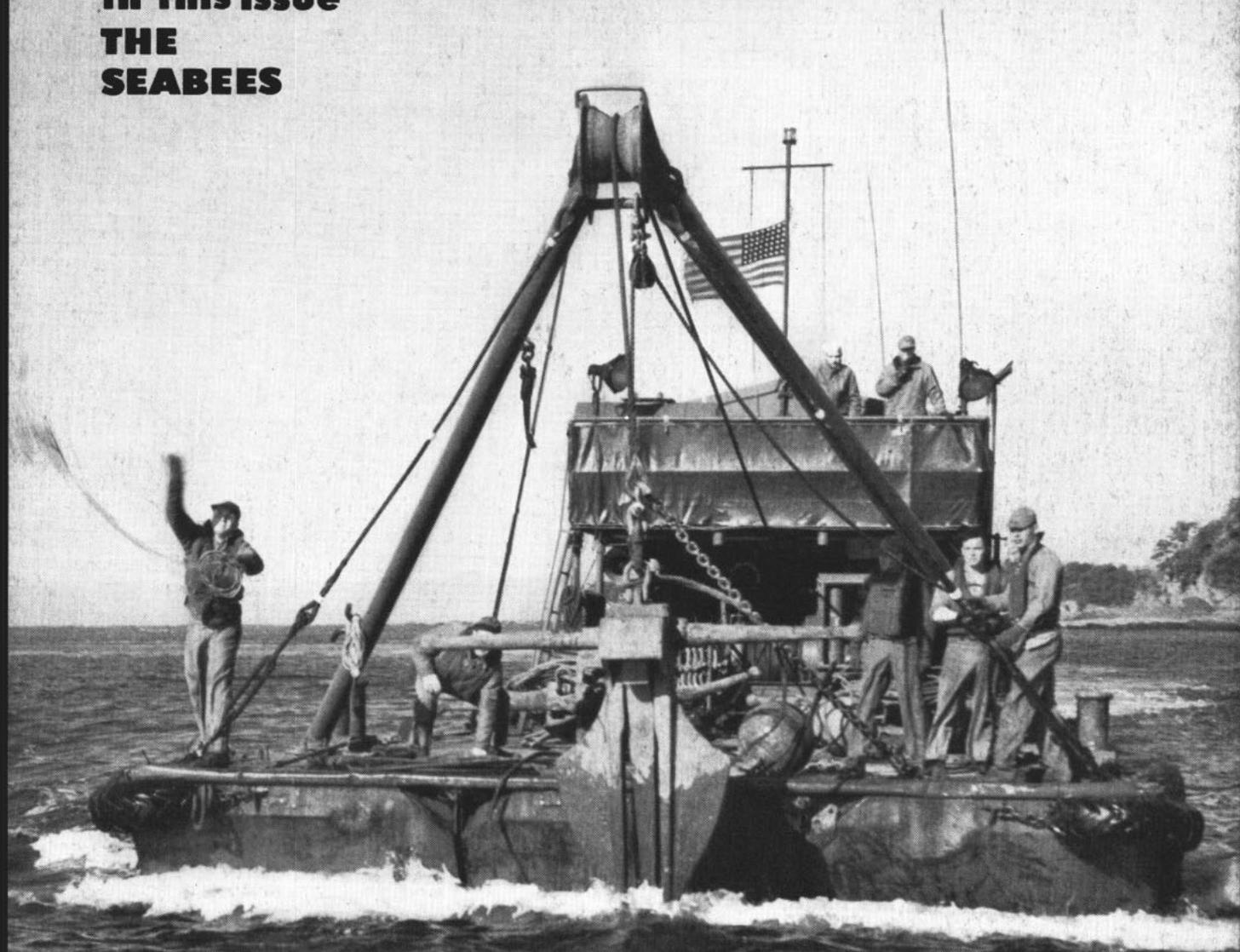


ALL HANDS

in this issue
THE
SEABEES



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

OCTOBER 1959





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1959 Nav-Pers-O NUMBER 513

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 Blasdell, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Reserve

Don Addor, Layout

● **FRONT COVER: CRAFTY**—Unusual looking craft is a product of Seabee 'Can Do' ingenuity. Known as warping tug, it is used by Amphibious Construction Battalions to beach causeways and assist in salvage operation.

● **AT LEFT: CLAD TO MEET DAD**—Sons of J. Wingo, QMC, USN, were dressed in uniforms like Dad's when Mom took them to meet Chief Wingo as his ship, USS Genesee (AOG 8) returned from Western Pacific cruise.

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



FIGHTING SEABEES built Pacific bases from Alaska to South Pacific. Here, CBs dig gun position on Attu Island.

Know How + Can Do =

THEY UNLOADED supplies on beach-heads under enemy fire, bulldozed jungles at night in tropical downpours, built airstrips on the polar icecaps, and for diversion when things got "hot," they wielded a carbine or dozer and blasted the enemy out of the picture.

These were the Seabees—the "Can Do" men of World War II. They were a hearty lot and the story of their deeds and accomplishments has been told and retold again and again. But, it's a story well worth repeating.

It all started back in World War I when a Public Works Regiment was organized at the Great Lakes Naval Training Station (now NTC).

Here's how the first outfit was described by its commanding officer, CDR (later CAPT) W. H. Allen:

"The men averaged several years older than the ordinary recruits. A large part of them had had several years' trade experience before enlistment. Many were married. They were not boys, but men, and this characteristic was particularly notice-

able in parades because of their better physique and more mature carriage. They did not appear like a battalion of recruits but as a body of men who had found themselves. They looked businesslike. . . .

"Though they worked long hours and received little liberty, yet at all times, no matter how prosaic and uninspiring the task, they seemed to realize that they, too, were contributing something of value toward ultimate victory. . . .

"The greater the urgency of the job, the more they seemed to enjoy it. A strong regimental pride and esprit de corps developed. The discipline was excellent. The device of the Civil Engineer Corps, which the men wore on the left sleeve, meant to them a standard of work and living that must be kept high."

THAT WAS the very beginning. But, as you can see, things haven't changed much—especially when it comes to esprit de corps, hard work and accomplishing the impossible.

Part of that first Public Works

Regiment did construction work in France. Half of the party sent overseas to build and operate the air station at Poillac was from the Regiment, as was also the railroad party that assembled and operated the trains for the 14-inch naval guns that did such good work on the battle line in France.

When the first World War ended, the Regiment was disbanded and all but forgotten. However, the thought that construction battalions could be of great value to the Navy persisted in the minds of a few Civil Engineer Corps officers whose responsibility is to design, build and maintain what the Navy needs ashore. These officers knew that men working under combat conditions and at isolated places, need military training and discipline, both for their own protection and for the fulfillment of their mission.

The Japanese attack on Wake Island at the outbreak of World War II dramatically proved these CEC officers to be correct. The civilian construction men not only lacked



SHATTERED islands, like Angaur, were transformed into operating bases. Below: CBs waded in to rebuild enemy pier.

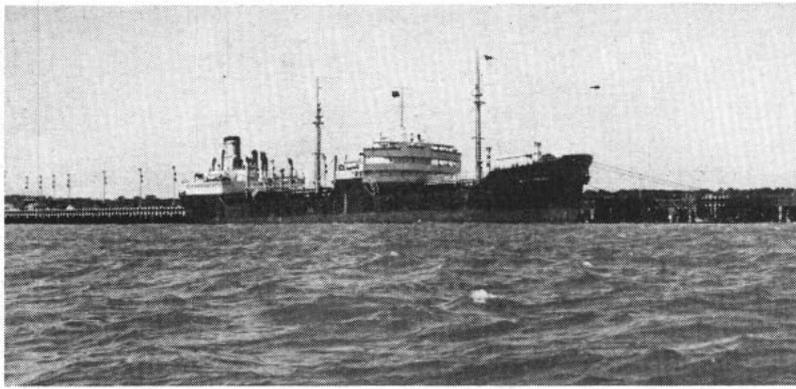
Seabees

weapons, but had they been captured as fighting men, they could have been shot as guerrillas.

AS A RESULT, on 28 Dec 1941, the Chief of the Bureau of Yards and Docks, RADM (later Admiral) Ben Morrell, requested the establishment of Construction Battalions, and on 5 Jan 1942 issued Recruiting Circular No. 1-42 authorizing enlistment in Naval Construction Regiments, consisting of three battalions. Officers of the Civil Engineer Corps were put in charge of the Seabees, all of whom were—and still are—enlisted men. The name “Seabee” came about from a play on words developed from the initials “CB” meaning Construction Battalion.

These “Can Do” men of World War II came from assorted dangerous fields of enterprise, too. They were natural fighters with a lot of mechanical capabilities, and were ready to carry on in the jungles as well as, if not better than, the enemy. They were men who could cope with loneliness and danger, and they





FIRST U. S. SHIP moors at petroleum pier of new Navy base at Rota, Spain.

Detachment Romeo Does It Again at Rota

Earlier this year, U. S. Naval Mobile Construction Battalion Six was deployed to the Navy's newest and largest base in Europe—Rota, Spain.

Detachment Romeo, the Battalion's advance party, which had gone to Spain four months before, constructed a camp of 53 quonset huts, one butler-type building to provide berthing spaces, administrative offices, bachelor officer quarters and a crew's mess.

Before being deployed, MCB Six completed six weeks' advanced Marine infantry training at Camp Lejeune, N. C.

CDR L. W. Graves, CEC, is MCB Six's commanding officer, and LCDR O. R. Butterfield, CEC, is executive officer.

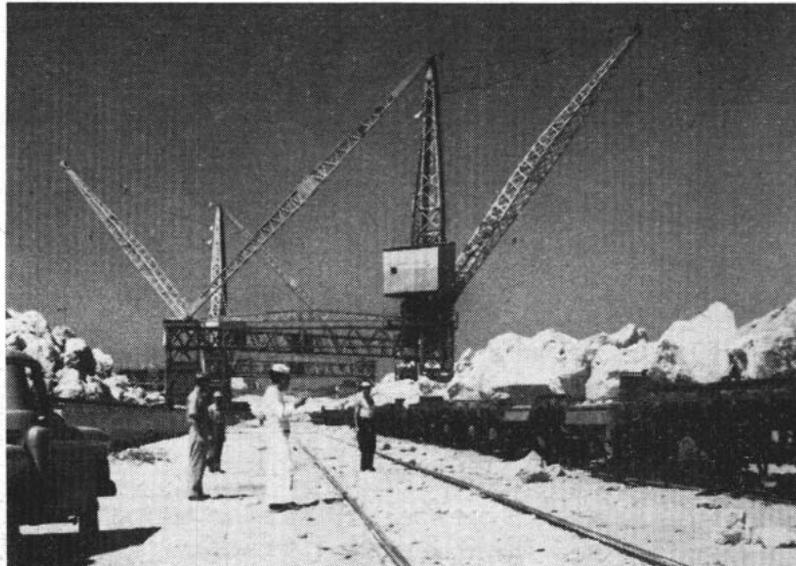
Rota, like other United States bases in Spain, is on soil occupied

jointly by Spanish defense activities. A Spanish Navy admiral is in command of the entire Rota base area; a U.S. Navy captain commands American activities.

Mutual Defense, Economic Aid and Defense agreements signed in 1953 by the American and Spanish governments provide for a 10-year use of the base sites.

When completed, the American installations at Rota will have cost an estimated \$120 million. Facilities of the base will make it one of the world's most modern warship and aircraft support stations.

Strategically, Rota is ideally situated for the support of Eastern Atlantic and Sixth Fleet operations. The base, located on the Atlantic coast, has become the largest U.S. naval shore unit in the European-African area.



BIG JOB—Navymen of MCB-6 pitched in with 'Can Do' spirit to provide the facilities needed during construction of Spanish-American naval base.

could go into battle, if necessary, with little military training.

After all, they were the mountain movers who had built Hoover Dam, the sandhogs who had tunneled under the East River, the human spiders who had spun a steel web over the Golden Gate, the lumberjacks, catskinners and dockwallopers who teamed up to build a 10,000-mile road to Tokyo.

THIS WAS HOW the Seabee Battalions were formed. As rapidly as they could be assembled and outfitted, the men were shipped overseas and put to work. And that they did. They went ahead and built a string of advanced bases from the far reaches of the South Pacific to the very doorstep of Japan itself. And they did all this under the worst conditions possible.

The construction of these advanced bases involved a series of many-sided operations. Not only did they entail unloading supplies on beachheads under enemy fire, but they also meant rehabilitating existing enemy harbor installations and airfields, as well as overcoming natural obstacles found on the barren islands of the Pacific. The ingenuity used by the Bees in licking these problems earned for them their "Can Do" motto.

The Seabees gained fame for their construction shortcuts. Although many of these innovations came from the drawing boards of design engineers, many more of them—classified as the "spit and string" type—were developed during actual wartime construction projects.

Examples of this include some of the tricks which the Bees executed in the quick construction and repair of airstrips in the Pacific. A single bulldozer used to knock down palm trees to clear a strip was not unusual, until an even faster method was developed. A cable was strung between two dozers that ran on each side of a row of palms, sweeping at one time all the trees between them.

In the repair of airstrips after bombings, their quick methods and short cuts were of utmost necessity. Frequently, planes were aloft, circling while the craters were being filled.

ANOTHER DEMONSTRATION of Seabee ingenuity was the use they made of discarded materials. They put empty oil drums to all sorts of

uses. For example, they cut off the ends and welded them into drainage pipes by the mile; they cut them up for trusses, filled them with sand or coral for buttresses, welded them around broken mains. In one instance, the Seabees even used them for the hull of a canoe, complete with outriggers made from the floats of a downed Japanese seaplane. They also used them for culverts, sewers, chimney pipe, shower baths, furniture, stoves and bathtubs, and rolled them out flat for walls, roofs and dock shorings.

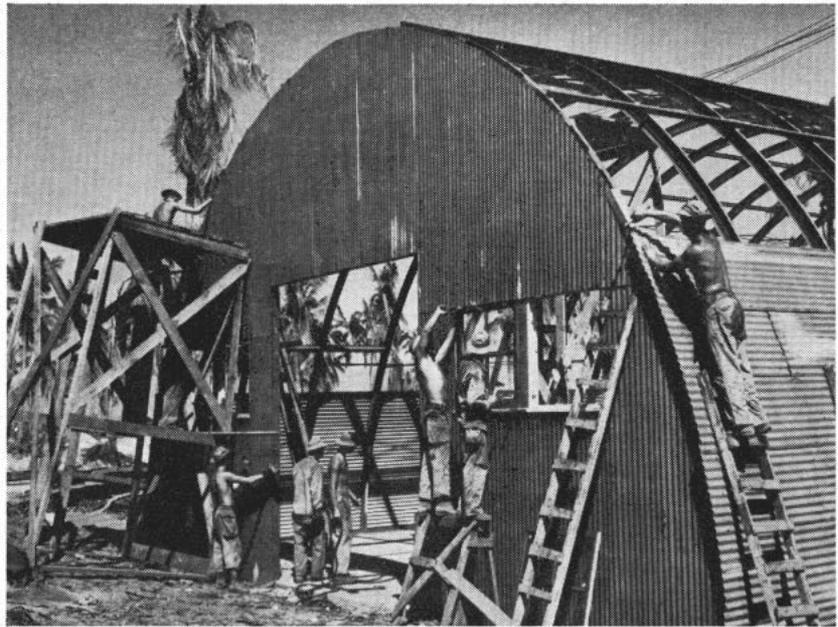
In addition to their trade-skills, the Seabees proved to be excellent defensive troops under fire. They underwent their first actual combat during the battle for Henderson Field at Guadalcanal, where the Sixth Battalion pitched in to help the Marines defend that key airstrip.

Even with fighting going on, and despite a shortage of equipment, they rebuilt the field. Although a target for almost daily bombings, Henderson Field was never out of operating condition for more than four hours at a time. The Seabees, using everything from helmets to trucks, filled bomb craters as fast as they appeared.

Later, over in the Med, the 1006th Detachment rode pontoons in to the shallow beaches of Salerno under heavy fire from the hills above. They were exposed like sitting ducks, and casualties ran as high as 23 per cent. Their job was done, though.

The 40th Seabees were presented the Army Distinguished Unit Badge by General MacArthur for action against enemy forces in March 1944 on Los Negros Island—the key to the Admiralties. They landed at a time when the Army's dismounted cavalry units were barely able to hold their own, and drove their bulldozers into a 200-foot jungle strip to clear fire lines for Army guns. During the night, harassed by infiltrating enemy troops, they adopted infantry tactics in self-defense, scouting pockets of resistance and spotting pillboxes. Then, while the enemy was being pushed back, they began repairing the airstrip and building companion facilities.

WHEN THE SEABEES found they were the target of an enemy airborne landing on Okinawa, they threw down their tools and grabbed their carbines. By dawn they had killed or captured every member of the invading forces—before any



TEAM WORK—Men of Navy Construction Battalion team up with Army Engineers to build a base in the Marshalls for attacks on the enemy in WW II.

critical damage could be inflicted on our planes.

As the war progressed the Seabees were organized into special battalions to handle cargo and to keep bulging supply lines moving. This venture, described as "the biggest stevedoring job in the world," led to today's *cargo handling battalions*.

Since there were no piers or wharf facilities on the islands which served as stepping stones in the Pacific, ships had to anchor offshore and unload their cargoes through barges. The barges then ran to the beach, where the cargo had to be off-loaded, and then loaded again onto trucks. This ship-to-shore movement doubled the normal amount of stevedoring.

One of these special battalions went ashore at Okinawa to unload supplies and duck enemy shells. In a single 24-hour shift, the Seabee stevedores unloaded more than 70,000 tons of supplies.

Seabees also provided many of the personnel who were transferred to the Underwater Demolition Teams formed shortly after the assault on Tarawa—when it became evident that someone had to blast channels through coral reefs and man-made obstacles so that landing craft could reach the beaches.

OTHER SEABEE groups included *waterfront battalions* that specialized in harbor installations; *automotive repair detachments* whose specialty was the maintenance and repair of automotive equipment; *advanced base depot detachments* which were trained to speed the flow of spare parts and replacement equipment; *pontoon battalions* which specialized in the assembly of pontoon causeways, pioneering their use at Sicily and Salerno, and manning the sunken causeways at Normandy; and the *construction battalion maintenance units* (CBMU) which maintained existing bases, to release full battalions for building other bases.

By V-J Day, the Seabees had built more than 400 advanced bases in the Atlantic and Pacific. These construction projects involved the staggering sum of two billion dollars.

Who Are the Seabees?

They are the enlisted men of the Group VIII ratings who comprise the Navy's Construction Battalions.

They include Surveyors (SV), Construction Electricians (CE), Construction Mechanics (CM), Builders (BU), Steelworkers (SW), Equipment Operators (EO), Utilities Men (UT), and the apprenticeship level Constructionmen (CN).

These general construction ratings are divided into 17 additional service ratings at the third and second class petty officer level.

THEY'RE

cast frames, footings and many other requirements of the project.

Less than seven months after the men of MCB-3 landed on Okinawa they had erected their first precast building shell. During the following two months they put up the first precast hangar frame. That 100-foot-span frame consisted of two 27-ton concrete "L's" which were joined by a steel pin. The four-hangar project has five such two-piece frames per building. They are precast on the site of each hangar and erected by a single crane. This was done through the use of an erecting tripod in the center supporting the first half-frame, which was another MCB-3 innovation.

While work was progressing at the Marine Corps Air Facility, 29 men from MCB-3 were engaged in the White Beach boat basin project—expected to take nine months to complete.

Another first for the battalion was the erection of a large 52-foot precast frame span for the enlisted men's mess hall. This feat was doubly significant since a civilian contractor on the island failed in three attempts to raise a similar frame which cracked during erection.

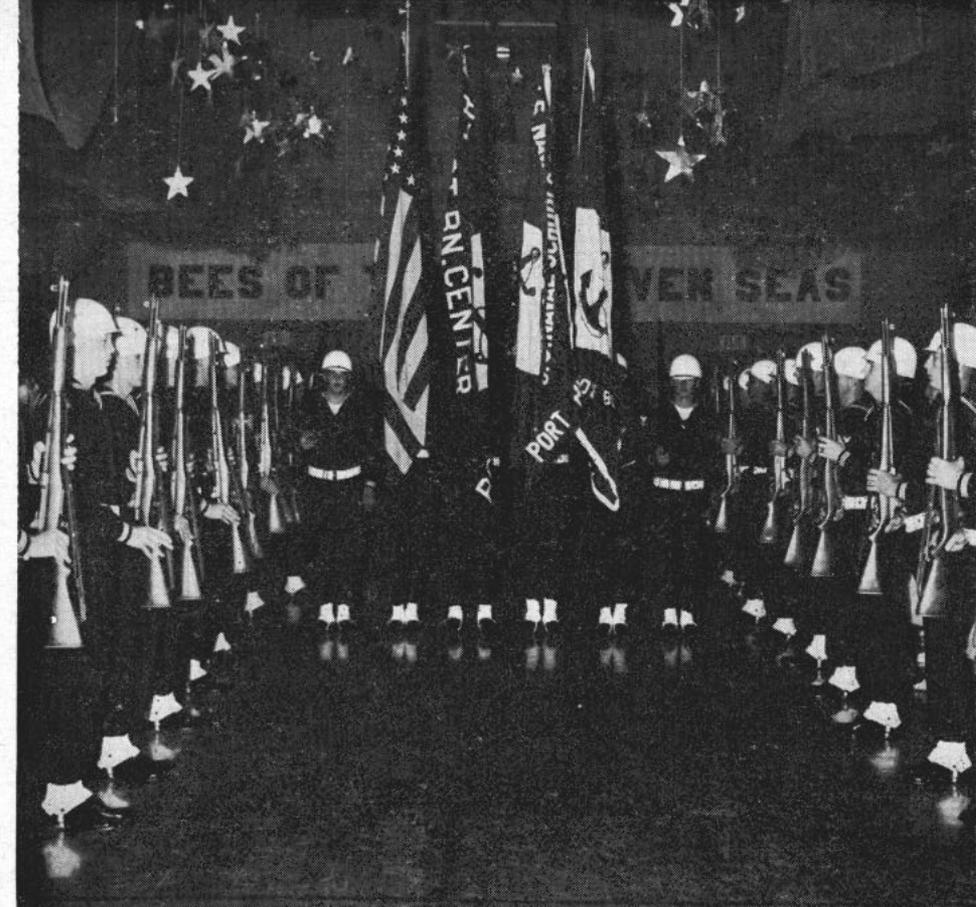
For its outstanding accomplishments during 1958, MCB-3 was awarded the "Best of Type" Award.

Detachment Alfa at Pearl

WHILE THE THIRD Bees were occupied at Okinawa, MCB-5 moved into the islands famed for their gooney birds and hula dancers. The main body of that battalion went to Midway, while MCB-5's Detachment Alfa was assigned various construction and rehabilitation projects in our new 50th state.

Alfa had barely arrived at NavSta Pearl Harbor when a detachment of 21 men was sent to Kauai Island to provide beach support during salvage operations on *uss Chittenden County* (LST 561) which was beached on a reef. They set up a camp on the beach adjacent to the marooned landing ship complete with a cook shack, tent area and an improvised shower.

The Bees constructed and maintained a causeway, set up generators and pumps on the stranded LST and provided transportation and engineering support. Eighteen days later *Chittenden County* was free.



SHARP AS EVER—Present-day Seabees are still very active around the world. Here, Color Guard unit brings forth colors at Port Hueneme, Cal., ceremonies.

THE SEABEES TODAY ARE STILL VERY much around, and you'll find them in all corners of the world carrying on with the same old determination and "Can Do" spirit.

Take the Bees in the Pacific for an example. You'll find them engaged in peacetime projects on many of the same islands where history was made during the war years. During the past year, Mobile Construction Battalion Three (MCB-3) was at work on Okinawa while the members of MCB-5 were tackling projects on Midway and in the Hawaiian Islands. MCB-9 was in Alaska, and MCB-10 returned to Port Hueneme after being home-based on Guam for the past six years. MCB-11 moved into the Marianas after having been deployed to Cubi Point in the Philippines.

Here's a rundown on the activities of these five Mobile Construction Battalions:

MCB-3 at Okinawa

WHEN THE MAIN body of MCB-3 arrived at Naha, Okinawa, in January 1958, it became the first battalion of Seabees to be assigned to that island since 1945.

Since arriving there, it has been engaged in the construction of the

Marine Corps Air Facility at Futema and a small boat basin at White Beach.

When completed, the air facility will be used as a heliport for training advanced units of Fleet Marine Force, Pacific, in vertical assault operations. The Bees are using the most modern precast concrete designs in the permanent construction of MCAF Futema.

Work was underway shortly after MCB-3 arrived in Okinawa, and it didn't take long for the first mold to be fabricated. From it, the precast roof panels were turned out. A production line operation was set up for the precasting of these panels which would be the envy of any construction contractor.

Seabee ingenuity appeared on the scene when a standard straddle truck was used to create a wide model giving a "stretching" effect. This unique piece of equipment was developed to handle the precast roof panels which are 19 feet long and over seven feet wide.

MCB-3 erected its own concrete batch plant adjacent to its precast yard. Mass production techniques were developed to turn out steel assemblies for the roof panels, pre-

STILL GOING STRONG

Back on the Island of Oahu, Detachment Alfa demolished and removed many concrete blocks and reinforced concrete structures at Ft. Weaver, an old Army camp, to make way for a future housing project.

At NAD Lualualei, the Bees renovated an elephant quonset hut for use as a gymnasium, installed night lights in the swimming pool, built a snack bar and volleyball court.

Another Hawaiian venture took three officers and 73 men to Kahoolawe Island where they worked for approximately six weeks building and rehabilitating target sites. After unloading their equipment they set up camp, using 16 x 16-foot tents for sleeping quarters.

The surveyors immediately went to work, erecting flags on points from which they could triangulate range and target locations. Meanwhile, the drivers rebuilt an 11-mile road which runs around the island. It will be used in the future to rehabilitate and service the target sites.

Kahoolawe Island is used by the Navy and Air Force for target purposes. Its population consists of several hundred wild sheep and goats. The Bees adopted two orphaned goats which they named "Regular" and "Reserve." The mascots were later given to the explosive demolition personnel who assisted the Bees by removing unexploded bombs from the construction sites.

MCB-5 at Midway, Philippines

DURING THE TIME Detachment Alfa was going about its duties, the men in the main body of MCB-5 on Midway were giving the Naval Station there a general face lifting. They surveyed and removed about 70 wooden frame structures which were beyond repair; relocated the station post office; cleared a large area for future housing; resurfaced the station's roads; replaced aviation gas lines; and repaired quonset huts, Public Works buildings, transient barracks, the battle command post, the seaplane ramp and the fuel farm.

All this was done in about six months' time, and MCB-5 returned to the Construction Battalion Center at Port Hueneme. After a few weeks of leave and training the unit boarded USNS *Sultan* for deployment to the Philippines.

MCB-5's schedule in the Philip-

pinas included several projects which were carried over from the previous battalion's deployment there.

Among these carry-over projects completed by MCB-5 were the transit shed and warehouse buildings at the Naval Supply Depot, Subic Bay. These facilities were of such a magnitude as to require the

CONTINUATION of 'Can Do' spirit of CBs is symbolized by totem pole erected after job in Kodiak, Alaska.



employment of two battalions in their construction. MCB-11 started them in the spring of 1958 and completed the basic structures. MCB-5 then took over to complete all of the interior work, which called for the installation of electrical, plumbing and sprinkler systems, as well as the finished painting.

Another carry-over project was the installation of four 420,000-gallon fuel stowage tanks, all of the connecting utilities, pumping facilities, roads, security fencing and lighting and drainage facilities. This project was started by MCB-3, continued by MCB-11 and brought to a conclusion by MCB-5.

Other projects in the Navy's construction program in the Philippines which the 5th Bees tackled included the installation of some 11,000 feet of guard rails and 1300 feet of security fencing at Cubi Point. They also laid 17,000 square feet of asphaltic pavement and installed a bollard to facilitate the mooring of aircraft carriers at the air station.

On the Subic side, they developed a 25-acre storage area at NSD. Of this, an area of 100,000 square yards was paved to create a hardstand for stowage, while the remaining area was filled with 125,00 cubic yards of coral. This storage area, complete with the storage shed and warehouse facilities mentioned earlier, provides the Naval Supply Depot at Subic with one of the most modern and efficient port of entry facilities in the entire Naval Establishment.

The Bees from MCB-5 also installed over 4000 feet of chain link fence along the Kalalake Channel to provide for a relocation of the Naval Station boundary, and constructed a new utilities building for the Public Works Center. This building, approximately 100 by 200 feet, is of reinforced concrete with precast concrete roof panels. These panels were cast by MCB-5 on a 24-hour schedule. This building contains air-conditioned offices and shop facilities for the utilities division of the Public Works Center.

DURING PREVIOUS DEPLOYMENT in the Philippines, MCB-5 was known as the "Waterfront Gang" because of the numerous waterfront facilities it constructed. During the

recent deployment, the "Waterfront Gang" came through again by constructing a 250-foot pier at the Fleet recreation beach at Maquinaya.

At the Naval Communication Station, San Miguel, which is about 20 miles north of Subic Bay, 60 enlisted men of the battalion constructed three three-bedroom duplex married enlisted men's quarters, and installed a security lighting system around the station. These housing units were two-story buildings of pre-cast concrete panel design. The security lighting system included the setting of 90 poles, the stringing of four miles of wire and installation of the necessary light fixtures.

The main body of MCB-5 departed from the Philippines in March of this year, but a delayed party remained for the clean-up work and to finish the utilities building. Although the Bees worked on a rigid schedule—six days a week for six straight months—they had ample time to take advantage of the many recreational facilities available to them in the Philippines.

One of the most popular off-duty hangouts at Cubi Point was the Seabees' own enlisted men's club—the "Sawali." This club was originally erected for the benefit of the Bees who constructed Cubi Point, and has been operated by the Bees ever

SAME PLACES—Seabees have returned to many islands where they made WW II history, to improve present-day naval facilities in these Pacific islands.

since. Capable of accommodating up to 1000 persons at a time, the club boasts the "longest bar in the Pacific" which is famed for serving the coldest "liquid refreshments" in the Philippines. In addition to the EM club, the battalion has set up a well-stocked library, hobby shop, athletic gear locker and out-door movies for battalion personnel.

MCB-5 returned to the Construction Battalion Center at Port Hueneme in the first week of April. During the next three months it had some well earned leave, and then began training and preparatory work in connection with another deployment. The Fifth Bees don't waste any time—they are now on Guam where they relieved MCB-11.

MCB-9 at Alaska

IN MARCH 1958, Mobile Construction Battalion nine landed in Alaska. The main body was assigned to the Naval Station at Kodiak, while Detachment Alfa went to NavSta Adak, in the Aleutians.

The construction activities on these two islands were hampered by wet and inclement weather. Despite the adverse conditions, the two construction groups of MCB-9 fulfilled their assigned tasks on schedule and continued to uphold their "Can Do" reputation.

At Kodiak, the drivers and me-

chanics of the main body operated a quarry, rock crusher and asphalt plant in connection with the rehabilitation of two concrete runways. This runway project consisted of covering 167,500 square yards of concrete with three and one half inches of asphaltic concrete. Working in two 12-hour shifts, seven days a week, the Bees were paving the runways every hour that they were dry. It took them just two months to complete this round-the-clock operation.

Bridge-building was on the agenda for the steelworkers and utilities men of MCB-9. The bridge, prefabricated back at Port Hueneme, was erected to carry a 16-inch water line over the Buskin River.

Other projects on Kodiak included a steam-heated garage which houses five ambulances, and the erection of four small concrete structures to house scientific equipment.

The heavy builders had their day on the major reconstruction of the 1800-foot marginal pier. They removed and replaced all decking and bullrail, relocated utility outlets, reset cleats and bollards, replaced 60 bearing and fender piles and replaced much of the structural bracing under the pier.

This same crew completely rebuilt the transit warehouse and also made improvements to the EM Club. The SWs, CEs, and BUs completed an interim special storage facility which involved security fencing, lookout tower, flood-lighting, general house and gate house.

The UTs replaced 3195 feet of underground steam lines to the aviation gas tank farm with new, above-ground pipe on steel supports.

The main body of MCB-9 also constructed a permanent special weapons storage facility. This included a 5000-square-foot heavy concrete multicubicle storage building, 300 linear feet of security fence, earth revetments for blast protection, gate security house and alarm control building, underground electric power ducts and perimeter flood-lighting of the storage area.

MEANWHILE, on Adak, Detachment Alfa was busy completing all assigned projects, plus a few extras—in spite of the windy and wet Aleutian weather. The main project they undertook consisted of building two heavy reinforced concrete bridges at the traffic circle. This turned out to be an all-hands effort which was carried out on a

ALL HANDS





HOME WORK—Peacetime jobs of Navy Construction Battalions included housing projects such as this on Guam.

round-the-clock basis for three months.

One of the bridges was a 44-foot span while the other was 66 feet. Over 640 cubic yards of concrete was used in building these two bridges. Other phases of heavy construction on this project included pile driving and cofferdam construction and dewatering, as well as heavy concrete form erection, earth-moving and the replacement of 200 tons of reinforcing steel.

The two bridges were located in the heart of the station and the Bees had more than their normal share of "sidewalk superintendents."

Alfa's builders also erected a new pump station building for aviation gasoline, built an addition to the station's chapel and undertook many other building and repair jobs.

The UTs installed 3000 feet of 10-inch water main and also replaced the plumbing in 24 sets of quarters.

The CEs had several sizable jobs too. They replaced the complete lighting for all airfield runways and taxiways with an improved high-intensity system, and they installed three miles of new telephone cable and rehabilitated 23,000 feet of power distribution lines.

After returning home for a month or two of liberty and leave, the battalion boarded USNS *General Hugh J. Gaffey* for Okinawa. Upon arrival, they immediately began to rebuild Camp Kue, a WW II quonset hut Army camp, where the battalion is now quartered.

The Bees are entirely self-support-

ing at Camp Kue with their own galley and mess hall, administrative offices, EM Club, medical and dental facilities, chapel, post office, armory and barber shop.

MCB-9 is on Okinawa to construct permanent staging-out facilities for the Marine Corps at Sukiran. This project will require about 18 months of work. The Ninth Battalion will do the initial phase during its nine-month deployment, while another unit will relieve it in late October and remain to complete the job.

The Sukiran project includes construction of five warehouses of 40,000 square feet each, two engineering shops of 10,000 square feet each and three other shop buildings, complete with area grading, drainage, utilities, distribution, paved roads and paved parking area. The structures are of the most modern concrete design with pre-cast tilt-up wall panels and pre-cast roof panels.

This project constitutes a challenge to the officers and men of MCB-9, as it requires many construction techniques in which the battalion has not had previous experience. However, judging from the record of MCB-9 on previous deployments, plus special training in tilt-up construction and pre-deployment planning, there is no question that they will complete their portion of the Sukiran project "on schedule."

MCB-10 at Guam

EARLY THIS YEAR, on 25 January to be exact, MCB-10 returned to Port Hueneme after being home-based on Guam for the past six years. This marked the first time that

MCB-10 had deployed as a unit since it was commissioned on Guam in October 1952.

MCB-10 had been activated when the 103rd Naval Construction Battalion, the Navy's oldest battalion in continuous service, was disestablished. Newly formed MCB-10 inherited many of the men and much of the spirit and traditions of the old 103rd.

During the six years it was based on Guam, MCB-10 undertook and accomplished many varied assignments. Its first large-scale project was a replacement housing program which included the construction of more than 1400 units on Guam and Kwajalein.

The Bees of the 10th Battalion also tackled the wharf project at NSD, Agana. This job, shunned by other construction organizations on Guam because of its complex nature, was undertaken by the men of MCB-10 with their usual spirit and zeal.

They finished this "toughie" in record time and then started another at nearby NAS Agana. This, the largest project ever undertaken by MCB-10, was completed in less than five months. Thanks to the 10th Bees, NAS Agana now has one of the most modern airfields in the Pacific.

Last year, Detachment Alfa, consisting of 60 men, spent four months at Ulithi, in the Caroline Islands, resurfacing an air strip for the Coast Guard.

Meanwhile, other MCB-10 personnel were at work building a swimming pool and bathhouse at Nimitz



Builder (BU)

Hill. The "tar babies" of the battalion were not idle either, as they had the job of reroofing the NavSta galley and barracks.

During its six-year stay on Guam, MCB-10 was gradually becoming one of the island's permanent naval activities. This fact was recognized by Commander Naval Construction Forces Pacific as being an impairment to the mobility for which the Battalion was designed. As a result, its homeport was changed from Guam to Port Hueneme so it could join the Pacific Fleet's four other rotating battalions home-based there.

This move presented many problems for the Battalion. With assistance from COMSERVPAC, arrangements were made with EPDOPAC to transfer MCB-10 personnel who wanted to complete their tours on Guam, to other activities based



Construction Electrician (CE)

there. Transportation was arranged for the entire Battalion, and the families of MCB-10 personnel that were on Guam traveled back to the states with them on the same ship.

Shipboard parties, games and movies, intermingled with some necessary administrative work, killed time during the two-week cruise back to California. The main body was met at Port Hueneme by the officers and men of the advance party who had returned earlier to set up training programs and prepare for the battalion's homecoming.

The various departments of the Construction Battalion Center worked with the advance party to insure that the homecoming was a pleasant one. Housing was immediately available for all arriving families. Transportation arrangements were made for people going on leave. They ar-



Surveyor (SV)

rived on a Sunday, and special arrangements were made to open the Exchange, Commissary and other facilities at the Center which are normally closed that day.

In the states once again, the battalion was subjected to an extensive military training program, and its personnel participated in various technical training classes set up to prepare them for their next deployment to Adak and Kodiak—which are a far cry from Guam.

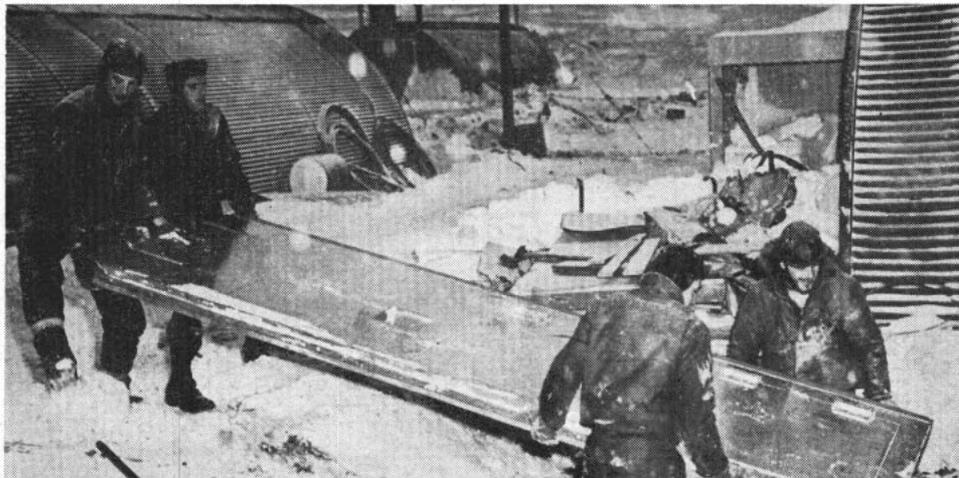
MCB-11 Takes Over

WHEN THE 10th Bees departed from Guam the men of MCB-11, the youngest of the Pacific's five battalions, moved in. Upon their arrival they immediately started working in areas where many, many thousands of Seabees previously had toiled. In fact, MCB-11 is hauling coral from one of the original wartime borrow pits. They are reminded daily of the tragedy of war as they work near some natural caves which were used by enemy forces in WW II.

One of MCB-11's three major projects on Guam has been the operation of several facilities in an area called Fadian Point. Seabees there are operating a large rock quarry in which coral rock is blasted loose to be used in making sand and coarse aggregate. From this, concrete block and pipe, as well as ready mix concrete, are made. This operation involves the use of two large, three-jaw rock crushers and five roll-type crushers.

The quarry is about 250 yards

WAY DOWN SOUTH—A big job building bases for Operation Deep Freeze.



from the crushing unit, and rock is hauled from the quarry to the crusher in 15-ton capacity rock-body dump trucks. The crushing machines produce sand and various sizes of aggregate.

The Battalion operates a concrete batch plant in which aggregate, cement and water are carefully blended to produce concrete for several of its projects on Guam. Carrying out the "Can Do" spirit of the Seabees, the men of Eleven also deliver the ready-mixed concrete in transit-mix trucks.

The block plant, also located at Fadian Point, produces about 5000 blocks each working day. The men of MCB-11 operate the steam boilers which produce the steam used to hasten the curing of the blocks as they set overnight in closed quonset huts. (Incidentally, the Seabees have set up a laundry in an adjacent building to take advantage of the steam and hot water produced by the same boilers that cure the blocks.) More than 12 different types of blocks are being produced and before it's through, MCB-11 will cast more than 875,000 blocks required to complete its projects on Guam.

Another unusual part of the Fadian Point operation is the manufacture of reinforced concrete pipe. The pipe is cast on Guam, rather than purchased in the states, because of the high shipping cost and possible breakage. The pipe plant operates on a two-shift basis and turns out pipe

in sizes varying from six to 48 inches in diameter.

At first glance this pipe-making may seem easy, but it actually requires considerable skill and knowledge to blend the mixture of sand, crushed rock, cement and water in the proper proportions so the pipe walls will leave the forms in a smooth and compact condition with the wire mesh reinforcement properly centered.

The actual crushing of the rock is conducted on a large scale. The ingenuity of the Seabees was exercised here when provisions were made to "scalp" off rain-wet fine aggregate which would clog the screens if allowed to progress through the series of crushers. One of MCB-11's more industrious minded Seabees devised the method to correct the clogging of the fine aggregate, so the main plant can now operate "come rain or shine."

The construction of additional public quarters on Guam has been assigned to the 11th Battalion. Work on this project includes excavating for foundations and concrete floor slabs, placement and compaction of coral base material, installation of electrical, water and sewer services, and the laying of concrete blocks.

THEN THERE'S the naval magazine project which calls for construction of various buildings, as well as reinforced concrete magazines, roads, fences, bridges and utility systems. A concrete batching plant was erected to furnish concrete for these

buildings. The work continued, in, under, over and around the numerous natural caves which were used by the Japanese after their invasion of Guam.

Healthy respect was given to the caves and to the dangers involved in working heavy equipment in the cave areas.

The Bees of MCB-11 went to Guam after being deployed to Cubi Point in the Philippines. Recreational activities on Guam were not too good when you consider that the majority of the Bees are single men who would rather be assigned to a base across the street from a women's college. Although they could build the college, they couldn't dig up the girls to attend, so they resorted to athletics, such as swimming, bowling, fishing, and water skiing to occupy their spare time.

All this is gone now, as the 11th Bees departed from Duva Duva on 11 June and headed back to Port Hueneme, via Hawaii. After leave and much swapping of sea stories, they are now finishing up five weeks of technical training. They have five or six weeks of military training scheduled, and then they'll pack up and move again. This time MCB-11 will be bound for Okinawa where it will relieve MCB-9.

That's not, by any means, the whole Seabee story, but it will give you an idea of the versatility of this colorful Navy outfit.

—H. George Baker, JOC, USN

Steel Worker (SW)



Construction Mechanic (CM)



Equipment Operator (EO)



Learning Navy ABC's

TAKE AN EXISTING naval activity. Consider the effect mobilization would have on this activity in the event of a national emergency. Then work out a plan for enlarging the activity to meet these mobilization needs.

If you had been a member of an *Advanced Base Command Division* in the Naval Reserve during 1958-59, you'd have spent many drill nights sweating out this problem.

ABC unit members are currently working on a three-phase curriculum. The first phase, hinted at above, has been completed and is now being "critiqued" by experienced ABC officers and BuDocks personnel.

Phase I—the Roosevelt Roads Problem—concerned the over-all task of enlarging NavSta Roosevelt Roads, Puerto Rico, in the event of mobilization. While the problem centered on a particular location, it was not "provincial" since the means employed to solve the problem will apply in general to any base development; the only variables would be climate, terrain and type of mission.

GROUNDWORK—Naval Reserve Advanced Base Command units have spent a busy year working on expanding a base in case of emergency mobilization.

Phase II, to be completed in the next 12 months, deals with disaster relief and atomic, biological and chemical warfare. *Phase III*, scheduled for 1960-61, involves the planning of "Base Tart"—a naval station and airfield.

The Advanced Base Command Program of the Naval Reserve consists of 25 units. There are 14 *Acorn* command divisions, seven *Cub* command divisions and four *Lion* command divisions.

- The allowance for a *Lion* division includes billets for Reservists available for assignment to establish a *large advanced base*.

- A *Cub*, as its name implies, is slated for assignment to establish a *medium sized advanced base*.

- *Acorn* divisions include billets for men available for assignment to establish a *naval air base in an advanced area*.

ABC division members attend 48 drills and are required to perform two weeks' active duty for training (ACDUTRA) each year. On drill nights, instruction includes lectures, group

discussions and practical problems dealing with the various phases of planning, organization, administration and operation of advanced bases. All training is geared to the carefully planned three-year curriculum.

The Roosevelt Roads Problem consisted of 14 topics and provided training for 65 drill nights. The first topic, naturally, presented background information. It dealt with the history, cultural and industrial development of Puerto Rico and summarized the curriculum for the problem. The next five topics concerned the "Navy Administrator." Conferences and committees, management training, production planning and control were among the subjects covered. Next came the operating aspects, involving three topics: Navy acquisitions of property, Fleet aircraft maintenance systems and afloat operations at Roosevelt Roads. Some 46 drills were devoted to the base development problem itself. The last few drills were spent in analyzing, criticizing and reevaluating the solution.

As a final training check, highly qualified officer members of ABC divisions have been ordered to BuDocks for two weeks of ACDUTRA. Under the guidance of BuDocks specialists and CNO and CNP representatives, these officers—working in two-man teams—are studying the solutions submitted by each division. Following the analysis of the critiquing officers, the Advanced Base Plans Branch of BuDocks evaluates and grades the solutions. The solutions are then returned to the divisions for their review and reevaluation of the results.

ABC division members are now hard at work on *Phase II*—disaster relief and atomic, biological and chemical warfare. Among the subjects to be covered are the following: Characteristics and effects of nuclear, biological and chemical warfare; characteristics and effects of natural disasters; the size and characteristics of fires; and base planning to minimize the effects of attacks and disasters.

Other topics include disaster psychology, evacuation of a distressed area, recovery from effects of disaster, training and readiness of personnel. The final section of *Phase*





READY TO ROLL—Drills and AcDuTra keep ABC Reserve units ready if called upon to help set up advanced bases.

II training covers the departmental responsibilities at time of disaster. This includes operations, public works, communications, transportation, medical, supply, ordnance and personnel.

The final phase of the three-part curriculum will consist of planning a naval station and airfield—"Base Tart"—in a sub-Arctic area.

Material in this phase is divided into six sections. The first section is introductory and provides background material about the Arctic and sub-Arctic regions. The second section deals with specific information concerning "Tart." The facilities to be built and the components necessary to build them are covered in section three. The staffing of the base and logistic support is included in section four. Section five contains the "problem" and includes the development, operation and defense of the base. The final section provides for an analysis and critique of the problem.

Whenever possible, ACDUTRA for ABC division members parallels the curriculum phase under study. Members of some divisions were able to do on-the-spot research at Roosevelt Roads, for example.

There is more to advanced base operations, however, than the planning and administration handled by

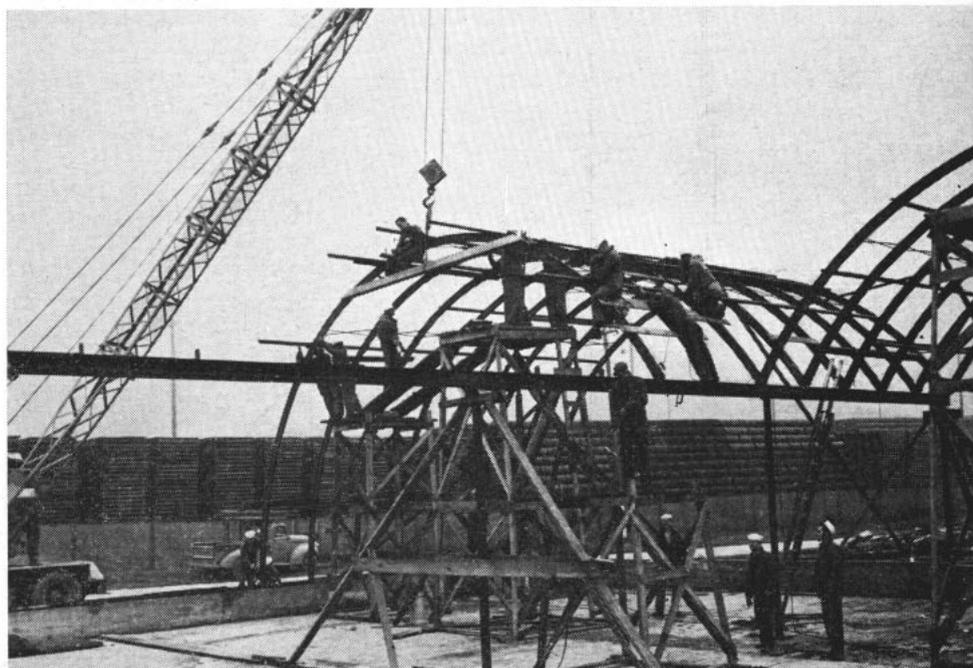
Advanced Base Command divisions. Before the base is ready for Fleet or air operational commitments, lots of construction work must be completed. Enter the Seabees.

In a national emergency, Mobile Construction Battalions would be deployed to carry out construction

projects at these advanced bases. Reserve Seabees would, of course, be assigned to MCBs.

The training of Reserve Seabees emphasizes practical experience in all phases of construction work. In the event of mobilization, USNR CEC officers and Group VIII en-

KNOW HOW CAN DO—ABC division members attend 48 drills and two weeks' active duty training a year to keep up in all phases of their specialty.





CLEARING THE WAY—Many skills are needed in the construction of a Navy base. Here, equipment operators clear the way for other ABC men to move in.



THIRST QUENCHERS—Setting up an advanced base can include problems such as building water-purifying systems like these Reservists have made.

listed Reservists will be available to form and augment the Navy's Civil Engineer Corps and the Construction Battalion organizations.

There are now 225 of the authorized 229 Reserve Seabee divisions drilling regularly. Units are located in all naval districts except the 10th, 15th and 17th.

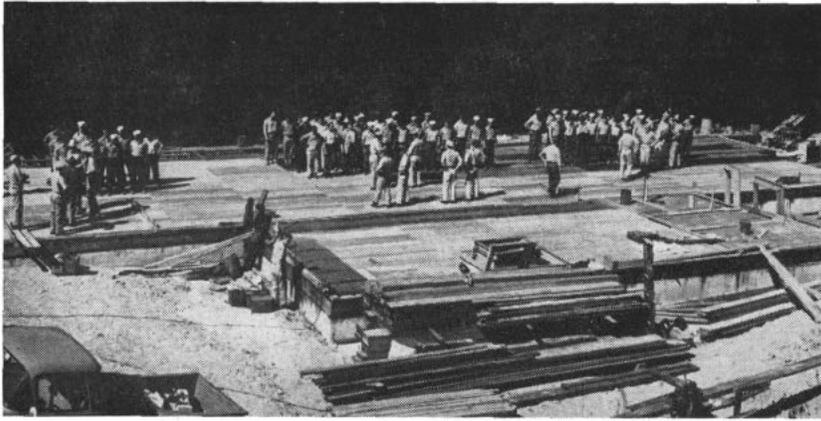
Among the ratings you'll find in Seabee units are surveyor, storekeeper (technical), construction electrician (general and power lineman), equipment operator, mechanic (diesel and gasoline engine), builder (light and heavy construction), steelworker, utilities man and yeoman.

Many Seabee divisions make use of the "multiple drill" for training purposes. Instead of drilling one night a week, they drill one weekend a month. Annual active duty for training may be performed with regular Mobile Construction Battalions. ACDUTRA is also provided at many naval bases. In addition, some Seabee units take on community projects—such as the building or renovation of Scout camps, recreational areas, and the like—as their ACDUTRA.

Care is taken to see that "production" does not overshadow training. Reserve Seabees are checked out in the practical factors of their ratings. A builder, for example, might be a bricklayer in civilian life. If he spent his ACDUTRA tour laying bricks, he would "produce" but he would not be getting the training needed to round out his qualifications.

So our builder must become familiar with the carpenter's kit, the dock builder's kit and the concrete worker's kit. He must be able to operate all sorts of shop equipment, including fixed and portable power-driven gear. He must know about paints, varnishes, thinners, primers and preservatives, hoisting equipment and tackle; he must be able to read and work from simple drawings and sketches, from building plans and specifications. He must know how to prepare sketches for carpentry and concrete form work. And he must demonstrate his knowledge and proficiency in all of these fields.

A good slogan for these ABC divisions and Seabee Reservists would be "Preparedness Through Training." As a matter of fact, that slogan applies to all Reserve training programs. If the mobilization order comes, there will be thousands of Reservists ready to take their places alongside the Regular Navymen.



Good Deed — Good Duty

ONE OF THE MOST unlikely spots to find "fighting Seabee" units sharpening their wartime skills would appear to be a Boy Scout campsite high in California's Santa Cruz Mountains. However, this is exactly what three Naval Reserve Seabee Divisions from the Twelfth Naval District are doing. At this location they're keeping up in the jobs of their ratings, while constructing a camp for Boy Scouts.

"The wild, almost inaccessible area in which the camp is located makes it comparable to an advanced area project which we would probably handle in a wartime situation," says a commander of one of the Seabee Divisions. "This provides training of greatest value to our Reserve units."

Moving in with hammers and bulldozers, the 140 officers and men of Alameda Seabee Divisions 12-3, 12-4, and 12-8 spent their monthly training weekends last summer and fall on the site doing outdoor laboratory and class work, using their building know-how in constructing a rustic lodge, cabins, and other

necessary camp structures. They have returned this year on the same weekend basis.

Working eight hours a day—Saturday and Sunday—alternately one weekend each month for each Seabee Division, these civilian-Navy men put in many man-hours in the period they were on the spot. Their time was divided between actual construction, on the job training, and classroom theory.

Dining room tables and chairs were built during the past winter at regular meetings of the units in Alameda. Among items still to be constructed are 24 cabins and three more water tanks.

Helping the Seabee Reserves have been civilian architects, contractors, electricians, painters and merchants. Gifts of lumber, paint and concrete have been presented.

Thousands of young scouts will benefit this year and in years to come from the Seabees' "can do spirit." At the same time these Navy men have become more proficient as a part of the U. S. defense team.

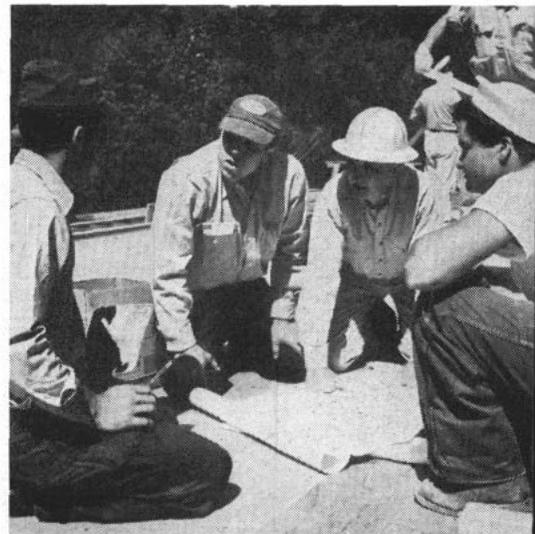
MAIN LODGE shapes up under capable hands of Reserve Seabee Divisions.



RESERVE Utilitymen get practical experience while building BSA camp.



CB BUILDERS show can do. Below: Construction crew works out problem.

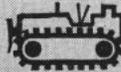




BU Builder



SV Surveyor



EO Equipment Operator



SW Steelworker



CE Construction Electrician

Seabee College Has the

DURING WORLD WAR II the Navy brought construction men into the Navy and, depending on their skill and experience, assigned them rates in the appropriate rating structure from seaman to chief petty officer. These were the "Can Do" Seabees—a hard-working, hard-fighting, know-how group of men who became quite famous during the war years.

Today the Navy no longer takes construction men and makes Navy-men of them. Instead, it takes Navy-men and transforms them into skilled construction men.

This transformation takes place at Port Hueneme, Calif., the U. S. Navy's only BuPers-controlled construction schools. CDR LaVern Pyles, CEC, usn, present commanding officer of the so-called Seabee College, has under him a Builders School (Class A and B), Steelworkers School (C and B), Equipment Operators School (A, B and C), Construction Mechanics School (A),

Utilities Man School (A and B), Surveyors School (A), Construction Electricians School (A and B); Draftsman School (A and B), and an equipment maintenance department.

The Class C Schools for EOs and CMs are combined under a unit entitled "Advanced Equipment Operator and Maintenance Course."

ALL OF THESE SCHOOLS work together in turning out skilled men to make up the Seabee organization. At Port Hueneme men learn to perform every type of construction work from blazing an arctic trail to building a tropical base.

The students perform actual construction work right at the school. A good example of this occurred when an equipment maintenance building for the CM school was needed. After plans were completed and the site approved, Surveyors laid out the area and set grade

stakes; Equipment Operators moved in and compacted fill material; Builders formed the footing, and poured and finished the concrete in the floor slab; Steelworkers helped reinforce the concrete and then assembled and erected the steel building—making necessary modifications as required. Construction Electricians installed the lighting, while the Utilities Men installed the required water and heating facilities. The Builders put on the finishing touches.

This, and other similar projects, have continually improved the facilities at NAVSCON. Students have constructed the Builder, Surveyor and Draftsman school offices and classroom building, a new utilities shop building and a new welding area. Recently, a new NAVSCON library building, equipped with technical trade reference books was completed.

DOZING ON DUTY—CMs make adjustments on bulldozer at Port Hueneme.



THE ADMINISTRATIVE CENTER and hub of all this is popularly called The Little White House. This structure erected by the Seabees contains the command and central administrative offices.

The school closest to the "Admin" building is the Builders school.

Here, at the Builder third and second class level, the rating is divided into three separate specialties: BUL (light), BUH (heavy), and BUR (concrete). These men learn to do a variety of work at the school.

In the concrete area students set forms for footings and foundations, pour and finish floor slabs, and strip forms from completed work. A masonry class teaches them how to lay concrete blocks.

To the right of the concrete area, other builder students, who have literally learned framing from the ground up, put sub-flooring on the foundations which had been poured by the concrete class. Some advanced

ALL HANDS



Utilities Man



CM Construction
Mechanic

Spirit

students do the more complicated rafter cuts and scaffolding — after having already completed the design, material take-offs and estimating.

Close by, some other BU students install various roofing materials. Others prime and paint the interior of a shop.

In the background, gin poles, shears and tripods (items used in hoisting) are erected. Adjacent to this rigging area students put up prefabricated buildings while still another group works on a timber trestle bridge.

Near by, students are learning sawmill operations. The Builder must learn to make use of the raw material he finds at hand. A sawmill is quite handy if he has trees and needs lumber.

IN THE WESTERN AREA, which is generally reserved for the Equipment Operator and Construction Mechanic ratings, Builder students become acquainted with pile-driving operations in a specially prepared pool area. They learn to set piles, drive them, and build piers and bridges to land men and equipment on beachheads and inaccessible areas.

In the carpenter shops, BU students learn how to operate all types of wood-working machinery. But their instruction is not confined to the shops and field. In the classrooms BUs are taught mathematics, blueprint reading, and the use of hand tools and materials. Class "A" Builder graduates are not accomplished mechanics in all phases of building, but when they arrive in a Mobile Construction Battalion, they can be assigned to any task covered during their training and do a good job.

The Officer-in-Charge of the Builders school is also in charge of the Steelworkers school.

There the SWs have an oxy-acety-



SEE-SAW—Builders receive practical instruction in class on carpentry.

lene manifold which can supply gas for 32 welders and 12 to 15 burners at a time.

The metal working and heat treating area is close by. There the students make small hand tools and use the electric oven to heat treat them.

IN THE SHEET METAL shop all sorts of metal working machines are used by students. Nearby, in the reinforcing section, SW students make some weird looking products conjured up in the nimble minds of their instructors, and in the steel erection area the embryo SWs are taught to use gin poles, tripods, shears, pontoons, tower legs, and to erect Butler buildings.

Twenty-one SWs at one time can work in the rigging department learning to splice wire rope. In the fiber line (or blister) department, students must work fast and well. To make a 100 per cent grade here, they must tie 10 knots in 50 seconds and make a perfect long splice, eye splice, short splice, and back splice. Each student's life may depend on the quality of his splices. When he works on the top of the 75-foot steel tower, his safety belt has one of his eye splices on each end.

A lot of preliminary work has to be done on most construction jobs. In another part of the school, a mile or so from the Little White House,

men are taught to do much of this.

There, in the dust-enveloped obstacle course, the Equipment Operator and Construction Mechanics reign supreme. The mechanics' symphony of well-tuned engines works in harmony. It had better, because the machines represent an investment of more than three million dollars.

Motorized scrapers and other heavy earth-moving equipment are common sights there. Instructors are always close by and ready to help the inexperienced trainees.

One group of men here are in the class "A" truck phase. Each of the trucks which maneuver over the obstacle course is equipped with a radio receiver. The truck drivers get directions from an instructor standing in a nearby tower. Another instructor, who rides in the cab with each student, also aids in the training.

On the other side of the field a group of mechanic students adjust the fuel pump on a tractor. The instructor has shown them that the fuel pump lifter yoke adjustment must be within .001 of an inch of the manufacturer's specifications for that diesel engine. The students also make adjustments on the fuel controls and governor linkage to make sure the engine maintains the correct speeds, to prolong its life.



STEELING THE SHOW—Steel Workers assemble reinforcement for concrete.

MUCH OF THE ACTUAL operational experience gained by students is received on location at the Rose Valley training division. The camp is hot in the summer and cold and snowy in the winter, but students really enjoy the rough, tough type of training. They work from dawn to dusk on their projects. They practice everything from advanced blasting techniques to the operation of all types of heavy equipment.

The Rose Valley program is operated in conjunction with the U. S. Forest Service and Department of Agriculture on a permit agreement. The training projects are well planned to benefit the Navy as well as the Forest Service by providing better roads, new campsites, fire trails, heliports and impounded water areas for fishing and general recreation. The Seabee schools gain by giving students on-the-job training. Construction machinery is subject to wear and breaks down.

ANOTHER TRAINING PROGRAM well taken care of at Port Hueneme is in the CE-Construction Electrician-rating.

Electricity is a complicated subject for most men. Yet in three weeks

UTILITIES MEN make connections.



at the Seabee school, students with no more knowledge of electricity than knowing that it comes from an outlet in the wall, learn about electricity—ranging from the simple glass rod rubbed on a piece of fur to the intricacies of *inductance*, *capacitance*, and *impedance*.

After he gets this basic background, the student should be prepared to progress through further training in fields of the CE rating.

One of these fields is motors and generators. The CEs must learn about various types of AC and DC motors—their characteristics and uses, trouble-shooting and repairs. Instructors deliberately put “bugs” in the motors and students must locate and correct them. As a final test these students are required to start, operate and synchronize diesel-driven generators under field conditions.

From motors and generators the CE students go on to the “pole line” phase of their training. There they learn a lineman’s work, which includes power transmission and distribution. After three days, students on the poles are proficient enough to do simple work aloft. A group of beginners on a 15-foot pole may play “pole ball,” a game which consists of tossing a ball back and forth—on a pole. In order to catch and throw the ball, they must rely completely on their “hooks” (climbers) and “scare straps” (safety belts). One of the final tests in pole line work is pole-top rescue and life saving.

In the communications phase of training, the CE students take up telephony.

In interior wiring, they cover electrical circuits, wiring and motor control conduit work, and learn what materials and methods they should use. As a test, a group of men must

wire a cubicle mock-up of a two-story house, complete with a three-location light control.

THE UTILITIES MAN school has a unique problem in training, for the various phases of the UT rating are completely unrelated to one another. New students usually begin with plumbing. In this class, they are taught such things as basic mathematics and how to read plumbing plans. Then they proceed to the shop where they are taught pipe-cutting and joint-fitting. The final project in this phase comes after about three weeks, when each student must make a complicated figure using standard pipe and fittings. This tests their ability to read and work from blueprints and to measure, cut and thread pipe to exact dimensions. In one exercise, students install a complete bathroom in a mock building.

In the refrigeration phase, UTs learn about the refrigeration cycle and what makes refrigerators work. The men actually make ice cream and sample their product. Needless to say, this course is quite popular.

In other classes, UTs study everything about boilers. During the course, they light off stationary boilers, replace boiler tubes, and lay fire brick.

The final part of the course for UTs is the water treatment class, where they actually purify and distill water under field conditions. They test it, chlorinate it, and even go to the seashore to distill salt water to make pure drinking water. This salt water is turned into a product so pure that most of it is used at the Station Hospital. Battery shops also get some of it.

WHILE THE UTs are at work, so are the SVs. Surveyors are usually the first men on the job in advanced base construction, since they make the initial or reconnaissance survey. The training of SVs at Port Hueneme includes some classroom instruction and drafting, supplemented by a great deal of field work under varied conditions. The nearby terrain, which ranges from the shoreline of the Hueneme harbor to the flat Oxnard plain, to the rugged, mountainous area in the higher elevations of the Los Padres National Forest, makes a good outdoor classroom.

The SV class starts its training with a two-week introduction. This

includes the various types of surveys and sources of information and familiarization with the essentials of field work, notekeeping and types of surveying instruments. Here the emphasis is on basic drafting, lettering and blueprint reading, as well as mathematics and use of the slide rule.

From this beginning, students progress to such studies as the measurement of horizontal distances, the determination of direction and the measurement of differences in elevation. During these classes over 50 per cent of the time is spent in the field, where the principles learned in the classroom are put into practice.

Most of us know directions—above and below, fore and aft and port and starboard—but a surveying student must learn to master such complicated principles of direction as line of reference, azimuth, bearings and magnetic declinations with their solar-diurnal variations. They also have to be able to interpret isogonic (equiangular) charts.

In addition, the SVs learn the functions and limitations of the surveyor's compass, compass traversing and plotting. This is followed by a thorough study of the engineer's transit—the universal surveyor's instrument—and its use in making surveys and calculating land area. SVs then go on to the various types of levels and their uses. They also learn to determine elevations by differential leveling.

After they complete these phases of the curriculum, they begin the so-called applied work. First, they learn to make topographic surveys.

NEXT ON THE STUDY MENU is construction surveying. For many students this is the most interesting part of their training. The laying out of roads and the location of buildings and utility lines are the primary subjects taught in this phase. The students also learn about slope stakes, offset center lines, batten boards and grades.

As a conclusion to the course, a short time is spent studying the purposes and methods of making hydrographic surveys.

Even after he completes the course, a student is not an expert in all the areas he has studied. But—he does have the basic training he needs in the various fields of surveying and will become proficient

through actual on-the-job experience and more advanced training.

LAST BUT NOT LEAST of Port Huene's activities is the Draftsman School.

Although DMs are not a Group VIII (Construction) rating, they are often assigned to Mobile Construction Battalions, and graduate draftsman are always in demand for training aids jobs in the Seabee schools. So, it's appropriate for them to get their training with the Seabees.

A new class of draftsmen is first acquainted with the tools of the trade, such as proportional dividers, planimeters, pantographs, beam compasses and electric ratio projectors.

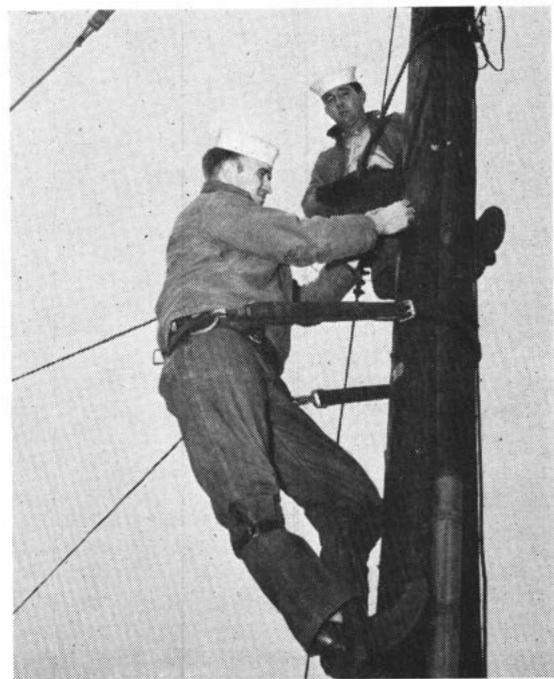
After this, the class works with projections, free-hand sketching and auxiliary views for about four weeks.

Next, the students study the various types of drafting—architectural, mechanical, electrical, structural, machine, topographic and hydrographic.

During the architectural course, DMs draft a complete plan for a residential unit. In the electrical and mechanical phases, they draw up the interior wiring, plumbing fixtures and piping for the unit.

Plans for bridges are done during the structural drafting course, and during another course, drawings of various machine parts and assemblies are made, complete with dimensions, tolerances and finish marks.

The next area covered by the DM student is topographic and hydrographic drafting. In this course, surveying notes are reduced to drawings on grids, and a ship's course is plotted over a given route.



POLE VOLTING—CEs work on line.

Illustrating is the last subject in the DM curriculum. There is very little emphasis here on artistic, free-hand drawings. Instead, the students draw various charts, graphs and fine lettering plates. They also learn how to illustrate graphically an accumulation of data and study various methods of reproduction.

At the end of 12 weeks—having drawn some 50 plates and learned drawing techniques, basic terminology and fundamentals for each field or area covered in the curriculum—the DM students graduate, well prepared to do the work of a Navy Draftsman.

They are not expected to be experts just yet, but they are on their way. They will be experts—some day. And the same goes for all the Seabees trained at NAVSCON.

—Erwin A. Sharp, JO1, USN.

ON THE BEAM—Equipment Operator mans crane to move support into place.



Round-the-World in a DE

DEEP FREEZE IV was a cruise of extremes, according to sailors of USS Brough (DE 148).

They claim to have met some of the roughest weather (at their picket station, 60° South, 170° East) and some of the nicest people (New Zealanders) in the world. And they are quite prepared to back their claims.

After Brough returned from Deep Freeze early this year—her third winter season way down under, she circled the world alone. Records indicate that Brough was the first DE ever to make a round-the-world cruise alone.

Under skipper LCDR B. E. Boney, USN, the crew of Brough, during one stretch, spent 75 of 82 days at sea. Part of their job on station was to report weather for Air Force and Navy pilots—and they had plenty of it to report.

During one period, Brough men saw only one of the more than 100 flights which passed overhead. Forty degree rolls were not uncommon for the DE—50 was about tops.

To balance the picture, Dunedin, New Zealand (Brough's home port for Deep Freeze), became a real home away from home. The crew responded by establishing a spotless record on the beach. During the year, six men, including the Engineer Officer, were married in Dunedin. Several others became engaged.

As a measure of the friendships which grew up, over 4000 Kiwis (New Zealanders) crowded the pier on February 7 to say goodbye as Brough left for home.

Here is how one crew member of Brough remembers the cruise:

ON WAY—USS Brough (DE 148) heads for duty with Deep Freeze IV.

• 23 Aug 1958—Brough slipped quietly away from her pier in Key West, Fla., home of Destroyer Division 601. A few wives and officers from the Division saw her off. A Navy band played "Anchors Aweigh" in the torrid Florida sun. As Brough slid out, the ships of the division sounded their whistles in a farewell salute.

As we passed main base, a signal came from our old running mate USS Howard D. Crow (DE 252). She referred to newspaper articles about Brough's forthcoming cruise: ". . . BYE LITTLE BROUGH."

Brough was off for an eight-month cruise, bound to operate independently and cross all the world's meridians, alone.

• 26-29 Aug—Before the long Pacific crossing began, the ship stopped at Rodman, Panama Canal Zone, for last-minute supplies.

• 1 Sep—Brough crossed the Equator. Much screaming and wailing was evident as a two-day indoctrination of the "slimy Pollywogs" was inflicted by the "trustworthy Shellbacks." A lavish display of garb was seen, and many interesting instruments were noted.

• 22 Sep—Brough arrived in Dunedin, N.Z., and was greeted by the Mayor and Rear Admiral George J. Dufek, the boss of Operation Deep Freeze. Following an inspection, the crew disappeared down Dunedin's welcome and familiar streets, renewing old friendships and acquaintances. One man was married during the first week, with several others to follow during the year.

The next morning's paper had this headline: "Brough—An Old

Friend." We were glad to be back and Dunedin was glad to see us.

• 26 Sep-23 Oct—We went to station (at Latitude 60° South, Longitude 170° East) for our first Deep Freeze IV picket. Sailors on their first cruise didn't have to wait long to see the weather the old timers had been telling them about. From channel entrance all the way to station the ship fought against the towering waves which pounded the ship steadily. (There they found some of the world's worst weather, in the aptly named "Furious Fifties.") On station, since we slowed to one-third, the pounding and violent motion abates, and we were introduced to deep troughs and heavy rolls. Fifty degrees was our best, but over 40 became a common occurrence.

On the way to station, we stopped (not wishing to be hemmed in by even worse weather) at the desolate New Zealand weather and scientific station on lonely Campbell Island. Men are assigned to the Island for a year at a time, in what seems intolerable conditions. They are completely isolated, save for Brough's irregular stops to bring mail and fresh meat. The little island is halfway from New Zealand to station, at the edge of the worst storm belt.

During 27 days on station, we seldom saw the sun, nor any of the 56 flights which passed overhead. Much of our time was spent hanging on. However, we did communicate with every flight, and our 10 weather reports went out on schedule every day. The trouble was, when the planes did fly, they had to keep a tight schedule to get all the supplies in. The ice runway was apt to break up, or become unusable at any time.

When we finally did make port we received this message from Admiral Dufek:

"EXTREMELY IMPORTANT THAT MAXIMUM FLYING BETWEEN NEW ZEALAND AND ANTARCTICA BE ACCOMPLISHED EARLY IN THE SEASON X THE ICE RUNWAY DETERIORATES VERY RAPIDLY . . . DESIRED THAT BROUGH RETURN TO STATION SOONEST . . . MAXIMUM TWO DAYS IN PORT . . . REALIZE THE HARDSHIP THIS IMPOSES ON YOU BUT WILL MAKE IT UP TO YOU LATER . . ." (And he did, more than adequately. But this time, we left after only two days in port.)

ALL HANDS



• 25 Oct-19 Nov—On this second picket, 44 more flights passed overhead. Finally they began to slacken the pace. We sensed that a majority of the flying was finished, and it was. We headed back to Dunedin for a six-week rest, and standby, in case of an emergency.

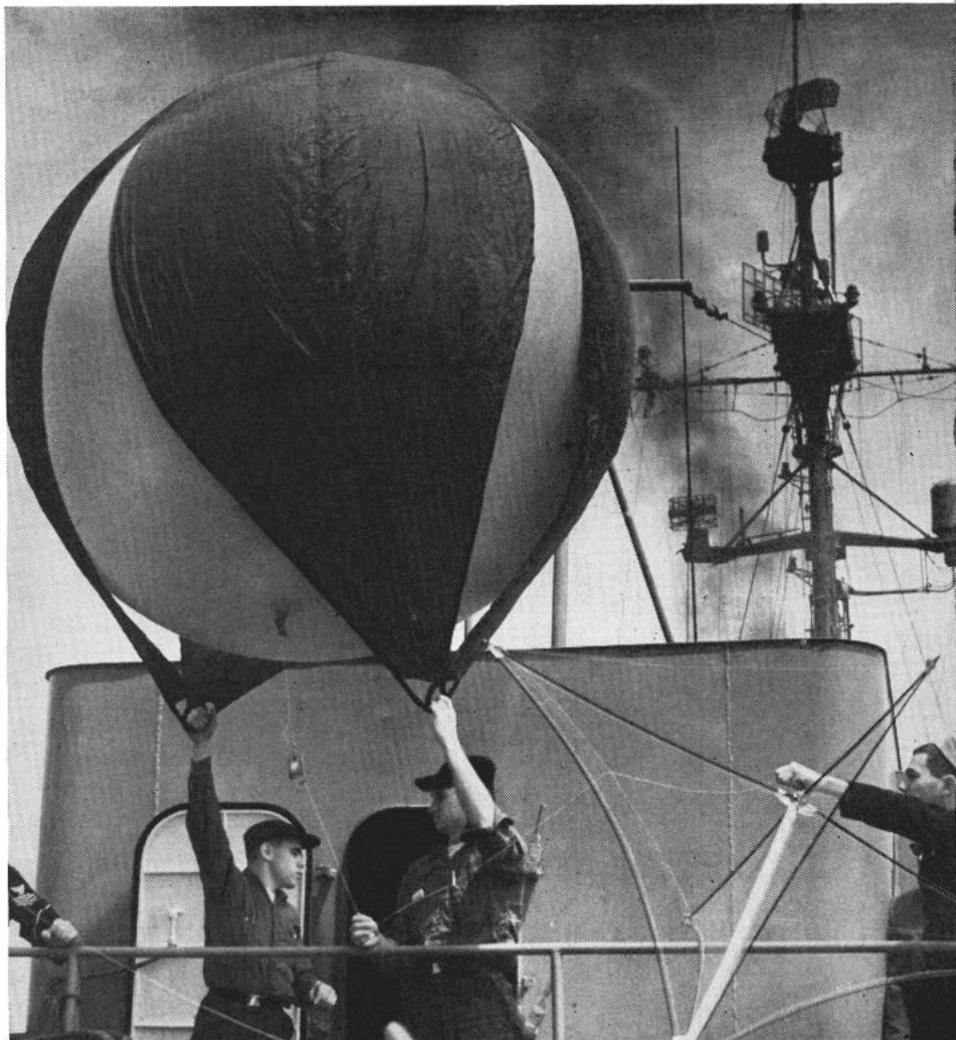
• 27 Nov—Thanksgiving was appropriately observed with a scrumptious turkey dinner, while our Kiwi friends continued their work. (It seemed we cornered the limited turkey market anyway; they don't raise too many.) Many Kiwis visited the ship for our big meal, and we sent along a full tray to a couple of our boys in the hospital.

• 1 Dec—Six highly-motivated sailors were picked up by the Admiral's personal plane, a Navy R5D, and flown to Christchurch, where the Deep Freeze headquarters was maintained. There, the next morning, they were shipped over by genial Admiral Dufek. He took time to pose with each man and talk about home a little.

• 12 Dec—*Brough* was challenged by HMNZS *Stawell*, a New Zealand minesweeper. They wanted a sailing and rowing race between the best team each ship could offer.

We borrowed a "convertible" sailing-rowing boat. *Stawell* steamed up the coast, obviously for secret trials. Our entry was dubbed *Columbia*, and *Stawell* called her craft *Septic II*.

The big day arrived. Spectators lined the bridge of *Brough*, where the finish line was marked. A gun report was heard, and the rowing crews began to pull steadily, from far down the channel. At the halfway mark it was even. Our boys were pulling harder than they had ever rowed. But *Stawell's* experience was evident as they won going



DEEP FREEZE DUTY STATION—Crew members of *Brough* prepare to send weather balloon aloft to gather information for pilots on Antarctic missions.

away. Their cox was dumped with a special vengeance, since he made them row an extra 75 yards. The finish gun didn't go off immediately, and the cox didn't stop till the gun went off.

In the afternoon, a large crowd lined the bridge again. Sailboats milled about while we tried to get started. Finally, they all seemed to go in the same direction, with *Brough* in the lead. The lead

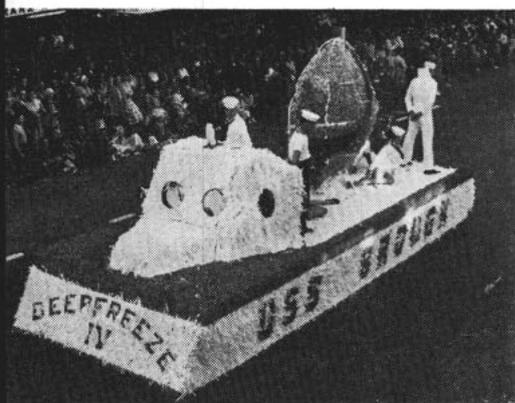
changed hands, and later, as *Brough* crowded behind *Septic II*, *Stawell's* entry stopped dead—her mains'l dropped.

Brough won by default. A celebration followed.

Later, as *Stawell* departed, she flashed this message: "HAVE ENJOYED ASSOCIATION WITH YOU X AM LOOKING FORWARD TO OUR NEXT MEETING." We replied: "OUR PLEASURE X WILL PRACTICE."

BROUGH CAME HOME by Suez Canal. Records indicate she was first DE to make a round-the-world cruise alone.





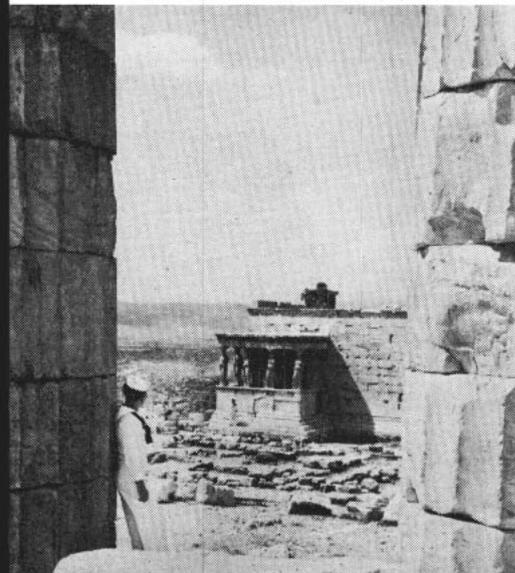
FLOATING—Friendship-float entered in New Zealand Festival Week by Crew of *Brough* was a hit with people of Dunedin and won second prize.

• **25 Dec**—Christmas in Dunedin. It was hot, and many people were out of town. (They spend their holidays in the interior, camping out, since that is the height of the New Zealand summer.) Again we had a large meal on board, and many Kiwis came aboard to help us with our seven turkeys. Most men spent the day with friends.

• **28 Dec-3 Jan 1959**—*Brough* left Dunedin for a New Year's visit to Nelson, a small coastal resort well north of our station. The holiday was celebrated with parties and dances. The town's people, many vacationers and sailors all gathered in front of the Post Office at midnight. Our drill team made its first appearance and was an immediate success.

• **5 Jan-13 Jan**—*Brough* made her third and last picket of Deep Freeze IV. During a lull, she headed

FAR AWAY PLACES—Voyage home for crew members of *USS Brough* included interesting liberty ports such as Athens, Greece and Colombo, Ceylon.



even farther south for some oceanographic work. She was turned back at 62° South by 'growlers'—then six-to-10-foot chunks of ice that were so hard to spot. We also saw plenty of the large majestic bergs which had been invading the station area for the first time.

• **13-24 Jan**—We remained in port on standby status in case emergency flights had to be made.

• **24-31 Jan**—Festival week in Dunedin. It was like fair week in a farming center, or Mardi Gras. Everyone turned out and took part. And *Brough* was in the midst of it all. Even Admiral Dufek came from Christchurch to be guest of honor.

Parties, processions, pageants, costume balls, radio shows—the whole town was in a whirl. *Brough's* float took second honors in the big Festival Procession. But the real news was made by the Drill Team, led by Forrest M. Hall, GMI, USN, of Key West, Fla. They literally stopped the show everywhere they went. The Festival Procession stopped while the Drill Team went through their fancy-stepping routines and trick rifle handling. They won special recognition from the town fathers and the Dunedin press.

The float won accolades on its own, thanks to hard work by a small, dedicated group of volunteers.

Festival Week offered us a big kick—our last spree before being detached.

• **7 Feb**—*Brough* departed Dunedin for the United States via the Mediterranean. The word was out—*Brough* might not return next year. After three years of very close re-

lations, this was the parting of old friends. All morning the crowd gathered.

By noon, several hundred were milling on the pier. By 1400, when we took in our lines, there were approximately 400 Kiwis on the pier. Many young ladies, (but more mothers and fathers), and interested friends, had come to wave off the men of *Brough*.

Our whistle said goodbye. At a signal, white hats were thrown in the air. A cheer went up. Four thousand people waved and cheered as we slipped quickly down the channel.

• **15-19 Feb**—Perth, Australia. We found hospitality, open warmth, and a thriving economy in a young town. It was a pleasant four-day stop.

• **28 Feb**—Colombo, Ceylon. Shoppers had a field day as did the camera clickers. Our final message from Admiral Dufek read:

"FAREWELL LITTLE BROUGH CMM YOU HAVE DONE AN OUTSTANDING JOB X ENJOY YOUR CRUISE X BEST REGARDS"

• **7 Mar**—Aden, Arabia. Again, the shoppers and shutterbugs went to work.

• **14-17 Mar**—Athens, Greece. We visited the home of ancient Greece, saw the Acropolis, and met the 'new' Greece.

• **19-22 Mar**—Naples, Italy. We saw the ruins of Pompeii, with Vesuvius nearby. Some managed a fast trip to Rome, while others contented themselves with explorations of eating places and sightseeing in Naples.

• **23-26 Mar**—Cannes, France. We saw the home of the film festival—a modern French resort. Unfortunately, the weather was cold and damp, which made the beach unusable.

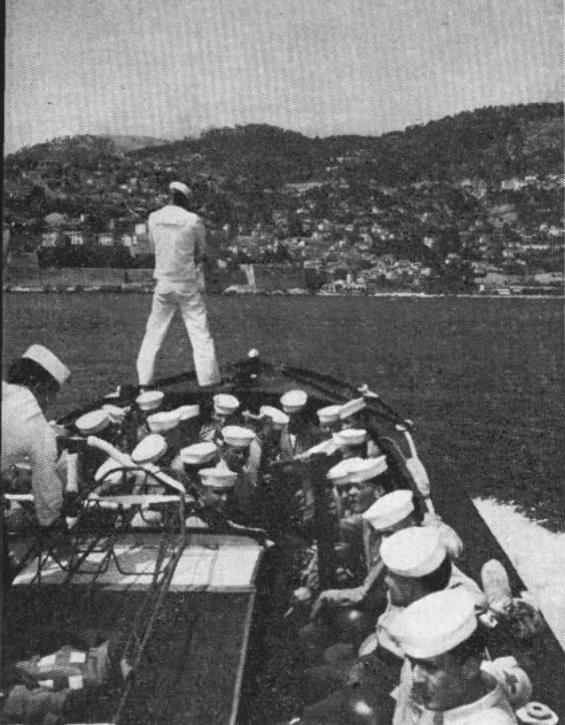
• **27-30 Mar**—Barcelona, Spain. Easter in Barcelona, and the first bull fights of the season. Barcelona was one of the most interesting places we stopped.

• **1-3 Apr**—Gibraltar. We spent what money we had left, and then headed for Key West.

• **14 Apr**—Key West. Home again, and we were glad.

• **1 May-1 Sep**—Operating in the Atlantic in the vicinity of Charleston, Key West and the tropical West Indies, and enjoying the balmy weather. Every once in a while, though, we get a little nostalgic for the Antarctic.





Hot Time on Riviera

OVER 200 NAVYMEN AND MARINES from USS *Des Moines* (CA 134)—flagship of the Sixth Fleet—had a hot time ashore at one of the world's leading playgrounds when a spectacular forest fire threatened to destroy parts of Nice and Villefranche on the French Riviera.

The *Des Moines* fire fighters—all off-duty volunteers—fought the blaze alongside a smaller number of local firemen before it was finally brought under control after five hours.

There were no casualties, but two square miles of trees and crops were ruined before the fire's advance could be halted. One very anxious moment occurred when a German land mine, dormant since World War II, exploded. Luckily, no one was in the immediate area at the time.

First sign of the fire visible from the harbor was a huge cloud of smoke atop Mount Vinaigrier. When CAPT S. P. Moncure, USN, the heavy cruiser's skipper, saw this, he called the Mayor of Villefranche and asked if men from the ship were needed. "Send all the help you can spare," the Mayor replied.

More than 200 *Des Moines* men responded. Led by LT Leonard Kleeman, the Navymen, armed with fire axes, picks, shovels, saws, machetes and rolls of canvas, loaded into the ship's boats to set out for the scene. Ashore, Navy vehicles and local buses took the party as near to the burning area as possible.

LT Kleeman divided his force into two groups and communicated with them and the ship by walkie-talkie radio. Corpsmen went along to render first aid in case it was needed and—with typical Navy thoroughness—the ship's medical department made arrangements to handle any possible casualties.

After the fire was brought under control the Navymen, their faces blackened by smoke and dust, helped those who had evacuated their homes to return.

The newspapers of Nice gave the visiting firemen the thanks of the local people, and the volunteers also got a "well done" from CAPT Moncure.

VOLUNTEERS head for shore to help fight fire (left). Above: French police lead Navymen to burning area.



SMOKE-EATERS wage a counterattack (above). Below: Seagoing woodsmen try to dislodge smouldering tree.





TUGHERNESS—Commanding Officer of Tug Base at Apra (second from left, above) chats with tug skippers.



LOTS TO DO — YTB 417 (above) prepares to tow a floating crane. Below: Tug team heads for a new job.



BMC D. C. Smith talks shop with H. L. Walkins, FN.

Lots of Pull—

OUT AT SEA, some 10 miles off Guam, a giant ocean liner sends a short message to the radio center at Apra Harbor: "Arrival time 1300. Request tugs meet and assist at harbor entrance."

At Guam, harbormaster J. C. Fox, QM1, USN, dispatches the reply: "Arrival time confirmed. Request affirmative." Then he picks up a telephone and dials Tug Base, Guam. Base skipper, Warrant Officer J. R. Somers, sees to it that tug captain T. W. Nail, BMI, USN, has his tug at the harbor entrance in time to assist the liner in mooring.

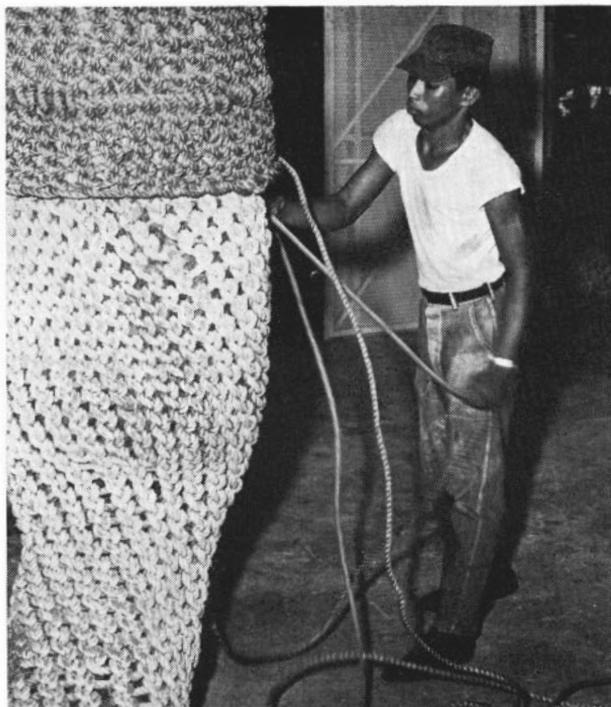
Several hours later, the big ship arrives off the breakwater. The chubby little tug, with a crew of seven, nestles her stubby nose against the liner's side and slips the big visitor into a berth at Apra Harbor's commercial port.

The tugboat story is one of hard work, contrasts and unexpected assignments. It takes only one day aboard a tug to be convinced. The jumble of sundry tasks given these small, powerful boats can make your head swim.

There are no commercial tugs at Apra Harbor, so the Navy berths all ships, commercial and military, arriving at Guam. And the job is a big one.

Since ocean-going ships do not always arrive in the daylight hours, the tugs at Apra Harbor are on a 24-hour alert to assist incoming and outgoing traffic. At any time of the day or night one of these workhorses might be on the way to another assignment.

The tugs at Guam performed an average of 150 jobs per month. That total includes over 50 major ship movements requiring two or more tugs. The "boats" pile up over 500 underway hours each month.



TUG FENDER is fancied up by Navy employee at Apra.

The Tug Story

Because Apra Harbor is not protected from wind it can provide many headaches for harbor pilots and tug skippers. Harbor pilot W. J. Guinnane, who has directed ships in and out of Apra for the past 15 months, claims an ocean-going ship can be towed almost with a piece of string if you have no wind, current or other disturbances.

"But in this harbor," he says, "one sudden gust of wind can slam a liner or freighter full force against the pier. This is why tugboats, with their enormous power, are so important to smooth handling.

After all ships are in port, the tugs keep right on working—as fire boats, as sea and air rescue craft, or performing assorted moving jobs in the harbor. Yard oilers, which come under Tug Base control, deliver an average of 1,900,000 gallons of fuel oil within the limits of the harbor monthly. Additional thousands of gallons are taken to Saipan and Tinian Islands north of Guam.

There's an intense pride in each tug. Almost any tug man will tell you without hesitation that his boat is the best in the harbor and can outdo any other tug.

All the ships operating under the Tug Base are not tugs. Among the 22 craft of the Tug Base "fleet" there are also oilers, ammunition barges, storage barges and water barges.

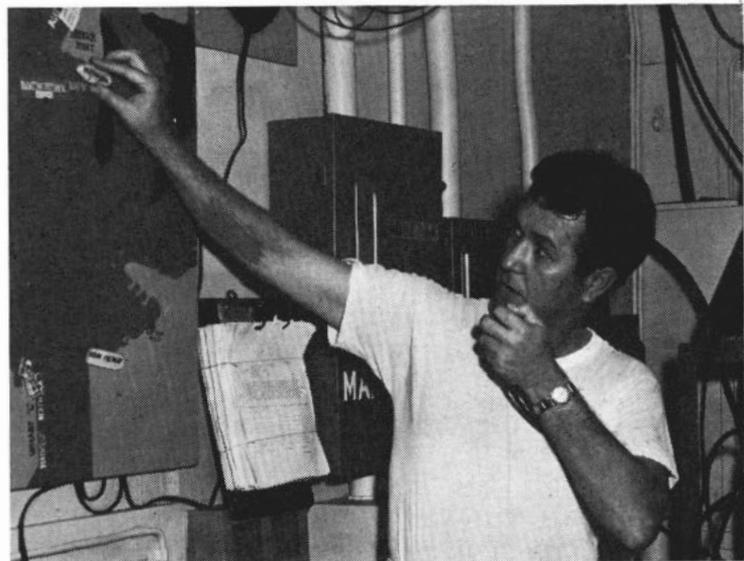
From the looks of things, Apra Harbor and the Tug Base will be busy for a long time to come. As America's largest deepwater port west of Pearl Harbor, Apra is becoming an important stopover point for the ships of the Seventh Fleet, and its commercial trade is growing.

—Story by J. A. Williams, J01, USN.

—Photos by T. F. Powers, PHGAN, USN.



BM1 SKIPPER A. S. Stover, of YTB 408, looks on as YTB 417 and his boat get set to tow floating crane.



HARBORMASTER J. C. Fox, QM1 (above) plots movement. Below: Merchant ship bids adieu to Navy tug.



LETTERS TO THE EDITOR

Boilermaker

SIR: I am very interested in taking the service-wide examination for chief boilermaker.

How do I go about applying for it? What training and correspondence courses should I study?

And, what additional reading material will help me prepare for the test?—R. R., BT1, USN.

• *Application for change to BR and to compete for advancement to BRC must be requested from the Chief of Naval Personnel. The procedures for this can be found in BuPers Inst. 1440.5B. (Bureau authority is required for changes to the BR rating from BT1 or BTC only. BT2 may compete for advancement to either BT1 or BR1. For further info, see the "Manual of Qualifications for Advancement in Rating," NavPers 18068.)*

The required training course for BR1 and BRC is NavPers 10536-B. The related Enlisted Correspondence Courses are "Boilerman, First Class" (NavPers 91513-1) and "Boilerman, Chief" (NavPers 91514-1).

The BuPers pamphlet, "Training Publications for Advancement in Rating" (NavPers 10052-F) lists the bibliography for all ratings and should be con-

Pro Pay and Advancement

SIR: Last year I took the service-wide examination for SD2, and later took the test for pro pay. I succeeded in both ventures. In January, this year, the Bureau ruled that all PO2s must have two years in rate to be eligible for PO1.

Now, my questions are: Am I eligible to take the exam for pro pay (P-2) this year, or do I have to wait two years the same as for advancement; and if I am eligible, must I be re-recommended by my Division Officer?—R. J. B., SD2, USN.

• *You do not need two years as PO2 to be eligible for pro pay. The two-year rule applies only for advancement. There is no time-in-rate requirement for pro pay.*

No proficiency pay (P-2), however, has been authorized for fiscal year 1960. To requalify for P-1, you must take the November 1959 examination.

The first and most important eligibility requirement for this test, however, is your CO's recommendation. You must have official okay each time you compete for either pro pay or advancement.—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.

sulted by anyone preparing for advancement in any rating. You should also refer to the "Manual of Qualifications for Advancement in Rating" (NavPers 18068).

Copies of all these publications should be available in your personnel office.

Happy studying.—Ed.

Dislocation Allowance

SIR: I was previously stationed in Hawaii, permanently attached to Air Barrier Squadron Two. Upon expiration of my enlistment I was transferred to the U. S. for separation. I was discharged at the Receiving Station, Treasure Island, Calif., and reenlisted the next day.

I was ordered to Utility Squadron Five based at the Naval Air Facility, Naha, Okinawa. My family joined me there five months later.

Do I rate payment of a dislocation allowance?—O.R.W., AE2, USN.

• *Sorry, but according to the Comptroller General, you're out of luck.*

He has ruled that a dislocation allowance is not payable when reenlistment is effected at a place other than the old permanent station, unless the orders transferring a man for discharge indicate reenlistment and further assignment to duty elsewhere.

In your case, the orders transferring you from Hawaii to the U. S. for discharge didn't indicate reenlistment and further assignment. Your transfer to Okinawa after you reenlisted was considered to be a change from home to first station under the provisions of "Joint Travel Regulations."—Ed.

A Uniform View

SIR: I believe that D.A.A., EMC-(SS), has some good ideas about CPO uniform changes. I go along with his idea of abolishing the white uniform. It would be interesting to hear the officers' views on their white uniform. The khakis are much cooler and retain their neat appearance a lot longer.

I can't agree with him, however, on his remarks about a single-breasted blue blouse. I think the present blue blouse

should be changed to single-breasted.

Quite often, even in the Southern California area, blues are worn while on liberty. The weather is just warm enough to make you want to unbutton the hot, double-breasted blouse.

I've found that the single-breasted khaki uniform is much more comfortable both in an office and in an automobile. I suggest that COs ask the opinions of officers and CPOs at their bases to get a realistic view on the subject.

I'm mighty proud of my uniforms the way they are, but I would be willing to change to a new single-breasted blouse—if a new one was authorized.—D.R.R., ACCA, USN.

• *It appears that you're in the minority on both your points, according to opinion polls and letters.*

First of all, the white uniform serves a dual purpose. There is not only the Service Dress White uniform, but also the Tropical White Long uniform that uses most of the same items. This tropical uniform is being worn quite extensively and is becoming more and more popular.

Even enlisted men below CPO now have a tropical white uniform. A short-sleeve shirt is being worn by EMs where tropical longs are prescribed.

As for the double-breasted blues, there are still many men who prefer

Shellback Without a Card

SIR: I would like to get another Shellback card. I crossed the Equator during World War II aboard USS Munda (CVE 104) about October 1944.

I was issued one at the time, but have lost it some place. I think my squadron is planning a trip for next year and I sure wouldn't like to go through that initiation again.—B.E.F., CSI, USN.

• *The only person that can issue a Shellback certificate is your commanding officer at the time you crossed the Equator. The certificates are strictly unofficial and cannot be issued or reissued by the Bureau, even though your record may show that you have crossed the Equator.*

We don't know what King Neptune will dream up to punish you for losing your certificate, but you'll find out. Good Luck.—Ed.

(As old shellbacks, however, we'll give you this advice: If you have any papers or pictures to prove your point, ask your present CO to authenticate a new certificate.—Ed.)

the older and traditional double-breasted blue blouse. So many men evidently prefer it that there are no plans for converting it to single-breasted.—ED.

When I Retire . . .

SIR: A couple of things have been bothering me and several other chiefs in this Squadron.

I will soon be transferred to the Fleet Reserve after 19 years, six months, and 10 days of service. If I am recalled after a couple of years for more active duty, but can't pass the physical, what happens to me? Do I still get my retirement pay or do they release me with severance pay?

The other question: Is a transfer to the Fleet Reserve considered a discharge? I would like to go to school under the GI Bill but I am told that I have to do it within three years from my last discharge, which was 1 Dec 1955. What is my status in relation to school?—J.D.D., ADC, USN.

• We wish you much success and good fortune in retirement. And don't worry about losing your retainer money because of your physical condition after you leave. If you are found physically unfit after you have gone out on 19 years and six months (whether you're recalled or not), you would be transferred to the retired list. Unless otherwise entitled to higher pay, you would draw the same amount as your retainer check.

Your GI Bill is another thing. Your transfer to the Fleet Reserve is not considered a discharge, but that may not be your problem.

You must begin your training within three years of the date of your last "unconditional" discharge. (This means a discharge that completely frees you from further service, such as at the end of your enlistment.) If, when you

shipped over in December 1955, it was before the end of your enlistment just so you could reenlist, then that would be a "conditional" type discharge and you would still be eligible under the GI Bill.

If, on the other hand, you were discharged at the end of your enlistment, with no strings attached, that would be considered an "unconditional" discharge, and your three-year deadline has already passed.—ED.

Will There Be a Uniform Change?

SIR: I agree with the comments about enlisted men's uniforms made by H. E. K., YN3 and G. H. H., YN2, in the April issue. To me, the whole enlisted uniform needs redesigning. I feel the enlisted man has been handicapped by wearing a uniform which has been outdated by progress and evolution.

Must our "modern, atomic, electronic, supersonic" Navy forge ahead in 18th Century uniforms? Officers and chiefs insist our uniform looks sharp yet, visualize if you can, the loud screams of protest if they had to wear it. I am proud of what my uniform stands for, but I'm not proud of its design.

How can a man—a grey-haired man, perhaps, with four or five hashmarks—proudly walk down the street looking like a kid or Donald Duck? What's his answer when some wit orders a dozen ice cream bars from him?

The other armed services have a uniform which fits well and is reasonably contemporary. If the traditional uniform is so important to the Navy, why not put the officers back in ruffles and frills, with boots and three cornered hats? I'm sure they're traditional too.

I am on my second enlistment and the one small factor that makes another service look good to me is that they are moving forward, not looking back.



TWO CREW MEMBERS of USS Des Moines (CA 134) take to the air, painting ship's after main battery director.

I guess the whole problem is, that if we were given a decent looking uniform, we might be mistaken for a chief or an officer.—M.L.H., YN2, USN.

SIR: It seems that each year about this time articles appear in ALL HANDS about changing the enlisted uniform. Yet, little or nothing seems to be done about it.

I am proud of the U.S. Navy, but I would like to see the men below E-7 have a uniform, not a traditional front.

I think a summer uniform of light blue conventional type trousers, short sleeve shirt, and garrison cap would be appropriate. The winter uniform could be dark blue and similar to the CPO service dress.—R.L.S., Jr., PN3, USN.

• Much to the dislike of some enlisted men, ideas come and go a lot faster than uniforms. The uniforms worn today are traditional, but some changes are being made.

Perhaps the most significant one—and this may be considered the first step toward giving enlisted men a new-style uniform—is the adoption of the white tropical shirt. (It was authorized by BuPers Notice 1020 of 27 Apr 59.) This short-sleeved shirt is apparently very popular.

Changes cannot be made overnight. First, recommendations are submitted (many as the result of letters like yours); next, these recommendations are considered, discussed, and some accepted. Those accepted are then worn in the Fleet where they are evaluated. After the reactions of Fleet personnel are received, a final decision is made.

Tradition comes slowly, but it sometimes seems a lot slower when it departs. Be patient.—ED.



COMING TO ROOST—An HTL-5 whirlybird returns to the icebreaker USS Edisto (AGB 2) after making an aerial search for a lead through ice field.

Scorpion Started It

In our January issue we published a letter from R. R. Myers, EMC, USN (Ret), about USS Scorpion, our "one-ship fleet" in the Mediterranean before World War I. At the end of the item, we said:

"Anybody know anything more about her? If so we'd like to hear it."

Since then, we have definitely "heard it"—as the following letters indicate.

SIR: Since I was in the Navy a good while ago, I think I can help you out on Scorpion.

When I reenlisted at Philadelphia in 1908 I was transferred to the receiving ship at the Boston Navy Yard to commission Scorpion after she had been overhauled. There were many ships commissioned that year—among them the cruisers Chester, Birmingham and Salem at the Boston Navy Yard and the battleship New Hampshire at the Brooklyn Navy Yard.

Scorpion's first assignment was to convoy four submarines from Boston to New York. (To do it, we sometimes had to take the subs in tow.) That done, we headed for the Caribbean.

We had been in the West Indies about a month when the captain received coded orders to return to Philadelphia and prepare Scorpion for duty as station ship at Constantinople. The crewmen were so surprised they couldn't believe the news.

Our officers were relieved, and five new ones took over—LCDR George Wood Logan, LT Allen Buchanan, ENS John W. Wilcox, ENS Isaac Dortch and ENS Shofford.

At Philadelphia, part of Scorpion's armament was taken off, leaving only two six-pounders for firing salutes.

We then headed across the Atlantic, stopping in Bermuda to coal ship. Because the bunkers wouldn't hold enough coal to take us to the Azores, we took on extra coal in large bags, which were stored on deck. Next, we headed for the Dardanelles, via Gibraltar and Naples. Before entering the Dardanelles we were delayed 48 hours awaiting clearance for the ship.

England, Germany, France and Russia had station ships at Constantinople long before we did and, incidentally, very few Navy men know that USS Despatch was stationed at Constantinople from 1877 to 1879.

Our first visit to Constantinople was a brief one, since we were soon on our way to Messina, Sicily, to help out after the earthquake there. About the time of the 'quake, the Great White Fleet reached the Eastern Mediterranean, and ADM Charles S. Sperry arrived at Messina in his flagship, USS Connecticut.

One of Scorpion's main jobs at Messina was to direct the waterfront traffic

carrying lumber to build homes.

After that, we went back to Constantinople.

When we first arrived, there were homeless dogs all over the city. Allegedly, they were considered sacred, because their barking had given the alarm at one time when the city was

He Hit the Nail on the Head

SIR: The 185-foot escort USS Crestview (PCE 895) recently had a ceremony aboard which impressed the members of the crew enough to think it would be of interest to your readers. The occasion was the presentation of Good Conduct Awards to eight members of the crew. This is what our CO, LTJG C. E. Houston, USN, had to say:

"You men are assembled here today to receive awards substantiating your faithful service to the United States Navy.

"In order to earn these awards you have fulfilled all the requirements for outstanding conduct, which sometimes is not an easy task. You have exhibited for each three-year period that the individual award covers, an outstanding degree of fidelity, obedience and zeal—to your country, to the naval service and to the individual commands in which you have served.

"I sometimes think it is easier to earn an award for valor than it is to earn the Good Conduct Medal, since the awards for valor are presented for an individual act of heroism done in a few minutes; whereas these awards require consistently outstanding conduct over a long period of time. It gives me great pleasure to present these awards to you. They represent a total of over 84 years of Good Conduct."

We never thought about a Good Conduct Award in this way before. We feel he really hit the nail on the head. What do you think?—ENS W. R. Joncas, USNR.

• We agree with you and your skipper wholeheartedly. Sometimes the presentation of Good Conduct Awards and other significant incidents which are related to good leadership qualities are taken for granted. Crestview's skipper hit the nail on the head.

And the eight crew members who were honored are: Roger E. Young, BMCS, USN, 4th and 5th awards; William A. Adams, Jr., CS1, USN, 4th and 5th awards; Roger P. Lloyd, HM1, USN, 5th award; Rufus W. Vaughan, GM1, USN, 3rd award; Martin C. Craft, BM2, USN, 5th award; Bobby Dawson, EN2, USN, 3rd award; Don C. Grube, CS3, USN, and Jose B. Sales, TN, USN, both of whom received a first award.—ED.

being invaded. While we were there, however, the dogs were removed to an island in the Sea of Marmara.

Some of the shipmates I remember from my Scorpion days are: Chief Carpenter's Mate W. H. Stratton; a yeoman second class named Kann; S. J. Murphy, YN3; Chief Gunner's Mate T. J. Bristol; and Charles Schlegel, FN1.

In 1910 Scorpion was ordered to Greece, so that her crew—90 men—could be relieved and transferred to the cruiser USS New York, bound for the Asiatic Station to relieve USS Charleston. That was when I left her.—Chief Boatswain C. Conner, USN (Ret), Philadelphia, Pa.

SIR: When I read that item in your January issue, I thought right away that if anyone knew about Scorpion, who else would it be but old Captain Mossbottom. So, I capered down to the Cape and showed him your piece about the old yacht.

"Do I know anything about Scorpion? Sonny! Why buckle my bilges 'n call me Bully Boy! I was there.

"Those boys in Scorpion had been interned so long, and away from contact with the Navy for so many years, that when the old cruiser Saint Louie finally got through to Constantinople months after the end of World War I, they found Scorpion's quartermaster up on deck standing his watch wearing a derby hat!

"But, the best story I heard tell of Scorpion, was the one about the young officer in her who couldn't wait for the Armistice to come along. He wasn't interned in the ship, and before the war ended he'd started to head for home. Only trouble was that things were so twisted up all through the Balkans that it took him months 'n months just to get through to Paris to contact the Navy there. In the meantime, BuNav had lost all track of him, and they'd dropped him from the Navy list.

"So, lo 'n behold, one bright day well into 1919 he showed up in BuNav and reported in. First thing he did, of course, was to get himself put back on the Navy list—and then he was bold enough to ask the Detail Officer for a couple of months' leave. That was one item that wasn't to be had so easily in those days, and the BuNav boy hit the overhead.

"Leave? That's out of the question. Why, we've got a billet waiting for you, and no other officer can fill it."

"Why, I was in Scorpion over a year before she was interned for a couple more, and I've been all this time getting back. I didn't even exist in your book, from the way you dropped me off the list, but now that I'm here I'm the indispensable man, eh?"

"Well, that had 'em. He got his leave—and you can pass the word

along to the young lads that anytime BuPers tries to give 'em that indispensable man stuff, they can use the story about the indispensable youngster from *Scorpion*, and that'll make 'em walk back the cat."

And so I'm passing the story on to you so that BuPers can file it away for future use whenever it's needed.—CAPT Isaiah Olch, USN (Ret), Nice, A. M., France.

SIR: Your January item on *Scorpion* recalled the visit *uss North Dakota* made to Constantinople in December 1919.

North Dakota's arrival was a cause for rejoicing among *Scorpion's* crew. At that time there was a considerable amount of good natured discussion between British and American Navymen over "Who won the war?" (meaning World War I). In consequence, the men of *Scorpion* had quite often felt the need for reinforcements to help prove their point.

North Dakota proved a valuable ally in the debates, and it was probably with a feeling of regret that the men of *Scorpion* saw her weigh anchor.

That Med cruise of the "ND" may be remembered by some of your older readers and would undoubtedly make an interesting article for *All Hands*. One purpose of the trip was to return to Italy the body of the Italian Ambassador, who had died in Washington. The other missions which followed that one would furnish you many a salty anecdote.

Incidentally, am I correct in thinking the *Tennessee* mentioned in your January article was later sold to Greece? It seems to me she was moored dockside when we visited Piraeus in 1920, and that one of our crew members who had served aboard her went over to visit.—R. T. Strunz, HMC, USNR (Ret).

• Great—all these letters and only one question to answer—the query from Chief Strunz about *Tennessee*.

Evidently, Chief, you are thinking of some other ship. The *Tennessee* we mentioned was Armored Cruiser No. 10. On 29 Aug 1916, while lying off San Domingo (now Ciudad Trujillo, Dominican Republic), she was driven ashore in a storm and completely wrecked. She was stricken from the Navy lists in 1917, and so far as we can tell, was not sold to Greece.

As for the further story of ND's Med cruise, you sound like just the man to write it up.—Ed.

Korean PUC for Bexar

SIR: I would like to know if *uss Bexar* (APA-237) was awarded either the Presidential Unit Citation or the Navy Unit Commendation for her Korean service. While I was stationed on board we operated in the Korean area from September 1950 to January 1951.



SEAGOING—A mighty splash partially hides *USS Pawcatuck* (AO 108) as she pulls away from a "customer" after delivering fuel in the Mediterranean.

We did get the Republic of Korea Presidential Unit Citation.—H.W.D., EMI, USN.

• Sorry, but the records show that *Bexar* was not awarded either the PUC or the NUC for her part in the Korean conflict. She did see plenty of service in that area, however.

Bexar was operating in the Mediterranean in the summer of 1950, on what was expected to be a calm, peaceful cruise, but the outbreak of fighting in Korea changed all that.

In early July she received hurry-up orders to proceed to Crete and take on a load of Marines. She then proceeded full steam ahead through the Suez Canal, the Red Sea and the Indian Ocean to Japan. She later shuttled troops from Japan to Korea and participated in the Inchon landings before returning to the U. S. in January 1951 for overhaul and refresher training.

August 1951 found *Bexar* back on the job again, shuttling troops between Japan and Korea. In May 1952 she returned to the West Coast, but in July



"SI" STORY—Rodolf I. Godines, CN, talks to men of Spanish training ship *Juan Sebastian Elcano* in New York.

1953 was back in Korea again as flagship for Operation Big Switch, which involved moving prisoners of war from Koje Do to Inchon.—Ed.

The Calvert Story

SIR: While reading a back issue of *ALL HANDS* (December 1958) I came across a letter in which someone asked what decorations *uss Harry Lee* (APA 10) had earned. You gave a very good history of that ship's accomplishments.

At one point you mentioned that *Harry Lee* had engine trouble while preparing for the landings in North Africa, and you said, "*Harry Lee* lost part of her crew. . . . Well trained officers and men . . . were transferred to another ship."

That "other ship" was *uss Calvert* (APA 32), now a veteran of 16 years' service, and I'd like to remind you that we have quite a history, too.

It began on 30 Sep 1942, when the Navy acquired *ss Delorleans*, then abuilding at Sparrow's Point, Md. She was commissioned the following day (1 Oct) as *uss Calvert* (AP 65). She was named for George Calvert, First Lord of Baltimore.

Harry Lee had her engine breakdown on the morning of October, and on the 24th, *Harry Lee's* skipper, accompanied by 23 of his officers, his entire boat group and troops and cargo, were transferred to *Calvert*, which was then going through her shakedown. On 25 October, with her experienced crew, the new ship sailed for Safi, French Morocco, where she took part in Operation Torch. She spent six days in the assault area before returning to Norfolk, Va., to start training the Army units she was slated to carry for the Sicilian campaign.

On 10 Jul 1943 *Calvert* (by then designated APA 32) landed her troops of the 45th Division on her assigned beaches. During the Sicilian operation she required the equivalent of 381 LCVPs, 28 LCMs and 31½ LCTs to unload her troops and cargo.

Distress Signal—Ensign Flown Upside Down

SIR: Aboard this ship there has been much discussion about the legitimacy of a distress signal.

Since Navy publications differ on this matter, we are asking you to set us straight.

Page 66 of the *Boatswain's Mate Training Course for First and Chief* (NavPers 10122-A) says: "Nobody knows who dreamed up the idea that the national ensign, hoisted upside down, is a signal of distress. Our men-of-war go to the bottom in action with their colors rightside up and still flying. The ensign upside down is not a recognized signal of distress, but of course, if you see it hoisted that way, you should go to the rescue."

On the other hand, page 60 of *Shipboard Communications* (NavPers 10806-A) under the title "distress signals, by day," paragraph 4 states: "National ensign flown upside down (United States vessels only)."

I also believe that the Emergency Shipbuilding Course offered at FTC San Diego teaches that the ensign flown upside is an authorized distress signal. But I can't verify this.

What do you say?—LTJG J.S.L., USNR.

• *We won't commit ourselves, but here is what some others have to say:*

Page 183 of Farwell's "The Rules of the Nautical Road" shows a picture of an inverted U.S. ensign used as a distress signal on the high seas or inland waters. Although *International Rules and Inland Rules* do not provide for this signal, Farwell states on page 190 of his book "that the inverted ensign is an additional widely recognized distress signal in all navigable waters." It can be readily seen that it would be impossible to expect an adoption of such a signal into international law mainly because some foreign ensigns would never appear to be inverted. Take the ensigns of Belgium, Cuba, Iceland, France and Denmark, for examples.

Then, in DNC 27, Annex A, Flag Code, page A-3, Section 4a, there is the statement, "The flag should never be displayed with the union down, save as a signal of dire distress." Soooooo, you see. For more on flags, see the August issue.—Ed.

The latter part of August 1943 found *Calvert* in New York, where she loaded troops she was to carry to the Pacific. Her next amphibious action was on 20 November at Makin Island, where she landed 1400 members of the 165th Regimental Combat Team of the 27th Infantry Division. In one period of about 90 minutes during this operation *Calvert* put 913 men, plus cargo, across the beach.

After that it was back to the West Coast for more troops and training. Then, on 31 Jan 1944 *Calvert* landed the Main Attack Detachment on the beaches of Roi and Namur, Kwajalein Atoll, Marshall Islands.

A brief yard availability at Pearl Harbor followed.

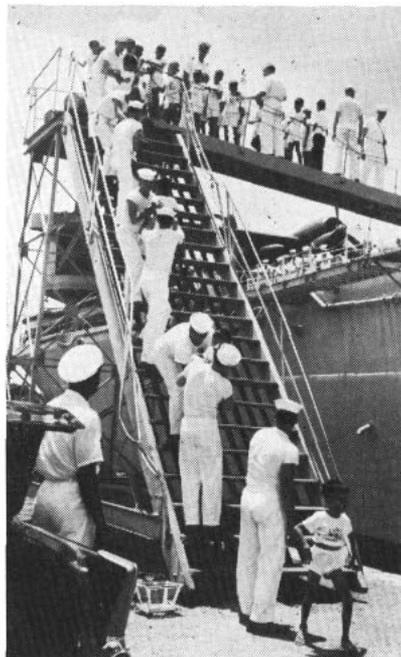
When *Calvert* came out of the yard she was assigned to a task group being formed for the Saipan and Tinian campaigns. In the Saipan invasion she helped draw enemy attention away from the main landings by taking part in a diversionary movement at Tanapag Harbor. Later in the operation she cared for nearly 200 casualties from the beach. About 50 of them were able to go back ashore for duty. At Tinian, *Calvert* was again part of a diversion.

This time, her boat group came under heavy fire from shore batteries, but the batteries were silenced before they did any harm to her boats or crews.

On 10 Aug 1944 *Calvert* returned to Pearl Harbor. On 15 September she sortied—again loaded with troops and cargo—for the then proposed landings at Yap and Ulithi. However, there was

a change in plans, and the group *Calvert* was in was re-routed to Leyte, Philippine Islands, for the landings there. Arriving off Duig, east central Leyte, she worked through daylight, darkness and air attacks to unload her troops and cargo.

From Leyte, *Calvert* headed for



VISITING VIETNAMESE orphans are passed down a steep ladder by the men of the *USS Salisbury Sound*.

Manus for a few days' rest, then steamed for the New Guinea-New Britain area to load more troops and cargo for her next operation—the Lingayen Gulf landings of 9 Jan 1945. Soon afterward she was on her way to Biak, Indonesia, to pick up more troops and cargo. She was back off Leyte by 7 February, and on the 9th, she participated in the landings on Mindoro, Philippine Islands.

By this time *Calvert* had really earned a rest, so she sailed back to Bremerton, Wash., for overhaul. After that was completed she headed for the Philippines once more—this time as flagship of COMPHIBGRU 14. She reached Zamboanga in September, and "donned two hats" as flagship of COMPHIBGRU 11 and of the Commander of the Central Occupation Group of the Fifth Fleet's zone of responsibility. She then headed for Japan, where she landed occupation troops on 6 October.

A month later, *Calvert* was assigned to Magic Carpet duty, carrying wartime personnel back to the United States for discharge and taking replacements overseas. She left Subic Bay, Philippine Islands, on her last trip on 31 May 1946, and eventually wound up in Norfolk, Va., where she was decommissioned and placed in the Norfolk Group of what is now the Atlantic Reserve Fleet.

The Korean fighting brought *Calvert* off the sidelines. She was recommissioned on 18 Oct 1950, and has seen all sorts of service with the Pacific Fleet since then. Here are a few of the high spots.

April to August 1951—Part of Task Force 90 in the Far East. After that she spent about a year on West Coast duty.

October 1952—Returned to the western Pacific as flagship of COMTRANSDIV 13.

December 1952—Participated in operations with the 7th Marine Regiment in Korea. Later, helped in redeployment of units of the 1st Cavalry and 45th Divisions, then returned to the United States for training with the Third Marine Division, which was then being formed.

August 1953—Helped carry the Third Marine Division to Japan, after which, she picked up 900 Army men at Pusan, Korea. She reached San Francisco, Calif., on 16 Sep 1953, having sailed 11,000 miles in 41 days.

March 1954—Took part in *Operation Flaghoist* at Iwo Jima, for which the largest single amphibious assault force since World War II was assembled. A few months later she carried some 6000 refugees from Haiphong, in northern Viet-Nam, to Saigon, in the southern part, during the "Passage to Freedom" operation which occurred when the communists took over northern Viet-Nam.

November 1954—*Calvert* returned to San Diego, Calif., to become flagship of Amphibious Squadron Five.

March 1955—*Calvert* started her fifth

tour of Far East duty since her recommissioning in 1950. After three amphibious operations, she headed back to California for more coastal operations and an overhaul at Long Beach.

August 1956-April 1957—Far East tour of duty, number six.

June 1958—*Calvert* left for the Far East again. During the crises in Lebanon and Taiwan she, along with other units of Task Force 76, went into an alert status and worked closely with the Third Marine Division.

September 1958—Participated in *Operation Land Ho* in the Taiwan area.

During her years of travel and service *Calvert* has garnered the Navy Unit Commendation, American Area Campaign Medal, European-African-Middle Eastern Area Campaign Medal with two stars, Asiatic-Pacific Area Campaign Medal with one silver and one bronze star, World War II Victory Medal, Navy Occupation Service Medal, China Service Medal, National Defense Service Medal, Korean Service Medal with two stars, United Nations Service Medal, Philippine Liberation Ribbon with one star, Republic of the Philippines Presidential Unit Citation and the Viet-Nam Presidential Unit Citation.

Although old by some standards, *Calvert* isn't just sitting around recalling her past. Any time she's needed she can prove what's meant by the expression that "an APA's boats are her main battery."—T. W. Glickman, LTJG, USN.

• *After this account, about all we can add is that Calvert has a good press agent.—By the way, how did they get that one-half of an LCT (. . . 381 LCVPs, 28 LCMs and 31½ LCTs . . .) in to shore without swamping it?*—ED.

Requirements for LDO

SIR: I have a question regarding the LDO program for fiscal year 1961.

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.

• *Great White Fleet*—The annual reunion for all who made the world cruise in 1907-09 will be held in the U. S. Grant Hotel, San Diego, Calif., on 16 December. For information, write to Harry S. Morris, TMC, USN, (Ret.), 3117 Polk Ave., San Diego 4, Calif.

• *uss Hornet* (CV 8 and CV 12)—All who served on board these ships are invited to attend the 12th annual reunion to be in New York City on 24, 25 and 26 June 1960. Write to John F. Murphy, 1657 Hennington Ave., Wantagh, L. I., N. Y.

• *uss Stafford* (DE 411)—A reunion will be held on 17 October at the Hotel New Yorker, New York

City. For details, write to Elias Lipschutz, 119 Saranac St., Rochester 21, N. Y.

• *VF 837*—A reunion is scheduled for 7 November at the Union Club, Hoboken, N. J. For details, write to J. W. Johnston, 7259 Shore Rd., Brooklyn 9, N. Y.

• *uss Ammen* (DD 527)—All who served on board during World War II, and who wish to hold a reunion with time and place to be decided, may write to Herbert Legg, Box 212, Olympia, Wash.

• *uss Douglas L. Howard* (DE 138)—All who served on board during World War II and who are interested in holding a reunion in New York in 1960, may write to Thaddeus W. Tecza, 149 Ninth St., Passaic, N. J.

• *Composite Squadron 10* (VC 10)—Members who served during either tour and who are interested in holding a reunion may write to Ernest H. Courtney, Jr., 4815—43rd Pl., N. W. Washington 16, D. C.

I enlisted in the Navy on 3 Jan 1951 and my birthday was 12 Apr 1926. Since I would have only nine years naval service (10 years was required for LDO), as computed for participation in the June examination, I applied for the WO program only. I hoped for waiver of the 72 days I was over age.

I understand the instructions have been changed since the Warrant Officer program was discontinued. What are the qualifications for LDO(T) now?—C. S., AGCA USN.

• *To be eligible for LDO(T) now, according to BuPers Inst. 1120.18F, you must meet the following basic re-*

quirements computed to 1 July of the calendar year in which you make application:

You must have completed eight years of active naval service, exclusive of active duty for training in the Naval, Marine Corps, or Coast Guard Reserve; and you must not have reached your 34th birthday. It looks as though you missed the age requirement by about two and one-half months, and no waivers are allowed.

Other qualifications are much the same. Complete information has been distributed to the Fleet in BuPers Inst. 1120.18F.—ED.

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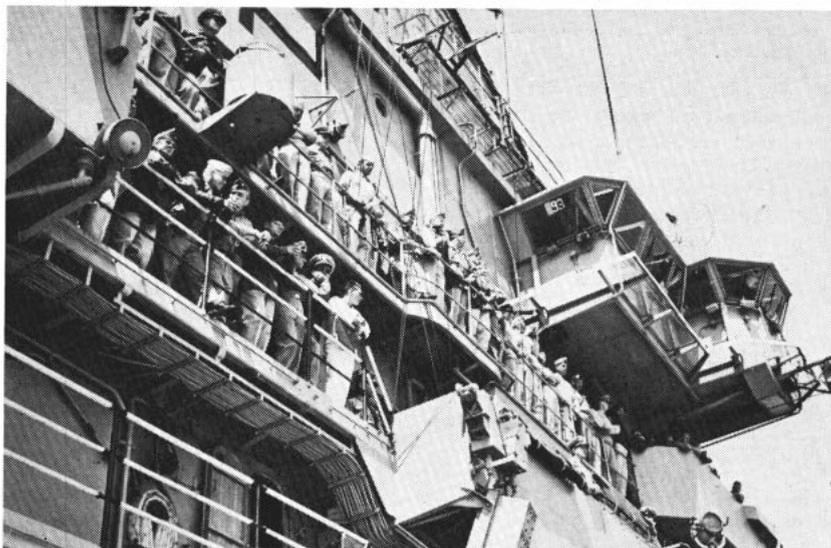
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★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



CLASS IN SESSION—A group of students from the Armed Forces Staff College observes antisubmarine exercises from the island of *USS Randolph* (CVA 15).

Fish with Ears

Antisubmarine warfare may soon be revolutionized as the result of a new underwater detection system known as Variable Depth Sonar (VDS).

Using this new system, surface ships will be able to discover their undersea enemies in time to reach out with long-range weapons and destroy them before they can make a torpedo attack.

Somewhat resembling a fish, the VDS listening device is attached to a cable and towed through the water. Weights are used to keep the sound gear at the desired thermal depth.

This new detection gear is able to reach below the ocean's thermal layers in which submarines stalk their prey undetected by current listening devices.

The Variable Depth Sonar is not

operational at the present time.

Evaluation tests have been completed successfully and procurement of VDSs for the Fleet is underway.

Popular Missile

Two contracts, totaling over 19 million dollars, have been awarded to civilian firms to meet Navy and Air Force requirements for *Sidewinder* guided missiles.

Sidewinder is the only United States air-to-air guided missile in production for use by foreign countries. (During the Quemoy crisis in 1958 it was successfully used by the Chinese Nationalists, under combat conditions.)

The U.S. Air Force, as well as the Navy, has equipped some of its newest jet fighters with *Sidewinders*.

The simple, heat-homing missile was developed at the Naval Ordnance Test Station, China Lake.

TV at Work in Subs

A joint Navy-civilian industrial survey team is making a study of the operation of atomic submarines that may lead to the development of a simplified control system that would reduce present 100-man crews to 12 men.

Working under an Office of Naval Research contract, the team has a 1964 target date for placing SUBIC (submarine integrated control system) into a nuclear submarine. If successful, this project would be of extreme importance to both the small "killer" (ASW) submarines such as *uss Tullibee*, SS(N)-597, and the larger Fleet ballistic missile-firing subs such as *uss George Washington*, SSB(N)-598, that are now being built.

Through SUBIC, scientists are attempting to create a balanced man-machine partnership that will increase the operational and combat effectiveness of submarines. The new system will use electronic sensing and data-processing equipment to permit up-to-the-minute tracking of contacts and provide information necessary for precise navigation and weapons-firing.

A television-type visual display of information will enable the submarine skipper to make prompt decisions. In effect, he'll have an "electronic porthole" to "see" his sub-surface environment, similar to a pilot looking through the windshield of a plane. These features, originally developed for the aircraft instrumentation program, are logically adaptable to the latest atomic subs which feature one-man airplane-type control. The single-stick submarine system was installed in the high-speed attack sub *uss Skipjack*, SS(N) 585, which was commissioned on 15 Apr 1959.

Atomic-Powered Surface Ship

The nation's first nuclear-powered surface ship, the guided missile cruiser *uss Long Beach*, CG(N) 9, has been launched at Quincy, Mass.

The 14,000-ton ship will have two pressurized water reactors similar to the ones installed in the Navy's nuclear-powered submarines. She is

YESTERDAY'S NAVY



On 6 Oct 1884 the U. S. Naval War College was established at Newport, R. I. On 13 Oct 1775 the first official step was taken toward the establishment of U. S. Navy. Silas Deane, Christopher Gadsden and John Langdon were appointed a committee by Congress to fit out two warships to cruise against the British. On 27 Oct 1864 LT Cushing rammed and destroyed Confederate ship *Albemarle*. From 24-26 Oct 1944 one of the biggest naval actions ever fought occurred in the battle for Leyte Gulf where U. S. Navy destroyed Japanese naval power.

scheduled to be completed in late 1960 and to join the Fleet in late 1961 or early 1962. The \$250,000,000-ship will be armed with both *Terrier* and *Talos* missiles.

CAPT Eugene Y. Wilkinson, USN—he was first CO of *uss Nautilus*, SS(N) 571—has been designated as the first commanding officer.

Long Beach, which is 721 feet long and 73 feet wide, will cruise at over 30 knots. Her range will be almost unlimited.

Getting a Taste of Tomorrow

The National Aeronautics and Space Administration (NASA) has selected the Navy's *Crusader III*, Mach 2-plus fighter, for research related to passenger-carrying aircraft of tomorrow.

Studies on noise problems in supersonic aircraft, automatic pilot projects, and high-speed tracking by radar will be included in the program, aimed at obtaining data for development of the supersonic, high-altitude jet transport of the future. Some research work for the Navy and Air Force will be carried out simultaneously.

Equipped with the newest, most versatile electronic equipment ever installed in a Navy fighter, *Crusader* is designed to relieve the pilot of many of his routine flying tasks and enable him to concentrate on his mission.

Push button features anticipate the day when automatic systems will control commercial airliners, prevent collisions and perform most flight functions.

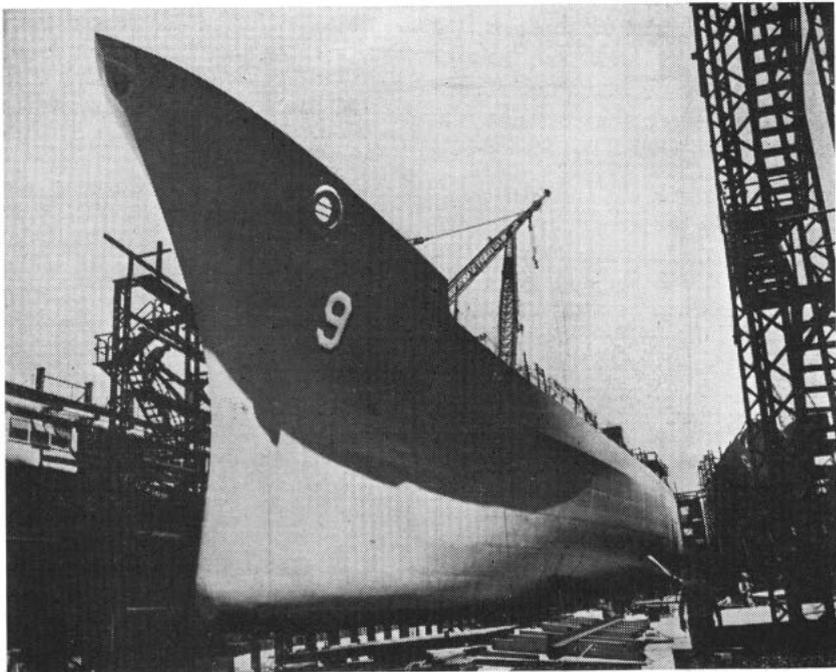
Crusader is capable of operating at space-edge altitudes above 95 per cent of the earth's atmosphere and of reaching speeds well above twice that of sound. Its range is greater than that of any fighter capable of such high performance.

NASA will get five of the aircraft. Two will be assigned to the Langley Research Center in Virginia, and another to Ames Research Center at Moffett Field, Calif. Two will be used as spares.

DesLant 'E' Awards

Twenty-four ships of the Destroyer Force have been awarded the efficiency "E" in annual Fleet Battle Competition conducted between more than 200 ships in the Atlantic Fleet Destroyer Force.

The awards went to the ships for excellence in battle readiness. This covered the areas of gunnery, opera-



WATER-BOUND—Guided missile cruiser *USS Long Beach* (CGN 9), first U. S. nuclear-powered surface ship, rests in the ways before being launched.

tions, engineering, antisubmarine warfare and repair.

In competition with other destroyer-type ships, each was graded at the end of the fiscal year on the basis of points earned during at-sea exercises and for over-all combat readiness.

uss Mills (DER 383), a Newport, R. I.-based radar picket escort, commanded by LCDR L. D. Loudermilk, USN, was judged *outstanding* in every area of competition.

Other Newport ships awarded the "E" are *uss Fiske* (DDR 842), *Hunt* (DD 674), *Beatty* (DD 756), *Wadleigh* (DD 689), *Norris* (DDE 859),

Cassin Young (DD 793), *Courtney* (DE 1021), *Hartley* (DE 1029), *Vandivier* (DER 540), and *Hugh Purvis* (DD 709).

Norfolk, Va., destroyers named for the award are *uss Soley* (DD 707), *Leary* (DDR 879), *Robert K. Huntington* (DD 781), *Ault* (DD 698), *Lowry* (DD 770), *Eaton* (DDE 510), *J. C. Owens* (DD 536), *Basilone* (DDE 824), and *Wilkes* (DD 441).

uss Jonas Ingram (DD 938) and *Laws* (DD 558) of Mayport, Fla., *uss Huse* (DE 145) of Key West, Fla., and *uss Furse* (DDR 882) of Charleston, S. C., also won the "E."



HIS BRAINCHILD—Aviation Pilot John R. Thompson, ACC, USN, studies new insignie he designed for his squadron. Larry N. Frair, PH3, made the drawing.

Task Force Six at High North

With summer once again arrived in the Arctic, Military Sea Transportation Service ships are, for the 10th consecutive year, conducting "Sealift for Security" operations in and around our far northern radar and defense installations.

Greenland, Labrador, Newfoundland and the Baffin and Ellesmere Island areas will be visited by units of Task Force Six. Operations in Northern Greenland and on Ellesmere Island will take place within a few hundred miles of the North Pole.

More than 40 commercial, Coast Guard, MSTS and other Navy ships will take part in this year's operations, which will last until early December. By that time, nearly 173,000 measurement tons of dry cargo and more than two million barrels of petroleum will have been transported into the area.

The first two ships to go into the Arctic this season were USNS *Alatna*, a tanker especially built by MSTS

with a reinforced icebreaker bow, escorted by the Navy icebreaker, USS *Burton Island* (AGB 1.) The two ships carried the first petroleum cargo of the operation into Sondrestrom, Greenland.

Two unique radio beacons are being used for the first time this year as aids to navigation. They are the second and third of their kind in the world. The first was installed two years ago at the entrance to Hudson Bay by the Canadian National Research Council.

These beacons operate completely unattended throughout the shipping season. They are triggered into action by a coded signal sent out by a ship's radio. The signal activates the beacon's transmitter which sends out a signal for five minutes. If a ship isn't able to plot its position in that time, the beacon can be activated again.

One has been installed at the entrance to Sondrestrom Fiord by the Navy icebreaker, USS *Atka* (AGB 3.) Previously, many ships have been forced to wait outside this harbor

for days when fog was blanketing the jagged coastline.

The other beacon was installed in Melville Bay, Greenland, by the Coast Guard icebreaker, USCGC *Eastwind*. Melville Bay is the birthplace of most of the icebergs that reach the Atlantic. Giant glaciers from the Greenland ice cap flow into the sea along the bay's coast. The bay itself is filled with tiny islands and submerged rocks which have long been a hazard to ships operating in this area. The beacon will warn ships and enable them to avoid dangerous waters.

The first complete survey and charting of Melville Bay will be accomplished by a Navy Hydrographic Office team aboard the Navy icebreaker, USS *Edisto* (AGB 2.) Existing charts of this area are incomplete or inaccurate.

Atka will escort the first convoy of ships to Thule, Greenland. She will also aid the dock landing ship, USNS *Lindenwald*, and an underwater demolition team in conducting beach explorations and clearance along the Greenland coast. Ice movement along the coast causes new rock and earth obstructions each year, which must be blasted away before supplies can be landed on the beaches for coastline installations.

Another underwater demolition team will operate with a Canadian team and the salvage ship, USS *Opportune* (ARS 41), installing submerged petroleum lines at Goose Bay, Labrador. The joint teams will also attempt to remove a rock ledge which hazards the entrance to the Goose Bay channel.

USNS *Redbud*, assisted by *Burton Island*, will repair or replace submerged petroleum lines at Sondrestrom.

Geodetic survey parties from the Army Mapping Service and a relief crew for the Coast Guard Loran Station at Cape Christian will be transported to Baffin Island by *Eastwind*. The two teams will conduct surveys on Baffin and Padloping Islands.

The Coast Guard icebreaker, USCGC *Westwind*, will take a Canadian Defense Research Board party to Lake Hazen on Ellesmere Island. She will also assist in developing a natural landing strip at Polaris Promontory near Thule.

Sites on the GAP-PINE line in northern Labrador will be supplied by the MSTS cargo-barracks ship, USNS *Towle*. *Towle*, with 81 Army



INDOCTRINATION—A monk from the Saint Laurence Monastery, Brisbane, Australia, looks through telescope on the Long Beach-based USS *Prichett*.

stevedores aboard, will replace a dock landing ship previously used in this area.

Central Canadian Arctic coastal areas are slated to be maintained by a Canadian commercial transportation service. Foxe Basin and the east coast of Baffin Island will be resupplied by Canada's Department of Transport. American and Canadian Air Force planes airlift supplies to interior sites and joint weather stations.

Several new procedures have been developed over the past years to cope with special problems encountered in the Arctic. An important new development initiated last year is the use of compressed air hoses on the harbor bottom at Thule. Air bubbles escape from punctures in the hoses and carry warmer bottom water to the surface. This prevents ice from forming on the surface, thus creating a "polynya" or open space in the ice. "Project Polynya" has made it possible to operate ships in and out of Thule much later in the season than nature would otherwise permit. This system will be improved and expanded at Thule and may be installed in other Arctic harbors.

The Navy also has a continuous program of recording ice movement and behavior by use of aircraft reconnaissance and ice observer teams. The teams, composed of Navy aerographers, make daily observations and record ice changes, then relay the information to the Navy Hydrographic Office to aid ship movements. The air reconnaissance is part of a year-long tabulation of ice conditions carried out by a Long Range Ice Reconnaissance and Ice Forecasting Group.

Only Her Crew Gets Around

Although *uss Recruit* (TDE 1) has never known salt water and has never been in a drydock, she has probably had more men serve aboard her than any other ship in the Navy.

Each day the training ship rings with the sounds of General Quarters, fire drills, and chemical attack alarms. In three large classrooms aboard *Recruit*, men are taught the skills needed to transform them from civilians into effective Navymen.

Recruit has served well during the past 10 years, and with the exception of instructors, she has been manned exclusively by naval recruits. She is not a ship that travels



ON THE WAY—Test vehicle for Navy's newest air-to-surface guided missile *Corvus*, makes successful flight after firing from A4D Skyhawk at Point Mugu.

much. During her career, *Recruit* has never left her concrete berth aboard the U.S. Naval Training Center, San Diego, Calif.

Left Foot Forward—Everytime

Sailors *can* march.

A 20-man precision marching unit, from Fleet Aircraft Service Squadron 10 stationed at NAS Moffett Field, is furnishing Northern Californians with plenty of proof for that statement.

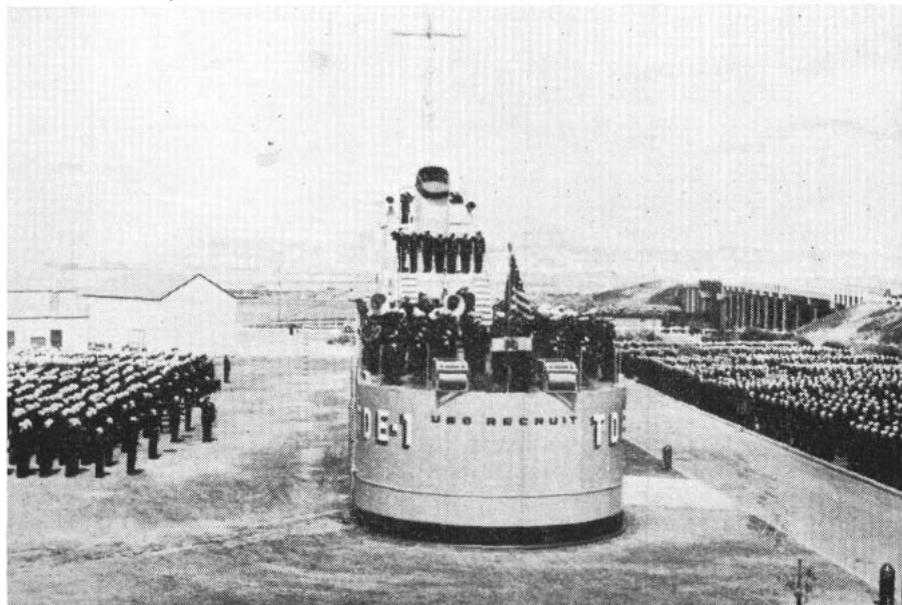
The all-volunteer group, organized just a little over a year ago, has entered 13 competitive marching events since that time, and has

13 championship trophies to show for it.

Included in the sweep have been wins before more than 25,000 spectators at Moffett Field's Armed Forces Day celebration, and before a throng of more than 100,000 at the Miss California pageant in Santa Cruz.

Perhaps the most satisfying triumph of all, though, came in the Novato Western Days parade last June. The *FasRon* 10 team's twelfth straight victory broke the 36-straight win streak of an Air Force drill team which had been flown in especially for the Western Day's parade.

GOING NOWHERE—*USS Recruit* (TDE 1) with home port at NTC San Diego, Calif., has helped make many civilians into sailors in the last 10 years.





FOUR OF A KIND—A quartet of A4D-2 Skyhawk attack bombers roars overhead in formation during carrier operations from USS Saratoga (CVA 60).

PC Sinking of U-375

A former German submariner's curiosity about the fate of his World War II U-boat has brought a decoration to CAPT R. D. Lowther, USN, for something that happened almost 16 years ago.

The former sailor, Karl Stephan, was a crew member of the German U-375 during the war. When his sub sailed on her last patrol in the Mediterranean he was in a hospital.

Since the war he has done a great deal of research to find out how his ship and his shipmates met their doom. In his research he learned that USS PC 624 was the American ship which must have sunk his own on 30 Jul 1943. He also learned that CAPT Lowther had been the PC's skipper at the time, obtained the captain's address through the U. S. Naval Attache at Bonn, Germany, and wrote the captain to ask about details of U-375's final moments.

This inquiry, together with official documents on U. S. and German wartime operations, made it possible to identify positively both ships involved and to give official recognition to the American skipper.

The recognition came in the form of a Gold Star in lieu of a third Legion of Merit (with combat distinguishing device authorized) for Captain Lowther, who now commands USS Dixie (AD 14). The accompanying citation states in part:

"For exceptionally meritorious conduct in the performance of outstanding services"

"While escorting a convoy of six LSTs from Sicily to Bizerte, Tunisia, Captain (then Lieutenant Commander) Lowther picked up an unidentified radar contact closing on his port bow and immediately issued orders to illuminate the target with star shells. Recognizing the contact as an enemy submarine about to submerge, he fired several rounds of live ammunition before losing radar contact with the now submerged U-boat.

"Upon learning from his underwater sound operator that the sub-

marine was still closing, Captain Lowther quickly altered his course, successfully evaded two torpedoes fired at his ship, and then skillfully pressed home his attack with depth charges, sinking what was later positively identified as the U-375."

DLG 8 Launched

The Navy's newest guided-missile frigate, *Macdonough* (DLG 8), has been launched at a Quincy, Mass. shipyard.

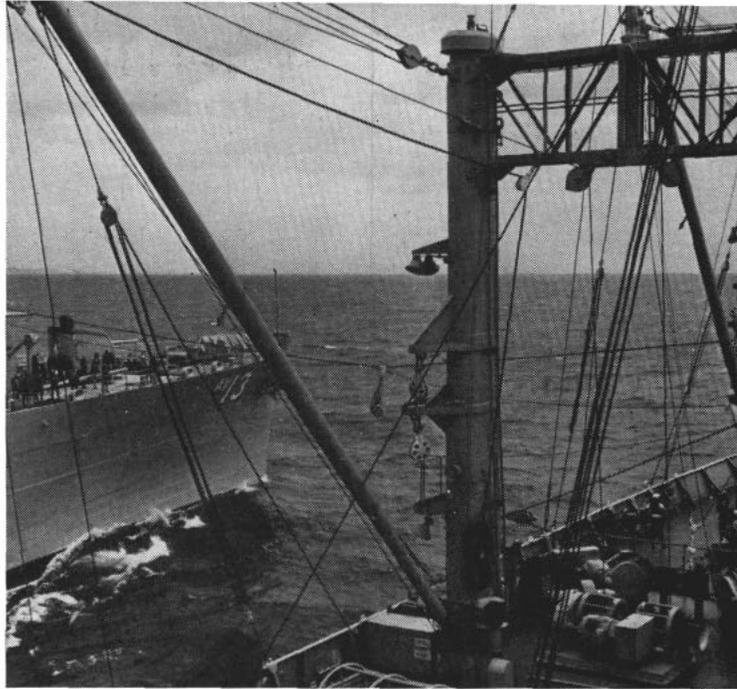
Macdonough is 512 feet long, 52 feet wide, and has a draft of 20 feet. Her armament will include the *Terrier* missile, torpedoes, and anti-submarine and conventional destroyer-type weapons. She was designed for antisubmarine warfare and airborne early warning, and will have a crew of approximately four hundred men.

The ship is named for Commodore Thomas Macdonough, USN, who entered the Navy as a midshipman in February 1800. He took part in the war with Tripoli on board USS *Constellation* and then served as first lieutenant in USS *Wasp* from 1807 to 1808.

In the War of 1812, Macdonough commanded the Naval Forces on Lake Champlain. Here he built and skillfully led the fleet that defeated the British in 1814. This victory, of immense strategic significance, placed his name on the roll of the Navy's great. Commodore Macdonough died at sea on 10 Nov 1825.



WESTERN LADY—USS Edson (DD 946) approaches moorage at home port in Long Beach, Calif., where she serves as flagship of Destroyer Squadron 23.



WHO'S NEXT—Supply office on *USS Pollux* is busy spot. *Rt:* Electronic gear is passed to *USS Salisbury Sound* (AV 13).

Fifty Thousand Items — All for You

WHEREVER SHIPS AND MEN of the Fleet go they can't sail far without a great quantity of supplies at hand. To keep the Fleet operating around the globe, Navy's Supply Corps maintains depots and centers on land and floating 'department stores' at sea.

Among these cargo and stores-issue ships is *uss Pollux* (AKS 4). She works the sea lanes of the Western Pacific. Her sales route extends from home port at Yokosuka, Japan, to the Philippines via Okinawa, Formosa and Hong Kong.

The 459-foot general stores issue ship is manned by 18 officers and 231 men. With her sister ship *uss Castor* (AKS 1), *Pollux* replenishes ships of the Seventh Fleet with operational necessities ranging from paper clips to complicated electronic gear.

In her five huge holds *Pollux* carries approximately 50,000 different items that include paint, hardware, clothing, medical supplies, electronic and ordnance gear and office supplies. Taking care of the job of stocking and issuing all this is a supply office manned by eight officers and 50 storekeepers, making it one of the largest offices of its type afloat.

Fleet supply requisitions are normally delivered by hand but in case of emergency they are received by radio message. When an order comes in the supply office checks on the

availability of requested items, posts the prices on stock record cards and then prepares invoices which are channeled to the appropriate hold as guides for the breakout and consolidation.

A time and place is set for the ships to rendezvous. The orders for supplies are transferred by highline if underway at sea or are delivered by motor launch if both ships are moored in port.

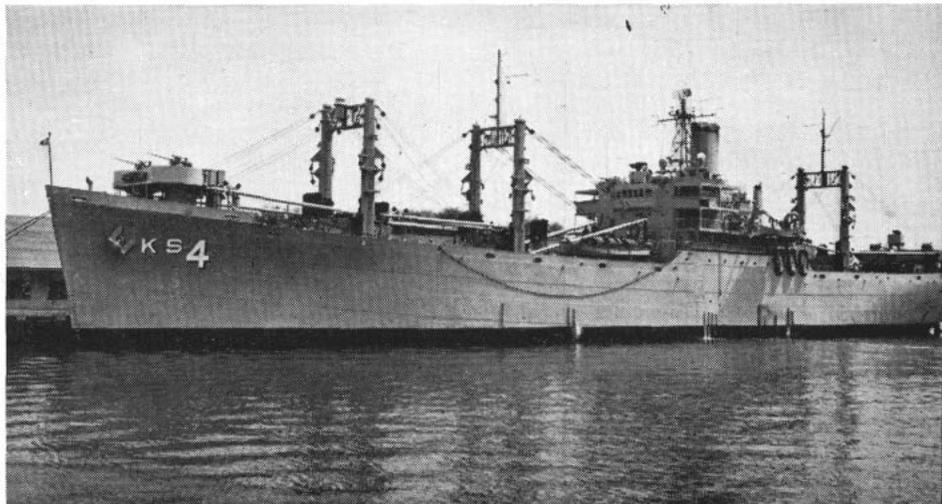
In addition to her replenishing job, *Pollux* carries Fleet freight on special request. Fleet freight may involve items not normally carried by the ship. *Pollux* also has an exchange repair facility for electronic gear. As a component arm of the supply office, this facility services and repairs electronic items for Fleet units. When repaired the gear is

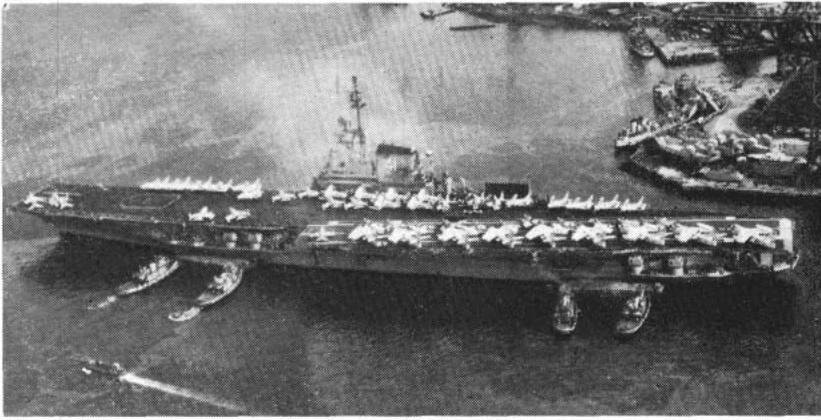


re-issued to another ship in need of such item.

As a unit of an underway replenishment group assigned to deliver general stores to the Fleet at sea, *uss Pollux* is charged with the never-ending job of meeting the constant needs of Navy ships in the Far East any time, any place along her sea-going sales route.

END OF RUN—Stores issue ship *USS Pollux* (AKS 4) moors in Subic Bay. Above: Fleet freight order consisting of jet engines is passed to carrier.





SHOVING OFF—A team of tugboats helps get USS Midway (CVA 41) off to a good start as she leaves her pier at U. S. Fleet Activities, Yokosuka, Japan.

That Makes Five E's

USS *Randolph* (CVA 15) has carried away five departmental E's and won the Battle Efficiency Pennant for the third straight year in competition with units of COMNAVAIRLANT.

Randolph was named winner in operations, air, engineering, gunnery and communications.

At the same time, COMNAVAIRLANT announced that E's were awarded to the support carrier USS *Valley Forge* (CVS 45) and seaplane tender *Duxbury Bay* (AVP 38).

In the Pacific Fleet, COMNAVAIRPAC has awarded Battle Efficiency Pennants to attack carrier USS *Hancock*, (CVA 19) support carrier *Hornet* (CVS 12) and seaplane tender *Onslow* (AVP 48).

U.S.-Canadian Softball

A 10-run first inning highlighted a recent wild and woolly international softball clash at the Naval Station, Charleston, S.C.

The big first-frame explosion enabled Atlantic Fleet Mine Force Division 42 to coast to a 13-7 win over a Canadian Mine Force team, and retain the Commander Wadds Trophy.

Symbol of friendly softball competition between the two Mine Forces, the Wadds Trophy was established a year ago. It's named for a Royal Canadian Navy officer who was formerly Base Superintendent at Point Edward Naval Base, Sydney, Nova Scotia.

Inscribed on the plaque are the Gaelic words "Leann Aibh Sinn," which means "Follow me," the motto of the minesweepers.

This year's game was played dur-

ing a break in Sweep Clear Exercises conducted by the Mine Forces of two countries. An annual affair, the NATO maneuvers were staged out of Charleston this summer. A year ago they were held off Nova Scotia.

MinDiv 42 managed but six hits off two Canadian hurlers—but walks, errors and wild pitches all contributed to the first inning shambles. Winning pitcher Paul Holman recovered nicely from a shaky start to hold the visitors to seven hits.

Recognition for a Fine Record

The attack carrier USS *Ranger* (CVA 61) and the support carrier USS *Antietam* (CVS 36) are the first winners of the Admiral Flatley Memorial Award for aircraft carrier accident prevention.

The new award, which will be presented annually to one attack and one support aircraft carrier, is named for the late Vice Admiral James H. Flatley, USN, a naval aviator associated with carrier aviation throughout most of his career.

During 12,500 landings aboard *Ranger* in fiscal year 1959, only six deck accidents were reported. This is particularly significant since this was her first full year of Fleet operations. *Ranger* recently returned to her home port of Alameda, Calif., after completing a tour of duty in the Western Pacific.

Antietam has alternated between antisubmarine operations in the Atlantic and carrier landing qualification work for Fleet units and the Naval Air Training Command. She is currently operating in the Pensacola, Fla., area.

During fiscal year 1959, there were 19,966 landings aboard *An-*

tietam without a single major accident. This, too, is significant, since many of these landings were made by student pilots under instruction.

Ranger and *Antietam* will keep the Flatley Trophy for one year and receive a replica of the plaque for permanent custody.

PacFlt Subs Win E's

Four Pacific Fleet submarines have won "outstanding" designations in over-all Force competition, and will wear proficiency "E" for the next year.

Two of them, USS *Greenfish* (SS 351) of Squadron One, and *Tiru* (SS 416) of Squadron Seven, are Pearl Harbor based. The others—*Razorback* (SS 394) from Squadron Three, and *Salmon* (SSR 573) of Squadron Five—operate out of San Diego.

The four winners demonstrated the highest degree of battle readiness over the past year.

Thermos Bottle Suits

A high-altitude suit that works like a thermos bottle at altitudes where the temperature drops far below minus zero, has been tested for the first time in the latest of a Navy series of manned, balloon flights.

The cold-weather clothing, combines the century-old principle of radiant heat transfer with the new technology of metalizing fabrics.

In the most recent Project Strato-Lab flight, the new suits were worn by Robert H. Cooper, of the High Altitude Observatory of the University of Colorado, and Commander Malcom D. Ross, USNR.

The primary insulating assembly of the suits consists of two rubberized fabrics coated with thin aluminum film and arranged so that a spring-like plastic spacer holds the two fabrics apart. The aluminized surfaces, facing each other with the spaces between, provide excellent insulation and reduce heat transfer by radiation. In the rarified air fringing the stratosphere, the assembly works in a manner somewhat similar to a thermos bottle.

The bright aluminum film surface serves a two-fold purpose. During daytime flights, the sun's intense heat is reflected away to keep the wearer more comfortable. At night, the metal surface reduces the loss of radiant heat from the man to the frigid air he finds about him.

Pan-American Games

Fourteen Navy men were among those selected to represent the U. S. in the Pan-American Games in Chicago 27 August - 7 September.

Three of these were pistol champ Gasper DeFino, TMI, skeet shooter Ken Pendergras, AEC, and tennis star ENS Mike Franks.

Others were: Carl Helton, ADC, NARTU, NAS Anacostia, Skeet Shooting; ENS Lewis Stieglitz, BuPers, Track and Field; ENS Jeff Farrell and ENS Walter Rose, both from NROTC Unit, Yale University, Swimming; ENS James Margolies, Com Three, and ENS Roland Womack, MIDN Joseph Paletta and MIDN Alphone Morales, all of the Naval Academy, Fencing; ENS Robert L. Beck, Fort Sam Houston, Texas, Modern Pentathlon; MIDN Charles Davis, Naval Academy, Baseball; and ENS Harry Parker, Com Four, Rowing.

The Navy athletes, as well as all members of the U. S. squad, were selected after surviving trials involving thousands of eligibles from colleges, universities, the armed forces and athletic clubs.

The third Pan-American Games involved teams from more than 25 countries in North, Central and South America.

International Pistol Record

The 1959 National Rifle and Pistol matches at Camp Perry, Ohio, produced still another Navy winner.

Gasper DeFino, TMI, from NTC San Diego (See ALL HANDS, Sep 1959, p. 28) ended the meet as new International Match Pistol Champion, and set a new International aggregate record of 1130 out of a possible 1200 in the process.

Aggregate scoring is the combination of 50-meter slow-fire and 25-meter rapid-fire scores. DeFino topped all shooters in slow-fire competition with 549x600, one point off his own national match record, and then took a fourth in rapid-fire with 581x600 to break the old aggregate mark of 1128 set by MSgt H. L. Benner, USA, in 1954.

Navy team mates of DeFino who won place awards were A. A. Letourneau, BMC, USN, from Com 11; CDR R. K. Minard, USN, from NAD Earle, N.J.; V. H. Farr, GMC, USN, from Com 13; Donald McCoy, AOC, USN, of Com 10; M. C. Martin, ETC, USN, of NTC San Diego, and T. D. Elton, AD1, USN, Com 12.

SIDELINE STRATEGY

YOU'VE HEARD of Daniel in the lion's den. Somewhat in the same boat, sportwise, is a 290-man Naval Air Special Weapons Facility that a seagoing man might think would be lost among a 3500-strong Air Force complement at Kirtland AFB near Albuquerque, N. M.

Long odds have never scared the Navy, though, and NASWF's small but willing force steamed full speed ahead into Kirtland's all-sports intramural program. They weren't there just to participate—they came to win.

Today the 1958-59 Kirtland Commander's Trophy is being proudly displayed in Navy headquarters aboard the giant AFB.

The Commander's Trophy is awarded at Kirtland to the team compiling the most points during the year in the Base's varied sports program. Needless to say, winning the 1958-59 award against almost overwhelming numerical superiority has provided a big boost in morale for the tiny Navy outpost in the middle of the New Mexico desert.

★ ★ ★

Still in the realm of the unusual, we take up the case of Chief R. S. Hall, recently of Clarksville Base, Tenn. For the past 18 months Chief Electrician's Mate Hall has held a most unNavy-like post—that of a part-time Base Game Warden.

Chief Hall's appointment as Game Warden carried with it a request to see what he could do about the Base's burgeoning deer population. The deer, apparently, is an extremely prolific animal, for an original stock of one buck and four does in 1949 had mushroomed into a herd of more than 400 which was stripping the Base clean of vegetation by 1958.

Here's where Chief Hall and the Tennessee Game and Fish Commission stepped in. In 1958, Hall and his helpers, using traps supplied by the Commission, snared and relocated 86 deer. The 1959 season saw another 167 deer trapped and moved to other areas.

In addition to his deer relocation program, Chief Hall supervised the release of 80 wild turkeys on the Base. That done, he enlisted the aid of an Army Engineer battalion from nearby Fort Campbell, Ky., to construct a dam on a stream which flows through the Base. One hundred fifty rainbow trout have been released in the spring-fed lake above the dam, and several hundred fingerlings are scheduled to join them.

Chief Hall recently left Clarksville for another assignment, but his accomplishments as Game Warden will be in evidence for many years to come.

★ ★ ★

We'd like to pass on to you the results of a weird rowing contest held not long ago in Pohang Harbor, Korea.

Any resemblance between the Henley Regatta and the races staged by the high-speed transport *uss Cavallaro* (APD 128) is strictly accidental. Rubber boats were employed in contrast to the sleek shells used in the Henley test, the Harvard-Yale classic, the Olympics and other rowing extravaganzas.

Copping championship laurels in the first race, over a 1500-yard course, was a Republic of Korea Marine crew, which sloshed over the finish line just seconds ahead of the U. S. Navy UDT-12 standard bearers. The Korean Leathernecks averaged 5.4 knots in paddling the course in 8½ minutes. —G. F. M., JO1, USN.

SERVICESCOPE

Brief news items about other branches of the armed services.

A BLOOMING MISSILE SHELTER, which opens like the petals of a flower, has been developed by the Army for use with the *Jupiter* intermediate-range ballistic missile.

The weatherproof shelter is designed to cover the lower portion of the rocket, creating a water-tight seal that protects instruments and equipment until the rocket is ready to be fired.

Developed by the Army Engineer Research and Development Laboratories, Fort Belvoir, Va., the shelter is made up of a dozen 30-foot aluminum panels shaped like flower petals. After installation, the petals radiate from a circle around the missile. When preliminary adjustments on the *Jupiter* are completed, synchronized motors raise the panels so that they enclose the rocket. When the missile is ready for firing, electronic equipment takes over, causing the panels to open and return to the ground.

Doors in the 30-foot sections allow workers to go inside for inspection of the launching apparatus. Other openings admit fuel lines for the missile. The interior of the shelter is coated with a paint capable of resisting temperatures above 1000 degrees Fahrenheit.

★ ★ ★

A TWO-YEAR MODERNIZATION PROGRAM for a statistical communications network handling space age data has been launched by the Air Force.

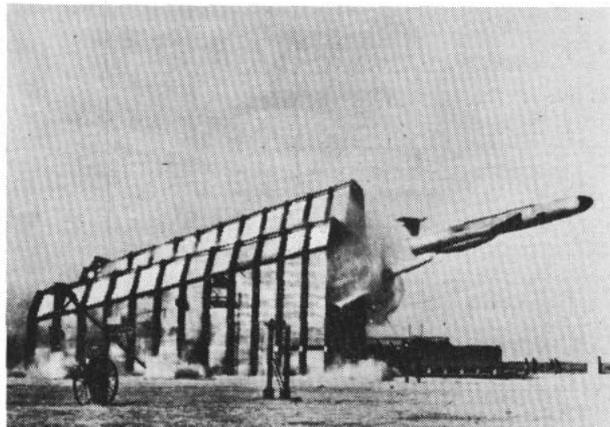
Transmission facilities for the proposed world-wide system will be operated by the Airways and Air Communications Service of the Military Air Transport Service.

The new network will use electronic machines that will tie in almost every Air Force and aviation industry activity into a global communications system for procurement, operations and administration.

Through this system, the Air Force will, by 1961, be able to order parts from five supply-control bases within a matter of seconds. Electronic "brains," storing information at various Air Force stockpiles, will supply the information automatically.

Here's how the system will work:

Suppose there is an immediate need for ballistic



SHELTERED LIFE—The Air Force's tactical missile Mace is launched from a "simulated shelter" during a test.



HIGH FAST ONE—An Air Force B-52 releases the X-15, built for a joint NASA-USAF-Navy space flight program.

missile nose-cones on the east coast of the U. S.

Information is filed into the network in statistical form on a punched card, a teletype or a magnetic tape.

The message is relayed to Norton AFB, Calif., where missile records are kept. Norton's electronic device, the first to be installed in the system, will provide information on the supply of nose-cones: how many are available and where.

When nose-cones are ordered and sent, the machine adjusts its inventory and stores the information for a future request on nose-cones.

Part of the multi-million dollar system will be working in the U. S. by 1960, over wires leased from private industry.

Eventually, the network will be extended overseas by the Air Force. Cryptographic equipment will be installed to keep information from being picked up by enemy listening posts.

The network will be able to carry two and one-half million statistical cards a day compared to a million-a-day capacity on the old network—a manual operation without electronic equipment. It is geared to handle 400,000 messages an hour in peak periods.

★ ★ ★

A NEW MOBILE multi-channel radio set has been developed for the Army to be used in forward area combat communications. It is one-third smaller and weighs only half as much as field equipment now doing the same job.

The equipment is housed in a standard Army shelter mounted on a three-quarter-ton truck and is designed to give the field forces reliable communications to meet the needs of today's "Pentomic" Army. Its mobility was tested during a demonstration when two Signal Corps soldiers set up the entire equipment and had it operating on the air in 24 minutes.

Designated AN/GRC-53, the set provides 400 radio frequency channels in the band of 50 to 150 megacycles. It can provide simultaneous transmission facilities for 12 traffic channels over paths of up to 20 miles. The system can be used simultaneously by 24 persons without interference.

The new radio is rugged and will withstand vehicular movements over rough terrain as well as parachute drops, helicopter lifts and other methods of transportation.

Compared to present equipment, the new radio has

an increased band width which allows greater number of frequencies to be used in an operational area and decreases its vulnerability to either friendly or enemy-generated interference. The set carries its own power supply, antenna equipment and cabling in a standard Army trailer.

★ ★ ★

LARSON AIR FORCE BASE in the state of Washington has been selected as a launching site for the *Titan* intercontinental ballistic missile.

This is the eleventh ICBM base selected by the Air Force to date.

Three other Air Force bases have been named to support the *Titan* program. They are at Lowry, Denver, Colo.; Ellsworth, S. D.; and Mountain Home, Idaho.

The remaining seven ICBM bases handle the *Atlas* missile. They are located near existing Air Force bases at Francis E. Warren, Wyo.; Vandenberg, Calif.; Schilling and Forbes, Kans.; Offutt and Lincoln, Neb.; and Fairchild, Wash.

★ ★ ★

A NEW FIELD AIR DEFENSE SYSTEM has been set up by the Army to pinpoint information on the approach of enemy planes and feed it instantly to Army missile batteries.

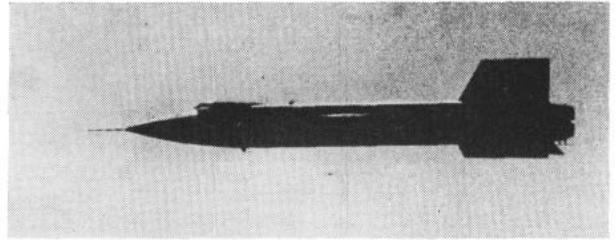
Known as the AN/MSQ-18, the new system is housed in five 2½-ton Army trucks. One truck contains Operations Central—the other four, various electronic coder-decoder devices. These devices can assimilate data on the location of attacking aircraft and relay it in rapid sequence to Army missile emplacements such as *Nike-Hercules*, *Nike-Ajax* or *Hawk*.

The entire unit may be manned by a single operator. Through him the area commander can assign specific airborne targets to each battery.

AN/MSQ-18 can be used as part of Missile Monitor, a mobile air defense coordinator and control system designed for tactical use overseas. Added information would then be available through Missile Monitor's new three-dimensional radar, Frescanar, which simultaneously computes range, azimuth and altitude.



FANTASTIC — In the air, Army VZ-4DA swivels ducted fans which let it fly either straight up or straight ahead.



ON ITS OWN after leaving mother ship, X-15 makes its first glide test flight. It will probe fringes of outer space.

A LIGHTWEIGHT THERMOELECTRIC GENERATOR, described as "the most powerful ever built," has been developed for the Air Force.

Weighing only 40 pounds, the radically new generator is about the size of a medicine ball. Officially known as TAP-100 (Terrestrial Auxiliary Power, 100-watts), the generator can convert the heat of a burning fuel directly into electricity on a scale large enough to light an average room.

This compact generator delivers three times as much power per pound of weight as any previously known generator. It is also the most efficient and compact device of its type for applications other than laboratory study.

It burns propane, the bottled gas used in house trailers, but is not limited to this single fuel. Modifications of the generator will permit use of other fuels such as gasoline and kerosene.

The new generator operates at a temperature of 850 degrees Fahrenheit. It converts the heat of the flame directly into electricity. Typical of thermoelectrical devices, the power plant has no moving parts.

The TAP-100 will furnish compact power sources necessary for remote sites.

★ ★ ★

A MOBILE RADIO COMMUNICATIONS system geared to the demands of small wars and brush-fire combat operations in trouble spots anywhere in the world has been developed by the U. S. Army.

The new equipment can be transported by air or moved overland. An entire system—with 46 operating personnel—can assemble, load into three C-124s, and be airborne within 12 hours. Four hours after arrival at any point the communications central can be ready for interim operations.

Listed as the AN/TSC-16, it has an operational range of 1000 to 2000 miles, and provides more voice and teletypewriter channels than were ever before available in a mobile system.

Designed for fire-brigade operation, it can accompany field commanders into critical areas, giving them almost immediate contact with the Army's global communications system. A task force commander in Southeast Asia, for example, could join the world-wide network at points in Okinawa, Japan, the Philippines or even Hawaii. Through any of these points he could talk directly with the Army Staff in Washington, D.C.

The entire package, which consists essentially of a single-sideband 10-kilowatt transmitter and receiving equipment, is contained in two vans, which, with tractors and power trailers, weigh about 70,000 pounds.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **MEET BUWEPS**—The Bureau of Ordnance (BuOrd) and the Bureau of Aeronautics (BuAer) have been consolidated into a Bureau of Naval Weapons (BuWeps). The new bureau was officially established 1 Sep 1959.

Both BuOrd and BuAer will continue to function separately, however, during an interim period. Actual operation of BuWeps should begin about 1 Jan 1960. Originally a target date of 1 Jul 1960 was set for placing the new bureau in operation.

BuWeps will have four operating areas, each under the direction of an Assistant Chief. These areas are: Research, Development, Test and Evaluation; Procurement and Production; Fleet Readiness; and Field Support.

Here are some of the objectives of the bureau:

- To provide an effective organization for the development and procurement of naval weapons and weapon systems.

- To integrate the many phases of modern weapons systems.

- To bring a unified approach to the development of weapons systems rather than two parallel approaches which occurred under the two related bureau systems, particularly in the missile field.

Rear Admiral P. D. Stroop, USN, has been nominated by the President to be the first Chief of the Bureau of Naval Weapons.



"Go ahead chief, ask him something, he just made 3rd class."

● **ADVANCE PAY RULES TIGHTENED**—It's going to be tougher to draw advance pay upon transfer from now on.

Too many Navymen have drawn a dead horse without sufficient reason in the past; spent most or all of the money while on leave and in transit, and wound up in serious financial difficulty at their new stations while the advanced pay was being deducted from their paychecks.

Now commanding officers have been told to check each advance pay request thoroughly to determine if such assistance is really necessary.

When a request is approved, an individual will get only so much as can be repaid without jeopardizing his future financial condition.

● **WARRANT OFFICER PROMOTIONS**—Over 1200 Warrant Officers have been selected for promotion. A SecNav-approved list of names has been published in SecNavNote 1421 of 22 Jun 1959.

Of these, 658 were selected for promotion to W-2, 508 for W-3, and 41 for W-4.

Commanding officers have been instructed to order selected warrants who will be eligible for promotion during calendar year 1959 to be physically examined in accordance with BuPers Inst. 1416.7. All other warrants listed will take their physicals in December 1959.

● **EARLY DISCHARGE**—Enlisted personnel who do not intend to remain on active duty are being separated one month ahead of schedule.

The early separation is authorized by BuPers Inst. 1910.17, which applies to both Regular and Reserves (including TARs) who would normally complete active obligated service between 1 Oct 59 and 30 Jun 60.

It does not affect those transferring to the Fleet Reserve or retired list, Regulars planning on immediate reenlistment at the end of their present hitch, or Reserves who wish to continue on active duty beyond the date when their active obligated service would normally expire.

Early release for Navymen serving

with deployed units may be delayed until return to the continental United States. The instruction does not, however, permit retention beyond the normal EAOS.

The early separations have been authorized so the Navy can operate within funds appropriated for this fiscal year.

● **WARRANT OFFICERS APPOINTED**—Seventeen first class and 34 chief petty officers have been given temporary appointments to Warrant Officer, W-1.

These appointments were from eligibility lists established by selection boards which convened in the Bureau of Naval Personnel in February 1958 and 1959.

The eligibility list from which this group was appointed is the last for WO. The Warrant Officer program is being phased out by normal attrition.

After this fiscal year, the only input into the WO program will be twice passed over LDOs who are allowed by law to revert to permanent Warrant Officer.

Regular Navy appointments made this time were broken down as follows: Aviation Operations Technician (7112), two; Aviation Ordnance Technician (7212), one; Boatswain (7132), three; Surface Ordnance Technician (7232), eleven; Ordnance Control Technician (7242), three; Aviation Maintenance Technician (7412), one; Electrician (7542), one; Machinist (7432), four; Electronics Technician (7662), four; Ship Repair Technician (7442), one; Ship's Clerk (7822), five; Supply Clerk (7982), nine; Medical Service (8172), five; and Civil Engineer Corps (8492), one.



"Relax sailor, it's a bos'n."



"Don't worry, Captain, Combat reports a CPA of 270 degrees, 20 yards."

• **NEW PRO PAY RULES**—Most of the proficiency pay to be allocated as a result of the November examinations will go to career personnel. Proficiency pay awards not assigned to career personnel will go to non-career men and women.

Career personnel have been defined as men and women who have served or are obligated to serve for a period of seven years. If you are not in that category, you may extend your enlistment in accordance with article C-1407, *Bureau of Naval Personnel Manual*.

Commands are no longer restricted in the number of persons they can recommend. Commanding officers are now encouraged to nominate all outstanding men and women; not just a certain percentage as in the past.

Most of the pro-pay will go to those career men and women in pay grades E-4 and E-5 who are in critical ratings. Critical ratings for fiscal year 1960 proficiency pay purposes are: AC, AE, AG, AM, AQ, AT, BR, BT, BU, CE, CT, DM, DT, EM, ET, FT, GF, GS, IC, IM, JO, LI, MA, ML, MM, MR, MU, NW, OM, PH, PM, PT, QM, RD, RM, SF, SM, SO, SV, SW, TD, TM, and UT.

To be eligible for pro-pay, you must be serving in a billet which utilizes your technical specialty. You must also have completed all practical factors, performance tests, and training courses for the next higher pay grade.

YN, PN, SK, DK, and HMs assigned to recruiting service who are considered to be working in their rating, are eligible to compete.

Also eligible, besides those listed

in BuPers Inst. 1430.12, are persons with an NEC in the 9900 series who are assigned to and working in special programs. These include such programs as UDTs.

Those filling BuPers-controlled instructor billets are also eligible for pro-pay. These may include instructors in leadership, or other subjects that do not deal strictly with one rating.

Those persons working in "general" billets—such as driver or mess hall master-at-arms—and senior and master chief petty officers, are not eligible to compete for proficiency pay in fiscal year 1960.

Proficiency pay examinations for E-4 and E-5s will be held on 3 November. E-6 and E-7 personnel will be examined on 5 November.

• **LITHOGRAPHER RATING CHANGE**—Further changes in the LI (Lithographer) rating, made to conform with modifications of the Enlisted Rating Structure, have been approved by SecNav.

The new changes: redesignate the general service rating of Lithographer as a general rating in all pay grades; disestablish the Lithographer T (Camera and Platemaker) and Lithographer P (Pressman) emergency service ratings; and establish Navy Enlisted Classifications (NECs) to identify skills formerly defined by the LIP and LIT emergency service ratings. Such NECs will also serve to identify inactive Reservists, and will be used to meet mobilization requirements.

• **INFO FOR SHIP'S HISTORIES**—The Director of Navy History needs more and better information for the ship's history program.

Annual submission of ship's histories is fine, but it's not enough. Ships can considerably enlarge upon their stories by supplementing them with pictures, documents, citations and other supporting material.

Cruise books, Welcome Aboard pamphlets, pictures of commissioning, launching and other ceremonies, and photographs of the ship's entering or leaving foreign ports are just a few of the examples the Ship's History Section would welcome.

COs, PIOs and any others interested in a more effective presentation of the story of their ship's contributions to the Navy are urged to submit all items of possible interest to the Director of Naval History.

QUIZ AWEIGH

This month's quiz is all about naval aircraft and missiles. See how well you can do before turning to the answers on page 55.

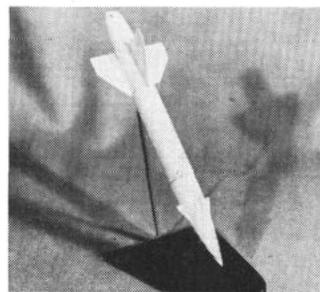
1. Match the names and designations of these planes:

- | | |
|---------------|-----------|
| (a) Skyhawk | (1) AD-5N |
| (b) Skyraider | (2) F8U-1 |
| (c) Vigilante | (3) A4D |
| (d) Savage | (4) A3J-1 |
| (e) Crusader | (5) AJ-2 |

2. Surface-to-surface missiles, used by the U. S. Navy, are named for (a) winged creatures, (b) birds of prey, (c) mythological terms, (d) astronomical bodies.

Sidewinder, (c) Oriole, (d) Bullpup?

3. Which of the following is not an air-to-air missile. (a) Sparrow II, (b)



4. Match the squadrons with their correct initials:

- | | |
|------------------------------------|---------|
| (a) Heavy Attack or Mining | (1) VS |
| (b) Antisubmarine | (2) VR |
| (c) Photographic | (3) VAW |
| (d) Carrier Airborne Early Warning | (4) VAH |
| (e) Transport | (5) VAP |

5. The only carrier-based aircraft which does not have folding wings is the (a) A4D-2, (b) A3J-1, (c) AD-6, (d) A4D.



The answers to this month's Quiz Aweigh can be found on page 55.

THE BULLETIN BOARD

How the Navyman Joining Fleet Reserve Counts Service Time

PERHAPS NO ONE particular Article in the *BuPers Manual* has caused such a stir of letter writing lately as C-13407(1).

That article is aimed toward the career man who is nearing retirement. It could be of particular interest to the career E-6 who is nearing his 20 and figures in his own mind that he will never make chief.

In case you can't break the *BuPers Manual* loose from the ship's office, Art. C-13407(1)(a) reads in part:

"... In computing Naval service for transfer to the Fleet Reserve, complete enlistments during minority count as 4 years, and any enlistment terminated within 3 months prior to expiration of the term of such enlistment counts as the full term for which enlisted."

To get the full picture, it is necessary to quote a section of part (b) of the same Article:

"... In computing active Federal service for transfer to the Fleet Reserve a fractional year of service of six months or more may be counted as a full year."

With the meat of both parts of the Article in mind, let's use a hypothetical case which should clarify some of the questions which concern computations of service for transfer to the Fleet Reserve.

The man used in the example on this page is a CPO who enlisted on

All Navy Cartoon Contest
LT Billups E. Lodge, USN



a minority cruise when he was 17 years and nine months old and had no lost time during his career. The same principles of figuring pay can be used for any pay grade.

As you can see in the table, on 23 Feb 1956 the man had served 14-03-04 day for day, with constructive time of 16-00-00. He could then reenlist for six years on 24 Feb 1956, serve until 3 Sep 1959, have 19-06-10 constructive time and only 17-09-14 actual time.

Based on present pay scales, and if he decided to go out on 3 Sep 1959, his retainer pay would be \$170.00 a month. This is computed by multiplying \$340.00 (over 18) by two-and-one-half per cent, times 20.

Why is it correct to use the base

pay figure of "over 18" when he only served 17-09-14? Without adding confusion, just go back to part (b) of Art. C-13407(1).

To carry the chief's case out further, suppose he decided to stay until 29 May 1961. He would have served 19-06-10 day-for-day, and have constructive time of 21-03-06. In this case, his retainer pay would be computed as \$350 (over 20) multiplied by two-and-one-half per cent, times 21 (years of constructive service). His retainer pay would be \$183.75.

The above, as we said, is a hypothetical case.

Since this subject has apparently become the main topic for discussion in the Fleet, what are some of the questions that have been coming in? By selecting a few, maybe they will help to erase some of the questions you've been asking yourself.

• *Just what is constructive service?*

The term "constructive service" means service for which credit is given although not actually performed.

• *What's the difference between day-for-day time and constructive service time?*

Day-for-day time is the number of days, figured on the basis of 30 days to a month, that you actually served while in the federal service. This includes all service in the Army Navy, Air Force, Marine Corps, Coast Guard, or any reserve component thereof. It also includes State National Guard when it is activated and mustered as an integral part into the U.S. Army.

• *Is constructive service computed automatically or must I ask for it in my request for transfer to the Fleet Reserve?*

Computation has been automatic since 13 Mar 1959.

• *How long before retirement date can I put in my papers?*

Up to one year before going out. (See Art. C-13402(1), *BuPers Manual*).

• *If I complete exactly 22 years*

How to Compute Service for Transfer to Fleet Reserve Here's a Sample of a Typical Navyman

ENLISTED/REENLISTED	DISCHARGED	DAY-FOR-DAY	CONSTRUCTIVE
		TIME	TIME
		Yr. Mo. Day	Yr. Mo. Day
20 Nov 1941 (minority)	19 Feb 1945	03-03-00	04-00-00
20 Feb 1945 (for 4)	20 Nov 1948	03-09-01	04-00-00
21 Nov 1948 (for 2)	21 Aug 1950	01-09-01	02-00-00
22 Aug 1950 (for 2)	22 May 1952	01-09-01	02-00-00
23 May 1952 (for 4)	23 Feb 1956	03-09-01	04-00-00
24 Feb 1956 (for 6)	* 3 Sep 1959	03-06-10	03-06-10
	**29 May 1961	05-03-06	05-03-06

*Date on which man could go into FR using constructive time.

**Date on which man could go into FR using day-for-day time.

of service as of midnight on the date of transfer to the Fleet Reserve, would I be entitled to compute my retainer pay on the basis of 22 full years of active federal service for percentage multiple purposes? And would I be considered as having completed over 22 years of cumulative service for the purpose of establishing the applicable rate of basic pay to be used in the computation of retainer pay?

Although the question is lengthy, the answer is short. Yes.

• *What is the rule on figuring lost time?*

This gets complicated, so look at SecNavInst. 1626.4 of 11 Dec 57.

• *Why were some requests being returned to those who wanted to use this constructive service in computing time?*

No other reason than for the man's own protection. At the time, the Comptroller General had not ruled on the pay angle and the Chief of Naval Personnel didn't want anyone to get hurt.

• *What if I set my date for transfer and, through my own fault, put down the wrong one?*

The correct date will be set for you when your time is computed in the Bureau and you will be notified if there is any change.

• *What happens if I go into the Fleet Reserve with 19½ years and become disabled with less than 30 per cent disability before completing a total of 20 years?*

You would be placed on the retired list at the same rate of pay. You would not get severance pay.

New Inspection System for Shore Establishment

The Navy is revising its system of inspections of shore establishments to place primary emphasis on support of the Fleets.

The Secretary of the Navy and the Chief of Naval Operations have ordered the revised system of planning and conducting comprehensive surveys throughout the Navy.

The basic plan, which went into effect 1 July, calls for one survey each year for all major activities in a naval district or geographical area. Each area or district will be scheduled for a survey period limited to about one month. During the inspection period, a detailed itinerary

of inspections will be scheduled.

Smaller activities will be inspected by the district area commander during the 11-month period.

Detailed instructions are being published which establish the responsibility for these surveys.

Coordinated planning and adherence to the annual schedule by

the Naval Inspector General, the management bureaus or offices, and the district, should provide better exchange of information.

The new concept is designed to reduce the burden on the Naval Shore Establishment and shore-based Fleet activities caused by the visits of numerous survey parties.

HOW DID IT START

Invasion of Alaska

During World War II, part of what is now the United States of America was occupied by enemy troops.

This occupied area was in the Aleutian Islands, now part of the 49th state of the Union. The time was the summer and fall of 1942.

Plans for the occupation were laid in the spring of that year. The Japanese had taken Guam, the Philippines, Hong Kong, Singapore, and the Dutch East Indies. After these victories, they planned to move across the Central Pacific through Samoa and Midway, and north to Adak.

Admiral Yamamoto had the operation carefully planned. His main group of ships would go to capture and secure Midway Island. One day before this attack, to divert attention to the north, he planned a carrier raid on Dutch Harbor. The northern force would then proceed to capture Adak, Kiska and Attu in the Aleutian chain. The successful completion of these plans would have given the Japanese a base at Midway and one at Adak, just 1400 miles apart. From these bases, the entire Northern Pacific approach to Japan could have been guarded by Japanese planes.

Right on schedule, on 3 Jun 1942, Dutch Harbor was raided by the Japanese aircraft carriers *Ryujo* and *Junyo*, the heavy cruisers *Maya* and *Takao*, and three destroyers. Although hampered by bad weather, the Japanese Air Group led by LCDR Samejima, did considerable damage to the facilities at Dutch Harbor.

The next day when the group was supposed to attack Atka and Adak—the Japanese thought we had military installations there but we didn't—bad weather forced a change of plans, and the Japanese again attacked Dutch Harbor. This time, much damage was done, including the burning of the barracks ship, *Northwestern*.

After launching the attack planes, *Junyo* left to rendezvous with her aircraft. Unbeknown to her, the rendezvous point was in clear view of the U. S. fighter strip on Unimak Island.

Although the American planes were outnumbered, they did shoot down several Japanese aircraft in the exchange of fighting. Two of our fighters were downed. The

carrier got away to fight another day.

The story of the assault on Midway, where the big blow was to be struck, is well known. Four of their aircraft carriers were sunk, and many of their other ships were badly damaged. A rather hurried retreat ended this plan of attack.

In a move to salvage something of the original plan, Admiral Hosagaya, on the Aleutian flank, wanted to capture some United States territory—namely the Aleutians. After much deliberation, Admiral Yamamoto gave his permission to attack Kiska and Attu.

Kiska was no great victory. The U. S. had 10 men there at a weather station. Eventually they were all captured. One of the 10 however—an AQ by the name of House—held out for 50 days before finally surrendering.

At Attu there was only a village of sixty Aleuts, the Indian Commissioner and his wife.

The Japanese occupation was short-lived. Slowly, U. S. forces moved back down the Aleutian chain. A base on Adak was developed, and then another at Amchitka. In May 1943, the U. S. triggered an amphibious assault on Attu. At Kiska, the Japanese embarked their 5100 men in two light cruisers, *Kiso* and *Abukuma*, and six destroyers, and steamed away in the fog.

That was the end of the occupation of the Aleutians by the Japanese—the occupation of land which is today part of the state of Alaska.



USN Opportunities for Junior USNR and Temporary Officers

THE OUTSTANDING junior officer who now holds a Reserve commission, or a temporary commission in the Regular Navy, has a good chance to become a permanently commissioned career officer through the Regular Navy Augmentation Program.

This program is a continuing one, designed to increase the over-all number of USN officers and to alleviate the shortage of officers in certain year groups. Under the program, which is covered by BuPers Inst. 1120.12G, unrestricted line and staff corps Reserve officers from the rank of ensign through lieutenant may be considered for appointment as permanent commissioned officers in the Regular Navy.

Certain unrestricted line and Nurse Corps officers temporarily serving in the grade of LCDR are also eligible. The instruction does not apply to Medical and Dental Corps officers or those with designators 14xx, 15xx and 16xx, except 1625 (law).

A new provision in the instruction confines the augmentation of temporary limited duty officers to the unrestricted line (1100) or staff corps. The Bureau of Naval Personnel has completed a study to determine the amount of commissioned service required of LDOTs before they can be considered for appointment to permanent LDO status.

It has been determined that all LDOTs will be considered for appointment to permanent LDO status at the same time they are considered for promotion to the grade of lieutenant commander. Since applications will not be required, all applications previously submitted to the Chief of Naval Personnel are being returned to the officers concerned.

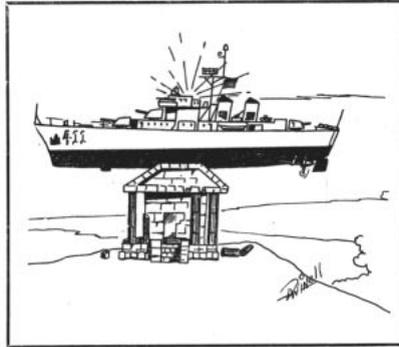
If you're interested in a permanent Regular commission, but you're not sure of the qualifications, this rundown will give you an idea of what the program is all about.

Eligible male applicants are:

- Line (11xx and 13xx) officers with or junior to lineal number 31431-10 (as per NavPers 15018 of 1 Jan 1958). Aviation ground (1355) officers will be considered for appointment to the unrestricted line (1100) or staff corps categories for which they may qualify.

- Medical Service Corps (23xx),

A:1 Navy Cartoon Contest
Cartoon by Dwinell



"If the calculations are correct, we'd now be passing over the Acropolis."

Supply Corps (31xx) and Civil Engineer Corps (51xx) officers not senior to a lieutenant with date of rank of 1 Feb 1955 or later.

- Temporary limited duty officers (17xx, 18xx, 37xx or 57xx) not above the grade of lieutenant with a date of rank of 1 Feb 1955 or later. They may apply for appointment only in the unrestricted line (1100) or staff corps for which they qualify.

- Officers of the Chaplain Corps (41xx) not above the grade of lieutenant with a date of rank of 1 Sep 1956 or later.

Applications for transfer to the restricted line as Special Duty Officers (Law) (Designator 1620) are particularly desired from qualified Reserve officers with at least one-and-one-half years' sea experience, who are not above the grade of lieutenant with a date of rank of 1 Feb 1955 or later.

All Navy Cartoon Contest
Donald B. MacDougall, SMCS, USN



"When Higgins burns classified material you know it's gone."

Eligible women applicants are:

- Line (11xx) and Supply Corps (31xx) officers not above the grade of lieutenant.

- Medical Service Corps (23xx) officers equal or junior to the grade of a lieutenant with a date of rank of 1 Feb 1955.

- Nurse Corps (29xx) officers not above the grade of lieutenant. An exception is made for those officers selected for and/or temporarily appointed to the grade of lieutenant commander with, or junior to, lineal number 31431-10.

Other requirements are as follows:

- Citizenship — All applicants must be U. S. citizens.

- Service and Active Duty—All officers must have completed 12 months of active commissioned service and be serving in the grades already indicated. In computing this time, training periods at naval schools, flight training or any other duty under instruction for more than 30 days will be excluded. This is to make sure the applicant's performance in his primary duties has been observed and evaluated for at least one year.

Officers who have been released to inactive duty are eligible. Reserve officers undergoing flight training cannot put in for the program unless they have had at least 12 months' active service before entering flight training. You may not submit an application for augmentation in code category 1310 until 12 months after you have successfully completed flight training and been designated a Naval Aviator, unless you had 12 months' active service before you entered flight training.

- Dependents—A woman officer is not eligible if she: is the natural or adoptive parent of a child under 18; has personal custody of a child under 18; is the step-parent of a child under 18 who lives within her household for more than 30 days a year; is pregnant; or is the mother of a child under 18 for whom she has not lost all rights of custody and control through formal adoption proceedings.

For male officers there are no restrictions as to dependents.

- Education—For Line and Supply Corps officers there are no formal educational requirements. However,

since you will have to compete against your Regular Navy contemporaries for promotion and assignment, you should be about the same age as they are and have about the same education.

Applicants for the Medical Service Corps (2300) (all sections) must meet the educational requirements for original appointment in specialty and/or section of the Medical Service Corps.

A Chaplain Corps (4100) applicant must be a graduate of an approved school of theology, or have completed at least 90 semester hours (three years) of graduate work in a school of theology. He must also have completed at least 120 semester hours of undergraduate work besides the 90 hours mentioned above. No duplication of credits is permitted. In addition, he must present a new ecclesiastical endorsement of approval from officials of his denomination, authorizing his acceptance of a Regular Navy appointment.

Civil Engineer Corps (5100) applicants must have a baccalaureate or higher degree in architecture or civil, mechanical, electrical, architectural or mining engineering.

Nurse Corps (2900) applicants must be high school graduates and registered nurses.

To apply for appointment as a Special Duty Officer (Law) (1620), you must hold a degree from a law school accredited by the American Bar Association and be a member of the bar of a Federal Court or the highest court of a State, a Territory or the District of Columbia.

- Age—Men recommended for appointment must be young enough to complete a total of 20 years of active service before they reach the age of 62. Nurse Corps officers must meet the 20-year requirement by the time they are 55, and other women officers, by the time they are 50. Those who would be eligible for retirement within three years of appointment will not be accepted.

- Physical—All applicants must meet physical standards appropriate to their grade, as established by the Chief of the Bureau of Medicine and Surgery. Minor defects, which do not interfere with satisfactory performance of duty, will not be considered disqualifying.

Applicants recommended for appointment in the Regular Navy will

be designated in the status for which they made application, except that aviation ground (1355) and limited duty officers will be considered for appointment to the unrestricted line (1100) or staff corps categories for which they may qualify and officers whose specialty is clinical or experimental psychology may be considered for appointment

in the Medical Service Corp (2300).

Except for Special Duty (Law) (1620) officers, those recommended for transfer will be assigned positions on the appropriate lineal list according to date of rank in the grade in which they are serving at the time of transfer and will be permanently appointed accordingly. Officers permanently appointed in grades lower

WAY BACK WHEN

How Naval Academy Got Its Start

When America's armed forces were just getting started, the training of officers for them was pretty much left to chance. In 1800, when President John Adams approved a plan for a national academy, the project failed, but the plan did become a guide for the foundation of the U. S. Military Academy at West Point in 1802.

Long after West Point was founded the Navy still took the view that "The place to teach seamanship is at sea." Our successes in the Naval War with France and the operations against the Barbary Pirates seemed to bear this out, but there were people who realized the increasing importance of the theoretical element in a naval officer's education.

Before long, the Navy's larger ships began to carry schoolmasters to instruct midshipmen in mathematics, elementary science, navigation and French. The hours set aside for classes always seemed to interfere with the ship's routine, and interruptions were frequent—especially during the War of 1812.

In 1821 a system of schooling in ships alongside the piers in Norfolk, Boston and New York was set up, but instruction was inadequate and discipline was a problem. Attendance was optional. The "young gentlemen," as the midshipmen were called, had no definite shipboard duties. Since they were allowed free gangway, they spent considerable time in extracurricular activities ashore.

Despite such conditions, pleas to Congress for a permanent and suitable school went unheeded. As early as 1829 the Secretary of the Navy reported the failure of the temporary school. Later secretaries made a number of fruitless recommendations for improvements.

In 1838 a step in the right direction was taken. Part of the Naval Asylum (now the Naval Home) in Philadelphia was set aside for a school to prepare selected midshipmen for their promotion examinations. The students still had free rein, much to the discouragement of their instructors. However, that situation improved after Professor William Chauvenet, a distinguished mathematician and scientist, took charge in 1842. He instituted various reforms and

procured equipment which the school sorely needed.

Meanwhile, since the evolution from sail to steam was making the Navy more complex, the need for better trained officers was becoming more apparent.

A new era finally dawned in 1845, when George Bancroft was appointed Secretary of the Navy by President James K. Polk. That June the noted educator and historian called a meeting of the midshipman examining board at the Asylum. He urged its members not only to recommend an adequate course of study, but also to state that, in their opinion, Fort Severn at Annapolis, Md., would be a better place than the Naval Asylum for training midshipmen. (The Army had offered the fort to the Navy back in 1826, but the Navy hadn't accepted it.)

After 12 days of deliberation, the board agreed. Bancroft then asked the Army to renew its offer of Fort Severn, which the Navy took this time. The school was quietly transferred to the new site and, after everything was in running order, Bancroft asked Congress for an appropriation of \$28,000 "for repairs, improvement and instruction at Fort Severn, Annapolis."

Over some resistance, the funds were granted. Commodore Franklin Buchanan was appointed the school's first superintendent. The first students—50 of them—were assembled on 10 Oct 1845.

In 1850 the school was renamed the United States Naval Academy.



than the ones in which they were serving will be temporarily reappointed in the appropriate higher grade. However, no permanent appointment will be made above the grade of lieutenant.

If you are selected for transfer as Special Duty Officer (Law) (1620), your lineal position will be adjusted to the one you could hold if you had received three years' constructive credit computed from the date you established your qualifications as a law specialist or the date of your first commissioning, whichever is later.

Selections under the program will be based upon demonstrated ability in the performance of duty and sincere motivation for making the Navy a career. The individual's ability to compete with his contemporaries once he is selected should be carefully considered by his reporting senior before making a nomination for the program.

Applications are considered by a continuing board which meets at least once each quarter or—if the number of applications warrant it—every month. The board is convened by the Secretary of the Navy, and the results of the board's action are published in individual letters.

If you intend to apply for the program, you'll first want to consult BuPers Inst. 1120.12G. It contains all the details.

DIRECTIVES IN BRIEF

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

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

BuPers Instructions

No. 1210.4C—Revises the billet and officer designator codes.

No. 1414.ID—Establishes a program of monitoring the hearing

abilities of all Sonarmen and Sonarman strikers.

No. 1500.15D—Outlines the procedures to be followed in selection of all candidates for diving instruction and lists activities authorized to conduct diving training for both officers and enlisted personnel.

No. 1745.4C—Revises the method by which the Chief of Naval Personnel levies an assessment against profits earned by Navy Exchanges and ship's stores.

No. 1910.17—Authorizes one-month early separation of enlisted personnel serving on active duty.

SecNav Notices

No. 1421 (20 August)—Announced approval by the President of a selection board which recommended Marine Corps officers for temporary promotion to colonel.

Navy's Own Flag

After 184 years without one, the Navy has adopted a flag of its own.

By Executive Order, President Eisenhower earlier this year approved the flag's design, which was submitted by the Secretary of the Navy. The order describes the flag as: "Of dark blue material, with yellow fringe, two-and-one-half inches wide. In the center . . . is a device three feet-one inch over-all, consisting of the inner pictorial portion of the seal of the Department of the Navy, in its proper colors within a circular yellow rope edging, all two-feet-five-inches in diameter above a yellow scroll inscribed 'United States Navy' in dark blue letters."

The flag's over-all dimensions are four-feet-four-inches hoist by five-feet-six-inches fly.

Before the new flag was adopted the only banner flown by the Navy during ceremonial, parade and display occasions was the U. S. Navy Infantry Flag (the blue battalion flag used to denote infantry units in landing forces). It was frequently used with the organizational flag of the Marine Corps. The new flag of the Navy will now take its place alongside the flags of the Army, Air Force and Marine Corps.

BuPers Notices

No. 1085 (29 July)—Provided for the expansion of the annual verification of records to include a verification of the member's Social Security number.

No. 1721 (30 July)—Emphasized the necessity for careful review of donated or locally purchased printed matter.

No. 5101 (3 August)—Distributed car accident statistics for 1958.

No. 6320 (3 August)—Reminded all personnel being separated or retired from active service that they must execute a statement to the effect that the member does or does not have an eligible dependent receiving civilian medical care at government expense upon the effective date of release.

No. 1910 (13 August)—Pointed out that errors are being made in processing personnel for discharge; reemphasized the need for compliance with relevant notices; and reiterated that these provisions are equally applicable to enlisted personnel on active and inactive duty except Fleet Reservists and retired personnel.

No. 1111 (14 August)—Provided information concerning the selection of enlisted personnel on active duty in the Marine Corps and Navy for appointment as midshipmen in the NROTC for the class entering school in the fall of 1960.

No. 1210 (18 August)—Advised personnel as to the procedures which will be used in transferring the numerical code designators of the 17xx and 18xx series to the new 6xxx series.

No. 1811 (21 August)—Informed all commands of the anticipated extensive retirements of naval officers during the current fiscal year.

No. 1530 (26 August)—Announced the selection of Navy and Marine Corps personnel for assignment to the Naval Preparatory School, Bainbridge, Md., as candidates for the U. S. Naval Academy.

No. 1321 (28 August)—Announced a revised system for issuance of officer's orders issued by the Chief of Naval Personnel.

No. 1430 (29 August)—Modified Inst. 1430.12, which is concerned with proficiency pay. Critical ratings are listed; and career personnel with seven or more years service will receive precedence for selection.

Received Orders to Korea? You'll Find a Number of Changes

IF YOU HAVE RECEIVED orders for duty in Korea, you'll probably be assigned to an advisory group as a representative of the United States government.

The primary mission of the U. S. advisory groups in Korea is to help their armed forces equip, train and develop balanced forces in sufficient military strength to defend that country against aggression.

The climate in Korea is similar to that found in New England and the Middle Atlantic states. Korea has four distinct seasons occurring at about the same time of the year and in the same manner as our seasons do. Spring and autumn are ideal, and the change to other seasons occurs gradually and pleasantly. Seoul, for example, has an average temperature of 52 degrees (New York: 53 degrees) while Pusan averages 56 degrees (Washington, D. C.: 56 degrees). The winters are relatively cold and dry and the summers hot with considerable rain. Korea receives more than half its yearly rainfall during July, August and September.

Housing—Housing in Korea presents no special problem. Single personnel, and those without dependents, are billeted in barracks or BOQs.

Dependent quarters are located in three cities, Seoul, Taegu and Pusan. These quarters range in size from two bedrooms to four bedrooms. Quarters will generally be of a one-story duplex type, with asphalt tiled floors, and are supplied with hot and cold running water, electricity and modern plumbing facilities, including bathtubs and showers. In addition, a majority of the quarters have an open fireplace in the living room and a screened-in porch at the rear. Each unit has a central, oil-fired hot air heating system. Water in dependent communities is furnished from a filter plant. (Water, elsewhere in Korea, except in military installations where it is delivered by tank truck, is not always potable without boiling or chemical purification.)

A host officer or PO is designated for each officer or PO assigned to Korea. Shortly after receipt of your orders, you will receive a letter from your host, or the chief of the activity to which you are to be as-

signed. He may need information from you as to the composition of your family, and any unusual requirements for equipment or domestic servants. Your host will attempt to have your quarters ready for occupancy when you arrive. He will be available to assist you with your processing and housing.

There are no garages provided, but ample off-street parking space is available within the housing compounds.

What to Bring—Ample storage

space is available in your quarters for luggage, suitcases and footlockers. There is no storage space outside your quarters. It is emphasized that furniture and essential appliances (such as refrigerators, stoves, rugs and lamps) are provided for all types of housing to which you may be assigned. It is neither necessary nor desirable that you bring to Korea your own personal household belongings.

You should, however, take the following items to Korea; you will

WHAT'S IN A NAME

Guam

This year the island of Guam is celebrating the 15th anniversary of its liberation from enemy hands in World War II.

The island had been taken by a Japanese landing force on 10 Dec 1941. It remained under enemy occupation until 21 Jul 1944, when in the hot, humid dawn of a gray tropical morning, the Navy landed soldiers and Marines there to retake this important piece of property.

Guam, 15 years later, is quite a different place from the battered island where organized enemy resistance ended on 10 Aug 1944.

Only 30 miles long and seven miles wide, Guam has become one of the focal points of America's defense in the Far East. With its steadily improving Apra Harbor, which boasts one of the largest man-made breakwaters in the world, the island is taking on increasing importance as a stopover for both military and civilian ships.

In WW II the U. S. learned the "impor-

tance of Guam in the nation's over-all defense pattern." That lesson is not likely to be forgotten, for the island's ample harbor and large airfields point up the strategic value of Guam.

For this reason the Navy has spent millions of dollars to bolster its permanent facilities on the island. Almost everywhere, evidence of new construction can be seen.

Although Guam is sometimes thought of as primarily a naval base, owing to the Navy's many years there, it is also a key Air Force outpost. Andersen Air Force Base, on the north tip of the island, is an important part of the Strategic Air Command.

In addition to her strategic significance, Guam is also the center of a comprehensive typhoon tracking system. Fleet Weather Central there sends out daily reports to ships of all nations to keep them informed on weather conditions.

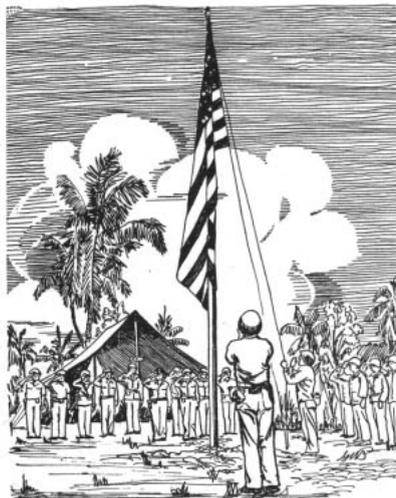
Last year the island was the site of an IGY weather probe operation in which scientists from the University of Michigan, in cooperation with the Army Signal Corps, Navy and Air Force, fired Nike-Cajun rockets into the night atmosphere to obtain information about the weather in that part of the world.

Although Guam is designated an "isolated area," a tour of duty there doesn't mean giving up all the joys of comfortable living. The climate makes Guam an ideal spot for outdoor activity which ranges all the way from boxing to shell collecting.

Guam was discovered by Ferdinand Magellan on 6 Mar 1521. It has been under United States jurisdiction since the Spanish-American War, when USS *Charleston* took possession in the name of the U. S.

The people celebrating Guam's liberation anniversary this year will include Japanese, Chinese, American, Spanish, Philippine and other nationalities and races.

—J. A. Williams, JO1, USN.



need them (and in many instances they will not be available for purchase):

Cooking utensils, kitchenware, silverware, chinaware, glassware, linens, towels, wash cloths, bathmats, shower curtains, electric fans, linens, blankets, pillows (mattresses will be issued), drapes and curtains or material for them. (Material is available for sale at the PX, but the selection is often limited. Qualified Korean tailors or seamstresses will make the drapes or curtains at a reasonable price.)

If there's a baby in the family, bring along a bassinette, high chair, play pen and baby pillows.

If you want to bring them, the following items are suggested for your furnished quarters:

Radio, television, pictures and bric-a-brac, air-conditioning unit (casement window type), washing machine, dryer, magazine racks, additional lamps, traverse rods for drapes, curtain rods other than the standard type, books, games and toys, waste-paper baskets (local purchase is very inexpensive), clothing bags, musical instruments. Also, special equipment for use of infants and small children other than that listed above.

Such electrical appliances as juice blenders, sewing machines, irons, mixers, coffee pots, vaporizers, record players, vacuum cleaners, floor polishers, and the like, if desired, would have to be brought from the States.

It is strongly urged that sufficient quantities of cooking utensils, kitchenware, silverware, linens, towels, wash cloths and bedding be carried in hold baggage so they will be available for use prior to arrival of household goods. If air travel is anticipated, ship these well in advance (6-8 weeks). If there is an infant, or small children in the family, special equipment for their use should also be included. Such items are not readily available in Korea.

Washing machines, clothes dryers, and air conditioners that operate on 110 volts in the United States, will operate in Korea. Before you decide to bring these items, however, various factors must be taken into consideration. All windows in the dependent quarters are of the steel casement, French type, which would

All Navy Cartoon Contest
Jean E. Cornish, AT3, USN



"Sir, the new consultant's here."

preclude the use of the ordinary window-type air conditioner. Maintenance and repair work on washing machines and dryers is done by local residents who are not trained in the complexities of automatic equipment. Therefore, if you want to take these appliances, it's best that they be of the non-automatic type, in excellent condition and reasonably simple to repair.

Shipment of household goods will be limited to 2000 pounds or to 25 per cent of the weight limitation authorized by *Joint Travel Regulations*, whichever is greater—plus 40 per cent to cover weight of material used in packing and crating.

The standard electrical current in Korea is 110 v, 60 cycle, the same as in the United States. However, the voltage sometimes drops to as low as 85 volts, which will cause a minor inefficiency in operation of most common electrical devices. Step-up transformers are available at the Post Exchange to play radio and television sets during periods of voltage drops.

Domestic Help—Servants (maid, cook, laundress, houseboy or chauffeur) are available for hire through local billeting sections. Salaries are relatively low compared to rates in the United States. Generally, Korean servants have had some domestic background although many of them will require patient training in American housekeeping methods. Salaries vary considerably, depending on the servant's experience and the size of the family they are employed by, but the following guide may be helpful: cook—\$40-\$60 per month; nurse—\$30-\$40; laundress—

\$10-\$20; combination housekeeper and laundress—\$40-\$50.

It is mandatory for prospective domestic employees to undergo a medical examination. This can be accomplished at U. S. military medical installations at no cost to you.

Commissary and PX—Commissary sales stores are located in the same place as dependent housing. These stores are modeled after the normal Stateside or overseas commissary and, even though small, stock a complete line of foodstuff items to include meats, fresh vegetables and fruits (in season), canned goods and frozen foods. Fresh milk is not obtainable from authorized sources, but condensed, evaporated and reconstituted whole powdered milk is available. All normal food necessities may be purchased in commissaries. Bakery goods are available in limited varieties. Food items must not be purchased on the open market.

The Post Exchange system provides merchandise and necessity items at minimum cost. These retail outlets sell necessary items for everyday use, plus a limited number of luxury goods, such as record players, cameras, radios, tape recorders, sporting goods and yard goods. Also available in the PX are items from Japan, Hong Kong, Bangkok and, of course, Korea.

Although the Post Exchange has a limited selection of clothing and footwear, dependents are strongly urged to bring an adequate supply to meet their needs for at least six months. It is also advisable to make arrangements with a local store in the States for special mail orders. Civilian clothing is not authorized for wear by the military in Korea except while engaging in athletics. However, it is recommended that some civilian clothing be brought as it may be worn on visits to Japan and other countries.

Uniforms—The seasonal periods for wearing the uniform are as follows: winter uniform from 15 October to 30 April, and summer uniform from 1 May to 14 October. There is no optional period for uniform changes.

Dress uniforms will be worn by officers, warrant officers and enlisted personnel at appropriate times and occasions.

Facilities—Barber shops, beauty shops, laundry and drycleaning service, watch repair, and shoe repair

are available through concessions operated by local businessmen.

Post Exchange ration books are issued to purchase restricted items such as cigarettes, some cosmetics, watches, cameras and electrical appliances.

Shopping on the local market offers rewarding purchases in brassware, lacquerware, children's dolls and ceramics. The same word of caution applies to shopping in Korea as in any other foreign country—in seeking a particular item, shop around, compare quality and prices to avoid overpaying for inferior merchandise.

Schools—Dependent schooling is provided in Korea with a curriculum designed to prepare pupils to meet the requirements of schools and colleges in the United States. Dependent students from the United States have little trouble adjusting to the overseas school.

Schools from first through eighth grade are located in all areas where families are housed. A high school, keyed to the United States college preparatory curriculum, and accredited by educational associations in the United States, will be in operation in Seoul for the fall semester of 1959. Dormitories will be provided for high school students whose homes are in Taegu, Pusan and Chinhae.

It is important that you bring transcripts of credits for the schooling already completed by your children, plus available information regarding their particular aptitudes and educational levels. Should you not be able to obtain transcripts, be sure to bring report cards. This will aid materially in placing the child in the proper grade.

After-hours college courses (University of Maryland) are offered at most major installations. There is no English language college operating in Korea.

Currency—The official currency of Korea is the *Hwan* paper money issued currently in denominations of one, five, 10, 100, 500 and 1000 hwan notes. No coins are minted in postwar Korea. The current rate of exchange is 500 hwan to one dollar, a fixed rate established by the Korean and U. S. governments.

Unit finance officers, Post Exchanges and the Seoul Branch of the Bank of America are authorized to

exchange dollars for hwan at the established rate. It is illegal to exchange hwan for dollars.

Military Payment Certificates (MPC) in denominations of \$.05 to \$10.00 are available for exchange with U. S. currency before or immediately upon arrival. In military installations and facilities, you will use MPC exclusively. The possession and use of U. S. currency is not authorized in Korea. It is also illegal to transfer MPC to any person or agency not authorized possession.

Money orders may be obtained at any military post office, and travelers' checks and bank drafts may be purchased from the Seoul Branch, Bank of America. Within certain limitations, checks on U. S. banks are negotiable at any Post Exchange or at the Bank of America in Seoul.

Mail—For all military and Department of Defense personnel, mail may be sent via air or surface transport through Army post offices (APO). Normally, airmail to the States takes four to five days to the West Coast, and four to six days to the East Coast. Surface mail is about six weeks en route.

Expeditionary Forces Messages (EFM) may be dispatched through the APO in Korea. Delivery time averages 24-48 hours. Commercial cablegrams may be sent through the

ROK Ministry of Communications in downtown Seoul.

Military amateur radio stations (MARS) located throughout Korea transmit brief personal messages, upon request, to amateur radio stations in the States. Personal telephone calls to the United States may be made over the commercial system for about \$12 for three minutes.

Religion—Religious facilities in the three major faiths serve the American military and civilian communities in Korea. Chaplains are frequently assisted by civilian missionaries who supplement Sabbath and week-day services.

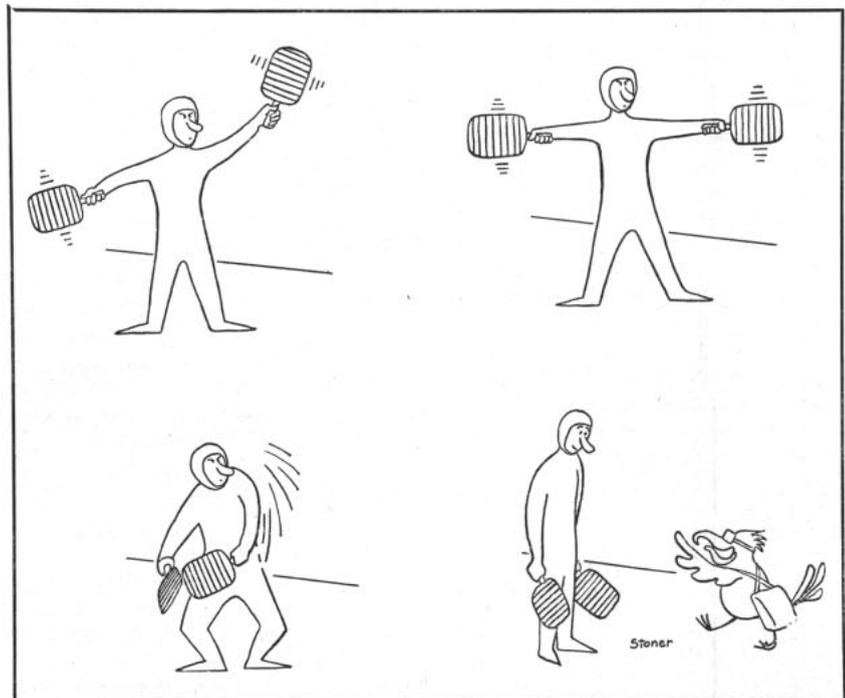
Recreation—Aboard military installations, there are libraries, craft shops, spectator and participation sports, entertainment, workshops and clubs.

The libraries provide reading materials and furnish comfortable places to read and study. Craft shops encourage hobby pursuits with photographic laboratories, craft workrooms and craft stores where merchandise such as model airplanes, boat and car kits, photo paper, leather, radio and hi-fi kits are sold.

Spectator type sports activities include wrestling, boxing, basketball, softball and football. Participating activities include handball, badminton, table tennis, horseshoes, swim-

All Navy Cartoon Contest

Donald Reid Stoner, PN3, USNR



ming, weight-lifting, archery, hunting, fishing and bowling. A golf course is available in Seoul. Hunting and fishing, as elsewhere, are carefully regulated in respect to season, take and area. Privately owned sporting weapons (rifles, shotguns and match or target revolvers and pistols) may be brought with you provided you comply with current regulations. Weapons must be registered with the Provost Marshall within 24 hours after the arrival of the weapon. Both fresh-water and deep-sea fishing are available, and for hunters, pheasants are plentiful.

The entertainment workshop sponsors amateur musical and dramatic productions periodically. Annual talent contests for the military feature elimination competition, with Far East winners competing in the States.

Clubs are available at all military installations and here you will find a variety of off-duty activities and entertainment including dances, parties, floor shows and bingo.

For your home entertainment, the American Forces Korean Network and numerous local radio stations offer an excellent variety of radio programs. One AFKN television station broadcasts programs in Seoul only.

The news is published daily in Seoul by two English-language Korean newspapers — the *Korean Republic* and the *Korean Times*. The Pacific edition of the *Stars and Stripes* is published in Tokyo and air-carried to Korea daily for sale and distribution to military activities and dependent areas.

Other periodicals and magazines are available either through Post Exchange facilities or by subscription through the mails.

Medical and Dental Care—Adequate medical and dental facilities are available to personnel and their dependents. A 50-bed hospital is available in Seoul. Temporary hospitalization will be provided in one dispensary at Pusan.

The hospital in Seoul is equipped to provide obstetrical, gynecological and pediatric care. The dispensaries are equipped to provide only emergency obstetrical, pediatric and gynecological care. Patients residing outside the Seoul area and who require extensive care will normally be transported to the hospital in

All Navy Cartoon Contest
William Roger Maul, CT1



"You got Shore Patrol tonight?"

Seoul. Outpatient treatment will be provided at all of the medical facilities.

Dental care includes general operative, surgical and prosthetic treatment and will be available at the hospital in Seoul and the dispensaries at Taegu and Pusan.

Sponsors of dependents are encouraged to bring outpatient records of their dependents to insure continuity of treatment. Copies of prescriptions for medicines which have been provided by a family physician or medical officer to be taken continuously or intermittently by dependents should be in possession of the sponsor. A copy of the prescription for spectacles, if worn by dependents, should also be in the possession of the sponsor.

All personnel entering Korea are required to have up-to-date records

All Navy Cartoon Contest
Ronald E. Hellickson, SA, USN



"... Drag ya to the moon!"

showing prescribed inoculations. Booster shots for all inoculations are obtainable in Korea.

Dependents should complete any necessary medical or dental treatment before departure from the United States.

Automobiles—Shipment of one privately owned vehicle (motor scooter, motorcycle, motorbikes are considered as vehicles) is authorized for personnel who will serve a 24-month tour in Korea. Korea has very strict laws on the ownership of vehicles by Koreans, and resale is not feasible and in most cases not possible. It is best to plan upon returning the vehicle to the United States upon completion of the tour.

At the port of embarkation, you will be given instructions for preparation of your automobile for shipment. These instructions are the responsibility of the Navy port commander.

Be sure your automobile is in first-class condition before you ship it. Whenever practicable, the automobile you ship should be in the so-called "light and low-price range." Replacement parts for cars will be very limited at the PX garage and will, in most cases, have to be ordered direct from the United States. Lock-type gas caps are required.

It may be five weeks to two months from the time you turn your automobile in at a West Coast port until you receive it. You will be notified when your car arrives and given information as to when and where you may receive it. Adults who intend to drive should bring with them a valid, current driver's license from some state in the United States in order to obtain a driver's permit from the Korean government. Personnel are required to obtain both a Korean and military permit and to have them in their possession while driving their cars, whether on or off duty.

Local regulations require all vehicles to be equipped with turn indicators (either the arm type or blinking light type).

Before shipping your vehicle you should check with your insurance company to make certain that your present automobile policy provides the desired coverage for Korea. Additional coverage for the period the automobile is in transit may be

desirable but is not required. You must carry a minimum liability of \$5000 bodily injury (per person), \$10000 bodily injury (per accident) and \$5000 property damage, while your automobile is in Korea.

If you desire, this insurance can be obtained in Korea from an agent of an American company.

The quality of highways leaves much to be desired. There are few modern paved roads, and most of the streets are narrow, winding and heavily traveled by pedestrians and bicyclists.

Local Transportation — Military transportation is provided for children traveling to and from schools and for dependents going to and from the commissary when quarters are located beyond reasonable walking distance. In addition, periodic bus runs are scheduled to take personnel to various activities on the post.

Customs—Personnel and their dependents may bring into Korea, free of customs duties and such other charges, reasonable quantities of private property for personal or family use. Likewise, articles may be imported through military postal channels in reasonable quantities for personal use or for bona fide gifts. Cigarettes, liquor and PX items, in general, are not considered to be authorized gifts to Koreans. No property will be brought into Korea for the purposes of resale, barter or exchange with Korean nationals. All baggage and parcels, whether accompanying the individual or brought in through military postal channels, are subject to customs inspection by U. S. military authorities.

A separate passport is preferable for each member of your family who is 12 or more years of age. Children under 12 years may be included in the passport with the parent or other adult whom they accompany. For this a group photograph may be used. Your passport must be in your possession at time of departure from the United States. A port call cannot be issued for you to proceed to the port for transportation overseas until your passport is on file at the Port of Embarkation or information is available at the port that a valid passport is in your possession. Passports will be shown to immigration authorities at ports of entry and proper entry stamp will be obtained.

You may take with you cats and dogs, provided that they have no communicable disease. Dogs must have had rabies immunization within the preceding six months. Dogs less than 18 months old must have had inoculation for distemper.

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

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

NOW HERE'S THIS

Bells Are Ringing

A bell ringing in the early hours of the working day tells the men of a U. S. Naval Detachment in Turkey that another man has reenlisted in the Navy.

The bell is rung by the reenlistee once for each year he has in the Navy and once for each year in his next hitch.

Salvaged from a scrap pile, the shipping-over bell is now hung in the office of the detachment's CO. It is rung only on the reenlistment occasion.

For the event, all the division officers and a group of enlisted men assemble in the CO's office. All hands come to attention when the man enters the room and goes before the mast—a lectern made from the mast of an old Turkish ship and presented to the command by a Turkish navy yard.

After the man has been sworn in, he autographs the Bible used during the ceremony, and signs the shipping articles. Then, he rings the bell to give the news to his shipmates.

The sound is now quite a familiar one to the detachment.

D. B. MacDougall, SMCS, USN



of each picture is followed by the program number.

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

The Wild and the Innocent (1351) (WS) (C); Melodrama; Audie Murphy, Joanne Dru.

Good Day for a Hanging (1352): Western; Fred MacMurray, Maggie Hayes.

Invisible Invaders (1353); Melodrama; John Agar, Jean Byron.

It Happened to Jane (1354) (C): Comedy; Doris Day, Jack Lemon.

The Bandit of Zhobe (1355) (WS) (C): Melodrama; Victor Mature, Anthony Newley.

The Man in the Net (1356): Melodrama; Allan Ladd, Carolyn Jones.

Hey Boy, Hey Girl (1357): Musical; Louis Prima, Keely Smith.

Day of the Outlaw (1358): Western; Robert Ryan, Burl Ives.

Warlock (1359) (WS): Western; Richard Widmark, Henry Fonda.

A Hole in the Head (1360) (WS): Comedy; Frank Sinatra, Edward G. Robinson.

The Young Philadelphians (1361): Drama; Paul Newman, Barbara Rush.

Shake Hands with the Devil (1362): Drama; James Cagney.

This Earth Is Mine (1363) (WS) (C): Drama; Rock Hudson, Jean Simmons.

Woman Obsessed (1364) (WS) (C): Drama; Susan Hayward.

Floods of Fear (1365): Melodrama; Howard Keel, Anne Heywood.

Tonka (1366) (C): Western; Sal Mineo, Philip Carey.

Just an Echo

A new device that simulates submarines electronically is being delivered to the Navy to speed training in antisubmarine warfare.

The new sonar trainer is the first to make training possible at sea without scheduling submarines to act as targets. Its synthetic target, indistinguishable from real "echoes," may be cleared from sonar scopes should a second target appear.

The electronic brain of the trainer fakes all maneuvers, including dives, varying courses, speed changes and very realistic torpedo attacks.

Commissions for Enlisted Men via LDO, Integration Programs

IF YOU ARE an enlisted man and want to become an officer, you have only a few months left to prepare yourself for the next examination. However, if you are successful, you can anticipate becoming an ensign in less than two years, via the LDO and Integration Programs.

It's not easy. In the past, many applicants have failed to prepare themselves adequately. Selection is based on more than a good score on the examination and an enthusiastic recommendation by your commanding officer.

After you have taken the test, the score—in addition to your record and application—goes before a selection board which meets annually in the Bureau of Naval Personnel (next board May 1960). It is at this point you are accepted or rejected. It helps if your record shows you have taken correspondence courses, evening classes, or have done other work to prepare yourself for your new rank.

It stands to reason that if two men are about equal in most respects—and all applicants should be outstanding—that a man who has shown some initiative and has studied is going to be selected over one who has not.

A new instruction (BuPers Inst. 1120.18F) lists the qualifications for both the LDO(T) and Integration Programs. The instruction gives all the information you will need to apply for either or both of the programs next March. The next scheduled examination for these in-service officer procurement programs will be in June 1960.

The expanded LDO(T) program will offer an attractive career opportunity to the young enlisted man desirous of obtaining officer status. It is to be noted that this program is designed for a 10-12 year officer career. Selection to permanent LDO status will be made concurrently with and contingent on selection for promotion to the grade of lieutenant commander.

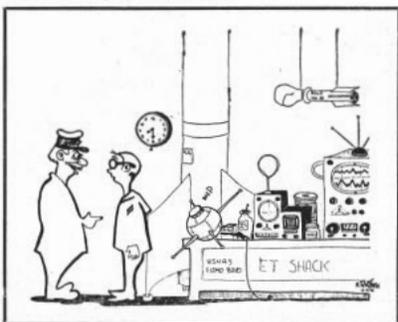
Now that no more Warrant Officers will be selected, the number of LDO categories has been increased. Here is a complete list of enlisted ratings, and the LDO category and officer designator to which you would normally advance in this program.

<i>Normal Path of Advancement to LDO(T)</i>	
<i>Enlisted Ratings</i>	<i>LDO Category and Officer Designator</i>
BM, QM	Deck (600)
RD, RM, SM, SO	Operations (601)
GM, NW	Ordnance, Surface (610)
FT, GS	Ordnance, Control (611)
TM, MN	Ordnance, Underwater (612)
YN, PN, MA, JO, LI	Administration (620)
MU	Bandmaster (626)
MM, BT, MR, EN, IM, BR, OM	Engineering (630)
DC, ML, PM, SF	Hull (635)
EM, IC	Electrician (637)
ET	Electronics (640)
CT	Cryptology (646)
AB, AC, PR, PT	Aviation Operations (660)
PH	Photography (663)
AG	Aerology (665)
AO, GF, AQ	Aviation Ordnance (670)
AT, AE, TD	Aviation Electronics (680)
AD, AM	Aviation Maintenance (685)
DK, SK, AK, CS, SH, SD	Supply (370)
CM, EO, UT, CE, DM, SV, BU, SW	Civil Engineer (570)

Generally, you should apply for the category in your normal path of advancement. When you try for selection in a different category, you will be compared with other men who probably have much more experience in the field than you do. This in itself will hurt your chance for selection.

HMs and DTs, however, have no normal path of advancement to LDO. Although they may apply for any category in which they feel they are qualified, they are encouraged to apply for a commission in the Medical Service Corps rather than in the LDO field. The problem of competing with more experienced men also applies here.

All Navy Cartoon Contest
Erasmio Riojas, HM1, USN



"Oglethorpe, you'll have to knock off that cumshaw work!"

Men and women in the NESEP program may not apply for a commission under the LDO(T) or Integration programs since they are already in an Officer Procurement Program.

Here are the eligibility requirements for the Limited Duty Officer (Temporary) Program as stated in BuPers Inst. 1120.18F. You must:

- Be a citizen of the United States, either native born or naturalized.

- Be a male PO1 and above or a Warrant Officer or temporary commissioned Warrant.

- Have served as PO1 for one year by 1 July of the year of application.

- Be in the Regular Navy on the date of the written examination.

- Have completed eight years of active naval service (including U.S. Marine Corps and U.S. Coast Guard while operating as part of the U.S. Navy), exclusive of active duty for training in the Naval, Marine Corps, or Coast Guard Reserves by 1 July of the calendar year in which application is made.

- Be on active duty at the time you are being considered by a selection board, and if selected, remain on active duty until you receive your commission.

- Not have reached your 34th birthday on 1 July of the year application is made. If you are now an ensign or above or have served in the temporary grade of LTJG or above, the maximum age limit is raised to 37 years.

- Be a high school graduate or possess the service accepted equivalent.

- Meet the physical requirements, appropriate to the grade for which considered, as established by the Chief, Bureau of Medicine and Surgery.

- For the two years before 1 July of the calendar year in which application is made, have no record of conviction by general, special, or summary court martial, or conviction by civil court for any offense other than a minor traffic violation.

- Not make application in more than two officer designator codes under this program in any one year.

Current plans call for the input

of about 800 new LDO(T)s each year. Under the old system, only about 550 were selected.

Only about 50 men each year are expected to be selected under the Integration Program. The number here has been cut from the 200 formerly appointed for better selection of only the truly outstanding and highly qualified men who can compete on career officer standards.

To be eligible for the Integration Program, you must:

- Be a citizen of the United States, either native born or naturalized.

- Be at least 19 and under 25 years of age on 1 July of the calendar year in which application is made.

- Be a commissioned Warrant Officer, Warrant Officer, or an enlisted man or woman of the Regular Navy.

- Be recommended by your commanding officer.

- Have the following service and active duty computed to 1 July of the calendar year in which application is made:

(1) CWO, WO, and CPOs must have two years' continuous Regular

ANSWERS TO QUIZ AWEIGH

Quiz away is on page 43.

1. (a) - (3); (b) - (1); (c) - (4); (d) - (5); (e) - (2).
2. Mythological terms. Pictured is the *Regulus I*.
3. (d) *Bullpup*, which is an air-to-surface missile.
4. (a) - (4); (b) - (1); (c) - (5); (d) - (3); (e) - (2).
5. (d) A4D.

Navy active service in grade in any of the three combined grades or rates.

(2) CPOs and below must have three years' continuous active service in the Regular Navy.

CPOs have the option of either of the above two.

All service must be continuous and in the Regular Navy, covering that period immediately preceding the submission of the application. Broken service of more than 90 days is disqualifying and Naval Reserve time cannot be counted.

- Fulfill one of the below educational requirements, unless you are applying for a commission in the Civil Engineer Corps:

Have successfully completed 30 semester hours of work at an accredited college or university, or have the service-accepted equivalent as defined in *BuPers Manual*, Article D2103(14); or be a high school graduate, or have the service-accepted equivalent, and have a GCT or ARI score of 60 or above. (If applying for a commission in the Civil Engineer Corps, you must have completed three years of college credits toward an engineering degree at an accredited engineering school.)

- Have no record of conviction by general, special or summary court martial, or conviction of civil court for any offense other than minor traffic violations for the two-year period preceding 1 July of the calendar year in which application is made.

- Meet the physical requirements, appropriate to the grade for which considered, as established by Bu-Med.

- Meet, if a woman applicant, the dependency requirements as set forth in paragraph two, Article C-1102 of the *BuPers Manual*. (Gen-

Seabees Tame Snow Cats and Weasels on the Job in Antarctica

Even under ideal conditions, repairs to a piece of equipment can be difficult and time-consuming. To the construction mechanics at NAF McMurdo Sound, Antarctica, however, these repairs are done under some of the worst conditions known to men. They have found in Antarctica that the unusual is usual.

Headed by H. W. Birkett, CMC, these 10 Seabee mechanics—plus one seaman—are members of the Public Works Department under the direction of the PWO, LT L. J. Green and CWO A. P. Ells, the Equipment officer. They maintain 140 pieces of major equipment, most of which is special, non-standard items designed for sub-zero weather.

Besides their normal duties, these versatile CMs have shown ability and talent as carpenters by building a battery shop, engine overhaul shop, automotive electric shop, mezzanine for spare parts stowage, and office spaces.

W. M. Burlson, CMC—he made

chief on 16 July—is the shop petty officer. This is his second winter in the Antarctic. He was a member of the Deep Freeze One wintering-over group.

Here are some of the accomplishments made by these Seabee mechanics during the last couple of months.

D. A. Fisher, CM1, and D. H. Edgar, SN, have completely checked over and repaired 20 weasels. For those who know weasels, this is no small task. For those who don't know them, just believe us—it is.

In addition, Fisher maintains the battery shop which he built himself. He also does most of the electrical work on the equipment. Edgar, who is not a Seabee by rate, has been doing the job of one.

W. R. Clem, CM2, and J. C. Trickett, CN, have completely checked over and repaired 10 snow cats. These two men also maintain the engine repair shop and have rebuilt 20 engines of various types. Most of these have been weasel

engines. For Clem this is also his second winter in Antarctica. He too was a member of the Deep Freeze One wintering-over group.

M. C. Havener, CM2, and T. T. Baldwin, CM2, have devoted the biggest part of their efforts to the repair of heavy equipment. With such equipment as a crawler tractor which weighs 38 tons, the word "heavy" is an understatement. This is also Havener's second winter in Antarctica. He was a member of the Deep Freeze Two wintering-over group.

J. R. Martin, CM1, and T. C. Seale, CM2, also check and repair heavy equipment.

J. C. Crouse, CM1, who maintains and repairs the two main generators, has had his share of problems with them. Both were installed this year and as usual with new equipment, there have been a few bugs, all of which must be eliminated to maintain efficient operation. In addition to this job, he helps repair the vitally important transportation equipment.

erally, this says that you must not have a dependent child under 18 years old.)

- Not make application in more than two officer designator codes under this program in any one year.

Candidates considered twice by a selection board for the Integration Program are not eligible to make further application under that program.

If you are eligible for either of these programs and are interested in a commission, you must submit your request in writing to your commanding officer between 1 and 15 March of each year.

In your letter of request, you should state specifically, and in order of preference, the program title and the applicable officer numerical designator code and title for which you are eligible and want to be considered. You should also show your date of birth on this request.

Your commanding officer will take the ball from there. If he considers you officer material, he will order an examination from the Naval Examining Center, Great Lakes, Ill. Between 1 and 15 March, when you submit your request for consideration, and 15 June, when you take the examination, you will be asked to fill out numerous forms, and will be interviewed by a board of officers.

All Navy Cartoon Contest
David J. Majchrzak, DN



Also, probably early in June, you will take a physical examination. A list of the forms you will be asked to complete, application procedures, and a sample letter of application are attached to BuPers Inst. 1120-18F.

The written examination is a multiple choice one which is divided into eight different parts. They are: Verbal Analogies, Arithmetic Reasoning, Mechanical Comprehension, Naval Knowledge, English, Mathematics, Science, History and Social Science. These titles may sound fairly simple to you, but don't kid yourself, the examination is difficult.

If you seriously want a commission under one of these programs, you should start studying now. You can't possibly cover each of these subjects thoroughly before next June, but at least you can do a lot of reviewing. It will help a great deal.

All men selected under the Integration Program are first ordered to the U. S. Naval Schools Command, Newport, R.I., for a 16-week General Line Officer Candidate course of instruction. (All women selected are ordered to Newport for an eight-week Officer Candidate (W) Training Course. After the eight-week course, they are appointed in the Line or Staff Corps of the Regular Navy, as appropriate, and then ordered to another eight-week officer (W) training course at Newport.)

But just finishing the course of study at Newport doesn't always assure you of a commission. A naval examining board then reviews your record to determine if you are mentally, morally, and professionally qualified to perform the duties of your grade. A professional examination may be administered if it is deemed necessary.

Those selected will be appointed Ensign in the Line (1100), Supply Corps (3100) or Civil Engineer Corps (5100) in the Regular Navy. Men may apply for flight training and if selected and if they complete the course, their designator will be changed to 1310.

Limited Duty Officers (Temporary) are also commissioned in either the Line, Supply Corps, or Civil Engineer Corps.

How to Take the Ocean's Temperature

The Navy has developed a new miniature sonobuoy which should improve ASW operations and pave the way for extensive exploration of the oceans.

The new sonobuoy was developed by Dr. Jesse J. Coop, a physicist on the technical staff of the Antisubmarine Warfare Laboratory at the Navy's Air Development Center, Johnsville, Pa. It weighs only five pounds and is one-sixth the size of sonobuoys currently used.

Basically, a sonobuoy is a floating device containing a hydrophone and a tiny radio transmitter. Underwater sounds are picked up by the hydrophone and transmitted to aircraft.

Previously, oceanographic acoustic surveys have been conducted mainly from ships and have required many extensive individual

operations. Now these surveys can be speeded up through the use of aircraft and the new sonobuoys. These tiny listening and transmitting devices will provide linkage between aircraft and the ocean's depths; and will combine many operations into one.

Using transistors and subminiature components, these new sonobuoys will provide data on ambient sea noise, ocean depth, volume and surface scattering, bottom reflection and scattering, acoustic propagation and water temperature at various depths.

Small explosive charges dropped near the sonobuoy will be used to determine ocean depth by measuring time required for sound to travel to the ocean floor and back. Intensity of this bottom-reflected sound will give an indication of the acoustic nature of the bottom.

Other explosive charges dropped at increasing distances from the sonobuoy, and set to explode at various depths, will give the oceanographer a measure of the sound wavebending characteristics of the acoustical thermal barrier.

Water temperature will be reported by an "acoustic telemetering thermometer" dropped near the sonobuoy. As the thermometer sinks, changes in temperature will produce changes in the pitch of sound picked up by the sonobuoy and transmitted to the aircraft.

It is expected that the wide range of information gathered by sonobuoys will enable oceanographers to understand and perhaps predict changes in the mysterious thermal barrier. This barrier, changing shape with storm and season, distorts sound waves much as a prism distorts light rays.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ GOLDTHWAITE, Robert, VADM, USN, for exceptionally meritorious conduct in the performance of outstanding services in connection with the Naval Leadership Program of the United States Navy, while serving as Chief of Naval Air Training from August 1957 to May 1959. He established a Chief Petty Officer Academy to insure that petty officers in his command have a sound understanding of the moral foundations of leadership, as well as a solid grasp of the up-to-date techniques in both the psychological and managerial aspects of leadership. Vice Admiral Goldthwaite foresaw the potential of this program, recognizing that only with the aid of parallel movements within civilian communities could the Navy hope to obtain the services of men and women of high moral caliber.

★ WILL, John M., VADM, USN, for exceptionally meritorious conduct in the performance of outstanding services as Commander, Military Sea Transportation Service, from July 1956 to June 1959. Under his sound direction, the Military Sea Transportation Service provided timely logistic support during the Lebanon crisis in 1958, while continuing to meet its other commitments in all parts of the world. In September 1957, to insure two-ocean access to the DEW-LINE sites, he personally directed photographic reconnaissance missions over waterways in search of likely routes for the passage.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ ANANIA, Vincent J., LCDR, USN, for heroism and extraordinary achievement in aerial flight as pilot of a patrol plane in Electronic Countermeasures Squadron One during a routine training mission over international waters in the Sea of Japan on 16 Jun 1959. When two MIG fighter-aircraft of unknown nationality suddenly executed a series of attacks against his plane, wounding the tail gunner and inflicting extensive and

severe damage, LCDR Anania skillfully maintained his aircraft in flight for 300 miles to Miho Air Base, Japan, where a safe landing was made.

★ COLLIER, John G., LTJG, USNR (posthumously), for heroism while participating in aerial flight as pilot of an aircraft in Patrol Squadron Forty-Eight, en route across the Cuyamaca mountains from the United States Naval Air Station, North Island, San Diego, Calif., to the Salton Sea, on 1 Jan 1959. When an uncontrollable fire started in the starboard engine, resulting in a rapid loss of altitude, LTJG Collier ordered his eight crew members to parachute, and immediately began to jettison fuel and to send out distress signals. With his co-pilot directing the bailing out of the crew, he skillfully guided the crippled aircraft away from inhabited areas and steadfastly remained at the controls until the plane's bombs and torpedoes were dropped in the clear, and his co-pilot had jumped. Parachuting at too low an altitude just before the plane crashed, LTJG Collier gallantly sacrificed his own life to insure the safety of others.

★ DICKENS, Marshall E., LTJG, USNR (posthumously), for heroism while participating in aerial flight as co-pilot of an aircraft in Patrol Squadron Forty-Eight, en route across the Cuyamaca mountains from the United States Naval Air Station, North Island, San Diego, Calif., to the Salton Sea, on 1 Jan 1959. When an uncontrollable fire started in the starboard engine, resulting in a rapid loss of altitude, LTJG Dickens directed the parachuting of the eight crew members and elected to remain with the crippled aircraft to assist the pilot in dropping the plane's bombs and torpedoes in the clear, away from inhabited areas. Parachuting at too low an altitude moments before the plane crashed, he gallantly sacrificed his own life to insure the safety of others.

★ MAYER, Donald R., LCDR, USN, for heroism and extraordinary achievement in aerial flight as Aircraft Commander of a Patrol Plane in Electric Countermeasures Squadron One during a routine training mission over international waters in the Sea of Japan on 16 Jun 1959. When two MIG fighter-aircraft of unknown nationality suddenly executed a series of attacks against his plane, inflicting extensive and severe damage, LCDR Mayer skillfully directed the jettisoning of equipment in order to maintain his aircraft in flight for 300 miles to Miho Air Base, Japan, where a safe landing was made.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ CRUM, Jimmie W., AMS2, USN, for heroic conduct in rescuing a man from drowning at Makaha Beach, Oahu, T. H., on the evening of 22 Nov 1958. Sighting a swimmer in distress approximately 50 yards offshore, Crum entered the treacherous waters and, despite the strong undertow and waves estimated at 20 to 25 feet in height, swam toward the victim in a daring bid to effect a rescue. Locating the drowning man in an unconscious condition beneath the surface, he succeeded in bringing him close to the shore where other rescuers assisted. Upon reaching the beach, Crum immediately applied artificial respiration. Owing to his unremitting efforts and subsequent medical care, the man regained consciousness.

★ FORD, Max E., BM1, USN, for heroic conduct while serving on board *uss Nipmuc* (ATF 157) on 10 Feb 1959. Observing that a shipmate had exhausted his strength and was in danger of drowning after an unsuccessful attempt to rescue another man from the heavy seas, Ford leaped into the icy water and swam a distance of approximately 30 yards through 10- to 12-foot swells to render assistance.

★ MALONEY, James D., CWO, USN, for heroic conduct while serving on board *uss Essex* (CVA 9) on the morning of 28 May 1959. When a fighter-type aircraft, upon landing, crashed into several other planes parked abaft the island on the flight deck of *Essex*, resulting in an immediate explosion and intense fire, Chief Aviation Operations Technician Maloney took charge of the situation and, in the face of blazing aircraft fuel, burning magnesium metal, and exploding oxygen containers, skillfully directed the efforts of the fire-fighting personnel in bringing the fire under control.

★ ZIPPERI, Paul, BM2, USN, for heroic conduct while serving on board *uss Nipmuc* (ATF 157) on 10 Feb 1959. Sounding the alarm when he observed a shipmate fall overboard Zipperi, aware that the ship might not reach the victim in time, leaped into the icy waters and swam a distance of approximately 75 yards through 10- to 12-foot swells in a vain attempt to effect a rescue. Suffering from exhaustion and exposure, he was helped aboard his ship.

BOOKS

SELECTIONS OFFER PLEASANT READING

YOU'D BE SURPRISED at the wide range of good reading material to be found at your ship or station library. Those selected for review each month are only a few of the new books received. If these titles do not suit your fancy, ask for what you want.

You'll never recognize **John Paul Jones** as viewed by Samuel Eliot Morison. Somewhat weary of the romantic nonsense stirred up by Jones' career, Morison has tried to give a well-rounded, balanced picture of the Navy's number one hero. In this version, Jones is primarily a human being but the gung ho aspects of his life are not neglected, either. The chapters concerning his early career, the fitting out of *Ranger*, his raid off the Scottish coast, the battle between *Bonhomme Richard* and *Serapis* are told with the exclusive Morison touch.

Paddlewheel Pirate, subtitled as the Life and Adventures of Captain Ned Wakeman, and written by Gordon Newall, is somewhat more off-beat. Although the title suggests it might be fiction, it is, in reality, the story of a merchant mariner whose career spread from sail to steam and the opening of the Far West. The "Pirate" portion of the title refers to an incident in which Wakeman sailed off in the Hudson River steamboat *New World* after she had been attached for debt in New York, and did not stop until he had rounded South America and dropped anchor in San Francisco Bay, five months and 15,000 miles later. That's just one phase of his career.

Embarcadero, by Richard H. Dillon, is along similar lines. However,

David J. Majchrzak, DN, USN



"How's the anchor watch?"

this is a collection of true adventure stories. Using the San Francisco waterfront as the point of embarkation for each of his 13 yarns, Dillon ranges from the "Port of Gold" of 1849, sailing across the Pacific in a small boat, and the wreck of *USS Saginaw*. One of his tales is concerned with the kidnapping of seamen for the China trade—a practice so prevalent that the word "shanghaiing" has become a part of our vocabulary. Good subject matter, well presented.

The Siege of Peking, by Peter Fleming, is treated somewhat more seriously but is equally interesting. As earlier readers of ALL HANDS will recall (see October 1956 issue) in 1900 a force of the Chinese known as the Boxers besieged the diplomatic legations in Peking. The members of the legations were ultimately rescued by an expeditionary force of eight countries. The earlier ALL HANDS account told the story from the viewpoint of the U. S. naval forces. Fleming gives an over-all picture of the whole operation and, at times, is highly critical of the way in which it was handled.

Using all the elements of a sure-fire whodunit, Thomas Gallagher, in **Fire at Sea**, tells the real life—and death—story of *SS Morro Castle*. Here's the plot: As the ship approached New York on her return Labor Day cruise from Havana, fire—which had burned unnoticed for some time—broke out. It had not been a happy trip, the author points out. There had been obvious mismanagement, says the author, hard feelings among the crew, inadequate boat and fire-prevention drills, drunkenness, death, and suspicion of murder. When the fire was discovered, 98 persons managed to get away safely in the boats. Of this number, 92 were crew members. There was, of course, a sensational trial. The radio operator (who, it was said, happened to be too busy to send out an SOS) developed into a hero. Is there a story behind all this? The author later states that the "hero" was, in some respects, not quite what he was supposed to be; in others, more so. We won't spoil the book for you by telling the details. Find out for yourself. Whew!

The United States Marines, a pic-

torial history by Lynn Montross, is almost as great a cliff hanger but set in an entirely different atmosphere. The book is just what the title says, a pictorial history of the USMC. In time, it ranges from the Marines' earliest beginnings at Tun Tavern to the present; in scope, it covers just about every action in which the Marines were engaged. To round out Montross' efforts, he has included a number of shots of Quantico, Eighth and Eye, and the center of the Marine Corps' being—Arlington Annex. Pictures are, of course, excellent and the text is terse and to the point.

To bring your pulse down to normal, you might try browsing through **The World's Fighting Planes** by William Green and Gerald Pollinger. This is a newly revised edition of a now-standard reference book on all military aircraft operated by the world's air forces today. It gives a comprehensive survey of the ultra-modern warplanes capable of speeds twice that of sound; subsonic and transonic aircraft that have comprised the majority of the world's air forces for some years. In addition, it covers the older planes dating back to World War II; transport liaison and training aircraft, and helicopters. Each aircraft is represented with a photograph of the plane and three-view identification silhouettes; a brief history, flight specifications, and data on performance and armament.

Space Handbook, by Robert W. Buchheim and the Rand Corporation, is the last word on astronautics and its applications. It answers in non-technical terms the principal questions related to all fields of space operations. A must for future spacemen.

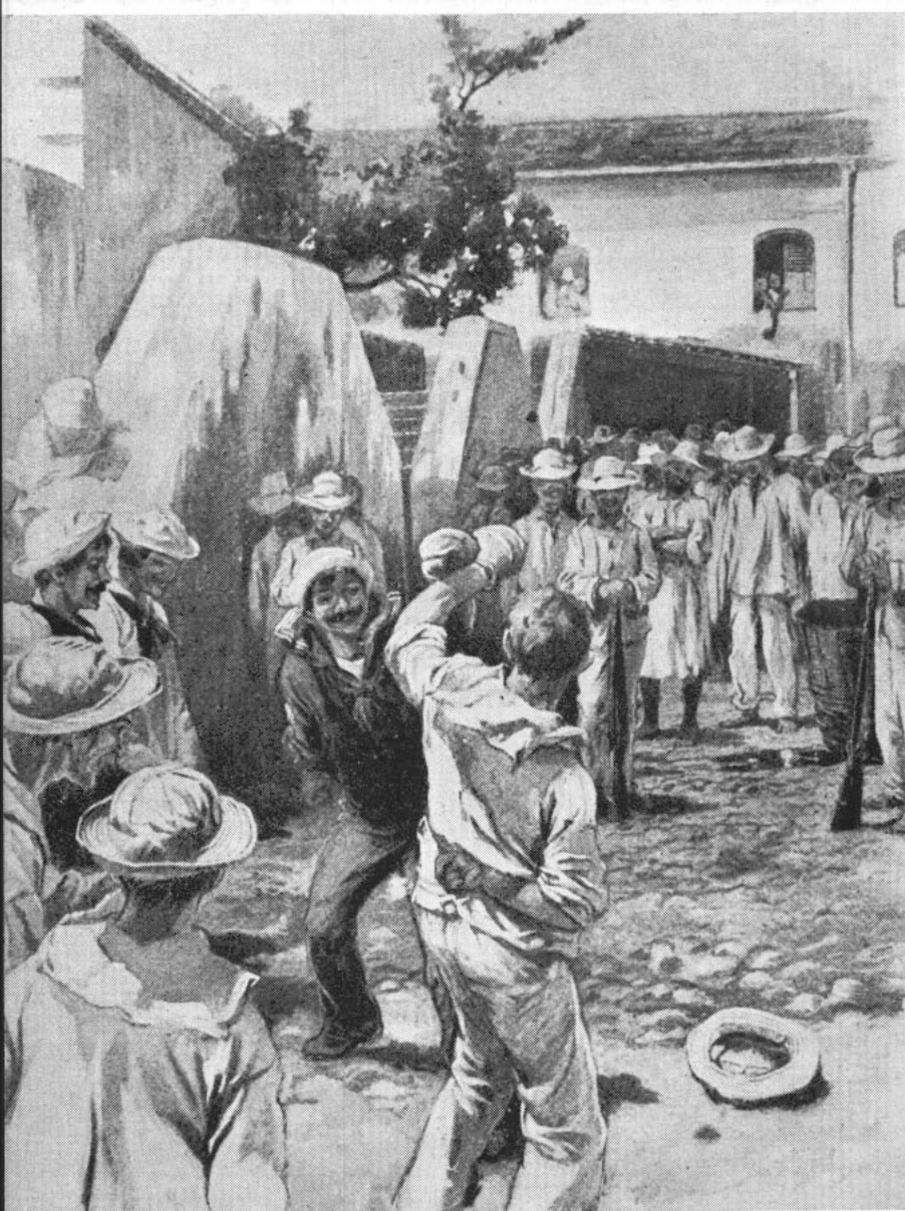
David J. Majchrzak, DN, USN



"LT, this isn't that kind of a northern expedition."

**ALL HANDS
BOOK
SUPPLEMENT**

MEN OF SPIRIT 1898



High morale pays off for American Navymen taken as prisoners of war after dangerous mission.

The story has frequently been told of the sinking of the collier Merrimac during the Spanish American War. However, the account of the imprisonment of LT Richmond P. Hobson, USN, and his crew after their capture may not be as familiar to our readers.

The story here is that of Navymen maintaining morale under dismal conditions, adhering strictly to a code of conduct and handling themselves creditably as prisoners of war.

LT Hobson and his crew have sunk Merrimac in an attempt to block the narrow entrance and channel and thus prevent Cervera's escape. They have been captured by the Spaniards, taken on board Reina Mercedes and are being transferred to Morro Castle when the narrative opens.

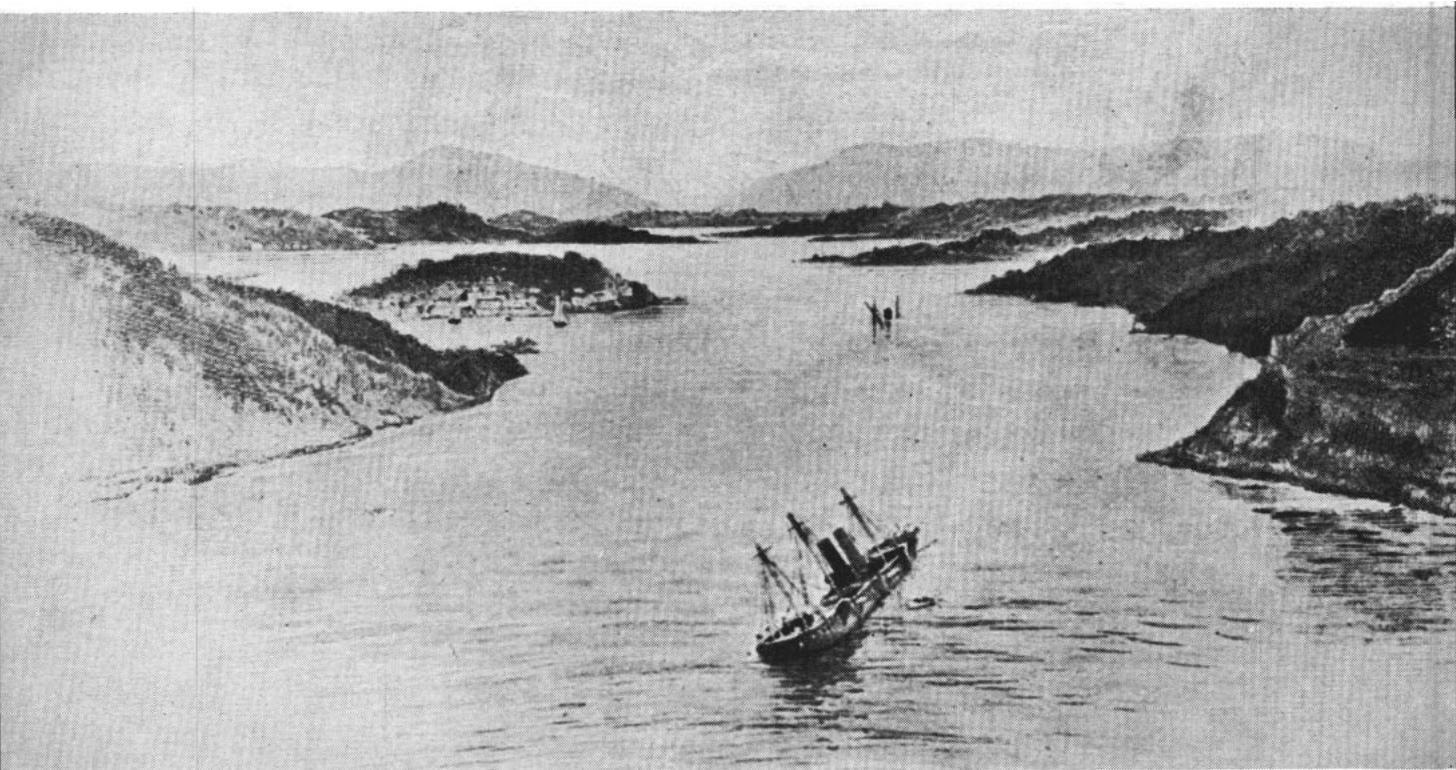
WE CROSSED THE BRIDGE over the moat, passed the portcullis, and entered a vaulted passage, where an officer and guard were waiting. Captain Bustamante spoke to the officer, apparently the adjutant,—a thick-set man, low, heavy, with long black beard and dark eyes, apparently the man for the place. The men were con-

ducted on through, and the jailer, with a ring of massive keys, led me to the left under an arched entrance into the guard-room. There were two chairs and a table.

The jailer was a remarkable man, probably six feet two, all bone and muscle, aquiline features, a face with a hard, set expression, that seemed never to have been disturbed by the passing of an emotion—the man to carry out orders to the letter, whatever their nature. We sat on in silence for a few minutes when Admiral Cervera entered, and we rose, and the jailer withdrew without a word.

The admiral advanced with outstretched hand and with an inquiry as to my welfare. I felt at home with him at once. He went on to say that he had received my note inclosing the report to commander-in-chief of the American forces. He had been particularly desirous to deliver it; but being a communication with the enemy, it was necessary to refer the matter to General Linares, who had refused to let the report be delivered. However,

From "Sinking of the Merrimac," by Richmond Pearson Hobson, Naval Constructor, USN, pp 580-604, 752-779, *Century Magazine*, February, March, 1899, Vol. 57.



LOOKING OUT—Except for the wreck of *Reina Mercedes* this is the view LT Hobson had from cell at Morro Castle.

a flag of truce would be taken out, and the American admiral would be informed of our escape and safety.

The conversation, carried on in French, then became more or less general, only one reference being made to *Merrimac*. The admiral asked about her size, but carefully avoided embarrassing questions. He spoke of American officers whom he had met, and inquired particularly about Admiral Luce, whom he had seen in Spain.

DURING my cruise as midshipman I had visited a number of ports in Spain; and later, while on duty in Paris, on a mission to the French shipyards, I had taken occasion, en route from Bordeaux to Toulon, to cross the Pyrenees into Spain. The Spanish admiral knew all the places I had visited and conversation continued in the pleasantest vein for probably ten minutes.

As the admiral left, the jailer reentered, and led the way out of the room through the pasageway to the rear, down a flight of steps, across a sort of court, then up another flight of stairs stopping before the door of the highest cell, which occupied the tip of the southwest angle of the castle. A sentry followed us.

The jailer threw open the door, and as we entered the barren and filthy cell, flies and insects started up. Then I perceived the word *Muerte* written on the wall.

The last prisoner must have died there, and evidently the cell had not been cleaned since. The jailer withdrew, leaving the sentry at the door.

An attendant brought in a box with four upright strips nailed at the corners for a table; but it would not stand so he leaned it against the wall, and left. The sentry closed the door, locking and bolting it.

This, then was my cell. I wondered where my men could be.

Soon after the captain left, directions for the door to be left open during the daytime were issued by the authorities. In a few minutes Charette was sent in. He had his usual cheerful look, unperturbed by the sight of the men's wretched cell and by the uncertainties of our confinement.

He referred to the heavy situation we had passed

through, and said, "Every man would do it again tonight, sir."

INDEED, throughout the whole term of imprisonment the men showed the most remarkable spirit of cheerfulness. They never had the support of kind words and courteous visits, as I did; yet never once did they exhibit signs of anxiety or fear.

The Spanish soldiers at first taunted them as they would Cuban prisoners; called them desperadoes; accused them of fighting for money, making signs of dealing out coin; and passed their fingers across their throats. My men only smiled at such taunts, and they actually laughed at the gruesome mockings. It seems that the impression was more or less general, at first, that the men were not Americans, but a hired gang of desperadoes.

Several days later one of the officers spoke in a similar strain, whereupon I asked him what he meant. He replied: "For instance, two of your men are deserters from the Spanish army, and that man Charette is a Catalanian from the northeastern part of Spain; one of your men is a Swede; another is a German."

I told him he was never more mistaken in his life—that the men were all American citizens, regularly enlisted and serving in the American Navy, and that, so far from it being necessary to get desperate men for the work, virtually the whole fleet had volunteered for it, and had pleaded to be allowed to go. This seemed impossible for him to understand.

A SOLDIER COMING IN at this time with a pan of frijoles, or beans, my thoughts came back to my surroundings. The frijoles were followed by a pan of rice and bread. The regular ration consisted of frijoles, rice, and bread, and except the bread, continued to be served in full quantity till the end of our captivity. As a rule, a piece of sausage came with the frijoles.

The cooking did not vary, both staples being invariably boiled without seasoning, and exactly the same food was served at every meal, until the system some-

what rebelled and after a while called strongly for variety. Yet on the whole the food was nourishing—it was clear that the authorities were giving me the same food issued to the Spanish officers.

My men received the same ration of frijoles, rice, and bread with a reduced ration of beef, while no beef at all was included in the ration of the Spanish soldier. Flour soon became scarce, and corn and a mixture of corn and rice were substituted. It was evident, however, that the Spaniards depended on bread more than we did and felt more keenly its scarcity; so it can be said that during the imprisonment the prisoners fared as well as their captors, if not better.

ONE AFTERNOON, while I was seated in my rocker just inside the door, gazing out over the fleet, an official with a stern look appeared.

He was followed by another august looking official, whose mouth seemed hermetically sealed; and who carried paper, pen, and ink, and he in turn by a third, who addressed me in English.

"That official," said he, pointing to the first—"that official is the *Juez de instruccion*, the judge of the instruction"; and he paused as if to see the effect of the announcement.

"This is the *secretario*, and I am the official interpreter."

"I am sure I am happy to meet you, gentlemen. Will you not be kind enough to take seats?" I replied, placing chairs to the front.

The secretary took his chair, set it alongside the table, and arranged his paper and ink without a word; and the judge and the interpreter finally taking chairs, we all sat down, and I waited for them to take the initiative.

The judge spoke to the interpreter, who, turning to me, said that the judge had come to examine me, and gave me fair warning to make my answers full and accurate.

I said that I did not doubt that the proceeding was entirely regular, but that I should be indebted if, before the questions began, he would be kind enough to explain to me under whose orders they came and what was the object and nature of the questions. He answered that they came under the orders of the commander of the port, and would question me as to the vessel that had come in on Friday morning.

I asked who the commander of the port was, and he replied that the commander of the port was the officer charged with all the affairs of the harbor, and that he received his authority from the captain-general, the captain-general receiving his authority from the government at Madrid.

I asked if Admiral Cervera, who had captured me, and the British consul, who was charged with the business of my government, knew of the proceeding.

THE JUDGE, who had shown signs of irritation, then burst out at me direct. He did not know whether Admiral Cervera and the British consul knew of the matter, and he did not care; he did not intend to have his authority questioned; he had come to ask questions, not to be questioned; he had never seen such a prisoner—and he rose to his feet in wrath.

I rose at the same time, and faced him, and told him he should have intelligence enough to know, and those who sent him should have intelligence enough to know, that the men who brought *Merrimac* in could not be

intimidated or coerced into answering unauthorized or impertinent questions.

He said he would return and report that I refused to answer his questions.

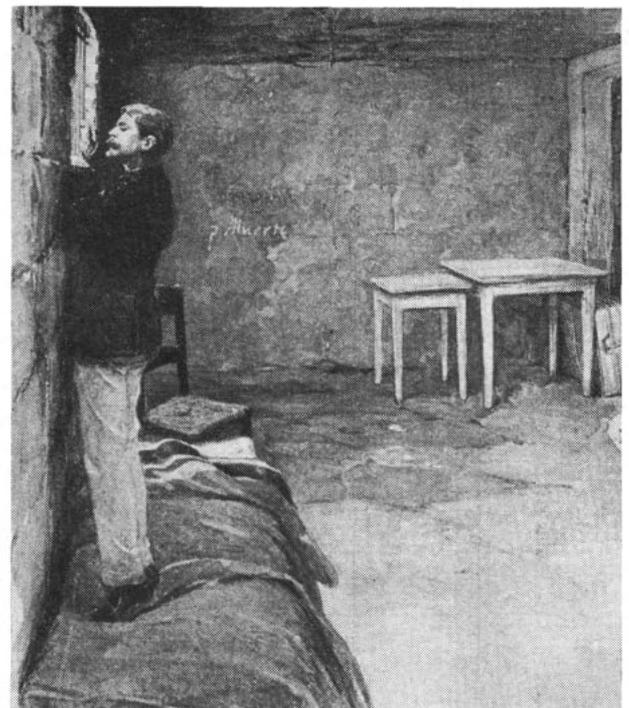
I replied that he did not seem to recognize that he had asked no questions. The defiance seemed to cool him off, and I suggested that he ask his questions, and I would tell him in each case whether I declined to answer or not; that I was sure it would give me pleasure to answer those that were proper.

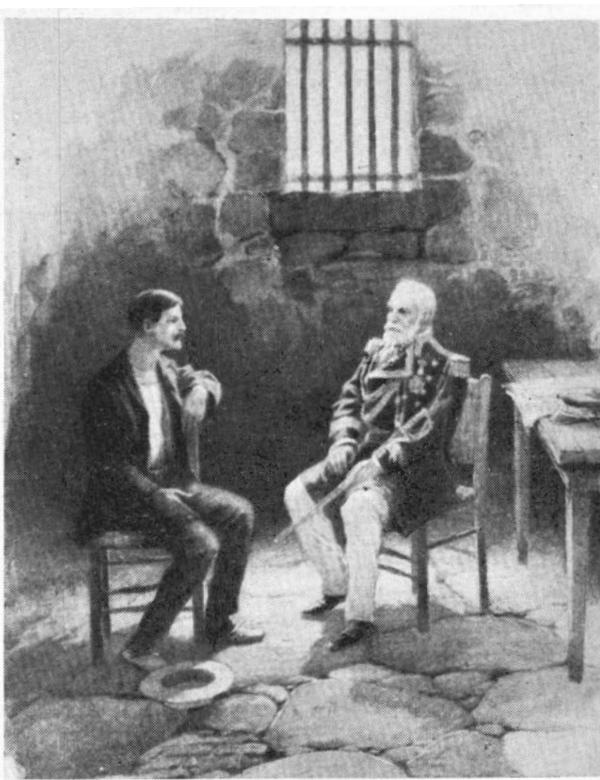
HE CAME OVER and sat near the secretary, and began, the secretary copying the questions word for word, the interpreter translating word for word: "What is your name?" "What is your rank and occupation?" "Where were you born?" "Where have you lived?" "Are you single or married?" etc. I answered each question in turn, the interpreter translating my answers word for word, while the secretary wrote them down.

When the identification questions were over, the next question was as follows: "What was the object of the vessel coming into the harbor on Friday morning, the 3d of June, and under whose authority were you acting?"

I answered that the vessel came in under the authority of the commander-in-chief of the United States forces off Santiago de Cuba, and then asked for paper and pencil, and drafted the following additional answer: "Without in the slightest manner questioning the authority and the regularity of this interrogation, I must respectfully decline to answer in any way the first part of the question given until I have been informed by Admiral Cervera, by whose forces I was captured and also by the English consul, who has been named to transact the business of the United States in the city of Santiago de Cuba, that they have been informed of this interrogation and of the nature of the question itself"; and then I added the request that my men also be not subjected to questioning till after the receipt of such information. I superintended the translation into Spanish as the secretary took it down from the interpreter. While withholding the information, the answer would make it diffi-

SIDE-LINED—Lieutenant Hobson watches bombardment of Spaniards from his small cell window in the Castle.





PRISON VISIT—Admiral Cervera and Lt Hobson have a friendly talk in French in the Castle's guardroom.

cult for the judge to make out a case of defiance of any legitimate authority.

The judge, in the meanwhile, had entirely changed his attitude. He ceased asking questions, and began a pleasant conversation, saying that he lived under the same roof as the British consul, who was a capital fellow. He rose, and we walked up and down, conversing.

He said that he put aside his official capacity, and asked if I had any objection to telling him personally if the vessel had come in without a pilot.

I answered that it had. The difficulties of navigation seemed to strike him most. He had not seen the firing.

"Will you not shake hands, as man to man?" he asked; and I gave him a hearty clasp.

"I too am a naval officer," he added, "and have been detailed to this duty."

BY SUNRISE next morning (Tuesday June 7) we were off for Santiago. I found my men waiting in the entrance archway, and I formed them in column of twos and we marched out with military step, a guard of about thirty soldiers with us, under the command of a lieutenant, one third in front and the rest behind.

I had already decided which features of the harbor defense I would observe with special care as we passed; but upon arriving at the head of Estrella Cove, to my surprise and disappointment the leaders turned inland. It was evident that we were not to be taken up by boat through the harbor, as I had expected but were to tramp up by dirt road.

One can hardly imagine the exhilaration we felt. It is true that we had been in prison only four days, but it had been weeks since any of us had been ashore. The tropical vegetation had special interest. There were shrubs and trees that we had never seen before, and we picked flowers of rich color from the pathway to the amusement of our soldiers, who seemed themselves to have no interest in life, nature, or anything else. However they kept a keen eye on their prisoners.

I measured the chances of an attempt to break away.

We had the advantage of greater vigor, and I felt we could make a dash and overpower and disarm an equal number, or perhaps the ten ahead; but twenty more behind, with bayonets and magazine guns, were too many.

I took careful note of the direction of the path, taking bearings by the sun, and examined the approaches on the right and left.

MY MEN HELD their heads up, marched with a fine sailor swing, obeyed orders with precision, and made an excellent appearance, well brought out by contrast with the guard soldiers. I felt proud of them, as indeed I did all through the imprisonment. I noted the critical looks of the Spanish officers and soldiers—looks that told the officers of the coming events.

After my early breakfast I asked the officer of the day to request permission for me to go with the attending surgeon to see my men in their quarters. The request was granted, with the understanding that communication would be allowed between myself and the men only when specially required.

I found them all together in one room of moderate size only, with a small barred opening in the door, which was kept closed, locked and bolted, and guarded by a sentry on the outside.

There was no other opening for light or air.

The men were cheerful, however, saying that the food was even better than at the Morro. I impressed upon them the absolute necessity of taking every precaution for cleanliness, and directed them to go through setting-up exercises twice a day.

They did this throughout, much to the amusement of the Spaniards, to whom the value of such exercise seemed never to have occurred.

EVEN WITH THESE precautions, I was not much surprised when, two days later, Phillips was taken ill and sent for me. He had stomach trouble, with low fever, and I wrote a letter to General Linares urgently requesting that amelioration be made—that if the men could not be given better quarters, they should be allowed at least an hour each day in the courtyard.

The British consul supported the request, and after three or four days' delay the order was issued allowing them to go out from twelve to one, the least desirable hour of the day, with a vertical sun; but this was better than continuous confinement. It was interesting to see them, as I had occasion to in crossing the yard, with a cordon of sentries all around on duty, yet admiring spectators. They made a great reputation for strength, the officers commenting on it.

But what seemed most interesting was the boxing, taken up later. The British consul found two boxing-gloves in town, and though they were both for the left hand, the men managed to get first-rate exercise and fun from them. It was amusing when the gloves came. I sent them out to the officer of the day to give to the men. He did not know what they were, and sent them to General Linares's office, where the British consul found them two or three days later; and it was only after assurances that the men would be less dangerous with the gloves on than without them that the general reluctantly consented to their use.

The same thing occurred in connection with reading matter. The consul, who was forbidden to send newspapers, sent in a good supply of old magazines, and a number of novels. Mr. Ramsden (the British Consul)

found them several days later on the desk of General Toral, and no amount of persuasion would bring him to let them go to the men.

"You can't tell me anything about such matters," he said. "I have been in prison, and tried it myself—marking certain words here and there which, combined, made up a message." He could find no words marked, but that made no difference.

REGARDING IT as very desirable that we should get back to the fleet with our knowledge of defenses at the entrance, I set to work upon the question of escape.

The system of sentries made escape look hopeless from the first. There was a sentry at my door looking at me all the time, a second at the entrance, and at night-time a second at the window.

When I had occasion to cross the courtyard, two and sometimes three sentries followed behind.

Nothing could be done in the way of excavation or filing the bars under the eyes of the special sentry.

My plan had to be reduced to one simply of perpetual vigilance, holding myself ready to seize any chance, keeping special lookout for the possibility of reaching a horse at the entrance, where horses were frequently hitched.

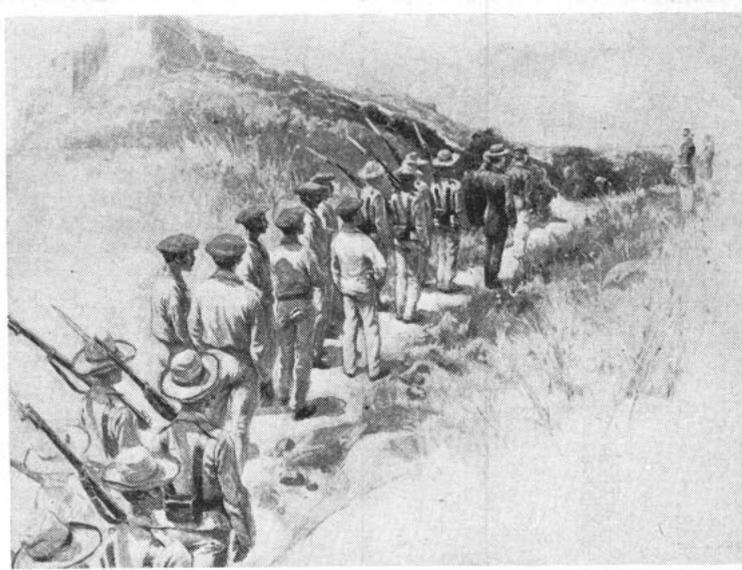
But I watched for a chance in vain. When our troops finally arrived in front of the city, the situation grew desperate, and I watched for even the faintest shadow of a chance. But no; the Spanish are past masters in guarding prisoners, and I was doomed to see the pieces of artillery make their locations known by hurling death at our troops.

IT WAS NOT LONG before the hope of an exchange also began to decline. At my repeated request the British consul brought the matter up with General Linares again and again; but each time the general replied that the matter would probably be decided in Madrid. I asked the consul to urge the matter upon the State Department at Washington, and he did so by a cipher cablegram to the British consul-general at Havana; but no reply came. Finally, on the 15th of June, I requested him to send another cablegram to the State Department, again urging the matter, to what was being done but not a word came in reply.

Reason argued that everything would certainly be done, that the authorities must appreciate that I had valuable information, but the human feeling would rise, "Why can't they tell us if they are doing anything?"

Day after day still passed and not a word came. In spite of reason, a bitterness began to set in—a kind of deep-seated resentment: "It is not right for our countrymen to forsake and forget us in this way."

Little did we suspect what a kindly interest they were really taking. On the 18th the British consul came to



UP THE HILL—Captain, crew of Merrimac are marched under guard to their prison quarters in Morro Castle.

say that Paris despatches stated that the Spanish government declined to exchange for the prisoners taken on *Augonauta*. This at least gave the satisfaction of knowing that efforts had been made. However, the despatches stated that the Spanish premier, Sagasta, had refused entirely to make the exchange on account of the information that the prisoners must have gathered.

The British consul gave this gloomy news in the afternoon; but that morning I had heard firing down the coast, and I knew it meant the debarkation of our troops, and felt that a new phase was close at hand.

In comparison with the calculated pressures practiced by the communists in Korea, LT Hobson would appear to have led an ideal existence. Nevertheless, existence as a prisoner of war under any circumstances can be terrifying and lonely.

In lieu of any formal guide as now exists, LT Hobson chose the only proper course of conduct. In spite of the warm friendship and mutual respect which developed between captors and captive, he remained a military man—alert to seize an opportunity to escape, to observe enemy dispositions, to protect and assist his men.

Today, the path is more clear. The Code of Conduct, quoted in part below, provides a guide for all military personnel:

- *If I am captured I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.*

- *When questioned, should I become a prisoner of war, I am bound to give only name, rank, service number and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.*

MEN OF MERRIMAC—Left to Rt: R. Clausen, O. W. Deignan, G. F. Phillips, D. Montague, G. Charette and F. Kelly.



TAFFRAIL TALK

BOTH THE NAVY and the country suffered a loss in the death of Fleet Admiral William F. Halsey. He has been described in terms ranging from "legendary" to "salty"—and from "daring and inspiring leader" to "rugged old seadog."

Admiral Halsey was tagged with the name "Bull," although he preferred to be called Bill by his friends. He was a controversial man; always in the thick of battle, large or small. All reports agree: He had moral and physical courage.

The name Halsey will go down in the history books as that of a man who rose up with inspired leadership in a dark time of our nation's life. He fought his men, planes and ships as would a skilled boxer, with attack after attack, always unpredictable, always keeping the enemy off balance.

There are some who will not agree with all he did. This, however, is sure: He was a fighter. He commanded mighty naval forces. He fought his war the way he saw best.

★ ★ ★

Patrol, SubPac's newspaper reports an interesting coincidence during the visit of a six-ship squadron of Japanese patrol frigates to our 50th state recently. One of the Japanese ships berthed alongside *uss Tunny SS(G) 282* was *JDS Nara*. Her hull number is also 282.

Mathematicians on board *Tunny* (and, of course, all submariners are mathematicians) estimated that the odds of such an occurrence were more than a million to one. To mark the occasion, gifts were exchanged between the ships.

★ ★ ★

We are pleased to note that scrimshaw is apparently making a come-back. We have become interested in this type of work that can be done in spare time, using very little equipment. Many Navymen have fallen for its fascination. Furthermore, the medical people who are watching the beginnings of the Space Navy and the nuclear underseas Navy tell us that it's a wonderful outlet for tension and appeals to the man doing precise or detailed work.

Yet it's simple, as well as fascinating. If you can tie a bowline, or scrape paint down to the bare metal, you can do scrimshaw. You don't have to be an expert latheman, or opticalman or tradesman or instrument repair man. You might find that once you learn a few of the techniques, you'll stand a good chance of becoming a better carver than the men who deal with creating in their daily work.

Scrimshaw work goes back as far as there is a written record, and probably existed before writing.

Sailors developed scrimshaw, i.e., carving, to a high art. No expensive equipment was needed. Even a sharpened nail could scratch out a design, could engrave, incise, carve. And the knife was, and is, the number one tool.

To the old time sailor, scrimshaw could be a way of life. Above all, the art of scrimshaw was a satisfying method of using a seaman's knife to create a work of beauty.

It still is. Try it.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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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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• AT RIGHT: PASSING OVER —
Viewed from on high, attack aircraft carrier *USS Intrepid (CVA 11)* makes a pretty picture as she cuts her way through the sea.





U.S. NAVY

**GLOBAL PEACE
THROUGH
MOBILE
SEAPOWERS**