier loaded medical and food supplies and late in the evening, three British helicopters with their crews came aboard to augment the ship's 28 choppers. Some 400,000 pounds of food were crammed into the hangar bays aboard *Princeton* along with 3000 pounds of medical

supplies as the loading operation continued on into the night.

Henderson completed fueling and headed to sea before dawn with *Southerland* following a few hours later. *Princeton*, capable of greater sustained speed, departed last, but caught up with the two DDs as they ran through the Malacca Strait. The three then headed across the Bay of Bengal toward Colombo, capital city of Ceylon.

While the three ships were on their way, President Eisenhower sent a message to the people of Ceylon and announced his order for the three-ship mercy mission. An area commander sent the United States ambassador a message extending the sympathy of the U. S. Navy to the country and informing him that the ships, aircraft and men of his command were standing ready. "We are theirs to command in this, their hour of need" was the concluding sentence of the dispatch sent by the Navy.

During the three-day run toward Colombo the two destroyers prepared every item of medical supplies which might be useful for transfer to the carrier as well as all available dry stores in excess of two weeks' supply. The medical stores were passed to *Princeton* when the destroyers went alongside for fuel, but the dry stores were retained on board for delivery in Colombo.

On board *Henderson* a volunteer Disaster Relief Team was formed, ready to offer services wherever needed. Supplies were prepared and the crew of volunteers polled in search of the variety of skills that would be needed. Men with previous experience as linemen, plumbers and carpenters stepped forward along with the shipfitters and communicators. Equipment such as portable welding gear and radio equipment was laid out along with clothing and emergency rations. Elaborate plans were made for operations ashore and for maintaining communication with the ship. Two days before arrival in Ceylon, the services of this group were offered to the Task Group Commander.

Within sight of Colombo, *Princeton* was diverted to Trincomalee, a small community on the northeast coast of Ceylon, where flood relief was most critically needed and her helicopters could be most effectively used. *Southerland* and *Henderson* proceeded into Colombo and moored at Queen Elizabeth Quay. As they came alongside, the dock was deserted, but as the last line went over thousands poured onto the dock to welcome the relief ships which had arrived hours ahead of schedule.

Ceylonese sailors and navy trucks came on the pier to assist in the off-loading of the dry provisions collected on the two DDs. *Henderson* contributed 4000 pounds and *Southerland* made a similar contribution which was later broken down into small units for distribution to individual families in the stricken areas.

At dawn the next day trucks rolled onto the quay carrying tons of supplies destined for *Henderson* and *Southerland* deck spaces and a sea voyage to flood victims in the Trincomalee area. All morning, Singhalese stevedores loaded sugar, tea, pulses, rice and dried fish, all items necessary to the Ceylonese diet.

Storing this cargo was delicate work, for 60 tons of topside weight can make a tremendous difference



RELIEF SHIP—USS *Henderson* (DD 785) loaded relief cargo at Colombo. Below: USS *Princeton* (CVS 37) "choppers" delivered emergency supplies.

in the stability of a destroyer. It had to be lashed securely to the deck and bulkheads, and covered with all available tarps, gun covers and other canvas to protect it against sea spray.

With the vital cargo aboard, the two destroyers began the 400-mile trip to Trincomalee, steaming between 22 and 25 knots to arrive at first light. The moderate seas caused the two ships to roll and recovery was slow and sluggish. The sleek destroyers were now workhorses and no matter how hard they tried, they acted like trucks.

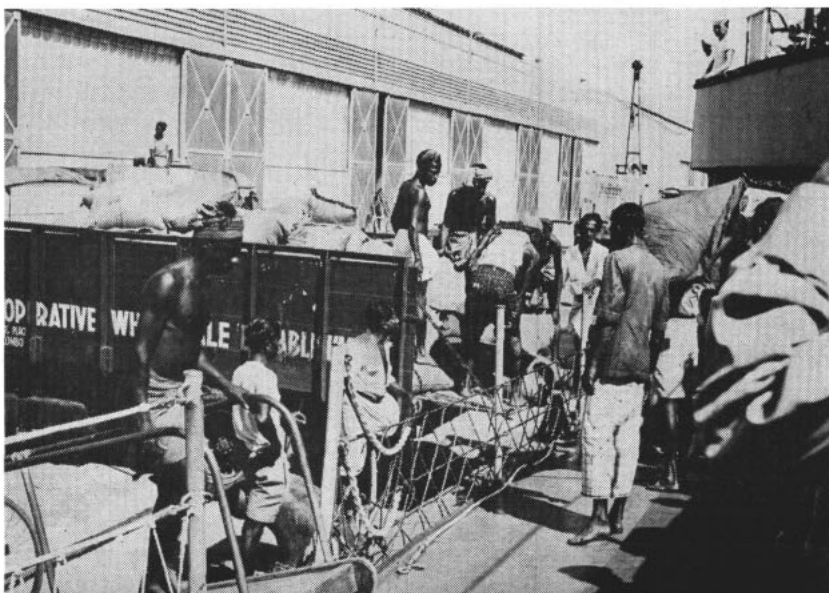
By this time a four-engine Navy transport plane had landed at Colombo with a special medical team from the Preventive Medicine Unit,



Third Marine Battalion, on Okinawa, and 12,000 pounds of medical supplies. The R5D transport arrived in Ceylon the day after its squadron, Fleet Tactical Support Squadron 21, had been alerted.

The supplies and medical personnel went to Jaffna, the first area to receive U. S. assistance. Forty Sing-

SINGHALESE STEVEDORES unload dry supplies from a U.S. destroyer. Two DDs each contributed about two tons of food to Ceylon aid programs.



halese were later evacuated from Jaffna to Colombo.

Navy and Marine helicopters attached to *Princeton* made 132 flights, delivering more than 90 tons of supplies to various disaster areas. After 12 hours of continuous delivery, flight operations were temporarily stopped with only eight tons remaining aboard.

The two destroyers went alongside the China Basin fuel pier at Trincomalee where the unloading operations commenced. Although stevedores worked rapidly, it took until late afternoon to remove the last bag and box into barges alongside.

Princeton and the two destroyers had been transferred to the operational control of CINCNELM who placed them under the command of the Commander Naval Forces, Middle East, who was in the *USS Duxbury Bay* (AVP 38). The small seaplane tender arrived at Colombo shortly after the destroyers completed their offloading. RADM Harold M. Briggs, USN, COMDEASTFOR, made an immediate inspection of the area and after conferring with

the Ceylon National Flood Relief Committee declared the emergency at an end. Flood waters were receding, food and medical supplies distributed, and aid was being given to prevent further widespread suffering among the people of Ceylon.

The final bits of supplies were unloaded from the carrier just nine days after the 33,000-ton ship had been ordered to the area. A Navy medical team which had been flown by helicopter to a village near Polonnaruwa with 150 pounds of medicine, was brought back after spending two and a half days in the area. The team visited refugee camps in the interior of Ceylon, many sheltering groups of more than 1000 people. Colds and influenza symptoms were prevalent and the team directed by Chief Hospitalman Clarence W. Veach, USN, administered medicines and reported the need for mass immunization. In the area of Mutur, LT Charles B. Gwinn, MC, USN, assistant medical officer aboard *Princeton*, gave approximately 2500 immunizations in a 10-hour period. Additional medical teams had reached other

areas of Ceylon affected by the flood waters and in the south personnel from *Duxbury Bay* were working in the less seriously flooded areas.

Following the arrival of *Duxbury Bay*, *Southerland* was ordered back to the Philippines and two days later *Princeton* was approaching Colombo with *Henderson* acting as plane guard. A flight of S2Fs and a squadron of helicopters roared over the capital city in an impressive fly-over. A short time later the carrier and the destroyer anchored in the harbor for a two-day good will visit.

The President of the United States said in a message to the Secretary of the Navy: "Please pass my congratulations and thanks to the officers and men of our ships and aircraft units which have done such a magnificent job in aiding our friends in Ceylon to recover from the disastrous floods which so tragically struck their country."

"It is always a pleasure to see our military forces being employed so effectively for peaceful and humanitarian purposes. Well Done."

—William Prosser, JOC, USN.

Navy Goes to a County Fair, Saipanese Style

Throughout the world, the words "County Fair" have come to mean a time for fun and laughter, and usually a state of noise and chaos for children and older folks alike.

The 1958 Saipan County Fair was no exception. The picturesque ruggedness of the country provided the background for its festival.

The Saipanese people, laden with their farm vegetables, fruits, cattle, and native handiwork, traveled via jeep and oxcart to Chalan Kanoa, principal village on the island and site of the Fair. They carefully unloaded and arranged their produce

and merchandise for sale and for all to observe.

Military and civil service personnel on the island as well as the islanders themselves turned out in great number to shop and witness the fine array of merchandise which ranged from carefully woven napkins to shell jewelry and heads carved from coconuts. These were typical of the craftsmanship of the people.

The Navy began its wide-scale program of rehabilitating the island and its people shortly after the island was won back in WW II. The island, built up into an immense

military base, provided extensive employment for the people. The income derived by the community from government employment was spent on imported foods and other commodities which greatly helped the people in their efforts toward rehabilitation.

Although in 1950 many of the military installations closed, the naval administration continued and went on to provide hospital facilities, an island power plant, an agricultural experiment station and an outstanding educational system. The close relationship and friendliness between the Saipanese people and the Navy continue today.

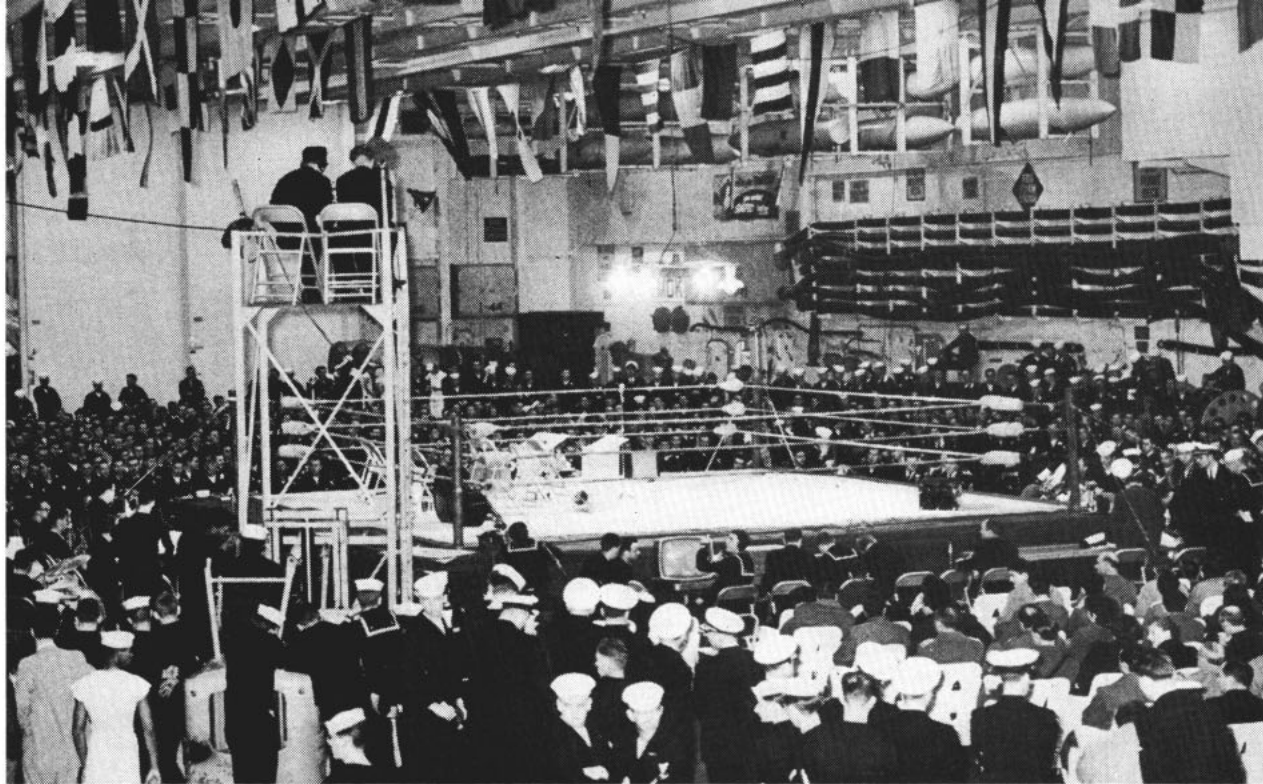
One of the highlights of this year's Fair was an afternoon concert given by the band of Commander Naval Forces, Marianas. It was flown to Saipan from Guam for the occasion. The band's music captured the interest of the people from the start.

At night, the band provided the music for a street dance which again attracted huge throngs of people, and gave the islanders an opportunity to display their dancing abilities which ranged from the traditional waltz to the present-day rock 'n roll.

—Robert J. Bova, JO3, USN.



FAIR FUN—Highlight of Saipan's County Fair was an afternoon concert and evening dance music played by ComNavMar Navy band that was flown in.



STACKED DECK — Hangar deck of USS Saratoga (CVA 60), packed with enthusiastic audience during NATO smoker.

NATO Meets SARA

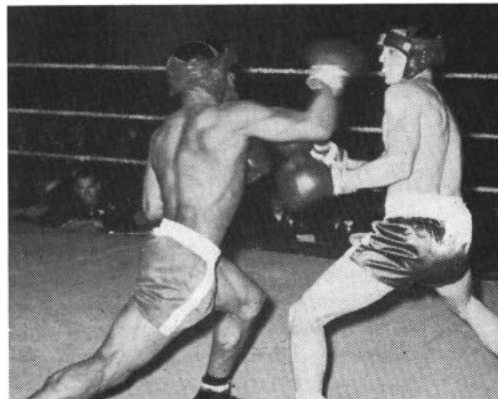
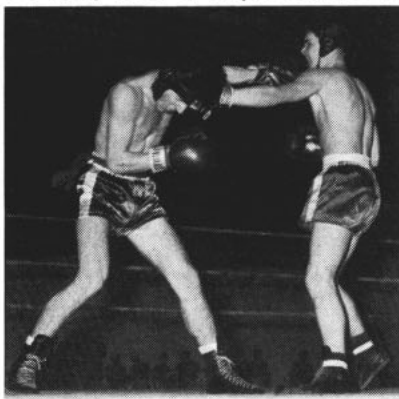
A BIG U.S. WARSHIP introduced herself in a big way to NATO members of Allied Forces Southern Europe headquarters. The big ship was USS Saratoga (CVA 60). The big way was with a slam-bang "smoker" held for NATO officials and their wives on her two-acre hangar deck.

The program to honor *Saratoga's* first stop at Naples since adding her might to the U.S. Sixth Fleet in early February was highlighted by an eight-bout fight card featuring sluggers from *Sara* and her accompanying ships. Preceding the fights the NATO guests were feted by hillbilly bands, jazz combos, vocal groups, magic acts and a Navy dance band.

The evening's entertainment was transmitted throughout the ship on WCVA-60, *Saratoga's* closed circuit TV system. Along with providing entertainment, the TV network pipes training films and flight operations to crewmen assigned duty below decks.



SHOW ENOUGH — Boxing highlighted the Navy show at Naples. Above: 'Ranch Boys' added western flavor to Med.





OILER TURNED TUG — AO 148 steams to the rescue of merchantman caught between two typhoons in Pacific.

Navy Lends Helping Hand

A TYPHOON TO THE RIGHT, a gale to the left. Ahead is a 7600-ton Panamanian merchant ship drifting helplessly on the rolling Pacific Ocean. Your orders are to render assistance to the merchant vessel, but you are not commanding a giant Fleet tug, not even a small one. Your ship is a heavily loaded Fleet oiler displacing about 34,000 tons.

If you were standing on the bridge how would you render assistance? Would you take off her crew to leave the ship abandoned on the wide sweep of the ocean? Or would you steam to the helpless ship and take her in tow, letting the unlimited capabilities of your crew make up for the lack of specialized equipment?

The latter course is the one steamed by CAPT W. R. Wilson, USN, former commanding officer of USS *Ponchatoula* (AO 148), after receiving orders to assist SS *Venus*. The tanker's crew responded with good seamanship and for 54 hours the Navy ship towed *Venus* across the Pacific without damage, injury or unexpected incident. Captain Wilson isn't sure, but he suspects that this tow may be the first for an AO type ship.

Ponchatoula, out of Long Beach, Calif., was steaming at 17.5 knots for Sasebo, Japan, when she received a message order to go to the assistance of *Venus*. The steamer was 160 miles to the southeast, rolling in rough seas after losing her propeller.

About 360 miles to the south was a gale growing rapidly to typhoon force and size and 1300 miles to the west, Typhoon Harriet was moving steadily north and eastward.

Venus had loaded coal at Norfolk, Va., and was en route to Yawata when the propeller casualty occurred and the Panamanian freighter had to radio for help. Language problems immediately cropped up as *Ponchatoula* turned her bow toward the crippled ship. It took two hours of constant broadcasting by the radio gang to learn that she was 450 feet long, displaced 7631 tons and was built in Chester, Pa. The crew on the merchant ship was Filipino and her "communication gang" consisted of one man who doubled in radio and on the signal bridge.

With *Ponchatoula* steaming toward the drifting ship the first lieutenant, Lieutenant Wesley H. Singletary, USN, and his assistant Chief Boatswain Ernest L. Dexter, USN, reviewed the towing bill (issued earlier that year when the oiler was commissioned) with the crew. Details of picking up the helpless ship lying in the trough of a medium to heavy sea were gone over and the towing gear laid out. Down in the engine room everything was double-checked to insure that nothing would fail during the delicate maneuvers ahead. By the eight o'clock reports all departments reported "ready for towing" to the captain.

The deck force had fabricated a

messenger line consisting of 50 fathoms each of nine and 21-thread line, three-, five- and eight-inch line, all joined together by taper splices made up by the boatswain's mates. The small end of this messenger was led out through the stern chock where the eight-inch line was faked down, led forward and stopped off on the life line and the rest faked down free for running to starboard. The eight-inch messenger was shackled to the outboard end of the 145 fathoms of 2¼-inch tow wire. Mauis, tackle, shackles, heaving lines, line-throwing guns and stoppers were also readied.

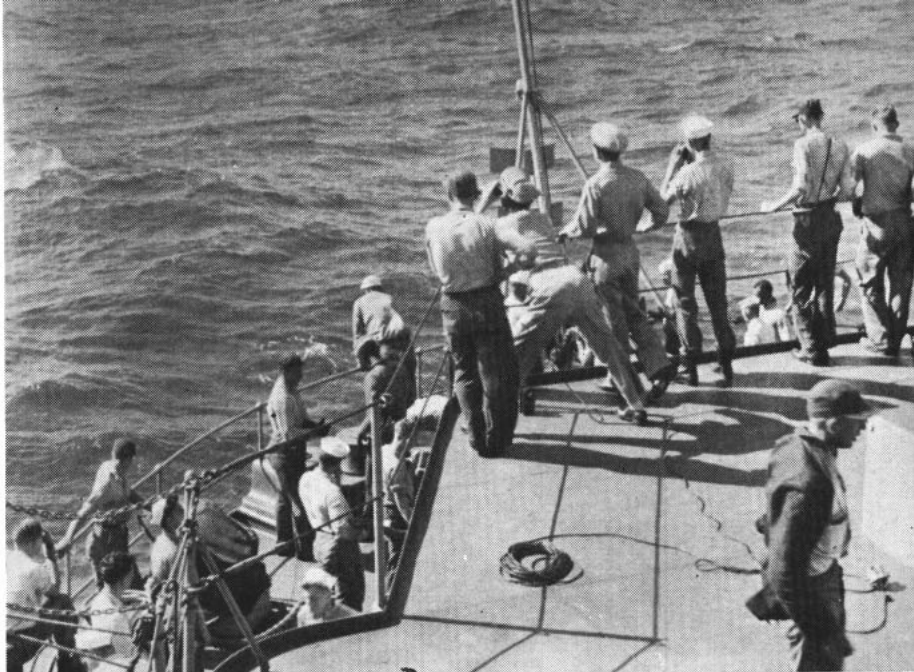
While these preparations were being made, ocean station ship *Victor*, a Coast Guard vessel, had started steaming for the west edge of the station area to be close by if needed. USS *Yancey* (AKA 93), also in the area, was ordered to give all assistance possible, but the nearness of *Ponchatoula* made this unnecessary.

Shortly before midnight *Ponchatoula* lookouts sighted the lights of *Venus* and the ship hove to about 2500 yards astern of the merchant ship. Radio discussions revealed that the Panamanian freighter did not have any towing gear other than her anchor chain.

At 0600 the Navy tanker was ready to tow the wallowing merchant ship, but was forced to wait when it became apparent that *Venus* had not readied any of her gear. Two

hours later the merchant crew had unshackled the anchor and suspended it on the round of the bow and were ready to receive the messenger.

As soon as *Venus* was ready *Ponchatoula* began her approach from the port quarter. It was CAPT Wilson's intention to cross the *Venus* bow at a distance of about 100 yards. The quartermaster's notebook shows that at 0748 the tanker came ahead one-third (five knots) on a course of 025°. As the range decreased to 1400 yards the heading was decreased to 029° and then to 021°. At 0808 the range to the *Venus* port quarter was less than 100 yards and both engines were reversed to check the ship's forward motion. While passing about 50 to 75 yards off the port bow, the Navy



on the High Seas



deck gang fired a gun line messenger over to *Venus* at 0811.

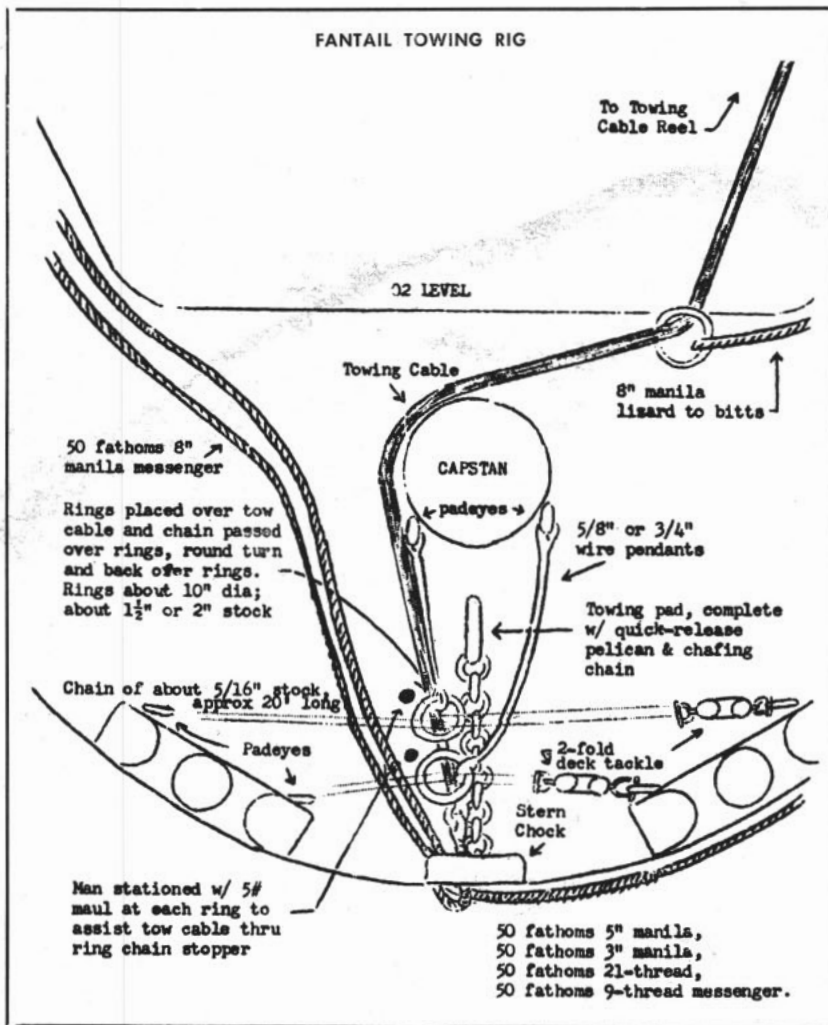
The nine- and 21-thread messengers were quickly drawn across to the forecastle of *Venus*, followed by the three-inch line and then the crew began cutting away the stops holding the five-inch messenger. The tanker continued across the bow of the becalmed merchant ship and took up station slightly on her starboard bow. Delicate use of her engines allowed the tanker to maintain a distance of no more than 200 yards.

According to the *Ponchatoula* log, *Venus* had the five-inch messenger in hand at 0820 and the eight-inch line five minutes later. *Ponchatoula* already had payed out 60 fathoms of towing wire and when the wire reached the *Venus* hawse pipe, 145 fathoms of wire had been unreeling and passed through the stern chock.

The stern of the tanker was a busy place as the wire started its trip across to *Venus*. Owing to the limited space available it was impossible to fake down the wire on the stern. Consequently the wire was fed off the reel on the 02 level, down a ladder on the starboard side, fairled around the capstan and then out through the stern chock. At the bottom of the ladder the plow steel towing wire, weighing more than eight pounds per foot, made its turn through a shackle on the end of an eight-inch manila lizard which was tied down to nearby bits.

Without a controlling device, in this case ring stoppers, the heavy wire would soon be out of control

FANTAIL TOWING RIG



and rush out through the stern chock like a bolt of lightning. In fabricating these "ring stoppers" the *Poncha-toula's* crew attached two wire pendants to padeyes on either side of the capstan with 10-inch rings spliced into the end of each. Two lengths of chain (5/16 inch stock) were shackled to padeyes on the portside. Each made a round turn about the towing cable, continued to a two-fold tackle where it was secured to the shackle with two round turns and then returned to the wire for another round turn before being returned to the portside padeye. Both wires pass through and over the rings in the end of the pendants. (See figure above.)

By hauling in on the tackle the light chain would tighten around the wire binding the cable in the ring. The weight of the wire would be passed to the two pendants and the movement of the cable stopped. During the passing of the wire a man was stationed at each ring

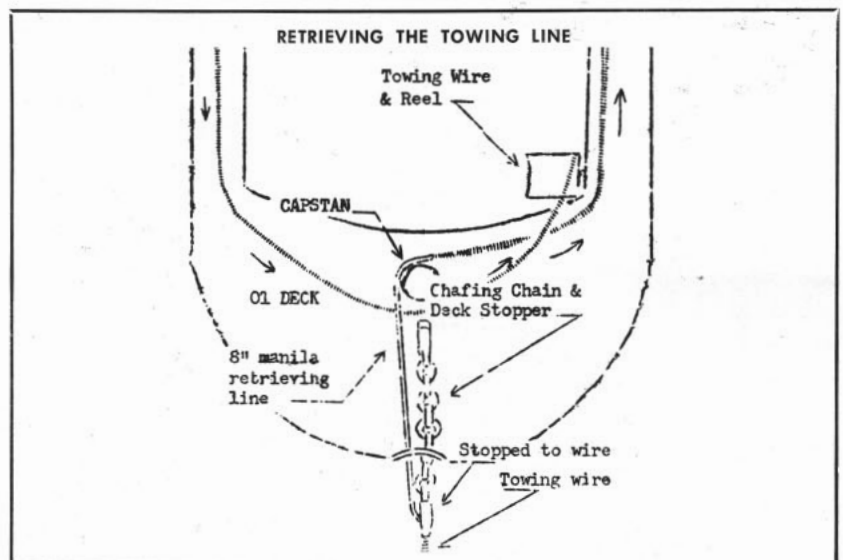
stopper with a five-pound maul to assist its passage.

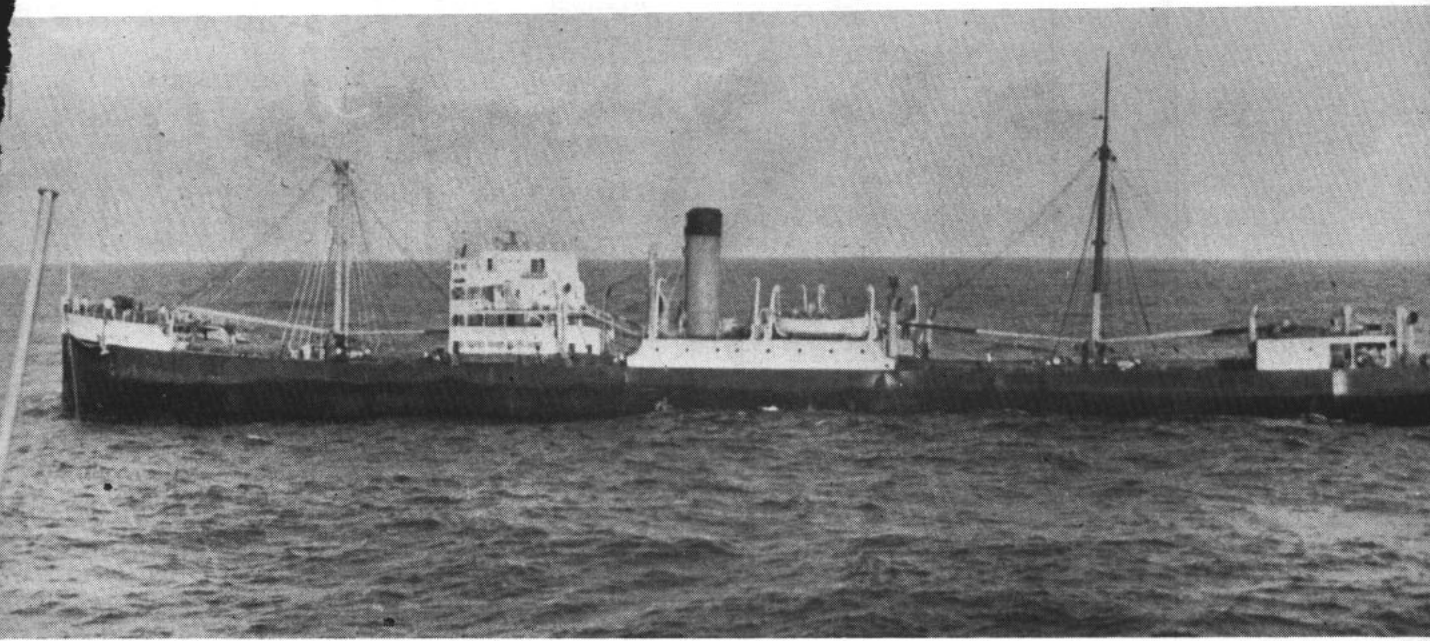
The ring stoppers, which had been made up by the crew the night before, controlled the wire until the

bitter end left the reel. The eight-inch lizard was then placed around the capstan (several turns) and assisted by an eight-inch retrieving line, eased the wire into position so that it could be shackled to the chafing chain attached to the towing pad. The two lines were then used to ease the tow rig into position and left in place to assist recovery.

More than an hour was lost while the *Venus* crew tried to maneuver the heavy wire through her hawse pipe already filled with the anchor chain. A visual message suggesting that they attach the wire to the anchor chain outboard of the hawse pipe brought back this message emphasizing the language problem, "ANCHOR IS NOT NO LONGER CONNECTED COS YOUR BIG MESSENGER LINE SOME STRANDS BROKEN X BEING REINFORCED TO GO THROUGH HAWSE PIPE SHACKLE TO BITTER END OF CHAIN."

At 0945 the connection had been made and 55 fathoms of anchor chain had been veered out, later to be increased to 80 fathoms. *Poncha-toula* had drifted across the bow of *Venus* and was heading about west when speed was gradually increased in small increments until the oiler was making 47 turns. This slow increase in speed was used to bring *Venus* around onto the same heading as the tanker without throwing too much strain on the tow wire. Much of this strain was absorbed by the catenary (dip in the tow line) and chain which served as a spring, taking up sudden jerks in the towline because of wind and sea action.





TOW 'TARGET'—SS *Venus* presented an unforeseen problem when it turned out her crew understood little English.

At 1534 *Ponchatoula* and her train had settled down on a southwesterly heading after making the course change in five-degree increments. At 1724 the storm lying about 350 miles to the southwest was identified as *Typhoon Ivy*. The wind had been hauling to the southward and by late afternoon was blowing at 20 knots from the southeast.

This beam wind caused the steersman on the tanker to exercise every bit of his training to keep from parting the tow as he answered orders. The wind would cause *Venus* to sheer to port. When this happened the helm was put over and *Ponchatoula's* stern swung toward *Venus* to ease the strain, but it had to be met smartly or the stern would swing past and the strain would be repeated. Once the wire was straightened the tanker would then attempt to bring *Venus* back on course.

About 1900 *Ponchatoula* began changing course to the left in five-degree increments and settled down on 160°, a heading closer to the wind and designed to reduce the sheers to port being made by *Venus*. A little later the wind hauled around to the south-southwest before backing to southeast where it remained for the rest of the night, blowing at 25 to 29 knots.

The engineroom crew had their hands full working the throttles. After the initial hookup, power had to be applied with "kid gloves" to keep from parting the tow wire. On crosswind courses they had to

be constantly on their toes for orders to increase or reduce power as the tanker maneuvered to meet the erratic movements of *Venus*. Turns for a normal seven or eight knots gave an estimated speed of advance of about 3.5 knots when heading into the wind. On a downwind course, turns for nine knots produced an SOA of about seven knots.

The navigator and his quartermaster assistants were busy throughout the night plotting the positions of the two typhoons. *Harriet* was blowing northeast along the south coast of Honshu while *Ivy* was moving northwest about 300 miles away. Wind and sea conditions in the two storm areas and their forecasted movement were sent to the tanker by Fleet Weather Center Yokosuka every three hours.

About noon, *Ponchatoula* made the slow and exacting turn to the southwest to meet the wind which had shifted to that direction, but almost as soon as the maneuver had been completed a message was received ordering *Ponchatoula* to rendezvous with USS *Reclaimer* (ARS 42) which would take over the tow. *Ponchatoula* was brought around 180° and headed back up her wake toward the approaching ATF.

The next afternoon the special sea detail was set and preparations were made for dropping the tow. The enginemen slowly backed off the throttles until *Venus* fell once again into the trough of the sea and *Ponchatoula* ended at right angles

to her, stern to bow.

On *Venus* the wildcat strained as she retrieved her anchor chain, bent on the tanker's eight-inch manila messenger for return, and disconnected the wire. The lizard and retrieving line were used to drag the chafing chain back on the tanker deck so that the wire could be disconnected before being heaved around on the capstan and fed along the 01 level forward on the starboard side.

The wire was then led across the deck in front of the bridge and then aft along the portside and then back up the ladder to the reel.

Dropping the tow was an exacting business and had to be executed smartly so that the tanker's propellers would not become fouled in the wire and so that no collision would occur. In a space of 62 minutes, the engineroom answered 31 different engine orders as the tanker was gradually brought to a halt and the stern held in position for retrieving the tow.

After the tow was dropped and the wire and all equipment safely secured, *Ponchatoula* resumed her interrupted voyage.

As she left the scene, the master of *Venus* sent the following message, "MYSELF OFFICERS AND CREW ALL FILIPINOS OF STEAMSHIP VENUS ANTICIPATE OUR SINCEREST THANK YOU ALL FOR SAVING US X WE WILL NOT FORGET THIS HEROIC EVENT STOP IF OUR COOPERATION IN MANEUVERS HAD SHORTCOMINGS PLEASE PARDON BON VOYAGE. HOPE WE MEET AGAIN."



PEOPLE TO PEOPLE — US sailor enjoys tea time with British destroyerman. Rt. Talking shop in Cheviot's boiler room.

A Day on a British Destroyer

THE UNCLASSIFIED MESSAGE from HMS *Cheviot* (D 90) to the Commander Seventh Fleet read: "AM SLIPPING 17001 X WILL JOIN YOU"

This meant that Her Majesty's Ship *Cheviot*, a 2545-ton destroyer, was getting underway to join USS *Helena* (CA 75), flagship of Com-Seven Fleet for a few days' operations.

Early in the morning, during a refueling operation between *Helena*, USS *Navasota* (AO 106) and *Cheviot*, the highline was rigged for the exchange of personnel between the British destroyer and the flagship.

It was nine for nine. Four officers and five petty officers first class from *Helena* and Flag Allowance made the trip to *Cheviot*, and this is what they had to report about life in Her Majesty's Royal Navy:

Once on board, the officers went up forward to the wardroom and the petty officers were assigned to the Chief's Mess forward, the Petty Officer's Mess amidships, and the After Chief's Mess.

On board *Cheviot* we found nothing but friendliness everywhere we went. Everyone from the Commanding Officer, CAPT C. W. Malins, RN, to the lowest ranking junior seaman, was ready to show us about and make us feel right at home. This

they did, without too much trouble.

What's it like living on board a British destroyer? What's it like serving in the Royal Navy? Different, could be the easiest way to describe it; different, but interesting and exciting.

After talking with members of the crew, we learned that in the Royal Navy, you can enlist at the age of 15 but "reckonable service" does not begin until you reach the age of 18. At the present time a man can sign on for periods of 9, 14 and 22 years.

There are four categories of seamen: junior seaman, ordinary seaman, able seaman and leading seaman. Then, there's the petty officer and chief petty officer. The fireman ratings are called "engineering mechanics." The Chief Yeoman is actually a signalman, and not a yeoman. It's the ship's writer who handles all of the official correspondence.

In the officers' ranks, a midshipman is equal to our ensign and a sub-lieutenant (pronounced sub-leutenant) is the same as our junior grade lieutenant.

At 1100 hours all messmen in the ship began drawing the daily ration of rum for their respective messes. Every man on board, who is over the age of 20, is entitled to a tot of rum; or $\frac{1}{8}$ of a pint a day.

If a man doesn't want his daily ration, he claims "temperance" and is credited with threepence (equivalent to about four cents American).

Up forward in the seaman's mess, the rum is poured into a huge wooden tub. Two parts water, mixed with one part rum. On the tub is inscribed: "The Queen, God Bless Her." The petty officers and chiefs are served neat, un-cut rum.

Lunch is then served. Each messman draws the food from the galley amidships and brings it below to the messes for distribution. They don't have a mess hall (although many Royal Navy ships do use the mess hall system).

Reveille on board *Cheviot* goes about 0630, and breakfast is up (chow is down) between the hours of 0700 and 0800. At present *Cheviot* is on tropical routine, and the ship's company works from 0700 until about 1300 and normally they pack up (or secure).

At about 1600, it's "tea time" on board. This includes tea, bread and jam, and sometimes lunch meat.

The ship's canteen opens about 1730 and, among other things, each man can purchase two cans of beer. All purchases are made on board in Hong Kong dollars.

The canteen proved to be a very interesting spot, primarily because it is run by a civilian who works

for NAAFI (the Navy, Army and Air Force Institutes).

NAAFI was incorporated in 1920 and is the official organization for HM forces in peace and war. It isn't a government department; it's not state-owned nor is it privately owned.

Primary mission of NAAFI is to provide a canteen for HM forces wherever they are stationed. It also provides groceries for the families back home.

At present, NAAFI conducts about 1300 canteens at home and overseas, about 30 clubs, more than 500 ships and messing stores, 25 sports shops, 300 mobile canteens and seven holiday centers.

We visited the canteen and found it to be stocked with various canned foods, including pears, spaghetti, soups, strawberries, heavy cream and numerous other items. It also has ice cream pies, books and newspapers from home and model plane sets.

At about 2230 we sacked out in the after chief's mess on what they call "camp-beds." It looks like a cut-down version of the Army cot and, although built close to the ground, it is built for comfort. It also can be slung as a hammock.

This was the end of a day that brought us in close contact with the ship's company and the routine of the ship. Originally, we were scheduled to return to *Helena* that night, but because of emergency repairs, the commanding officer found it necessary to put into Sasebo, Japan, and we went with them.

One of the things we found interesting on board *Cheviot* was the employment of Chinese civilians to take care of the laundry, tailoring and shoe mending. Also on board are official Chinese who hold ratings in the Royal Navy.

Cheviot was named after a range of hills that separates England from Scotland. The hills make fine grazing for sheep. And so explains the ship's insignia: a sheep's head beneath a crown with the hills in the background. On board this ship the executive officer is a two-and-a-half ringer, but he's called the first lieutenant. The Chief Master-at-Arms is called the Coxswain and is usually the senior Chief Boatswain on board.

A tour of duty in the Far East for members of the Royal Navy is 18 months. That's for all hands, including the civilian canteen manager.



STUFFED HEAD of sheep in wardroom is part of ship's insignia. Sheep are from hills *Cheviot* is named after.

The crew is flown over from England and, when the 18 months expire, all hands will be flown back to England.

On board *Cheviot* the peacetime working rig (uniform of the day) is "10As negative"—blue shorts and sandals, without tops. The "10s" peacetime working rig is white shorts, stockings and tops. The "10s negative" is without tops.

During action, the working rig is long-sleeved shirts and long trousers. At present all of the ship's engineer-

ing mechanics wear a coverall type of uniform to protect the body.

The ship has a radio show sometimes, featuring news and music. But one of the big favorites on board is Armed Forces Radio Service, Far East Network.

During one of our meals we were fortunate enough to listen to an American baseball game. This brought up many questions from the Chiefs on American baseball, which we were most happy to answer. In return, they answered our questions on cricket and Rugby.

One of the most popular sports on board is water polo. They also have a cricket team. The competition is keen among Her Majesty's ships in the Far East. One of the most popular American sports on board is basketball.

All hands on board *Cheviot* are instructed to read the "Daily Orders," which is the same as our "Plan of the Day."

Meanwhile, back on board *Helena*, *Cheviot's* officers and men were given the same royal treatment. They enjoyed the meals in the wardroom, chief's mess and crew's mess; had ice cream milkshakes at the soda fountain; and watched the movies topside. They observed *Helena's* crew in action at a firing exercise.

Best way to describe the exchange of personnel between the two ships: Everyone had a jolly good time.

—J. A. Celentano, JO1, USN

A BRITISH DESTROYER makes way through rough seas in the Pacific. US men from *USS Helena* had a 'jolly good time' during a day on similar DD.





LIBERTY PARTY views memorial to WW I dead. Below: Two Roosevelt men take buggy-ride through Genoa



NEARBY fishing village of Portofino was found to be a photographer's delight.

Ancient Mariners Had Liberty Here

GENOA, home of many ancient mariners and a popular sea port since the Middle Ages, was a natural stopping place for the 60,000-ton aircraft carrier *uss Franklin D. Roosevelt* (CVA 42) during a Mediterranean cruise.

The visit came after a tour of duty with the Sixth Fleet in the Eastern Med.

When the carriermen first saw the city in white relief against the rising slopes of the Apennines, they began to realize why the Italians nicknamed this city "La Superba," meaning "The Proud." After the nine-day visit that took liberty parties through steep streets with many medieval churches, marble palaces and other symbols of Genoa's historic past,

there was little doubt in the minds of the Navymen as to the city's right to her title.

Although this city is studded with historic points of interest, including the place where Columbus spent his younger days, the carriermen found no sleeping beauty. Today Genoa is a chief port and gateway to the northern plains, the heart of Italy's agriculture. Tunnels through the mountains connect the city to Switzerland, making her a port for both Switzerland and Germany.

All this, plus side trips to nearby picturesque fishing villages, kept the Navymen of *uss Franklin D. Roosevelt* busy. From what the crew saw of this old and beautiful port they agreed that the liberty was great.





RUSSIAN greets Navyman. Rt: U. S. flag is made ready to fly from *Panfilov*.

USSR Ships Make Port in a Storm

TWO RUSSIAN MERCHANT SHIPS found safety in the harbor of the U. S. Naval Base, Midway Island, after one of the pair had suffered severe damage in a storm 700 miles northwest of the Pacific island.

ss *General Panfilov* was escorted to safety by ss *Odessa* and the Navy Department answered their appeal by granting permission for the ships to enter the harbor.

The two ships, both former U. S. liberty ships, had left Vancouver, B. C., en route to Vladivostok, Russia, with cargoes of grain when they encountered the North Pacific heavy weather.

Hatch covers on *Panfilov* were smashed, letting water into the number one hold. All four lifeboats were carried away, the face of the port wing flying bridge dished in and her main deck cracked in two places just forward of the superstructure. These cracks athwartships caused Mikhail Serich, Master of *Panfilov*, to seek shelter lest his ship break up.

According to Serich, the storm that caused this damage had winds of hurricane force and the sea was running so heavy that his ship took green water down her stack.

Panfilov was met off Midway by a harbor tug bearing a 13-man inspection party. A Navy CPO harbor pilot guided *Panfilov* to a berth.

Upon entering the calm waters of Midway's lagoon, Serich grinned broadly and exclaimed, "Is good. Is good." Then waving his arm to the

northward, and indicating what his ship had recently been through, he added, "Too much rough water already."

A Navy medical officer examined *Panfilov's* chief officer, who had been smashed against a winch by seas while supervising emergency repairs during the storm's height. He was found to have a cracked rib and a leg injury, was treated and returned to his ship where the vessel's doctor cared for him.

The doctor on *Panfilov* had already cared for numerous cuts,



Russian freighter SS *Panfilov*

sprains and contusions incurred by crew members during the storm. None of the three female members of the crew, a cleaner and two stewardesses, was injured.

It took two days to complete the repair work, and then the two ships resumed their voyage.

IN PORT — Midway-based sailors handle lines as Russian ship comes in for aid.

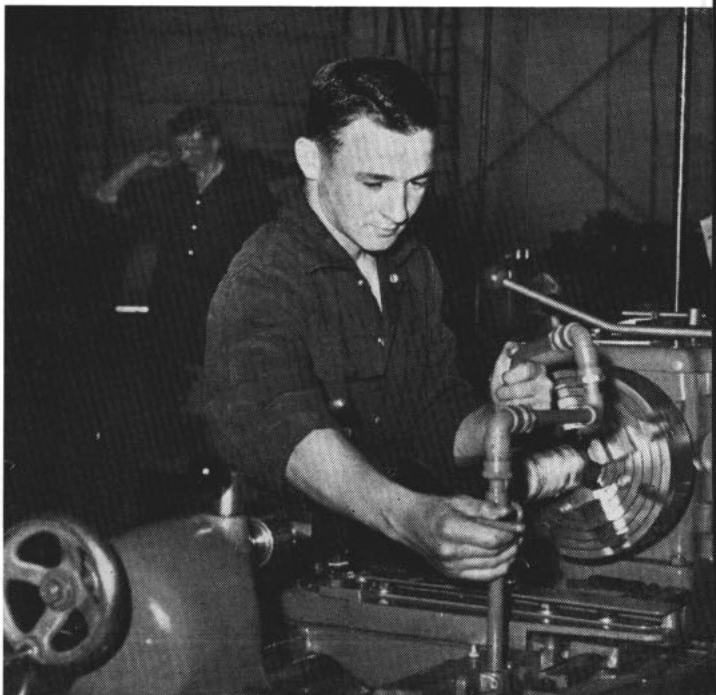
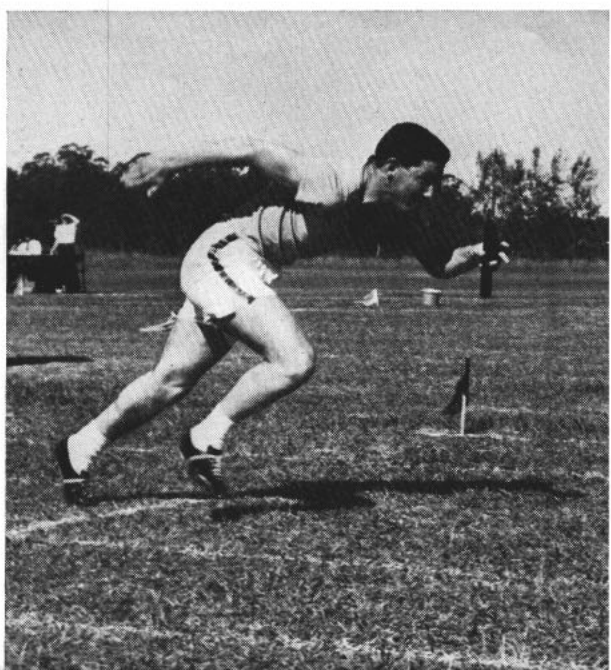




This Is the Life in

ALTHOUGH THE UNIFORM and accent may seem strange, a sailor from the U. S. Navy would discover that life and training for the Australian navyman from "down under" are very similar to his own. He would find the enlisted man's club called a canteen and his friends playing cricket instead of baseball during their leisure hours, but underneath, the daily routine would seem familiar.

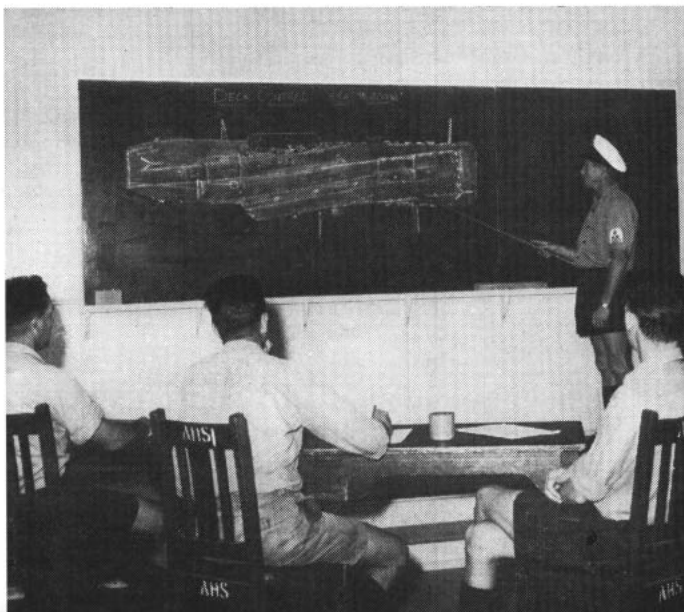
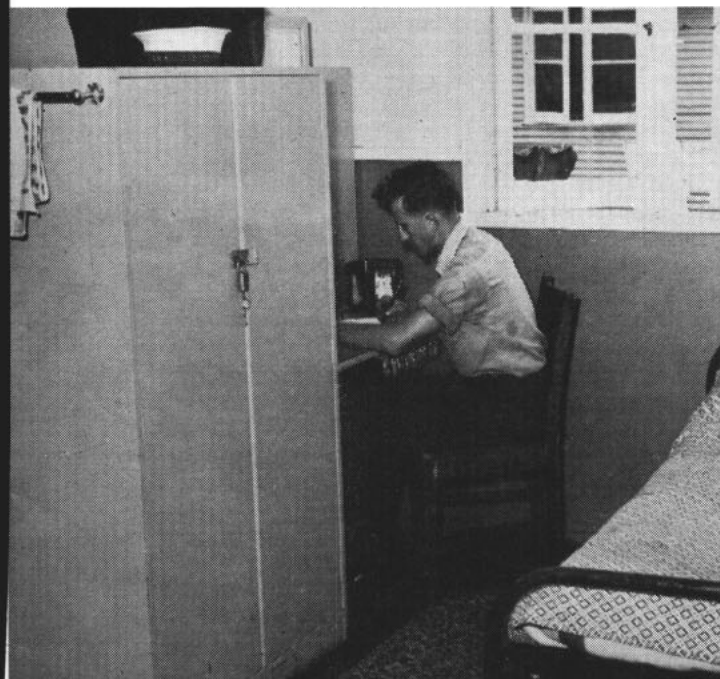
Here's a group of photographs showing a sample of navy life from three Australian naval establishments. They are: Flinders Naval Depot in Victoria where nearly every Royal Australian Navyman does his early training; the Royal Australian Air Station at Nowra, and the Naval Apprentice Training Establishment at Schofields, which is located just outside Sydney.





the Australian Navy

Clockwise from top left: (1) Flinders Naval Depot Guard of Honour is inspected by the First Sea Lord, Admiral of the Fleet Earl Mountbatten of Burma. (2) Royal Australian Navy cooks learn to make bread at Flinders. (3) Navymen receive early lesson in seamanship at the Australian Naval Depot. (4) Cricket, national summer game down under is as popular with Australian navymen as baseball is in the U. S. Navy. (5) Ship's company canteen at NAS Nowra. (6) Airmen receive instructions in handling aircraft at Nowra. (7) Australian naval airman relaxes in his living quarters. (8) Naval Artificer Apprentice learns how to use lathe at Schofields' training center. (9) Track is another sport that is enjoyed by Australian navymen. (10) Trainees at H.M. Naval Dockyard, Garden Island, Sydney.

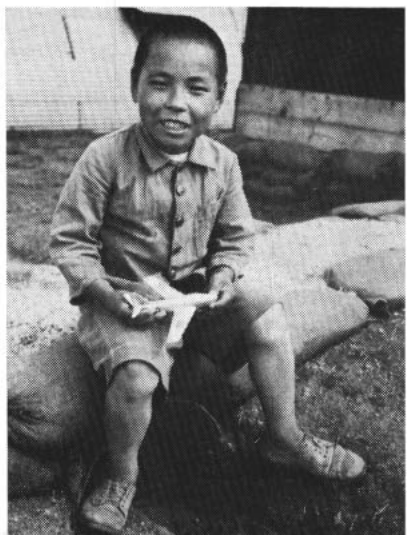




MI AE ORPHANAGE, founded by Korean mother, is maintained by 14 Navymen stationed at Pusan office of MSTs.



KOREAN orphans receive clothing and food at their home. Below: Young boy's smile expresses his thanks.



Sailors Adopt Mi Ae

OUT IN PUSAN, KOREA, there's a little place called the Mi Ae Orphanage. It's maintained by 14 Navymen in the Pusan office of MSTs and run by its founder, Mrs. Lee Kyung Soon.

Mrs. Lee, a small bespectacled Korean, started the orphanage during the Korean conflict after she had lost two of her own children, ages seven and nine, while evacuating North Korea.

She opened the orphanage 15 Sep 1951, using tents for living quarters for the first 15 children she found wandering the streets. She now has 79.

While picking up dunnage and scrap material to maintain the orphanage, she was befriended by Army personnel who began to contribute to the home. In May 1957, LCDR Paul R. Sutherland, USNR, commanding officer of the MSTs Pusan office, joined hands with the Army to assist. A month later the entire unit took over the main support and held ceremonies at the Enlisted Men's Port Club. From then on, the operation was underway to improve living conditions of the children and the appearance of the grounds.

The first project was to move the orphanage's pig pen from among the living quarters and mess hall to a new location, improving sanitation. Screening was obtained and the windows and doors of the living quarters

were covered. Next was painting the outside to help weatherize and color the place up a bit. The paint supply was limited, so the plan for inside painting was confined to the floors. But, since sailors seem to have a certain knack for things like this, enough paint "turned up" to do the walls.

It seems as though the juvenile problem is also present in Pusan, so the Navymen constructed fences to discourage "slicky boys,"—the name given to night gangs of petty thieves.

The attack cargo ship *uss Tulare* (AKA 112) came into the picture by contributing \$70 during a visit to the port. This made a new tile roof possible and it was put on the boys' living quarters to replace the old leaky one and to combat the cold of the rugged coastal weather. The next project in mind calls for installing electricity to replace oil lamps now used.

Since it takes money to keep an orphanage going, men of the Pusan MSTs office have taken it on themselves to contribute a small amount each month out of their pay. They also write home and ask their families to send them any spare clothing.

Mrs. Lee gave the name of Mi Ae to the orphanage. Mi is Korean for "beauty" (for help received in Korea from the beautiful country called United States of America). Ae is Korean for "love".



U.S. CHIEF helps train ROK officers. Right: Diesel engine class held at Korean Naval Academy located at Chinhai.

Tong-Hae at Chinhai

TO MOST NAVYMEN the Korean phrase "Tong-Hae" might not mean anything. But, its English equivalent—"Control of the Sea"—is familiar to seamen all over the world.

To help maintain Tong-Hae, Korea is training top-notch naval officers, at the Korean equivalent of Annapolis.

This training facility is the Korean Naval Academy at Chinhai, where a U. S. Naval Advisory Group is helping the Korean Navy to develop its future officers in a school patterned after the one we have at Annapolis.

The Chinhai school now features a four-year course of more than 4000 hours of instruction. Subjects range from navigation to English and from the history of seapower to physical training. The emphasis is on scientific engineering, which takes up 56 per cent of the midshipman's time during his four years of study.

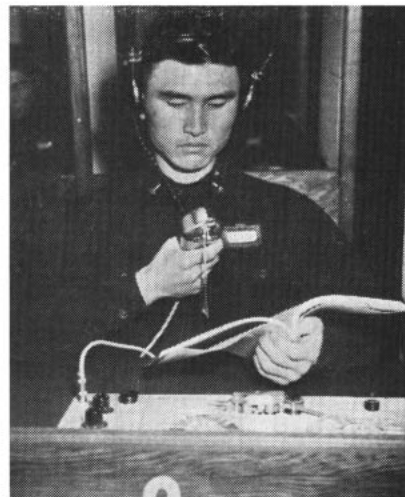
Under this category are courses in thermodynamics, fluid mechanics and marine engineering.

Practical education is gained from summer cruises, which a midshipman takes during his last two years, in ships operated by the ROK Navy.

Except for the role of the U. S. advisory group, which is to make recommendations whenever needed and to plan and procure training aids and equipment, the academy is operated entirely by the Koreans.

The school at Chinhai has been in operation since 5 May 1949 by official government proclamation, but its history goes back to 1945 when the Korean Marine Defense Corps was organized.

Korean naval lore is much older than that. Way back in the 14th century Admiral Lee Soon Shin led an improvised Korean navy, featuring an "ironside" Turtle Ship, into combat against an enemy fleet.



THE WORD — Midshipman practices English. Below: ROK officer gets word.

ALL ABOARD — ROK midshipmen greeted visiting US ship during training.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



BLOOD BROTHERS—WO H.P. Garrett, USN, was given high Moslem rank of Datu Mahabassar while visiting Philippine friend he had not seen since '40.

School of Water Safety

NAAS Whiting Field, at Milton, Fla., situated in an area where swimming, boating, fishing and other water sports are almost everyday routine, has opened a special "night school" that's really becoming popular in that northwest Florida region.

An outgrowth of a meeting between Santa Rosa County officials and Whiting Field officers, the school is conducting the area's first water safety program. Attendance figures indicate there's long been a need for such a school.

Open to anyone who is interested, this "School of Water Safety" charges no tuition. It was originally set up to consist of eight night classes,

covering every phase of boating and water safety. The lectures offer local civilians, and Navymen too, a chance to bone up on such subjects as small boat handling, rules of the road, coastal navigation and piloting, running and landing procedures, boat trim and performance and practical small-boat navigation.

The Navy provides training personnel and facilities for the classes, which are held each Thursday night in the Radar Building auditorium at the field. Guest speakers and training aids add appeal to the sessions.

The program now has three enthusiastic sponsors—the Navy, the county officials who helped launch the school and the Sportsmen Club.

WO Becomes Datu Mahabassar

A Navy warrant officer has been granted the title of Datu Mahabassar by his "blood brother"—a Moslem leader whom he had not seen for more than 17 years—when he made a return visit to the Sulu Archipelago in the Philippine Islands.

The high Moslem rank, only two grades below the rank of Sultan, conferred upon Aviation Electronics Technician Horace P. Garrett, USN, came as a complete surprise, since it is rarely bestowed outside that faith.

He first met the Panglima Sarawi in 1940 when he was a radioman third class serving with a seaplane squadron operating out of the Sulu Archipelago. During that tour of duty he became a close friend of the Moslems who inhabit the area. The Panglima Sarawi adopted him as a "blood brother," an honor which carries with it enduring bonds of friendship.

Last summer Warrant Officer Garrett returned to the Philippines for duty with another seaplane squadron—PatRon 42—based at Sangley Point. But Sulu is a long distance from Sangley, so Garrett communicated with his "blood brother" now aged 73, through newly acquired "relatives." As a "blood brother" of the Panglima Sarawi, the Panglima's kin automatically become Garrett's kin as well. They include aged descendants of the Moslem leader as well as a number of grandchildren ranging from 1 to 16 years of age.

After a 17-year absence, a reunion between the two was finally arranged. One of VP-42's P5Ms flew Mr. Garrett to the island of Bungao, which is virtually the southernmost point in the Philippines, lying close to Borneo. Almost all of the 700 residents of the tiny village of Malassa turned out to meet him.

The reunion was climaxed by a ceremony at the Moslem leader's home where the U. S. naval officer was feted by more than 100 of the Panglima's followers. The ceremony included prayers from the Koran, the burning of incense, the drinking of pure rain water, and outfitting

YESTERDAY'S NAVY



On 4 May 1942 the Battle of the Coral Sea began with an air strike on Tulagi by U. S. carrier-based aircraft. On 7 May 1945 Germany surrendered unconditionally to end the European phase of World War II. On 10 May 1862 Pensacola, Fla., was evacuated by Confederate forces. On 11 May 1943 Army troops were landed by the Navy on Attu in the Aleutian Islands. On 26 May 1850 an expedition under LT E. J. deHaven set out for the Arctic to explore, and seek traces of Sir John Franklin, whose ill-fated British party had disappeared in 1847-48.

Garrett in colorful ceremonial robes made especially for him. He was presented the most prized possession of his "blood brother"—a 2½-foot, pearl-handled kris [dagger] which the Panglima had inherited from his father.

In return, Warrant Officer Garrett presented his "blood brother" scale models of the aircraft carrier *uss Franklin D. Roosevelt* and the battleship *uss New Jersey*.

Since becoming a Datu, Garrett has returned to the states and is assigned to NAS North Island, San Diego. It may be many years before he will have a chance to see his Moslem friends again; however, his title and position among them will pass on to his own descendants through seven generations.

Lost and Found

People-to-people really pays off, James H. Price, EN1, USN, found out at Yokosuka, Japan.

A crew member of *uss Catfish* (SS 339), Price lost his wallet, containing more than 45 dollars and all of his identification papers, somewhere on the Naval Base at Yokosuka. But, thanks to Yuzo Tsuruta, of Yokohama, the wallet was returned to the Navyman almost before he knew he had lost it.

Tsuruta, an employee of the Public Works Maintenance Division at Yokosuka, found the billfold near the Fleet Gymnasium and promptly turned it over to his foreman. The foreman notified Rex W. Hovey, CWO, CEC, USN, the Assistant Maintenance Officer at Public Works, and within one hour Price had his wallet back again.

For Tsuruta, who received a reward of 1800 yen, people-to-people paid off too.

Japanese Midshipmen Visit CVA

The aircraft carrier *uss Hornet* (CVS 12) played host to approximately 100 Japanese midshipmen from the Japanese Naval Academy in Tokyo recently.

The group of future naval officers boarded the ship moored under the giant crane at Yokosuka Naval Yard.

After a wardroom briefing, U. S. naval officers took the middies in groups of five or 10 to "see the sights" aboard the carrier. On the flight deck they viewed some of the latest types of jet aircraft and received detailed descriptions concerning in-flight refueling equipment,



WELCOME ABOARD—Japanese midshipmen make their way up officers' brow of *USS Hornet* (CVA 12) to tour Pacific Fleet carrier and spend a day aboard.

dive brakes and other gear.

After lunch the groups went below to visit the enginerooms and boiler compartments.

The Japanese midshipmen left

the carrier in the late afternoon expressing amazement over the equipment they had seen and the fellowship that existed between the men of the two navies.

Little Agnes Is Gone But Not Forgotten

It was a Black Friday for Navy Frogmen at the amphibious base in Coronado, Calif., when they came and took Little Agnes away.

Things won't be quite the same on the beach anymore, with Little Aggie gone. The little seal took sick with the Occidental flu and the boys of Underwater Demolition Unit One had to let her go.

Until she became ill, Agnes had been the mascot of the Coronado-

based frogmen of the Pacific Fleet Amphibious Force, enlivening things along the strand with her light-hearted honking and incessant skylarking. Agnes could be counted on to brighten a dull moment by romping in the surf with her "boys." But, there won't be any more of this, for little Aggie's been transferred for good.

The tiny seal had been given to UDU-1 by the men of Beachmaster Unit One, who found her on the beach near Camp Pendleton during an amphibious operation.

When Agnes took sick the worried frogmen called the San Diego Zoo. Their worst fears were confirmed when experts there told them Agnes was in danger unless she received immediate medical care.

The frogmen also learned that the zoo needed a baby seal for its "Children's Zoo," so they gave up Agnes to make sure she could go on getting the proper care after her bout with the flu.

"If the kids at the zoo have as much fun with Aggie as we did," says Robert E. Inman, SK3, Little Aggie's keeper during her brief tour with the frogmen, "then they're really going to have a ball."



BYE, BYE AGNES — T. H. Devine, BM3, of UDT holds mascot. The seal caught flu and was sent to zoo.



SHIP-TO-SHIP — Canadian sailors visit *USS Wahoo* (SS 565). *Rt:* U.S. Navymen enjoy visit to Canadian ship.

From Two American Navies

Usually, you can expect plenty of military formality when the navies of two friendly nations pay courtesy calls on each other in port, but when five sleek Canadian destroyer escorts moored at Yokosuka, Japan, neither U. S. Navymen there, nor the Canadians, relied on official visits alone to demonstrate their friendliness.

During informal, off-duty get-togethers, Canadian sailors were "welcomed as shipmates" on board *uss Wahoo* (SS 565), *Hornet* (CVS 12) and other U. S. ships at Yokosuka. Meanwhile, U. S. Navymen were enjoying similar displays of hospitality from the five DDEs which make up the Canadian 2nd Escort Squadron. Since most of the visits were made around lunch time, the

sailors of both nations were quick to notice the difference between the traditional drinks of the two navies—rum for the Canadians and rich, black coffee for the U. S. Navymen.

The U. S. Navymen were also very favorably impressed with the streamlined beauty of the Canadian ships—*HMCS Skeena*, *Fraser*, *Margaree*, *Cayuga* and *Crescent*. The first three have all been in commission for less than three years, and they've attracted much attention in naval circles all over the world.

Roanoke Is Ready

There's a cruiser in the Pacific Fleet whose crew members are justifiably proud of their motto, "Nunc Parati Sumus." Translated, this means, "We Are Ready Now." The

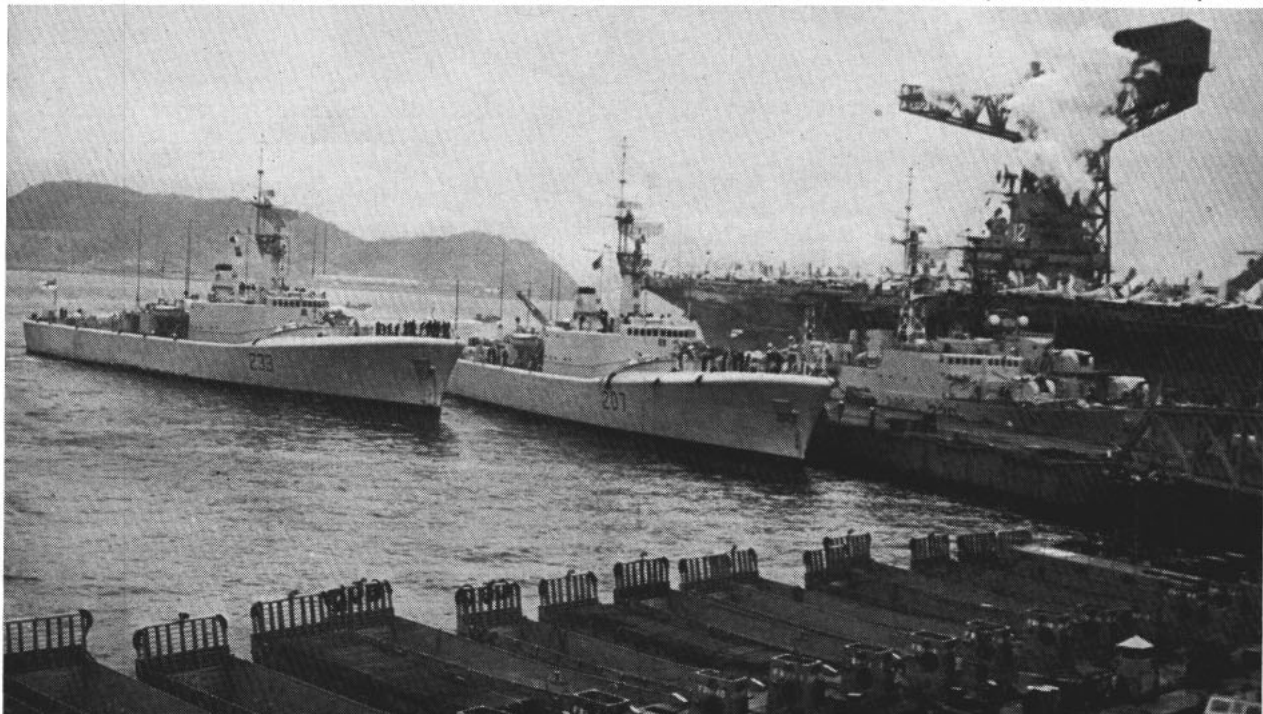
name of this cruiser is *uss Roanoke* (CL 145).

In 1955, when she left the Atlantic Fleet, *Roanoke* was awarded the Battle Efficiency Award for cruisers by Commander Battleship-Cruiser Force, Atlantic. Then she moved into the Pacific—and took up where she left off.

She placed second in the Battle Efficiency Competition for fiscal year 1956, winning numerous gunnery awards. For fiscal year 1957 she had to settle for a tie with *uss Toledo* (CA 133) for the over-all Battle Efficiency Award.

But *Roanoke* went on. She was awarded the Red "E" for Engineering Efficiency and the Green "E" for Operations Efficiency. In addition, she is entitled to wear "E's" on every turret and antiaircraft gun mount

AMONG FRIENDS—Canadian destroyer escorts rest in Yokosuka harbor among U.S. ships during three day visit.



and AA director, and on two of her four six-inch gun directors. The "E" on the Main Battery Director for efficiency in the Long Range Practice has been won for four consecutive years. Turret #5 sports a Gold "E" with a hash mark denoting six consecutive years that it has qualified for the "E" award.

Roanoke was commissioned in 1949. Since that time she has gathered a total of 37 "E's." And if the number of "E's" are any indication, the crew of *Roanoke* can rightly say, "Nunc Parati Sumus."

Mercy Flight

A Navy enlisted pilot flying a helicopter attached to the *Argentia*, Newfoundland, Naval Station, braved fog and bad weather to fly a seriously ill 22-month old boy to the station's hospital after the child had consumed an overdose of pills prescribed for his mother.

Chief Aviation Machinist's Mate Lawrence W. Brooks, USN, flew the HO4S helicopter to the Newfoundland settlement of Bay L'Argent to pick up the child. Two hours later the boy was undergoing treatment at the naval station's hospital.

Receiving the request for assistance at 1205, Chief Brooks had the station's helicopter in the air at 1230 bound for Bay L'Argent. The helicopter was guided by a U. S. Coast Guard PB1-G patrol bomber.

Accompanying Chief Brooks was F. H. Spratlin, AD1, USN, and a doctor, LT Michael C. Carver, MC, USN. The pilot, crewman, and Navy doctor returned to the naval station with the child and family doctor at 1440. The patient was rushed from helicopter into the hospital where immediate treatment was given.

Midway Joins AEW System

Tiny Midway atoll, where an epic naval battle turned the tide of the Pacific War in 1942, is getting a \$40 million face-lifting to bring it into America's early warning system.

Midway's coral islands were virtually abandoned after 1945. By 1950, its wartime garrison of 10,000 men was gone; a small caretaker force stayed on to man a refueling station. But today the Navy is back, building a giant airfield on the 948-acre Sand Island for its Airborne Early Warning Defense Wing, Pacific. From this base, radar-equipped *Super Constellations* will patrol the skies between Midway

and the Aleutians, on watch for hostile bombers.

The planes and a chain of radar picket destroyers will form Barrier Pacific. This will be the easternmost extension of the DEW (Distant Early Warning) Line of radar stations across America's far north.

Construction began in July 1956, and is more than half-way completed. Work on the core of the project, a 7900-foot runway and a control tower, has been completed. Two dredges are chewing at the bottom of the harbor, deepening it from 24 to 37 feet for the super tankers that will bring fuel to the base.

Early this year, the new airfield will have one of the largest hangars in the world. And by mid-1958, housing, a school and two immense water reservoirs with a total capacity of 13 million gallons will be ready for a new Navy community of 2800 on this vital Pacific outpost.

Night Shift

What is believed to have been the first night transfer of personnel by helicopter between a carrier and destroyer underway at sea occurred early this year in the South China Sea when a chopper from *uss Philippine Sea* (CVS 47) carried a flight surgeon to the destroyer escort *uss Renshaw* (DDE 499) to treat two injured pilots, and later transferred the pilots back to the carrier.

The dramatic transfer was neces-



DEEP SEA FISHING—*USS Los Angeles* (CA 135) seems ready to hook *USS Ticonderoga* (CVA 14) with crane.

sary after an S2F *Tracker* skidded over the side of the carrier while making a night takeoff. *Renshaw*, acting as plane guard, rescued the two pilots. LT Richard Scajeda, MC, USN, was then transferred to the destroyer to treat the injured pilots.

A short time later the pilots were brought back to the carrier by the helicopter. At any other time this would have been a normal flight, but at night it was an extremely hazardous operation, for the copter had to hover without visual reference to the horizon or a fixed object on the surface of the dark ocean.



PETROL PUMPER—While cruising along choppy Atlantic *USS Caloosahatchee* (AO 98) refuels ships on both sides. The Fleet oiler operates out of Newport.



BASKETBALL CHAMPS—ComServPac 'Packers' beat tough competition for All-Navy crown. *Right:* San Diego NTC Waves successfully defended their title.

All-Navy Basketball

The ComServPac "Packers" and the San Diego NTC Waves are the 1958 All-Navy Basketball Champions.

The ServPac hoopsters won the 1958 crown by downing the DesLant "Destroyers" 76-73 in the final round of the double elimination tournament held at Pearl Harbor 13-18 March.

Seeking revenge after an earlier defeat at the hands of ServPac, the Destroyers threw the All-Navy cage tourney into an extra day of play by downing the Packers 73-60 in the fifth round of action.

Then, in the final game, DesLant took the Packers in tow after six minutes of play and remained out in front until the clock showed only 45 seconds left in the game. At that crucial moment, ServPac found the target, and with only 40 seconds remaining, they tied it at 71-all.

At that point the Destroyers put on a freeze and were playing for

the big last shot but an on-rushing destroyer had a foul called against him for charging. DesLant's captain protested so violently to this, that the officials charged him with a technical foul.

The Packers took advantage of the free throws by going out in front 74-71, and then quickly racked up another two points to spare. Although the Destroyers were able to sink another field goal before the final gun, they were unable to close the gap—thus losing the 1958 All-Navy Championship to the ServPac Packers.

DesLant's only other defeat was also at the hands of ServPac. They lost that one during their initial meeting during the third round of the All-Navy playoffs. That game—perhaps the most exciting of the nine-game series—see-sawed back and forth as first one team, and then the other exchanged the lead. The Packers held a one-point lead with only seconds remaining when the Destroyers gained control of the ball. When the gun ending the game sounded, the ball was in the air. As more than 4000 fans stood breathless, the ball hit the rim and bounded away—giving ServPac an 80-79 victory.

Here's a brief rundown of other action in the All-Navy finals:

- **First Round**—ServPac downed ComTwelve 91-73; Deslant defeated NAS Lakehurst 96-70; while NAS Pensacola drew a bye.

Meet the Navy's Top Boxers

Here are the new All-Navy Boxing Champs.

The All-Navy Boxing Finals, conducted at the U. S. Naval Station, Norfolk, Va., were not completed in time for a detailed blow-by-blow report to be made before this issue went to press.

112-POUND CLASS

Thorban Brady, MMFN, USN, (USS Damato, DDE-871)

119-POUND CLASS

James A. Driver, HSSA, USN, (NTC Great Lakes, Ill.)

125-POUND CLASS

*Francis (Tabby) Lee, SN, USN, (USS Cascade, AD-16)

132-POUND CLASS

John Dixon, SN, USN, (ComSix)

139-POUND CLASS

William Martin, AE3, USN, (NAS Jacksonville, Fla.)

147-POUND CLASS

Ernest G. Curtis, TN, USN, (USS Damato, DDE-871)

156-POUND CLASS

**William C. Branch, SN, USN, (USS Yellowstone, AD-27)

165-POUND CLASS

Lawrence Howard, AN, USN, (NAS Cecil Field, Jacksonville, Fla.)

178-POUND CLASS

Solomon Johnston, SH3, USN, (Com14)

HEAVYWEIGHT CLASS

***Roy Louison, BMSN, USN, (USS Sierra, AD-18)

*Retained his 1957 All-Navy 125-pound crown

**Winner of the 1957 All-Navy 147-pound championship

***Also a former All-Navy champion

• **Second Round**—ComTwelve 94, Lakehurst 87 (Lakehurst eliminated); DesLant 95, Pensacola 65.

• **Third Round**—Pensacola 80, ComTwelve 76 (Com12 eliminated); ServPac 80, DesLant 79.

• **Fourth Round**—DesLant 108, Pensacola 69 (Pensacola eliminated).

• **Semi-finals**—DesLant 73, ServPac 60.

• **Finals**—ServPac 76, DesLant 73.

The San Diego Naval Training Center Waves successfully defended their Women's All-Navy Basketball title by scoring three decisive wins in the service-wide meet held at NTC San Diego, 13-16 March.

A 47-30 triumph over the North Atlantic area champs clinched the title for the San Diego cagers. It was their second straight win over the Washington, D. C., team which they trounced 40-30 in the meet's opening.

In the semi-finals, NTC San Diego crushed the Western Pacific's entry from Pearl Harbor 52-24.

The NTC Waves, after winning the 11th Naval District title with a 20-0 record (their 40th consecutive win in district play), went on to win the Pacific Coast Region finals and the right to represent that area in the All-Navy competition. Other regions taking part in the All-Navy Wave Basketball Championship play-offs included the North Atlantic Region (Washington, D. C. Wave team); the South Atlantic Region (NAS Jacksonville); and the Western Pacific Region (Pearl Harbor team).

Swapping Honors

While participating in underway training exercises off San Diego, 18 men and three officers of the radar picket destroyer *uss Lowe* (DER 325) became "Honorary Submariners." At the same time, a representative group from the radar picket submarine *uss Rock* (SSR 274) became "Honorary Destroyermen."

The swap in personnel came about when the two skippers thought that it was about time some of their crew learned how the "other half" lives—even if it were only for a day. So they made the transfer of men at sea by boat.

It proved a fine opportunity for the destroyermen to dive in the submarine and become the "hunted" instead of the "hunter" during an antisubmarine exercise. For the submariners aboard *Lowe* during the exercise, it gave them a chance to actually see what was going on.

SIDELINE STRATEGY

JOHAN WAREING, ADC, USN, Physical Culturist and Athletic Director at NAS Oceana—although probably the last to admit it—is, without a doubt, the number-one candidate for the title "Strongest Man in the Navy."

When the average person hears of his many remarkable and unbelievable stunts, they usually classify them as pure scuttlebutt. But seeing is believing, and that's just what many Navymen and their dependents at Oceana are having the opportunity to do.

The Chief Aviation Machinist's Mate's feats of strength, many of which haven't been duplicated, have brought him to the limelight, not only in the Navy, but to millions throughout the world. He's been featured in magazines,

conditioning" and training. Chief Wareing, who attributes his original interest in physical culture to his father, a prominent New York trainer and masseur, began his training at the age of 14. He originally had his sights set on a boxing career but gave that up in 1940 when he began his many accomplishments of physical culture and feats of strength.

His war record is also one of valor and honor. Chief Wareing was awarded the Distinguished Flying Cross for outstanding service during World War II and the Air Medal in the Korean conflict. He has wrestled, boxed, played football, and has, he thinks, performed every job for the Navy that has any connection with physical training. He may be found each day giving



countless newspapers, and on national television shows.

To give you an idea of his "superman" qualities, Chief Wareing can lift the rear end of an automobile with his legs, the rear end of a pick-up truck with his back, pull a Navy pick-up truck loaded with 15 men up an incline with his teeth, and, also with his teeth, hold back a motorcycle under full power.

Then he's credited with doing a feat which has never been duplicated. By relying on the strength of his back and powerful legs alone, he can hold back a car that has been fully accelerated. He performed this for a well-known television show.

Such feats are mastered only after years of "all-around con-

instruction and supervising classes at Oceana.

★ ★ ★

ALL HANDS would like to give credit where credit is due, and in this case it's to the U. S. Marine Corps Detachment assigned to the Headquarters of CinCNELM in London, England. These rugged leather-necks are the only U. S. service unit in the United Kingdom to field a rugby team. Although their record is not one of many victories, they have met the best team the British have to offer and have defeated two of the strongest clubs in London. Win or lose, the CinCNELM Marines are impressing rugby fans with their enthusiasm and spirited play.

—H. George Baker, JOC, USN



UP LIFT — Navy's *Regulus II* is loaded aboard Air Force C-124 for delivery to Point Mugu for testing.

TWO INTERCONTINENTAL BALLISTIC missile units of the Strategic Air Command have been activated at Cooke Air Force Base, Calif.

The 576th Strategic Missile Squadron is SAC's first operational ICBM squadron, and the 393rd Missile Training Squadron (ICBM) will serve as the training organization. Mission of the 393rd will be to train the 576th and other squadrons for SAC's expanding missile program, preparing them to accept the intercontinental range missiles when they become operational.

SAC's ICBM squadrons will be trained at Cooke Air Force Base for deployment to Francis E. Warren Air Force Base, Cheyenne, Wyoming, and other missile sites as they become available.

In another move involving ballistic missiles, the Air Force has awarded a contract for the systems management of a Ballistic Missile Early Warning System.

The system will use existing communications to the



WATCH THE BIRDIE—Signal Corps specialists check telescope, lens barrel of 100-inch reconnaissance camera.

maximum, including the DEW Line in Canada and Alaska, and will operate in conjunction with the SAGE system.

It will be designed to detect enemy missiles at maximum distance from the North American continent and to provide early warning for North American Air Defense Command, the Strategic Air Command and Civil Defense agencies.

The over-all program will be managed by the Air Force Ballistic Missile Division in Los Angeles, which is responsible for the development of the *Thor*, *Atlas* and *Titan* ballistic missiles.

★ ★ ★

THE SURGEON'S SCALPEL detects a suspicious growth deep within the body. A piece of tissue is removed and sent to the pathology lab for study and identification. Soon a large TV screen in the operating room flickers into life with the color image of the tissue as viewed through a microscope.

The pathologist discusses his findings with the surgeon over an audio system as he views on a TV screen in his office the area of the operation as seen by an overhead TV camera. A decision is made—and the operation goes on.

This is modern medicine as practiced at the Army's Walter Reed Medical Center where medical training has entered a new era through the use of color television.

One of the principal pieces of equipment used by the Medical Center's Television Division is a specially designed TV microscope mount. This unit can transmit the entire field of vision of several standard types of microscopes onto a 6-by-4-foot screen. A large group of students can study a micro-organism simultaneously without taking turns at a microscope and can see each cell as it is explained by an instructor.

Color TV installations have proven invaluable in teaching operating room techniques. The overhead camera follows every move of the surgeon's skilled hands while he lectures through a microphone inside his sterile mask. A similar unit is located in the ceiling of the autopsy suite at the Armed Forces Institute of Pathology where the main studio is located.

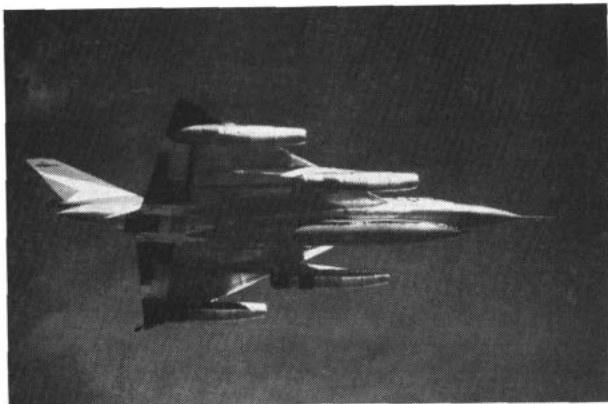
The Walter Reed TV network studio can put on elaborate stage productions for the education of students. Viewers of the closed circuit programs have seen hospital wards, plush conference rooms and battle ground scenes, all originating from this studio. Also, the studio can record programs in live color on 16-mm. motion picture film for showing at other installations.

★ ★ ★

A RESCUE BASKET which "scoops up" an injured or unconscious man out of rough water has been developed by the Air Force for air-sea rescue operations.

The new rescue device is lowered from a helicopter and then lifts the victim together with his life raft. A canvas sea anchor is used to stabilize the basket and tilt it to slip under the survivor. With one man operating the device from the helicopter, it is no longer necessary to lower a rescuer into the water to assist the survivor.

In recent tests the rescue operation—including assembling, rigging, lowering the basket to the survivor and lifting it safely—took less than five minutes.



SSSSWISH—Air Force B-58 Hustler bomber flew faster than sound, more than an hour and a half during tests.

THE FIRST *Bomarc* training unit has been activated at Elgin Air Force Base, Fla.

Designated as the 4751st Air Defense Missile Wing, the unit will develop and conduct a training program for *Bomarc* missile units.

The *Bomarc*, a surface-to-air missile, is capable of ranges up to 250 miles at supersonic speed. The long-range interceptor missile, designed to engage and destroy enemy planes far out from their intended target, has been successfully tested at Cape Canaveral, Fla., and is now in production. On one test, the *Bomarc* scored a kill on a high-flying drone aircraft over 100 miles away, attacking the target from above 60,000 feet. The *Bomarc* is rocket-launched and cruises on twin ram-jet engines. It weighs 15,000 pounds at take-off, is about 47 feet long and may be equipped for either conventional or atomic capability.

The training program is designed to have *Bomarc* missile crews ready for *Bomarc* operational squadrons when the missile sites are completed.

Four *Bomarc* missile sites in Maine, Massachusetts, New York and New Jersey have been announced.

★ ★ ★

PLANS FOR CONSTRUCTION of the Army's first operating field model nuclear power plant, to be located in Alaska, have been announced.

The Plant, at Fort Greeley, Alaska, 60 miles south of Fairbanks on the Alaskan Highway, will generate both electricity and heat for the post and will be modeled after the prototype plant in operation at Fort Belvoir, Va. It will answer the problem of supplying conventional fuel in a remote area.

Power furnished by nuclear fuel will be available to the military commander for the operation of modern weapons and other equipment even though normal supply lines might be disrupted by enemy action. One loading of nuclear fuel will operate the reactor for an extended period, while conventional power plants require thousands of tons of fuel for a comparable period of operation.

The Fort Greeley reactor will produce 42,000,000 BTU per hour in steam for space heating and about 1700 kilowatts of electricity.

The first prototype, APPR-1, has been in operation since last spring at Fort Belvoir, where it feeds elec-

tricity into the post's electric system. Its primary objectives are research and development operation and training atomic power plant operators for field plants such as that to be installed at Fort Greeley.

★ ★ ★

A TANK-MOUNTED, MINE-EXPLODING roller is under development by the Army.

Capable of withstanding antitank mine explosions, the roller clears pressure-activated mines before the tank tracks reach the danger point. Fabricated of high strength steel, the roller is made up of a series of wheels four feet in diameter and six inches thick, mounted on independent axles. The tank in combat pushes a six-wheel section in front of each track. The weight of the roller is sufficient to explode any buried mines that may be in its path.

The outer circumference of the roller wheels incorporates a special design which eliminates blank spots in ground coverage. Individual roller wheels are articulated to assist in more even ground pressure and to help absorb the shock of exploding mines.

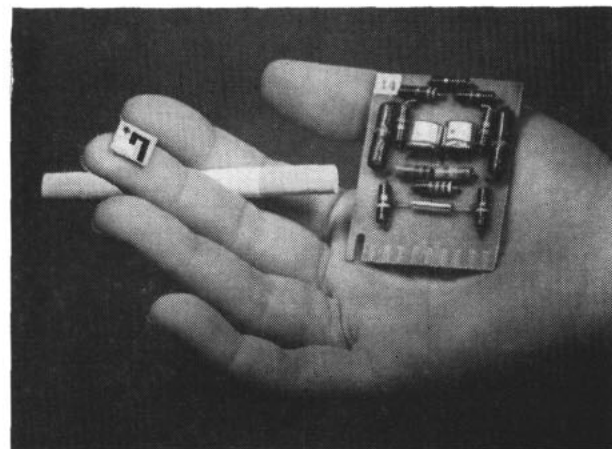
Designed for field installation on standard tanks without modification to the vehicle, the attachment does not hinder the fighting capabilities of tanks.

★ ★ ★

TRANSISTORS, the small devices used in place of electron tubes to help make electronic equipment more compact, may now be made even tinier thanks to the Army's development of the printed circuit transistor.

With the printed circuit technique—in which patterns of conductive and resistive materials are stencilled or etched on non-conductive bases to form electrical circuits without wires—it will be possible to reduce the size of a transistor to a mere spot, only about one 20th of an inch wide and one 100th of an inch high. The new item will be especially useful in such things as the electronic brains of guided missiles.

Some equipment can probably be reduced to one tenth of its present size through use of the new transistors. And, in addition to their compactness, the printed circuit transistors will also offer advantages in increased reliability and resistance to shock or vibration.



HANDY — New Army printed circuit transistor (small dot upper left of board) is compared with present transistor.



OVERSEAS

PLAN your expedition

Your ship's library will have travel books, encyclopedias, magazines for background material on the port you're heading for. Suggest sharing this dope with shipmates via ship's paper.

A copy of official language and pocket guides will come in handy.

Self-study courses are available.

Automobile associations, diners' clubs and travel agencies will be able to supply you with free maps and information.



LANGUAGE- Words for the wise

Try anyhow. Speak slowly. There will be people who know English, but it's a mark of respect if you make a conscientious attempt to learn the local language. It's easier than you think.

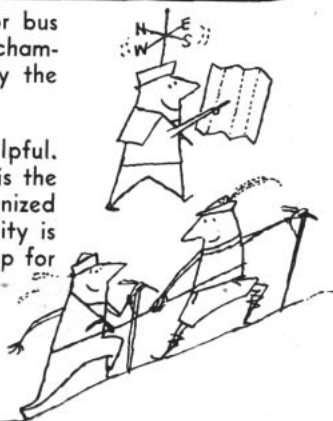
Learn enough at least to pronounce the name of the port you are in the way the people who live there do. How to say "hello," "thank you" and "goodbye" is your basic start.



GUIDED RIGHT

Get a map (at railway or bus station, travel agency, or chamber of commerce). Study the city before you start out.

Guides are sometimes helpful. The best guide, however, is the friend you make. An organized group tour of the whole city is advisable to mark your map for places to go later.



DISCOVER for yourself

Start fresh in forming opinions of people. Get rid of out-of-date, distorted ideas based on old-fashioned geography books, some movies and current gossip. You'll find that people in every country are much the same as at home when you get to know them.

Refer to them by the name they prefer to call themselves. Example: it's Scotsman, rather than Scotchman.

It may be exciting down at the docks, but don't stymie yourself. Get to see other parts of town. Discover new places and people.



RIDE in style- "local style"

Ricksha, calesa, or taxi—set a price before you get in. Write it out if you're in doubt.

Streetcars can be an adventure. Experience is the best teacher.

Be sure you carry enough small change—don't flash large bills. If you can't speak the language, carry a small map; mark or write out the address you want to go to. Practice courtesy, same as at home.

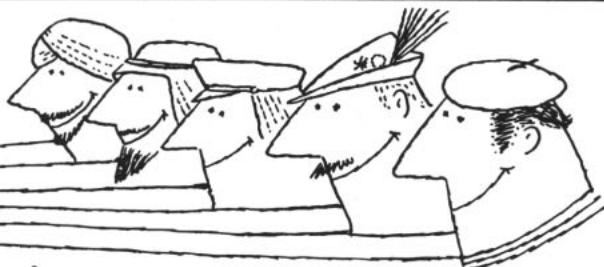


DOLLARS and sense

You're asking for trouble changing dollars into local currency except at authorized agencies, a bank, or large hotel. Travelers checks are best for large amounts. Overtipping is unnecessary. Don't tempt pickpockets.



MANSHIP



GOOD TASTE- Fun in eating



Take advantage of local specialties. Get out your language guidebook and practice the "please," "thank you," "delicious," and "more" routine.

Go easy on olive oil and items you're not used to. Check ship's doctor's advice on local water, milk and fresh fruit and vegetables. Then use tact in refusing such items. Order bottled water and other recommended substitutes.

Don't leave a lot on your plate just to be casual, especially in an area that has a food shortage.

MEETING people in your trade



The common ground of your job is one good way to build friendships with local inhabitants. If you're a machinist's mate, look up the local machine shop to exchange ideas. Cooks aboard ship can ask permission to "talk cooking" with restaurant and hotel chefs. If you come from a farm, look up the local farm machinery agent for a custom-tailored tour. Medical corpsmen will be welcomed by local hospital personnel.

DANCING-Steps in the right direction



Here is a natural for getting to the heart of the people. Our own rock-n-roll has been adopted in many areas—in exchange, find someone to teach you some of the strange but simple traditional dance steps; for example, Greek syrtos, Spanish sardana, schottische of northern Europe, Arabian dabke, and the universal polka.

Don't be surprised if you run into groups doing American square dances.

CHANCE of a lifetime



Lifetime savings are spent by Americans to see the places your ship brings you to. Take advantage of the opportunities to visit world-famous sites and outstanding events, like music festivals, trade fairs, ski meets, folk festivals.

Get away from the Fleet landing and meet some really representative people of the country.

SPENDING money and time



Go on your general tour first. Note the items that you'd consider appropriate gifts from that land. Why buy from the first hawker who approaches you? Seek out the factory or craftsmen who make gifts and see how it is done. Learn something about what you buy.

In some countries bargaining is the accepted procedure. Treat it as a game. Keep your sense of humor.

TRAFFIC-Same old problem



Familiarize yourself with local driving habits, signs and symbols whether you will be driving or not—for safety's sake. Keep an eye on cyclists, kids and old folks—just as at home.

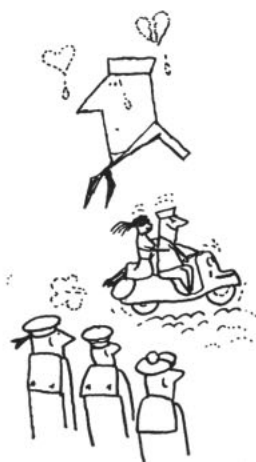
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OVERSEASMANSHIP continued

LONELY HEARTS CORNER

Get away from the usual dock-side routine and meet people on the basis of a common interest other than what they "expect of seagoing men." For example—fraternal organizations, trade guilds, music, churches, and folklore societies are keys to contacting families and fellow craftsmen.

Americans are higher paid than service personnel of other countries. Don't antagonize your NATO fellow servicemen by trying to win over their girls on the basis of making a "splash" with more money to spend.



COURTESY and CURIOSITY

You'll get along fine if you observe the usual courtesies current in the U. S. Show an interest in things you don't understand. Folks will be flattered and happy to explain local "strange customs."



EXCHANGE and LEARN

No better way to build friendship than to let them know they have something to offer you. Set up a magazine exchange with someone, for example.

If you're stationed in one spot for awhile, take advantage of local educational opportunities—music, language, sculpture, scientific and technical studies.



PICTURES for posterity

Ask permission first. Respect local taboos on picture-taking of religious ceremonies, veiled women, etc. Send your subject a copy as a pleasant surprise—you'll be welcome next time.



SOUND GROUND

You may not find the same social activities programs as state-side religious organizations, but you will find that the solid common denominator of religion will breach all barriers (including language) in meeting the real people of an overseas community.



DANGEROUS GROUND

Your private opinion could be interpreted as official so stay out of discussions of local political situations. Be a good listener. Don't make comparisons between their country and the U. S.



MUSIC—the right note anywhere

Everyone knows this language.

Find out about a country through its music. Visit music shops and buy their current hits and sheet folk music to exchange with your musician friends back home.

Most city folk will know American popular music and are intensely interested in learning about it. Can you answer questions about U.S. musical trends?

The world loves a musician—take your harmonica along.



RIGHT DRESS!

If allowed to wear civilian dress, remember that eccentric clothes and flashy shirts are out of order in some areas and may arouse undue criticism.

Avoid the "tourist" look.



PATIENCE pays off

Accept local conditions with dignity—not all U. S. plumbing is perfect. Ward off persistent hawkers with a genuinely polite phrase in their language.



VISITING firemen and friends

If you are fortunate enough to be invited to someone's home, bring a gift. One way—stock up on inexpensive gifts from the U. S. A. before you leave.



FAMILY FUN

Inquire about local fraternal organizations overseas (like Lions Club, Kiwanis, women's clubs, veterans groups, folklore societies) that can give you and your family help in joining in local activities. Exchange with local families—everything from recipes and dolls to baseball hints and fishing secrets.



KIDS—the same everywhere

They can help or hinder you. Use judgment in encouraging their services. Be friendly but firm. Your spare time will be welcomed at local Boy Scout groups and sports clubs.



DIG THAT HOBBY wherever you are



People everywhere have the same interests. Motorcyclists, coin and stamp collectors, guitarists, sports car fans, leathercrafters will make lifelong friends and contacts for future visits and correspondence by seeking out those people interested in the same leisure-time activities.

Check the phone book for listings. Naturally, the dictionary comes in handy again.

PLAY IT COOL and CALM



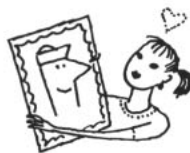
It is unfortunate that most times liberty ashore is limited and there's a natural inclination to "cram." But remember this may be your chance of a lifetime to meet people whose chance of a lifetime is to meet you.

The impression you make can be a lasting one, so make it good.

WRITE—folks are interested in you



You may pass this way again, so keep addresses of your new friends on file. Remember them with a Christmas card or a copy of those snapshots you took. You might even send one to their relatives in the U. S. A.



Keep the folks at home posted on your discoveries and travel adventures. Enclose a snapshot.

YOU are the stranger



You are the stranger and visitor overseas. In uniform or out, you are truly a representative of your country. Don't criticize local conditions. Be prepared to answer questions about America. Be quietly proud but don't brag about the U. S.

LETTERS TO THE EDITOR

USS Adonis

SIR: For some time I have wondered what happened to the ship I spent two years on while in the Navy. Originally she was LST 83, then recommissioned ARL-4 in 1943 and later became RL 4 (Adonis).

I went aboard her in October 1943 for a tour of duty that was to include Ireland, England, Normandy invasion, back to the U. S., then on to Pearl Harbor, Guam and Shanghai, China, where I left to come home for discharge.

I wonder if any of your staff can obtain for me information of what happened to Adonis after I left her. —C.R.W., Woods Hole, Mass.

• According to the Naval Vessel Register *uss Adonis* (ARL 4) is "Out of Commission in Reserve." She is moored along with many other World War II ships with the Pacific Reserve Fleet in the Columbia River.

Adonis is but one of 33 landing craft repair ships still carried on the Navy's rolls. Only *uss Krishna* (ARL 38) and *Pandemus* (ARL 18) are still active. Three of the ships have been loaned to foreign governments—Vietnam, Turkey and Korea.

Adonis was commissioned in July 1943 as LST 83, but she was changed to ARL 4 one month later. She was decommissioned in January 1947 and placed "In Reserve." The ARL 4 is 328 feet long, and displaces 2220 tons of sea water.

It is suggested that you write to Chief of Naval Operations (Attn: Op 291 SH) Navy Department, Washington 25 D. C. for a history of Adonis when it is compiled.—ED.

Performance Test

SIR: Can a YNSN who successfully passed his performance test for YN3 take the YN2 performance test before being promoted to third class?—E.J.F., PN1, USN.

• No. Although this has not previously been spelled out, forthcoming instructions cover such a contingency. Instructions for the administration of performance tests during 1958 will conclusively state that an individual may take the performance test for the next higher pay grade ONLY. A change to "Instructions for the Administration of Service-wide Examinations" (NavPers 15828C) now being prepared by the Bureau, will contain the same provisions.—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.

Seavey and 'Forced Moves'

SIR: The purpose of this letter is to inquire into the effectiveness of the Seavey/Shorvey Personnel Distribution System from the point of view of the enlisted man. It is understood by many that the purpose of Seavey/Shorvey is to enable personnel to be able to plan more efficiently their transfers either to sea or to shore duty, as well as permitting individuals to have some voice in their selection of duty.

Although the life span of this system is very short, there appears to be dissatisfaction among persons within the rates of second class petty officers and above. Citing instances would make this a lengthy piece of correspondence. To be sure, someone has to suffer when a new system is put into effect. But if this policy continues, how is the career Navyman to benefit by this elaborate method of personnel distribution?

Using an HMC as an example, I am particularly interested in that portion of BuPers Inst. 1306.62A which states that consideration would be given men completing seventeen years' naval service. Known transfers during the months of November, December and January indicate that the Bureau desires to drive "old timers" into the Fleet Reserve by issuing men transfer orders to some activity other than that requested when their Seavey/Shorvey cards were submitted.

To squelch continuous "coffee cup politics," are statistics available indicating what proportion of men have received orders to their 1st, 2nd, 3rd or 4th choice of assignment upon the completion of rotation tour date? The consensus seems to indicate that many men are unhappy with their transfer orders, with the usual wording, "needs of the service" being predominantly used throughout.—R. B., HMC, USN.

• A total of 56 HMCs with over 17 years' service have been ordered, during the current effective period of segment three of the Seavey, to a normal tour of shore duty in the continental U. S. Only two of the 56 have been ordered to duty in an area OTHER than their duty preference as indicated on the

Seavey. The fact that the two HMCs who were ordered to duty other than their choice were both ordered from the duty station where you are attached, may have prompted your thoughts on the subject.

It should be clearly understood that under certain conditions "forced moves" are required under Seavey procedures. These forced moves are indicated to distributors by "signal-listings" of personnel on overseas service whose tours are expiring. These signal lists are prepared monthly and indicate personnel whose tours are expiring during the month transfers are to be effected for routine Seavey availabilities. For example, in January 1958, routine Seavey availabilities are processed for transfer during April 1958. Hence, personnel with an OST of April 1958, and having sufficient obligated service, are made available during January 1958.

The necessity of the forced move is two-fold: (1) The relief for an enlisted person has been ordered for replacement by the Fleet Commander to arrive on board during the month the individual's overseas tour expires. Failure to transfer the personnel during the month their OST dates expire would cause a doubling-up of personnel on overseas service; (2) If the Fleet Commander transferred these personnel to duty aboard a ship, awaiting BuPers orders to a normal tour of shore duty, it is conceivable that an individual could receive two sets of orders simultaneously or within short periods of each other. In most instances this would require a SecNav Find (SecNav approval) before execution of the last orders, if a second dislocation allowance

Cut-Off Date for Seavey

SIR: My sea duty date started in January 1956. I have completed two years' sea duty but, so far, haven't received a shore duty card. Could it be because the cut-off date was December 1955, forcing me to miss out by only one month? If this is so, when will rotation cards under Segment Three be sent out?—R.P.N., HMC, USN.

• If you think that you have problems by missing out by one month, think of some of the others—those who missed out by one day. A cut-off date must be made somewhere. Rotation cards for the next submission of Segment Three of Seavey will be mailed by Fleet PAMIs 15 Jun 1958.—ED.

in the same fiscal year was involved.

In some instances the area of choice is not available to the enlisted man during this forced move period, necessitating a transfer to an area based on the "needs of the service." Consistently, HMCs and HMIs prefer duty in the 6th 8th, 9th, 11th, 12th and 13th Naval Districts. Desires for duty in the 1st, 3rd, 4th, 5th, PRNC and SRNC area are few in number. It is only natural that the situation requires the distributor to draft personnel for these so-called undesirable areas.

The normal procedure for drafting personnel into areas other than their choice is to draft from the bottom of the Seavey, that is, personnel with the least total years of active naval service. However, as in the two instances mentioned, on forced moves, it is necessary at times to apply the draft principle to enlisted personnel with over 17 years of active service, particularly in those instances whereby an individual on forced move would move to an area of choice ahead of others senior to him on the Seavey. Every consideration and conceivable possibility is looked into so as to avoid this misassignment to senior petty officers. At times, under the circumstances that exist, it is unavoidable.

The Seavey procedure, as described in BuPers Inst. 1306.62A, points out that emphasis is placed on length of naval service, duty history, and completion of tours. It further emphasizes that preferred sea duty is just as desirable to, and equally merited by, other men on sea duty. Equal opportunity to preferred sea billets, as in the Hawaiian area, is in the interest of consistency, fairness, and efficiency to the same extent as rotation to shore duty. Therefore, it is concluded that it is administratively unfeasible to extend OSTs for personnel solely to wait until they can be ordered to duty of their choice, and it is inconsistent with the policies and intent established under the new concept of Seavey/Shorvey rotation. —Ed.

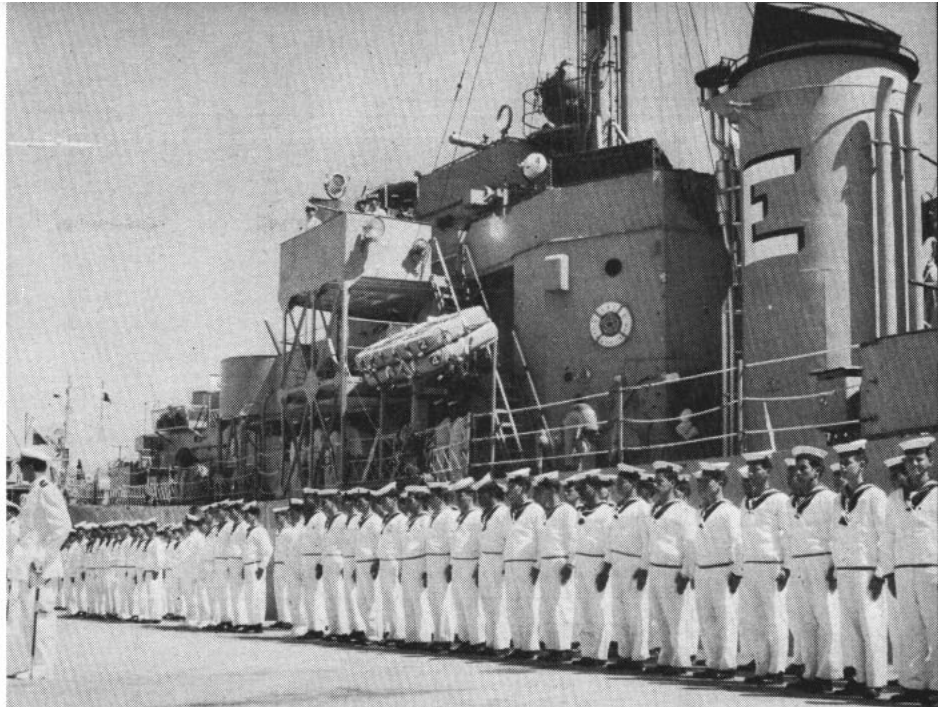
Two Holes in One

SIR: In the January 1958 ALL HANDS you listed the names of the men who have received BuPers Achievement Awards. On page 43 you state that only four Navymen have received two hole-in-one trophies. Our own John J. Keimig, DKC, USN, listed on page 44 was not included among the "selected four." He also lays claim to two such awards.

We of the "Wandering Wo" and especially those in the Disbursing Office feel that our Chief has been overlooked.—The Gang in the Pay Office, USS Worcester (CL 144).

● Right you are. Chief Keimig should have been included among those who were mentioned as having received two hole-in-one awards.

We have also been informed that



SMART SHIP — Crew of Colombian patrol frigate ARC Capitan Tono (PF 12) lines up to receive Smart Ship Award Plaque donated by U.S. Naval Mission.

we overlooked another individual who belonged in the ranks with the "selected few."—Ed.

SIR: For shame!

You have aroused the wrath of a woman whose husband has been scorned. He does not seek recognition for his skill as a pilot in the Navy's mighty air arm. He does not seek reward for years of faithful service to his country. He does not seek plaudits as the ideal father of six children—BUT dog-gone-it, you might at least have mentioned his two (repeat two) holes in one.

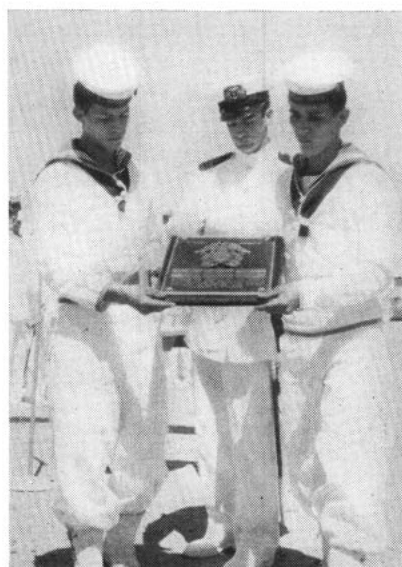
In your article entitled "Here's A Rundown on Navy Awards," you not only neglected to mention his first ace on 23 Apr 1955 at the Wack Wack Country Club in Manila when he drove 216 yards with a two iron, but also ignored his other big moment when he made his second ace on 22 Sep 1957 at the Carlisle Country Club which he scored with a nine iron from 144 yards.

These feats are on record with the Bureau of Naval Personnel and are not to be taken lightly.

In addition, in 1953 at Fort Bragg, N. C., competing against members from our sister services and representing the Navy in a gold tournament, he won first place. This may not seem to be an earth-shaking event to you but, mister, I have to dust these trophies and I love them.

Although he may never recover completely from the shock of the blow dealt him by the omission of his name from the list of award winners, he struggles bravely to hide his hurt. I feel, however, that some recompense is due him.

How do you propose to make up



PLAQUE for Smart Ship Award is presented to crew members of Colombian frigate by their CO during ceremonies at Cartagena, Colombia.

for this oversight?—Mrs. A. M. Gill.

● All we can think of at the moment is a very quiet, small, "Yes, ma'am." However, we think if you will check back to the February 1956 issue of this very humble publication, you will see that the tenth man in the second column shows we believe in giving credit where credit is due.

Probably other Navymen have also received BuPers Athletic Achievement Awards since the article appearing in the January issue was written. We anticipate a follow-up story in the near future. Is all forgiven?—Ed.



INTERNATIONAL cooperation gives Colombian School new radar mast.

This Is the Way to Get Things Done Fast

SIR: Last summer the U. S. Naval Mission to Colombia, South America, received an SA-2 air search radar sent through the Military Assistance Program, used for training at "Escuelas Tecnicas" (Technical Schools) at the Colombian Navy Training Base, Barranquilla, Colombia. The U. S. Navy has a detachment of one officer and four CPOs at the base to assist in the establishment of training curricula and the installation and use of training aids and devices. Consequently, the task of installing the radar fell to them, but before they were finished it had become an inter-service as well as an international operation.

With the assistance of a few Colombian technicians, Jules Wetekamm, ETC, USN, took on the job of installing the radar set. One of his first problems was the installation of a "bed-spring" antenna on the roof of the school building. A platform was erected at one end of the building at a height of 40 feet in order to avoid radar

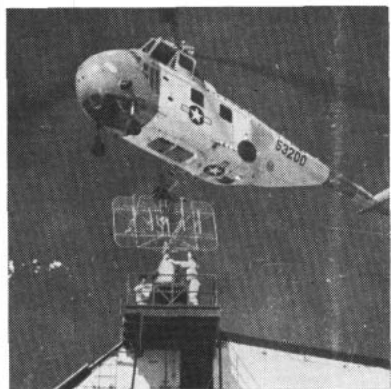
shadow. However, there was no crane nor derrick in the city of Barranquilla with a boom of sufficient length to lift the antenna up to its position on the platform.

The problem was solved by the detachment of U. S. Army helicopters stationed at the Caribbean port city with the Inter-American Geodetic Survey. CAPT John G. Duke, USA, looked the situation over and decided that one of his helicopters could lift the antenna into position.

Early the next morning CAPT Duke landed his helicopter next to the school building. With the necessary preparations made he took off, lifting the antenna and its pedestal up and jockeying it into position above the platform. Wind caused the pilot to make several approaches before he was able to hover directly above the platform while the antenna and pedestal were lowered onto the base ring guided by sailors of the United States and Colombian Navies and Army personnel.

Twenty minutes after the helicopter took off with its electronic load the constantly swinging antenna had been steadied, the hold-down bolts tightened and the lines holding it to the chopper released. CAPT Duke and the other Army personnel joined in a salute to a completed job with cups of Navy coffee and were sincerely thanked for their cooperation in accomplishing a task that would have been impossible without their assistance.—J. P. Richards II, LT, USN.

• It is with great pleasure we run your account. This is just one more example of inter-service and international cooperation in the military forces which have made friends around the world for the United States—Ed.



IN PLACE—Army copter hovers over platform as it lowers radar antenna to U.S. and Colombian navymen.

Exams for YNC

SIR: About nine months ago *Navy Mail*, Volume II, was made a mandatory course for advancement to YNC. About four months ago an instruction was issued indicating that the requirement for *Navy Mail*, Volume II, was waived for the February 1958 examinations because of the non-availability of course books.

However, I ordered the course from the Correspondence Course Center. I received everything but the book. I still have not been able to obtain it.

The first 20 questions on my February examination for YNC concerned the Navy Postal System. Will these count in determining our final grade? If they do it would seem to be unfair to those of us who could not take the course, or even talk to a teleman.—W.E.B., YN1, USN.

• True, the February 1958 service-wide exams for YNC contained questions on *Navy Mail*, but these questions will not count for or against those participating. Arrangements were made at the Naval Examining Center so that these questions will not be scored by the machines.—Ed.

Overcoat or Raincoat?

SIR: *Uniform Regulations* lists the blue overcoat under required items of uniform for officers and chiefs and the blue raincoat as optional until 1 Jul 1960.

Is, or is not, the blue overcoat required at the present time, if you already have the raincoat? Naval Uniform Shops have put out the information that the blue raincoat is good until 1 Jul 1960.—W.A.B., YNC, USN.

SIR: Having been stationed in Washington, D.C., for the last three years, I had paid little attention to the elimination of the officer and CPO raincoat (in 1960) from the authorized uniform list. Only today, after being on a rain-soaked bridge of a destroyer for three solid hours, did I realize what fine protection a Navy raincoat provides and what a mistake it seems to be to retire it from use.

Is there any chance that the Uniform Board might "walk the cat back," that is, reverse its decision concerning the officer and CPO raincoat?—P.F.E., CDR, USN.

• The status of the raincoat as part of the naval uniform for officers and CPOs has been misunderstood by many. Since the overcoat is listed in the CPO and officer minimum outfits it must be in your possession regardless of whether or not you have the blue raincoat. A commanding officer can, at his discretion, prescribe the overcoat as uniform of the day, liberty uniform, for inspections or in other instances.

Consequently, the raincoat listed as an optional part of the uniform, may

only be worn in lieu of the overcoat where the commanding officer has not specified otherwise. The raincoat will be removed from the optional uniform list in 1960 and will no longer be considered a part of the uniform.

The Uniform Board has recognized that the medium-weight overcoat which will replace both the bridge coat and the raincoat, is not as water repellent as the whipcord garment. The fabric from which it is made has been water-repellent treated and it should withstand moderate to heavy rain.

However, a fleet trial of an inexpensive, lightweight, blue raincoat for officers and CPO's is underway. If adopted, it and the medium-weight overcoat should together provide adequate protection from the elements.

The Uniform Board is not infallible in making its decisions and, in the face of overwhelming evidence that it had decided in error, the Board would certainly reverse a decision such as was the case in changing the enlisted blue trousers from the 13-button design to a zipper fly, and back again.—ED.

Large Size Medals

SIR: What are the present plans regarding distribution of the Korean and National Defense Service Medals?

In view of the recent directive that all hands will wear large medals on certain occasions, it would be nice if these medals could be distributed soon.—R. E., LT, USN.

• The Bureau is taking positive steps to make these medals available to active duty personnel just as soon as circumstances will permit.

A stock of the medals is being accumulated, part of which is on hand and part on order. It is expected that distribution to eligible officer and enlisted personnel, on a phased schedule and on the basis of bulk requests from commanding officers for eligible personnel of their commands, can be begun in the near future. Official instructions will be published at that time.—ED.

Gold Service Stripes

SIR: A question has arisen concerning the wearing of gold service stripes and insignia by CPOs and POs who are eligible for gold. I had always assumed that the 12 years' previous service all had to be "good conduct." However, paragraph 1202.6(d) of U. S. Navy Uniform Regulations says, "... who have not less than 12 years' continuous active duty" ... "during which time they have fulfilled the requirements necessary for the award of the Navy Good Conduct Medal, shall wear gold lace service stripes on blue uniforms in lieu of scarlet stripes. Having once acquired the right to wear gold lace service stripes that right continues throughout the

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.

uss *Thetis Bay* (CVHA 1)—preparations are being made for publication of a cruise book covering the period from pre-commissioning to 1 Jan 1958.

If you are interested in obtaining a cruise book, you may send your order to the Cruise Book Committee, uss *Thetis Bay* (CVHA 1), c/o Fleet Post Office, San Francisco, Calif. The cost is \$3.00 and orders will be on a "first come — first served" basis.

duration of an enlisted person's service unless in an enlistment subsequent to the one in which the right is established he fails to qualify for a Navy Good Conduct Medal, in which case the right to wear gold stripes shall be terminated."

The word "during" as in "during which time," is defined as (1) through the whole time of, and (2) at some time in. If it is meant to be "at some time in" the 12 years' continuous active service, then the petty officer who re-

ceives a Good Conduct Medal for the 10th, 11th, and 12th year of service, regardless of previous awards, does rate wearing gold service stripes and rating badge.

The wording of the rest of the paragraph quoted above would seem to emphasize this view.—J. B. H., LCDR., USN.

• "During which time" means for the entire duration of the previous 12 years. Under the present rules of eligibility for the Good Conduct Medal, a man would, therefore, have to qualify for four consecutive Good Conduct awards before he could wear the gold rating badge and gold service stripes.

For information, the sentence which you quoted beginning with, "Having once acquired . . ." has been clarified by change 4 to "U. S. Navy Uniform Regulations" to read:

"Having once acquired the right to wear gold lace service stripes that right continues throughout the duration of an enlisted person's service, unless subsequent to the right being established, he fails to qualify for a Navy Good Conduct Medal, in which case the right to wear gold stripes shall at that time be terminated; and in addition if the enlisted man is convicted by court-martial, and the conviction has become final within the meaning of Article 76, 'Uniform Code of Military Justice,' the right to wear gold stripes shall be terminated."—ED.



SEEING THE WORLD—D. Johnstone, ADAN, Reservist from NAS Minneapolis, enjoys tea with His Excellency the Pasha Abdel el Alaoui in Morocco. Left CAPT J. L. Counihan, USN, Commander, U. S. Naval Activities, Port Lyautey.

Ship Reunions

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

• **16th Seabees**—The sixth annual reunion will be held in Santa Rosa, Calif., on 25, 26, and 27 July. Details are available from the 16th Seabee Association, 1246 Addison St., Berkeley 2, Calif.

• **58th Seabees**—A reunion will be held at the Henry Hudson Hotel, New York City, on 18, 19 and 20 July. Additional information may be obtained from Harry T. Feby, 2834 Devereaux St., Philadelphia 49, Pa.

• **Saco**—U. S. Naval Group China—The fourth annual reunion will be held at the Hotel Warwick in New York City on 1 and 2 Aug. Further information is available from Gus Bruggemann, 159 Highview St., Mamaroneck, N. Y.

• **uss PC 1264**—All who served on board from April 1944 until decom-

missioning and who are interested in holding a reunion in New York City this spring are invited to write to CDR E. S. Purdon, USNR, PIO Headquarters, First Naval District, 495 Summer St., Boston 10, Mass.

• **Fifth Marine Division**—The annual reunion will be held at the Hotel Roosevelt, New York City, 27-30 June. For details, write to CAPT D. J. Ermilio, USNR (Ret.), 82 North Sixth St., Newark 7, N. J.

• **uss Hornet (CV 8 and CV 12)**—The 10th annual reunion will be held at the Pick-Carter Hotel in Cleveland, Ohio, on 21 June. For information, write to Thomas Laub, President, **uss Hornet Club**, 158 Sheffield St., Bellevue, Ohio.

• **uss Phoenix (CL 46)**—The fifth annual reunion is scheduled for 7 June, at the Penn Sherwood Hotel in Philadelphia. Write to Carl Hardee, 2311-B Wake Rd., Northeast Village, Philadelphia, Pa.

• **Radio Materiel School**—All RMS graduates, staff members, and their families are invited to the annual reunion on 7 June to be held in

McLean, Va. For additional information, write to LCDR Nelson Cooke, 508 North Pitt St., Alexandria, Va.

• **Submarine Veterans of World War II**—The fourth annual reunion is scheduled for 14-17 August, in St. Louis, Mo. Further information may be obtained from Ernst T. Rosing, 1409 S. East Ave., Berwyn, Ill.

• **uss Daniel A. Joy (DE 585)**—All who served on board during World War II and who are interested in holding a reunion, with time and place to be decided, may write to Thomas P. Sullivan, 845 Belmont Ave., Brooklyn 8, N. Y.

• **uss Fall River (CA 131)**—Crew members who served from commissioning to 1946 and who are interested in holding a reunion in September write to Joseph N. Murphy, 61 Capitol St., New Bedford, Mass.

• **25th Special Naval Construction Battalion**—All former members who are interested in holding a reunion with time and place to be decided may write to LT E. H. Cowley, CEC, USNR (Ret.), 24007 Russell Rd., Bay Village, Ohio.

Terminology: 'Able Seaman'

SIR: In "Yesterday's Navy" of your December issue there was a small error. You said: "On 13 Dec 1775 the Continental Congress passed legislation which raised the pay of an able-bodied seaman to eight dollars a month."

There has never been such a rate as able-bodied seaman, either in the Merchant Marine or the Navy. It's able seaman.

In the Truxtun-Decatur Museum in Washington, D. C., there is a copy of a recruiting poster from the days when John Paul Jones was looking for merchant seamen to man **uss Ranger**. On that poster are the words, "Forty dollars will be paid every able seaman" who joins the Navy.

And, in the Merchant Marine, Royal Navy and Merchant Navy they still sign on as able seamen.—H. B., AB, U. S. Merchant Marine.

• **You're absolute right**—it was an error. But if we had only put quotes around able-bodied seaman, it wouldn't have been an error at all.

We got our information from Charles Oscar Paullin's "Navy of the American Revolution." In that book Paullin correctly cited a resolve of the Continental Congress, made on 13 Dec 1775, in which the term "able-bodied seaman" was definitely used. However, in the "Rules for the Regulations of the Navy of the United Colonies," which was largely the work of John Adams, and in other papers of that period, "able seaman" was used.

The Naval History Division of the Office of the CNO, has this to say on the

subject: "Although, as indicated in the resolve of the Continental Congress, the term 'able-bodied seaman' was well known, the proper usage was and is, 'able seaman.' Of course we do not use the designation in today's Navy, but the laws affecting the licensing of merchant sailors specify 'able seaman.'"

Webster's unabridged dictionary and the "Encyclopedia of Nautical Knowledge" (Cornell Maritime Press, 1953) would both seem to be on our side. Here is how Webster puts it:

"a'ble-bod'ied sea'man. A sailor who is practically conversant with, and able to perform, all the duties of a sailor, and who has a special rating and higher pay than the ordinary sailor. Abbreviated A.B. Chiefly English."

(Incidentally, under able seaman, the same dictionary merely refers the reader to definition for able-bodied seaman.)

The "Encyclopedia of Nautical Knowledge" gives this definition:

"Able seamen, usually abbreviated A.B. (able-bodied) are employed in the deck department, qualified by experience (usually three years sea service on deck), and capable of performing all duties required in management, maintenance and operation of his vessel . . ."

Nevertheless, the Naval History Division tells us, ". . . the abbreviation 'A.B.' is used, but the rating is 'able seaman' and your correspondent is correct."

We're willing to abide by their decision but, as you can see, if we did make a mistake we were traveling in pretty good company at the time.—Ed.

PUCs for HM with Marines

SIR: I was with the 1st Marine Division from 15 Sep 1950 to 10 Aug 1951. I'd like to know how many Presidential Unit Citation awards the following outfits in the Division earned:

"B" Company, 1st Medical Battalion from 15 Sep 1950 to 9 Apr 1951

3rd Battalion, 7th Marine Regiment from 9 Apr 1951 to 12 Jul 1951

"B" Company, 1st Medical Battalion from 12 Jul 1951 to 10 Aug 1951.

Many thanks for your troubles.—J.D.R., HM2, USN.

• **The First Marine Division (Reinforced)** earned the following Unit awards for service during the Korean Conflict:

Presidential Unit Citation (4th award)

15 Sep-11 Oct 50—Inchon, Korea

Presidential Unit Citation (5th award)

27 Nov-11 Dec 50—Chosin Reservoir, Korea

Presidential Unit Citation (6th award)

21-26 Apr 51

16 May-30 Jun 51

11-25 Sep 51

Navy Unit Commendation

11 Aug 52-5 May 53

7-27 Jul 53

During the period of service indicated in your letter, you would be entitled to the 4th and 5th awards of the Presidential Unit Citation awarded the first Marine Division.

But for official determination of your own eligibility for these awards, we suggest that you send your request via the chain of command to Chief of Naval Personnel (Attn: Pers E3), Department of the Navy, Washington 25, D.C.—Ed.

We've Got You Sized Up

SIR: Upon entering the Navy in June 1953, I had to wait eight or nine weeks before I received my full issue of clothing. When I served with the Fleet Marine Force I again had to wait some time before I had a full issue of Marine Corps clothing. All this is because of my size—height, six-foot-six, and weight, about 260 pounds.

As you can see, my problem is not exactly a small one, so I'm asking you for help. How does one in my position, replacing the initial issue, obtain uniforms?—R. O. L., HM2, USN.

• *It's easy to see why your patience, and perhaps your uniforms, are wearing thin. However, there is a very simple solution to your difficulties.*

In accordance with "BuSandA Manual," paragraph 42091, you should submit a request for unusual-size clothing on SandA Form 133. Your supply officer should have copies of the form.

Hope that covers the subject.—Ed.

Commencement of Sea Tour

SIR: In September 1953 I was detached from *uss Tilefish* (SS 307) for duty under instruction at Pittsburgh, Pa., and Arco, Idaho. From Arco I was transferred to Supervisor of Shipbuilding, Groton, Conn., in January 1954 for duty in connection with the commissioning and fitting out of *uss Nautilus*, SS(N) 571. I've been on board *Nautilus* ever since the beginning of her builder's trials.

My question is: Does my sea duty count from the time I reported to *Tilefish* or did it start when *Nautilus* went into service (July 1954)?

I would also like to ask a question about the following:

Several men here have gone from sea duty to the Naval Nuclear Power

Training Units either at Arco or at Schenectady, N. Y. Some of them remained there for periods ranging up to two years, either in operational or basic courses of instruction. Yet, their orders read, "... for duty under instruction for a period of about one year." Upon completing their instruction they were transferred directly from these units to *Nautilus*.

The question is: Does their period of duty under instruction count as sea duty?—G. W. F., TMC(SS), USN.

• *Since you were transferred from a sea activity (Tilefish) to duty under instruction and you successfully completed the course, then returned to sea duty, your sea tour commencement date remains unchanged. It is the date you first reported to Tilefish.*

The answer to your other question is more or less the same. The men involved were transferred from sea activities to duty under instruction, then back to sea duty upon successful completion of their courses. Therefore, the time they spent under instruction would count as part of their continuous sea tours.—Ed.

Safety First Glasses

SIR: Was just enjoying your February issue of ALL HANDS but, since I am working in Aviation Safety here at Corry Field (Pensacola, Fla.), I was curious as to why the sailor in the picture on the front cover is not wearing glasses.

There are many statistics and statements concerning the loss of sight, but the most compelling question I remember is: "There are 12 factories in the United States that make safety glasses. Why?"—Terry Phares, ABAN, Corry Field.

• *OK. We get the point.*—Ed.

Retirement as CPO or Ensign

SIR: I have a question concerning retirement pay. Here is the story. A CPO is completing 30 years' active duty this month. On 15 Sep 1943 he was advanced to the rank of warrant. On 5 Dec 1944 he became an ensign. He reverted to CPO 26 May 1946. On what rank will his retirement pay be based? If based on the highest rank held (ensign), is it possible that he would receive less money than if his retirement was based on the rank of warrant?—H.W.T., FTC, USN.

• *A CPO who retires with 30 years' active service and who has served in higher temporary ranks is advanced after retirement to the highest rank in which he satisfactorily served and his retired pay is based on that rank. There are no provisions whereby he may elect retired pay based on any temporary rank other than the one which has been determined by the Secretary of the Navy to be the highest rank in which he satisfactorily served. However, he does have the right to revert to his permanent enlisted rating if he submits his request within one year from the date of advancement on the retired list and his request is approved by the Secretary of the Navy.*

Now, on the question of whether or not he would lose money if his retirement pay is based on the pay of an ensign, the answer is no. Figure it this way (based on present pay scales for over 30 years: As an E-7, base pay is \$335.40—retirement pay is \$251.55. As a W-1, base pay is \$368.20—retirement pay, \$276.15.

As an ensign (his highest rank), base pay is \$374.40—retirement pay is \$280.80. Any way you look at it, this Chief Petty Officer will make more money by retiring as an ensign.—Ed.

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Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SELECTED FOR OFFICER'S TRAINING**—More than 220 enlisted men have been selected and are currently undergoing training that will lead to a commission as ensign in the Line and Staff Corps of the Regular Navy.

They were selected under the Navy's integration (Seaman to Admiral) Program.

The officer selectees are currently undergoing 16 weeks of officer candidate training at the U.S. Naval Schools Command, Newport, R.I. They will receive their commissions upon successful completion of the schooling.

Of the 223 selected, 200 were chosen for the unrestricted Line and 23 for the Supply Corps. An enlisted Wave and three warrant officers were among those selected. The others were all male petty officers—ranging from third class to CPO.

• **MEDALS NOW AVAILABLE**—The National Defense Service Medal and the Korean Service Medal are now available for distribution to eligible personnel serving on active duty.

In accordance with BuPers Notice 1650 of 27 Feb 1958, commanding officers and officers in charge should request these medals for eligible personnel assigned to their activity, from the Commanding Officers, U.S. Naval Supply Depot, Scotia, N. Y., or the U.S. Naval Supply Depot Clearfield, Ogden, Utah; whichever is closer.

Quantities requested should not exceed the number of personnel on board who are eligible for these medals.

Distribution of the National De-

fense Service Medal and the Korean Service Medal has been deferred until this time because sufficient funds were not available to procure them.

The initial distribution of these medals is being made at no cost to eligible personnel on active duty. Replacement medals, however, will cost \$1.00 each in instances where the originally issued medal has been lost through neglect.

• **PERMANENT PROMOTION TO LTJG**—Ensigns holding permanent commissions of the Line and Staff in the Regular Navy will receive permanent promotions to the grade of lieutenant (junior grade) on the third anniversary of their date of rank as ensign.

In accordance with BuPers Inst. 1426.1A commanding officers are directed to order eligible ensigns to report for physical examinations about two months before the anniversary of their date of rank as ensign. All eligible officers should insure that their last regular fitness report has been forwarded to the Chief of Naval Personnel.

The mental, moral and professional phases of the examination will be conducted solely on each officer's record by the Naval Examining Board.

• **GI LIFE INSURANCE**—The GI Life Insurance account for more than 1,300,000 servicemen and veterans have been transferred from the VA Insurance Center, Washington, D.C., to Philadelphia.

Affected by the move are the ac-

counts of persons holding U.S. Government Life Insurance (USGLI), which originated in World War I; and those holders of World War II or post-Korean policies of National Service Life Insurance (NSLI) who are paying their premiums by allotment from their active duty or retired military pay, and persons who reside in foreign countries.

Correspondence concerning GI insurance account formerly serviced by the Washington Insurance Center, should now be addressed to: Veterans Administration District Office, Post Office Box 8079, Philadelphia 1, Pa.

• **AM, PR RATING CHANGES**—Further changes in rating in the AM and PR ratings, made to conform with modifications of the Enlisted Rating Structure, have been approved by the Secretary of the Navy.

BuPers Notice 1440, of 6 March, authorizes commanding officers to:

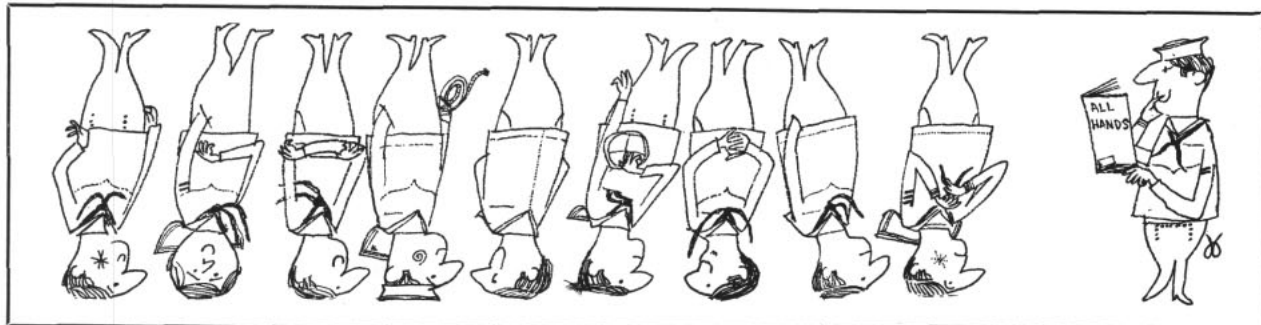
- Disestablish the Emergency service Ratings of Parachute Rigger S (Survival) and Parachute Rigger M (Maintenance), and transfer duties of the present Parachute Rigger M to a Service Rating of the Aviation Structural Mechanic.

- Disestablish the General Service Rating of Aviation Structural Mechanic at pay grades E-4 and E-5.

- Disestablish the Emergency Service Ratings of Aviation Structural Mechanic S (Structural Mechanic) and Aviation Structural Mechanic H (Hydraulic Mechanic) at pay grades E-6 and E-7.

- Establish a Service Rating of Aviation Structural Mechanic E (Safety Equipment) at pay grades E-4 and E-5 to assume duties of present Parachute Rigger M.

- Redesignate as "general ratings" the General Service Ratings of Parachute Rigger (PR) and Aviation Structural Mechanic (AM). Redesignate as "service ratings" the Emergency Service Ratings of Avia-



WE'D ALL STAND on our heads for a copy of the current issue of ALL HANDS. Pass this one on to your friends.

tion Structural Mechanic S (AMS) and Aviation Structural Mechanic H (AMH), at pay grades E-4 and E-5.

Here's how the changes, which must be accomplished between 30 August and 1 December 1958, will be made:

- All men at present in PRS rates will be changed to PR (Parachute Rigger).

- All men now in PRM rates will be changed to AME (Aviation Structural Mechanic, Safety Equipment).

- All men in pay grades E-6 and E-7 in AMS and AMH ratings will be changed to AM.

- All men now in AM2 or AM3 rates will be changed to AMS2, AMS3, or AMH2 or AMH3 considering the training, background experience and NEC codes of the individual concerned.

- Men in the present PRM rating who wish a change of rating to PR (instead of AME) and any men in pay grade E-4 and E-5 of the present PR rating who wish to change to the AME rating, may submit individual requests to the Chief of Naval Personnel (Attn: Pers B223).

Waves are being phased out of the PR rating, but until those now in this rating have completed their retraining and have had their rating changed, they will be carried as PRs.

- **BUPERS MANUAL CHANGES**—Change No. 27 to the *Bureau of Naval Personnel Manual* contains information of interest to all. This change includes:

Up-to-date information regarding programs for procurement of Regular Navy officers.

Revised qualifications for Officer Candidate Training Programs.

Revised instructions to permit granting 30 days' advance leave to personnel reenlisting in the Regular Navy regardless of time elapsed since last discharge.

Instructions for reductions in rate which are effected by commanding officers as non-judicial punishment.

Instructions for qualifications for Naval Aviation Observers (Navigation).

Outline of policy on administration of discipline involving confinement and other types of restraint.

Revised minimum evaluation requirements for honorable discharges.

Revised minimum evaluation retention of enlisted personnel beyond normal terms of enlistment.

Revised separation procedures to authorize enlisted personnel entitled to travel time upon release to inactive duty to perform travel via privately-owned vehicles when they execute a certificate to the effect that they actually intend to perform travel by such means.

Revised duties of chaplains.

Revised instructions for burial services.

- **USNR OFFICERS SELECTED FOR USN**—The names of 220 Naval Reserve officers recommended for permanent appointment in the Regular Navy by the Augmentation Continuing Selection Board have been announced.

Of the selectees, 167 are line officers with 3 of these in the Restricted Line. Fifty-three are in the Staff Corps.

Numbers to receive appointments, provided they meet all administrative requirements, are: Line, 58; Line Women, 11; Aviation Line, 95; Special Duty Law, 3; Supply Corps, 20; Supply Corps Women, 2; Chaplain Corps, 8; Civil Engineer Corps, 3; Medical Service Corps, 4; Nurse Corps, 16.

• ABSENTEE VOTING ASSISTANCE

—Are you and your dependents aware of your voting rights and privileges?

If not, you will be before the general elections in November, with the help of the stepped up Absentee Voting Assistance Program. The Navy provides you and your family with information concerning your voting rights through this program.

Since the Federal Voting Assistance Act was passed in 1955, most states have made legislative and administrative changes in election procedures to assist servicemen in casting absentee ballots in state and national elections.

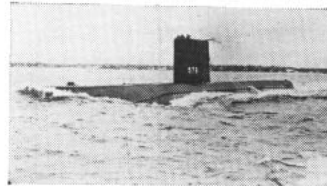
The Navy's Absentee Voting Program is designed to keep you informed of these changes and advise you of your voting rights and privileges. The Chief of Naval Personnel, through BuPers Notice 1742 of 26 March, has established a four-phase program to assist commanding officers in carrying out an effective voting program. It's intended to provide you with absentee voting information and to encourage all naval personnel to exercise their voting franchise.

If you have any questions don't hesitate to check with the Voting Officer aboard your ship or station.

QUIZ AWEIGH

Almost daily the new Navy continues to take on the new look. This is because the dream ships of tomorrow are becoming today's reality, while the older, more familiar ones are leaving. Here are a few questions. Give them a try and see if you're keeping pace with the many changes.

1. Among the newest additions to "Today's Navy of Tomorrow," is the world's third nuclear powered submarine. She's (a) USS *Sargo* (b) USS *Skate* (c) USS *Triton*.



2. Termed as a "production model of our underseas nuclear Fleet," this 267-foot submersible as a/an (a) attack craft, (b) missile launcher, (c) radar picket sub.

3. The biggest ship to join the Fleet in recent months was the 60,000-ton USS *Ranger*. The CVA-61 is an attack carrier of the (a) Midway Class (b) Forrestal Class (c) Essex Class.



4. *Ranger* will form the backbone of one of the Navy's mighty (a) anti-submarine groups, (b) fast carrier striking forces, (c) mobile IRBM launching sites.

5. While new nuclear submarines and gigantic carriers are joining the Fleet, the last of battleships was retired. The last BB to join the mothball fleet was (a) USS *Iowa* (b) USS *Missouri* (c) USS *Wisconsin*.



6. The decommissioning of our last battleship brought to an end an era of dreadnaughts in the U. S. Navy which dates back to the early 1890s. Our first battleship to bear the hull number BB-1 was (a) USS *Maine* (b) USS *Texas* (c) USS *Indiana*.

Good luck! In the event you need to check the answers, you'll find them on page 46.

THE BULLETIN BOARD

Here's Roundup on State Bonuses for Veterans of Korea, WW II

NAVYMEN WHO SERVED during the Korean War, or during World Wars I or II may be eligible for one or more of the state bonuses listed in the following roundup.

To apply for a state bonus you will need a copy of your *Notice of Separation from the U. S. Naval Service* (NavPers 553) or *Report of Separation from the Armed Forces* (DD 214) and an application blank provided by the state.

If you are on active duty you may request your commanding officer to certify your service in the appropriate space on the application form by using your service record or other documents available to him. However, if the information cannot be obtained from available records you will have to make a statement under oath and this information will be included in your CO's certification.

No requests for detailed information as to your foreign service or other service data should be requested from the Bureau of Naval Personnel.

To be eligible to make application for a state bonus you will have to obtain proof of your residence. In most cases the home address you gave at the time of your enlistment or entry into service does not constitute complete proof of your legal residence.

Your legal residence will have to be substantiated by such documentary evidence as voting registration, tax data, etc.

All Navy veterans who need copies of their separation documents may request them from the commandant of the naval district in which they are currently residing. If you have moved to another naval district since your separation and these documents are not in the possession of the commandant, when he receives your request he will in turn request a certified copy from the district in which your separation papers are permanently retained and it will be forwarded accordingly.

This summary of state bonuses granted veterans of World War I,



World War II, and those with service during the Korean conflict is based on the latest information available. Procedures for making application are outlined below. Changes and additions will appear, when necessary, at a later date.

State Bonuses for Veterans of Korea

Many states have enacted laws providing bonuses for Korean conflict veterans. Individual states which are currently accepting applications and specific information concerning these laws are provided below. If you consider yourself eligible, submit an application for consideration to the adjudicating agency of the state. It should be noted that the Bureau of Internal Revenue has ruled that state bonuses received by veterans and active duty personnel will NOT constitute taxable income for federal tax purposes. Other states have authorized bonuses but the deadline date for submission of application has passed.

IOWA

Amount: \$10.00 per month for domestic service. \$12.50 per month for foreign service. \$500.00 maximum.

Service: Active duty in the Armed Forces of the United States between 27 Jun 1950 and 27 Jul 1953. Separation from service under honorable conditions. Persons still in service or retired from active service may apply.

Residence: Resident of State of

Iowa at least 6 months immediately preceding date of entering service.

Deadline: 31 Dec 1960, applications are not expected to be available until late 1958.

Note: Necessary funds for bonus must be raised by sale of bonds bearing 2½ per cent interest. This low interest rate which is required by the State of Iowa Bonus Law will make the bonds difficult to sell and may delay bonus payments.

MASSACHUSETTS

Amount: \$300.00 for foreign service. \$200.00 for more than 6 months' active service in the United States. \$100.00 for 90 days of stateside service.

Service: Minimum of 90 days' service between 25 Jun 1950 and 31 Jan 1955 inclusive.

Residence: Six months immediately prior to entry in military or naval service.

Deadline: None.

Next of kin: If veteran died in service, \$300.00 to eligible survivor, otherwise, only amount he would receive if alive.

Active Duty Personnel: Personnel that have been discharged and re-enlisted subsequent to 25 Jun 1950, and are serving regular enlistment contracts may apply. Three years on active duty subsequent to 25 Jun 1950 are required for indefinite enlistees and commissioned officers. It should be noted that a photostat of the "Report of Separation from the Armed Forces of the United States" (DD Form 214) must be filed with the application.

Information: Benefits have been established by the Massachusetts State legislature to commissioned officers, warrant officers, or indefinite enlistees who have served at least 3 years on active duty from 25 Jun 1950 and who have not yet been discharged or released under honorable conditions from such service. Such applicants must attach to application form a statement from commanding officer verifying period of service.

For applications: Commandant (DCRO), First Naval District, 495

Sumner Street, Boston 10, Massachusetts.

Address inquiries to: Veterans Bonus Commission, 15 Ashburton Place, Boston 8 Massachusetts.

MICHIGAN

Amount: \$10.00 per month for domestic service. \$15.00 per month for foreign service. \$500.00 maximum.

Service: Minimum of 61 days during period 27 Jun 1950 to 31 Dec 1953.

Residence: Six months immediately prior to entering service.

Deadline: 7 Mar 1958 for veterans. No deadline has yet been established in next of kin cases where veteran is deceased from service-connected causes.

Next of kin: Certain survivors may be eligible for \$500.00 if veteran died while in service or from service-connected causes.

For applications: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Illinois.

Address inquiries to: Adjutant General's Office, State of Michigan, Military Pay Division (Bonus Section), P. O. Box 1401, Lansing 4, Michigan.

MINNESOTA

Amount: If veteran has received (or is entitled to receive) a Korean Service Medal, payment will be: \$15.00 for each month of overseas service. \$7.50 for each month of domestic service. \$400.00 maximum. In case of all other veterans: \$7.50 for each month of overseas and domestic service. \$200.00 maximum.

Service: Service in the Armed Forces between 27 Jun 1950 and 27 Jul 1953. Personnel who served on continuous active duty in the Armed Forces for 4 years prior to 27 Jun 1950 will not be eligible to receive the bonus on basis of service.

Residence: Resident of State of Minnesota at time of entering service and for 6 months prior thereto.

Deadline: 31 Dec 1958.

Next of kin: Dependents (survivors) of veteran who was on continuous duty in the Armed Forces for 4 years prior to 27 Jun 1950, and who died from service-connected causes while serving during the period between 27 Jun and 27 Jul 1953, will be entitled to receive amount veteran earned for his service from 27 Jun 1950 to date of

death. Dependents (survivors) of veteran who died after 27 Jul 1953 are eligible to receive bonus earned by veteran.

For applications: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Illinois.

MONTANA

Amount: \$10.00 per month for stateside or foreign service exclusive of Korean theater of war. \$15.00 per month for service in the Korean theater.

Service: Active military service between 25 Jun 1950 and 16 Oct 1953.

Deadline: The Montana bonus law

allows a period of three years for filing claims, from the date of final litigation needed to clear the way for the sale of \$10-million bonds to finance the program.

For applications: Application forms will not be available until litigation has been completed, bonds sold and administrative machinery set up. This is expected to require several months.

Note: Eligible veterans should write to the adjusted Compensation Division, P. O. Box 612, Helena, Montana, and request that their names and addresses be placed on file pending distribution of applica-

WHAT'S IN A NAME

Hedgehogs

Hedgehogs, as used in the fine art of antisubmarine warfare, proved to be one of the greatest answers to a destroyerman's prayers in World War II.

These mortar-type projectiles with a body 7.2 inches in diameter and carrying 30 pounds of TNT (or 34 pounds of Torpex) have increased the chances of hitting and destroying enemy submarines.

Until 1942, when the Mark-10 and -11 hedgehogs were adapted by the Navy, the only real weapon against subs was the depth charge. Since sound contacts were broken between 100 and 150 yards from the submarine as it passed under the sound beam, it meant that in any depth-charge attack there was a necessary element of guess between the moments when sound contact on the target was broken and depth charges were released. There was only one "sure" way to get the sub; hold the contact, keep the sub at a distance, and fire charges ahead. This is where the hedgehog had its advantage.

The tail of the hedgehog is placed over a spigot, which contains a firing pin. Each row of spigots is mounted on an athwartships beam or cradle which can be tilted fore and aft. Tilting the cradles results in a slight change of elevation, which is used to compensate for roll and pitch but does not vary the range. There is a power drive for training the projector mount, and an additional elevating power drive to tilt the cradles.

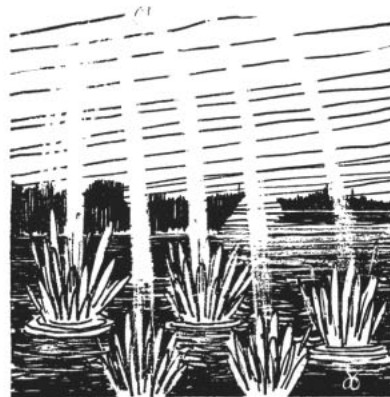
The Mk 15 is a development from the older Mk 10 and Mk 11. Cradles on the older mounts are set fore and aft, and tilting these cradles produces as much as 20 degrees of train. All mounts fire the same 7.2-inch hedgehog projectile. When fully loaded, all mounts hold 24 projectiles.

Hedgehogs are fired electrically in

groups of 24 charges from each mount. Charges are fired in pairs, intervals between pairs being about one-tenth of a second. The 12 pairs of charges are fired in a total time of 1.0 to 1.5 seconds. They are propelled forward by gun-firing charge and explode only on contact. In other words, the hedgehog has no depth setting, and will not detonate by passing near the target—it must score a hit to explode.

Hedgehogs have many advantages over depth charges. They can be launched before contact is lost at short range, and reduce to a few seconds the submarine's maneuvering time after firing. The Mk 10 and Mk 11 mounts can be tilted to give 20 degrees of train, and the Mk 15 provides full gun train. In practical terms this means hedgehogs can be trained and fired while a ship is still coming about to the best attack course.

If hedgehogs do not hit a submarine, there is no water disturbance to interfere with echo ranging. This is not the case when depth charges are used.



tion forms. Any subsequent change of address should be reported to that agency.

NEW HAMPSHIRE

Amount: \$10.00 per month for service up to a \$100.00 maximum.

Service: A minimum of 90 days between 25 Jun 1950 and 27 Jul 1953.

Residence: One year preservice residency.

Deadline: 1 Jul 1958

Next of kin: Survivors of deceased servicemen are eligible for the \$100.00 maximum payment.

For applications: Commandant (DCRO), First Naval District, 495 Sumner Street, Boston 10, Massachusetts.

Address inquiries to: State Adjutant General's Office, State Military Reservation, Concord, New Hampshire.

NORTH DAKOTA

Amount: \$12.50 per month for domestic service. \$17.50 per month for foreign service.

Service: Active service in the Armed Forces of the United States for more than 60 days between 25 Jun 1950 and 27 Jul 1953. Separation from service under honorable conditions. Persons still in service must furnish evidence that such service was honorable.

Residence: Resident of State of North Dakota at time of entering service and for 6 months prior thereto.

Deadline: 15 Feb 1960.

Next of kin: Same amount as for veteran if living but in no case less than \$600.00.

For applications: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Illinois.

Address inquiries to: Adjutant General, Fraine Barracks, Bismarck, North Dakota.

OHIO

Amount: \$10.00 per month for domestic service. \$15.00 per month for foreign service. \$400.00 maximum.

Service: Active duty in the Armed Forces of the United States between 25 Jun 1950 and 19 Jul 1953. Separation from service under honorable conditions. Persons still in service or retired from active service may apply.

Residence: Resident of State of Ohio for at least one year immedi-

QUIZ AWEIGH ANSWERS

1. (b) USS Skate, SS(N) 578
2. (a) Attack craft
3. (b) Forrestal Class
4. (b) Fast carrier striking force
5. (c) USS Wisconsin (BB 64)
6. (c) USS Indiana (BB 1)

The questions to this month's Quiz Aweigh appear on page 43.

ately preceding date of entering service.

Deadline: 31 Dec 1958.

Next of kin: If veteran's death rated service-connected by Veterans Administration; \$400.00 to eligible survivors, otherwise, only amount he would receive if alive.

For applications: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Illinois.

Address inquiries to: Director, The Korean Conflict Compensation Fund, 293 East Long Street, Columbus 15, Ohio.

VERMONT

Amount: \$10.00 per month not exceeding a total of 12 months. \$120.00 maximum.

Service: Honorable discharge from an enlisted status between 27 Jun 1950 and 31 Jan 1955.

Residence: One year immediately prior to entering service.

Deadline: None.

Next of kin: \$120.00 shall be paid to the next of kin of veterans who died from service-connected causes. Next of kin in order are: (1) widow or widower, remarriage does not bar entitlement, (2) next of kin who are lineal heirs, and (3) parents. Amount veteran was entitled to by length of service shall be paid to the next of

kin, in order named above, of any veteran who has died from non-service connected causes.

For applications: Commandant (DCRO), First Naval District, 495 Sumner Street, Boston 10, Massachusetts.

Address inquiries to: Office of the Adjutant General, State Office Building, Montpelier, Vermont.

WEST VIRGINIA

Amount: \$10.00 per month for domestic service. \$300.00 maximum. \$15.00 per month for foreign service. \$400.00 maximum.

Service: Active service in the Armed Force of the United States for 90 days or more, unless discharged earlier for service-connected disability, between 27 Jun 1950 and 27 Jul 1953. Separation from service under honorable conditions. Persons still in active service may apply.

Residence: Resident of State of West Virginia at time of entry into active service and for 6 months prior thereto.

Deadline: Unknown.

Next of kin: Must be state resident when filing application.

For applications: Bonus Division, West Virginia Department of Veterans Affairs, State Capitol Building, Charleston 1, West Virginia.

Address inquiries to: Bonus Division, West Virginia Department of Veterans Affairs, State Capitol Building, Charleston 1, West Virginia.

World War II State Bonuses

The states listed below are still accepting applications for bonus payments from World War II veterans until the designated deadline:

MASSACHUSETTS

Amount: \$100.00 for domestic service of less than 6 months. \$200.00 for domestic service of more than 6 months. \$300.00 for overseas service.

Service: Service between 16 Sep 1940 and 31 Dec 1946, both dates inclusive. Discharge or release other than dishonorable, or in active service.

Residence: Six months immediately prior to entering service.

Deadline: None.

Next of kin: Survivors of persons who died in service before 31 Dec 1946 may receive \$300.00. Otherwise, amount veteran would receive if alive.



"We're looking for submarines, Larson, just submarines!"

For applications: Commandant (DCRO), First Naval District, 495 Sumner Street, Boston 10, Massachusetts.

Address inquiries to: Veterans Bonus Commission, 15 Ashburton Place, Boston 8, Massachusetts.

NEW HAMPSHIRE

Amount: \$10.00 per month for active service. \$100.00 maximum.

Service: More than 90 days' service between 7 Dec 1941 and 31 Dec 1946, both dates inclusive. Discharge or release under conditions other than dishonorable.

Residence: Bona fide resident at time of entry into service.

Deadline: 1 Jul 1958.

Next of kin: Survivors of veteran who died in active service or subsequent to active service from service-connected causes may receive \$100.00. Otherwise, amount veteran would receive if alive.

For applications: Commandant (DCRO), First Naval District, 495 Sumner Street, Boston 10, Massachusetts.

Address inquiries to: State Adjutant General's Office, State Military Reservation, Concord, New Hampshire.

NEW YORK

Amount: \$50.00 for 60 days or less of domestic service. \$150.00 for more than 60 days of domestic service. \$250.00 for any foreign service.

Service: Active duty between 7 Dec 1941 and 2 Sep 1945, both dates inclusive. Discharge under honorable conditions or still in service.

Residence: Six months immediately prior to service. Residence at time of application requirement removed in November 1949 election.

Deadline: None.

Next of kin: If death occurred in service, next of kin may receive \$250.00. Otherwise, amount veteran would receive if alive.

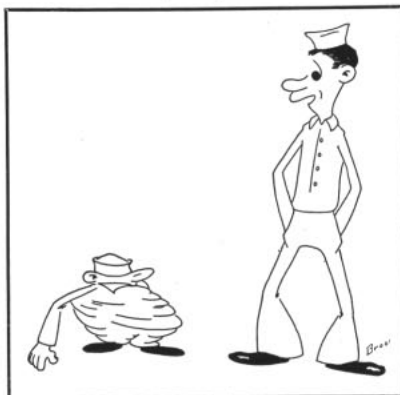
For applications: Commandant (DCRO), Third Naval District, 90 Church Street, New York 7, New York.

Address inquiries to: Veterans' Bonus Bureau, Department of Taxation and Finance, 1875 North Broadway, Albany 4, New York.

VERMONT

Amount: \$10.00 per month (enlisted personnel only). \$120.00 maximum.

Richard M. Brooks, EN3, USN



"What do you mean, the Chief's always jumping on you?"

Service: Active service between 11 Sep 1941 and 30 Jun 1947. Honorable separation.

Residence: Resident at time of entry and for one year immediately prior.

Deadline: None.

Next of kin: Survivors of persons dying in service may receive \$120.00. Otherwise, amount veteran would receive if alive.

For applications: Commandant (DCRO), First Naval District, 495 Sumner Street, Boston 10, Massachusetts.

Address inquiries to: Office of the Adjutant General, State Office Building, Montpelier, Vermont.

Three New Correspondence Courses Ready for Officers

Three new officers correspondence courses are now available.

Advanced Bases (NavPers 10744) is a four-assignment course, evaluated at eight points for Naval Reserve promotion and retirement purposes.



"You lost the can opener?"

Public Works Department Management (NavPers 10741) is a seven-assignment course, evaluated at 14 points' credit.

Naval Electronics, Part I (NavPers 10925-A) is an 11-assignment course, evaluated at 24 points' credit. This course replaces NavPers 10925. Reservists who completed the earlier course will receive additional credit for NavPers 10925-A, if they are otherwise eligible to receive credit in this subject.

Application for enrollment in these courses should be made on form NavPers 992 (Rev 10/54 or later), forwarded through official channels to the Naval Correspondence Course Center, Scotia 2, N. Y.

New Correspondence Courses Ready, Others Discontinued

Eight new Enlisted Correspondence Courses are now available. Six courses have been discontinued.

Enlisted Correspondence Courses for active duty personnel will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center. Your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have courses administered by the Center.

The new courses are:

New Courses	NavPers No.
* Disbursing Clerk 3	91435-3
* Disbursing Clerk 2	91436-3
Basic Military Requirements	91206
Military Requirements for Petty Officers 3 and 2	91202
* Patternmaker 2	91549-1
* Metalsmith 3	91533-1
Basic Electricity	91224
Chief Aerographer's Mate	91646
* May be retaken for repeat Naval Reserve Credit	

Discontinued Courses	NavPers No.
Bluejackets' Manual	91205-C
Survival in the Water	91218-1A
Aircraft Materials	91616-C
Electricity	91225-C
Fire Controlman 3, Vol. 1	91316-D
Fire Controlman 3, Vol. 2	91317-C

Summary of Legislation of Interest to Navymen and Dependents

HERE'S A SUMMARY of proposed legislation of interest to the Navyman being considered by Congress.

The bills introduced into the House of Representatives are prefaced with the letters "H. R." Those introduced into the Senate are prefaced by an "S."

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues of ALL HANDS.

As you read the following, bear in mind that while many bills are introduced into any Congress, some are not enacted into law.

Basic Pay of Service Personnel—

H. R. 11470: Revises schedule of pay for officers and enlisted personnel, and provides for proficiency pay for enlisted members of the armed services. Passed House and now awaiting Senate action.

Judge Advocates—H. R. 9818:

Provides for the procurement of judge advocates and law specialist officers for the Army, Navy, Air Force and Coast Guard.

War Orphans—H. R. 9823:

Amends the War Orphan's Educational Assistance Act of 1956 to provide educational benefits to the children of members of the U. S. Navy who were killed while on convoy duty in 1941.

College Deferments—H. R. 9843:

Amends the Universal Military Training and Service Act to provide for deferment of college students enrolled in science courses, and to allow such students to satisfy military obligations through employment in certain defense industries.

Outer Space—H. R. 9847:

Would establish a Commission on Outer Space for the purpose of promoting development and use of rockets, missiles, satellites and spaceships.

Nonprofit Clubs—H. R. 9877:

Amends Internal Revenue Code of 1954 to exempt from club dues tax certain charges made by nonprofit clubs for the use of facilities.

War Claims—H. R. 9935:

Changes War Claims Act of 1948, as amended to provide compensation for certain World War II losses.



"Why, it's Ed Smith from good 'ole P.S. 147!"

Reserve Contracts—H. R. 9977, H. R. 10171 and S. 3081 would provide term retention contracts for Reserve officers.

Academy Appointments—H. R. 10020 and H. R. 10123: Amend title 10 of the U. S. Code with respect to the nomination of cadets and midshipmen for appointment to the service academies. Would permit appointment of persons domiciled anywhere in state from which the representative is elected.

Medical Care—H. R. 10195: Amends section 103 of the Dependents' Medical Care Act to extend prohibition on dental care to dependents residing in Hawaii.

Nuclear Subs—H. R. 10253: Would authorize Secretary of Navy to construct 100 nuclear-powered attack submarines.

Reserve Retired Pay—H. R. 10313: Amends section 1331 of Title 10, U. S. Code, to provide for granting retired pay to certain Reserves who served on active duty during World War I, World War II and the Korean conflict.

Insurance—H. R. 10380: Amends National Service Life Insurance Act of 1940 to provide for paying an indemnity of \$10,000 to the widow, children or parents of any member of a uniformed service dying after 1956 under circumstances not permitting payment of dependency and indemnity compensation or death compensation.

Pensions—H. R. 10451: Proposes pension of \$100 per month to all honorably discharged veterans of World War I who are 60 years of age.

Military Service—H. R. 10454: Establishes a scholarship program to train scientists and technicians, to provide that scholarship beneficiaries shall be obligated to serve in the armed forces upon completion of their education.

Cash for Suggestions—H. R. 10513: Amends Title 10 of the U. S. Code to provide for the establishment of a program of cash awards for suggestions or inventions made by members of the armed forces.

Olympic Games—H. R. 10654: Authorizes certain activities by the armed forces in support of the VIII Olympic Winter Games.

Medical—H. R. 10534: Provides separate medical facilities for veterans.

Payments—H. R. 10926: Validates payments of certain quarters allowances made in good faith to employees of the Navy Department but which were later determined to be inconsistent with regulations.

Science Academy—H. R. 10931: Provides for the establishment of a U. S. Science Academy.

Social Security—H. R. 11005: Amends Section 224 of the Social Security Act to provide that there shall be no offset against Social Security benefits for disabled persons on account of disability retirement pay for members of the uniformed services.

Veteran Pay—H. R. 11017: Extends veteran benefits to persons serving in the armed forces between 12 Nov 1918 and 2 Jul 1921.

Loans—H. R. 11051: Extends the loan guarantee program for World War II veterans for two years, extends the direct loan program for a like period, authorizes an interest rate on guaranteed and direct loans commensurate with that applicable to mortgages insured under the National Housing Act, increases the maximum direct loan to \$13,500.

Loans—H. R. 11436: Amends the Serviceman's Readjustment Act of 1944 to extend the direct and guaranteed loan programs for two years, provides that the rate of interest be prescribed by the Veterans Administration, eliminates discount controls on such loans.

Aircraft Maintenance — H. R. 11094: Restricts military aircraft maintenance, overhaul and modification functions in government-operated facilities to performance of strictly military requirements that cannot be procured from private enterprise.

WW I Vets—H. R. 11528: Provides benefits to certain veterans of World War I who were in active service on 11 Nov 1918, and their dependents.

Dependents' Medical Care—H. R. 11546: Amends the Dependents' Medical Care Act to provide that retired members of the armed forces, under certain conditions, after having served on active duty in WW I and WW II shall have the same privileges with respect to medical care as members who have retired after having served on active duty for eight years or more.

Veterans' Education—S. 2978: Establishes a program of educational assistance to veterans who served in the armed forces after 21 Jan 1955.

Veterans' Housing—S. 2995: Proposes encouragement of new residential construction for veterans' housing in rural areas and small cities and towns by raising maximum amount of direct loans from \$10,000 to \$13,500, authorizes advance financing commitments and extends the direct loan program for veterans.

Naturalization of Veterans — S. 3009: Amends Immigration and Nationality Act to give Korean veterans equal naturalization privileges.

Dependency Allotments—S. 3015: Permits payment of dependency allotments authorized by the Dependents Assistance Act of 1950 to certain persons performing active duty for training.

Alien Spouses—S. 3040: Would permit certain alien spouses of members of the armed forces to reenter the United States without payment of visa fees.

Retired Pay—S. 3082: Amends Title 10 of U. S. Code with respect to computation of retired pay. S. 3197 authorizes reduced retired pay plus pension or compensation to certain retired personnel of the armed forces who retired before 1 Jan 1957.

Veteran Organizations—S. 3116:

WAY BACK WHEN

Naval Communications

In the old days, because of poor communications, naval warfare was largely a matter of guesswork. The commander of a fleet often had trouble trying to figure out not only what the enemy was up to, but also where his own ships were and what they were doing.

For instance, take what happened when a French fleet slipped through a British blockading squadron off Toulon back in 1798. Although the French were discovered and followed by two British observation frigates, Admiral Nelson didn't receive news of the French escape until eight weeks later. He then spent 30 days trying to find the enemy, who, meanwhile, had put back into Toulon.

In the American Navy one of the earliest records of a signal system was a set of simple maneuver and recognition signs issued by the Continental Marine Committee in 1778. An improved system which had 287 day signals and one night signal (that for "Attack the Enemy!") was worked out by Captain Thomas Truxtun in 1797. This was based on 10 numeral flags from zero to nine. Orders were relayed by numbers and combinations of numbers having meanings that could be looked up in a decode.

During the Civil War, when many federal officers went over to the Confederacy, Union signals had to be completely revised. The Bureau of Navigation, which took charge of naval communications in 1862, decided that the Navy should adopt the Army signal system and, as a result, Army-style communications dominated Navy signaling until as late as 1892.

Semaphore came into the Navy in 1861 with a book entitled "Code of the Flotilla and Boat Squadron Signals for the U. S. Navy," which contains illustrations of a hand semaphoric system somewhat similar to the present one, but with a limited number of characters.

In 1864 two forerunners of the present-day flashing light system put in their ap-

pearance. Under one system a lantern, ball or similar object was exposed, or a flag was lowered and raised, in dot-and-dash patterns. In fog or mist the same code could be used for a trumpet blown in long or short blasts. Under the other system the signalman used a canvas cylinder, secured to the shrouds, with a light inside it. The cylinder was held in position by springs and the light could be exposed or screened by pulling or releasing a line attached to the cylinder.

Unification—S. 3209: Would provide for greater unification of the armed forces.

Information on bills enacted into law will be covered in detail.

Electricity came into naval signaling in 1875, when experiments with electric lights were conducted. In three years the ranges of these lights were increased from six miles to a distance of nearly 17.

However, it wasn't until the "wireless" came along about 1895 that naval communication could begin to approach the rapidity and long range it has today. By 1905 radio was operational equipment in both the United States and British fleets, and by World War I it had grown so important that the Communications Office in Washington averaged 3200 messages a day.

Since then there have been so many improvements in radio that it's now just as easy to send a message to fleets all over the world as it once was to pass the word to a single ship only a shout's range away.



This Check-Off List Will Help You to Find the Info You Want

NAVAL DIRECTIVES are of necessity constantly changing and many of the changes that are made affect your Navy career in some way. Although the information concerning your service advantages, opportunities and benefits appears in manuals, regulations, or notices, you may have difficulty in locating them. But they are usually available in your ship or station personnel office.

Here's a list of up-to-date directives dealing with career opportunities and programs available to officers and enlisted men classified according to subject matter. It supersedes the list presented in October 1957 *ALL HANDS* pp. 54-56. Remember, notices are cancelled, instructions modified and manuals changed, so check with the personnel man to get the latest word.

Subject	Pertinent Directive or Authority	TRAINING
ADVANCEMENT OR CHANGE IN RATE OR RATING		GENERAL TRAINING
General Programs		Enlisted Training Schools and Courses; policy, quotas, eligibility for enrollment
Advancement in Rate/Rating:		Bupers Inst. 1500.25D Catalog of U. S. Navy Training Activities and Courses (NavPers 91769-C) (BuPers Inst. 1500.39)
Policy:	BuPers Inst. 1430.7C BuPers Manual (Pt. C, Chap. 7, Sec. 2)	
Qualification:	Manual of Qualifications for Advancement in Rating	Information and Education Program; policy
Eligibility:	BuPers Inst. 1414.3B	Art. D-2103, BuPers Manual, Information and Education Manual (NavPers 16963-C)
Naval Reserve:	*BuPers Inst. 1430.1B	
Changes in Rate, Rating and Rate Symbols; policy	BuPers Inst. 1440.5B	Opportunities Available Through the I&E Program; information concerning
Program for Adjustment of the Enlisted Rating Structure	BuPers Inst. 1440.18A	Study Materials for Applicants for Appointment to Commissioned Status under Integration, LDO and Warrant Officer (W-1) Programs; information concerning
Through Formal School Training and Through In-Service Training; establishment of		Enlisted Correspondence Course
Training Courses for General Service Ratings	NavPers 10052	List of Training Manuals and Correspondence Courses (NavPers 10061-F)
APPOINTMENT TO COMMISSIONED GRADE		Navy Enlisted Advance School Program (NEASP); information concerning
NAVAL ACADEMY, FLIGHT		BuPers Inst. 1510.69B
TRAINING, OCS		
Naval Preparatory School	(Art. C-1203), BuPers Manual	
Aviation Cadet Training Program; eligibility, procedures for applying	BuPers Inst. 1120.20A	SPECIALIZED TRAINING
Officer Candidate School Program—OCS (Men) OCS (Women) AOC—For Enlisted Members of the Naval Service on Active Duty; policy, eligibility	BuPers Inst. 1120.11A, BuPers Inst. 1120.24, BuPers Inst. 1120-10A, BuPers Inst. 1120.9A, BuPers Inst. 1120.25	Assignment and Reassignment of Personnel in the Naval Air Mobile Training Program; policy Salvage Duty; policy, eligibility
SPECIAL PROGRAMS		BuPers Inst. 1306.31B
Appointment to Commissioned Grade Integration and LDO Programs, Appointment to Warrant grade; information concerning	BuPers Inst. 1120.18D	BuPers Inst. 1500.15B, NavPers 91769-B
Nursing Education Program; information concerning	*BuPers Inst. 1120.27	BuPers Inst. 1336.2B
Regular Navy Augmentation Program; policy, eligibility	BuPers Inst. 1120.12E	U. S. Naval School of Music; applications for courses Basic Hospital Corps School Class "A"; candidates for
Appointment to Commissioned Grade, SDO, (Law), 1620; policy, eligibility	BuPers Inst. 1120.21	BuPers Inst. 1306.55A
Appointment to Commissioned Grade, Optometry, Pharmacy, and Medical Allied Sciences Sections of the Medical Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.8A	Assignment of Enlisted Personnel to the Nuclear Power Training Program; policy, eligibility
Appointment to Commissioned Grade in Administration and Supply Sections, Medical Service Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.15C	Tuition Aid Program; information concerning
Nomination of Qualified Enlisted Personnel for the NROTC Program; policy, eligibility	BuPers Inst. 1111.4B	REENLISTMENT
		Reenlistment, Voluntary Extension of Enlistment and Voluntary Retention of Regular and Reserve Personnel on Active Duty; procedure
		BuPers Inst. 1133.1C
		BuPers Inst. 1133.10A
		Reenlistment Program; information concerning
		BuPers Inst. 1133.3C
		Discharge up to 1 Year in Advance of Normal Expiration of Enlistment date in order to Reenlist; policy, eligibility
		BuPers Inst. 1133.4A
		Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty; policy, eligibility
		BuPers Inst. 1130.4D
		Assignment to a School for Reenlistment; policy, eligibility
		BuPers Inst. 1133.5

SPECIAL DUTY AND ASSIGNMENT

GENERAL POLICY

Training and Administration of The Naval Reserve; duty in; policy, eligibility *BuPers Inst. 1001.7A

Retention on Active Duty and Recall thereto of Enlisted Naval Reserve and Fleet Reserve Personnel; information concerning BuPers Inst. 1001.21A

Assignment and Rotation of Enlisted Women; policy BuPers Inst. 1306.10B

SPECIAL ASSIGNMENTS

Transfer and Assignment for Humanitarian or Hardship Reasons; policy, eligibility BuPers Inst. 1306.24A

Assignment to Duty of Sole Remaining Sons; policy BuPers Inst. 1300.11

Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staffs, SHAPE; policy, eligibility BuPers Inst. 1306.6B

Assignment to Recruiting Duty; policy, eligibility Art. C-5208, BuPers Manual

Assignment to Duty as Instructors; policy, eligibility BuPers Inst. 1336.1A
BuPers Inst. 1306.22C
*BuPers Inst. 1306.42 (applies to musicians only)

Assignment of Enlisted Personnel to Initial Submarine Training and Duty; policy, eligibility BuPers Inst. 1540.2C

Assignment to Reserve Training Submarines; policy, eligibility *BuPers Inst. 1306.38

Assignment to Duty Involving Demolition of Explosives; policy, eligibility BuPers Inst. 1320.5A

PAY, ALLOWANCES, INSURANCE

Soldiers' and Sailors' Civil Relief Act of 1940; summary of benefits under BuPers Inst. 1760.4

Uniformed Services Contingency Option Act; options under BuPers Inst. 1750.1B

Social Security Benefits for Military Service; summary of benefits under BuPers Inst. 1741.10

Mortgage Insurance for Servicemen to Aid in the Construction or Purchase of Homes; policy, eligibility SecNav Inst. 1741.4

SEPARATION AND RETIREMENT

Review of Undesirable and Punitive Discharges; information concerning BuPers Inst. 1626.16

Early Separation Enlisted Personnel to Attend College BuPers Inst. 1910.12A

Retirement, Voluntary and Naval Reserve with/without Pay; policy, eligibility BuPers Inst. 1820.1B
BuPers Inst. 1820.2
SecNav Inst. 1811.3A

MISCELLANEOUS

GENERAL INTEREST

The Navy Relief Society; services by Art. C-9207, BuPers Manual, BuPers Inst. 1747.1A

The American Red Cross; services by Art. C-9207, BuPers Manual, Art. C-10308 (7), BuPers Manual BuPers Inst. 1742.2A

Voting by Members of the Armed Forces; policy

Immigration and Nationality Act of 1952; alien spouses, naval personnel; information concerning SecNav Inst. 1750.1

VA Hospitals; transfer of naval active and retired personnel to; policy *BuMed Inst. 6320.11

Marriage of USN and USMC Person- Art. C-11109, BuPers

nel Outside the United States and Within Far East Command; policy Visas for Alien Wives and Children of Naval Personnel; information concerning

Manual

SecNav Inst. 1752.2
*SecNav Inst. 1750.2

Participation of Enlisted Personnel in Inter-service and International Athletic Events and Competitions; policy, eligibility BuPers Inst. 1710.1E
BuPers Inst. 1710.2

Summary of State Bonuses BuPers Inst. 1760.3B

Uniformed Services Identification and Privilege Card, DD Form 1173; regulations governing BuPers Inst. 1750.5A

PROGRAMS AND OPPORTUNITIES OF PARTICULAR INTEREST TO OFFICERS TRAINING

GENERAL TRAINING

Schools and Courses Catalog of U. S. Navy Activities and Courses (NavPers 91769-C)
BuPers Inst. 1500.25D

General Line School; policy, eligibility BuPers Inst. 1520.43

Five-Term College Training Program; policy, eligibility BuPers Inst. 1520.37,
BuPers Inst. 1520.-48A

Completion Naval Aviation College Program for USN Officers; policy, eligibility BuPers Inst. 1520.38

Officer Correspondence Courses; summary List of Training Manuals and Correspondence Courses (NavPers 10061-F)

Tuition Aid Program; information concerning BuPers Inst. 1560.10A

SPECIALIZED TRAINING

Flight Training (HTA); policy, eligibility BuPers Inst. 1520.20A

Underwater Demolition Training; policy, eligibility BuPers Inst. 1520.7

Deep Sea Diving Training; policy, eligibility BuPers Inst. 1520.4C,
BuPers Inst. 1500.15B

Training and Administration of the Naval Reserve; policy BuPers Inst. 1001.10B

Nuclear Power Training Program; information concerning BuPers Inst. 1540.33A

Assignment of Officers of Nuclear Powered Submarines BuPers Inst. 1301.28

ASSIGNMENT TO SPECIAL DUTY

Assignment to Submarine Duty; policy, eligibility BuPers Inst. 1520.6G

Assignment to Special Weapons Program; policy, eligibility BuPers Inst. 1331.1A

Assignment with a Navy Security Group; policy, eligibility BuPers Inst. 1331.2B

Assignment to Duty Involving Demolition of Explosives; policy, eligibility BuPers Inst. 1320.5A

Assignment to Nuclear Power Program; policy, eligibility SecNav Inst. 1000.3

APPOINTMENT

Appointment to Ensign, Integration and LDO Program; policy, eligibility BuPers Inst. 1120.18D

Appointment to Commissioned or Warrant Grade in the Reserve of the U. S. Navy of Resigned Commissioned or Warrant Officers of the Regular Navy; information concerning BuPers Inst. 1920.8A

Appointment of Naval Reserve Aviators to Commissioned Grades in Regular Navy; policy, eligibility BuPers Inst. 1120.14A

Appointment in the Medical Corps and Dental Corps; Regular Navy; policy, eligibility BuPers Inst. 1120.3E
Law Specialist Program for Reserve Officers of the U. S. Navy; information concerning BuPers Inst. 1120.28

PROMOTION

Professional Fitness for Promotion of Officers on Active Duty BuPers Inst. 1416.1C
Professional Fitness for Promotion of Warrant Officers on Active Duty BuPers Inst. 1416.6

MISCELLANEOUS

Uniform Allowances for Naval Reserve Officers; entitlement and reimbursement for BuPers Inst. 7220.14A
Naval Reserve Officers not on Active Duty; Regulations and Procedures Governing Screening the Ready BuPers Inst. 1821.1A

Reserve and Assignment to, Transfers between, and Discharge From Reserve Categories; policy
Non-Disability Retirement of Officers and Warrant Officers; information concerning BuPers Inst. 1811.1A
Active Duty Agreements; policy, eligibility BuPers Inst. 1120.22B
Change of Officer Designator Codes; procedure, eligibility BuPers Inst. 1210.6
Assignment and Rotation of LTJG and ENS; policy BuPers Note 1301 of 19 Oct 1956
Voluntary Extended Active Duty for Reserve Officers; policy, eligibility BuPers Inst. 1331.4A
Active Duty of Naval Reserve Officers; extension of and release from BuPers Inst. 1926.1C
BuPers Inst. 1926.2A
* Instructions marked with an asterisk were given limited distribution when issued.

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn I, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in February.

Jailhouse Rock (999) (WS): Drama; Elvis Presley, Judy Tyler.

Until They Sail (1000) (WS): Drama; Jean Simmons, Paul Newman.

The Black Scorpion (1001): Science Fiction; Richard Denning, Mara Corday.

Time Limit (1002): Drama; Richard Widmark, Richard Basehart.

The Pride and the Passion (1003) (C): Drama; Cary Grant, Frank Sinatra.

An Affair to Remember (1004) (C) (WS): Comedy-Drama; Cary Grant, Deborah Kerr.

The Abominable Snowman of the Himalayas (1005) (WS): Science Fiction; Forrest Tucker, Peter Cushing.

Slim Carter (1006) (C): Drama; Jock Mahoney, Julia Adams.

Gun Battle at Monterey (1007): Drama; Sterling Hayden, Pamela Duncan.

Slaughter on 10th Avenue (1008): Drama; Richard Egan, Jan Sterling.

Les Girls (1009) (C) (WS): Musical; Gene Kelly, Mitzi Gaynor.

Young and Dangerous (1010) (WS): Drama; Lili Gentle, Mark Damon.

The Invisible Boy (1011): Drama; Richard Eyer, Phillip Abbot.

The Monolith Monsters (1012): Science Fiction; Grant Williams, Lola Albright.

The Sad Sack (1013): Comedy; Jerry Lewis, David Wayne.

The Sun Also Rises (1014) (C) (WS): Drama; Tyrone Power, Ava Gardner.

Bombers B-52 (1015) (C) (WS): Drama; Karl Malden, Natalie Wood.

Fort Bowie (1016): Western; Ben Johnson, Jan Harrison.

Tijuana Story (1017): Crime; James Darren, Rodolfo Acosta.

Baby Face Nelson (1018): Crime; Mickey Rooney, Carolyn Jones.

The Enemy Below (1019) (C) (WS): War Drama; Robert Mitchum, Curt Juergens.

Night Passage (1020) (C) (WS): Drama; James Stewart, Audie Murphy.

Escape From San Quentin (1021): Drama; Johnny Desmond.

The Hard Man (1022) (C): Western; Guy Madison, Valerie French.

The Admirable Crichton (1023) (C): Drama; Kenneth More, Diane Cilento.

Rockabilly Baby (1024) (WS): Drama; Virginia Field, Douglas Kennedy.

Plunder Road (1025) (WS): Adventure Drama; Gene Raymond, Jeanne Cooper.

The Green Man (1026): Drama; Alastair Sim, George Cole.

Affair In Havana (1027): Drama; John Cassavetes, Raymond Burr.

The Story Of Mankind (1028) (C): Drama; Ronald Colman, Hedy Lamarr.

Don't Go Near The Water (1029) (C) (WS): Comedy; Glenn Ford, Gia Scala.

My Man Godfrey (1030) (C) (WS): Drama; June Allyson, David Niven.

The Tall Stranger (1031) (C) (WS): Western; Joel McCrea, Virginia Mayo.

That Night (1032): Drama; John Beal, Augusta Dabney.

The Unholy Wife (1033) (C): Drama; Diana Dors, Rod Steiger.

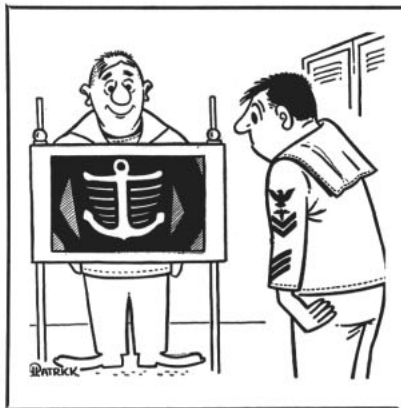
The Tarnished Angels (1034) (WS): Drama; Rock Hudson, Robert Stack.

Action Of The Tiger (1035) (C) (WS): Drama; Van Johnson, Martine Carol.

Man In The Shadow (1036) (WS): Melodrama; Jeff Chandler, Orson Welles.

Ride Out For Revenge (1037): Western; Rory Calhoun, Gloria Grahame.

The Domino Kid (1038): Western; Rory Calhoun, Kristine Miller.



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

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

Alnavs

No. 3—Requests naval personnel to use permanent home address when corresponding with Internal Revenue Service.

No. 4—Announces the Navy's scientific education school program for enlisted personnel.

No. 5—Congratulates the Army



"Listen, Jones, either you get some submarine pictures or hand in your underwater camera."

on its successful launching of a satellite.

Instructions

No. 1020.9A—Outlines the wearing of civilian clothes by officers on duty in the Navy Department.

No. 1120.29—Places in one source eligibility requirements for officer candidate school programs: OCS

(Men), OCS(Women), and AOC for enlisted members of the naval service on active duty.

No. 1300.23A—Provides information regarding enlisted personnel change of station (PCS) code.

No. 1510.67A—Prescribes procedures for administering enlisted correspondence courses of the Naval Correspondence Course Center to active-duty enlisted personnel.

No. 1740.1—Describes the civilian employment assistance program for retired and involuntarily released personnel.

No. 1900.1C—Lists naval activities within continental United States to which male personnel may be transferred for separation.

No. 1426.1A—Advises USN line and staff officers holding permanent commissions as to the necessary qualifications which must be met and the procedures involved before permanent promotion to LTJG.

No. 1910.16—Authorizes one month early separation of enlisted personnel serving on active duty.

Fleet Sonar Schools Follow Latest Tactics in Antisubmarine Warfare

The modern high-speed submarine presents a major challenge to surface and air sub-hunters of the U.S. Navy.

Down at the Fleet Sonar School, Key West, the CO and his staff hold periodic conferences with one purpose in mind: to combine their experience and abilities in an effort to contribute to the neutralization of this growing submarine threat. Out on the West Coast, the same kind of work is being carried out by Fleet Sonar School, San Diego.

What, specifically, are some of the perplexities facing the anti-submarine force today? Up until the present day, submarines—when submerged—have been severely limited in the duration of time they could cruise or maneuver at high speeds—because of the restrictions of their battery equipment.

Now the picture has been radically altered. With the advent of the fast *Albacore* hull-type and atomic power, there is no longer any limit on a submarine's underwater cruising time at very high speeds. This reality presents the

greatest problem to the surface, air and sub-surface antisubmarine forces.

What is being done about it? The Chief of Naval Operations has directed increased activity in the research and development of anti-submarine warfare equipment and facilities. The goal will be to achieve a "break-through" which will result in much greater detection ranges and longer range underwater weapons, weapons which can overtake and destroy enemy submarines wherever they are encountered.

The problem confronting the Fleet Sonar School is that the development of antisubmarine and pro-submarine tactics, equipment, weapons, and the ships themselves are continually changing. As the submarine force makes a stride forward, the antisub force must be ready with a counter-advance.

In the last stages of World War II, the "hunter-killer task force" was most successful in clearing the seas of enemy submarines. Now, the pendulum continues to swing

one way or the other almost yearly.

The fact that the game is a grim one and that we must be continually seeking new ideas and concepts to combat the deadly—and growing deadlier—submarine is continually stressed at the Sonar School. The staff and students are encouraged to use imaginative initiative in their exchange of ideas. There is no one infallible method for outsmarting a submarine.

To the Fleet Sonar School, Key West, plus the Fleet Sonar School, San Diego, will fall a large part of the responsibility for training men not only in the operation of these new systems, but also in their repair and maintenance, just as it does today with our present equipment.

Graduates of these schools are, in effect, expert electronics technicians, ready for duty in the modern Navy. The complex and expensive electronics systems used in antisubmarine warfare are, in the ultimate sense, as effective as the men who operate them. This points out the underlying importance of the Fleet Sonar Schools.

Notices

No. 1440 (27 January)—Established the procedures for changes in rating resulting from modification of the Enlisted Rating Structure.

No. 1740 (5 February)—Provided information concerning Federal Employees' Compensation Act coverage for disability and death as applicable to members of the Naval Reserve Officers' Training Corps and their survivors.

No. 4651 (5 February)—Announced Change No. 2 to BuPers Inst. 4651.1, which is concerned with dislocation allowance.

No. 1210 (7 February)—Invited applications from certain permanently commissioned line officers of the Regular Navy for transfer to the Civil Engineer Corps.

No. 1743 (7 February)—Announced the Jewish Feast of the Passover in 1958.

No. 1500 (11 February)—Announced Change No. 1 to BuPers Inst. 1500.25D which concerns convening dates for classes at training activities and certain schools of other services under the management of the Chief of Naval Personnel for the calendar year 1958.

No. 1440 (18 February)—Established the procedures for changes in rating resulting from modification of the Enlisted Rating Structure.

No. 1440 (7 February) — Established procedures for making changes in rating of personnel to the Photographic Intelligenceman (PT) rating for enlisted personnel on active duty.

No. 1760 (21 February) — Announced Change No. 2 to BuPers Inst. 1760.3B, which provides a state bonus summary.

No. 1650 (27 February) — Announced the availability of the National Defense Service Medal and Korean Service Medal for active duty personnel.

No. 1120 (28 February) — Announced the selection of warrant officers and USN men and women recommended for training leading to appointment in the commissioned grade of ensign in the line and Supply Corps, USN.

No. 1440 (4 March) — Announced Change No. 1 to BuPers Inst. 1440.18A, which is concerned with the program for adjustment of



the enlisted rating structure through formal school training and in-service training.

No. 1111 (5 March) — Made available the list of active duty Navy and Marine Corps enlisted personnel who have been provisionally selected for enrollment in the NROTC program.

No. 1440 (6 March) — Established procedures for making changes in rating in the AM and PR ratings to conform with modification of the enlisted rating structure.

No. 1306 (10 March) — Announced Change No. 1 to BuPers Inst. 1306.62A, which is concerned with the sea/shore rotation of enlisted personnel.

No. 1540 (17 March) — Announced Change No. 1 to BuPers Inst. 1540.2C, which is concerned with the assignment of enlisted personnel to submarine training and duty and return of qualified submariners to submarine duty.

No. 3590 (17 March) — Established procedures for the conduct of



"Where on earth have you been?"

district, type, Fleet and U. S. Navy rifle and pistol competition in 1958.

No. 1120 (28 March) — Announced selection of applicants for temporary appointment to the grade of ensign, USN, for limited duty officer, and warrant officer, W-1.

No. 1430 (28 March) — Listed the bibliography to be used in preparing for advancement in the Photographic Intelligenceman rating.

Information on Dividends For NSLI Policy Holders

The letter in front of your GI insurance policy will give you a hint as to whether you are among those who will share in the \$262 million annual dividends for 1958.

About five million holders of National Service Life Insurance (WW II) policies with the letter "V" before their policy number, and 300,000 holders of U.S. Government Life Insurance (WW I) policies with the letter "K" in front of their policy number will participate in the sharing.

Holders of policies with the letters RS, RH and H, and veterans who extended their permanent plan policies as term insurance in the "V" and "K" series, will not participate.

If you are due to receive a dividend, your check will be mailed shortly after the anniversary date of the policy.

But if you have a GI policy under in-service waiver of premium payments, you will not share in the dividends. Even though your policy may be participating under ordinary conditions, you are excluded from dividends while the in-service waiver is in effect. (See Aug 1957 ALL HANDS, p. 9.)

This, however, does not apply to veterans whose participating GI insurance policy is under premium because of total and permanent disability.

If you are among those due to receive a dividend, you don't have to take these regular dividends in cash. This isn't as silly as it sounds. You may use these to guard against losing your insurance. According to the Veterans Administration, nearly 1,100,000 veterans, or more than one of every five holders of participating GI insurance, are already taking advantage of dividend options other than cash payments.

If you hold a GI policy and receive annual dividends, you may:

- Have the dividends held, with interest, as a credit to pay the premium monthly in case you fail to pay it before the end of the 31-day grace period. This is done automatically if you do not elect another option.

- Direct that your dividends be used to pay premiums ahead of time (a discount is given on premiums paid three or more months ahead).

- Request payment in cash.

Permanent plan policyholders have an additional option which is not available to term policyholders. If you are in this category, you may authorize the Veterans Administration to hold your dividends on deposit, with interest and subject to withdrawal at your request. If not withdrawn, the money, plus interest, will increase the value of your policy.

The *interest* under either the dividend deposit or the dividend credit is taxable and must be reported annually on federal income tax returns. But the dividends and all other proceeds of the policies are not taxable.

If you decide to change your GI dividend option or have any other dealings about your insurance, you should write to the new "Home Office," which has been moved from Washington, D. C., to its new address: Veterans Administration District Office, P.O. Box 8079, Philadelphia 1, Pennsylvania.

This change of address from Washington, D. C., to Philadelphia, Pa., also affects all holders of U.S. Government Life Insurance (USGLI), which originated in World War I; and, those holders of World War II or post-Korea policies of National Service Life Insurance (NSLI) who are paying premiums by allotment from either active or retired military pay, or who reside in foreign countries.

When you do write, make sure you include your full name, service number and insurance policy number. And if you have a change in your permanent home address, it's a good policy to let the Veterans Administration know about it.

If you have any questions on your National Service Life Insurance policy, see your Insurance Officer.

HOW DID IT START

Torpedoes

During the Revolutionary War, Dr. David Bushnell got the idea that an explosive in the water, beside the target's hull, would do more damage than the same explosion above the water line. To test his idea, he made up a number of powder kegs, and launched them in the Delaware River to float down on the British fleet. But he guessed wrong about the tide and his powder kegs did no damage. Bushnell also invented a primitive, hand-powered submarine. Using this sub, he tried to fasten a mass of explosives to the hull of a British ship blockading New York harbor. This experiment was also a failure.

Bushnell amused a lot of people. Outside of that, he didn't accomplish much. But, believe it or not, Bushnell's floating powder keg is the ancestor of the modern torpedo.

Torpedoes as we know them today are self-propelled underwater weapons that carry a high-explosive charge. The destructive effect of a torpedo is greater than that of the biggest guns on a battleship. There is more high explosive in a torpedo warhead than there is in any projectile. The torpedo is the only underwater weapon equipped with a power plant capable of delivering its warhead to an enemy ship. (There are some special advanced underwater weapons that have the characteristics of a mine as well as those of a torpedo.)

The first self-propelled torpedo wasn't developed until the Civil War. But the "torpedoes" damned by Admiral Farragut were not self-propelled weapons. They were anchored in the bottom of Mobile Bay and, according to today's terminology, they would be called "mines."

Credit for the first self-propelled torpedo goes to Captain Lupius of the Austrian Navy. Not having the mechanical know-how to build the torpedo, Lupius, in 1864, took his plans to Robert Whitehead, a British engineer. After two years of work, Whitehead produced a short torpedo, 14 inches in diameter, with 18 pounds of dynamite in its warhead. It was powered by a piston engine operating on compressed air. Whitehead's first torpedo ran at six knots, for about 100 yards. Sometimes it ran along the surface, at other times it dived to the bottom.

Whitehead worked steadily to improve his torpedo, and during the next 25 years he made one improvement after another. His 1889-model carried a main charge of 200 pounds of guncotton. Its range was 1000 yards and its speed averaged 28 to 29 knots. During his 25 years of work, Whitehead invented many of the devices

you'll find in modern torpedoes today.

Our present-day torpedoes, however, are much more versatile than any Whitehead ever dreamed of. Most of them have electronic controls and are propelled by an electric motor and a storage battery. Some have gas-turbine motors which use air-steam to propel them, while others use chemicals.

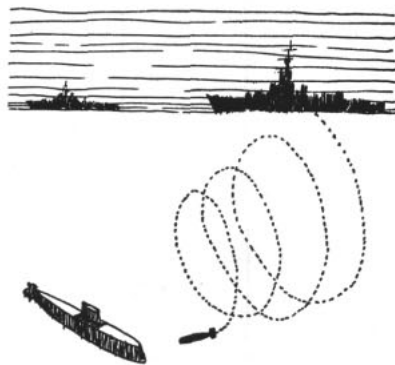
The unclassified air-steam types have speeds of from 30 to 45 knots with a maximum range extending to 7½ miles. Compared with them, the electric torpedoes have a low speed and limited range. But for use by submarines, the electric torpedo has a big advantage that makes up for its limited 30-knot speed and 4000-yard range—it leaves practically no tell-tale wake.

A great many of today's operational torpedoes are designed to kill subs. Like all other ordnance devices, torpedoes are designated by Mark and Mod. The Mk number indicates the type, the Mod number the changes or modifications to that type.

Two of the latest homing torpedoes used for tracking down and sinking subs are the Mk 43, an aerial torpedo which has been in operation for several years now, and the Mark 37. One of the most significant features of the Mk 37 is its ability to ignore many types of countermeasures.

A homing torpedo guides itself toward its target. Passive acoustic torpedoes "listen" for sounds made by the target ship, and steer themselves toward those sounds. Active acoustic torpedoes send out pulses of sound, listen for echoes from the target ship, and steer themselves toward the echoes.

As the result of an extensive torpedo research and development program, improved weapons with longer running ranges, increased target-acquisition range, greater operating depths and higher speeds are joining the Fleet.



DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ CURTS, Maurice E., ADM, USN, as Deputy Commander in Chief U. S. Pacific Fleet from 16 Jun 1955 to 1 Feb 1958. During this time Admiral Curts, serving in a position of major responsibility, maintained the Pacific Fleet and its supporting elements at peak of readiness, as demonstrated during the Suez crisis in November 1956 and many other occasions.

★ INGERSOLL, Stuart H., VADM, USN, as Commander Seventh Fleet and Commander United States-Taiwan Defense Command from December 1955 to June 1957. Under his leadership the Seventh Fleet was maintained at a high state of combat readiness as a stabilizing element in the Far East. As Commander United States-Taiwan Defense Command, Vice Admiral Ingersoll was directly responsible for carrying out United States policy in cooperation with the Chinese nationalist government in the defense of Taiwan.

★ PHILLIPS, William K., ADM, USN (Ret.), as Commander First Fleet from February 1954 to August 1955 during which time units of the First Fleet were brought to a high state of combat readiness. Admiral (then RADM) Phillips was cited for his contributions to the stabilization of the troubled Indo-Chinese area.

Gold Star in lieu of fourth award

★ RADFORD, Arthur W., ADM, USN, as Chairman of the Joint Chiefs of Staff from 15 August 1953 to 15 August 1957. Admiral Radford's "sound judgments and decisions were of national and international significance. His keen thinking and considered military advice to the President, the National Security Council and the Secretary of Defense had great influence on the military posture of our country and our allies."

BRONZE STAR MEDAL

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ RYCHLY, Vladimir L., CDR, USNR, for exceptionally meritorious conduct while serving with the United States Naval Forces, Germany, from 1946 to 1957. Commander Rychly achieved a marked degree of success in carrying out extremely important and arduous assignments during that period.

★ SHILLING, Katherine E., CDR, USN, for exceptionally meritorious conduct from September 1950 to May 1955 during which time she served in the office of the Judge Advocate General, Department of the Navy, Washington, D.C., in one of the most comprehensive legislative projects ever undertaken by the Department of Defense. Commander Shilling performed extensive research of existing federal statutes affecting the Navy and carried out the task of drafting the Navy's portion of the codification of Title 10 of the United States Code.

Gold Star in lieu of second award:

★ HOLTWICK, Jack S., Jr., CAPT, USN, for carrying out important duties in the Communications Intelligence Field, from January to April 1950, January 1951 to January 1952, and October 1953 to June 1957. Captain Holtwick has made continuing contributions toward the security of the nation.

★ WRIGHT, Wesley A., CAPT, USN, while assigned to the National Security Agency from February 1952 to June 1957. Captain Wright has contributed toward the security of the nation by his notable work in the Communications Intelligence Field.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BECKHAUS, Lawrence W., GM2, USN, for heroic conduct in rescuing a fellow serviceman from drowning in North Atlantic waters while serving on board the *uss Salamonie* (AO 26) on 12 Dec 1957. When a crew member from another vessel was reported overboard in the course of refueling operations during a violent storm, Beckhaus

volunteered to go over the side in a rescue attempt. Wearing a harness with a line attached, he dived into the extremely high seas, and swam against waves estimated at 40 to 60 feet high and succeeded in reaching the victim whom he brought back to the side of the ship where both were hauled to safety.

★ BURCHFIELD, Leonard W., AN, USN, for heroism in rescuing the driver of a gasoline refueler whose clothing became ignited when his vehicle burst into flames at the United States Naval Air Station, Cubi Point, Philippine Islands, on 16 May 1957.

★ HYDER, Bobby E., BT3, USN, (Awarded posthumously) for heroic conduct while serving on board the *uss Franklin D. Roosevelt* (CVA 42). On 19 Jun 1957, an explosion, which caused nine major engineering spaces to be flooded with live steam, took place in the No. 1 pump room. Hyder, serving as boiler tender in charge of the adjacent 1C boiler room, directed his crew to evacuate the space while he remained behind to secure the boiler. After completing his task, Hyder was able to climb the ladder on the second deck before collapsing from asphyxiation and fatal burns from the steam.

★ PENSINGER, Frederick D., Jr., FA, USN, for heroism in rescuing a fellow serviceman from drowning in San Diego Bay, California. On 2 Apr 1957, seeing two men fall overboard from a water taxi, Pensinger jumped into the icy current and swam to the aid of one of the drowning men. With another rescuer's assistance, he managed to bring the victim to the safety of the vessel.

★ POCHORDO, Stanley, AD1, USN, for heroism in preventing more serious burns or possible death to a driver of a gasoline truck and for saving one or more aircraft parked nearby from destruction or serious damage. On 16 May 1956, while serving with Heavy Attack Squadron Nine at Port Lyautey, Morocco, Pochordo extinguished with his body and bare hands the flaming clothing of the victim after an explosion and fire occurred in his truck. He then returned to the scene of the fire and fought the flame until it was subdued.

BOOKS

SALTY READING FOUND IN THIS MONTH'S SELECTION

EVEN THE FICTION SELECTED this month by the Library Services Branch has a salty tang. You'll find the titles described below, and many others, in your ship and station library.

Pocket Battleship, *The Story of the Admiral Scheer*, by Admiral Theodor Kranke and H. J. Brennecke, is naval history in its most palatable form. *Scheer* was a World War II German raider that became a British nightmare. She was a battleship which had broken through into the North Atlantic and had fallen upon the then lightly defended convoys upon which England depended. She sank more than 150,000 tons of Allied shipping and, in one action, she caused the end of the auxiliary cruiser *Jervis Bay*. With almost her entire hull ablaze, *Jervis Bay* went down with her guns firing in her effort to hold off the raider long enough to give her convoy time to disperse. *Scheer* continued her successful career from the arctic to the tropics but was finally sunk in Kiel Harbor. Very readable, and told by two officers who commanded her.

Escape of the Amethyst by C. E. Lucas Phillips is another story of an individual ship but the viewpoint is considerably different. HMS *Amethyst* was the small British frigate which, while on a peaceful mission up the Yangtze River, was fired upon and almost sunk by a Chinese communist battery before she could fire a gun. This is the story of what happened after that event. The little ship, with a very young crew at half strength, was held captive for months, constantly threatened with destruction by strong enemy forces only a few hundred yards away. When rescue attempts and diplomatic protests brought no results, the crew resolved the problem by making a sensational escape down the river.

Strategy and Compromise, by Samuel Eliot Morison, attempts to present the reasons why the Allies followed the course of action they did during World War II. The material in Morison's relatively brief book logically falls into two parts—the war in Europe and the war in the Pacific. As he sees it, the United States' contribution to the strategy

of the European theater was largely compromise. The decision to beat Hitler first was never disputed, but Pearl Harbor made it necessary for us to deflect material originally intended for Europe. As a result, disagreements and compromise were the pattern of strategic planning for the African campaign, the Italian campaign, the invasion of France and that of Southern France.

On a somewhat more personal level, we have **Nature Is Your Guide**, by Harold Gatty. The book's subtitle, "How to Find Your Way Without Map or Compass on Land or Sea," gives you a pretty good idea of its content and approach. It is a book for all those whose vocations or avocations bring them into contact with the world of nature. A practical book on pathfinding by natural methods, both on land and

NOW HERE'S THIS

Heat the Ice Cream, Men

Now that spring is about here, quite a few Navy families in temperate climates are planning their first picnics of the 1958 season. However, for Navy men returning to the States after wintering over at the South Pole Station, the '58 picnic season got under way a long time ago.

In fact, it started on New Year's Day. And, since all time zones converge at the Pole, the personnel stationed there were among the first people in the world to celebrate the New Year. To mark the occasion, they roasted hot dogs over an open fire and held a typical American picnic.

Well, almost typical anyway—the temperature was 20 degrees below zero, so, before the ice cream could be eaten, it had to be warmed over the fire along with the hot dogs.



at sea, it brings together a wealth of little known lore and information gathered from all over the globe and, for the most part, given in no other book. "Directions from Waves and Swells," "The Color of the Sea," and "The Habits of Sea Birds" are chapters of interest to Navy men.

Once Around the Sun, by Ronald Fraser, may not have as close a personal relationship, but those who like to permit their imagination to run loose will find it of great interest. It tells why an 18-month period was set aside for the International Geophysical Year and what we hope to learn through the coordinated efforts of scientists from 64 countries of the world. Highlighting the importance of the sun in the study of geophysics, Dr. Fraser covers all phases of the sun's behavior and its various effects on the earth. Covering IGY in detail, the author discusses the 24-hour watch on the sun, the oceanographic program, the concentration of stations from pole to pole and describes in detail the rocket and satellite programs.

Two fiction choices may be cited. **The Winthrop Woman**, by Anya Seton, makes the years of the founding of New England come alive. Though told as a novel it is history in its most palatable form. All the key people are here, with their passions and fears, their ambitions, defeats and aspirations. We learn that their English backgrounds played an important part in their New England struggles—in their intolerances, conflicts, and battle for power. The story conveys the whole panorama of the early years.

The Lady and the Deep Blue Sea, by Garland Roark, is a regular blood and thunder sea story. Captain Broadwater was known for his melodramatic entry into port—always all sails full until the very last minute. The owner of his line, Mr. Cartwright, takes a dim view of such nonsense. Was Broadwater just lucky, he wanted to know, or was he capable of putting sound judgment ahead of drama? The answer is to be determined during a race from Melbourne to Boston against the Captain's old rival, and with a heavy wager on the side. This is the story of the outbound voyage, when the Captain's wife discovers that his greatest fear is that of failure, and of the return race. The high spot is, of course, the chance that almost cost the Captain his ship.

The Great White Fleet

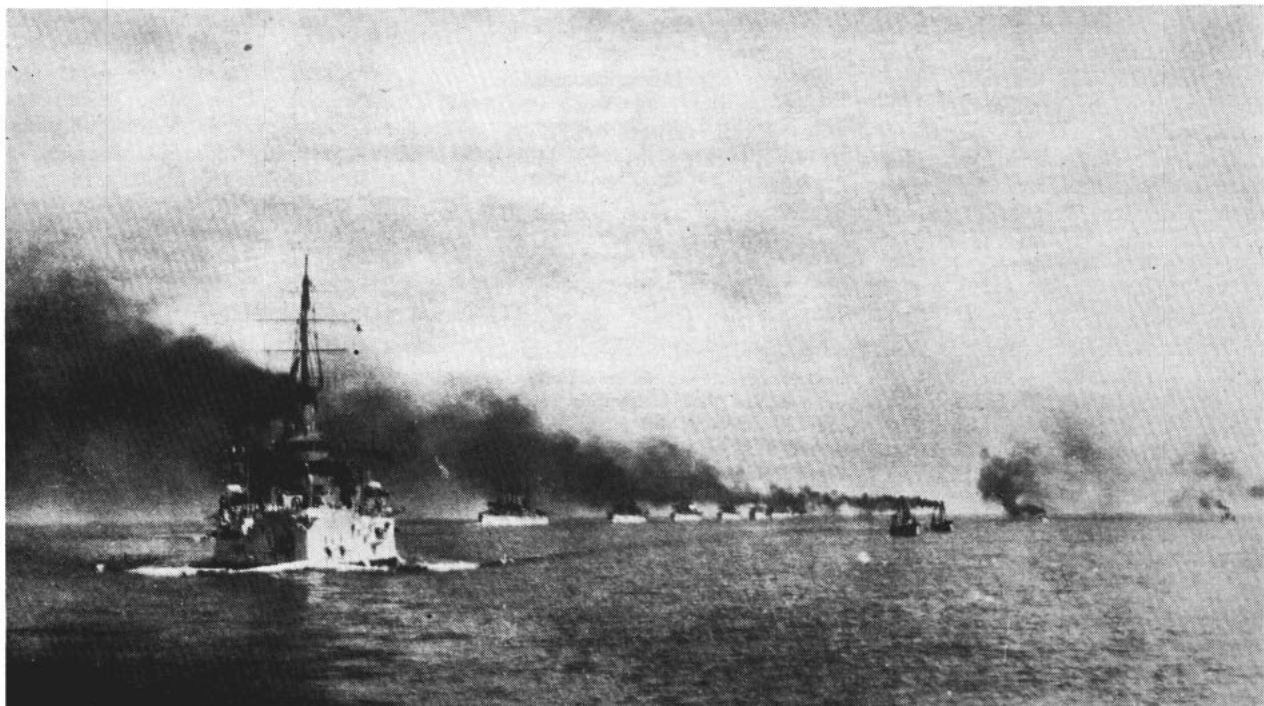
Shortly after the turn of the twentieth century, the U.S. Navy's round-the-world good will tour became headline news in the press of all nations

HALF A CENTURY AGO (it was at 1000 exactly, 16 Dec 1907) the order "Get underway" was flashed from the flagship and 16 gleaming white battleships turned on their heels in Hampton Roads and steamed toward the Atlantic Ocean and a voyage that would last 14 months and carry the "Great White Fleet" around the world.

Each ship swung into line behind *uss Connecticut*, flagship for RADM Robley D. Evans, USN, commander-in-chief of the force. Leading the column was the Presidential yacht *Mayflower*. As she turned northward and swung her bow toward the passing Fleet, President

Virginia, Minnesota, Ohio, Missouri, Maine, Alabama, Illinois, Kearsarge and Kentucky.

WHEN THE PRESIDENT arrived in Hampton Roads aboard his yacht early that morning he witnessed the stirring sight of the "Great White Fleet" dressing ship and listened to the deafening roar of their guns as the Battle Fleet greeted him with a salute. RADM Evans came to the yacht to call on the President and was joined later by the commanding officers of the ships of the Battle Fleet. But in the midst of all the captains, commodores and admirals the President sent



UNDERWAY—U. S. Great White Fleet steams out to sea in formation during 1907-09 around-the-world cruise.

Theodore Roosevelt signaled the Fleet a wish for a happy voyage. In return each ship blasted out the Presidential salute, the colors were dipped and the Star Spangled Banner played.

The announced purpose of the cruise was to weld the battle force into a coordinated unit. Nothing could do this better than an extended cruise at sea and, as a secondary objective, the cruise to San Francisco would prove to observers that the United States could effectively shift its Navy from the Atlantic to the Pacific.

Never before had such a force of warships attempted to steam around the world as a unit. This accomplishment would not only prove that the United States could put a big Fleet in the Pacific, but would also emphasize that we were a great naval power.

The 16 mighty ships steaming before him were the nation's big stick. Behind *Connecticut* came *uss Kansas, Vermont, Louisiana, Georgia, New Jersey, Rhode Island,*

for the coxswain of *uss Louisiana's* captain's gig.

The President asked the young sailor to remember him to the crew of *Louisiana*, in which he had earlier sailed to Panama. As the sailor left, the President remarked to the assembled senior officers: "I tell you our enlisted men are everything! They are up to everything required of them. This is indeed a great Fleet and a great day."

As the Battle Fleet steamed past Cape Henry and turned south for the equator the ships formed four columns abreast and began cruising at 10 knots. Off to the starboard of the flagship was the tender *Yankton* which was to be used as the admiral's yacht in port and for short journeys. The last wireless messages (the battleships were equipped with experimental wireless gear) were passed to shore installations and then the force was steaming alone.

Late on the first day of steaming Admiral Evans sent



HOME AGAIN—President Theodore Roosevelt greets returning Navymen from gun mount on board *USS Connecticut*.

word to the 14,000 officers and men of the Fleet that after a short stay on the Pacific Coast it was the President's intention to have the Fleet return to the Atlantic by way of the Mediterranean. This became general knowledge to the world the next day and various countries tendered invitations to have the Fleet visit their ports.

THE FIRST PORT of call was to be Port of Spain, Trinidad, but before the Fleet arrived two of the battleships were sent off on mercy missions to carry sick sailors to shore-based medical installations. *Missouri* steamed for San Juan and later on the night of 20 December *Illinois* was dispatched to Culebra. Both ships rejoined the force several days later.

On 23 December the force of battleships steamed into Port of Spain where the ships of the supply train were waiting. As the column entered the harbor, the first four ships simultaneously turned 90 degrees with such precision a tape could have been drawn across their bows. As the next four ships arrived on the still boiling wakes of the lead vessels they executed the same

maneuver and so on until the entire force was steaming across the bay in a square formation, four ships wide and four deep.

Soon after dropping anchor the Battle Fleet began the tedious business of taking on the coal that would drive the ships the 3000 miles to Rio de Janeiro, Brazil.

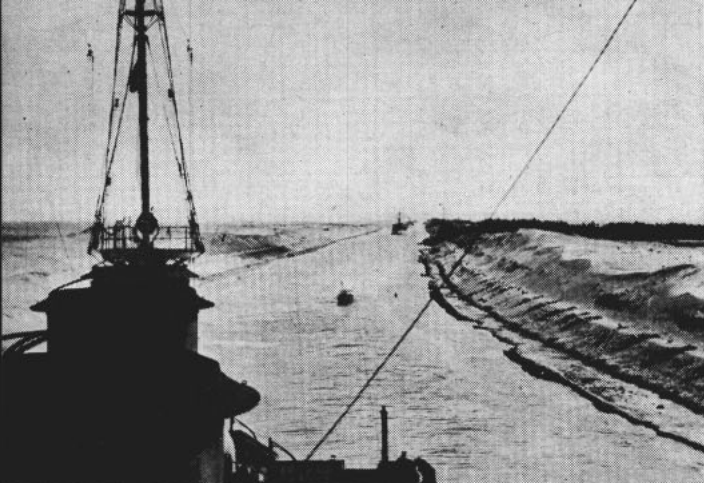
The colliers slipped alongside the beautiful white ships, all hands turned to, and the black dust began to fly.

Down in the holds of the collier four sections of men from the battleship filled each coaling bag with 800 pounds of the solid fuel. Then it was carried aloft and swung over to the battleship by a whip and set down on deck. Some bags were hand-trucked to chutes on the side away from the collier while other bags were dumped as soon as they landed, into chutes leading to the bunkers. It was backbreaking work for all hands, especially those down in the fireroom bunkers. All ventilators and hull openings had been closed to keep the dust from penetrating into the interior of the ship.

Uniform for the operation was as varied as the jobs assigned. Some men wore discarded Marine helmets

FLAGS FLY—Navymen of the White Fleet are welcomed as first liberty party parades in Yokohama street.





BIG DITCH—White battlewagons pass through Suez Canal while en route from Suez to Port Said.

while others tied bright handkerchiefs around their heads. All wore whites (they were originally white) which they had saved for the coal-loading chore. As soon as the last bag was dumped the crew cleaned the ship and themselves.

IT TOOK FOUR DAYS to complete the coaling of the Fleet. The last ship to take on coal was *Maine* which had the biggest appetite for the lumpy fuel. She was going to need every bit of reserve fuel she could carry for the run to Rio de Janeiro. After each ship completed 'refueling' they took on fresh meat and other foods from the "beef" or supply ships.

By that time the Fleet had celebrated Christmas with a turkey dinner complete with sage dressing and cranberry sauce. On Christmas day the six-vessel torpedo boat flotilla, which had left the U.S. two weeks before the Battle Fleet, sailed for Rio followed two days later by *Yankton* and the repair ship *uss Panther*. The supply ships *Culgoa* and *Glacier* steamed with the Fleet on 29 December.

On 6 January 1908 the battleships steamed across the equator and more than 12,000 crew members were introduced into the Royal Domain of Neptune Rex.

Six days later the Fleet sailed into Rio de Janeiro where, at mail call, each ship received about 20 bags of mail. After six days of liberty and social calls they left the South American port to the accompaniment of thunderous rounds of salutes fired by the American Fleet and answered by the Brazilian force which escorted the White Squadron to sea.

From Rio, the course led southward to Cape Horn and the Strait of Magellan. En route to the Cape, the Fleet was met by a squadron of the Argentine Navy which had traveled hundreds of miles to meet the Yankees and, again, to offer a salute. The Argentine sailors manned the rails as the U. S. ships fired 21-gun salutes and played the Argentine National Anthem. They were answered by the saluting batteries, and the two Fleets parted company.

A stop at Punta Arenas, Chile, was made before passage through the famed, and dreaded, Strait. After taking on coal the force of 16 white battleships moved into the Strait, led by a Chilean cruiser. Many U. S. commentators of the time viewed with alarm the terrible risk of sending the Fleet through the storm-tossed Strait. They cited the fate of the 52 vessels most recently lost. Of these, 26 had names beginning with the letter

"C" and wasn't this Fleet, they pointed out, led by *Connecticut* and the Chilean cruiser *Chacabuco*?

Fog blinded the force at times, the tide tossed the heavy battleships like corks and the wind whistled through the rigging—but the U. S. Navy came through without mishap.

NEXT STOP WAS CALLAO, Peru, where the word "welcome" was spelled out on a mountain side by white-clad naval cadets. Then the Fleet went on to Magdalena Bay located on the southern end of the Mexican peninsula of Baja California, for a month of target practice. It was a busy month with giant targets being sewed, painted and hung on log rafts. During the month each ship steamed about 100 miles making 35 to 40 firing runs on the targets in competition with the others—and, unknowingly, against the navies of the world.

From the target area the ships steamed to San Diego, San Pedro, Santa Barbara, Monterey, Santa Cruz and finally San Francisco where the Atlantic Fleet made a grand entrance through the Golden Gate on 6 May to join forces with the Pacific Fleet. Thousands watched the Fleet steam into the Bay after 61 days, 19 hours of actual cruising. A giant celebration was held in honor of the event. Later the "Great White Fleet" steamed to Puget Sound for a visit and then returned to San Francisco.

Now that President Roosevelt had demonstrated for all the world to see that the U. S. Atlantic Fleet could be shifted rapidly into the Pacific, it was time for the Battle Fleet to continue its unprecedented voyage around the world.

RADM Charles S. Sperry, usn, had assumed command of the force in San Francisco after illness suffered at Magdalena Bay had forced RADM Evans to request relief. The battleships *Alabama* and *Maine* had been ordered to sail for home in advance of the Battle Fleet via Manila and the Suez Canal. *Wisconsin* and *Nebraska* took their place in the formation when it sailed on 7 Jul 1908 and the force of torpedo boats was left behind.

NINE DAYS OF STEAMING put the White Squadron in the Hawaiian Islands for a short visit to Honolulu and then they turned toward Auckland, New Zealand. The welcome given to the American warships in New Zealand was among the most tremendous received on the entire voyage. The Maori natives were assembled in great crowds to pay homage to the visiting warriors of the sea.

Next on the agenda were week-long visits to Sydney and Melbourne, Australia.

The force steamed to Albany in Western Australia before turning north to the Philippines and a visit to Manila. The Fleet steamed into Manila Bay on 2 October and stayed for eight days, but there was no visiting. Manila had just experienced a cholera epidemic.

The worst weather of the voyage was encountered on the trip between the Philippines and Tokyo, Japan, the next port of call. The Fleet was forced to slow down, with one division being ordered to go off by itself and make as easy weather as possible. *Kearsarge* had her foretopmast carried away, and with it went the wireless antenna. Three men were lost overboard from other ships, but two were rescued in a thrilling fashion and the Battle Fleet steamed into Tokyo Bay one day late

after having proved that the Atlantic Fleet was much more than a fair weather Fleet.

THREE JAPANESE WARSHIPS escorted Admiral Sperry and his force to the double-line anchorage. As the 16 American ships moved to anchorage they passed an equal number of Japanese warships that would serve as host vessels during the visit. The air was alive with the sounds of cheering Japanese sailors and exploding fireworks.

Nearly every Japanese family had a lantern bearing the crossed flags of the two nations and every street and alley in Tokyo was decorated with them and with colorful bunting. When the visit ended the Fleet sailed away with each man loaded down with souvenirs, gifts and fond memories.

Half the battleships next went to Amoy, China, for a visit while the other half steamed to Manila to conduct battle practice. An enormous playground community was built for the entertainment of the officers and men of the Fleet owing to the danger of an epidemic existing in Amoy, and all the food and drink served were brought from Shanghai, along with horses and carriages, rickshas and mandarin chairs.

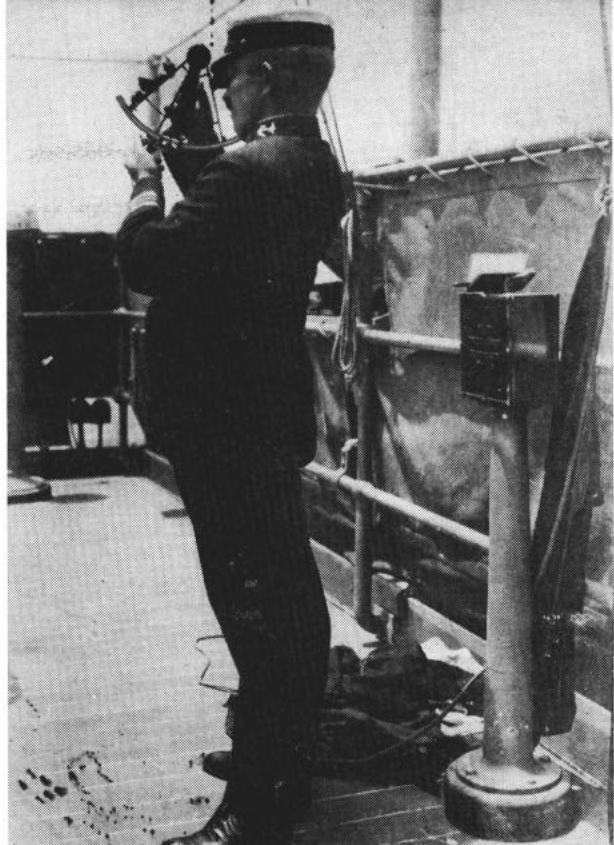
After leaving China the second squadron, with the exception of *Louisiana*, headed for Manila Bay to join the first squadron in battle practice. *Louisiana* made a short visit to Hong Kong and then rejoined the Fleet in maneuvers. For nearly a month the Fleet carried out firing exercises that proved the Navy men had learned much from their cruise and that they had become a well rounded fighting team.

THE ROUTINE THAT MOLDED the sailors into this fighting team began daily at 0500 with the sounding of reveille. Between then and 0715 when breakfast was served to "Jack," (the popular name applied to sailors in the early 20th Century) he would have triced up clothes lines, possibly have taken his place as a mast-head lookout or helped to break up and burn all boxes and articles that would float. His hammock would have been secured and he may have taken his place in a working party hoisting ashes. At 0815 Jack might be helping clean one of the guns, polishing bright work or working in his rating.

At 1100 ashes were hoisted out of the fireroom again and at 1200 dinner was served. Work began again at 1300 and ended at 1630. Supper was served at 1715 and at 1930 hammocks were rigged. In between the routine chores the bugle call for any one of the many drills might be sounded and Jack would drop what he was doing and dash for his duty station. No less than 98 different bugle calls regulated the life of Jack as he went about his daily routine on board the man-o-war.

The food served to the world-circling Navyman was the best possible. For breakfast on Sunday he had baked pork and beans, catsup, bread and butter and coffee. Other days he might have had corn meal mush, milk and fried pork sausage or fried pork chops, onion gravy and potatoes. Dinner could have consisted of tomato soup, boiled ham and potatoes or roast beef and brown gravy. The evening meal might consist of cold corned beef and fried potatoes or frankfurters and hot slaw.

DURING THE SECOND VISIT to Manila the bluejackets went ashore for liberty before sailing for Colombo,



SUNNY SIDE—Officer on board flagship *USS Connecticut* is shown getting a meridian at sea.

Ceylon, for a week's visit and then on to the Suez Canal. Christmas, 1908, was celebrated in the area between the Indian Ocean and the Arabian Sea. Palms were used to decorate the ships along with fruit, colored streamers and coconuts. On deck sports were held including the famous sack races, three-legged races, potato races, shoe races and the bobbing contest.

In the bobbing event the contestants first stuck their heads into a tub of water to pick up an orange with their teeth, then dashed over to another tub which presumably contained six inches of flour covering eight silver dollars that would go to the man who could pick them up with his teeth. Many a cheer came from the assembled crew when a contestant having learned that beneath the flour was a three inch layer of molasses covering the silver dollars, nevertheless continued after the prize.

The last ship cleared the Suez Canal on 7 Jan 1909 and was moored safe in the artificial harbor at Port

THEY'RE OFF AND ROWING—Men of cruise take time for fun with boat race in Mexican waters.



Said, Egypt. The battleships came through the canal in groups 24 hours apart and it cost Uncle Sam about \$130,000 to bring the Fleet and the four auxiliaries through the canal. No Navymen were allowed to go ashore in Port Said, but 1600 were taken to Cairo for a two-day visit.

THE NEWS OF A SEVERE EARTHQUAKE at Messina, Italy, reached the Atlantic Fleet when it arrived at Suez on 3 January. The Navy Department diverted food supplies intended for the Fleet to Messina, and RADM Sperry steamed toward the stricken town in his flagship *Connecticut* accompanied by *Illinois*. The flagship re-

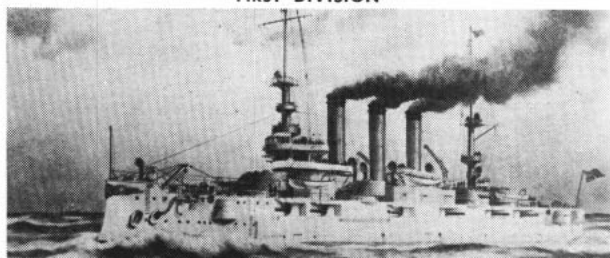
joined the other ships of the division in Naples where King Victor Emanuel thanked the Fleet for the aid that they had furnished to his stricken people.

Nine other Mediterranean ports were visited by various battleships before they assembled at Gibraltar for the voyage back home. After a six-day visit to the rock that guards the entrance to the Mediterranean the "Great White Fleet" turned toward home.

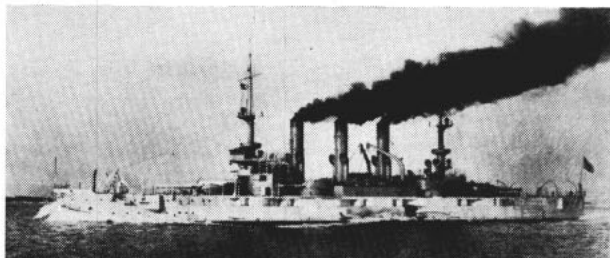
More than 1000 miles off the East Coast the entire Home Squadron consisting of the battleships *Maine*, *Idaho*, *Mississippi* and *New Hampshire*, two armored cruisers and three scouts met the returning force.

This Fleet anchored off the entrance to Hampton

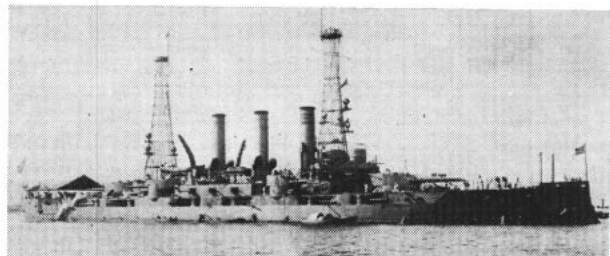
FIRST DIVISION



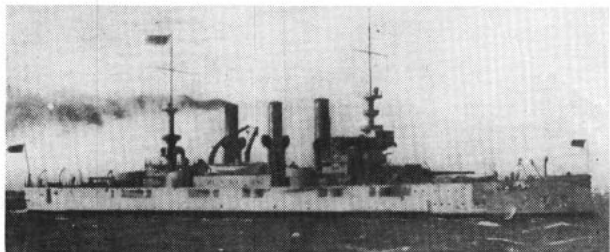
USS Connecticut



USS Kansas

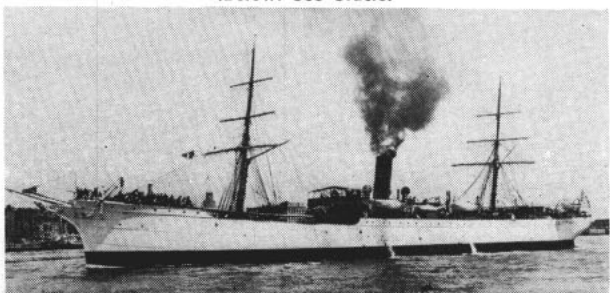


USS Minnesota

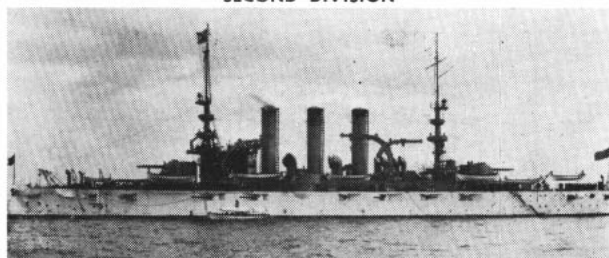


USS Vermont

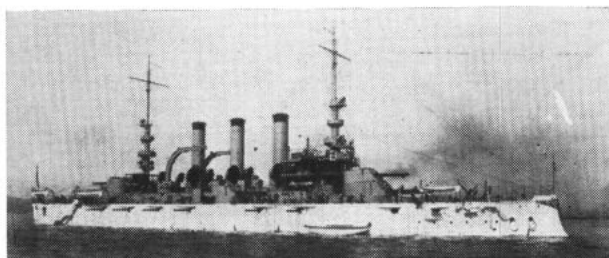
(Below) USS Glacier



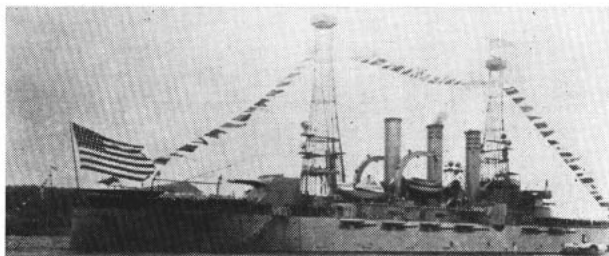
SECOND DIVISION



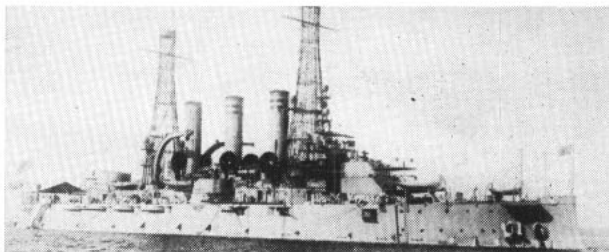
USS Georgia



USS Nebraska



USS New Jersey



USS Rhode Island

(Below) USS Alabama (Replaced by USS Wisconsin)



Roads at 0200, 22 Feb 1909 and at 0900 they passed through the Capes to be reviewed by the President.

THUS ENDED THE CRUISE of the Great White Fleet. The Battle Fleet had been gone 434 days and had covered some 46,000 miles. Their average speed had been about 10 knots, but had climbed as high as 13 and fallen below eight. Greetings had been exchanged with warships representing 14 countries and four heads of state had reviewed the force.

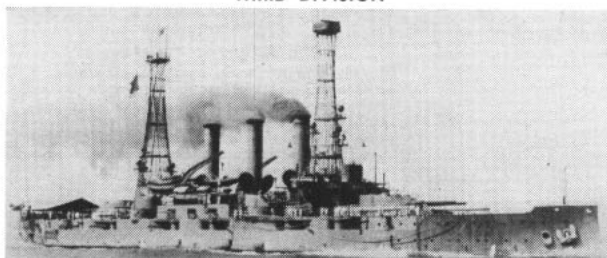
The 16 battleships had returned home in as good shape as when they left and in a far better state of readiness. They had proved the self-maintenance ability contained in the Fleet along with the ability to steam

through rough weather—and the gunnery practice had demonstrated their battle efficiency. New standards of economy in coal consumption had been set, the radius of action of the Fleet extended and the weakness of the supply train was demonstrated.

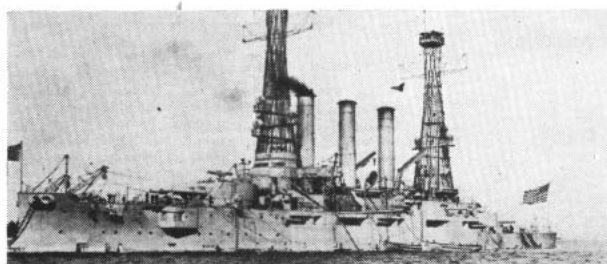
But most of all, the "Great White Fleet" showed the Navy to be a silent but nonetheless efficient aid to diplomacy, earning the friendship of many nations and the respect of those which recognize only force. The Navy's role in diplomacy and power-for-peace has been demonstrated time after time since the world cruise of the U. S. Atlantic Fleet, 1907-1909.

—William Prosser, JOC, USN

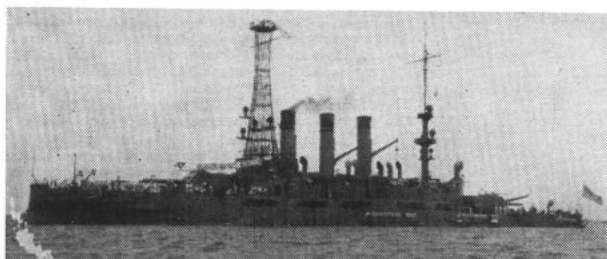
THIRD DIVISION



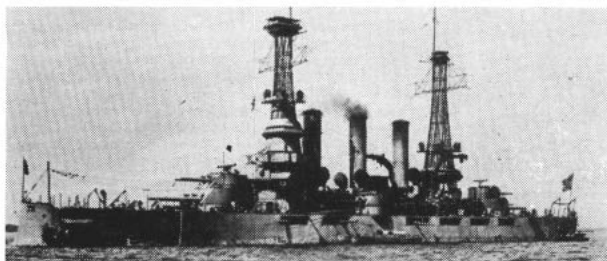
USS Louisiana



USS Missouri

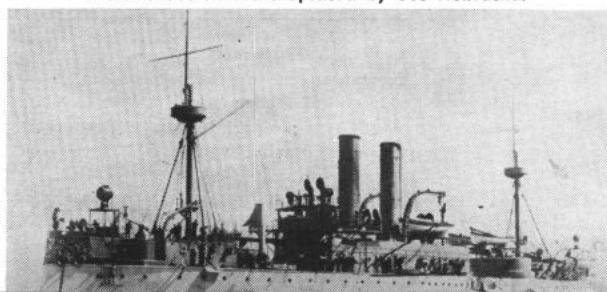


USS Ohio

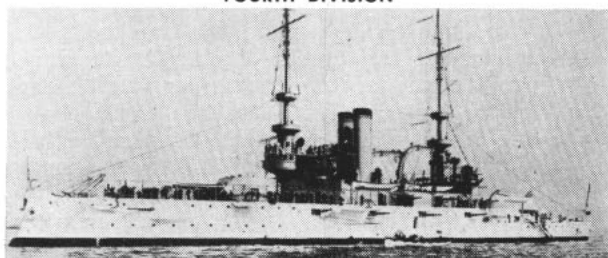


USS Virginia

(Below) USS Maine (Replaced by USS Nebraska)



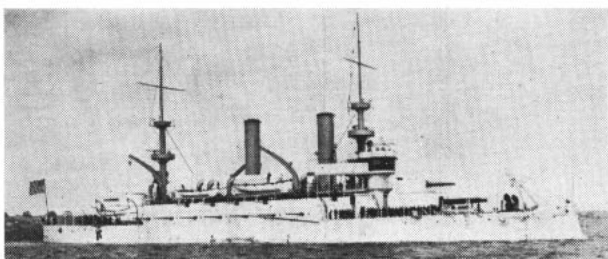
FOURTH DIVISION



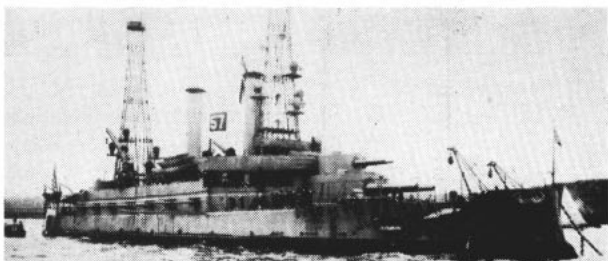
USS Wisconsin



USS Illinois

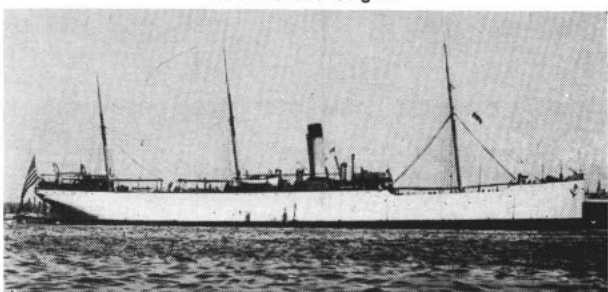


USS Kearsage



USS Kentucky

(Below) USS Culgoa



TAFFRAIL TALK

INCLUDED in a recent Department of Defense selection of outstanding examples of military journalism were three Navy ship and station papers—*The Gator*, Amphibious Force, Norfolk, Va.; *Patrol*, Sub Base, Pearl Harbor; and *Sanfly*, Sanford NAS, Fla. By what we like to consider a not-so-strange coincidence, ALL HANDS alumni have worked on two of them. Bill Miller, JOC, squared the *Gator* away at one period during his career, and ENS Rudy Garcia (then JO1) helped keep *Patrol* afloat at Pearl. Don't get us wrong. We're not bragging. Just citing facts.



In the preceding pages of this issue we've had occasion to cite a number of instances in which Navymen have made friends all over the world. We've been trying to get the idea across in our limited, bumbling way that naval personnel are, first of all, real human beings who happen to be members of the U. S. Navy. Most of them are pretty nice fellows and some are better than others.

We hope that the following quote from a newspaper clipping with a South Carolina dateline, sent us by our friend LCDR W. Y. Hazlehurst, CEC, USNR, will help us make our point:

"Three unidentified sailors have been credited with rescuing three children from a fire which burned to death two other children.

"The sailors driving on U. S. 301 saw the flames and heard the cries of the children. They rushed into the flaming house and rescued Ann, 7; Jack Lynn, 5; and Larry 1. The sailors then left without leaving their names.

"Police said the parents were not at home."

Comments LCDR Hazlehurst: "I feel sure that actions such as this far outnumber the misdeeds of service personnel but are passed unnoticed, whereas misbehavior is often blazoned in headlines."

Do we get the idea across?



Some of our newly fledged SRs, SAs and SNs (not to mention ensigns) may have their own private doubts that anyone as



exalted as a real U. S. Navy captain can also be human but we are in a position to assure them that many of them are. Consider, for example, CAPT W. E. Rawie, USN, who happens to be Head of Enlisted Advancements Section in the Bureau. He's been around quite a bit and, during a long and active career has collected a number of awards, certificates and commendations. One of his proudest possessions, however, is a recent Cub Scout certificate of appreciation for his services as "Den Mother."

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air. Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 23 June 1955, 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 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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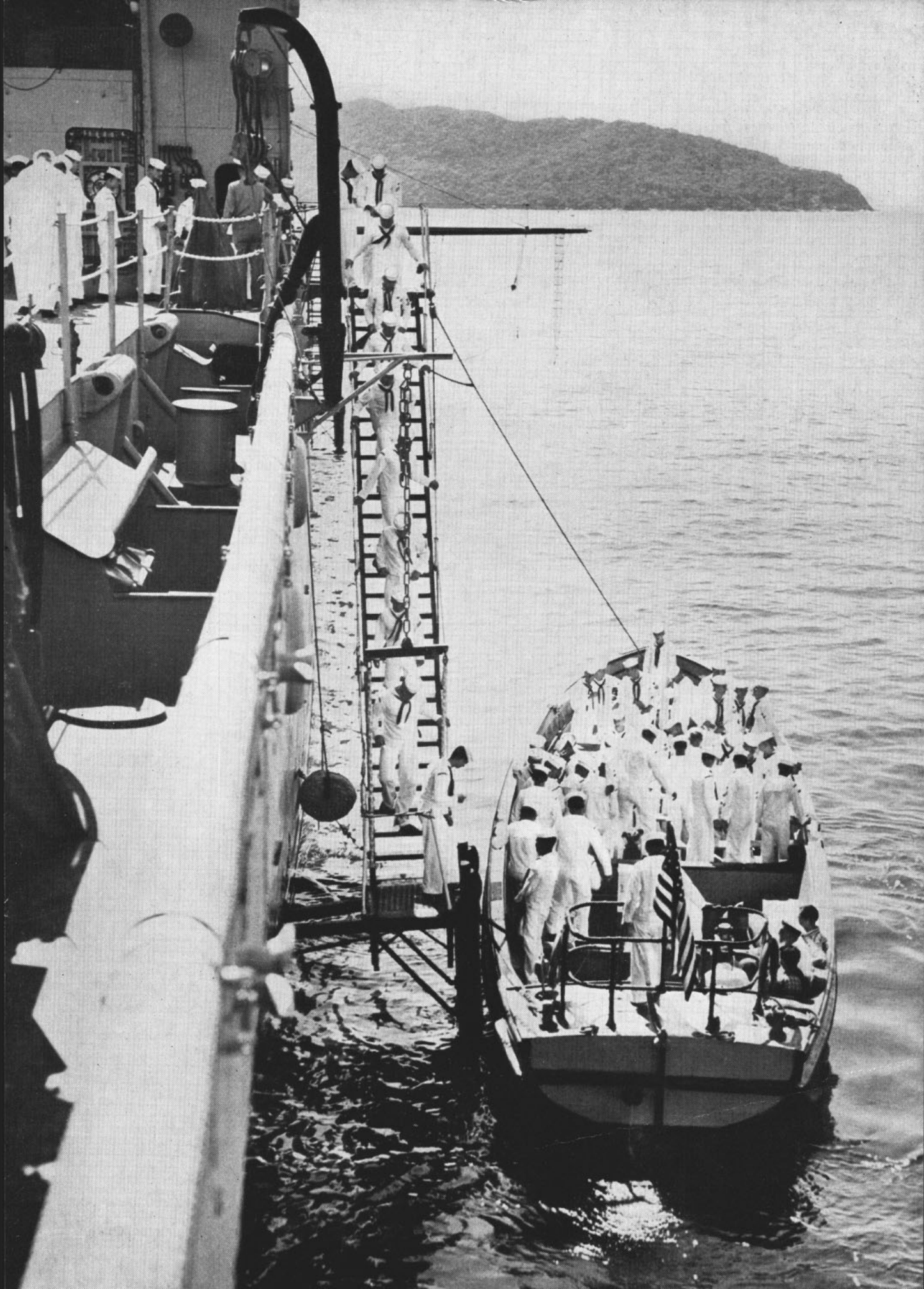
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● AT RIGHT: LIBERTY CALL—Down the ladder and into the boat go the men of USS Norton Sound (AVM 1) to another foreign port of call. Destination: Acapulco, Mexico.



A black and white photograph of a hand operating a large industrial valve handle. The hand is positioned on the handle, which is a large, dark, cylindrical knob with a hexagonal base. The background is dark and out of focus, emphasizing the hand and the valve handle. The lighting highlights the texture of the hand and the metallic surface of the valve.

TURN TO

SAVE
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NAVY'S
"OPERATION DOLLAR STRETCH"