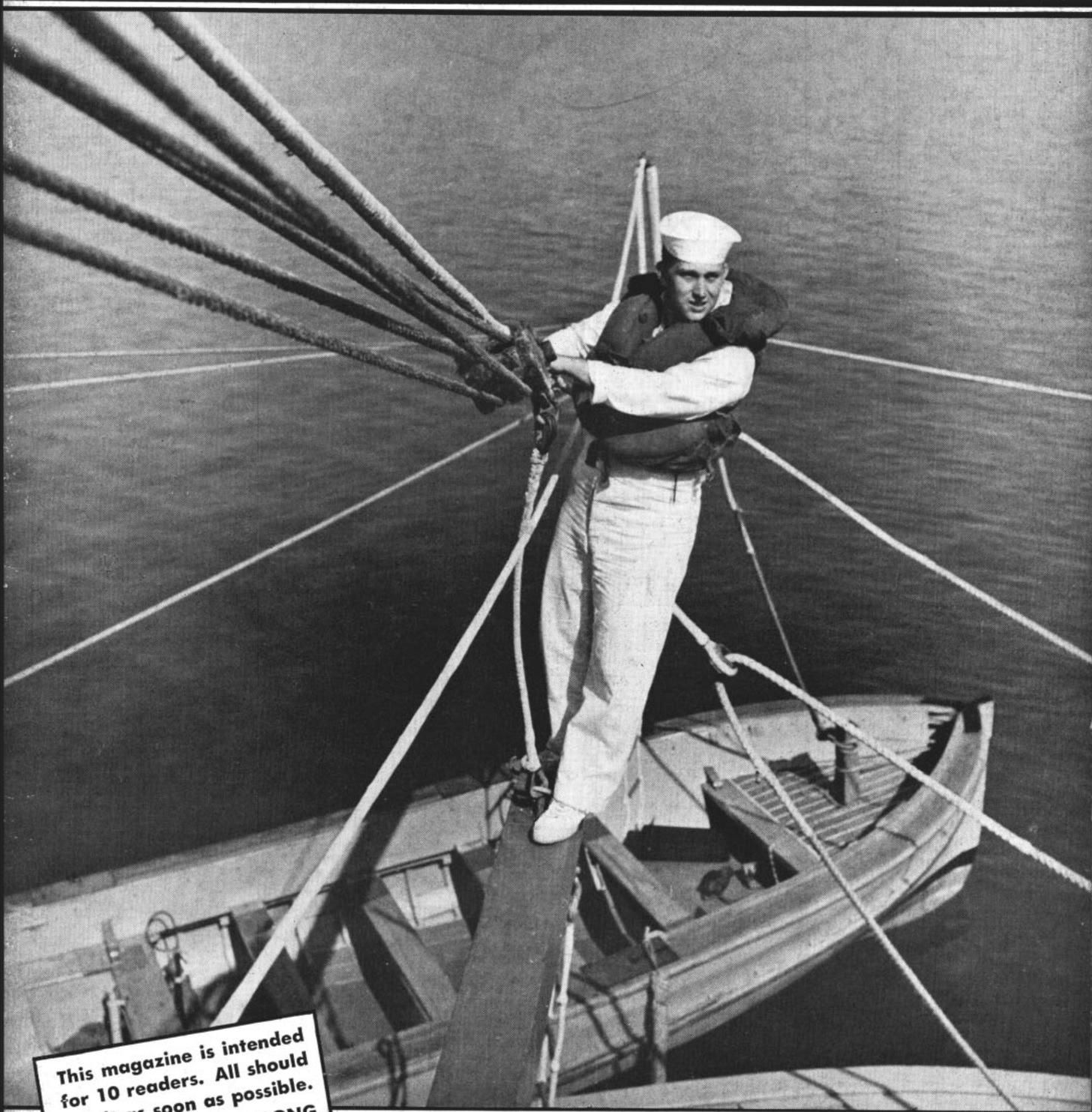


ALL HANDS



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AUGUST 1959



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1959

Nav-Pers-O

NUMBER 511

VICE ADMIRAL H. P. SMITH, USN
The Chief of Naval Personnel
REAR ADMIRAL A. E. LOOMIS, USN
The Deputy Chief of Naval Personnel
CAPTAIN F. R. WHITBY, JR., USN
Assistant Chief for Morale Services

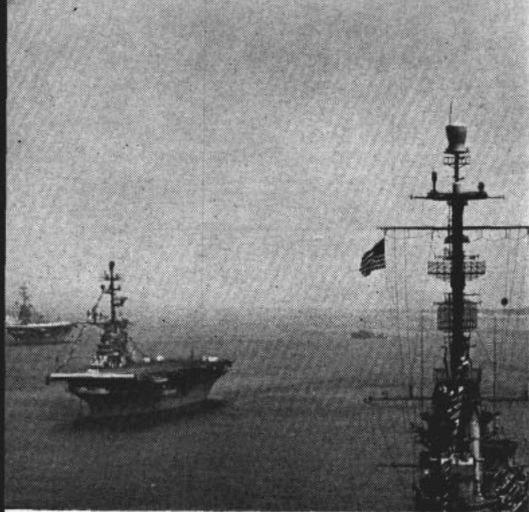
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CDR F. C. Huntley, USNR, Editor
John A. Oudine, Managing Editor
Associate Editors
G. Vern Blasdel, News
David Rosenberg, Art
Elsa Arthur, Research
French Crawford Smith, Reserve
Don Addor, Layout

- **FRONT COVER: OUT ON A BOOM**—James Bertrand, SN, makes his way aboard heavy cruiser *USS Macon* (CA 132) after securing small boat to boom while his ship is at anchor.
- **AT LEFT: ATTENTION!**—Crew members of OI Division of Tactical Command Ship *USS Northampton* (CLC 1) look sharp as they square away topside while standing Captain's inspection on cruise out of Norfolk Va.
- **CREDITS:** All photographs published in **ALL HANDS** are official Department of Defense Photos unless otherwise designated.





USS Valley Forge (CVS 45)

The short article in ALL HANDS (May '59) which described the ocean wave and its anatomy was all very well—as far as it went. However, we are the first to admit that a certain sense of immediacy was lacking. It was just a little academic. The force of nature on the high seas was absent.

This lack is remedied here by LCDR Edward D. Maissian, USNR, who, earlier this year performed his active duty for training on board USS Valley Forge (CVS 45). This is the way he saw it:

DEPARTURE WAS REPEATEDLY delayed from one slack water to the next, because of the dense fog in the Hampton Roads area. It was not until Tuesday midmorning that *Valley Forge* cleared the Virginia Capes and stood out to sea. She was to relieve USS *Leyte* (CVS 32).

Rear Admiral John S. Thach, wearing three hats as Commander, Hunter Killer Force; Commander, Carrier Division 16 and Commander, Task Group Alfa, was embarked. The ship-based air group was composed of VS-36 (S2F aircraft), HS-7 (HSS helicopters) and a detachment of AD-5W planes from VAW-12.

Although Sunday started out as a beautiful day, the meteorologist continued to point his finger at two low pressure areas on the North Atlantic chart; one centered in Newfoundland, the other approaching from the west. The combined effect of these two low pressure systems was bound to influence the area where Task Group Alfa was to conduct extensive operations in connection with ASW duty. The only haven for the *Valley* was many miles to the south in the sub-tropics,

Stormy Weather

a distance so great that it was out of the question. Before too many hours, the *Valley* could expect a real blow. The combined storms were to affect ships throughout most of the North Atlantic.

In the afternoon, the submarine USS *Cubera* (SS 347) came alongside, bringing mail and movie film. (See page 25 of this issue). *Cubera* also returned a machinist's mate who had been highlined to them during the morning watch, to do a repair job.

AT THE SAME TIME, VS-36 launched all aircraft, taking full advantage of good visibility and a relatively steady deck. There were CarQuals for many new pilots of the air group, and operational exercises continued throughout the afternoon and into the night until the sky grew too foreboding, and the planes were recalled.

It was well past midnight when the last of the ADs and S2Fs were safely recovered and lowered into the hangar deck. Because of lack of space below, nine S2Fs had to be secured topside.

Oleo struts were bled, and extra tie-downs secured in preparation for the approaching storm. Ballistic hatches were dogged down; strongbacks rigged behind hangar deck roller curtain doors; and loose gear lashed throughout the ship. To guard the planes remaining on deck against possible solid water, palisades were installed next to the island.

Late that night visibility diminished, and the wind, which had sent the temperature below freezing, had backed to 270°, and piped 30, 40 and 50 knots.

At the time, *Valley Forge* was on a 308° heading, and with a 10-knot speed. Main injection temperature leaped to 62°, evidence of the Gulf Stream.

BY DAYBREAK, the seas had risen to 20-25 feet, and the ship had to be turned downwind to 125° to avoid green water forward. A following sea now forced *Valley* to pitch heavily, and her joiner bulkheads to work and creak noisily.

Thick clouds of snow, driven hori-

zontally, struck the island structure like a sand blast, gaining hold in crevices along planking seams. It would form a thin blanket over the flight deck, only to be swept clean with the next gust. When these flakes contacted the warm sea water, banks of dense fog would form over the surface, lowering visibility.

Earlier in the midwatch, a comber had struck the starboard quarter and had carried away two punts from the boat well, sheared off the after boat boom, and then smashed both hangar deck roller curtain doors from their tracks.

Sea water, which had entered the



— Down in the 'Valley'

hangar deck, sloshed from one side to the other, trailed by a pattern of glistening puddles in the tie-down fittings and then ended in the number one elevator pit. Damage control parties manned their stations, where they made emergency repairs as needed.

The destroyer screen had been dispersed and each ship operated independently beyond visible distances. They, too, were having their troubles. *uss Rich* (DDE 820) reported popped rivets and cracks in her expansion joints.

The seas became higher and higher, but *Valley* did not lift fast

enough or high enough, and solid water broke over the taffrail.

SERVING DINNER that evening was a difficult chore for the stewards. Food was spilled and stacks of dishes smashed in the pantry.

By movie time, the barometer reached 29.6 inches. The wind had hit 72 knots through clusters of radar antenna, and drowned the whistle blasts that emerged at clocked intervals. The seas ranged from 50 to 60 feet, and *Valley Forge* pitched more than 85 feet.

To maintain steering control against the following seas, starboard

turbines were throttled to 90 shaft rpm, and the port screws eased to 50 rpm. With each heave the propellers broke surface and raced.

All hands were repeatedly warned to keep clear of the flight deck, catwalks and all weather decks.

At 2100, as the third reel of a Danny Kaye movie was being shown in the wardroom, the ship rolled violently to port, then paused at 22°. There was a slow vertical tremor as though the ship was riding over a series of timbers. We braced our chairs against any stationary object we could find. There was a crash in the pantry. The movie





JAW BREAKER—Power of the storm-whipped sea is clearly shown by bow damage to *USS Valley Forge* (CVS 45).

projector moved in awkward jumps toward the edge of the table. The operator lunged just in time to rescue it. The bridge announced that the forward end of the flight deck had been carried away.

DURING THE PRECEDING HOUR, CIC had spotted a merchantman to be approaching on a near collision course. When within 4000 yards on the port bow, the ship took evasive action. To fall off to the merchantman's stern, starboard engines were ordered ahead full and the port engines back full, with left full rudder. However, the ship did not respond. The port engines were then also ordered ahead full, and the rudder shifted to right full. *Valley Forge* came about slowly, then fell into the trough, broached to. With the sea now on the starboard quarter, her lee side went down.

Just then, a green sea broke over

the flight deck and ripped a section of the port catwalk, hurling it across the catapults. Before the ship could recover from the blow, a second and much larger green sea struck. The port side of the flight deck, unable to withstand the second blow, gave way and an area extending 70 feet aft broke off in two unequal sections.

The larger section, partly sheared off, held fast to the deck even though bent down. The smaller section, containing the port catapult track, was severed completely and hung by an unparted catapult cable and a bundle of electrical conduits. This section swayed freely, pounding the ship's side with each roll. It punctured the hull plating, exposing a stateroom, occupants and all.

Meanwhile, strong gasoline fumes were detected in the hangar deck. Number three elevator was lowered to provide ventilation during the search for the source of the fumes.

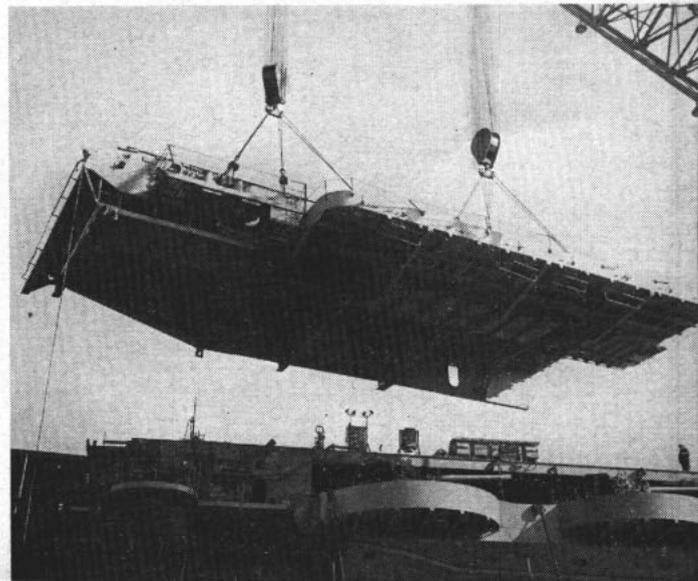
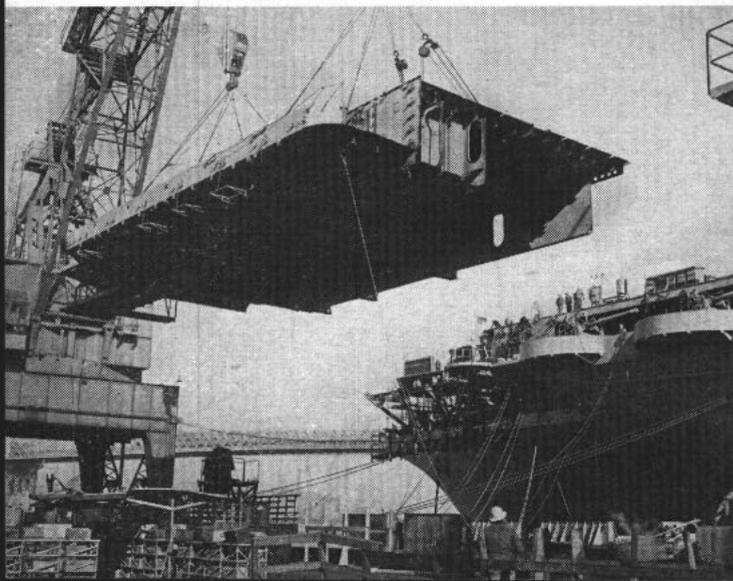
There was some question as to whether or not the constant pounding of the smaller section would eventually part the cables. If this should happen, the bare ends of the wires could start fires, particularly in the presence of gas fumes. It was decided not to cut the section adrift and to trust the strength of the cables until daybreak.

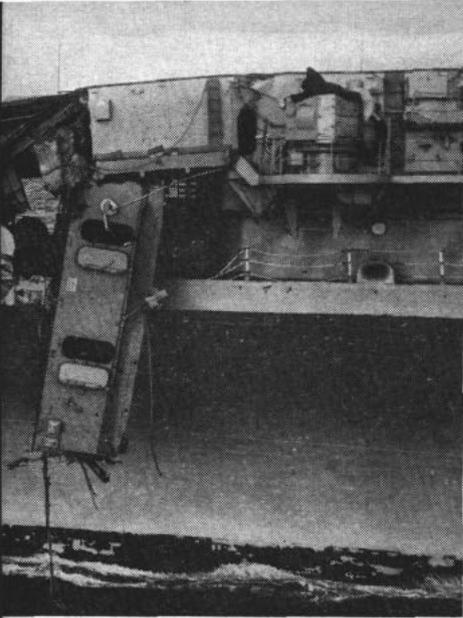
WHEN THE ORIGIN of the fumes was traced to fuel tank vents of the aircraft, about 10 gallons were drained from each tank. For further safety, power supplying the forward area was secured and evacuation of all compartments forward of frame 15 was ordered.

Within minutes, this area was extended to frame 25 and then to frame 55. It included berthing areas and wardroom country.

Those who were berthed in evacuation areas scampered to their rooms

SWITCHING AROUND—Flight deck section from *USS Franklin* (CVS 13) is lowered into place on *Valley Forge*.





GREEN SEA broke over *Valley's* deck ripping loose an area 70 feet long from the carrier's port side.

in the darkness to salvage a few personal belongings before abandoning the area. A pitch black stateroom, with an unsteady deck and bulkheads groaning and popping was an eerie place.

Using a pencil flashlight to find the way, I grabbed a foul weather jacket and a blanket, then headed aft to the log room.

The wardroom was a sight to behold. Suspended from the overhead were three or four battle lanterns which cast cones of white light on the wardroom green cloth. Upset coffee cups and ash trays were scattered everywhere. With the ventilators secured, the air was thick but the card games continued.

Tuesday morning, the storm showed no signs of abating. Deck watches checked the security of planes and equipment. A daylight appraisal showed that the damage was much greater than that seen in

the dark. The forward end of the flight deck was distorted to such an extent that the starboard catapult track appeared to be misaligned and number one elevator jammed in place. From a forward compartment, we could see buckled plates and heavy steel beams twisted beyond recognition.

With daylight, the catapult cable and conduits were cut and the dangling smaller section of the flight deck cast adrift.

THURSDAY MORNING, when the fury of the storm had abated and the wind diminished to 35 knots, tales grew taller. As with any storm, the maximum wind velocity and the roll became points of bitter controversy. An unnamed chief swore that the clinometer in main engine control had pointed to 40°, and a seaman insisted that the anemometer showed signs of being carried away.

Valley Forge skirted along the lee of Bermuda and idled in a northwesterly direction awaiting further orders from COMNAVAIRLANT as to her disposition.

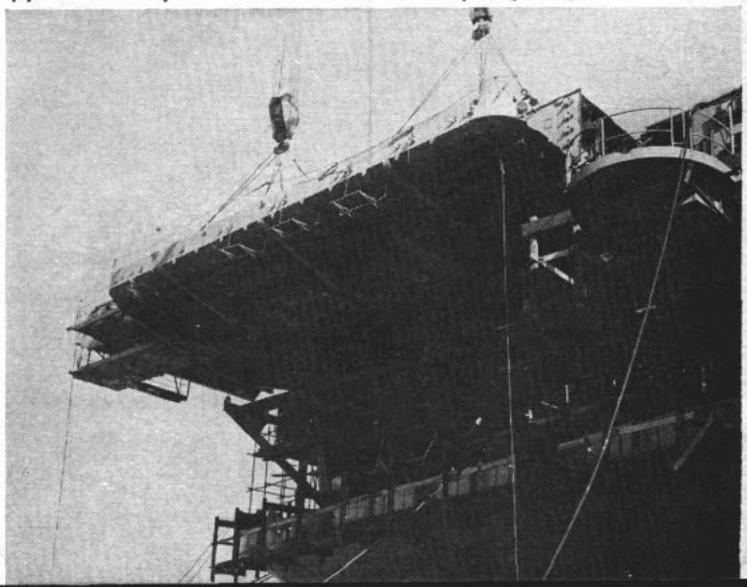
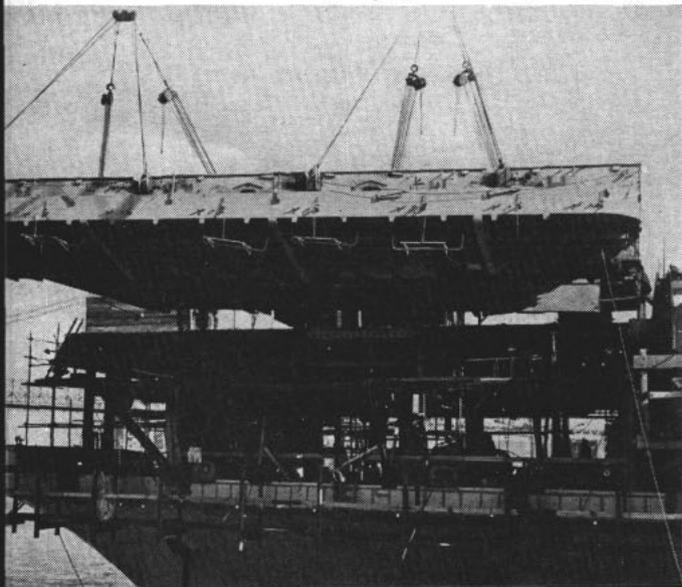
Then came a dispatch ". . . proceed to New York Naval Shipyard for repairs . . ." It was to be an indirect route. Making deck runs, the squadrons took off for Norfolk. *Valley* then headed for Hampton Roads to disembark the flag, unload ammunition and aviation gasoline.

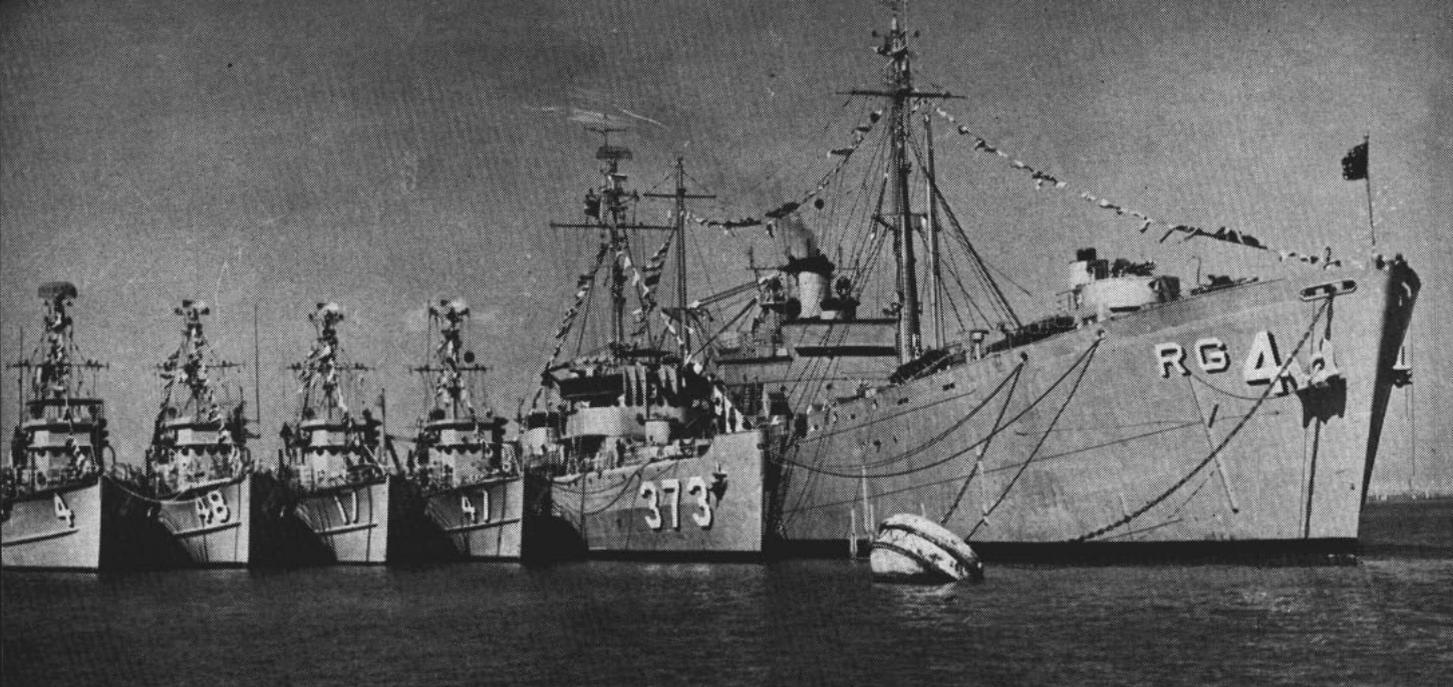
At Bayonne, N. J., the mast was unstepped so that Brooklyn's two bridges could be cleared before entering the shipyard.

—LCDR Edward D. Maissian, USNR.

(In no time at all, Valley Forge was back on duty, the incident described here being relegated to its proper spot by one typical crew member who passed it off lightly as a "damned rough ride.")

BACK TOGETHER—*Valley* reported to New York Naval Shipyard where yard workers made her shipshape again.





'E' EXPERT — Internal Combustion Engine Repair Ship *USS Tutuila* (ARG 4) tends brood at Charleston, S. C.

We'll Fix it!

THE PRIZE-WINNING internal combustion engine repair ship *USS Tutuila* (ARG 4) has apparently found a way to cram more than 24 hours into every work day.

That would seem to be the only way to explain the work-horse Atlantic Fleet repair ship's spectacular performance over the past three years.

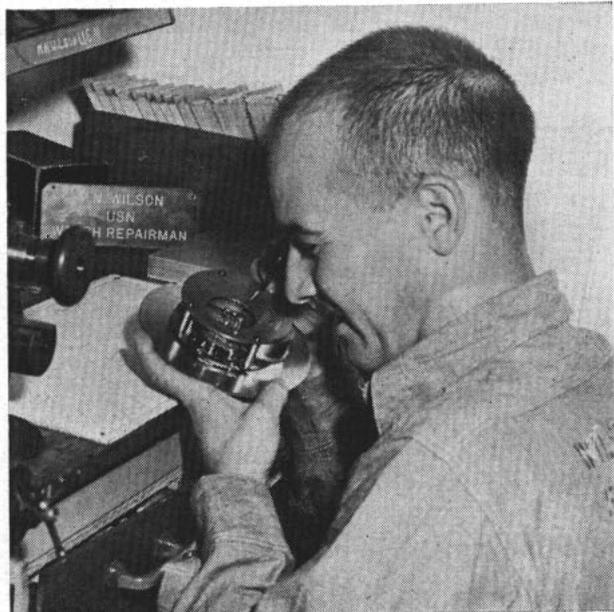
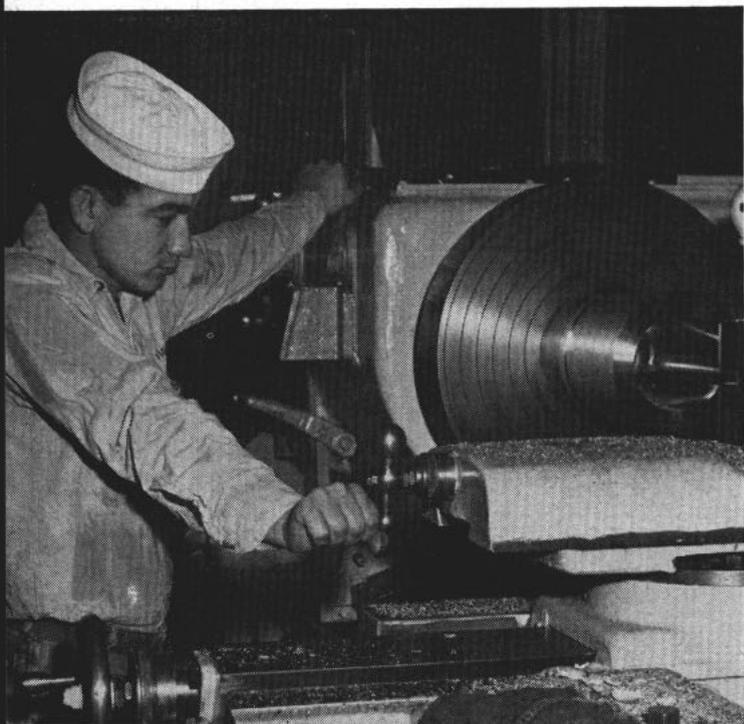
Over that three-year span the veteran floating shipyard has performed a majority of the repair

work on diesel-driven ships of the Amphibious, Mine and Service Forces of the Atlantic Fleet—and managed to win the annual "E" for battle efficiency in her class all three years in the bargain.

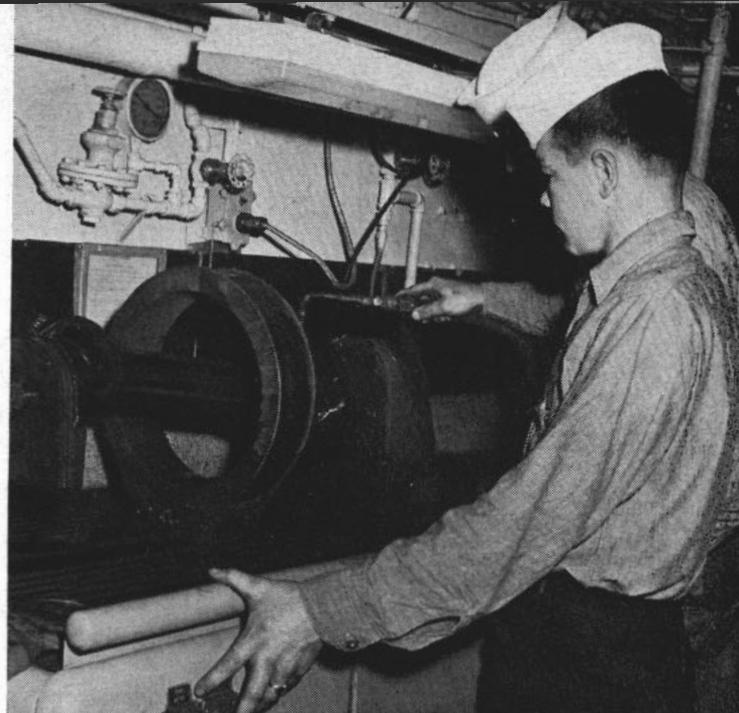
The "E" awards, presented each fiscal year and fiercely contested for by all units of the Fleet, are based on all phases of battle efficiency and operational readiness, including gunnery, navigation, damage control and communications. Excellence in



SKILLED technicians man *Tutuila's* shops. Above: Milling plastic. Below Left: Machining a bushing. Rt: Clock is repaired.



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SHOP TALK—Binoculars are squared away in optical shop. Rt: Connecting rod is checked on magnaflex machine.

supply and administrative procedures, solution of battle problems and engineering trials also enter in to the over-all scoring.

Five straight such "E" awards, incidentally, entitle a ship to a coveted gold "E," a goal which seems to be well within reach of *Tutuila's* hard-working, talented crew.

A large percentage of *Tutuila's* 400 enlisted men are skilled petty officers whose highly technical ratings are necessary to perform intricate repairs on internal combustion engines.

It might be supposed that these technicians would be content to carry out their primary mission—repair—in an able and efficient fashion and let it go at that. From the record of the past three years, however, it's evident that there's nothing "auxiliary" about this auxiliary ship's battle readiness.

Heart and soul of *Tutuila*, of course, is her repair department, equipped to handle repair problems ranging from giant diesel engines to tiny gauges and meters. More than half the crew works in the repair department's 16 shops.

The internal combustion engine shop comprises the main battery of *Tutuila's* repair facilities. Others are the sheet metal, shipfitting, pipe, carpenter, machine, refrigeration, engraving, foundry, optical, watch repair, print, typewriter, diving and salvage, electrical, electronic and gyro shops.

During the first quarter of fiscal

1959, *Tutuila's* repair department racked up more than 52,000 man-hours of labor on a multitude of Fleet and district craft. It is estimated that a comparable amount of repair, performed at a naval shipyard or commercial facility and based on current labor and material rates, would have cost in excess of \$400,000.

Tutuila hasn't always been the pride and joy of the Atlantic Fleet's repair ship force—she occupied that role in the Pacific during World War II. Built and launched as the Liberty ship *Arthur P. Gorman*, she

was converted into a repair ship early in 1944, taking her new name from an island in the Samoan group.

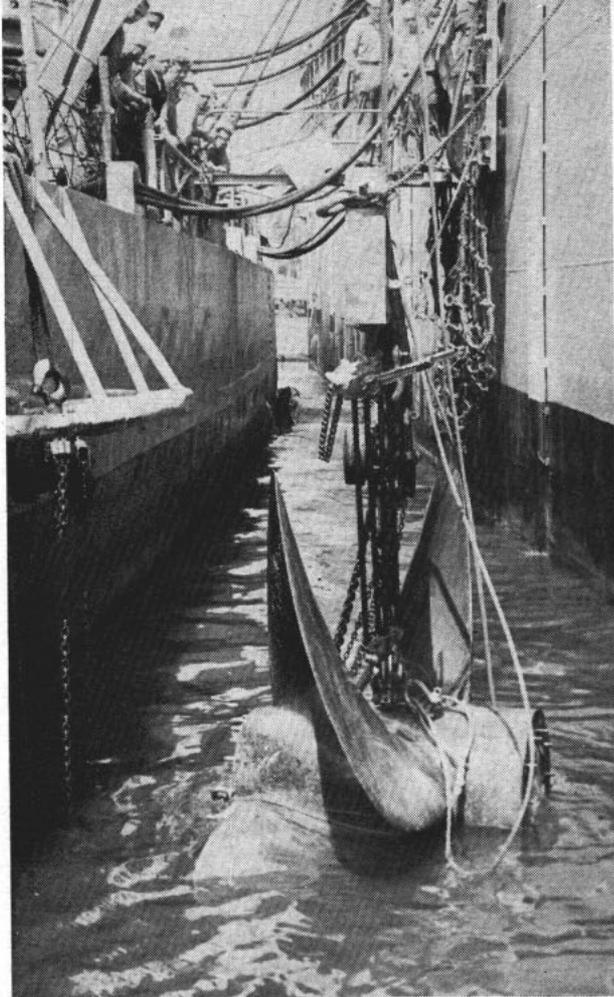
Tutuila reached the Pacific in August 1944, and in the one remaining year of the war worked a back-breaking, round-the-clock schedule, making successful repairs to more than 1800 U. S. and allied naval and merchant ships.

Mothballed in the Texas Reserve Fleet in 1946, she returned to active duty in 1951, and, home-ported at Norfolk, has been COMSERVLANT's ace "Mr. Fixit" ever since.

—Jerry McConnell, JO1, USN

TUTUILA'S CREW proved ready by racking up the Battle Efficiency 'E.'





Life in an AD—



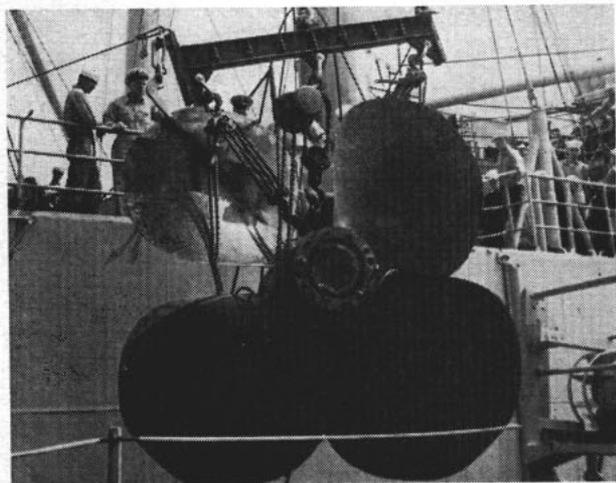
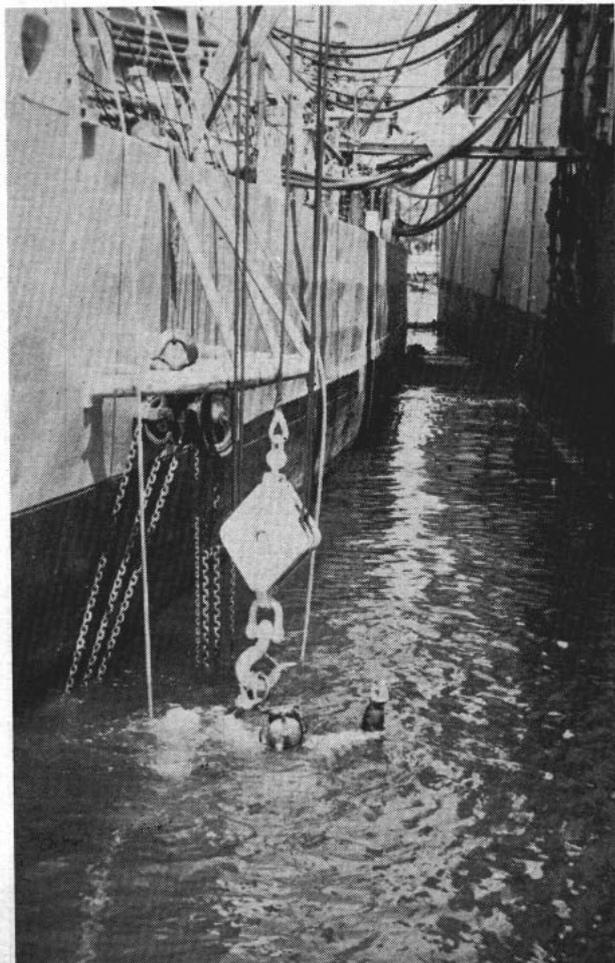
A New Prop

THE DESTROYER TENDER USS *Frontier* (AD 25), based at Long Beach, Calif., undertook the tough task of changing a propeller of the destroyer USS *Mansfield* (DD 728), while the DD was alongside. This type of job is usually performed in the drydock of a shipyard. *Mansfield's* propellers weigh more than nine tons each, measure 12 feet, eight inches between blade tips.

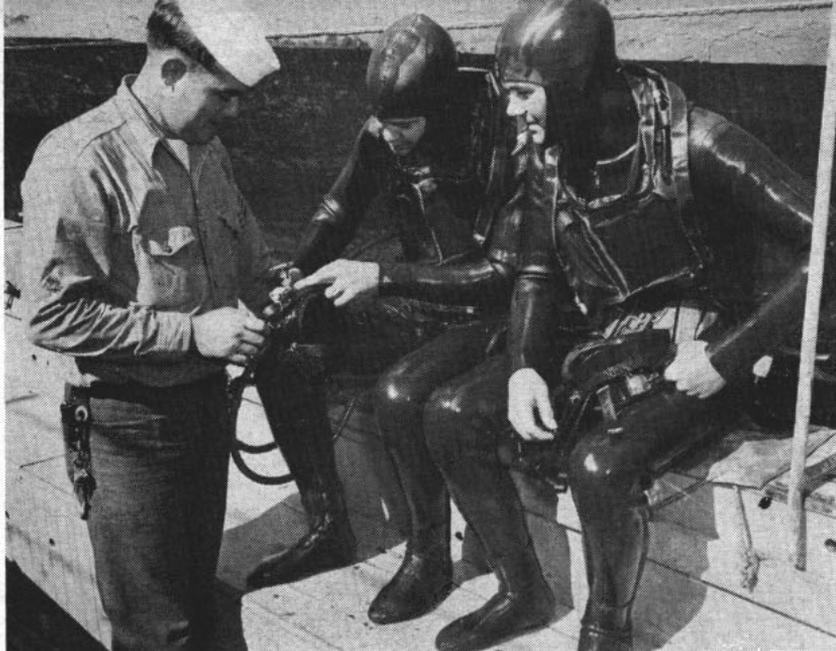
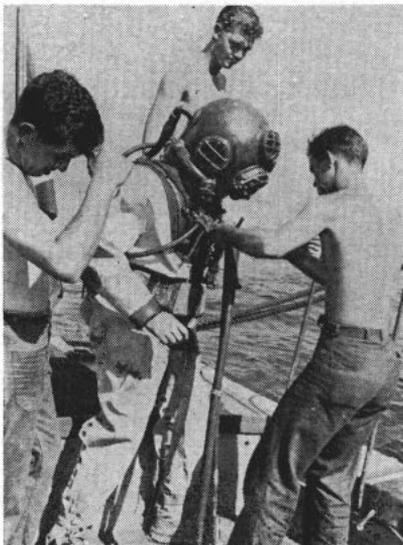
A five-foot wrench, moved by tackle, was needed to unscrew the giant nut on the end of the propeller shaft. Then the propeller was jarred loose with a small explosive charge. Chain hoists, cables, and a boom were used to hoist the faulty propeller aboard *Frontier* and to lower the new one to *Mansfield*. The job took plenty of technical know-how by the crew, plus some 116 hours of underwater work by the ship's divers.

Five divers took part in the underwater phase of the job. From the time *Frontier* was assigned the task until she completed it, only a little more than a week elapsed. Another satisfied customer was as good as new.

Upper right: Divers start down to investigate. *Lower right:* The faulty 18,500-pound propeller is taken aboard *Frontier*. *Upper left:* Replacement propeller is lowered from tender. *Lower left:* Mission accomplished.



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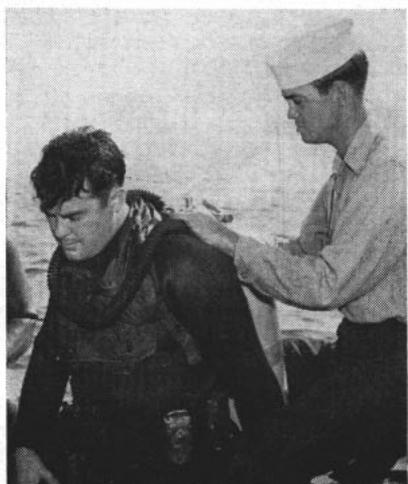
Hull Divers

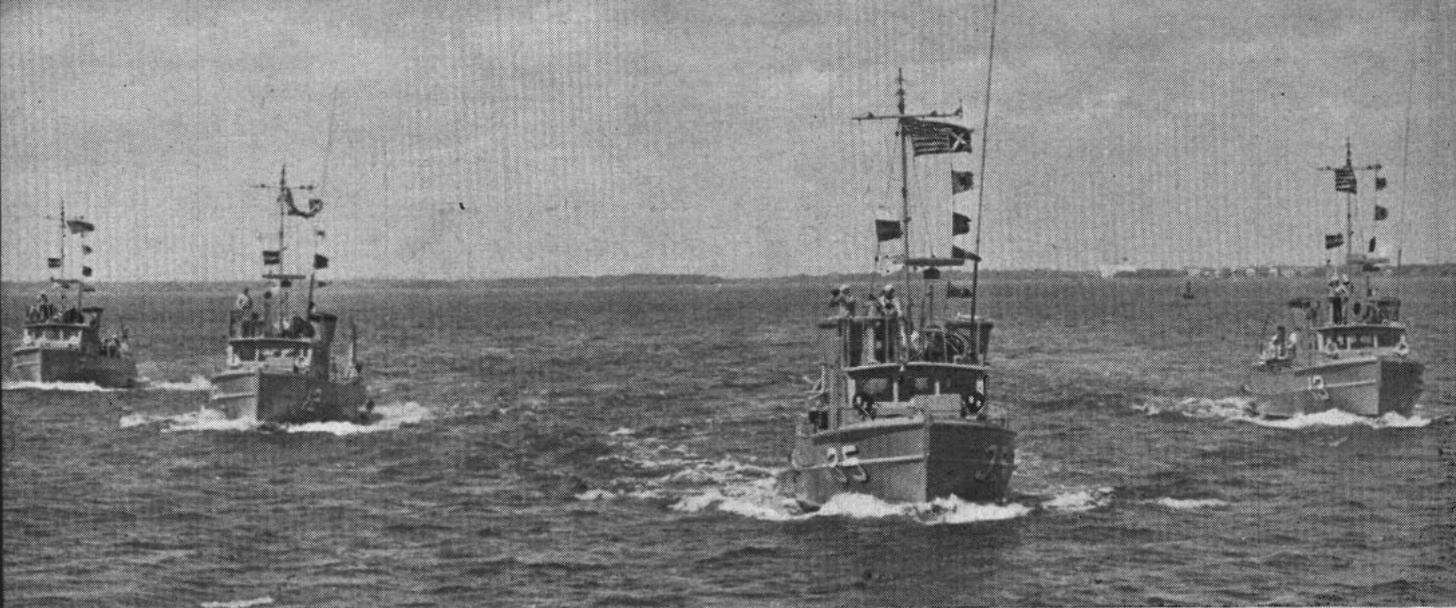
NEWSPAPERS, magazines, movies and television have made many people aware of the Navy's Underwater Demolition (UDT) and Explosive Ordnance Disposal (EOD) Teams.

Not so often heard of are the *hull repair divers* on destroyer tenders such as *uss Bryce Canyon* (AD 36). Her diving gang, led by Chief Warrant Officer A. C. Von Behren, usn, has tackled everything from replacing damaged propellers on a destroyer to recovering an auto that had run off a bridge into 60 feet of water.

The gang is made up of one first and five second class divers who are qualified to work with deep-sea and shallow-water diving gear at depths of 150 feet. All are accomplished Scuba divers. They are also jacks-of-all-trades, with the qualifications of boatswain's mates, shipfitters and machinery repairmen—qualifications which are essential in the underwater hull inspection and repair work they perform.

Top Left: Diver is rigged for work. *Top right:* Rubber-suited divers check air valve. *Right:* Diver goes below to check hull. *Bottom Right:* USS *Bryce Canyon* hull-repair divers pose for photo. *Bottom Left:* Scuba diver is readied for a tough and delicate job.





The Mighty Midgets

THE MINESWEEPING BOATS of MINRON 10 in the Atlantic Fleet Mine Force are manned by some of the top enlisted men in the Navy. The men have to be outstanding in their field. Their job is just as complex, just as exacting, as demanding of seamanship and leadership as any seagoing job in the Navy. It's up to the midget sweepers to take the lead in sweeping a path through mined waters so that the Fleet can follow a safe channel to its objective.

There are three classes of mine-

sweepers now in Fleet service—the Ocean Minesweeper (MSO), Coastal Minesweeper (MSC) and the 57-foot wooden-hull Minesweeping Boats (MSBs). All three types are capable of sweeping or activating most of the known types of mines. This means that the MSB must have the same capabilities as the larger type sweeper but adapted to its own smaller scale.

The primary mission of the MSB is the shallow-water sweep—harbor, inland channel and assault areas.

MSBs OF MINRON 10 move out to take up their designated positions to conduct routine minesweeping exercises somewhere off the Atlantic Coast.



THE CAPTAIN of a million-dollar MSB (it costs less than many airplanes) is a carefully selected Chief Petty Officer. His second in command is a boatswain's mate. The remainder of the crew: one electrician's mate, an engineman, and three seamen. About all the skipper and crew have to do is study the requirements of a pending operation, carry on the training necessary to assure successful completion, get their boat underway, form up with the division, stream sweep gear, drop dan buoys to mark the clear channel, mark it on the chart, and recover the sweep gear after a successful sweep.

That brief summary takes only a few words to state. But each section of it requires many hours of hard work and calls upon the individual ingenuity, initiative and capability of every member of the crew.

Take, for example, the case of one of these crew members—Parry Cook, EM2, aboard MSB-29. Parry's hat-rack (if he had one) would need five hooks—his is a five-hat job.

Since he's an *electrician's mate*, the boat's electrical plant is his main concern. But Cook also minds the navigating log as a *quartermaster*, the flag hoists as a *signalman*, the radar apparatus as a *radarman*, and the communications as a *radioman*.

Asked how long it took him to learn all these jobs, he modestly replied: "Different men adapt in different ways. Some learn routines faster than others. But the average time is about two months."

THE BOATS normally operate at a Mine Sub-Division level. The MSB Squadron of the Atlantic Fleet Mine Force is divided into two divisions and each division into sections or sub-divisions. Mine Sub-Division Commanders are selected from the most outstanding Chief Boatswain's Mates and Chief Quartermasters in the squadron.

These billets, incidentally, have been recommended as an E-9 by the Squadron Commander because of the heavy responsibility and trust placed on the "Section Chief."

To appreciate this responsibility and trust, you should be familiar with the requirements of the position and nature of MSBs themselves. The Section Chiefs perform all the administrative and training functions of a Division Commander. They function directly under the Squadron Operations Officer and the Logistics Officer.

In port, Section Chiefs schedule training exercises, plan operations, and participate in the training programs. Each Section Chief plans the operations or employment of his boats, scheduling each phase of boat activity from tender availabilities to underway competitive exercises. He is responsible for the level of training of each of the boat crews as well as material condition of the boats.

At sea, Sub-Division Commanders take charge of their divisions as Officer in Tactical Command underway, to conduct minesweeping exercises. During competitive exercises and operational readiness inspections they assist the observing or inspecting officer. This broad picture of the administrative and organizational aspects of the Sub-Division Commander's billet is only a part of the whole because the training of the Section Chief begins when he is assigned as Chief Petty Officer-in-Charge of an MSB.

THE IMPORTANCE of extensive training is fully recognized and positively dealt with at the command level of the Squadron. Training goes on any time the boat is underway. In addition, a daily period of intensive instruction is set aside to cover specific areas in the functioning of the MSB.

The entire crew gets experience in all phases of the boat operation—communications, navigation, engineering and watch-standing.

Each man is qualified to light off the engines and get the boat under-

way. Each must be well-qualified in his rating group, and the majority acquire professional experience usually considered beyond the scope of normal duties.

To utilize this plant and crew effectively, the CPO in charge must have a comprehensive knowledge of operational tactics, voice and visual communications, Rules of the Road, shiphandling, navigation, utilization of electronics, shipboard engineering, and the theories and methods of effective mine countermeasures against all types of mines—moored, pressure, magnetic and acoustic. But to have this knowledge is not enough. He must also have the ability to apply it.

In Mine Squadron Ten, the challenge of command is extended to the enlisted petty officer. The challenge, of course, is to become commander of his own boat. Only through superior performance of duty can he become one of MinRon 10 Section Chiefs—the Navy's most junior Division Commanders.



ALL SQUARED AWAY — Inspections are part of routine for MSB skippers.



OVER THE SIDE — J. M. Herrin, BMC, former skipper of MSB-28, receives a farewell salute from his fellow chiefs during his retirement ceremony.



On Barrier Atlantic

"**W**E HIT 50 DEGREES on that roll, sir!" comments the steers man to the officer of the deck, meanwhile, noting his desperate arm-lock on the starboard pelorus.

The high-pitched wail of the pilothouse telephone signals another report: "Sir, your relief will be a little late. Says he got a couple of plates of eggs in his lap at the breakfast table."

Hurricane? Extratropical cyclone? No—just another morning with a ship of the Surface Barrier, Atlantic. This is *uss Calcaterra* (DER 390), a typical radar picket escort vessel of the Destroyer Force.

With her qualities of endurance, exceptional stability and general seaworthiness, this small adventurer plows gamely along, oblivious of the North Atlantic at its worst. Throughout the 6000 miles of steaming on

each patrol, she carries out her mission of protecting the United States against surprise air attack.

These extensively converted and modernized World War II DEs may occasionally be seen at Newport, R. I., where they mingle with the sleek grey destroyers like poor relations visiting their rich cousins. Their enclosed main deck areas give them a peculiar profile, compared to that of the DDs.

Although there are 18 DERs with Escort Squadrons 16 and 18 at Newport, and more at Pearl Harbor, their job is specialized, and little is known about them. To find out where a DER goes and what she does to earn her place in the Fleet, let's go with *Calcaterra* as she steams smartly out of harbor to make a typical picket in the North Atlantic.

Calcaterra is not the greyhound

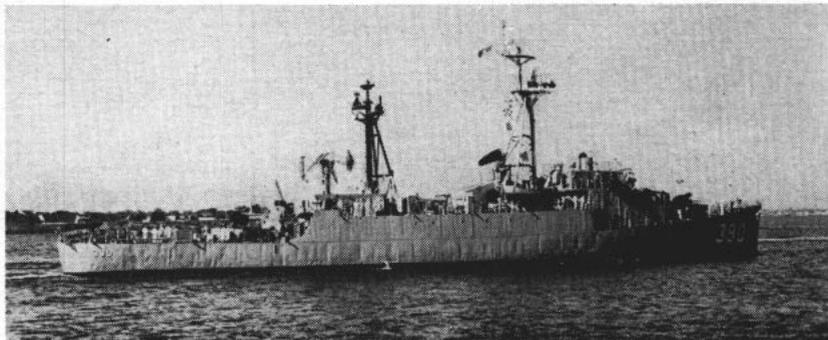
her cousins of the Destroyer Force claim to be. With four diesel engines for power, her "flat out" speed is a lot less. However, for the job she is designed to do, her speed is more than adequate, and her engines drive her thousands of miles without refueling.

WHAT CALCATERRA lacks in forward speed she more than makes up in motion from side-to-side. Rolling 40 degrees or more from one side to the other every three seconds is routine. And, heavy rolls soon become as much a part of the picketeer's life as "Turn to" and pinochle.

After being tossed to the deck in the middle of the night a few times, a man soon acquires the knack of sleeping soundly while he grimly hangs on to his bunk like a cat in a waving treetop. During meals he needs the skill of a circus juggler to balance a tray, his silverware and a cup of coffee with one hand while he desperately anchors himself with the other. When he can take such things as these in stride, he becomes a real picketeer.

When she leaves port, *Calcaterra* commences what might be called a nautical version of musical chairs. Her first stop is Argentia, Newfoundland, and dawn finds her in Placentia Sound. Here, she fills up with diesel oil in preparation for

PECULIAR PROFILE—Enclosed main deck gives DER's unusual appearance.



the many days at sea that lie ahead.

After topping off and being briefed by Commander Surface Barrier, Argentina, she is ready to get on with the designed mission of the DERs—manning the Surface Barrier, which stretches from the chilly fog and ice of the Grand Banks to the sunny blue waters around the Azores. The barrier is patrolled by several DERs, and additional support is provided by the AEW (Airborne Early Warning) aircraft which maintain constant air surveillance up and down the line. (AEW people have sometimes claimed it is the DERs which lend "additional support," but DER men of course brand this as untrue.)

THIS TEAM of ships and aircraft provides an efficient radar coverage which extends the Distant Early Warning Line 1000 miles seaward to preclude the possibility of a successful enemy end-run around our land-based search network. West-bound aircraft which penetrate the barrier are immediately reported, via a rapid communications system, to North American Air Defense Command (NORAD), where the information is checked against known flight plans, so that any unidentified contacts can be covered by land-based interceptors while still far out at sea. Thus, openings for possible surprise raids on U. S. cities are kept to a minimum.

The game of musical chairs begins when *Calcaterra* departs Argentina and sets course along the barrier. On signal, all ships down the line proceed southward. *Calcaterra* then takes her place at the end of the line and the leading DER drops out of the game and heads for home—picket and mission completed.

It takes a while to get used to life in a DER on picket station. A first-picket "recruit" who has just found his sea legs is likely to remark, "Nobody—but *nobody*—lives like this!"

The ship operates completely independent of other units, often lying to in good weather. The OOD and the bridge watch have little more than an occasional passing ship or an all hands drill to keep them occupied. "Keeping station" is not the tense and exacting operation a destroyer division goes through, but merely a matter of staying within several miles of a point of the chart. "Stationing speed" in a DER means ahead one-third on one engine—

perhaps four knots. The tempo on the bridge approximates "dead slow," and training problems in Fast Carrier Task Force tactics must be synthesized to prepare officers for future assignments and operations.

WHILE THE BRIDGE LOOKOUTS may spend their days scanning an empty horizon, the electronic eyes of the Operations Department maintain a more fruitful search. With tireless sweeps, two air search radar units detect aircraft far beyond the horizon. In CIC, contacts are tracked on a huge plotting board, and those that penetrate the barrier are immediately reported on special radio circuits. The initial contact reports are received at NORAD headquarters only minutes after the first blip has appeared on the scope.

To conduct such operations, a fantastic amount of modern electronic equipment is crammed into the small space of a DER, and the ship's electronic technicians are almost constantly on the go between the forest of antennas topside and the maze of tubes and wires below. Servicing this equipment, in which a thousand circuits may require attention for optimum performance, calls not only for skill and devotion, but also for the ability to go long



GOING UP—Rough north Atlantic waters put lots of rock and roll into the salty life of a Picketeer.

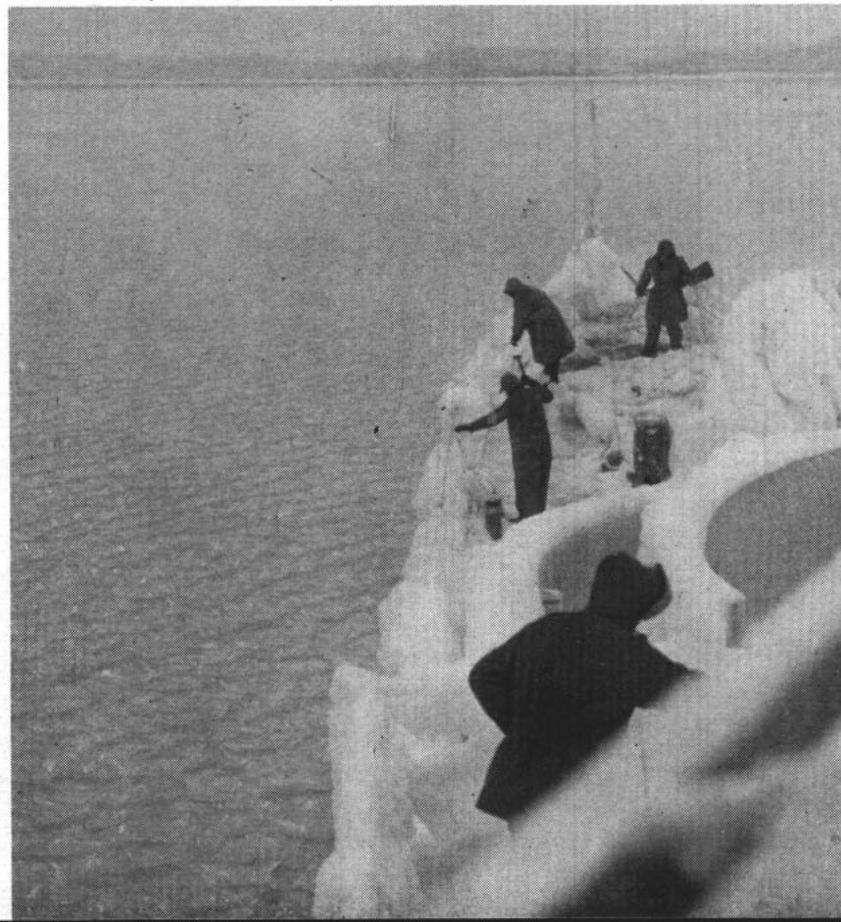
hours without sleep to finish a job.

As each succeeding DER leaves Argentina, *Calcaterra* moves one space southward, until, at last, her turn comes to set course back to Newport for repairs, training—and, of course, liberty, recreation and a few precious days with families.

Before long, *Calcaterra* will be back—playing musical chairs once more in a game which is definitely for keeps.

—ENS Thomas V. Moore, USNR.

WINTER COMES EARLY—Winds and storms pile up layers of ice covering decks and superstructure, keeping crew members busy with picks and shovels.



The Personnel Men

What do you know about the jobs of the other ratings in your ship or station? You know what your responsibilities are, and probably those of many of the men who work with you, but what about the atomic disbursing clerk, or the commissary electronics specialist, or the supersonic sonarman? Probably you're not so sure (and neither are we).

In past issues ALL HANDS has reported on the jobs of numerous ratings, such as the deck group, the black gang, Seabees, aviation categories, etc. In recent issues there has been some discussion of the job PN's do, so it seemed appropriate to do a little investigation. There'll be more reports on other specialties, pointing up how important and related to you are the jobs of your shipmates.

THERE IS NO PROBLEM to the Navy's men and women which involves naval personnel administration that some Personnel Man does not at some time touch upon.

Just by thumbing through the pages of your enlisted service record you'll find that close to every move you make (officially, that is) is handled in one way or another by a Personnel Man.

It would be difficult to go so far as to say that a PN needs to be two different people, but his work does require aptitudes of two distinct types. On one hand he has to be skilled in dealing with people as an interviewer, counselor, analyst and, sometimes, a teacher. On the other, he must be able to do precise detailed work like that required on service records and in personnel accounting. In both he needs to have plenty of patience.

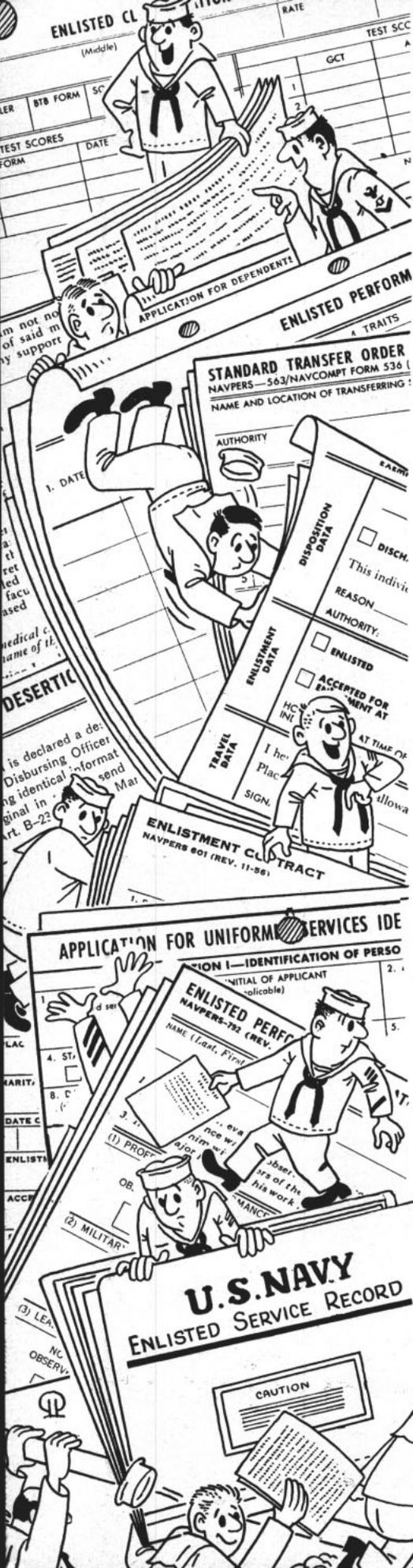
Since the qualities that make for success in these two types of work

are not necessarily the same, some Personnel Men lean strongly toward one type of assignment, others toward the other. But the ideal general service PN is good at both types of work because he recognizes the importance of both as parts of good personnel administration. Essentially, he's the personnel officer's right-hand man.

In World War II there was a vast expansion of the Navy which had to be accomplished with utmost speed. This not only meant building ships and making the tools to fix them, but it also meant getting the men to man and use them. The need for competent manpower was so great that it was urgent to assign all personnel where they could render the greatest service. New and complicated machines and equipment were being invented and adopted, and they required highly trained personnel.

TO MEET THIS SITUATION, the Navy adopted a number of new personnel procedures and greatly expanded and improved those in existence. Many who performed this work had civilian training and experience in personnel administration, teaching, recreation leadership, or related fields. Since their duties did not fit into the pattern of existing Navy ratings, they were assigned "specialist" designators, each with a letter or letters to indicate the specialty, such as "Specialist C" for classification interviewers, "Specialist T" for instructors, and "Specialist W" for chaplain's assistant.

Creation of specialists was common in other Navy work areas besides personnel administration—so much so that after World War II the rating structure underwent a major overhaul. In this revision, several specialties concerned with personnel



CLASSIFICATION is an ever continuing process. It does not stop at the recruit level and lie dormant. The "right man in the right job" is the theme—regardless of duty station, shipboard or shore. And it's the PN's job to see that all of the various tools such as the Enlisted Classification Record (page 3) and the *Manual of Navy Enlisted Classifications* are properly employed.

Formal training in the art of classifying is conducted at the Personnel Man, Class C-1, Interviewing and Classification School at the Service School Command, U. S. Naval Training Center, San Diego, Calif. This 8-10 week school, which is open to PNC, PN1 and PN2, has classes convening every four weeks.

Students become familiar with the essential tools and techniques of Navy Personnel and Job Classification in order that they can realize, appreciate and carry out their respective roles in the more effective and efficient utilization of available manpower. While the training and development of interested and skilled classifiers are the prime objectives of the course, a great deal of emphasis is placed on personnel administration in general.

This school also acts as a screening activity evaluating students for specific management engineering and personnel research billets as required and directed by the Chief of Naval Personnel. Advanced courses are available in billet and organizational analysis and work simplification.

Here are some of the personality traits that are developed and encouraged because they are considered requisite for all classifiers:

- A sincere interest in each person interviewed and in the welfare of the Navy.
- An ability to understand the other fellow's point of view.
- An ability to recognize some of

Personnel Men Play Key Role At Classification Centers

Located at Great Lakes is one of the two Enlisted Classification Centers for male recruits throughout the Navy. (The other is at San Diego, Calif.) A staff of 37 men processes over 200 recruits through Classification daily. It is the mission of the unit to select qualified Navymen to fit the many jobs necessary to maintain the high state of military preparedness needed in these times.

The process of selection begins when a recruit is in his third week of training. Individual classification interviews are given each man by a Personnel Man. The objective is to find the recruit's interests, experience and abilities, expanded over the last 10 years.

The Navyman was once depicted as a tobacco-chewing package of brawn, fighting from sea to shore and back again, with his home a seabag upon his back. The sailor of today is a specialist and a technician, geared to work in the nucleonic, supersonic, electronic Navy.

And the 1959 sailor is carefully selected through a Classification Center for his role in this modern Navy, as commensurate with his background, interest, ability and aptitude. It's the Personnel Man's job to see that the right sailor is in the right job.

of the organization as related to the needs of individuals.

The above traits are considered throughout the course of instruction, and final recommendations to duty assignments at the completion of the courses are affected by these qualities as well as other achievements.

GRADUATES OF THE SCHOOL go to one of the 45 Enlisted Classification Units which operate under the technical control of the chief of Naval Personnel. These are located at naval activities where the number and types of personnel transactions are very high. The majority of these units are located at naval training centers, receiving stations and naval districts, but small units exist at such activities as air training commands, retraining commands and service force personnel offices.

Classifiers are purposely rotated from classification billets to general duty PN billets—for probably the trained classifier's greatest value is at the average ship or station. In many cases he is called upon to assist in work simplification or billet analysis, in screening personnel for school eligibility, in administering tests, interviewing personnel—or any one of a myriad of duties where a skilled personnel technician is worth his weight in gold.

"Working with people is fascinating," (so says the *Personnel Man Third and Second Class Training Course*) "because no two of them are alike. Most of them try your patience sometimes. A few will be downright irritating. On your worst days you may wish you had chosen a career exclusively devoted to nice emotionless machines; you may wonder if the results of your work are worth the effort you're putting out.

"But you'll never be bored. In a job like yours, something new can happen any minute. It usually does."

the symptoms of maladjustment.

- The buoyancy needed to conduct a whole series of interviews successfully.
- Patience and self control.
- Proper speech characteristics.
- The ability to subordinate personal feelings and prejudice.
- An understanding of the needs





Navy Mountain Men

A VOLUNTEER GROUP of Navy men, stationed near the mountainous regions of the Seattle area, stand ready to rush to the aid of airplane crash survivors at a few minutes' notice. The team members, operating out of Sand Point, must be trained and equipped to conduct sustained, independent operations from a base camp in the mountains. This is done under the most adverse weather conditions and over the most rugged terrain which can be anticipated.

Technically skilled in a variety of occupations, the mountaineers are selected and organized from the volunteers to form efficient crews of search and rescue workers. Their training syllabus includes items such

INFO IS PASSED—A radio message is transmitted to report team's position.



as map and compass work, search methods, survival techniques, first aid, and signaling. Lectures and classes provided in cooperation with the Seattle Mountain Rescue Council prepare the teams with theoretical techniques which are then tested in training operations in the mountains.

Fully equipped with everything from ice axes to a portable radio station loaded aboard their special truck, the Navy mountaineers can depart at once from their station to find a crashed plane and take initial rescue action.

Then it's time to saddle packs to their shoulders, break out the snowshoes and skis and start walking. At the close of the first day, the heavier equipment is cached so the crew can continue the search at a more rapid pace.

In order to make a haven for the night, the rescuers scoop a basin out of the snow, make a roof from branches and use snowshoes for a doorway. Before leaving, all cut branches are burned to eliminate a fire hazard during the dry season.

An excellent aviation safety record at Sand Point has fortunately limited most of the team's "rescue missions" to training operations. These are designed to keep the men and their equipment in top shape and in a ready-to-go availability condition.



BASE CAMP—After hiking all day, heavy equipment is cached in tents. Then it's time for a good night march.



FAST TIME—With only the necessary equipment to get him through, crew travels light, then takes time out to eat.





A School on This Side of Tomorrow

MIDWAY—136 miles east of the International Date Line — describes its location as “Just this side of tomorrow.” Its new Navy dependents’ school, which first echoed to the voices of students in November 1957, also fits the description.

Housed in a modern 25-room building, Midway’s George Cannon School was planned with children in mind, and everything in it — from textbooks to audio-visual aids — is new.

Before the present school opened, classes met in makeshift quarters, and regular classroom teaching was

available only on the elementary level. Students in the upper grades had to be taught through correspondence courses.

Now, however, there’s been a big change. For the younger children there are no more makeshifts, and for the older ones there’s a real high school.

In the elementary grades the fundamentals of reading, writing and you-know-what are stressed, but the youngsters also get their share of art, music and other cultural courses.

The high school is designed for college preparatory work, with the

emphasis on sciences, mathematics, language and social studies. For those students who don’t want a straight academic curriculum, commercial courses are offered as elective subjects.

The faculty is composed of teachers who have applied for their positions through the Navy Overseas Employment Office (Pacific) or who are the wives of military personnel stationed on Midway and are qualified teachers. Teachers are selected for their jobs by the school principal, on the basis of the school’s needs and the experience and educational

MODERN TOUCH—Navy’s George Cannon School on Midway Island is modern in styling on both inside and out.





ON WITH THE LEARNING—First graders receive reading lesson. Rt: High School students enjoy science session.

background of the applicant.

Teaching families are especially attractive candidates because of the housing situation on the island. (Excellent quarters are available, but they are few in number.) There are three such families on the faculty of the George Cannon School. One of them, the Dale Millers of Wichita, Kans., includes a trio of teachers—father, mother and son—who all teach in the elementary grades. They have been working as a group for some time. Last year in Alaska, this year on Midway and next year who-knows-where.

For teachers and students alike Midway is an ideal place to live and learn. Not too long ago the surrounding waters were the scene of America's first decisive naval victory of World War II, and even the school's name contains a lesson in recent history. First Lieutenant George Cannon, USMC, died on 7 Dec 1941 while defending the strategically important island against attack. He was mortally wounded by a shellburst on the battery he commanded, but refused medical assistance and continued to return fire from his position. He was awarded the Medal of Honor.

Midway also offers a lesson in geography. Located almost in the center of the Pacific, Midway is made up of Sand and Eastern Islands, which are surrounded by a beautiful reef-encircled lagoon. The

weather is a blend of tropical and temperate climates which have few of the faults of either and most of the virtues of both.

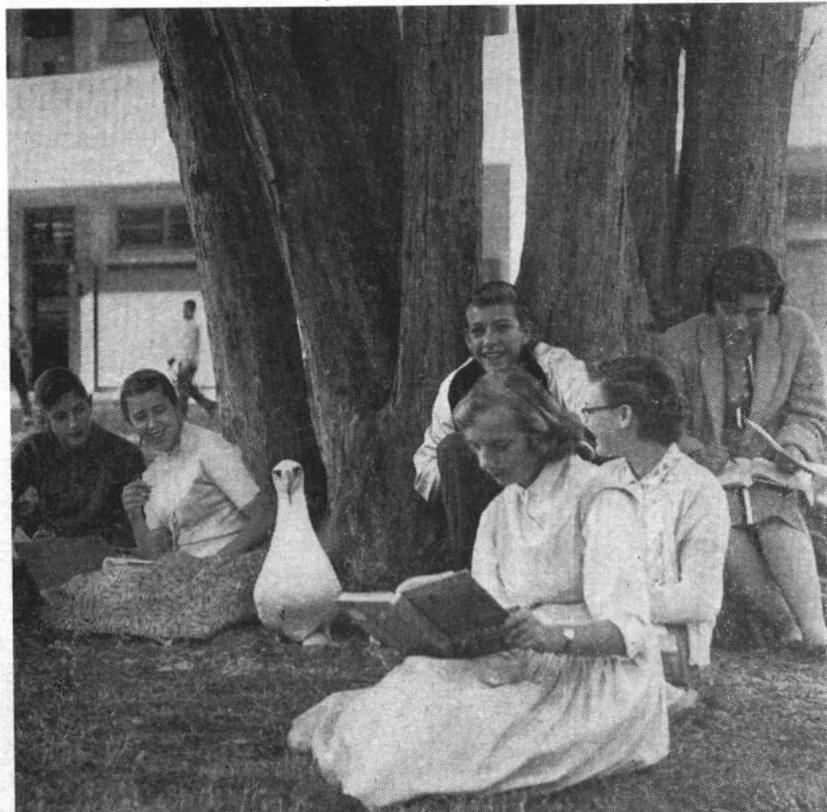
For the biology student Midway offers some unusual animal and plant life. It is the home of the famous gooney bird; the fairy, sooty and Hawaiian terns; the booby and frigate birds; the boatswain bird which can fly backwards; and the

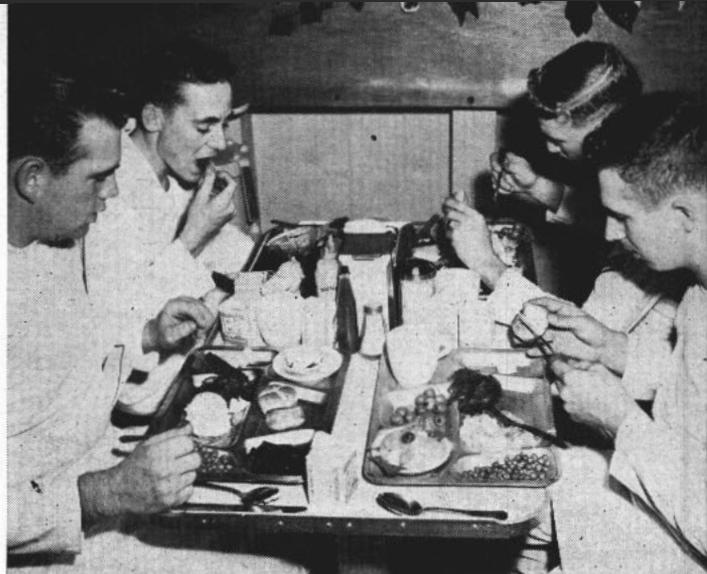
moaning bird which burrows and nests underground and cries in the night like a tortured human being. The islands are almost blanketed with scaevola and ironwood trees.

In addition to all this, Midway boasts some of the finest beaches in the world for the students to use—after school, of course.

—E. J. Conolley, LTJG, USNR.

MIDWAY LIFE—Students study under ironwood as unperturbed bird nests.





ON THE SEA top Ney Memorial Award winner was USS *Paul Revere* (APA 248). Left: Down the line. Rt: Good Eating.

How Now Fine Chow

The Naval Communications Facility, Kami Seya, Japan, and USS *Paul Revere* (APA 248), of the Pacific Fleet Amphibious Force, have been judged winners of the All-Navy 1959 Ney Memorial Awards competition—awards which honor the best land and sea messes.

The runner-up award in the afloat category went to USS *Norton Sound* (AVM 1) of the Pacific Fleet Naval Air Force. In the shore mess classification, second place was captured by Naval Air Station, New Orleans.

The two Ney Memorial Award winners topped 38 other nominees rated for their superior food facilities at ship and shore commands throughout the world. They were selected and judged the best from six finalists by an on-the-spot evaluation of food preparation, serving techniques, sanitation and management.

This is the second consecutive year that the Navy's food service personnel have vied for the best mess titles. The 1958 winners were the USS *Franklin D. Roosevelt* (CVA 42) and the Naval Station at Guantanamo Bay, Cuba. As was the case last year, the 1959 Ney Awards were sponsored by the Executive Stewards' and Caterers' Association, a fraternal non-profit organization made up of executives in the fields of food procurement, preparation, management and service.

The Ney Memorial Awards program was established in 1958 by the Secretary of the Navy as a means of giving recognition to those Navy general messes considered as outstanding in food preparation and service. The competition commemorates the late Captain Edward F. Ney, SC, USN, World War II direc-

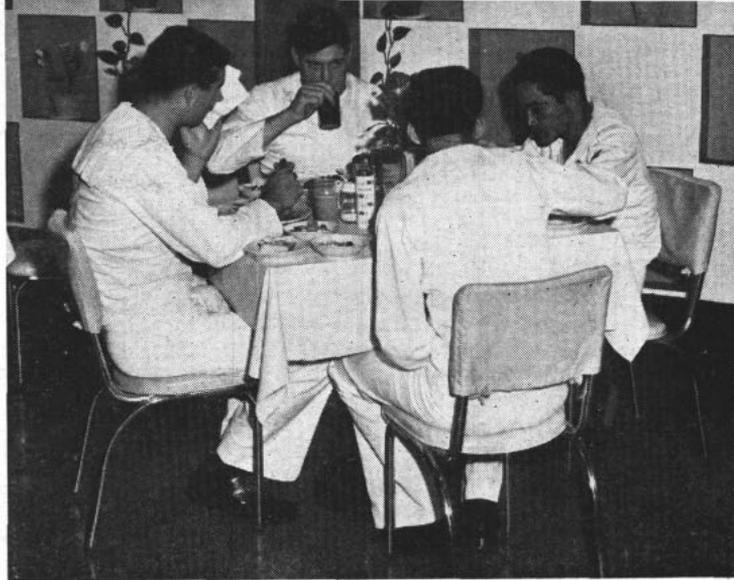
tor of the Subsistence Division, Bureau of Supplies and Accounts.

The winners and runners-up in the 1959 food contest will be awarded plaques in tribute to their achievement. Semi-finalists will receive special certificates for their outstanding food performances. Two officers and two enlisted men, representing the USS *Paul Revere* and the Kami Seya general messes respectively, will officially accept the winning plaques as guests of the Executive Stewards' and Caterers' Association at their National Convention in San Diego, California, on August 19.

The USS *Paul Revere* and the Naval Communications Facility, Kami Seya, messes were judged as the Navy's finest by the Ney Memorial Awards Committee, composed of three food experts of the Executive Stewards' and Caterers' Associa-

SECOND PLACE afloat went to mess crew aboard USS *Norton Sound* (AVM 1) and ashore went to NAS New Orleans.





ON THE LAND best mess was by Naval Communications Facility, Kami Seya, Japan. Below: Kami Seya fancy touch.

tion and officers representing the Bureau of Naval Personnel, Bureau of Medicine and Surgery, and the Bureau of Supplies and Accounts. Committee members announced they had difficulty in selecting the prize winners because contenders were so evenly matched this year.

The committee reached a unanimous decision after traveling over 14,000 miles by air from 4 to 19 June to make personal checks of service and management at the mess facilities of the six finalists.

Navy messes throughout the world competed with unprecedented activity for the 1959 Ney Award titles. By 1 Apr 1959 each type commander, overseas area and force commander, district commandant and river commandant had selected the most outstanding general mess under his jurisdiction or in his area. During the latter part of May, 40 nominees were thinned out to six finalists—*uss Northampton* (CLC 1), *uss Norton Sound* (AVM 1), *uss Paul Revere* (APA 248), the Naval Air Station at New Orleans, the Naval Air Station at Oceana, and the Naval Communication Facility, Kami Seya, in Japan.

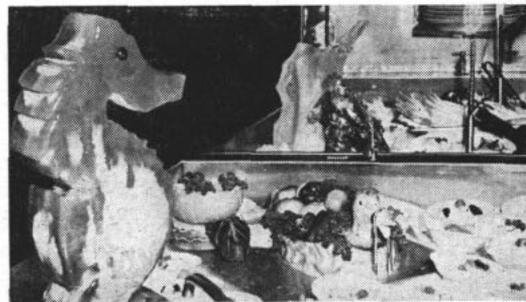
For their outstanding food service performance, the following messes will receive special certificates:

In the afloat category: *uss Conquest*, *Galveston*, *Gen. Wm. M. Mitchell*, *Gilmore*, *Greenfish*, *Helena*, *Hooper Island*, *Interceptor*, *Kaimia*, *Northampton*, *Opportune*, *Pandemus*, *Pocono*, *Randall*, *Ross* and *Valley Forge*.

In the shore category, Columbia River Group (Runner-up in 1958); MCB 9, Camp Kue, Okinawa; NAF Naples; NAS Kodiak; NAS Mira-

mar; NAS Moffett Field; NAS Oceana; Naval Propellant Plant at Indian Head, Md.; *NavRecSta Brooklyn*, N.Y.; *NavSta Annapolis*; *NavRadio Farfan*, C.Z.; *NavSta Argentia*, Newfoundland; *NavSta Green Cove Springs*, Fla.; *NavSta Guam*; *NavSta Guantanamo* (Best shore mess, 1958); *NavSta Sangley Point*, P.I.; NTC Great Lakes; Submarine Barracks, Portsmouth NSY; and the Naval Submarine Base, Pearl Harbor.

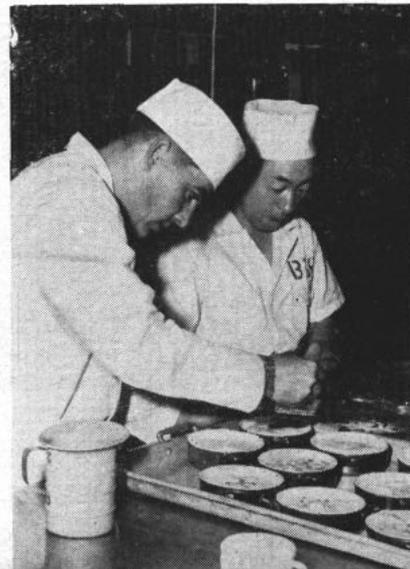
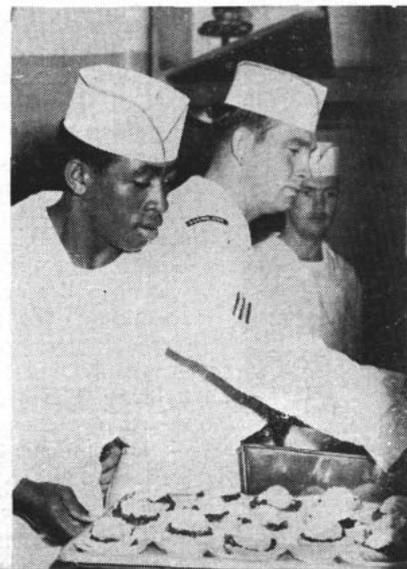
Runner-up award winners in the 1959 Ney Memorial competition, *uss Norton Sound* and *NavAirSta New Orleans*, both received special certificates in the 1958 contest. The following messes duplicated last year's feat and will receive special certificates for the second time: *uss Gilmore*, *uss Northampton*, Naval Air Facility; Naples; NAS Miramar; NAS Moffett Field; *NavRecSta Brooklyn*, N.Y.; *NavSta Argentia*, Newfoundland; *NavSta Guam*; NTC Great Lakes; and Submarine Barracks, Portsmouth Naval Shipyard.



THE WORD—CDR K. B. Hysong (below) of Ney Committee gets word on food on board *USS Paul Revere*.



MESS MEN—Dessert is readied on *USS Paul Revere*. Rt: Pot Pies at Kami Seya.



SERVICSCOPE

Brief news items about other branches of the armed services.

THE FIRST EXTENSIVE NATION-WIDE high-speed "facsimile network," to permit more rapid dissemination of high-altitude weather information throughout the U.S., has been inaugurated by the U.S. Air Force.

The network takes in five stations of the Air Weather Service—a component of MATS. They are located at Offutt AFB, Nebr., Westover AFB, Mass., Barksdale AFB, La., March AFB, Calif., and at Suitland, Md., just outside of Washington, D.C.

Through this new network the Air Weather Service will provide weather support to the Strategic Air Command by providing high-altitude weather information to U.S. bases at double present transmission speeds.

Linking 57 bases throughout the U.S., the net will provide up-to-the-minute weather charts and data from the Global Weather Central at Offutt and the National Weather Analysis Center at Suitland to all installations of the Third Weather Wing.

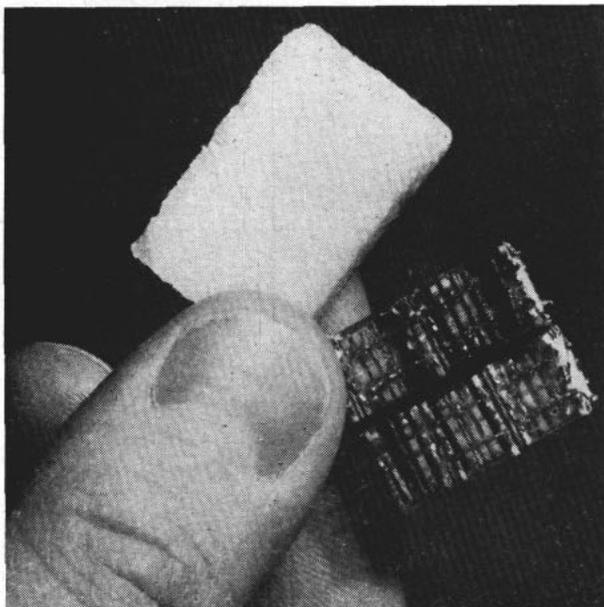
The new system is the largest high-speed facsimile network ever installed in this country. Data is transmitted at a speed of 120 revolutions per minute, twice present speeds. Weather maps sent by the new system are three times as large as facsimile maps currently in use in the U.S., and are transmitted in 30 minutes.

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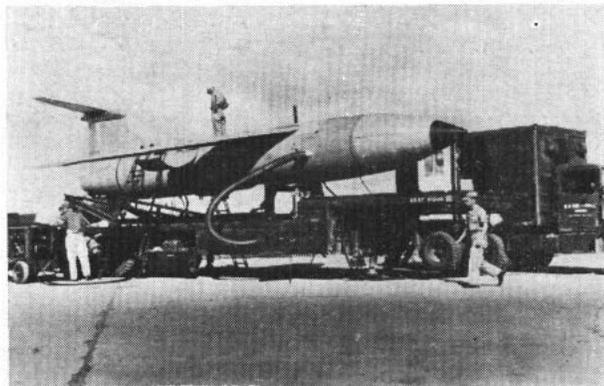
NEARLY 1000 MISSILEMEN from the 158th and 297th Missile Battalions of the Hawaii National Guard are undergoing extensive training this summer at Nike missile sites in the Los Angeles area.

This is the first time in history that Guardsmen from the soon-to-be 50th State were flown to Southern California for missile training.

After the summer training the Hawaii National Guardsmen will take over several Nike-Hercules sites in the mid-Pacific island state.



SUGAR-LUMP RADIO—The use of micro-modules produced this type of radio—smaller than a lump of sugar.



HOMING BIRD—Personnel of USAF Tactical Missile Group check assembly of *Matador* at site in Korea.

A THREE-STAGE LAUNCHING VEHICLE capable of sending a two-ton manned space laboratory into a 300-mile orbit around the earth is now in production and should be ready for flight tests late next year.

The National Aeronautics and Space Administration has awarded a 33.5-million-dollar contract which calls for the delivery of eight of the vehicles before the end of 1961.

Referred to as *Vega*, this booster is a modified Air Force *Atlas* ICBM that will be used as a two- or three-stage launching vehicle.

The two-stage version will be capable of putting a 5000-pound satellite into an orbit of the earth. The third stage will be added for moon or planetary probes.

According to NASA, the three-stage *Vega* should be able to send a 1000-pound payload to the vicinity of the moon and "softland" several hundred pounds of instruments on it.

Fully loaded, *Vega* will weigh about 295,000 pounds and will stand as high as a 1-story building.

A *Vanguard* booster engine will be used in the second stage and a new third stage using "storable fuel" will be built by NASA's Jet Propulsion Laboratory.

To produce 6000 pounds of thrust in the third stage, a fuel made of nitrogen tetroxide and hydrazine—which can be stored on long missions without evaporating—will be used.

★ ★ ★

THE USE OF 'MICRO-MODULE' circuits has produced radios the size of sugar cubes in a program sponsored by the Army Signal Corps.

Underway since April 1958, the program marks the beginning of the "cubist" era in electronics. In this new scientific and engineering revolution, the vast range of jobs done by transistors and other electronic parts is being compressed into tiny circuit building blocks measuring only a third of an inch on each side. Their small size can save critical space and weight in future satellite systems and rockets.

Although the developments have been primarily for national defense requirements, micro-modules will eventually find their way into homes, commerce and industry. The wall-type television set, its surface determined by the expanse of the viewing tube and the rest of its components in the rim of its picture frame, is

neener to reality as the result of this new concept. The electronic materials for record players and dictation machines could fit in a pocket or small purse under the micro-module concept. Button-size batteries already developed would provide power for these and other equipment when electrical sockets are out of reach.

The smallest units of a micro-module are tiny flakes of conducting, semi-conducting, or insulating materials, one-hundredth of an inch thick and a third of an inch square. Controlled processing of the wafers turns them into micro-elements with the ability to do the job of specific components such as resistors, transistors, capacitors, diodes, inductors, and crystals. A group of micro-elements are stacked up, interconnected, and encased to form the micro-module itself. These operate as complete circuits, such as amplifiers, oscillators, and other complex electronic functions.

Since the program was launched, tests by the Signal Corps show that the tiny cubes promise to be highly dependable and long-lived; will use little power and deliver high performance, and repairs will be greatly simplified.

★ ★ ★

THE U.S. ARMY at Fort Belvoir, Va., has a new 3000-foot shooting range. They use live troops as targets.

Weapons tested on the new range include searchlights, tank fighting lights, sniper scopes, long-range surveillance scopes, and binoculars.

The shooting range is actually an outdoor laboratory which consists of a 3000-foot outdoor range with control rooms at one end and a variable background at the other.

The laboratory provides facilities to test searchlights at night, evaluate infrared and light intensifier viewing devices, and conduct vision-research under recorded atmospheric and background conditions.

Remote-control switches for both instruments and the background are located in the control room with the recorders and indicators. Portable instruments include low-level illumination and brightness-measuring devices, reflectometer and other measuring instruments.

The artificial background can be changed from the control room to duplicate different field situations. Military vehicles and men are sometimes used as targets



HIGH DRINK—An RB 66 reconnaissance bomber of USAF Tactical Air Command moves in on tanker for fueling.

in front of this background. A flat painted target is used in front of the background to obtain data on target detection under various conditions of the atmosphere.

At this outdoor laboratory studies have been made to determine atmospheric effects on searchlight beams and reflected radiation from targets. Image-intensifier systems which use the stars for their light source have also been evaluated there.

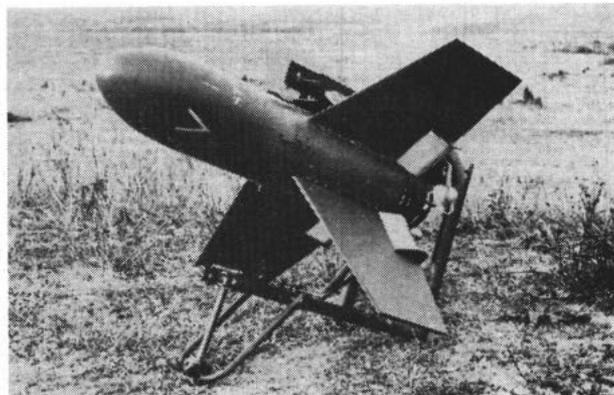
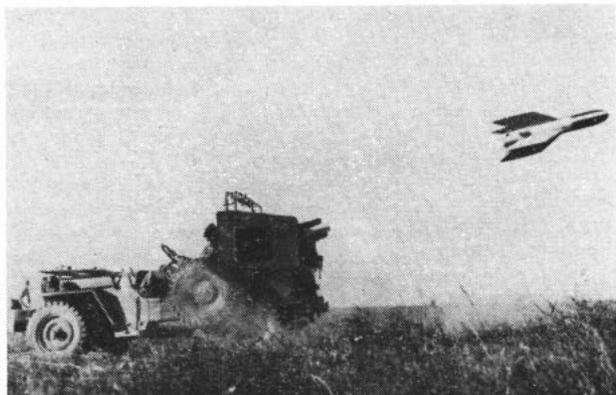
★ ★ ★

THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION has announced that a new and still secret rocket fuel with high possibilities for use in strategic missiles is undergoing tests and evaluation.

This propellant is "non-cryogenic." This translates to mean a material that will not evaporate or boil away in a liquid state at normal temperatures. It will, therefore, be easier to handle than present fuels.

Evaluations and tests will explore the prospects for using the new fuel as both a liquid and as a solid propellant.

Because of potential military applications of the new fuel, NASA scientists would say only that the "classified" rocket propellant would permit "substantial increases in payload" for space vehicles.



NEW WEAPONS—Two antitank missiles, SS-10 (right) and SS-11 in flight are being tested for use by the Army.

LETTERS TO THE EDITOR

Back to Sea

SIR: While assigned to a Construction Battalion I was sent on detachment to Deep Freeze III. My shore duty assignment card was sent to my permanent base in the States. It was returned to the Bureau marked "not present."

When I returned from Antarctica I found I had orders for shore duty. Since I didn't get to fill in a Seavey card, I didn't get my choice of naval district.

I have been on shore duty for six months, and would like to get back to sea duty. How can I do this? (I'd

Color Code for Pipelines

SIR: A friend and I were discussing the color code used on valves to identify the different types of systems. This brought others into the discussion. They claim there is no longer a standard color code in use. I have not been able to find anything in *BuShips Manual* or in any other reference that says whether or not the color code is still in effect.

The main topic concerns the color used to identify fuel. According to the chart I have, all fuel valves are identified by the color red painted on the valve wheels. My friend claims they should be painted yellow because all fire stations are red and they could easily be confused by someone new to the ship in connecting them.

Here are my questions. Is there still a standard color code used? If so, where can I obtain one? Is my friend correct about using the color yellow to identify fuel valves used in diesel oil lines?—R. B., SFP3, USN.

• Your answers may be found in *Military Standard 101A* of 16 Mar 1954. Here's what it has to say about the color code for Pipelines and for Compressed-Gas Cylinders: "Yellow has been assigned to all Flammable Materials, both primary and secondary warnings; Red has been assigned to Fire Protection Materials, both primary and secondary warnings.

"Colors assigned in this standard conform in hue and chroma to the requirements identified by numbers specified in *Federal Specification TT-C-595. Colors for Ready-Mixed Paints: Yellow, No. 1310 and Red, No. 1105.*"—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.

even be willing to pay any travel expense involved.)—T. R. P., BM2, USN.

• Personnel on a normal tour ashore, either in the continental limits of the United States or overseas, are required to complete their tours before rotation, at which time they will be re-assigned providing they have sufficient obligated service.

However, an individual may request, through his commanding officer, that his shore tour be terminated at any time. Each case is examined on its own merits and the decision based on the needs of the service. Approval may be granted in those cases which are favorably endorsed, where there is no shortage ashore and if the individual has been aboard a year or more. An agreement to pay one's own travel is not a consideration in early shore tour termination.—Ed.

Nice, But Not New, Neosho

SIR: We of the record-breaking *uss Neosho* (AO 143) think we have scored another first.

On 14 Aug 1958, while on maneuvers in the South Atlantic, we refueled three ships simultaneously.

Other ships which took part were *uss Warrington* (DD 843), *uss Hammerberg* (DE 1015) and *uss Bearss* (DD 654). The operation went like this:

0831—*Warrington* commenced her approach to receive astern fueling rig.

0838—First line over to *Warrington*.

0849—*Hammerberg* began approach to starboard.

0850—*Bearss* started approach to port.

0852—First line over to port.

0854—First line over to starboard.

0900—Commenced pumping astern.

0902—Commenced pumping to port.

0905—Commenced pumping to starboard.

0933—Secured pumping astern.

0940—Secured pumping to port and starboard.

0949—All lines clear.

The astern rig used over 600 feet

of hose. The three ships received a total of 6308 barrels of oil.—The *Neosho* Record-Breakers.

• Sorry, but your claim is a bit late.

An old-timer right here in the horse's mouth remembers seeing three ships of COMDESRON 17 refuel simultaneously from the same tanker way back in 1943. At the time the ships were steaming with a wartime convoy in the Atlantic.

Our ancient mariner—a doddering old geezer who's about to retire so that he can devote more time to his hobby (looking at girls)—makes no claim that COMDESRON 17's exploit was a "first." However, he's positive that it was at least an "earlier."

Anyone out there want to try for four?—Ed.

In the Pay Line

SIR: On the top of page 35 in your August 1958 issue, you show men wearing flat hats in a pay line.

I was a DKC during World War II. When I entered the Navy, I was told by a paymaster to require all crew members to remove their hats while being paid. He explained that the custom stemmed from the days when sailors were paid in gold coins and they held out their hats to receive payment.

I assumed that the paymaster was saltier than I, and until now have had no reason to question his wisdom. Knowing, however, that during 11½ years of assisting in pay lines I have ruffled a lot of feelings by demanding that crew members remove their hats, I would like to be reassured.

Could I have been wrong all those years?—J.W.N., ex-DKC, USN.

• Here are some soothing words for those you have ruffled. The removal of hats in a pay line is a tradition of such long standing that the practice may be considered "unwritten law." There is no written law, regulation or rule, however, that requires it.

There are some good reasons for removing the hat. Pay lines are normally held in spaces, such as mess halls, where removal of hats is the general custom. On the other hand, if the pay line is outdoors, or if a man is wearing a duty belt, hats would not be removed.

Rarely will you find a disbursing officer who doesn't expect this time-honored procedure.—Ed.

Name That Sub

SIR: Have just returned from sea to find this command featured in the frontispiece (inside front cover) of your April '59 issue of ALL HANDS, although we were disappointingly unidentified.

I feel that you missed a chance for a much more forceful and timely caption on this picture. The incident portrayed is typical of the close coordination developed in Task Group "Alfa." USS *Cubera* (SS 347) was alongside USS *Valley Forge* (CVS 45) during transfer of mail and personnel on a Sunday afternoon when the picture was taken.

As you may know, submarines do not often participate in alongside transfers at sea, owing to their inherent limitations of space and accessibility. We take pleasure in the fact that *Cubera* has frequently performed this evolution successfully with carriers, destroyers and other submarines.

In the past six months, *Cubera* has made at least 12 such transfers in varying conditions of weather. When this picture was taken, we were alongside *Valley Forge* for the second time that day—to transfer a man for separation, and to receive mail and spare parts. The sea state was about three and increasing.

During the transfer, as can be seen by the lowered antennae and the AD spotted on deck, *Valley Forge* launched a strike of ASW aircraft, S2F and AD. This might be some sort of "first"—SS to CVS highline transfer while CVS launches aircraft.

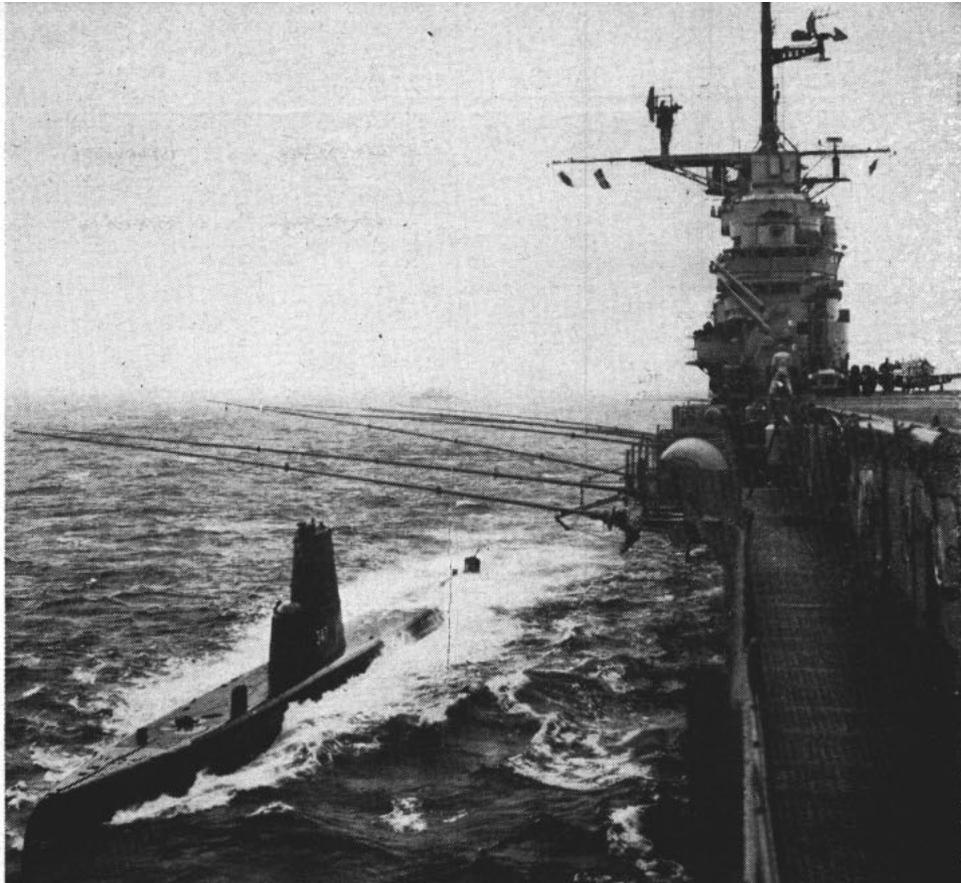
We are pleased to appear so prominently in your magazine, as symbolizing CNO's statements regarding mobility. However, we do feel that *Cubera* and Task Group Alfa have been unduly slighted.—J. J. Herzog, CO, USS *Cubera* (SS 347).

• *We always believe in giving credit where it is due, but we don't always succeed. However, so far as that goes—your letter speaks for itself. Thanks.*—ED.

Postal Clerk Rating?

SIR: Can you give me any word about a new mailman rating. I hear it may be called Postal Clerk. I have heard a few rumors about such a new rating, but nothing official. I am a TE/YN2, and have done a lot of postal work in the past. I'd like to get back into that type of duty again. Any information about the possibility of a mailman rating being proposed and/or considered would be greatly appreciated.—H.D., TE/YN2, USN.

• *Consideration is being given to the establishment of a new general rating for Postal Clerks (PC), but the proposal has not been approved by*



CVS TO SS—USS *Cubera* (SS 347) displays close coordination with USS *Valley Forge* (CVS 45) during sub-to-carrier highline transfer at sea.

the Chief of Naval Personnel. Mailman duties, formerly performed by the Yeoman (TE), were transferred to the Yeoman (YN) rating in 1957. Even in the event that the Postal Clerk rating is not established, you, as a YN with previous postal work experience, may well be assigned those duties again in the future. Good luck.—ED.

Swords for Temporary Officers

SIR: The discussion in the February letters-to-the-editor section about swords prompts me to ask another question on the same subject.

I am an LDO of rather recent vintage, and ever since I was first commissioned, I have searched for some written word that tells the exact requirements of LDOs and other temporary officers, regarding swords.

The usual answer to the question "Must I have one?" is "They're not mandatory." In one publication I saw it stated "Possession of swords is optional at any time for Reserve and temporary officers." There is a slight technical difference here that no one seems to have elaborated on.

Which is it? Is the sword simply not mandatory, meaning that we would not feasibly be called upon to wear it; or is the sword optional, meaning that we may wear it if we choose?—B.K.S., ENS, USN.

• *You may wear the sword if you choose, if you are a temporary officer.*

That is clearly pointed out in "Navy Uniform Regulations, 1951," Article 0230, paragraph 2, which states "... a sword, sword belt and sword knot are prescribed for all regular Navy commissioned officers (except Chaplains). Optional for Reserve and temporary officers."

Normally, an LDO is first issued a temporary appointment. During this period the sword and sword accessories are optional—you may or may not wear one as you choose. When you are made permanent LDO, however, a sword must be worn when prescribed.—ED.

Lee Still Going Strong

SIR: In your December 1958 issue, you ran a history of USS *Harry Lee* (APA 10), which ended with her decommissioning in May 1946. In April you published a follow-up letter from CAPT E. B. Ellis, USNR, saying the ship had been sold to Turkey. Your answer to the April letter said the information brought *Harry Lee's* history "almost up to date."

The ship is still operating under the Turkish flag, and she's now going by the name of *Tarsus* (after a town in Turkey).

With this information her history should now be completely up to date.—Bruce V. Sitler, YN1, USN.

• *It certainly should—at least up to the time that this issue of ALL HANDS Magazine goes to the press.*—ED.



POLAR PLUNGE—CDR Standish Backus comes up with report after 1956 dive into Antarctic waters to inspect damage to USCGC Eastwind (WAGB 279).

Antarctic Skin Divers

SIR: In the article "Antarctic Skin Diver" which appeared in the April 1959 issue of ALL HANDS, you describe LCDR H. R. Walker, USN, as being "... the first man to attempt skin diving in the frozen waters of the Antarctic."

I think you are wrong about this. During Operation Deep Freeze One when the port shaft of the USCGC Eastwind (WAGB 279) was broken during ice breaking operations in McMurdo Sound, CDR Standish Backus dived into the waters to survey the damage. This happened in February 1956, therefore preceding Mr. Walker's dive.—Lt F.H. Lewis, Jr., CEC, USN.

• *You're right and we should have known better than to say anything happened the first time. Seems as though every time we make such a statement, we learn better—the hard way.*

CDR Standish Backus, USNR, did, as you say, dive to inspect the damage to Eastwind on 23 Feb 1956. He wore a regular frogman's suit (see photo). This was during Operation Deep Freeze I (1955-56).

CDR Backus, besides being a diver, is also an artist. While on Deep Freeze he painted several pictures of Antarctic scenes. His artwork is currently touring the United States with the Navy's "Operation Palette," and has been exhibited in the Navy's Combat Art Center.

There have been several other skin divers working in Antarctic waters. During Deep Freeze II (1956-57) members of UDT 2 conducted underwater surveys of ships' hulls and coastal areas.

Since that time still others have tested diving equipment in the polar waters.

Task Force 43 headquarters advises us they have no record of anyone skin diving in Antarctic waters before CDR Backus. But we won't commit ourselves.—Ed.

CPO's White Uniform

SIR: Although you have already received quite a response to R.T.S.'s letter on suggested uniform changes that appeared in the September 1958 issue of ALL HANDS, I too would like to add my two cents.

I agree with his suggestion to modify the uniform of CPOs, WOs and commissioned officers to a single-breasted model. As for the idea of smaller hash marks, this too seems wise, especially when considering the cost of gold ones.

Back to the double-breasted coat—it is well known that a large majority of the CPOs have (shall we say) "shifting sands" with the majority of this sand located in the mid-section (not fat, mind you—just slightly plump). Thus, it seems practical, style-wise, that the single-breasted coat should have a more slimming appearance—not to mention the extra girth added by the current double fold over the paunch (ooopppppss, I mean) the slight protrusion.

In addition, I would like to reintroduce the subject of the white uniform worn by CPOs. Why, oh why, doesn't someone take pity on us by completely revamping this uniform. I don't believe I've ever heard a good word for it. In fact most remarks about CPO whites are unprintable. Regarding your reply to R.T.S.'s letter—"We should not be hidebound by tradition," I think that it's

time for the chiefs to get moving and come up with some ideas for revamping those (censored) whites.—H.J.S., SKC, USN.

• *Now, Chief, you can't say that all remarks about CPO whites are unprintable. We do have "Uniform Regs," you know, but they are always subject to change. If you feel as strongly as you do about them, why not submit your ideas in an official letter to the Chief of Naval Personnel. He always welcomes worthy suggestions.—Ed.*

Is It H or M?

SIR: What is the correct designation for the medical department aboard ship and ashore?

The only place I have found a breakdown of departments and divisions is in the PN2 training course (NavPers 10257-A), which calls the medical department "H-1 Division." In our command (an air station) the department is designated "M Division."

I'd also like to find out the maximum time period that can be covered in TAD orders to enlisted men. I know the limit is 20 weeks for men going to school.—E. L. R., PN2, USN.

• *"Shipboard Procedures" (Naval Warfare Publication 50) assigns the title "H Division" to the medical department aboard ship. BuAer Inst. 5451.13 (Standard Organization Guide for Naval Air Stations) assigns the title "Medical Department." However, this does not prevent a commanding officer from assigning a letter designation for local use.*

Now for the second part of your query.

Temporary additional duty is a term of limitation that indicates a short period. TAD orders are usually issued for periods of less than 20 weeks.

The Comptroller General has ruled that a duty assignment lasting more than five or six months cannot reasonably be considered the short duration contemplated by the term "temporary additional duty."—Ed.

Smooth as Glass

SIR: That "glossy waters" picture on page 35 of the May issue has started quite an argument around here.

Some of the fellows seem to think it is a photograph, or at least a retouched photograph. I contend it is a painting. Who's right?—J.J.M., ASgt, USMC.

• *We are only sure of two things: It is a photograph, and there is no evidence of retouching.*

The consensus of our ALL HANDS photo 'experts' is that the photo was taken through a red filter. If you have had much experience with filters, you'll know the unusual effect that is sometimes obtained with the red one.

Maybe some other readers have taken some photos that show this.—Ed.

Sailing on Widgeon

SIR: In reading through a back issue (December 1958) I came across your special supplement on the salvage operations at Pearl Harbor. And, I notice you did not mention my old home—uss *Widgeon* (ASR 1)—and the part she played on Pearl Harbor Day and the days that followed.

If you have any information on this old girl, I'd like to see it published.

At the time of the Pearl Harbor attack the ship's executive officer was Chief Boatswain Swortwood. I can't recall her captain's name. We were berthed at the Sub Base and attached to SubRon Four when the attack came.—B. J. Chambers, BM2, USN.

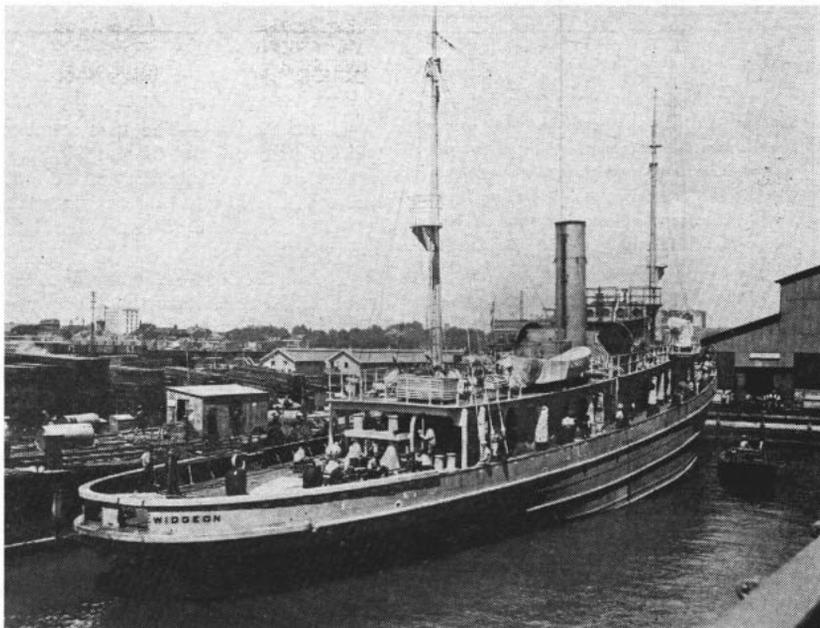
• *Happy to oblige.*

uss *Widgeon* (ASR 1) was built at Chester, Pa., where she was commissioned on 27 Jul 1918 as AM 22. She served as a minesweeper during World War I.

The ship was out of commission from 15 Apr 1922 until 5 Mar 1923, then returned to active duty to serve again as a minesweeper until 1926, when she was converted to an ASR at Pearl Harbor. During the 1920s and '30s, she was the submarine rescue vessel for the Hawaiian area, a recovery vessel for experimental submarine mines and a training ship for divers.

On 7 Dec 1941 *Widgeon* met the Japanese attack with machinegun and rifle fire. In addition, she pumped flooded compartments on *uss California* (BB 44) and went alongside *uss Oklahoma* (BB 37). From Oklahoma, she returned to California to assist in salvage operations on her from 7 through 12 December.

On 13 December, *Widgeon* made an unsuccessful search for an enemy submarine reportedly sunk off Pearl Harbor. Next day, she pitched in to help salvage *uss Nevada* (BB 36), which had been deliberately run aground to avoid sinking. She remained on that job until February 1942, when Nevada was refloated.



IN THE BEGINNING of her 30 years' Navy service back in 1918 USS *Widgeon* (AM 22) looked like this. She served as a minesweeper during World War I.

Afterward (except for another unsuccessful search for a sunken enemy submarine on 10 Apr 42) she was busy at her primary duties as a submarine rescue vessel and training ship from 18 Feb 1942 until 7 Sep 1943, when she left Pearl Harbor for the mainland. There, she served as submarine rescue vessel for the West Coast until May 1944 when she began another tour at Pearl.

In November 1945 *Widgeon* assumed new duties as submarine rescue vessel for the San Diego area. Her stay there was interrupted by the atomic bomb tests at Bikini in 1946, during which she was part of the salvage unit.

She finally left the Navy in March 1948 and was transferred to War Shipping Administration. Later, she was disposed of by the Maritime Commission.—ED.

Plug for the MSC

SIR: During the nearly three years I've been reading ALL HANDS, I've seen little mention and no pictures of MSC class vessels.

At present there are nearly two dozen of these ships in the operating forces and more are under construction.

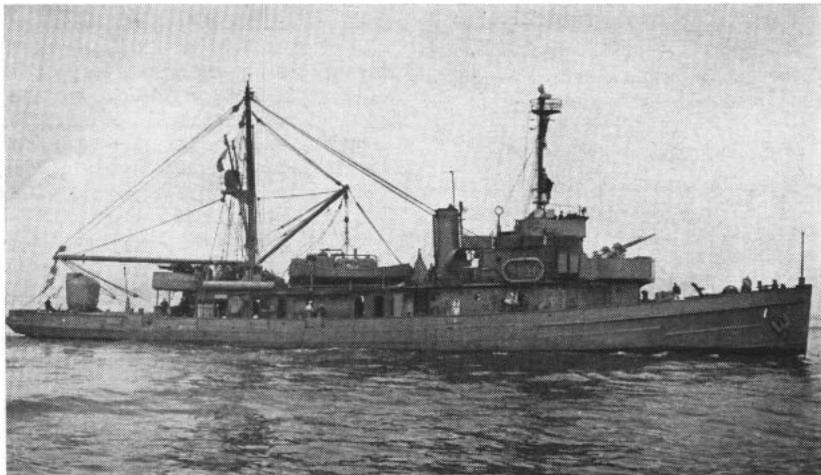
Since small Fleet units are seldom mentioned on a Navy-wide basis, I thought you might be interested in saying something about *uss Thrush* (MSC-204).

Commissioned in 1955, *Thrush* is under the operational control of ComSix.—B.E.W., LTJG, USNR.

• We agree with you that it's been some time since a story and/or picture of a coastal minesweeper (non-magnetic) has appeared in ALL HANDS. Obviously though, you missed the February 1957 issue which contained a complete round-up of the mine warfare picture. (Also see page 33, this issue, and last month's ALL HANDS, page 25.)

The 22 non-magnetic coastal minesweepers now in the operating forces are a part of 176 American-built in the past few years. They have plywood hulls, diesels built of stainless steel alloy, metal fittings made of aluminum, brass or magnesium, and gas turbine generators supplying high voltages for cables sweeping magnetic or acoustic mines.

The other 154 U. S.-built MSCs, plus 41 near-sisters built abroad with "Off-Shore" funds, have been transferred to the navies of Belgium, China, Denmark, France, Italy, Japan, the Netherlands, Norway, Pakistan, Portugal and Spain under the Military Assistance Program.—ED.



SECOND WAR for USS *Widgeon* found her converted to ASR 1 and stationed at Pearl when it was attacked. Here, she assisted in salvage operations.

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.

- *uss Memphis* (Armored Cruiser 3) (Formerly *uss Tennessee*)—A reunion will be held in Philadelphia on 29 August. For further details, write to Alvion Mosier, 611 Rector St., Philadelphia, Pa.

- *uss Owen* (DD 536)—The 12th annual reunion will be held at the Barlum Hotel, Detroit, Mich., on 5, 6 and 7 September. Details are available from Floyd Wooster, 7155 South Dobson St., Chicago, Ill.

- *North Sea Mine Force*—A reunion is scheduled for 8, 9 and 10 October at the Hotel New Yorker, New York, N.Y. You may obtain more information from J. J. Kammer, 54

Walnut Ave., Floral Park, L.I., N.Y.

- *33rd Seabees*—The 13th reunion will be held on 18, 19 and 20 September at the Hotel Statler-Hilton, Buffalo, N.Y. For further details write to George Dauman, 79 Earl Pl., Buffalo 1, N.Y.

- *93rd Seabees*—A combined reunion of the Eastern Division and Midwestern Club will be held at the LaFayette Hotel, Buffalo, N.Y., on 4 and 5 September. For more details, write to Mike Suvak, 59 Gorsline St., Rochester 13, N.Y.

- *uss Bottineau* (APA 235)—All crew members who are interested in holding a reunion may write to E. D. Curlee, Room 1025, 139 West Van Buren St., Chicago 5, Ill.

- *uss Gandy* (DE 764) or *uss LSM 352*—All former crew members of either ship who are interested in holding a reunion with time and place to be decided write to Joseph Fortuna, Box 153, Evington, Va.

Comments on a Smart Ship

SIR: I read with much interest the special report, "Is There a Formula for a Smart Ship?" in your January issue.

My brief service in the Navy began in 1948. Since then I have seen many changes come along—among them the Career Compensation Act of 1949 and other laws designed to make military and naval careers more attractive financially.

To me, the real career compensation lies in the knowledge that the Navy is on the right track with its leadership program.

Pride in ship or station is something that money cannot buy. Every command has within it men who are, or could be, truly great. Each of these men is only as effective as his next superior and, as I look upward in my own organization, I see a great challenge which calls for creative thought, a positive outlook and an example to follow.

The Navy is as sound as the United States of America. It belongs to all of us, just as the Constitution belongs to every American.

We have great potential. It is heartwarming to see it put to use.—William E. Harden, QM1, USN.

SIR: Your special report about *uss Rankin* (AKA 103) in the January issue gave an excellent account of a ship, her accomplishments and her commanding officer, CAPT John Harlee, USN.

I am one of the fortunate people who had the distinct pleasure of serving under him when he fitted out Motor Torpedo Boat Squadron 12 and took it into action against the Japanese during World War II.

When we were students at the motor

Torpedo Boat Squadron Training Center in Melville, R. I., he personally interviewed every man who was going into his unit. Then and there, he impressed me as the type of officer I would enjoy serving under. He was intensely interested in each and every man and his problems and desires. He personally saw to it that we had the best equipment and training available.

As the records show, MTB Squadron 12 did an outstanding job (much to the chagrin of the enemy), and it was one of the few such squadrons to receive the Presidential Unit Citation.

CAPT Harlee personifies the leadership, understanding and moral qualities that make an outstanding naval officer. Hence, it is easy to understand why *Rankin's* crew followed through.—Edward W. Romanski, ELECTECH, W-1, USN.

- *Thanks for the unsolicited—but not unappreciated—testimonials.*—Ed.

Gold Hashmarks

SIR: I'm proud of my gold rating badge and hashmarks, but I'm beginning to think that many Navymen are not. Evidently they believe that gold may be worn (if they choose) after 12 continuous years of good conduct on active duty, but don't realize that it is a required part of their uniform.

There also seems to be some doubt about wearing gold on undress blues. It's required, but rarely seen.

One thing still bothers me about wearing gold, however, *Navy Uniform Regulations* doesn't make it very clear.

What about a man who fouls up on his first hitch, say after 36 months in

the Navy. What color strips would he wear after 16 years?—D.C.G., PNC, USN.

- *You have every reason to be proud of the gold on your arm, and you're right about the misunderstanding regarding the gold rating badge and service stripes. Gold must be worn on both dress and undress blues by men who have 12 years' continuous good conduct on active duty. This is frequently overlooked.*

Concerning your question about a man who fouls up: As Article 1202, paragraph 6 (d) of "Uniform Regulations" states, you are required to wear gold after 12 years' continuous good conduct on active duty—12 years of continued eligibility for the Good Conduct Medal.

If a person fouls up, as you say, after 36 months, but stays out of trouble from there on, he would be required to put on three gold hashmarks after 15 years' service. After 16 years' service in the Navy, he would sew on the fourth gold hashmark—together with the gold rating badge, of course. Scarlet and gold can never be mixed.

By the same token, if a man has already earned his gold and then fouls up, he must take it off and replace it with scarlet. Gold on a man's arm means but one thing—12 years of continuous good conduct on active duty.

If you see a man with five gold hashmarks, he may or may not have 20 years' continuous good conduct; but you know one thing, he has at least 12.—Ed.

Wearing Brassards

SIR: Your Feb 1959 edition carried an excellent article entitled "Naval Courtesy." It was, as stated in the foreword, "a subject good for a fantail session."

A discussion here at NAS Niagara Falls, N. Y., led to the following questions, for which we seek authoritative answers:

(1) *U. S. Navy Uniform Regs* (Articles 0113 and 1204) limits the wearing of arm brassards to specific types of duty. In view of this and Art. 0104 of *Uniform Regs* should (or may) personnel in a duty status aboard a shore activity wear brassards indicating duty assignments, such as OOD, CDO, JOOD, Section Leader, etc?

(2) If officers are permitted to wear brassards other than those specified in *Uniform Regs*, are they worn in lieu of the binoculars or spyglasses prescribed for the Officer of the Deck, in port, and the pistol belt or sidearms prescribed for personnel in a duty status?

(3) At shore activities when brassards are worn by personnel in a duty status and not wearing sidearms or pistol belt, should such personnel remove their hats or caps indoors other than in spaces where a meal is in

progress or divine services are being conducted?—A. J. T., LCDR, USNR.

• Glad you liked the article, Commander. We're always happy to stir up a little healthy and rewarding discussion.

Herewith are the authoritative answers to your questions, in the same order in which you posed them.

(1) U. S. Navy Uniform Regs does not cover all types of duties for which brassards may be prescribed. The Officer of the Day and the Junior Officer of the Day on duty at a shore station should wear an "OOD" or a "JOOD" brassard as appropriate. Sidearms may also be prescribed.

(2) The brassard in these cases serves as a badge of office, and, as such, may be considered to take the place of binoculars or spyglasses carried by the Officer of the Deck

(3) An Officer of the Day while on duty and wearing a brassard without sidearms is still considered to be properly identified as an officer in a duty status, and therefore should not normally remove his cap indoors.—Ed.

Reenlistment Bonus

SIR: There's a disagreement among a number of the men here at NAS Norfolk, about the provisions of Public Law 506 concerning reenlistment bonuses. Disbursing Clerks, USN, and Personnel Specialists, USAF, have come up with conflicting opinions.

My question concerns the following example. Say a man first enlisted in the Air Force in 1950, and reenlisted in 1954, receiving his first reenlistment bonus. After his second enlistment was completed he enlisted in the Navy, receiving no reenlistment bonus. Now, at the end of this first enlistment in the Navy, if he reenlists in the Navy,

Keeping the Records Straight

SIR: I have heard rumors for some time that the rating review board is considering the establishment of a rating for aviation records duties (aviation maintenance administration). Such a possibility is of considerable interest to a great many ADs who have long done such work.

Could you tell me if such a rating may be established, and also what the requirements for such would be?—B. B. F., AD1 USN.

• A new general rating of Aviation Maintenance Administration Man (AR) has been proposed as a result of research conducted into the structures of all Group IX-aviation ratings. The AR, together with other new Group IX ratings, is now being considered by the Chief of Naval Personnel. No decision has been reached. If established, you'll get the scoop via official directives.—Ed.

is he entitled to a first or second reenlistment bonus?

Two CPOs here maintain that Public Law 506 pertains to all branches of the service, and that this would be counted as his second reenlistment. I say that this would be his first reenlistment with the Navy, and that he would receive a first reenlistment bonus —L.R.J., YN2, USN.

• Afraid the chiefs are right and you are wrong in this instance. According to our sources, the example you cite is covered by regulations spelled out in Para. 044075-1a of the "Navy Comptroller Manual."

A reenlistment bonus, when other-

wise proper, is payable only if a member of the uniformed services reenlists in a regular component of the same service from which he was discharged. Therefore, a man who is discharged from one service and enlists in another is not entitled to a bonus. The man's reenlistment in the Air Force in 1954 was a first reenlistment. He would be entitled only to a reenlistment bonus for a second reenlistment if he reenlists in the Navy.—Ed.

Checked for Excess Leave

SIR: If a man reenlists early—say two and one-half months before the end of his enlistment—and he has taken five days' excess leave, would he be checked for those days?

If he would be, why wouldn't the same thing happen to someone who ships six months early?

Some DKs and I have been going round-and-round about this and I want to be set straight—W. P. F., YN2, USN.

• A man who is discharged three months or less before the end of his enlistment for the purpose of reenlistment is considered to have been separated at the expiration of his service contract.

Paragraph 044241-3B of the "Navy Comptroller Manual" states that a member of the Navy or Naval Reserve who is discharged at the expiration of his enlistment will be checked for pay and allowances for excess leave.

Anyone who is discharged more than three months early for the purpose of immediately shipping over, however, is considered to have been separated at other than expiration of enlistment, and pay and allowances for excess leave will not be checked. In this case, the excess leave is carried forward to the new record.—Ed.

...how to send ALL HANDS to the folks at home

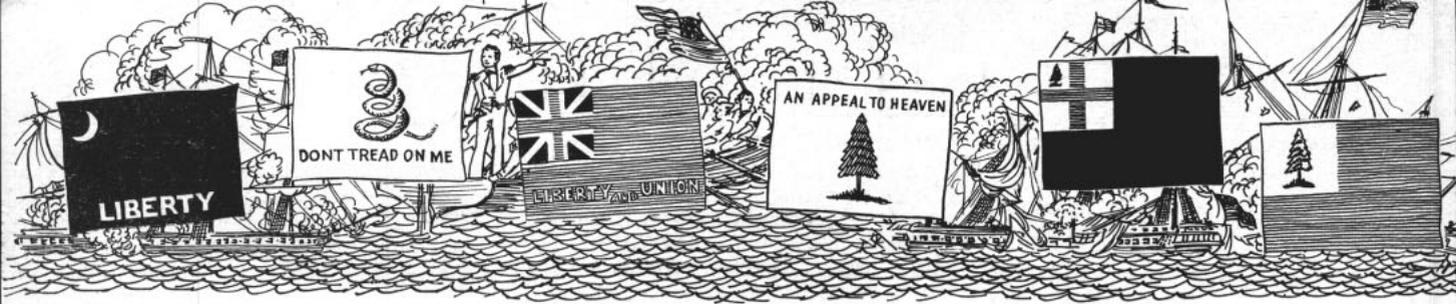
Superintendent of Documents
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ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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Stars and Stripes Forever:

LAST MONTH the United States flag officially acquired its 49th star. Next Fourth of July it will get its 50th.

For most Navymen now on active duty this is the first time in their lives that the flag has been altered. However, they will still snap to at "colors" with the same sense of awe and respect that they have always felt for our national ensign.

Thousands of years before the birth of Christ, fighting men experienced a feeling closely akin to this, for "flags" of one sort or another have long meant something special among warriors.

In ancient Egypt, objects ranging from sacred animals to tablets bear-

ing a king's name were borne into battle at the top of a staff.

In Persia an eagle was carried on the end of a lance, and in early



Greece a piece of armor borne on a spear served as a standard.

The Romans guarded their flags in temples with religious veneration, and Roman generals sometimes had

the standard thrown into the enemy's ranks, knowing that their soldiers would fight furiously to recover what to them was one of the most sacred things on earth.

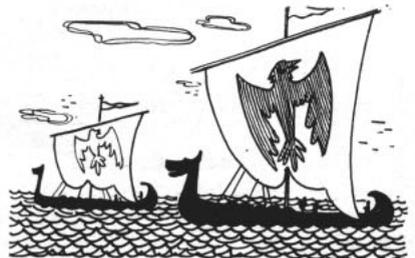
At sea, the ancients decorated the sails of ships to serve as flags—a custom which survived into the Middle Ages.

By 1775, when the American Revolution began, the idea of having a flag was so old and so well established in men's minds that it wasn't long before each of the 13 Colonies had a flag of its own. For instance, Massachusetts had a pine tree on its colors. New York had a white flag with a black beaver on it.

Rhode Island's standard had a blue canton or union, containing 13 five-pointed stars, and a white field decorated with a blue anchor, above which the word "Hope" appeared on a scroll. Some authorities believe the canton of the Rhode Island flag was an important influence on the design of the Stars and Stripes.

Besides the state flags, various military and naval units had flags of their own, many of which featured a rattlesnake with 13 rattles and the motto, "Don't tread on me." One writer of the period gave this explanation of the rattlesnake's significance:

"It is curious and amazing to observe how distinct and independent of each other the rattles of this reptile are, and how firmly they are united together. One of these rattles, singly, is incapable of producing a sound, but the ringing of 13 together



Uses and Terms for National Flags

Many countries have variations to their national flags that have been authorized for specific uses. Those flags more generally encountered, and of particular interest to the Navy, are the ones designated to be flown by men-of-war and merchant ships. The terms listed below are not standard in all countries but are generally used:

National—The flag flown to represent the government.

Ensign—The flag designated by the country to be flown by the men-of-war.

Merchant—The flag designated by the country to be flown by merchant vessels registered in that country.

National and regimental flags and colors:

- The national and regimental (organization) flags carried by dismounted organizations are called the "national color" and the "regimental (organization) color." The term "color" implies the national color, term "colors" implies both

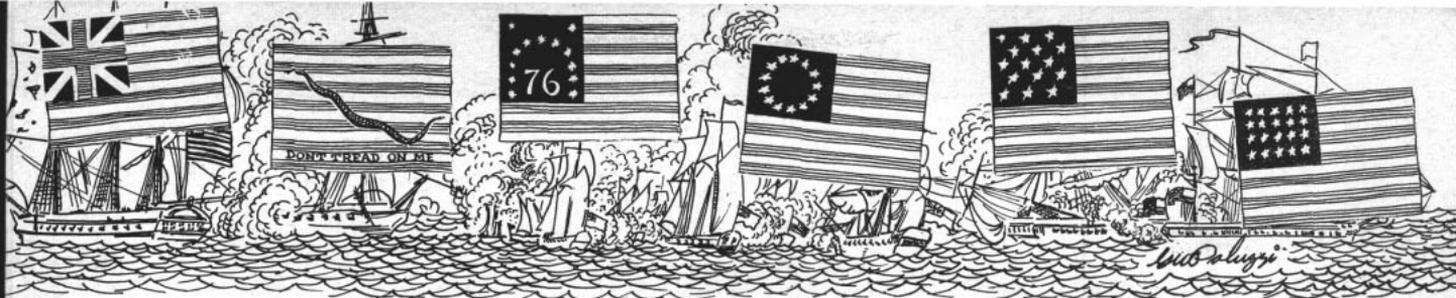
national and regimental color.

- The national and regimental flags carried by mounted or motorized organizations are called the "national standard" and the "regimental standard." The term "standard" implies the national standard. The term "standards" implies both the national standard and the regimental standard.

- Colors may be carried in any formation in which two or more companies participate and in escorts when ordered.

- Not more than one national color will be carried by a regiment or any part thereof when assembled as a unit.

- Each landing party battalion is equipped with a national color and an organization color. When participating independently in operations, ceremonies, or street parades ashore, each battalion will carry its own colors. When two or more such battalions are formed as a regiment, only one national color and one organization color will be carried.



The Evolution of Our Flag

is sufficient to alarm the boldest man living."

Most of "Washington's Fleet" or "Washington's Cruisers," a collection of small armed ships which George Washington had fitted out



in the early part of the war, sailed under a white pine tree flag which bore the motto, "An Appeal to Heaven." However, the commander of the fleet, Captain John Manley, of Massachusetts, also had a Rhode Island-style flag hoisted on his ship, the armed schooner *Lee*.

ON 13 Oct 1775 the Continental Congress voted to fit out ships for a Continental Navy "with all possible despatch." On the 20th of that month Washington suggested to Congress that a flag be adopted so that the "vessels may know one another." Although the Rhode Island flag was favored, Congress took no action on the proposal.

To get a Navy started as soon as possible, merchant ships were bought and armed. The ships *Alfred* and *Columbus* and the brigs *Andrew Doria* and *Cabot* were acquired in November. The sloops *Providence* and *Hornet* and the schooners *Wasp* and *Fly* followed shortly.

On 3 Dec 1775, when the Continental Fleet was commissioned, it flew the new Grand Union flag, sometimes called the "First Navy Ensign," the "Congress Colors" or the "Cambridge Flag." This had 13 alternate red and white stripes and a blue canton containing the crosses of St. George and St. Andrew which

appeared on the British flag. (At that time the Colonies hadn't yet declared their independence.)

In addition to the Grand Union flag, two others were carried in *Alfred*, the flagship of the new fleet, when Commodore Esek Hopkins sailed out of the Delaware River on 17 Feb 1776 to raid New Providence in the Bahamas. One of the flags had a yellow background and showed a coiled rattlesnake above the words, "Don't Tread on Me." The other, known as the first Navy Jack, had the same motto, but the rattlesnake was stretched across 13 alternate red and white stripes.

While the fleet was preparing for its first expedition, the Grand Union flag was also unfurled in the American lines around Boston on 1 Jan 1776 as the standard of the Continental Army.

The first distinctive American standard displayed in the South was the Moultrie flag, a blue banner with the word "Liberty" in white letters along the bottom edge and a white crescent in the upper corner next to the staff. This flew over the fort on Sullivan's Island, in the channel leading to Charleston, S. C., when Colonel William Moultrie and a force of some 375 regulars and a few militia withstood a fierce attack by Sir Peter Parker's British fleet on 28 Jun 1776. (The British ships opened fire at about 1030 and kept up their bombardment for some 10 hours, but the garrison put up such a stout defense that the British were forced to withdraw under cover of darkness. Moultrie's victory saved the



southern colonies from invasion for about two years.)

EVEN AFTER THE Declaration of Independence was adopted on



4 Jul 1776, the Grand Union flag, with its crosses of England and Scotland, continued to be used, and as late as September 1776 Congress directed privateers to fly this type of flag.

Among those who recognized the inappropriateness of this standard was William Richards, a Navy quartermaster. In October 1776 he wrote a complaint that the flag was unsuitable and pointed out that an appropriate one could not be obtained until a design was fixed. Nevertheless, the Navy continued to use the Grand Union flag.

On 14 Jun 1777 Congress finally adopted a design for the national flag, resolving that "The flag of the United States shall be 13 stripes, alternate red and white, with a union of 13 stars of white on a blue field, representing a new constellation."

The 13 stars were usually arranged in a circle, but, since there was no definite rule on the subject, some flags had 12 stars in a circle with the 13th in the center; others had them in three horizontal rows of four, five and four; and still others had them in alternate lines and rows of threes and twos, arranged in a pattern similar to that formed by the crosses of St. Andrew and St. George. The design with the 13 stars in a circle is sometimes called the



"The flag, when carried in a procession with another flag or flags, should be either on the marching right, that is, the flag's own right, or, if there is a line of other flags, in front of the center of that line. The flag should not be displayed on a float in a parade except from a staff, or so suspended that its folds fall as free as though the flag were staffed."



"When flags of States, cities, or localities, or pennants of societies are flown on the same halyard with the flag of the United States, the latter should always be at the peak. When the flags are flown from adjacent staffs, the flag of the United States should be hoisted first and lowered last. No such flag or pennant may be placed above the flag of the United States or to the right of the flag of the United States."



"When the flag is displayed otherwise than by being flown from a staff, it should be displayed flat, whether indoors or out, or so suspended that its folds fall as free as though the flag were staffed. When the flag is displayed over the middle of the street, it should be suspended vertically with the union to the north in an east and west street or to the east in a north and south street."



"During the ceremony of displaying the flag or when the flag is reviewed, all persons in uniform should render the salute with the right hand, holding the right hand over the heart in the same manner as in the moving column."



"The pledge of allegiance to the flag, 'I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all,' shall be rendered by standing with the right hand over the heart. Persons in uniform shall render the military salute."



"The flag of the United States of America should be at the center and at the highest point of the group when a number of flags of States or localities or pennants of societies are grouped and displayed from staffs."



"When flags of two or more nations are displayed, they are to be flown from separate staffs of the same height. The flags should be of approximately equal size. International usage forbids the display of the flag of one nation above that of another nation in time of peace."



"The flag should form a distinctive feature of the ceremony of unveiling a statue or monument, but it should never be used as the covering for the statue or monument."



U. S. NAVY FLAG



National Ensign

National Ensign—Aboard ships, the ensign is displayed from the gaff on the aftermost mast during daylight hours when:

1. Getting underway and coming to anchor.
2. Falling in with other ships.
3. Cruising near land.
4. During battle.
5. When otherwise directed by the senior naval officer present.



Half Mast

Half Mast—The national ensign and union jack, when a ship is in port, are halfmasted upon the death of the President, Vice President, Secretary of Defense, Secretary of the Navy, and other designated public officials, the flag officer in command, a unit commander who is below flag rank, commanding officer, or other designated members of the service—as described in U.S. Navy Regulations (Arts. 2191 and 2192).

When a ship is transporting the body of a deceased official, the honors and ceremonies prescribed for an official visit shall, if directed by the senior officer present or higher authority, be rendered when the body is received aboard or leaves the ship.

Honors

Honors to Other Ships—When two or more ships are in port, the United States ensigns shall be displayed, starboard of all other ensigns, in the order of rank, within whose waters they are always to be displayed. In Foreign Ports—the national ensign shall be flown from the foremast in accordance with section 8, of U.S. Navy Regulations. (2) When tanker or Saudi-Arabian flag is in lieu of obtaining



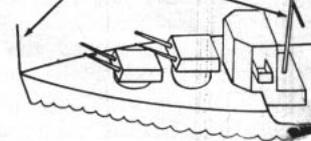
Union Jack

Union Jack—It is a replica of the starred-blue section of the U.S. flag. The union jack is flown from the jackstaff on the fore-castle from 0800 until sunset whenever a ship is not underway. The union jack also is flown from a yardarm during general court-martial or court of inquiry aboard ship. The union jack displayed from the jackstaff shall be the size of the union of the national ensign displayed from the flag-staff. The union jack is never displayed when a ship is underway.



JACKSTAFF

FOREMAST



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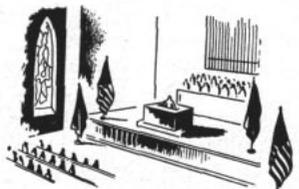


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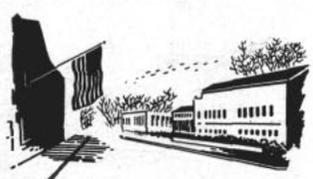
Folding the N



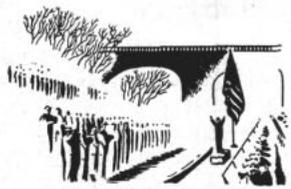
of hoisting or lowering the flag in a parade or in a public salute. Those present in military salute. When not in military salute, men without hats should remove the headdress with their right hand. Men in uniform should salute. Aliens should stand at attention. The salute to the flag should be rendered at the moment the flag passes."



"When displayed from a staff in the chancel of a church, or on the speaker's platform in a public auditorium, the flag should occupy the position of honor and be placed at the speaker's right. Any other flag on the platform should be placed at the speaker's left as he faces the audience. But when the flag is displayed elsewhere than on the platform it shall be placed at the right of the audience as they face the platform. Any other flag so displayed should be placed on the left of the audience as they face the platform."



"When the flag of the United States is displayed from a staff projecting horizontally or at an angle from the window sill, balcony, or front of a building, the union of the flag should be placed at the peak of the staff unless the flag is at half staff. When the flag is suspended over a sidewalk from a rope extending from a house to a pole at the edge of the sidewalk, the flag should be hoisted out, union first, from the building."



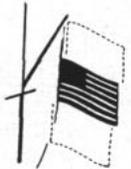
"When the national anthem is played and the flag is not displayed, all present should stand and face toward the music. Those in uniform should salute at the first note of the anthem, retaining this position until the last note. All others should stand at attention, men removing the headdress. When the flag is displayed, all present should face the flag and salute."

FLAG ETIQUETTE ★★★★★★★★★★



Other Nations

When honoring other nations, all flags are to be flown from the masthead. When a flag is included in the list of nations to be flown, it is to be flown to the right of the U.S. flag—not above or below it. In alphabetical order of the foreign nation, the flag is to be flown to the right of the U.S. flag. Ships display only the national ensign and union jack in accordance with chapter 21, Navy Regulations. There are exceptions. When rendering honors to a nation or dignitary, the national ensign is flown at the fore, in accordance with chapter 21, Navy Regulations.



Dipping

Dipping—When any vessel, under United States registry or the registry of a nation formally recognized by the government of the United States, salutes a ship of the Navy by dipping her ensign, it shall be answered dip for dip. If not already being displayed, the national ensign shall be hoisted for the purpose of answering the dip. An ensign being displayed at half-mast shall be hoisted to the truck or peak before a dip is answered.

No ship of the Navy shall dip the national ensign unless in return for such compliment.

Of the colors carried by a naval force on shore, only the battalion or regimental colors shall be dipped in rendering or acknowledging a salute.



Church Pennant

Church Pennant—During divine services in ships underway, the church pennant is flown from the gaff on the mainmast and from the flagstaff when in port or at anchor. The church pennant is the only pennant or flag flown above the national ensign.



At Anchor

At Anchor—When at anchor or moored, the ensign is flown from the flagstaff on the fantail from 0800 until sunset.



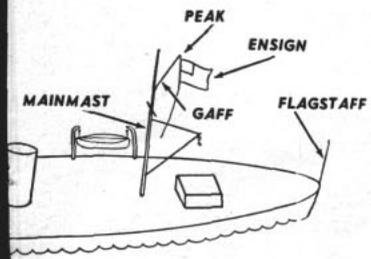
"When the flag is used to cover a casket, it should be so placed that the union is at the head and over the left shoulder. The flag should not be lowered into the grave or allowed to touch the ground. The flag, when flown at half staff, should be first hoisted to the peak for an instant and then lowered to the half-staff position. The flag should be again raised to the peak before it is lowered for the day."



"The flag of the United States of America, when it is displayed with another flag against a wall from crossed staffs, should be on the right, the flag's own right, and its staff should be in front of the staff of the other flag."



"No other flag or pennant should be placed above or, if on the same level, to the right of the flag of the United States of America except during church services conducted by naval chaplains at sea, when the church pennant may be flown above the flag during church services for the personnel of the Navy."



Flag Locations

The ensign is flown from the gaff underway; from the flagstaff in port.

The jack is flown from the jackstaff in port and is never flown underway.



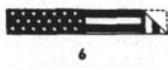
"When used on a speaker's platform, the flag, if displayed flat, should be displayed above and behind the speaker."



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National Ensign

"Betsy Ross flag," although historians don't agree on the details of the familiar story about Mrs. Ross making—or helping to design—"the first flag." At any rate, it is known that she was paid by the Pennsylvania navy ". . . for making ships colours . . ." about two weeks before Congress adopted the new flag.

As has already been stated, five-pointed white stars in a blue field had been used earlier on the Rhode Island standard. Red and white stripes—known in England as the



"Rebellious Stripes"—had appeared on the flag of the Sons of Liberty quite a while before the Revolution.

FROM 1775 TO 1794 there was no change in the number of stars and stripes, even though two new states were admitted to the Union during that period—Vermont on 4 Mar 1791, and Kentucky on 1 Jun 1792. Then, on 13 Jan 1794, Congress passed an Act resolving "That from and after the first day of May, one thousand seven hundred and ninety-five, the flag of the United States be fifteen stripes alternate red and white; that the union be fifteen stars, white in a blue field."

This was the United States flag for almost 23 years—very busy years for a country as young as ours. For instance, we fought the Naval



First Official Navy Flag

War with France, forced the Barbary Pirates to stop collecting tribute from American merchantmen and battled with England in the War of 1812. It was a 15-star, 15-stripe flag, flying over Fort McHenry, which inspired Francis Scott Key to write "The Star Spangled Banner." We also fought under a similar flag when we won the Battles of Lake Erie and New Orleans.

The country was growing so fast that the flag designers almost seemed unable to keep pace. Tennessee had entered the Union on 1 Jun 1796, followed by Ohio on 1 Mar 1803, Louisiana on 30 Apr 1812, Indiana



on 11 Dec 1816 and Mississippi on 10 Dec 1817. Thus, by the beginning of 1818 there were 20 states in the Union and still only 15 stars and stripes on the flag. Obviously, if new states kept coming in at the same

rate, and we kept adding a new stripe for each of them, the flag would soon become unwieldy. So a committee, headed by Captain Samuel Chester Reid, was given the job of creating a new design that could be altered with a minimum of difficulty as the Union grew.

(Captain Reid was a hero of the War of 1812. Born in August 1783 at Norwich, Conn., he had gone to sea at the age of 11. Later he served with the Navy as acting midshipman in *uss Baltimore*, sailing with Commodore Thomas Truxtun.

As a privateer during the War of



1812, Reid commanded the brig *General Armstrong* when it was attacked by three large British ships on 26-27 Sep 1814 at Fayal, in the Azores. Although he had to scuttle his ship to escape capture, he and his crew of 90 killed or wounded several hundred of the enemy, and the fight kept the British ships from getting to New Orleans in time to join the battle there.)

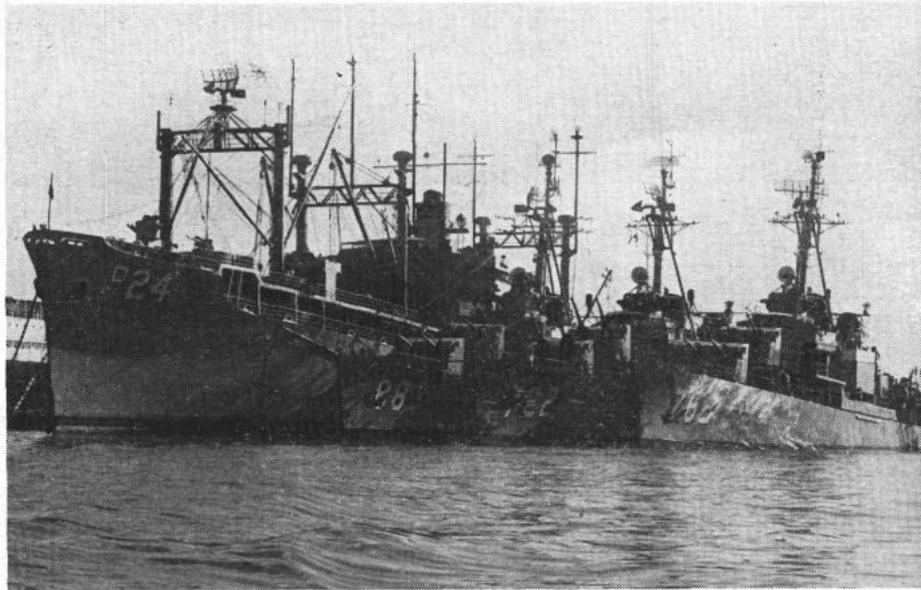
CAPTAIN REID recommended that the number of stripes in the flag be reduced to 13, which would represent the original colonies, and that a star be added to the blue union for each new state. His proposals were adopted by Congress on 4 Apr 1818 in a law which was to take effect on the Fourth of July of that year. Under the law, a star for a new state was to be added on the Fourth of July following the state's admission to the Union.

Once again, the law made no specification as to the arrangement of the stars. Captain Reid had visualized them in a pattern which formed one large star, indicative of the Union. The captain's wife sewed a flag of that design which was unfurled above the House of Representatives on 14 Apr 1818. However, President James Monroe chose a pattern with four rows of stars and five stars to a row.

Since the 20-star flag became official on 4 Jul 1818, subsequent stars for new states have been added as shown on the left.

—Jerry Wolff

State	Date of Admission	Star Added on 4 July of Year	State	Date of Admission	Star Added on 4 July of Year
Illinois	3 Dec 1818	1819	Nevada	31 Oct 1864	1865
Alabama	14 Dec 1819	1820	Nebraska	1 Mar 1867	1867
Maine	15 Mar 1820	1820	Colorado	1 Aug 1876	1877
Missouri	10 Aug 1821	1822	North Dakota	2 Nov 1889	1890
Arkansas	15 Jun 1836	1836	South Dakota	2 Nov 1889	1890
Michigan	26 Jan 1837	1837	Montana	8 Nov 1889	1890
Florida	3 Mar 1845	1845	Washington	11 Nov 1889	1890
Texas	29 Dec 1845	1846	Idaho	3 Jul 1890	1890
Iowa	28 Dec 1846	1847	Wyoming	10 Jul 1890	1891
Wisconsin	29 May 1848	1848	Utah	4 Jan 1896	1896
California	9 Sep 1850	1851	Oklahoma	16 Nov 1907	1908
Minnesota	11 May 1858	1858	New Mexico	6 Jan 1912	1912
Oregon	14 Feb 1859	1859	Arizona	14 Feb 1912	1912
Kansas	29 Jan 1861	1861	Alaska	3 Jan 1959	1959
West Virginia	20 Jun 1863	1863	Hawaii		1960



AT YOUR SERVICE—DD sailor highlines to *Everglades* doctor. Rt: *USS Everglades* (AD 24) tends to her destroyers.

A Visit to *USS Everglades*

"IT'S LIKE LIVING in a small town and being able to visit a big city to buy clothes, have your eye glasses or teeth cared for, pick up supplies or have a piece of machinery repaired." That's the expression of a destroyerman from *USS Wallace L. Lind* (DD 703) as his ship moored alongside destroyer tender *USS Everglades* (AD 24) in the Med.

Everglades is a floating repair facility for destroyers. But during a recent cruise to the Med from her home port of Norfolk, Va., the destroyer tender went a step further in carrying out her primary duty. In addition to repairing and servicing DDs of the Sixth Fleet, *Everglades* furnished facilities and services to other ships of the Fleet ranging from the size of small wooden mine sweepers to the large attack aircraft carrier *USS Forrestal* (CVA 59).

USS Everglades had missions other than repair work during her tour with the Sixth Fleet. She delivered 882,000 gallons of fuel oil, more than 100,000 gallons of water, and a vast quantity of provisions ranging from hair tonic, toothpaste, shaving cream, and cigarettes to frozen foods and ice cream. Most of this was accomplished during underway replenishment.

While in port, men of *Everglades* were kept busy carrying her work load even while some of her crew went on liberty—in spots whose

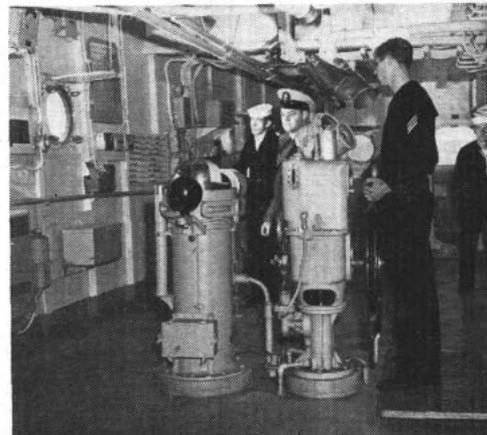
names read like an advertisement from an expensive travel agency.

Tons of laundry were processed and thousands of uniforms cleaned and pressed. The ship's only medical officer performed 90 operations during the tour and the dental department received nearly 2,000 patients. The three dental officers completed approximately 2,700 fillings, 268 extractions and performed over 200 other dental chores.

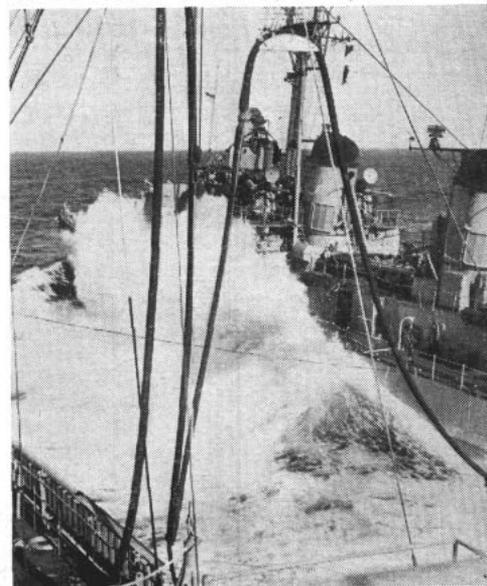
During the five-month cruise the AD worked on more than 40 ships. Services rendered included repairing boilers, replacing eight-ton destroyer propellers, replacing thousands of water, steam, oil and other valves. She also furnished steam, electricity and water to ships alongside. Machine shops manufactured hundreds of spare parts, electrical gangs went to work on faulty wiring and electronics technicians squared away radar and other delicate instruments.

In spite of her big job, morale was not overlooked and *Everglades'* crew took time out for rest and recreation. Eleven tours were available during the ship's visit to seven ports in five countries bordering the Med. These included tours of Florence, Pisa, Venice, Rome, and Mount Vesuvius plus a ski trip to the Italian Alps, visits to the French Riviera, Monte Carlo and Monaco.

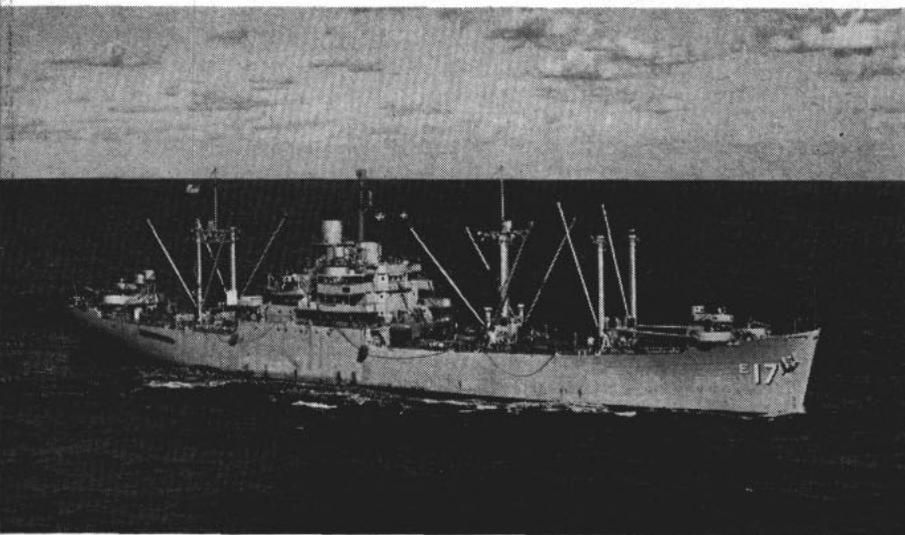
—F. W. Doby, JO1, USN.



'GLADES' crew members stand pilot house watch. Below: Fuel is passed to *USS Hank* (DD 702) underway.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



HOT CARGO—Ammunition ship *USS Great Sitkin* (AE 17) sails Atlantic out of her home port of New York. She makes her home yard at Norfolk, Va.

Latest Style in Fleet Shoes

The Navy has adopted a new water-, oil- and wear-resistant utility shoe for Fleet-wide use.

Known as the Fleet Shoe, the new item was developed by the Clothing and Textile Division of the Naval Supply Research and Development Facility at Brooklyn, N. Y., with the cooperation of the National Bureau of Standards as well as leather, shoe and allied chemical industries. It is expected to replace the standard high-topped General Purpose Shoe, the flesh-out "boondocker" or CB Shoe and the Flight Deck Shoe.

The ankle-high "chukka" style footwear has silicone-treated upper leather that takes a brilliant shine. Non-marking heels and soles, made of specially compounded synthetic rubber, are highly resistant to abrasion—even on the sanded flight decks of the newest aircraft carriers.

The shoe was under development and evaluation for more than two years, during which laboratory research and manufacturing trials, plus extensive field tests, were conducted. Ashore, the shoe was worn by recruits at Bainbridge, Md., and Great Lakes, Ill., and by Seabees at Davisville, R. I. Afloat, it was tested by the men of *uss Edward H. Allen* (DE 531), *Kyne* (DE 744), *Thaddeus Parker* (DE 369), *Forrestal* (CVA 59), *Seawolf*, SS(N) 575, and the tug, *uss Konoka* (YTB 151).

Unfortunately, you can't run right down to your neighborhood small stores just yet to buy a pair of the new shoes. However, the Fleet Shoe will be available in some sizes within a year as stocks of the old types run out.

As compared with older types of footwear, the new shoes will cost

about one dollar more per pair. They are expected to save the government over \$200,000 a year through the consolidation of Navy footwear inventories.

Sees Through Steel

A 25-million-volt betatron will be used by the Navy for X-ray examination of the solid propellant being produced for its *Polaris* missile.

The apparatus will be installed some time this summer at the Allegheny Ballistics Laboratory, near Cumberland, Md. The laboratory, a Navy installation administered by a private firm, has been operated for the Bureau of Ordnance since 1945.

While the betatron is an accepted tool for industrial, medical and research work, its use at Allegheny Ballistics will be its first application to the missile field. It will be employed to check the quality of propellant grains by sending high-energy X-rays through the rocket motor to create an image of the section on film.

The instrument should cut down considerably on inspection time. For example, with the 25-million-volt betatron, it is possible to make an exposure through an eight-inch section of steel in only 90 seconds. The same operation, with a two-million-volt Xray machine, would take 20 minutes. And, with a cobalt source of 50 curies' strength, it would take nearly two days.

For operating flexibility, the betatron will be suspended from the ceiling by twin telescoping tubes and set up so that it can be rotated on both its vertical and horizontal axes.

Two Veteran Carriers Beached

Taps have been sounded for two more veterans of World War II. The utility aircraft carriers *uss Cape Esperance* (CVU 88, ex-CVE) and *uss Windham Bay* (CVU 92, ex-CVE) have been decommissioned.

The two fighting ships secured their logs during ceremonies at the Naval Supply Center, Oakland, Calif., where they had been sent to be stripped of stores, supplies and equipment. After being decommissioned, the former MSTs transport carriers moved across the Bay to the San Francisco Naval Shipyard where

YESTERDAY'S NAVY



On 1 Aug 1941 the Naval Air Station at Midway Island was established. On 7 Aug 1789 a law was passed establishing the War Department, with the Secretary of War to have general supervision of naval and land affairs. On 9 Aug 1842 the United States and Great Britain signed a treaty agreeing to maintain warships off the coast of Africa to suppress the slave trade. On 16 Aug 1943 *uss Intrepid* (CV 11) was commissioned at Newport News, Virginia. On 22 Aug 1940 James V. Forrestal became first Under Secretary of the Navy.

they will be prepared for disposal.

Cape Esperance was originally commissioned 9 Apr 1944 as a *Casablanca*-class escort carrier. She supported the World War II effort in the Pacific by transporting replacement personnel and aircraft to island bases and by delivering combat ready aircraft to Task Force 38 during the closing phases of the war.

With her wartime duties completed, *Cape Esperance* was inactivated in August 1946 and remained in the Reserve Fleet until August 1950, when she was recommissioned and assigned to the Commander, Military Sea Transportation Service, Pacific Area as a transport carrier.

Throughout the Korean fighting and the years that followed, the ship transported aircraft, personnel and general cargo throughout the Pacific and Far East. She also made trips to the Mediterranean and Indian Ocean areas.

The last year of the *Cape's* commissioned life is typical of the services she has rendered in years gone by. During the period 6 Dec 1957 to 22 Dec 1958, she transported 422 Navy, Air Force and Army aircraft, miscellaneous general cargo and military passengers. During her final year of service *Cape Esperance* was at sea away from her home port (San Francisco) 271 days and steamed over 90,000 miles while delivering over 201,800 measurement tons of cargo to U. S. defense installations in the Pacific.

Windham Bay was launched in March 1944 and served in World War II transferring aircraft to the armed forces in the Pacific. She was

inactivated and placed in the Reserve Fleet at Tacoma, Wash., in January 1946. Shortly after the invasion of South Korea, *Windham Bay* was recommissioned (Oct 1950) and began operating as a utility carrier for MSTs.

The decommissioned *Windham Bay* and *Cape Esperance* are being replaced by the utility aircraft carriers *uss Core* (T-CVU 13) and *uss Breton* (T-CVU 23), which had been in the Reserve Fleet at Bremerton, Wash., until several months ago when they were overhauled and placed into service.

Flying Skipjack

uss Skipjack, SS(N) 585, which shattered all submarine speed records on her builder's trials, has been commissioned at Groton, Conn.

The sixth nuclear-powered sub, this 2850-ton undersea ship is the first of a series of seven high-speed attack submarines.

She represents a union of the teardrop hull with a nuclear engine. With these two features, SS(N) 585 will actually "fly" underwater as an airplane flies through the air. She will be able to cruise submerged at speeds in excess of 20 knots.

Every projection of *Skipjack* has been eliminated except her thin, dorsalfin-like fairwater (the submarine's sail on superstructure). Her round hull has a minimum of flat deck surface and her diving planes are built into the fairwater instead of the hull.

Skipjack's top speed is achieved by means of a single propeller. All the other active nuclear-powered submarines, and all conventional subs (except *uss Albacore*, AGSS 569), are driven by twin screws.

Skipjack, under the command of Commander William W. Behrens, Jr., USN, of Harrisburg, Pa. has joined *uss Nautilus*, SS(N) 571, and *uss Skate*, SS(N) 578, in Squadron 10 of the Atlantic Fleet Submarine Force at New London, Conn.

More for ASW Arsenal

The Navy has unveiled three of its newest antisubmarine weapons—a new lightweight homing torpedo and two aircraft-launched mines.

The new fish—a Mark 44 torpedo—is actually a small, versatile underwater missile which has improved characteristics over others now in the Fleet and is capable of attacking faster targets at greater depth.

The Mark 44, like its smaller



BOW ON — USS John S. McCain (DL 3) makes way through waters off Point Loma, San Diego, California.

sister the Mark 43, is an electrically propelled target-seeking torpedo. It can be launched from aircraft and surface ships. It was introduced to the Fleet for evaluation in April.

The two new mines, Mark 52 and Mark 55, can be launched from the latest high-speed aircraft at extremely high altitudes with pin-point bombing accuracy. Both are sea mines. They lie on the bottom when planted and are difficult to sweep.

The Mark 52 has been approved for service use and is in full production at the Naval Weapons Plant, Washington, D. C. The Mark 55 is scheduled for Fleet evaluation next fall and is scheduled to become operational about June 1960. It is now in the prototype production phase.



OFF TO COLLEGE—R. L. Himarger, ET1, member of USS *Castor* (AKS 1), congratulated on selection for Navy Enlisted Advanced School Program.



BOOK TIME—G. W. Hillman, AT1, of AEWRON Thirteen, NAS Patuxent River, with books selected for Navy Enlisted Advanced School Program.



'DIPLOMUSICAL'—Navy band, Commander Naval Activities, Italy, marches in Bari, Italy, Festival of Military Bands. Below: Band leaders participating in Festival: French (Paratroops), Jordan (Army), Italy (Carabinieri), Greek (Army), British (Royal Marines), and Chief Musician W. W. Shelton, USN.



SCAR Makes Its Mark

Celestial navigation has been used by mariners ever since man first started sailing the seas. But how do present-day submarines manage to navigate while submerged? The answer can be found in the navigation system now used. It is called "SCAR"—short title for Submarine Celestial Altitude Recorder.

Of course, the ideal, always-reliable method of navigating, and of checking the accuracy of inertial and other advanced systems, is to take a celestial "fix." But if a submarine surfaces to do this, it involves the risk of exposure to the enemy. SCAR has solved this problem.

The value of SCAR was demonstrated by the record-breaking submerged voyages of the nuclear-powered submarines *Nautilus*, *Seawolf*, and *Skate*. Fitted into the periscope, SCAR made it possible for these submarines to use the time-tested system of navigating by the sun and the stars without having to surface.

A celestial fix can be taken with SCAR from periscope depth. When the star, moon or sun is sighted a

switch on the scope is pressed, and the exact altitude of the celestial body is measured automatically, giving the angle of sighting in degrees and minutes as well as the time in hours, minutes and seconds. This information is printed instantaneously on a slip of paper which looks very much like the bill you get in a supermarket at the check-out counter. The timing device used in SCAR is accurate to within a second a day.

After two or more stars have been sighted through the periscope, all the navigation officer has to do is consult the Navy almanac and work out a fix on a chart. The point where the lines of the star fixes intersect indicates the position of the ship.

It has been pointed out that the importance of SCAR is self-apparent. With the development of the snorkel and atomic power, it became possible for submarines to remain submerged on extended trips such as the 60-day record set by *Seawolf*. Using advanced navigation equipment, such as SCAR, modern sub's now can navigate anywhere without surfacing.

Diplomusical Mission

The "Swinging Ambassadors of Goodwill" have completed a successful "diplomusical" mission to Italy, where they appeared in company with top bands from five other nations during the Bari Festival of Military Bands.

Officially, the "Ambassadors" are members of the Navy band assigned to Commander Naval Activities, Italy. However, they play most of their assignments under the banner of Commander-in-Chief Allied Forces Southern Europe.

Led by Chief Musician William W. Shelton, USN, the band took part in the two-day festival along with bands from France, Jordan, Greece, the United Kingdom and Italy. The appearance of the bands in Bari Stadium was witnessed by about 75,000 people. An outdoor concert, held on one of Bari's main waterfront thoroughfares, also attracted approximately the same sized crowd.

Festivities in the stadium began with the appearance of Italy's Bersaglieri Band, whose members are noted for their ability to run, in step, while playing their instruments. After that, each band marched in separately, playing characteristic music of its country.

Most of the bands had 50 men or more, ranging up to 120. The Ambassadors made a big hit although they numbered only 23 men.

Chief Shelton relinquished most of the time allotted his group for an appearance *midfield* so that the bigger bands could have more time for their precision marching demonstrations. But, the group's renditions of "Funiculi Funicula" (which had the crowd clapping in time to the music) and "Santa Lucia" earned them an ovation as they retired from the center of the field.

Although bad weather spoiled part of the outdoor concert, heavy rain failed to dampen the spirits of the crowd, which reacted very enthusiastically when the Navy band swung into a special arrangement of the popular Italian "Piove." At Chief Shelton's suggestion, the audience joined in to sing the words of the second chorus.

The band also took part in street marches and public concerts in various parts of the city, and gave an impromptu concert for the 500-man garrison of the 9th Infantry Regiment of Italy. The regiment treated the band members to refreshments

in the officers' mess and presented them with small medals bearing the regimental insignie.

On all its marches the band was preceded by a four-man Marine Corps color guard.

At a special luncheon, Chief Shelton and each of the other bandmasters was given a gold medal and a model of a sailing galleon which is the symbol of Bari.

This was the Navy band's second appearance in Bari, as they took part in the initial festival held last year.

The band has performed practically all over Europe—from as far north as London to southern Italy.

Rocket Plane

The X-15 Rocket Plane, being developed as a joint Navy-Air Force—National Aeronautics and Space Administration venture, has successfully completed its first free-flight test.

This 50-foot, bullet-shaped plane made an unpowered five-minute glide to earth from an altitude of seven miles after it had been released from a B-52 "mother" plane.

The X-15 has been designed to fly at speeds up to 4000 miles an hour and at altitudes of 100 miles or more—four times the present altitude record.

The free-flight tests were made after four "captive" flights on which the rocket plane was slung under the right wing of the jet bomber. The X-15 was designed for aerial launchings and unpowered landings to save fuel.

The first flight was considered a critical test of the stability and control of the craft, the product of a four-year research program that has cost about 100 million dollars.

Lex Gets Bullpup

uss *Lexington* (CVA-16), at present operating in the Western Pacific, is the first carrier equipped with the Navy's newest operational guided missile—the air-to-surface *Bullpup*.

Aboard *Lexington* is Attack Squadron 212, home-based at Moffett Field, Calif. The supersonic *Bullpup* will be launched from its FJ-4B *Fury* jets.

Bullpup is an inexpensive and highly accurate non-nuclear missile to be used in close air support against comparatively small targets such as pillboxes, tanks, truck convoys, bridges and railroad tracks. Its accuracy and range will allow pilots to attack from higher altitudes than was previously possible, thus avoiding enemy small arms and low-altitude antiaircraft fire.

Power-driven by a solid-propellant rocket motor, designed by the Naval Propellant Plant, Indian Head, Md., *Bullpup* is guided by command control from its launching plane. Control surfaces are located in the forward part of the missile, and stabilizing surfaces are aft.

The 540-pound, 11-foot long missile also carries two flares which enable the pilot to keep it in line of sight, under command control, until it hits.

Bullpup is the first guided missile which requires no checking from factory to firing. It can be loaded into a plane as easily and quickly as a bomb or rocket, and is handled and stowed with normal shipboard equipment.

Next carrier scheduled to receive *Bullpup* is the Atlantic Fleet's *uss Saratoga* (CVA-60). Five other guided missiles, in addition to *Bullpup*, are in active service with the

U. S. Fleet. They are the air-to-air *Sidewinder* and *Sparrow III*, surface-to-air *Terrier* and *Talos*, and surface-to-surface *Regulus I*.

Sliced Bayonne

Navy bakers can now look forward to shorter hours over their ovens. The U.S. Naval Supply Research and Development Facility, Bayonne, N.J., has developed a new breadbaking process that takes about half the time normally required.

Known as the Bayonne bread formula, the process produces a loaf that, while more nutritious and less fattening, is as palatable as that baked by present methods.

Mass shipboard production of white bread now requires from five to six hours. The Bayonne formula reduces that time to two or two-and-one-half hours. Two bakers can turn out an average of 160 loaves an hour.

In standard production, six steps are necessary, with equipment for each, they are:

The mixing stage.

The proofing stage, during which dough stands for about 20 minutes before it starts to ferment.

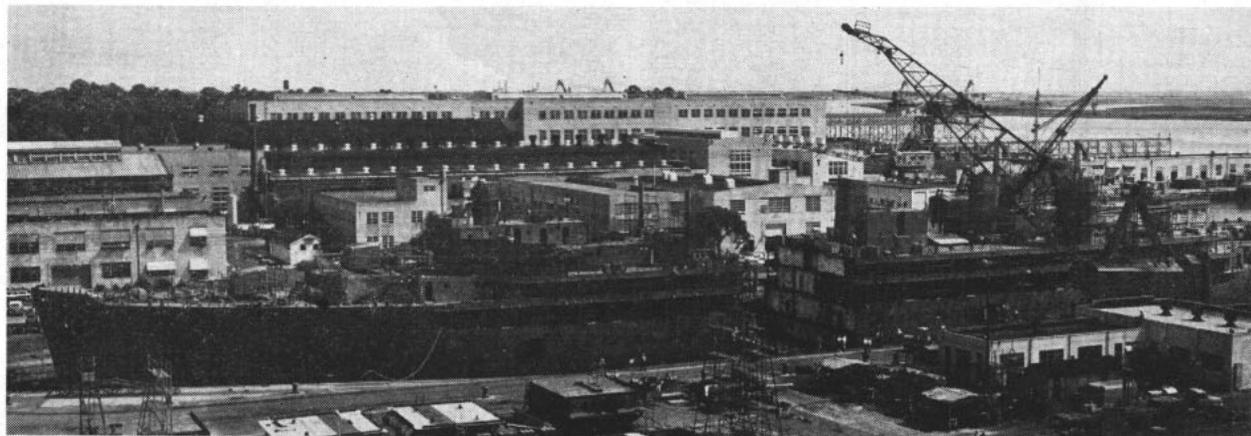
The fermentation stage, in which yeast causes the dough to expand.

The dividing stage, where dough is separated into portions.

The molding stage, in which dough is shaped into loaves.

The baking stage.

By increasing the dough temperature, yeast content, shortening and dry non-fat milk, and decreasing the water, salt and sugar, a dough has been developed that eliminates the proofing and molding stages. This in turn eliminates the equipment needed for those stages.



MID-RIFF — *USS Proteus* (AS 19) lies in drydock at Charleston, split in half to add new midsection that will equip her with special shops and gear to serve as a Fleet tender to the Navy's first squadron of nuclear submarines.

Navy Cowhands

"Hitting the deck" is common to all Navy men. But 11 airborne sailors at NAAS Chase Field, Beeville, Texas, made headlines when they hit the deck other than in the traditional manner.

They were literally "decked" when they attempted to ride bareback "the meanest and wildest" broncs and Brahma bulls available during Chase Field's first benefit rodeo conducted during the recent Navy Relief fund raising campaign.

A total of 12 sailors participated in the rodeo, and one of them went the limit. The other 11 didn't go into orbit, but as one professional rodeo performer put it, "it was raining cowboys during the Navy events."

The title of "Chase Field's Top Cowhands," went to G. E. Graham, AA, USN, and G. E. Lueders, AM3, USN. Graham took top honors in the bull-riding event. He had previously ridden in three rodeos. Lueders, on the other hand, won the bareback riding event during his first attempt at rodeo riding.

ASW Convoy Escort Exercise

Navy and Coast Guard units of the Atlantic Fleet participated in *Convex Two* a joint week-long ASW convoy escort exercise that was held off the East Coast.

Participating Coast Guard units included the 311-foot tenders USCGC *Chincoteague*, (WAVP 375); *Absecon* (WAVP 374), *Yakutat* (WAVP 380) and *Mackinac* (WAVP 371).

Among the naval units were the oilers *uss Canisteo* (AO 99) and

Pecatonica (AOG 57) the ships of DESRON 20; aircraft of PATRONS Eight and 56; and the blimps of ZP Three.

In addition, four Naval Reserve destroyers—*uss Miller* (DD 535), *Bearss* (DD 654), *Clarence K. Bronson* (DD 668) and *Robinson* (DD 562)—joined the regular Navy and Coast Guard units for the ASW training.

"Opposition" was provided during the operation by the conventional-powered submarines *uss Jal-lao* (SS 368) and *Hardhead* (SS 365).

George Washington Launched

The first of nine Fleet ballistic missile submarines that have been authorized to date was launched in June. This nuclear-powered, *Polaris*-missile launcher has been designated SSB(N) 598 and has been named *uss George Washington*.

She is 380 feet long and displaces about 5400 tons light and 6700 submerged.

George Washington has 16 vertical tubes for firing the solid-fueled, 1500-mile *Polaris* missiles from the ocean depths or on the surface. She is also fitted with a conventional torpedo-firing system for attacking surface ships or enemy submarines. This ballistic missile sub will also be equipped with SINS (Ships Inertial Navigation System).

George Washington is scheduled to be commissioned in December and will become operational in 1960, when the solid-propellant, inertially-guided *Polaris* is also scheduled to become operational.

A Great Time Was Had by All

Put a couple of hundred youngsters together with an equal number of Seabees and turn them loose for a day. Add some sports activities, a band, good food and a tour of Navy facilities. The combination is guaranteed to be a sure hit.

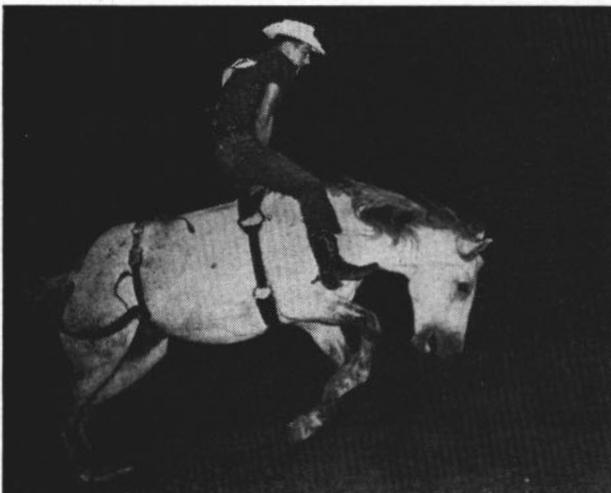
This was the successful recipe for Guam's first Seabee "Buddy Day," held at the Paseo de Suzana at Agana. And as one hefty Seabee put it, "We started out to entertain the youngsters, but when it was all over, it was hard to tell who was being entertained."

The Seabees, all attached to MCB-11, first took the wide-eyed youngsters for a firsthand look at heavy equipment in operation. Many took rides on bulldozers and bounced over the Seabee training course.

Next on the agenda was a tour through MCB-11 shops. At the Naval Station baseball field the Guam Little League played the Seabees in a rip-roaring contest. There were special rules for the Seabees. They were required to bat and pitch just the opposite from the way they normally would, run the bases backwards, and bat from a kneeling position.

Sparking the day's activities were the Guam Youth Drum and Bugle Corps, drill and judo teams. At the Navy's Gab Gab Beach the youngsters were served Navy chow with all the trimmings (beans included).

Each of the youngsters was presented with Junior Seabee T-shirts and the winners of boxing matches, tug 'o war and sack races were awarded appropriate prizes.



PASSING THE BUCK—Navy men down Chase Field, Texas, way hold a benefit rodeo for Navy Relief Fund.

More Sea Time Than Any Other Man in the Navy

Navyman Frank D. Oliva is 68 years old. At this age, you'd expect to find him enjoying retirement in an easy chair or weeding the garden. But this is not the case.

You're more likely to find him crawling from beneath a piece of machinery or climbing a vertical ladder from the engineroom of USS *Graffias* (AF 29), now with SERVPAC.

Oliva is a Chief Boilerman—he was advanced to Chief Watertender on 14 Sep 1929—who will complete 45 years' continuous active duty on 28 August. Forty-three of those years have been spent at sea.

He probably has more sea time than any other man in the Navy. He's one of the oldest Navy men, officer or enlisted, on active duty.

Chief Oliva is very active on the job. In a recent inspection, the boilers he maintains were given an "Outstanding." One inspector remarked that they were among the best he had seen in over 20 years.

One of the amazing things about him is that for the past 15 years he has been eligible for retirement on 75 per cent pay. He gains no money, either in longevity or for retirement, by staying on active duty. He is actually working for one-quarter pay, or just \$87.50 more than he would receive in retirement. Yet, in June 1958 he re-enlisted for another six-year hitch.

When asked why he hasn't retired with his pension, he replied, "Because I like to travel, like the Navy routine, the food, and the people, especially the men I work with. They keep me young and active." Many of the bluejackets who work with the Chief could, age-wise, be his great-grandchildren.

To talk to Frank Oliva about his naval career is like examining a page from naval history. His first personal participation in a naval battle was in 1915 while serving in the cruiser USS *Pittsburgh*. On one occasion, according to Oliva, the crewmen of *Pittsburgh* had ringside seats at a fight between two gunboats during a Mexican insurrection. "We were close enough to see the men on the gunboats



LONG TIME—Ribbons and hash marks denote 45 years' service of Chief Boilerman F. D. Oliva, USN.

load their cannons, close the breach, run back, and pull the string to fire them." During the same campaign he remembers being a part of a landing party sent from the cruiser to escort the U.S. Ambassador from his house to the ship for passage home.

Twelve years later he actively participated in the Nicaraguan Campaign. Since Oliva could speak Spanish he was selected to go ashore in that Central American country during the elections



ON THE JOB—Chief Oliva makes adjustment on gauge setting in the engineroom, USS *Graffias* (AF 29).

of 1928. He was sent on horseback to explain the democratic election process to the people who were voting. Oliva had to be careful not to influence the balloting. "It was a tricky business," the Chief recalled. "We were even sworn out of the Navy to do the job—and come to think of it, I can't remember being sworn back in."

Chief Oliva spent World War I on convoy duty in the Atlantic, and World War II in the Pacific. During the second World War, he participated in numerous operations, as evidenced by the 17 battle stars he rates on his Asiatic-Pacific ribbon. He is one of the very few servicemen still on active duty who wears the Victory Medal from both world wars. He also wears the Korean medals he earned while on shipboard duty in the Korean fighting. Yet with all his service through two world wars, he has neither had a ship sunk from beneath him, nor has he been wounded.

The Chief, who has served in 14 ships in his long naval career, says he would pick the Shanghai of 1916 as his favorite liberty port.

He still remembers counting 157 beans and five prunes for breakfast on board his first ship over 40 years ago. "Times have changed in that regard," grins Frank. "Now I have fresh fruit, ham and eggs, hot cakes, and just about everything I want for breakfast."

When asked about the difference between the boiler room of one of today's ships and of those when he first came in the Navy, Oliva says, "In 1914 when I enlisted, you had to be 21 years old to be a fireman and weigh 146 pounds in order to handle the slice bar we used to break up the coal fires."

Chief Boilerman Oliva, who remembers when Admiral Felix B. Stump, now retired, was an Ensign, has no set plans for the future—other than the Navy. He still has five years to go on his present enlistment, and wants to finish out 50 years of active service before retirement. Then, he says, he will probably go home to live with his 90-year-old mother.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• SUBMARINE TRAINEES NEEDED

—If you're an EN, EM, IC, or ET, you are needed aboard a submarine. And one of four volunteers who graduate from basic submarine school will start training immediately for duty aboard a nuclear-powered submarine.

The other 75 per cent in those ratings will be assigned to a conventionally powered submarine. After you have qualified in a conventionally powered submarine, you can request nuclear-power training.

Although the need is not so critical as in the above group, men in the following ratings are also needed for sub training—TM, GS, FT, QM, RM, SO, and ET. They are particularly needed in Fleet ballistic missile submarines and conventional submarines. Some might be selected for nuclear-power training. (ETs are also listed in this group as they are needed in the nuclear engineering and operations departments of both nuclear-powered and FBM submarines.)

In the past many RMSNs have requested submarine duty. Few are selected. Since RMs aboard submarines are usually assigned watches alone, only rated radiomen are normally assigned.

A third group is also eligible for duty aboard submarines. This group includes YN, SD, CS, SN, and FN. Besides conventionally powered submarines, the best bet for these men is duty in Fleet ballistic missile submarines. A few may be assigned to SS(N) types.

And again like the radiomen, billets for yeomen are filled only by

rated personnel. There is usually only one YN2 or YN1 aboard each submarine. At the present time there is a long waiting list for yeomen to attend submarine school.

If you are in one of the above ratings and are interested in submarine training take a look at BuPers Inst. 1540.2C (CH-1), NavAct 2, and BuPers Inst. 1540.33B, plus any current BuPers notices in those series.

• NAVY UPS HOUSEHOLD GOODS PACKING MATERIALS DEDUCTION—

You'll get a better break in the shipment of your household goods in the future under a change to the *Joint Travel Regulations* dealing with allowances for packing materials when the *actual net weight* of the household goods isn't known.

The change, which went into effect 1 August, permits deduction of 40 per cent of the *gross weight* of your packed and crated household goods and 5 per cent of the gross weight of motor van shipments in determining the net weight. Under old regulations, deductions were 28.5 per cent for packed and crated shipments and 4.8 per cent for motor van shipments.

Let's take the case of a hypothetical PO1. He has been transferred from overseas to the U. S., and the movers were unable to weigh the goods at his isolated overseas station. It is impractical to separate the goods and packing material on delivery in the States, so the amount to be charged against his 5500-pound weight allowance must be figured from the gross weight of the packed and crated containers.

Under old regulations, his entire shipment, including the packing materials, could weigh only 7700 pounds. Now, however, the change allows this same PO1 to ship approximately 9150 pounds gross weight. Since it is usually necessary to pack and crate with sturdier—and heavier—materials overseas, our hypothetical PO1 is a lot less apt to be checked for going over his allowance as a result of the new change.

The allowance increases came into being because a Navy Bureau of Supplies and Accounts study of pay account checkages for overweight indicated that old allowances often were inadequate to cover the actual weight of packing and crating material.

The JTR change emphasizes that actual net weight will be used whenever possible and that the deduction allowance will apply only when it is impractical to obtain an actual weight.

• **IM RATING CHANGE**—The Secretary of the Navy has approved a change in the enlisted rating structure which redesignates the Instrumentman (IM) general service rating as a general rating in all pay grades.

Abolished by the change, in all pay grades, are the emergency service ratings of Instrumentman I (Instrument Repairman), Instrumentman W (Watch and Clock Repairman), and Instrumentman O (Office Machine Repairman).

Another effect of the change will be revision of the IM qualifications for advancement in rating, placing added emphasis on office machine repair capability. In the higher pay grades, qualifications will include knowledge factors governing watch and clock repair and instrument (gauges and meters) repair.

Personnel of the abolished emergency service ratings will be con-



JUST A DREAM—Pass this copy of ALL HANDS Magazine on . . . so that nine other Navy men can really read it.

verted to the IM general rating. Procedures to effect the conversion will be announced through Bureau directives.

Navy Enlisted Classifications IM-1812 (Instrumentman, Watch and Clock) and IM-1832 (Instrumentman, Instrument Repair) will be identified in complements and allowances. NEC IM-1822 (Instrumentman, Office Machines) has been dropped.

• LATEST WARRANT SELECTIONS

—Four first class and thirteen chief petty officers recently received temporary appointments to Warrant Officer, W-1. (For more on warrants, see page 54).

The Regular Navy appointments, made from an eligibility list established by a selection board which convened last February, are broken down into the following designators:

Aviation Operations Technician (7112), one; Boatswain (7132), three; Surface Ordnance Technician (7232), one; Ordnance Control Technician (7242), one; Aviation Electronics Technician (7612), one; Communications Technician (7642), one; Electronics Technician (7662), two; Ship's Clerk (7822), one; Medical Service (8172), five; Civil Engineer Corps (8492), one.

• **PHILIPPINE MONETARY RESTRICTIONS**—Navy men headed for the Philippines would do well to take heed of the fact that the regulations on bringing money into that country have been changed.

Formerly, the regulations permitted up to \$50 to be imported (as was stated on page 54 of the December 1958 issue of ALL HANDS). Now, however, that amount is restricted to a maximum of \$10 or 20 pesos.

Taking more than \$10 into the country is a violation of Philippine law.

• PHOTO CONTEST WINNERS

—Navy Commander Edward C. Scully, USN, now assigned in Morocco, gave the U.S. Army a tough fight for the trophy in the Eighth Inter-Service Photography Contest. The Army took the contest, but CDR Scully single-handedly won five of the 18 awards the Navy got.

Besides taking first place in the color transparencies, portraits category, CDR Scully won fifth place

honorable mention in the color transparencies, scenic category and -- in the black-and-white group -- he won third place honorable mention in the portrait category, fourth place honorable mention in the military life category, and second place honorable mention in the experimental category.

Only two other Navy men got more than one award.

Philip N. Dewing, PNC, stationed in Japan, won second place honorable mentions in the color transparencies, portrait category and the sports and action group.

The only other Navy multiple winner was Robert L. Lawson, PH1, who is assigned to Utility Squadron One in Hawaii. Lawson won third place honorable mentions in the black-and-white military life category and the black-and-white scenic group.

Single Navy winners in the color transparencies competition were: Richard H. Reno, PH1, Utility Squadron One, Hawaii, third place (portraits); William A. Johnson, PNC, U.S. Naval Station, Washington, D.C., fourth honorable mention (portraits); Malcom S. Norton, HN, U.S. Naval Hospital, Philadelphia, Pa., second place (sports and action); Albert Benavides, USS *Mullinix* (DD 944), third place (military life); John J. Krawczyk, FTC, USS *Nautilus*, SS(N) 571, second place (experimental); Allan R. Westberg, QM1, U.S. Naval Air Station, Minneapolis, Minn., second honorable mention (experimental); and LTJG Bernard H. Schenck, Headquarters Third Naval District, New York City, fifth honorable mention (experimental).

Single winners in the black-and-white photograph competition were LTJG Thomas M. Atkins, U.S. Naval Photographic Center, Anacostia, D.C., fourth honorable mention (portraits), and Robert J. Schoonover, PH2, U.S. Naval Station, New York City, third honorable mention (experimental).

The trophy won by the Army is a perpetual one, awarded on a point system based on the number and place of winning entries.

Inter-service photography contests are conducted every 18 months with one service acting as host on a rotational basis. Each service conducts its own contest first, and then winning photos are entered in the all-service finals, the big competition.

QUIZ AWEIGH

Here are a few questions on odds and ends of Navy facts ranging from the latest class of carrier to specialty marks. Give them a try and see what you can do. Good Luck and smooth sailing.

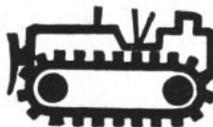
1. Here's the 54,600-ton, 1039-foot USS *Forrestal* (CVA 59) that was commissioned in October 1955. There are now three somewhat larger sister-ships of the *Forrestal*-class attack carriers in commission and two more are being built. The Navy's newest aircraft carrier—the fourth of the *Forrestal* class to be commissioned—is (a) USS *Independence* (CVA 62), (b) USS *Kitty Hawk* (CVA 63), (c) USS *Constellation* (CVA 64).



2. Who takes care of countless ladders aboard this gigantic ship? (a) The men who clean the compartment at the top of the ladders, (b) the men who clean the compartment at the foot of them, (c) special cleaning details.

3. A chief petty officer is required to wear miniature medals with (a) service dress blues, (b) dinner dress, (c) full dress (d) none of these.

4. According to *Uniform Regs*, Half-Wellington boots or buckle shoes may be worn by (a) all male officers and enlisted personnel, (b) all male officers, CPOs and PO1s, (c) male officers and CPOs only, (d) none of these.



5. This is the specialty mark for an/a (a) EO, (b), CM, (c), BU.

6. Personnel with this rating would be in rating group (a) IV, (b) VI, (c) VIII.

To find out how you scored on this month's Quiz Away turn to page 51 and you will find the answers.

THE BULLETIN BOARD

If You're Headed for Kodiak Don't Leave Your Camera Behind

KODIAK ISN'T AS BAD as you've been led to believe. Rumors to the contrary have undoubtedly been inspired by rival Chambers of Commerce. Such, at least are the claims of Kodiak enthusiasts. That relatively small group insists that "this beautiful little island with its rugged mountain scenery is warmed by the Japanese Current, which is enough to give it the reputation of being the 'banana belt' of Alaska." The winter climate is less severe than that of Illinois, for instance, and the summer season is very pleasant.

We can't give a firsthand account of the Kodiak attractions because we haven't been there, but here's the picture according to the PIO of the 17th Naval District:

The city of Kodiak is located seven miles from the naval station and has a population of about 4000. There are several small department stores, grocery stores, restaurants, dress shops, beauty parlors, a furniture store, theater, bank, small hotel and sundry other establishments, including gas stations and some garages. The principal industry is fishing. Prices average approximately 25 per cent above prices in continental U. S.

Climate: The climate in Kodiak is comparable to that of the Puget Sound area in the Pacific Northwest. The temperature ranges from a winter low of about seven degrees below zero to a summer high of about 80 degrees. Average winter temperature is 34 degrees and summer 52 degrees. The most difficult feature is the occasional storms with high winds that are called "williwaws." From November to April the hours of darkness are long, and rain, snow and fog are plentiful. Because of the rain (60 inches yearly average) and frequent moderate temperature, the snow does not generally accumulate in the living areas but does remain in the surrounding mountains. During the four-month summer, the hills are green and flowers are plentiful throughout the island.



"Do you have a clearance to land?"

Entry Approval for Dependents: Entry approval into Kodiak and concurrent travel of dependents are controlled by the Commandant, Seventeenth Naval District. Entry approval and dependent travel are not authorized until government quarters on the naval station, or approved housing in the city of Kodiak, is available. If you want to request concurrent travel and entry approval for your dependents, send a speedletter or message to the Commandant, Seventeenth Naval District, Box 14, Navy #127, c/o Postmaster, Seattle, Wash. The following information must be furnished:

- Name, rank/rate, file/service number.
- Authority for transfer.
- Duty station to which ordered in Seventeenth Naval District.
- Number of dependents, sex and age of dependent children.
- Number of bedrooms desired.
- Estimated date of arrival at Seattle (port of embarkation).
- Permission to ship household effects and privately owned vehicle.
- Request for government housing. If government housing is not available state whether you agree to accept housing in the Aleutian Homes project. (See below.)

If you are assigned on-base government housing, an information cir-

cular on the type of housing assigned will be forwarded via mail after receiving your approval dispatch. From this circular, you can determine what household effects to ship to Kodiak and what to place in storage.

Upon receipt of authority for entry and approval for concurrent travel of dependents, you must submit an original and four signed copies of DD Form 884, together with five certified copies of orders, to the Commandant, Thirteenth Naval District (Code 114) in order to arrange for transportation. In addition, forward one signed copy of DD Form 884 and one certified copy of orders to the Commandant, Seventeenth Naval District (Code N-1).

Because of the high cost of living in Seattle, your family should not plan to arrive there until notified that entry into the 17ND is authorized. Authorities in Seattle (Com 13) will not embark dependents until they receive authorization for entry from Com 17. If you do not want to bring your dependents, you are entitled to move them and your household effects to a place designated by them in accordance with Article 7005, *Joint Travel Regulations*.

Government Transportation: Most military personnel travel to and from Kodiak by government air or surface at government expense. Travel for dependents from Seattle to Kodiak is controlled by Com 13. He will decide the mode of transportation to be used. If government transportation is not available, he will authorize commercial air. If such is the case, you will be required to pay a nominal charge for subsistence while in transit.

Although increasing numbers of military personnel and dependents travel back to the States via the Alcan Highway, there are not too many who come up that way. However, it is possible, and those who make the trip generally enjoy it.

Automobiles should be fairly new and in tip-top mechanical condition. New tires are almost a must because of the gravel surface of the road most of the way. Most major oil companies can furnish travel and tourist information regarding the Alcan Highway.

Those planning to drive up should contact the Military Sea Transportation Service Office at Elmendorf Air Force Base, Anchorage, Alaska, well in advance, to make arrangements to have their automobiles shipped from there to Kodiak.

Transportation for dependents from Anchorage to Kodiak can be arranged by contacting MSTs for shipboard transportation.

At present, travel claims on a mileage basis for Alcan Highway travel are being paid, but are based on the air miles from Seattle to Anchorage. The payment on a mileage basis for travel in the United States remains unchanged. If you want extra time for driving the Alcan Highway part of the trip (250 miles per day), be sure to request it from the Chief of Naval Personnel well in advance.

Luggage Limitations While Traveling: *Air Travel*-Normally, luggage is limited to 65 pounds per person. The Chief of Naval Personnel may be requested to authorize excess allowance in basic orders. Hold baggage should be sent to the Naval Supply Depot, Seattle, for shipping via MSTs, approximately three weeks before your departure by plane, to assure its early arrival at your duty station.

Ship Travel-Hand luggage, limited to two suitcases per person, may be kept in staterooms. Trunks and foot lockers are carried in the hold of the same ship and are referred to as "hold baggage." It is a good idea to stencil your name, rank, serial number and destination on two sides of foot lockers and trunks. Tags are sometimes torn off during loading and unloading.

Pets: So far as possible, transportation at no cost to the government will be furnished for household pets of personnel authorized to travel in MSTs ships.

Household Effects: As soon as you receive your orders, you should contact the Household Effects Section of the Supply department at the nearest naval activity for informa-

tion regarding shipment of privately owned vehicle, personal effects and household goods. (BuSandA Publication 260, entitled "Household Goods Shipment Information," contains the information you need.) You are allowed to ship 500 pounds of household effects via express to Kodiak at government expense from your last duty station. This shipment should include necessary essentials such as linens, silverware, china, kitchen utensils and other light equipment which you will need for housekeeping immediately after arrival at Kodiak.

A limited amount of china, kitchen utensils and other essentials is available until arrival of the rest of your household effects.

A deep freeze is considered a very desirable convenience for frozen

meats, milk and other foodstuffs which are usually available only during limited periods (ship arrivals). If you don't have one, a freezer may be purchased from the Navy Exchange. An upright freezer should be considered since it saves floor space.

There are no commercial storage facilities for household goods at Kodiak. Government storage facilities are limited and are not of standard quality. Therefore, particular attention to the type of housing you will occupy will determine what items to ship and what to place in storage. If you are going to live in station housing, the Navy will provide storage in locations other than Kodiak at government expense. Apply to the nearest household effects shipping activity for the required

WHAT'S IN A NAME

Hueneme

Port Hueneme (Why-nee-me) is famous throughout the Navy as the advanced depot through which thousands of Seabees and hundreds of thousands of tons of equipment were funneled into the Pacific during World War II.

It's equally well remembered by thousands of ex-servicemen as the base through which they were processed for discharge under the "Magic Carpet" program in late 1945.

Today it's the site of the Naval Construction Battalion Center, home base for all our Pacific Mobile Construction Battalions.

Not so well known, though, is the fact that a naval activity was in operation at Point Hueneme long before it became a port.

In September 1920, a Naval Radio Compass Station was established at the Point to receive and transmit messages with a radius of 50 miles.

The station occupied some 23 acres, but had no definite boundaries. Permission to occupy the site was granted by the Lighthouse Service of the Department of Commerce.

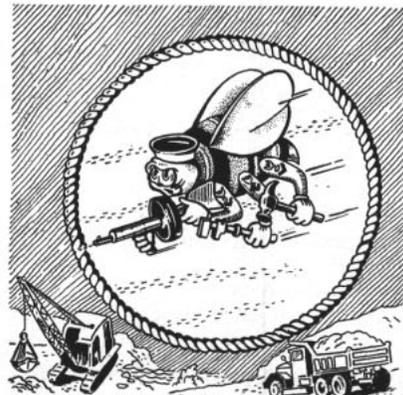
A 10-by-18 foot direction-finder house had been built in 1919, and between then and 1927, ten one-story buildings were constructed. They included a dormitory, pumphouse, powerhouse, two storehouses, garage, chemical engine house and quarters for the radioman in charge. Two 50-foot ship masts supported a flat-top antenna.

The station also boasted an artesian well, a 5000-gallon elevated tank for water storage, 100 feet of paved streets and 30 feet of paved sidewalks. Gas radiators supplied heating.

By 1927 the facility had been re-designated a direction-finder station. It continued to serve in that role until it was discontinued, along with several similar activities, in October 1931.

During those years, and continuing through the 30's, what is now one of the finest deep-water ports on the West Coast was a tidal marsh surrounded by truck gardens.

The Oxnard, Calif., Harbor District Board began work on the harbor in 1937, but development into the present bustling port really began in 1942 when the Navy acquired the harbor and surrounding lands.



forms. The shipping officer will designate the storage location. Storage is authorized until you return from overseas duty. Your entitlement to additional storage after you return will be determined by your new duty assignment.

Housing: All married officers, married enlisted men in pay grade E-4 with over four years' service, and all personnel in higher pay grades are eligible for government quarters. Housing on the naval station, however, is limited, with government quarters available for only about 40 per cent of the eligible personnel.

Four-Plex Quarters—These are two-story buildings. Some are available to officers, and others to enlisted personnel. They are located on the station within walking distance of most facilities. They are completely furnished with electric range, water heater and refrigerator. Some are also equipped with a full basement and they have ample storage space. Linen and cooking utensils are not provided. Officers' quarters are equipped with automatic washers and dryers. Enlisted men's quarters are equipped with washers and drying rooms.

Duplex Quarters—Certain of these are available to officers, and others to enlisted personnel. They are located on the station within walking distance of most facilities. They are

D. J. Majchrzak, DN, USN



"Say, that's a good cake your mother just sent you. The guys are serving it up now."

completely furnished with electric range, water heater, refrigerator, automatic washer and dryer. Linen and cooking utensils are not provided.

Lake Louise Public Quarters—These are single-story and are occupied by officers. They are located on the station about three and one-half miles from the administration building. They are completely furnished with electric range, water heater, refrigerator and automatic washer and dryer. Linen and cooking utensils are not provided.

Lake Louise Rental Housing—These are single-story, duplex type and occupied by officers. They are also located on the station about three-and-one-half miles from the administration building. Rent is \$50.65 per month. Telephone, fur-

nace oil and electricity charges vary with individual families. They are furnished with oil furnaces, electric ranges, water heaters and refrigerators. A community wash house, equipped with two automatic washers and dryers, is provided. Linen and cooking utensils are not provided.

Low-Cost Defense Rental Housing—These housing units are occupied by enlisted men and are located on the station, within walking distance of most facilities. Rental is the same as Lake Louise rental housing for two-bedroom units and proportionately higher or lower for three- or one-bedroom units, and are of single-story, duplex type. They are furnished with oil-burning kitchen ranges, oil furnace and hot water heater combinations and refrigerators. Washers, dryers, cooking utensils and linens are not provided. Privately owned washers and dryers may be installed without cost.

Aleutian Homes—In the city of Kodiak, there is a 342-unit housing project (Aleutian Homes) which has helped to lessen the housing shortage. These units consist of two bedrooms without garage, unfurnished except for refrigerator and gas stove, rent for \$110 monthly; two bedrooms with garage, unfurnished except for refrigerator, gas stove and clothes dryer, rent for \$130 monthly; and three bedrooms with garage, unfurnished except for stove, refrigerator, semi-automatic washer and clothes dryer, rent for \$150 monthly.

For those accepting these units, the Commandant is able to authorize shipment of household effects and concurrent travel of dependents. However, you are advised to have at least \$300 available to cover the initial occupancy charges.

The cost of utilities for these units averages approximately \$85 per month.

In addition, a limited number of privately owned houses are available for rent in Kodiak.

Roads: The only paved roads are on the naval station, between the station and town and in the city of Kodiak. The others are gravel, composed of sharp rock which promotes bruises, cuts and punctures to automobile tires unless they are relatively new or heavy tread snow tires. Winter travel is generally confined

A Solution to Problem of Uninvited Guests

"Shipboard Pest Control" (MN-8722) is the title of a new training film that has been distributed to District Training Aids Sections and Libraries, and selected key stations.

This new film has been prepared for all personnel concerned with preventive medicine. It presents three points of an effective pest-control program: prevention of entry, destruction of pests already aboard, and good housekeeping to prevent breeding of pests in shipboard spaces.

The picture summarizes methods of pest destruction and reviews fumigating, trapping, poisoning and dusting methods. It then presents in detail the principles and techniques of space spraying and

residual spraying as applied against appropriate pests in specific locations. Throughout the film, precautions for the safety of personnel engaged in the work of extermination are emphasized.

Although this film was planned for use aboard ship and by the Navy's Preventive Medicine Units in their work with the Fleet, its subject matter will have equally useful application at shore stations. Personnel concerned with environmental sanitation in hospitals, barracks and at messing facilities should find this film beneficial.

If prints of this new film are not available from your usual source, write to the Film Distribution Unit, Training Division, Bureau of Naval Personnel.

to the road between the station and Kodiak.

Automobiles: Automobiles are necessary. Government transportation is limited and strictly controlled. Private cars may be transported from Seattle to Kodiak via MSTs ships free of charge for all military personnel. Personnel in pay grade E-4 with over four years' service and all personnel in higher pay grades are authorized to ship their automobiles on a "space-required" basis. Personnel in pay grade E-4 with less than four years' service and all personnel in lower pay grades are authorized to ship their automobiles via MSTs ships on a "space-available" basis. *The Naval Supply Depot, Seattle, will not accept automobiles for shipment with outstanding liens without written permission from the lien holder.*

Cars should be solid, sensible types and in excellent mechanical condition. Garage facilities and parts are very limited. Snow tires or chains are advisable, since frequent icy road conditions exist from December through March. Gasoline and oil are available on the station at prices comparable to those in Seattle.

Schools: Grade school children (kindergarten through the eighth grade) living on the station go to the station school while those living in Kodiak attend the city schools. An average of 400 students attend the station school.

High school students attend the new Kodiak High School, and free bus service is provided from the station. The maximum amount of individual help and attention is given all pupils, permitting the Kodiak school system to compare favorably with those in the United States. The high school is fully accredited and equipped with facilities for chemistry and physics.

A Catholic grade school is maintained in Kodiak. The curriculum provides instruction for children in the first through the eighth grades.

Churches: Chaplains conduct a full program of services and religious education on the station and arrange regular services for groups of various denominations. Many servicemen and their families attend churches in Kodiak.

Food: The Commissary and Navy Exchange carry adequate stocks and

Living Conditions pamphlets on many overseas duty stations may be obtained from the Bureau of Naval Personnel (Attn: Pers G221) Washington 25, D.C.

are conveniently located. The Commissary stocks a full line of meats, canned goods (including baby food), dairy products, staples and frozen foods as well as fresh fruits and vegetables when obtainable.

Personal Effects: Kodiak is not a perennial icebox and your present wardrobe, with some additions, should prove adequate.

The over-all emphasis should be on fall clothing because the summer is rarely hot and the winter rarely cold. A warm overcoat is a must item, as are heavy-soled walking shoes, raincoat and galoshes. Heavy clothing is not needed for daily routine living, but sessions at the

NOW HERE'S THIS

Four Generations

In 1884 Frank Dempsey, a recent arrival from Ireland, enlisted in the Navy at New York City. He retired 30 years later as a Chief Sailmaker.

In 1906 his son, Edward Dempsey, enlisted. He made his first cruise around the world with the Great White Fleet and later, was a plank owner in USS *Pennsylvania* (BB 38). When he retired in 1927 he was a Chief Watertender in *Pennsylvania*.

Now, another Dempsey, Frank's grandson, is carrying on the family tradition. He is Donald V. Dempsey, a Chief Commissaryman with 15 years of service.

His son, Jack, 17, is already in the Naval Reserve, and plans to go on active duty when he graduates from high school. He, too, plans to make the Navy a career.

—Samuel F. Smith, JO3, USN.



Ski Chalet or overnight camping trips make it advisable to bring woolen suits, sweaters, woolen socks, warm gloves, woolen scarfs and ear muffs. For a child, a ski suit is an ideal garment.

Since much of the recreation at Kodiak includes outdoor excursions shoe packs with rubber bottoms, hip boots and chest-high waders for fishing trips are highly recommended. Down- or alpaca-lined three-quarter length parkas are desirable as protection against the cold winds. Although these items may be purchased locally, it is advisable to bring them, since there is a limited selection of sizes and styles in available stock. Special orders from the States take approximately a month for delivery. Local prices, except for the Navy Exchange, are approximately 25 per cent higher than in the continental U. S.

Generally speaking, the accent is on informal dress. Slacks are often the uniform of the day for women, and men usually wear jackets and sport shirts. However, evening gowns and dinner jackets are desirable for occasional formal parties.

Bring along a radio and your television set. All radios and TVs will pick up the local AFRS and AFRS-TV. Many stateside stations may be heard over shortwave radios, with the reception especially good during the winter months.

Recreation Facilities: Hunting — Big game hunting on the island of Kodiak is limited to deer and Alaska brown (Kodiak) bears. On nearby Afognak Island, elk is available. Bird (ptarmigan) and rabbit hunting is also available. Migratory waterfowl shooting opportunities can be described as fair to good—Kodiak is not in a major flyway zone. A federal duck stamp is required. However, your hunting is not limited to the immediate Kodiak area as many military people take leave and arrange for hunts in other parts of Alaska, where many types of big game are to be found. Among these are goat, sheep, moose and brown (Kodiak), grizzly, polar and black bears, elk, caribou and deer. So, if you are a hunting enthusiast, bring your shotgun and rifle. If you do not already own a gun, one may be purchased from the Navy Exchange or in the city of Kodiak.

Fishing—If the hunting on Ko-

diak is good, the fishing is fantastic! Don't brag about fishing elsewhere until you have tried it here. Fishing is normally good from about 1 May until late October. Rainbow, steelhead, Dolly Varden trout; sockeye, humpback, dog and silver salmon migrate into the local streams by the thousands. If you are a fisherman, this is the place. If you have your gear, bring it; if not, it may be purchased at the Navy Exchange or in town. The Special Services Division also has a large quantity of fishing gear which may be used on a no-cost, loan basis.

Fish and game laws are currently being revised. However, the laws administered by the Department of Interior Fish and Wildlife Service will remain in effect until the new state regulations relating to game and fur animals, birds and game

Navy Relief Society Shows Big Increase in Aid Program

In 1958 the Navy Relief Society granted more than 70,000 interest-free loans to Navymen and their families, according to the Society's annual report on its operations.

The expenditure for these loans came close to four-and-one-half-million dollars — nearly three times the amount loaned by the Society in 1948 — which shows how the Society's activities have expanded over the last ten years. The Society also paid out about \$750,000 in outright grants in almost 15,000 cases last year — about four times the total of such grants in 1948. In what the Society calls "relief in kind" (layettes, nursery expenses, thrift shops and such) the expansion has been even greater. In 1948, expenditures in this area came to \$20,000. In 1958 they totaled some \$147,000, which is more than a sevenfold increase.

Besides helping financially, the Society rendered assistance in nearly 50,000 cases last year where monetary help was not required. These "service cases" ranged all the way from answering simple questions to easing extremely complicated situations of personal and family distress.

All-Navy Cartoon Contest
A. B. Castro, SA, USN



"He wants ten pounds of relative bearing grease for the gunnery department."

fishes are enacted and put into effect. Under present regulations, a game fishing license costs \$1.00 for residents and \$2.50 for non-residents.

Scenic Beauty — Photographers (both still and movie) will have a field day here. The scenery is spectacular, especially in the summer when everything is green. Mountains (at your back door), lakes, seashore and streams offer an unending variety of color and composition for photographers. Wild flowers are in abundance for about five months each year. Cameras and film are available locally.

Clubs—The station has an Officers' Club, CPO Club, EM Club and a Marine Club, all within walking distance of most barracks and housing units. All are modern clubs offering movies, bingo, food, drinks and occasional entertainment by local talent and USO shows. All are heavily patronized and thoroughly enjoyed. The Kodiak Conservation Club is a sportsman's club dedicated to conservation measures, especially the planting of fish in lakes and streams.

Medical Care: The station has a well-equipped hospital which furnishes medical care to military personnel and their dependents. Illnesses or injuries which require care beyond the capabilities of the hospital are transferred to the 5040th U. S. Air Force Hospital, Anchorage, Alaska, or to one of the naval hospitals down in the other section of CONUS.

Immunization Inoculations Required: Personnel ordered to Kodiak should have completed smallpox, typhoid-paratyphoid and tetanus-diphtheria immunizations before departure. Personnel under age 40 should have completed the basic series of poliomyelitis immunization. However, travel need not be delayed for any except the first dose. Required doses will be given after arrival at Kodiak.

All dependents under 16 years of age proceeding to any overseas area are required to have Schick negative status or be immunized against diphtheria before they travel.

Dental Care: Dental care is available to all military personnel and their dependents as set forth in the Dependents' Medical Care Act of 1956.

All in all, you can expect to have an interesting and rewarding tour of duty in Kodiak.

Three More Titles Added To Correspondence Courses

Three new Enlisted Correspondence Courses are now available. Four courses have been discontinued.

Enlisted correspondence courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, 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:

Course	NavPers No.
*Ship's Serviceman 3 and 2	91447-1
Dental Tech. General 3 and 2	91681
*Commissarymen 3 and 2	91441-1
*May be retaken for repeat Naval Reserve Credit.	

Ship's Serviceman 3 (NavPers 91446-E), Ship's Serviceman 2 (NavPers 91447-B), Commissaryman 3 (NavPers 91440-1A), and Commissaryman 2 (NavPers 91441-B) have been discontinued.

Here Is How Ratings Fared in Last Navy Exams for Advancement

As a result of the February service-wide examinations for advancement in rating, advancements ranged from less than 10 per cent in some ratings to run up to 100 per cent in others.

Again this month, about the same opportunities exist.

This can mean several things to those qualified to take the exam. If your rating is in the 100 per cent class, pass the examination and you will probably receive your advancement. If your rating is in the less than 100 per cent category, you must earn a higher score than your shipmates of the same rate before you get the nod. And, if your rating is in the less than 10 per cent group, it might be well to consider changing your rating.

In any event, it is suggested that you take a good look at BuPers Insts. 1440.18B and 1440.5B for the requirements. It certainly can't hurt, and there is a chance you might advance faster.

Here's a breakdown of the number of personnel authorized to be advanced as a result of the February 1959 Exams. ("All" indicates that all who passed the exam were authorized to be advanced. A dash indicates that the rating does not exist at that pay grade level.) Emergency service ratings and selective emergency service ratings not listed below are included with, and computed with, the corresponding general service rating.

For advance planning purposes, here are the estimates of advancement opportunities for those who are taking the examinations this month. These estimates are based on the percentage who normally pass the examination and on the number of expected openings. Advancements to pay grades E-8 and E-9 have not been estimated.

PO2s are reminded that they now need 24 months in grade, instead of only 12 months, before they can be advanced to PO1.

The following ratings are those in which the greatest Navy-wide shortages exist, and which therefore present the best opportunities for advancement. Of those who pass the examinations for these ratings it is

NUMBER WHO PASSED AND NUMBER TO BE ADVANCED AS A RESULT OF FEBRUARY SERVICE-WIDE EXAMS

	E-4		E-5		E-6		E-7	
	Passed	Advanced	Passed	Advanced	Passed	Advanced	Passed	Advanced
GROUP I (Deck)								
BM	1740	600	1379	30	1397	42	1102	431
QM	340	All	145	All	95	26	240	29
RD	1021	All	508	All	67	All	135	All
SM	463	All	161	All	51	All	127	All
SO	449	All	250	All	46	All	79	All
SOO	28	All	—	—	—	—	—	—
GROUP II (Ordnance)								
FT	—	—	348	All	174	10	267	10
FTA	597	319	—	—	—	—	—	—
FTE	4	All	—	—	—	—	—	—
FTG	6	All	—	—	—	—	—	—
FTL	125	All	—	—	—	—	—	—
FTM	396	186	—	—	—	—	—	—
FTU	30	All	—	—	—	—	—	—
GM	1215	600	690	60	639	21	709	203
GS	58	All	39	All	47	20	26	12
MN	59	All	64	10	49	2	48	14
NW	56	All	26	All	15	All	35	All
TM	288	All	145	All	199	110	256	168
GROUP III (Electronics)								
ET	—	—	540	All	160	All	435	102
ETN	601	All	—	—	—	—	—	—
ETR	575	All	—	—	—	—	—	—
ETS	51	All	—	—	—	—	—	—
GROUP IV (Precision Equip.)								
IM	42	35	26	17	14	2	20	3
OM	17	All	11	All	7	All	14	3
GROUP V (Admin. & Clerical)								
CT	627	All	395	All	60	All	126	25
CS	1145	500	1091	30	1215	30	736	162
DK	283	224	127	All	100	10	107	31
JO	85	All	28	All	5	All	13	All
MA	152	All	75	All	49	All	46	All
PN	1136	700	338	280	198	60	260	49
RM	1456	All	624	All	157	All	313	All
SH	981	250	483	15	343	10	151	7
SK	962	All	507	450	374	60	416	131
TE(RM)	—	—	45	All	30	All	70	All
TE(YN)	—	—	—	—	16	2	14	2
YN	1455	All	946	600	577	50	879	113
GROUP VI (Miscellaneous)								
DM	150	70	59	All	7	All	13	All
LI	108	38	27	4	37	2	30	3
MU	108	All	92	All	19	All	22	All
GROUP VII (Eng. & Hull)								
BR	—	—	—	—	3	All	11	All
BT	1293	All	754	All	167	100	315	191
DC	325	200	236	130	281	10	226	50
EM	1562	All	997	All	250	All	409	314
EN	1371	All	1005	650	756	200	677	347
IC	652	All	256	All	44	All	53	All
ML	31	25	19	All	9	2	12	2
MM	1943	All	1062	All	225	All	524	256
MR	384	All	162	All	27	All	49	All
PM	18	All	9	All	2	All	4	2
SF	—	—	—	—	332	40	377	62
SFM	326	All	297	150	—	—	—	—
SFP	465	All	231	200	—	—	—	—

(Continued)

THE BULLETIN BOARD

NUMBER WHO PASSED AND NUMBER TO BE ADVANCED AS A RESULT OF FEBRUARY SERVICE-WIDE EXAMS

	E-4		E-5		E-6		E-7	
	Passed	Advanced	Passed	Advanced	Passed	Advanced	Passed	Advanced
GROUP VIII (Construction)								
BU	—	—	—	—	30	All	35	10
BUH	12	All	10	All	—	—	—	—
BUL	174	130	62	All	—	—	—	—
BUR	58	All	25	All	—	—	—	—
CE	—	—	—	—	15	All	20	All
CEP	31	All	16	All	—	—	—	—
CES	14	All	3	All	—	—	—	—
CET	13	All	11	All	—	—	—	—
CEW	49	All	23	All	—	—	—	—
CM	—	—	—	—	57	4	64	8
CMA	109	68	46	25	—	—	—	—
CMH	52	46	30	15	—	—	—	—
EO	—	—	—	—	131	12	67	4
EOH	157	50	69	8	—	—	—	—
EON	136	30	82	7	—	—	—	—
SV	37	28	13	All	3	All	1	All
SW	—	—	—	—	22	2	21	3
SWE	27	All	24	13	—	—	—	—
SWF	21	All	23	12	—	—	—	—
UT	—	—	—	—	17	All	19	All
UTA	17	All	7	All	—	—	—	—
UTB	10	All	8	All	—	—	—	—
UTP	68	All	24	All	—	—	—	—
UTW	8	All	6	All	—	—	—	—
GROUP IX (Aviation)								
AB	—	—	203	90	201	55	133	55
ABG	284	63	—	—	—	—	—	—
ABU	557	217	—	—	—	—	—	—
AC	362	200	295	120	66	15	84	32
AD	—	—	1574	465	1059	50	1337	116
ADJ	942	539	—	—	—	—	—	—
ADR	961	All	—	—	—	—	—	—
AE	—	—	618	550	99	All	159	All
AEI	246	200	—	—	—	—	—	—
AEM	662	300	—	—	—	—	—	—
AG	221	All	128	All	14	All	35	All
AK	857	320	212	100	116	15	126	34
AM	—	—	—	—	174	All	421	220
AME	141	60	63	All	—	—	—	—
AMH	642	423	346	All	—	—	—	—
AMS	920	517	530	All	—	—	—	—
AO	601	450	359	180	285	23	284	23
AQ	—	—	153	All	58	6	79	4
AQB	52	All	—	—	—	—	—	—
AQF	144	All	—	—	—	—	—	—
AT	—	—	1134	All	168	All	209	All
ATN	675	All	—	—	—	—	—	—
ATR	472	All	—	—	—	—	—	—
ATS	125	All	—	—	—	—	—	—
GF	86	All	86	All	18	4	36	4
PH	—	—	145	120	78	4	116	22
PHA	127	55	—	—	—	—	—	—
PHG	289	160	—	—	—	—	—	—
PR	133	All	89	All	58	8	60	7
PT	11	All	0	0	1	All	10	All
TD	—	—	98	50	57	10	57	9
TDI	87	All	—	—	—	—	—	—
TDR	37	All	—	—	—	—	—	—
GROUP X (Medical)								
HM	2082	1100	1196	275	1070	32	1190	137
GROUP XI (Dental)								
DT	479	260	151	90	95	4	144	7
GROUP XII (Steward)								
SD	1553	46	903	30	579	17	483	151

estimated that 70-100 per cent may expect advancement:

Pay Grade E-4:

QM, RD, SM, SO, GS, NW, TM, ET, OM, CT, JO, MA, RM, SK, YN, MU, IC, AG, AQ, AT, GF, PR, PT, and TD

Pay Grade E-5:

QM, RD, SM, SO, FT, NW, TM, ET, OM, CT, JO, MA, RM, TE(RM), DM, MU, BT, EM, IC, MM, MR, PM, CE, SV, UT, AG, AQ, AT, GF, PR, and PT

Pay Grade E-6:

RD, SM, SO, NW, ET, CT, JO, RM, TE(RM), DM, MU, BR, DC, EM, IC, ML, MM, MR, PM, BU, CE, SV, SW, UT, AE, AG, AT, and PT

Opportunities are good for the following ratings. It is estimated that 35-70 per cent of those who pass the examination will be advanced:

Pay Grade E-4:

BM, FT, GM, MN, IM, CS, DK, PN, DM, BT, DC, EM, EN, ML, MM, MR, PM, SF, BU, CE, CM, SV, SW, UT, AC, AD, AE, AK, AM, AO, PH, HM, and DT

Pay Grade E-5:

GS, IM, DK, PN, SK, YN, DC, EN, ML, SF, BU, CM, SW, AB, AC, AD, AE, AK, AM, AO, PH, TD, and DT

Pay Grade E-6:

GS, OM, MA, and AM

Fair advancement opportunities exist in the following ratings. An estimated 10-35 per cent of those who pass should be advanced:

Pay Grade E-4:

SH, LI, EO, and AB

Pay Grade E-5:

MN and HM

Pay Grade E-6:

PN, SK, BT, EN, SF, AB, AC, AK, AQ, GF, PR, and TD

The Navy has adequate numbers of personnel in the following ratings. While none of these ratings will be closed, it is estimated that less than 10 per cent of successful examinees will be advanced:

Pay Grade E-4:

SD

Pay Grade E-5:

BM, GM, CS, SH, LI, EO, and SD

Pay Grade E-6:

BM, QM, FT, GM, MN, TM, IM, CS, DK, SH, TE(YN), YN, LI, CM, EO, AD, AO, PH, HM, DT, and SD

That's the story of your chances for advancement. Good Luck!

Buckeye, Jet Trainer

The Navy Air Basic Training Command's new T2J jet trainer has been named *Buckeye* in honor of the state in which it is built. ENS Gordon O. Prickett, a flight student at Pensacola, submitted the name in a name-the-plane contest conducted within the Training Command.

Latest List of Motion Pictures Scheduled for Distribution To Ships and Bases Overseas

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in June 1959.

Up Periscope (1315) (C) (WS): Drama; James Garner, Edmond O'Brien.

The Amazing Colossal Man (1316): Drama; Glenn Langan, Cathy Downs.

The Giant Behemoth (1317): Science-Fiction; Gene Evans, Andre Morell.

The Young Land (1318) (C): Drama; Pat Wayne, Yvonne Craig.

These Thousand Hills (1319) (C) (WS): Western; Don Murray, Richard Egan.

The Remarkable Mr. Pennypacker (1320) (C) (WS): Comedy; Clifton Webb, Charles Coburn.

The Great St. Louis Bank Robbery (1321): Drama; Steve McQueen, Graham Dorton.

Machine Gun Kelly (1322): Drama; Charles Bronson, Susan Cabot.

Compulsion (1323) (WS): Drama; Orson Welles, Diane Varsi.

Doctor's Dilemma (1324): Comedy; Leslie Caron, Dirk Bogarde.

Forbiddan Island (1325) (C): Drama; Jon Hall, Nan Adams.

Some Like It Hot (1326): Comedy; Marilyn Monroe, Tony Curtis.

Ride Lonesome (1327) (C) (WS): Western; Randolph Scott, Karen Steele.

I, Mobster (1328) (WS): Drama; Steve Cochran, Lita Milan.

Jukebox Rhythm (1329): Musical; Jo Morrow, Jack Jones.

Pork Chop Hill (1330): Drama; Gregory Peck, Harry Guardino.

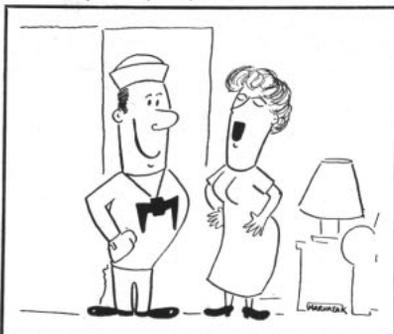
The Sound and The Fury (1331) (C) (WS): Drama; Yul Brynner, Joanne Woodward.

Rio Bravo (1332) (C): Western; John Wayne, Dean Martin.

Island of Lost Women (1333): Melodrama; Venetia Stevenson, Jeff Richards.

The Geisha Boy (1334) (C): Comedy; Jerry Lewis.

D. J. Majchrzak, DN, USN



"We will soon see the swagger of little feet."

Brooklyn RecSta Has Overseas Check-Out

The U.S. Naval Receiving Station, Brooklyn, is helping to prepare overseas-bound naval personnel for their new experience in a foreign land.

RecSta has established a special indoctrination for individuals bound for 24 countries from Iceland to Brazil and in Europe and Africa.

During this special indoctrination, which reaches an average of over 300 men and women each month, Navy personnel headed for foreign duty are introduced to local customs and traditions of the country to which they have been assigned, sensitive subjects to be avoided, and disciplinary problems typical to the area. A few useful words and phrases are demonstrated.

In addition, all hands are given a specially prepared folder—24 are available, depending on your destination—which contains a pocket guide, a Welcome Aboard pamphlet from the overseas command, comments from persons who have served in the area, and a language phrase

book. The President's People-to-People message is read to each person and he is shown a copy of the article "Overseasmanship," which appeared in the May 1958 edition of ALL HANDS magazine.

Whenever possible, men who have recently returned from overseas are asked to add their personal comments.

RecSta's commanding officer, CAPT Scarritt Adams, usn, started the program in 1958 when he wrote letters to many overseas commands. He asked them for Information or Welcome Aboard pamphlets, and any other information that would aid personnel coming into their area. In December 1958 another check-in and check-out point was established at RecSta Brooklyn. There, Navy men and women going overseas were briefed on the area into which they were going. That same briefing, although improved, is still being given at RecSta today.

Three Titles Added to List Of Correspondence Courses

Three new enlisted correspondence courses are now available from the Navy Correspondence Course Center. They are:

Course	NavPers
Chief Hospital Corpsman	91671
*Machinist's Mate 2	91502-1
Aviation Electrician's Mate 3 and 2	91610-1

* May be retaken for repeat Naval Reserve credit.

The following courses have been discontinued: *Handbook for Hospital Corpsman 1 and C* (NavPers 91670-A), *Machinist's Mate 2* (NavPers 91502-B), and *Aviation Electrician's Mate, Volume 1* (NavPers 91610-C).

Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, 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.

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

ANSWERS TO QUIZ AWEIGH

1. (a) *uss Independence* (CVA 62).
2. (b) The men who clean the compartment at the foot of the ladder.
3. (d) None of these. (Miniature medals are worn with evening dress only and CPOs do not wear white tie with tails as part of their prescribed uniform.)
4. (c) Male officers and CPOs only.
5. (a) EO—Equipment Operator.
6. (c) Group VIII, which takes in the construction ratings.

Quiz Aweigh is on page 43.

Rules and Regs on Running Your Ship or Station Newspaper

SHIP AND STATION newspapers are a vital part of today's Navy.

Navymen throughout the Fleet read them because they enjoy them, but—whether you realize it or not—your ship or station newspaper is published “as a positive factor in promoting the efficiency, welfare and contentment” of the crew, (Article C-9701, *BuPers Manual*).

Authority for publishing a ship or station newspaper is given in “Department of the Navy Publications and Printing Regulations (NavExos P-35, Revised July 1958).

This publication provides regulations and guidelines which implement and supplement the provisions of Government Printing and Binding Regulations, published by the Congressional Committee on Printing. Also governing service newspapers are Bureau of Budget circular letters, decisions of the Comptroller General, policies established by the Navy Publications and Printing Control Committee, and various laws pertaining to publications and printing.

All editors of ship or station newspapers, as well as prospective editors and staffers alike, should have a copy of NavExos P-35 (Revised July 1958) and be familiar with its contents. Part Two of Section VI of this publication is devoted entirely to ship and station newspapers. (Copies of “P-35” may be procured from Bureau of Supplies and Accounts stocking points.)

“P-35” grants blanket approval for publishing a ship or station newspaper, subject to the considerations listed below. No other approval by the Secretary of the Navy is required. Authorization for the publications of a ship or station newspaper is automatically granted by NavExos P-35 provided that:

- They are sanctioned by the commanding officer, officer-in-charge, or head of the activity concerned; and they are published and distributed in accordance with NavExos P-35 and with the policies and regulations concerning service morale, efficient use of manpower, conservation of funds and supplies, maintenance of security, and promotion of the mission of the Department of the Navy.

In publishing a ship or station



“Before you go to a lot of unnecessary work . . . I'd prefer shore duty”

newspaper, the commanding officer, officer-in-charge, or head of the activity concerned is responsible for compliance with all regulations applicable to newspapers published for or within his command. It is also the skipper's responsibility to assure himself that:

- All material appearing in the ship or station newspaper conforms to generally accepted standards of good taste, and that insofar as military personnel are concerned, the contents of such newspapers are in accordance with the policies established by the Chief of Naval Personnel. These policies are spelled out in Section 7, Chapter 9, *BuPers Manual*.

NavExos P-35 provides the only regulations under which ship or station newspapers may be published without individual approval of the Secretary of the Navy.

These regulations state that:

- No more than one newspaper may be published by any ship or station except upon specific prior authorization by the Administrative Office, Navy Department.

- Each newspaper shall include in its masthead the names (and rank/rates) of staff members and such other material as may be desired, as well as the following information:

The name of the commanding officer, officer-in-charge, or the head of the activity.

A statement certifying compliance with NavExos P-35 (Revised July 1958).

Where printed (on government

equipment or commercially).

Frequency of issue (daily, weekly, irregularly, etc.).

Source of funds (appropriated or nonappropriated). If nonappropriated, it shall be stated that the newspaper is published at no cost to the government.

- Each issue of a ship or station newspaper may be printed in only one color of ink. Where a special functional purpose is served, a commanding officer may authorize up to a maximum of three special editions in any 12-month period in lieu of three regular editions. On these special occasions (anniversary of a station, ship launching, holiday, etc.) ship or station newspapers may be printed in not more than two colors of ink. These editions shall be subject to the concurrence of the cognizant publications and printing office or the Fleet, force, or type commander.

- Ship or station newspapers may be printed commercially.

- The number of copies of each ship or station newspaper printed shall be limited to the minimum quantity needed for the personnel of the ship or station and for exchange purposes.

- Ship or station newspapers *must not* be mailed under the penalty indicia except for exchanges and other official purposes. Ask local postal authorities for the appropriate regulations governing the mailing of newspapers. In this respect, commanding officers, editors, and staff members of ship and station newspapers are advised to exercise caution in publishing any material relative to a drawing or raffle. Mailing ship or station newspapers that contain stories or other printed matter about drawings or raffles is in violation of the Title 18 United States Code, Section 1302, which states in part:

“Whoever knowingly deposits in the mail, or sends or delivers by mail . . . any newspaper, circular, pamphlet or publication of any kind containing any advertisement of any lottery, gift enterprise, or scheme of any kind offering prizes dependent in whole or in part upon lot or chance, or containing any list of the prizes drawn or awarded by means

of any such lottery, gift enterprise, or scheme, whether said list contains any part or all of such prizes . . . shall be fined not more than \$1000 or imprisoned not more than two years, or both. . . .”

- No station newspaper may be published in competition with commercial newspapers available to personnel of the station.

- No ship or station newspaper may contain, either in its news or editorial columns, material of the following categories:

Political propaganda or information implying endorsement of any political party, platform, or candidate. Ship or station newspapers published in overseas commands or other areas where civilian-published English-language newspapers are not generally available may include factual political campaign news procured from reliable news sources. Other ship or station newspapers should contain no political campaign news, since such news is generally available in local civilian newspapers.

- No ship or station newspaper may contain any advertisement inserted by or for any private individual, firm or corporation.

No material may be included which implies in any manner that the government endorses or favors any specific commercial product, commodity, or service.

- Ship or station newspapers may contain lost-and-found notices; listings or requests for housing facilities; announcements of educational courses; notices of non-profit organizations sponsored by the naval activity; and offers of, and requests for, rides to and from work.

- Ship or station newspapers will not be distributed as supplementary inserts in civilian enterprise newspapers or periodicals. Conversely, civilian enterprise newspapers or periodicals will not be distributed as supplementary inserts in ship or station newspapers. However, one (but not more than one) civilian enterprise comic supplement, with or without commercial advertising, may be distributed as an insert in a ship or station newspaper, provided that fair and equal opportunity is provided for responsible persons or organizations to compete for this privilege. If the supplement contains

commercial advertising, each page must contain a clear statement, in similar type, to the effect that the appearance of commercial advertisement in the supplement does not constitute an endorsement by any military department of the products or services advertised; and its front page must contain the following statement: “Published by (name of publisher), a private firm (or individual). Opinions expressed by the publishers and writers herein are their own and are not to be considered an official expression by any military department. The appearance of advertisements in this publication does not constitute an endorsement by any military department of the products or services advertised.” (This last sentence can be omitted

if the paper does not contain advertising.)

- When publication of a ship or station newspaper is discontinued or temporarily suspended, notification of such action must be forwarded without delay to the Administrative Office, Navy Department (Publications Division), Washington 25, D.C., and to the bureau or office having management control.

- *Mandatory Distribution.* The initial distribution of each issue of ship or station newspapers shall include:

Two copies to the Administrative Office, Navy Department (Publications Division), Washington 25, D.C.

Two copies to the Chief of Naval Personnel (Pers G15).

Two copies to the chief of the bureau or office having management control.

One copy to the Chief of Information.

If AFPS material is used, two copies to the Armed Forces Press, Radio and Television Service, 250 West 57th St., New York 19, N.Y.

If your ship or station newspaper is published for civilian personnel, or for both military and civilian personnel, two copies will be furnished to the Chief of Industrial Relations.

These excerpts from NavExos P-35 (Revised July 1958) are the basic regulations governing the publication of a ship or station newspaper. Other guidelines may be found in Articles C9701-C9705, *BuPers Manual*; SecNav Inst. 5600.1, 5600.5, and 5870.1; and Navy Civilian Personnel Inst. 20.5-5 and 60.3-5.

In addition, Chapter 8 of the *Navy Public Information Manual's* Appendix A has a few choice words on the “what’s what” level for officer-advisers, editors, and reporters. According to the *PubInfo Manual* (NavExos P-1035, which was issued as an enclosure to SecNav Inst. 5720.7), the principle behind publication of ship or station papers is the fact that an informed man is a better, more contented, and more effective person. To live up to that principle, a newspaper should appeal to its readers by containing shipboard and other news and information of value to personnel, in addition to such items of entertainment as jokes, cartoons and features.

Ship and Station Papers Get Top Rating

The Department of Defense has issued certificates of merit to three Navy ship and station newspapers for being Outstanding among their class for the last quarter of 1958 (October-December).

The *Bluejacket*, published by NAS Memphis, Tenn., was honored “as an outstanding service paper in the letterpress stateside class;” the *Almanac*, pride and joy of the attack carrier *uss Bon Homme Richard* (CVA 31) was selected as the best photo-offset paper in the overseas class; while the *MCB Six Log*, put out by and for the men of Mobile Construction Battalion Six, was commended for being the outstanding mimeographed paper in the overseas class.

This recognition of achievement is awarded each quarter to outstanding service publications which are selected for their general attractiveness, conformity with journalistic principles, and readability for the period. The Certificate of Merit may be awarded to the same publication only once in a 12-month period.

These awards are made by the Office of Armed Forces Information and Education, Department of Defense.

This manual also states that a ship or station newspaper should never be used as a means for the skipper (or anyone else) to lecture the men, since this would defeat the paper's primary purpose.

Navy editors, as well as their counterparts in other services, have found that the Armed Forces Press Service can be a big help in turning out a creditable newspaper. AFPS issues a weekly clipsheet which contains news, pictures, cartoons and other art which can be used to supplement local resources, regardless of whether your paper is printed by letterpress, mimeograph or photo-offset method.

AFPS also publishes an *Armed Forces Newspaper Editors' Guide* (NavPers 10293A) which may be ordered from regular forms and publications supply distribution points. Now in the process of being revised, this publication superseded the *Navy Editors' Manual* which was originally prepared by the ALL HANDS Staff and is now out of print. The Guide is a handy compilation of the technical information needed to produce a readable paper without too much strain.

Navy editors may request to be placed on AFPS mailing list by writing to the Officer-in-Charge, Armed Forces Press, Radio and Television Service, 250 West 57th St., New York 19, N.Y., via the appropriate chain of command and the Administrative Officer, Navy Department.

Twenty-six Join Ranks Of Warrant Officers

Eleven first class and 15 chief petty officers have been issued temporary appointments to Warrant Officer, W-1. These are from an eligibility list established by a selection board convened 4 Feb 1958.

Regular Navy appointments were broken down into the following designators: Boatswain (7132), eleven; Aviation Ordnance Technician (7212), one; Surface Ordnance Technician (7232), one; Ordnance Control Technician (7242), three; Aviation Maintenance Technician (7412), one; Machinist (7432), one; Electrician (7542), two; Communications Technician (7642), one; Electronics Technician (7662), one; Ship Repair Technician (7742), one; Dental Service (8182), one; Photographer (8312), two.

Now It's Official— Warrant Officer Program Will Be Phased Out

The Warrant Officer Program, which is as old as the Navy itself, is going the way of many of today's airplanes and missiles. It's being phased out; but in a way that will benefit the WO.

The current warrant officers eligibility list contains the names of the last who may be appointed. Those who took the officer selection test in June this year may be considered for LDO (temporary). If they are eligible, and do want to be considered, application must be made in accordance with a forthcoming BuPers Inst. 1120.18F. (The names of those who are ineligible or who fail to apply will be dropped.)

By 1975, most warrant officers should have either retired from the Navy, or been selected for limited duty officer (temporary). However, because of their age, only a small percentage of the present warrants are eligible for LDO(T). (Applicants must not have reached 34th birthday as of 1 July of year they apply.)

Warrant officers lose nothing under the new phase-out plan. No warrant officer will be forced out of his job, no career benefits will be taken away.

Warrants will, in fact, gain under the new program. Just as under the old system, eligible warrant officers may still apply for the LDO(T) program. (But only if they want to; they may stay and retire as WOs if they choose.) Those W-2s, W-3s and W-4s who are eligible, or who are not selected under the LDO(T) pro-

gram, will be given permanent appointment as CWO.

All warrants will benefit by a new stepped-up temporary promotion system. Under the old plan, a WO had to serve three years between W-1 and W-2, six years between W-2 and W-3, and six years between W-3 and W-4. Under the new plan, a temporary promotion will be given after two years as W-1; and four years as W-2 or W-3. The present three, six, and six years (as prescribed by law), will still be used for permanent promotion.

The end of the Warrant Officer Program was almost inevitable. With the advent of the limited duty officer (LDO), the officer specialist distinction long associated with a warrant officer was being duplicated in the LDO ensign—and with more rank. Then, some years later, when the Navy selected men for promotion to master chief petty officers, some more of the warrant's specialist duties were infringed upon by these "super" chiefs.

Warrant officers were being squeezed from the top by the LDO program, and from the bottom by the E-8, E-9 program. To try to remedy this, the Chief of Naval Personnel appointed a special committee of naval officers to study the WO program, together with the LDO, and other related officer programs.

Here are the committee recommendations that will be put into effect:

- Phase out the Warrant Officer Program by normal attrition and by curtailing input after fiscal year 1960. (The present WO eligibility list.)

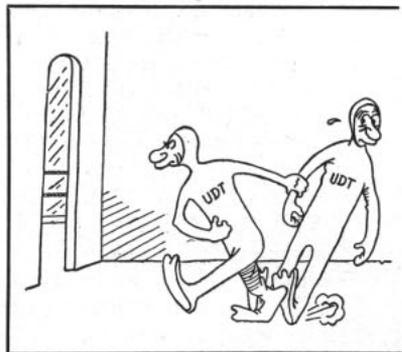
- Authorize permanent appointments and accelerated temporary promotions for present warrant officers.

- Change certain warrant officer billets (about one-third of the present WO billets) to master chief petty officer billets, and change the remaining WO billets to unrestricted line or staff corps billets. (Many of these billets will be classified to indicate the need for a technical skill, and be filled by LDOs or warrant officers.)

- Expand the Limited Duty Officer (Temporary) Program by increasing the number of categories and by increasing input from the

All-Navy Cartoon Contest

D. B. MacDougall, SMC, USN



"B-B-But it's raining."

present 550 to about 800 per year, and by channeling most enlisted-to-officer procurement through this program.

- Limit input into the Integration (fo'c'sle to quarterdeck) Program to only those who are considered fully qualified to compete with their contemporaries on career officer standards. (This is expected to cut the number of men selected each year under the Integration Program from about 200 to about 50.)

- Activate a temporary officer program for the Medical Service Corps as a replacement for the Medical Service and Dental Service warrant categories.

- Require a minimum of nine years' prior active service on appointment to LDO(T) status. (Again, the lead time involved makes the minimum service requirement eight years, computed to 1 July of the year in which application is made.)

- Make selection to permanent LDO status concurrent with and contingent upon selection to the grade of lieutenant commander. Selection to LCDR will be made within existing legislative limitations. It appears at this time that there should be about 130 of these selections a year.

- Develop and implement a plan to continue the training for LDOs to insure that they are kept in step with technological developments.

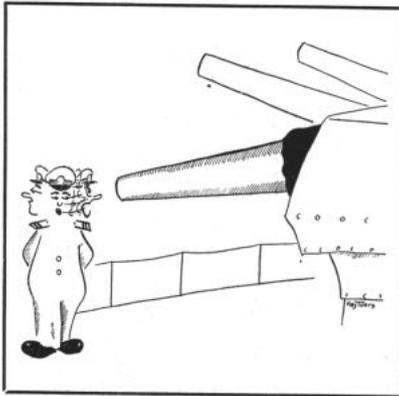
- Modify the master chief petty officer input to match billet requirements. At the present time E-9s are being selected proportionately with the number of men in the rating. Under the new plan, the rating of the 2800 MCPOs will fill, as a first requirement, the technical needs of the Navy in each rate.

- Coordinate LDO(T), WO and MCPO detailing within the Bureau of Naval Personnel during the transition period.

- Establish a three-year obligated service requirement as a condition for advancement to master chief petty officer for personnel with 17 years' service or more. (This is the same obligated service now required of men selected for warrant officer.)

The Warrant Officer Program should be phased out by 1975. There may still be a few warrants aboard after 1975, however. The law permits LDOs who twice fail to be selected for promotion to revert to

All-Navy Cartoon Contest R. J. Tuers, JO2, USN



"Fire . . . WHOA"

permanent warrant officer. (The new committee plan needs no change in legislation.) Limited duty officers in this category will comprise the only input into the WO program after 1960.

About 550 men per year are currently being selected for LDO(T). This will be raised to about 800 per year starting in 1961. (The first 800 will be picked from the men who were tested in June.) Ultimately, there should be about 9900 LDO(T) /LDOs in the Navy. As of 30 June, there were 2480 LDOs in the Navy, and 4945 WOs.

The new officer program should

ease several other so-called problem areas in the Navy. Here are a few:

LDO (T) officers will progress from ensign upward, ranking above new officers coming into the Navy after them. The younger officers will naturally go to a senior and older officer for advice. Many times in the past, these young junior officers have hesitated to go to the more experienced, but junior, warrant officer for advice.

With master chief petty officers going to many present WO billets, and no increase in the number of MCPOs, chiefs will be spread thinner throughout the Navy, and in positions of higher responsibility.

By letting only the very best men go into the unrestricted line (through Integration), those selected will be better able to compete for promotion with officers who are Naval Academy graduates, or graduates of NROTC. Many officers procured through Integration in past years have found that two factors—comparative age and formal education—have worked against them.

It all boils down to this. The Warrant Program was obsolete, but the men in it are too valuable for the Navy to lose. This new plan should fill the bill by eliminating the WO Program and benefiting both the Navy and individual at the same time.

HOW DID IT START

Missile Mail

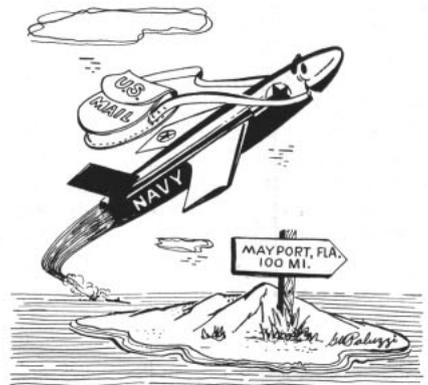
A *Regulus I*, launched from USS *Barbero* (SSG 317), successfully delivered on 8 Jun 1959 what's been hailed as the "first official missile mail."

The missile carried 3000 letters from Postmaster General Arthur E. Summerfield to various government officials—among them, President Eisenhower. It was launched about 100 miles out in the Atlantic and landed near Jacksonville, Fla., at the Naval Auxiliary Air Station, Mayport. The Jacksonville Post Office then forwarded the letters to their destinations by conventional methods.

Barbero had taken the letters aboard at Norfolk, Va.

In the letters, Mr. Summerfield called the flight "an historic milestone in the use of guided missiles for communications between the peoples of the earth."

According to the Postmaster General, this was the first mail consignment to go



through the postal system officially. However, there have already been a number of unofficial deliveries of mail and messages via rockets and missiles.

How to Make Arrangements for Burial in a National Cemetery

A reader writes in to ALL HANDS with the following question:

"Will you please tell me who is eligible, and how application can be made, for burial in Arlington National Cemetery?"

"I would also like to know if the Navy will bear expenses of a private burial if a serviceman doesn't want to be buried in a national cemetery."

Here's the answer:

First of all, any member or former member of the United States armed forces whose last service ended honorably (either by death or otherwise) may be buried in a national cemetery.

Application for burial in Arlington, or in any other national cemetery, is made by contacting the superintendent of the cemetery in which burial is desired.

Grave sites cannot be reserved. At the time of death the person who is making the funeral arrangements should contact the superintendent of the national cemetery in which burial is desired and give him all available information about the dead person's military record. Shipment of the remains and final details for services should not be made until all arrangements have been completed with the cemetery.

D. J. Majchrzak DN, USN
All-Navy Cartoon Contest



"Boy, did I get chewed out!"

There is no charge for the grave site or for the opening and closing of a grave in a national cemetery. In the case of inactive and discharged members, expenses of preparation, casketing, and transportation of remains from the place of death to the national cemetery must be paid from private funds.

A sum not to exceed \$250 is payable in the case of death of a veteran of wartime service or service during the Korean conflict, or a peacetime veteran receiving compensation at the time of death, or a veteran dis-

charged or retired for disability received in the line of duty. This sum is payable to the undertaker or person whose personal funds have been used to pay expenses. To get this money, application should be made to the nearest Veterans Administration Office.

The Navy will pay expenses for the preparation, encasement and transportation of the remains for the following:

- Any member of the Regular Navy who dies on active duty.
- Any member of the Naval Reserve who dies while:

1. On active duty.
2. Performing authorized travel to or from active duty or annual training duty.
3. On authorized inactive-duty training or on annual training duty. (This does *not* include travel to or from inactive-duty training; however, this travel may be covered under laws administered by the VA.)

4. Being treated at the expense of the United States for injury incurred or disease contracted, while on active duty or while on inactive-duty training, or while performing authorized travel to or from active duty.

- Any member of the NROTC who dies:
1. While attending a training camp.

2. On an authorized cruise.
3. Performing authorized travel to or from such a camp or cruise.
4. While hospitalized or undergoing treatment at the expense of the United States for injury incurred, or disease contracted while attending such a camp, while on such a cruise, or while performing authorized travel to or from such a camp or cruise.

- Any accepted applicant for enlistment in the Navy.

- Any person who has been discharged from an enlistment while a patient in a United States hospital, and who continues to be such a patient until he dies.

- Any retired member who becomes a patient in a U. S. hospital while he is on active duty for a period of more than 30 days, and who continues to be such a patient until the date of his death.

Headstones, Memorial Markers for the Naval Veteran

A headstone or grave marker for the unmarked grave of a member of the Navy who dies on active duty, or for any veteran whose last active service ended honorably, is furnished, free of cost by the Department of the Army.

The Army will also furnish an appropriate memorial headstone or marker for any member of the Navy who dies in the service and whose remains have not been recovered or identified, or were buried at sea. Placement may be in either a national cemetery or in a private cemetery.

Application for a headstone or marker should be made to the Office of the Quartermaster General, Department of the Army, Washington 25, D.C., on DA Form

1815. The person submitting the application must transport the headstone from the freight station he or she designates and pay for placement in the cemetery. When burial is made in a national cemetery, a headstone is provided without request.

It may take from 60 to 90 days to process a headstone application, manufacture a marker and ship it to its final destination. Considerably more time is required if the application is not complete, or if the information shown does not conform to authorized inscription, and correspondence is necessary.

Some cemeteries restrict the type and design of a headstone or marker. This should be carefully checked before applying.

- Any military prisoner who dies while in naval custody.

- Any member temporarily absent from active duty (with or without leave) at the time of his death, unless he had been dropped from the rolls of his organization before his death.

If the next of kin makes arrangements for the preparation of the body, the Navy will pay an allowance equal to that which it would have expended had the Navy prepared the body. If this amount is difficult to determine, the next of kin is asked to submit bills to substantiate a claim. An allowance not to exceed \$400 will be paid toward these expenses.

Regardless of who makes arrangements for preparation of the remains (the Navy or the next of kin), a burial allowance of up to \$200 is provided by the Navy if burial is made in a private cemetery, or \$75 if the body is sent directly to a national cemetery for burial. If the body is attended by a funeral director before it goes to a national cemetery, an allowance not to exceed \$125 will be paid. This money is to help cover any additional expenses incurred by the family.

School for CPOs Studies Problems of Leadership

The first class of 60 top CPOs from the Naval Air Training Command started classes earlier this year at CNATRA's newly formed Chief Petty Officer Leadership School at Pensacola, Fla.

The school, which trains Chiefs in both theoretical and practical phases of positive leadership, will serve the entire Naval Air Training Command. It is administered by the Chief of Naval Air Technical Training, Memphis, Tenn., and logistic support is furnished by NAS Pensacola, Fla.

CDR Robert L. Ashcraft, usn, who graduated from Navy flight training in 1942, is the Officer-in-Charge.

S. P. Gray, BUCS, usn, is the school's leading chief and senior instructor. Gray's world-wide duties have often found him acting as construction officer on independent duty.

School administrative work rests with R. F. Watson, ADC, usn. In 1958 he won the Pensacola Navy League Council's Leadership Award.

Test evaluation is the task of

W. M. Opava, ADC, usn, holder of the Commandant's Award for performance of duty at the Barksdale Air Force NCO Academy.

Other instructors assigned to the Navy school are R. G. Growe, PHC, usn; R. J. Frazier, AEC, usn; R. A. Breed, AEC, usn; and John S. Rogers, RMC(SS), usn.

Student instruction includes military law, moral leadership, supervision and management, communicative skills and public speaking, world affairs, and physical training. Formal instruction by the staff is supplemented by military and civilian guest speakers.

San Diego Navyman Are Good Scouts

San Diego, Calif., has the reputation of being a strong Navy community. It also is known for its strong backing of Scouting. There's a connection here.

Almost every Scout District in San Diego County is represented, in some way, by adult leaders stationed at the Recruit Training, Service School or Administrative Commands of the huge Naval Training Center. Such positions as District Commissioner, Scout Master, Institutional Representative, Explorer Adviser and many others are typical of the many ways in which the Navyman takes part in the Scouting program in Southern California.

This year, over 1500 Scouts of all ages have already visited NTC to take part in citizens' conferences, overnight encampments, track and field meets, sea regattas and guided tours. They come from as far away as New Jersey and as near as NTC itself, where both Boy Scout and Explorer Scout units are sponsored and furnished a meeting hall.

The major portion of the population at NTC is made up of recruits and Service School students. Although they are at the Center for only a short period, Scouting is well represented in their ranks. More than 2500 former Scouts are usually undergoing Navy training. Of these, nearly 100 are Eagle Scouts.

Just to prove hearts are in the Scouting program, NTC personnel also say it with financial contributions. They recently donated \$10,000 to help build better Scouting facilities in the San Diego area.

The Sherman Field Search and Rescue team (SAR) at Pensacola, Fla., is a streamlined outfit designed to cope with emergency situations. It operates with a 27-man crew which provides a 24-hour flight crew and maintenance for the two UF amphibious planes and three HO4S helicopters that constitute the SAR's aircraft.

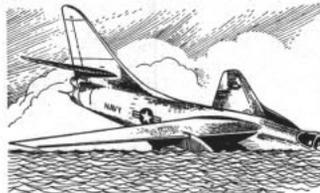
Here is a typical situation involving the SAR team:

A call comes through the coordi-



nator's office. The alarm is sounded. Pilots and flight crew dash out to their respective aircraft. As the engines of the UF and the HO4S helicopters are warmed up, the flight surgeon and corpsman grab emergency medical supplies from the Sherman Field Dispensary and meet an ambulance which will take them to the waiting SAR aircraft. As soon as they arrive, clearance is received from the Operations Tower and they're off to their destination.

Time involved: about three minutes.



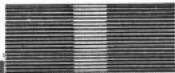
At least one helicopter and UF is kept at Sherman Field on a ready status at all times. Because a large per cent of student training takes place at NAAS Whiting Field, a helicopter is kept there also.

During one six-month period, the SAR unit averaged better than two launchings a day. The majority of these were precautionary.

Sherman Field's SAR responsibility ranges out to about one-third of the Gulf of Mexico and a 250-mile (nautical) radius of the Pensacola training command. NAS yardcraft provide a crash rescue vessel which operates up to 100 miles into the Gulf.

Men assigned to this SAR unit must be ready for almost any type aircraft accident. Teamwork and precision timing are essential to their work.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ HOLLOWAY, James L., Jr., Admiral, USN, as Commander in Chief, Specified Command, Middle East, during the Lebanon crisis from 15 Jul to 26 Oct 1958. An astute leader and diplomat, Admiral Holloway successfully carried out an extremely delicate and complicated assignment during this tense international situation. Understanding the military, political and economic implications involved, he dealt with the highest-level officials and deftly utilized the forces at his command in restoring and maintaining stability in Lebanon. By his expert handling of a critical assignment, ADM Holloway added significantly to our international posture and contributed to the free world's efforts toward preserving peace.



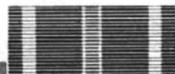
LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ GRALLA, Arthur R., CAPT, USN, Commanding Officer, *uss Norton Sound* (AVM 1), from 1 July through 15 Sep 1958. While his ship was engaged in a particularly difficult series of missile tests of great importance to the Navy, Captain Gralla, exercising unusual technical and professional competence, sound leadership, and outstanding initiative, successfully completed all operational and technical requirements of the program in unprecedentedly short time, thereby making a major contribution to the success of these tests.

★ LANING, Richard B., CAPT, USN, as Commanding Officer of *uss Seawolf*, SS(N) 575, one of two pioneering types of nuclear-powered ships from 30 Mar 1957 to 6 Oct 1958. During this period, Captain Laning demonstrated the tremendous potential of the submarine-borne weapons systems and was instrumental in proving the peculiar capabilities of the nuclear-powered submarine to conduct effective operations in coordination with other units

of the Navy's antisubmarine warfare team. An extremely competent and inspiring leader, he demonstrated to the world the ability of the nuclear-powered submarine to remain submerged and independent of the earth's atmosphere for a period of time that could encompass an entire war patrol.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ DE FLOREZ, Luiz, RADM, USNR (Ret.), for extraordinary achievement while participating in numberless aircraft flights throughout his naval career. Responsible for the original conception, design and flight-testing of aircraft instrumentation which included the first bubble sextant and the first complete audio flight reference, RADM De Florez made many major contributions to the development of cockpit instrumentation and controls, air speed indicators and night lighting. In the forefront of naval aviation as inventor, designer and pilot, he was recognized for his imagination and inventive skill in this field by the Scientific American Prize for Aircraft Improvement in 1934, and the Collier Trophy in 1943.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

Navy and Marine Corps Medal

★ BUTLER, Charles S., BM1, USN, for heroic conduct while serving with the U.S. Naval Ordnance Facility, Port Lyautey, Kenitra, Morocco, on 31 Jan 1958. As a member of Special Weapons Disposal Team Number One, Butler displayed exceptional courage and initiative while participating in an operation of a classified nature involving great risk of injury to himself and other team members.

★ JOHME, Ronald E., ASM3, USN, for heroic conduct in connection with the rescue of two men from drowning at La Jolla Shores Beach, Calif., on the afternoon of 20 Apr 1958. Responding to the calls for help coming from two swimmers who were suddenly pulled under water and out to sea by a strong

rip tide, Johme swam a distance of approximately ninety yards in the face of extremely rough surf to reach the victims. Although pulled under the water several times by one of the struggling men, he succeeded in quieting him so that a shipmate could tow the man to safety. Proceeding to the aid of the second victim, who was floating face down in the water, Johme turned him over and brought him to shore where he administered artificial respiration until he himself lost consciousness from exhaustion.

★ MC FERRON, Jerry L., ENS, USN, for heroic conduct as co-pilot of a helicopter which crashed and burned in an open field at Imperial Beach, Calif., on 16 Aug 1958. Escaping from the wreckage of the fiercely burning aircraft, Ensign McFerron, upon realizing the plight of the remaining members of the crew, returned to the flaming helicopter in a daring attempt to rescue his companions. Sustaining severe burns, he nevertheless persisted in his rescue efforts until forcibly restrained by two fellow servicemen who had arrived on the scene.

★ MOORE, George H., AN, USN, for heroic conduct while serving on board *uss Philippine Sea* (CVA-47) in waters off the coast of Southern California on the night of 5 Dec 1957. When an aircraft crashed and started burning on the flight deck of *Philippine Sea* during a night landing, Moore raced to the nearest salt-water hose station, enlisted the aid of some nearby shipmates, and effected the first play of water on the flaming aircraft. Observing the unsuccessful attempts to extricate the trapped pilot from the cockpit, he entered the hot, smoldering cockpit and freed the trapped pilot. Before leaving the aircraft, he entered the after crew's compartment which was still aflame, and made sure that no one was left. As a result of his rescue work, he sustained lacerations and first degree burns. During his heroic efforts he faced grave dangers from fire, asphyxiation and possible imminent explosion.

★ REED, Robert J., MN1, USN, for heroic conduct while serving with the U.S. Naval Ordnance Facility, Port Lyautey, Kenitra, Morocco, on 31 Jan 1958. As a member of Special Weapons Disposal Team Number One, Reed displayed exceptional courage and initiative while participating in an operation of a classified nature involving great risk of injury to himself and others.

THE KEY TO VICTORY



1898 lessons learned at Manila hold true today

The following account was extracted from "Why We Won At Manila," by LT B. A. Fiske, USN, published in *Century Magazine*, Vol. 57, November 1898—April 1899, pp. 128-135.

WHEN WAR WAS DECLARED, it will be remembered our Fleet was at anchor in Mirs Bay, near Hong Kong; and the next day it steamed out rapidly in column, bound for Manila, or rather for the Spanish fleet, which was supposed to be there.

The succession of ships was the same as afterward in the battle, the flagship *Olympia* leading, and bearing the broad pennant of Commodore Dewey at her mainmasthead. Next came *Baltimore*, then *Raleigh*, *Petrel*, *Concord*, and *Boston*. The revenue cutter *McCulloch*, with the transports *Nanshan* and *Zafiro*, formed a separate column to starboard.

The trip to Manila was pleasant and eventful. When abreast of Corregidor Island, and still heading to the southward, a flame shot up from the smokestack of *McCulloch*, and almost instantly a rocket was sent up from Corregidor, showing that we were discovered. This happened about eleven o'clock.

The Commodore led the Fleet continually to the south, gradually changing the course to the eastward till by half-past eleven he had gotten all the ships past the outer headlands that mark the entrance to Manila Bay.

Not a gun had been fired; not a torpedo had been exploded. On the ships went, farther into the enemy's waters; and still no sound but the regular chunk, chunk of the engines, and the swish of the water under the bows.

The silence was uncanny. Suddenly we heard the report of a heavy gun to starboard and very close, and the screaming of a shell above us. All nervousness, doubt, and hesitation vanished at the sound; every man stiffened up automatically.

THE FLEET KEPT ON, Commodore Dewey leading, in person, into a harbor where he had never been—leading at night into a harbor supposed to be filled with mines and flanked with guns, and to hold the enemy's fleet. Standing by the standard compass forward, near the bows and high above the deck, he and Lieutenant Calkins, the navigator of *Olympia*, who had also never been in Manila, kept their night-long vigil. A less brave man than Dewey would not have dared to risk such an entrance; and yet it was not an act of foolish daring, or even of unwarranted hazard. He had exhausted every means of information (not many, it is true) about the defense of Manila, and had studied thoroughly all of the pros and cons.

Years of experience, study and training were being put to the test.

His train of reasoning had brought him



ADMIRAL of the Navy
George Dewey



BRIDGE HEAD—Old photo shows Commodore Dewey on after bridge of *USS Olympia* while bombarding Spanish.

to a certain conclusion, and thence to a decision, in the calmness and quiet of his cabin; and this decision he proceeded to carry out when he found himself face to face with the actual emergency, the responsibility on him alone. The risk he ran was certainly great; and this does not mean the risk of his own life and safety, for that was the last thing he thought of, but the risk of losing men or ships, or even the battle itself.

During the night the Fleet steamed up the bay, pointed for Manila, in a silence that was unbroken by any warlike sound, the captain of every ship upon the bridge, and officers and men, except the watch, sleeping on deck, near the loaded guns.

A little before five the day began to break, and the vague outlines of Manila could be discerned ahead. It was off Manila that, from information received at Hong Kong, we expected to find the Spanish fleet; so all the ships went to General Quarters, and the few remaining preparations were quickly made.

AS THE LIGHT INCREASED, and glasses swept the broadening horizon, some objects to the southward that looked like men-of-war came out of the obscurity. Soon these could be made out plainly.

They were the Spanish fleet, drawn up in column of battle across the little bay that leads to the naval and military arsenal of Cavite. The Commodore ported his helm at once, and headed for the Spaniards, followed by his ships. A shore battery in Manila opened on the fleet with heavy guns; but the distance was too great for effective work, and so, after a few reply shots, the American Fleet ceased firing, in obedience to a signal from the flagship.

The American ships were steaming along swiftly and in perfect order, with the national ensign flying at the head of every mast and spanker-gaff. To the south lay the hostile fleet, disposed defiantly for battle, the beautiful flag of Spain floating over every ship, its folds curving and recurring slowly, at the will of the gentle morning air.

We soon saw that the Spaniards had disposed their force so as to cover the entrance to Cavite, the western

flank of the fleet resting on Sangley Point, and the eastern flank resting on the shoal water near the land on the other side of the bay, both flanks being apparently so close to shoal water as to prevent us from passing at either place and "doubling" on them. This disposition at once suggested that of the French fleet at the battle of the Nile, and Dewey's attack in column suggested Nelson's.

THE DECISIVE MOMENT was approaching, and it was approaching in a very ticklish manner. The American Fleet was in a harbor in which not a single officer had ever been before, and with which their acquaintance had been acquired wholly from charts.

The interchange of shots between the flagships seemed to let go from every gun the shell that was waiting in it, and the action became general at once.

Shot and shell fell all about us, striking the water ahead and astern and on each side, and singing in the air like big mosquitoes, but never biting.

Our shots, on the contrary, though many went over or fell short, seemed in the main to be well directed; and many a one could be seen, like a tiny dot in the air, till it disappeared near some part of a Spanish ship, where a puff of black smoke immediately afterward testified that it had struck and exploded.

The American Fleet steamed slowly down the line to the westward, until it had passed the Spanish fleet, then countermarched and passed it, going to the eastward, then countermarched to the westward, then to the eastward, and then to the westward, and then drew out of action at half-past seven, and went to breakfast; so it passed the Spaniards five times, three times going to the westward and twice to the eastward.

The Spaniards remained virtually in the same place, *Castilla* being, in fact, moored and immovable. During our first trip the Spanish ships fired with great rapidity; but their fire slackened gradually, yet perceptibly, after that, especially on board *Castilla* and *Reina Christina*, the flagship, which, being the most "shining marks," received the greatest attention from our ships.

The major part of the battle was simply an artillery duel between the opposing fleets, one moving and the other virtually stationary; for though certain Spanish ships started out several times, with the apparent intention of attacking our rear, they were quickly driven back by our guns.

AT THE END of the last trip, *Castilla's* guns were silenced, *Reina Christina* was ablaze in two places, and the weak and irregular fire of the others betrayed the fact that their personnel and material had received such injuries that they were already *hors de combat*.

After breakfast, the Fleet started in toward Cavite again, and soon reduced the shore batteries on Sangley Point.

At the conclusion, it was found that no one in our Fleet had been killed, and only eight men had been injured, and these but slightly; they were all on board *Baltimore*, and were struck by splinters made by the same shell. Not a single ship had received any injury that reduced her efficiency in the slightest, with the exception of one gun in *Baltimore*, struck by the same shell that wounded the men.

Such was the battle of Manila Bay, sketched briefly, and in outline only. Until this battle, the most complete

naval victory in history was that gained by Nelson at the battle of the Nile, with which, as has been said, it had many points in common.

ONE FACT STANDS OUT clearly: The disproportion of hits between the two fleets was far, far greater than the disproportion between their gunnery forces. That the American Fleet was the stronger in battery power cannot be denied, and this is no reproach to us, but the reverse; for it shows that the Americans acted in accordance with the first principle of warfare, and "got the mostest men there the firstest."

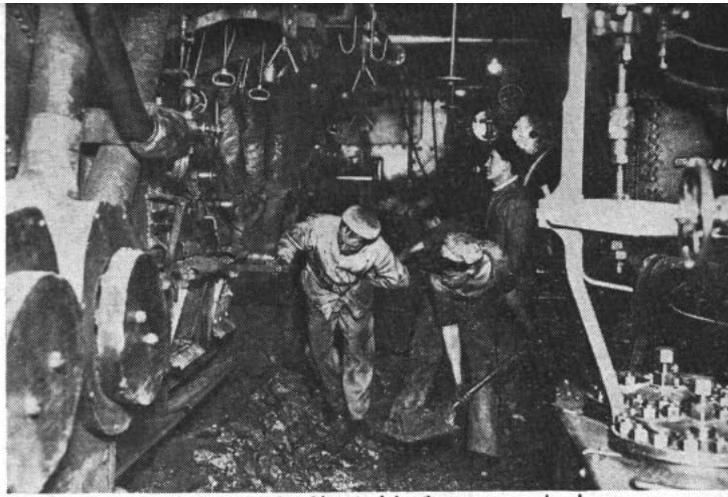
Having got them there, they proceeded to use them effectively. As to the result of their target practice, seven warped iron hulls, just showing above the tops of the blue waves of Manila Bay, will continue to testify for many years to come.

Before estimating the degree of skill with which the guns were handled, the reader is respectfully invited to remember that they were not fired on shore, but at sea, and that there is about the same difference between shore gunnery and sea gunnery as there is between firing from a rest on the target range, and firing at a bird on the wing; and that shore gunnery may properly be termed a science, and sea gunnery an art. In shore gunnery the degree of precision attainable (and attained) is far beyond that which can be reached at sea, for the errors of firing are reduced to a degree that constitutes a triumph of science.

Much can be done by a good gun-captain, however, by watching for a smooth time, and firing a little before the sights bear. If anybody could have gone from ship to ship of the United States Fleet during the eventful hours between five and half-past seven on that beautiful Sunday morning, he would have seen 50 guns' crews all eagerly, yet coolly, working their guns, and he would have seen each division of guns, and each turret, under the charge of an officer responsible for it.

He would have seen, also, that besides these guns and their crews there was another very important department, that of bringing the ammunition from its safe magazines, far below the waterline, and delivering each kind to its appropriate gun.

He would have noticed, too, that although the guns were the most prominent objects in the picture, many things were being done, and many people employed, and much apparatus was being used in order that the guns should work in the most effective way; and, if he were



TEAM WORK 1898 STYLE—Ship's blackgang works below decks to keep up steam while guns roar topside.

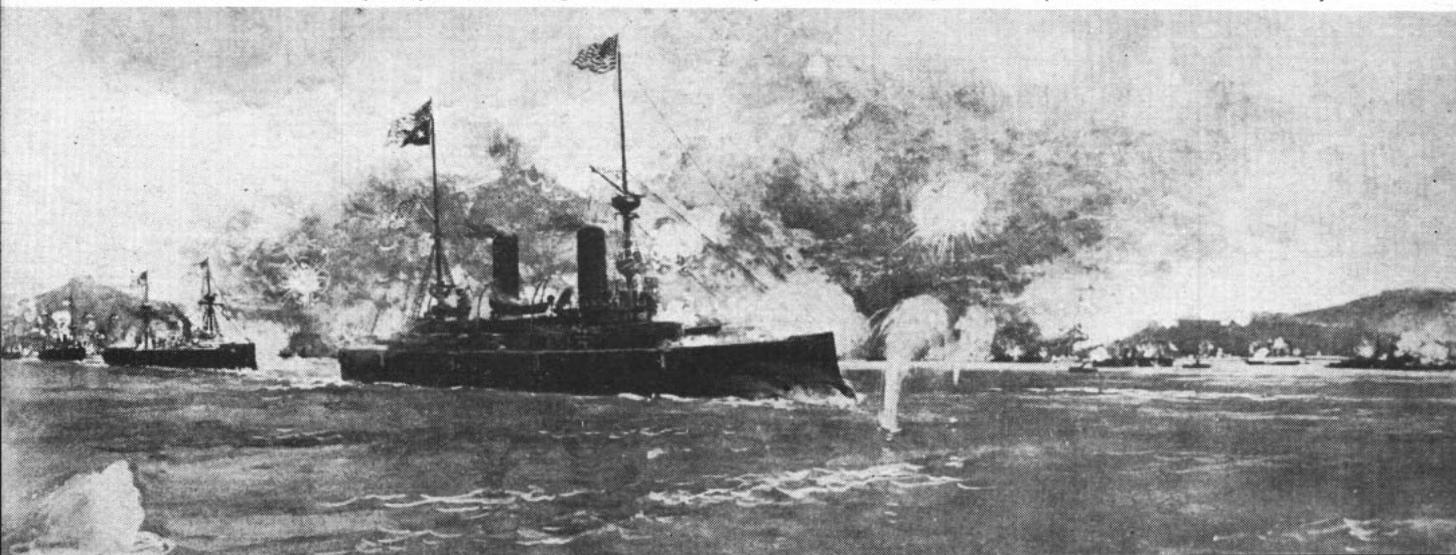
a thoughtful person, he might ask himself a number of interesting questions, and seek the answers in the scenes before him.

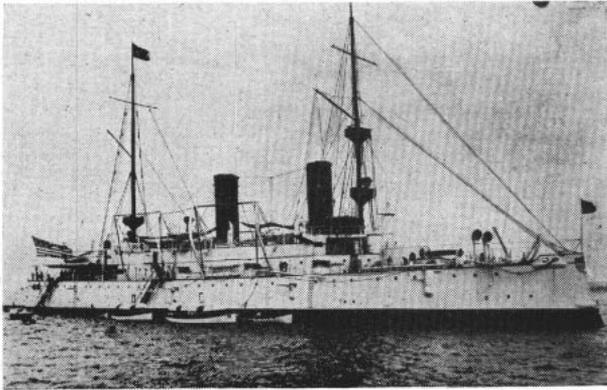
THE SPECTACLE of the orderly decks, the well drilled crews working their guns, or providing ammunition, or caring for the wounded, or extinguishing a fire, might lead him to ask himself, "Is not this excellent shooting that I see merely one sign of a discipline and instruction and drill without which it could not be?"

And as he watched the guns skillfully handled by their crews and captains, there would be gradually borne in upon his mind an increasing appreciation of the long and patient drill and teaching necessary to bring their efficiency to its present point; for the skill of each division is an index of both the capacity of the men themselves, and the ability of the divisional officers. And when he had noted the uniformity of the drills throughout one ship, he would see that the efficiency of each division is an index not only of its own merits, but of the patience and firmness and intelligent effort of the executive officer, and, back of him the captain.

Continuing his inspection tour from one American ship to the next, he would see the same spirit and the same quick and obedient intelligence; and he would then understand that the performance of each ship is an index not only of its own efficiency, an evidence of the skill and faithfulness of its commander-in-chief, and, back of that, of the whole Navy itself. For every man, and every gun's crew, and every division, and every ship, and every Fleet, is simply part of one uniformly instructed, drilled, and disciplined fighting force.

GOOD SHOOTING—Dewey's squadron swings around the ellipse while scoring hits on Spanish fleet in Manila Bay.





Flagship *USS Olympia*

AT THE BATTLE of Manila Bay one might have noted another thing: That there was almost no time when a gun-captain was embarrassed in the firing of his gun by smoke, or by another ship being in the way, or by sudden and quick movements of the ship itself. A little observation would show that the ships were so lined up by the admiral's disposition that no ship ever got between any other and the enemy, and that their direction of movement and of speed were such that each ship kept moving out of the smoke of her guns, and yet moved so slowly, and with so few changes of direction, as to give the gun-captains the utmost opportunity.

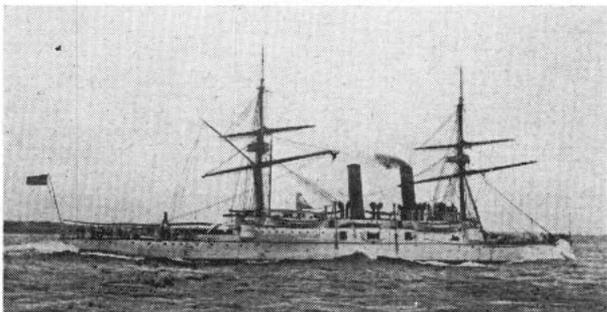
Although the ships sometimes drew quite near one another, their captains kept them at as uniform a speed and in as constant a direction as possible, instead of continually working the engines, and excitedly shifting the help from port to starboard and from starboard to port.

Another thing made the duty of the captains easier: In no case was there any trouble with the engines of any ship, or any delay in backing, going ahead, or stopping. This meant an excellent condition of the engines and an efficient condition of the engineer's force, who, far below the water-line, shut in their tight iron boxes, saw nothing of the battle, and felt nothing but the almost unendurable heat of their furnaces and boilers.

SOME THANKS were due to the gun itself, which had been modestly doing its duty. How did that gun get there? Who made it? Why does it shoot so straight? Why does it not burst when it goes off? What makes it stop so gently when it recoils?

Looking with careful eye at this object of his admiration, one finds it to be a tube combining a maximum of strength, elasticity, and ductility with a minimum of weight; rifled along the inside of the barrel, and closed

Steel Cruiser *USS Boston*



at the rear, or breech, by means of a "breech-block," so ingeniously contrived and accurately fitted that not an atom of the terrible powder-gas, which attains a pressure of thirty thousand pounds to the square inch, escapes past it, and yet which can be opened or closed by one man in an instant.

Inquiry discloses the fact that this gun, and all the Navy guns and their appurtenances, are designed by the Bureau of Ordnance and constructed at the Washington Naval Foundry, and that each of the numerous pieces of steel of which it is constructed was subjected to rigid chemical and physical tests before it was accepted.

Attention passes from the gun to the gun-carriage which supports it. Examine the ingenious and yet strong and simple mechanism by which the carriage and its gun are moved quickly to the right and left on the unsteady platform of the deck. The recoil of the gun is gently but firmly checked by a cylinder partly filled with liquid, and carrying in it a piston which is shoved along by the recoil of the gun against the resistance of the liquid.

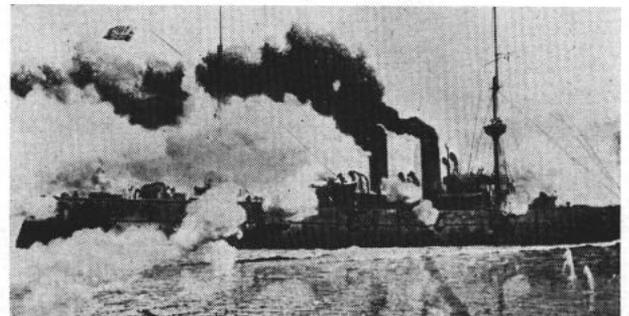
The projectile next claims the attention. Perfectly designed and constructed, each kind of projectile is made from some certain class of steel, according to the special work intended for it; most projectiles are closed at one end by a fuse.

BUT IF THE PERSONNEL and material of the Yankee Fleet worked together with such perfection on the 1st of May, how was it with the Spanish fleet? One answer is perfectly plain, and that is that, granting the superiority of the Yankee Fleet both in force and skill, even then the disproportion of hits could not have been so great, had the shooting by the opposition forces been even fairly good. What was the matter?

This question cannot be confidently answered yet, but a certain line of thought will perhaps lead us to a conclusion not far astray. As to material, we have not been able to gather any data on board the sunken Spanish ships, or at the arsenal, which would indicate that it was bad. In fact, the guns, and all the apparatus and instruments, seem to have been of excellent construction, and supplied by a liberal hand.

It may be the powder was bad, but there is no evidence to prove it; and the immense stores of ammunition in the arsenal, the fine buildings in which it was kept, and the evident care that had been bestowed upon it, indicate the contrary probability; and so far from there being any evidence of lack of organization, of equipment and of careful administration, the excellent and ample arrangements of the offices at the arsenal, the elaborate system of accounts disclosed, the number of offices, clerks, and officials indicated, incline one to the

USS Raleigh in action



belief that there may have been too much care, rather than too little, and too much attention to detail. No reason whatever can be found to suppose that the powder was bad, when all the other material seemed so good. We are reduced, therefore, to the belief that the true cause of the bad shooting was the most obvious one—simply bad marksmanship.

Was the bad shooting due to a lack of discipline? There is no reason to believe it; and the usually accepted idea of the Spaniard would tend to make one suppose that there might have been too much discipline, rather than too little. The officers of both the Spanish army and navy represent the best of the blood of Spain, and the literature of both services bears convincing proof of the excellent instruction which their officers have received, and of their devotion to and interest in their service.

The Spaniard is, and always has been brave; and he was brave, very brave, in Manila, on the 1st of May.

Was the bad marksmanship due to the constantly changing direction of the ships, necessitated by their maneuvers? Not at all; for the ships remained in column, and nearly motionless, for the greater part of the time.

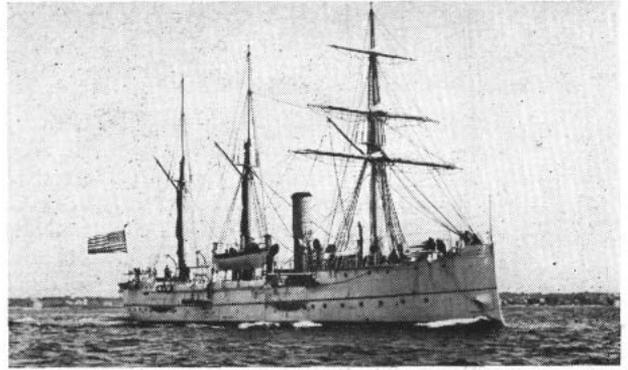
But had there been enough drill of the men in the handling and firing of their guns underway, and under circumstances simulating battle? This question we are unable to answer definitely; but the impression which we receive from civilians, natives, and others does not lead us to believe that there was the same labor and time spent on practical gunnery drills at sea as in our service.

But even assuming that this is true, the conditions of quietness under which they used their guns in the battle could not have been surpassed, except on land, so that the work of handling them was reduced to its simplest form, and even inadequate instruction and drill bestowed on men who afterward kept reasonably cool would, it would seem, have produced better shooting than we saw.

TO THE ORDINARY CAUSES for excitement were added the evident unpreparedness of the authorities, and their vacillating measures in preparing for the battle, and what could be more unnerving? All preparations had been made to meet us in Subic Bay, about fifty miles from Manila, and the change of base to Cavite was made only two days before the fight. The change was certainly a wise one, but sudden changes of plan do not inspire confidence. The final dispositions were perhaps as good as could have been made, for the forces of the fleet and the shore batteries supported each other, and both defended the arsenal.

Had there been time, it might perhaps have been better to remove all the guns from *Castilla*, and mount them on shore, where they would have been on a firmer platform, and where the guns and crews would have had better protection, and not have been menaced by the dangers of fire and drowning. But probably there was not time; active preparations had been begun too late. The Spaniards had no idea that Commodore Dewey would come so soon, and they were so sure that he would not dare to come in at night that some of their officers and men were ashore, and did not get off to their ships until after the fight had begun.

That they were unprepared is also shown by the fact that we have been unable to get sufficient evidence that any submarine mines whatever were actually put in place. There is plenty of evidence at the arsenal that



USS Petrel

it was intended to put some in place, because a number of mine-cases are there, partly finished; but no sign is visible of such an essential as an electrical laboratory, where the necessary tests, splices, junctions, and fittings could have been made. Manila harbor was as devoid of torpedo defense as New York harbor; but it did not have close at hand the enormous resources of New York in the way of electric material and trained electricians.

IT SEEMS PROBABLE, then, that the Spanish fleet was taken by surprise, and that the gun-captains fired their guns with too great a lack of coolness and care, though all fought with the courage of despair. Opposed to them was the American Fleet, which gained an advantage over them many times greater than their superiority of force. To explain the reason of the utter disproportion between the forces of the fleets and the damage each inflicted, we find that the American Fleet worked with these advantages:

- (1) The Commodore took the Spaniards by surprise.
- (2) He took the offensive instantly, and chose his own time and distance.
- (3) He so handled his Fleet, and the captains so handled their ships, that the gun-captains were given the most perfect opportunity.
- (4) Officers and men were in excellent discipline.
- (5) The gun-captains fired straight.
- (6) Officers and men kept quiet and cool.
- (7) The guns' crews were well drilled, and carried out the orders of their captains quickly.
- (8) The guns, gun-carriages, projectiles, powder, fuses, and primers were admirable, and had been kept in good condition.
- (9) The ships were well constructed, and had been kept in good condition.
- (10) The engines were well constructed, and had been kept in good condition; and the engineers' forces had been splendidly drilled.
- (11) There was a feeling of confidence in the mind of every man that the Commodore would do the best thing at every juncture, and this feeling of confidence in the Commodore was also reposed in the captains and officers, and reciprocally was felt by the Commodore, captains and officers toward the men.

The effect of this buoyant and mutual trust cannot be over-valued; and when added to this was a calm "preparedness of mind," and a clear comprehension of the dangers of battle, coupled with "a heart for any fate," we can see why not one single man in all the Fleet, at any stage of the fight, showed the smallest tendency to weaken or do anything unworthy.

RAIL TALK

THE MEN OF USS *Nereus* (AS 17) have the perfect squelch for any cigarette moochers who may be lurking in their midst. They simply refer them to the ship's electrical shop, where R. W. "Tom Edison" Pickard, EMF'N, has invented a contraption to take the "free" out of free-loading.

Pickard's brainchild is a vending machine which dispenses a single cigarette, lit and ready to smoke (this cuts down on match mooching), each time a penny is inserted in the slot. The device is encased in plastic so that the customer gets about one minute of free entertainment watching the ingenious machine in action while he waits for his cigarette to pop out.

After the coin has been inserted and the customer has made his selection as to king-size or regular, the mechanical marvel goes into a complicated cycle. First, the cigarette goes through ultra-violet light for sterilization. Then, it passes through a humidifier, drops onto a heating coil, lights and falls into an ashtray—all ready to be smoked.

Pickard drew up the plans for the gadget and constructed it from discarded parts during off-duty hours assisted by Charles L. Belcher, EMFN, and Curtis L. Johnson, EMFN.

★ ★ ★

As almost any Navy journalist will tell you, it is not good form for a JO to go around trying to get his own name into print. We had assumed that everyone on our staff was above that sort of thing, but it now seems we were wrong.

In a most flagrant violation of the JO's creed, one of our own writers has made a deliberate attempt to get his name into this magazine via underhanded methods—and to make matters worse, he tried this at the expense of nine other men in uniform in a public park practically a stone's throw from the White House.

The whole ugly business took place during a softball game between the Bureau of Naval Personnel and the Intelligence Office, Potomac River Naval Command. (Both teams are members of the Navy Combined League, made up of Navy-civilian squads from naval outfits around Washington, D. C.) The man who committed the breach of journalistic what-have-you pitches for and manages the Bureau team.

All through the game it was obvious that he was thinking of nothing but getting his name into print. In the first three innings he retired nine batters in a row—seven of them on strike-outs and two on fly balls. In the next three, he got nine more in a row—striking out six of them and getting three on pop-ups. Then, in the seventh inning, his desire for publicity unhinged him—he struck out the side on just 11 pitches.

With that obvious bit of grandstanding, the pitcher-manager-writer completed the first perfect game of his softball career. His team-mates (four of whom are also with ALL HANDS) double-checked the score book. No one had reached first. There had been a total of 16 strikeouts, and only one batter had gotten as far as a three-and-two count.

In his quest for publicity, our writer had overlooked just one thing: it would not be fair for ALL HANDS to mention the pitcher's name—just because he happens to write for the magazine—when other Navy pitchers have done the same thing and failed to get a write-up.

So, Jerry McConnell, JO1, USN, your nasty little scheme didn't work after all.

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.

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The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

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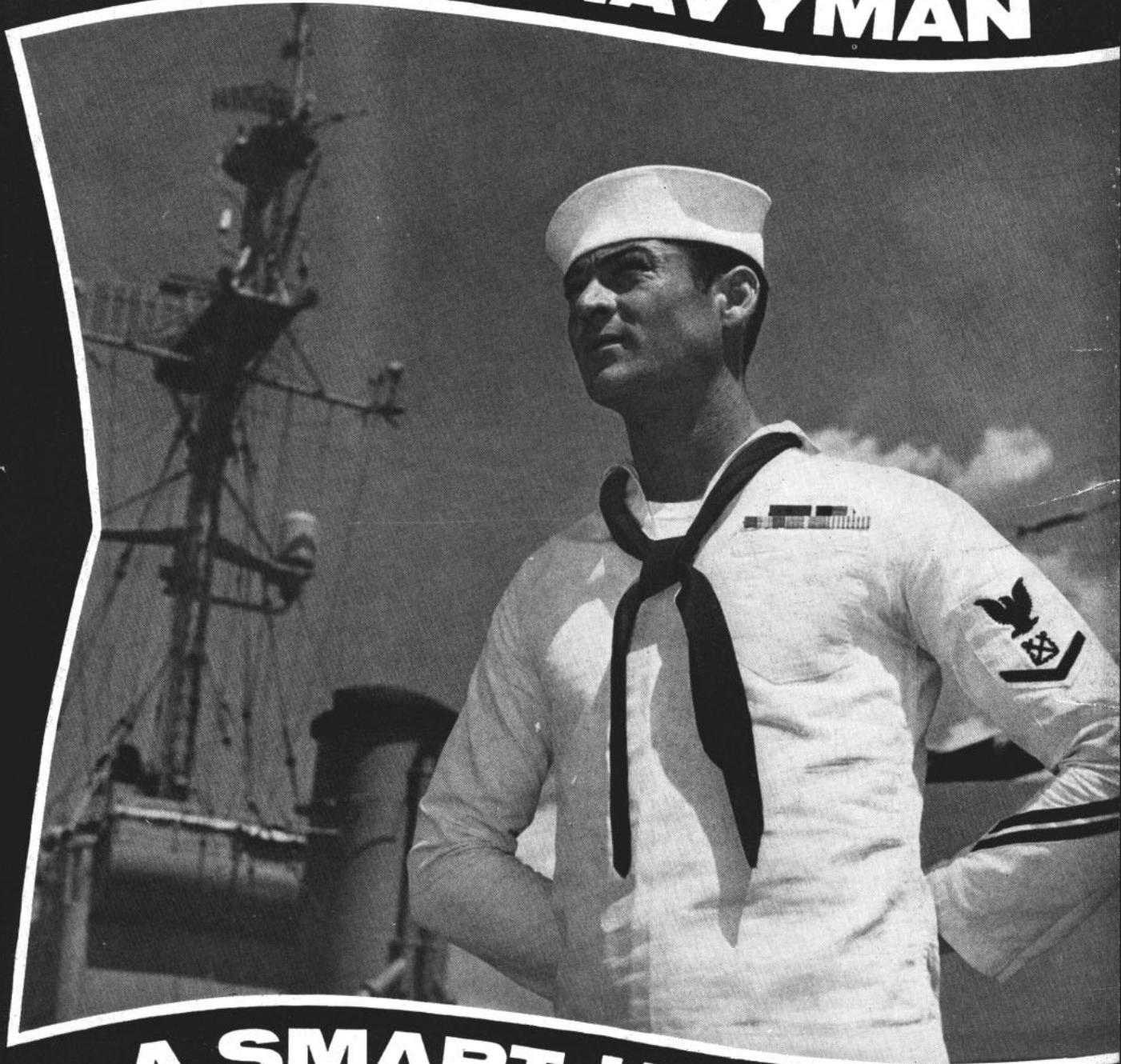
Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO addresses for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: WHOA GAL—Seaman appearing to hold back Fleet tug USS *Tawakoni* (ATF 114) is actually helping placement of a fender to warp tug into place without damage to bow or dock.



A SHARP NAVYMAN



A SMART UNIFORM