


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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MAY 1952



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Navpers-0

NUMBER 423

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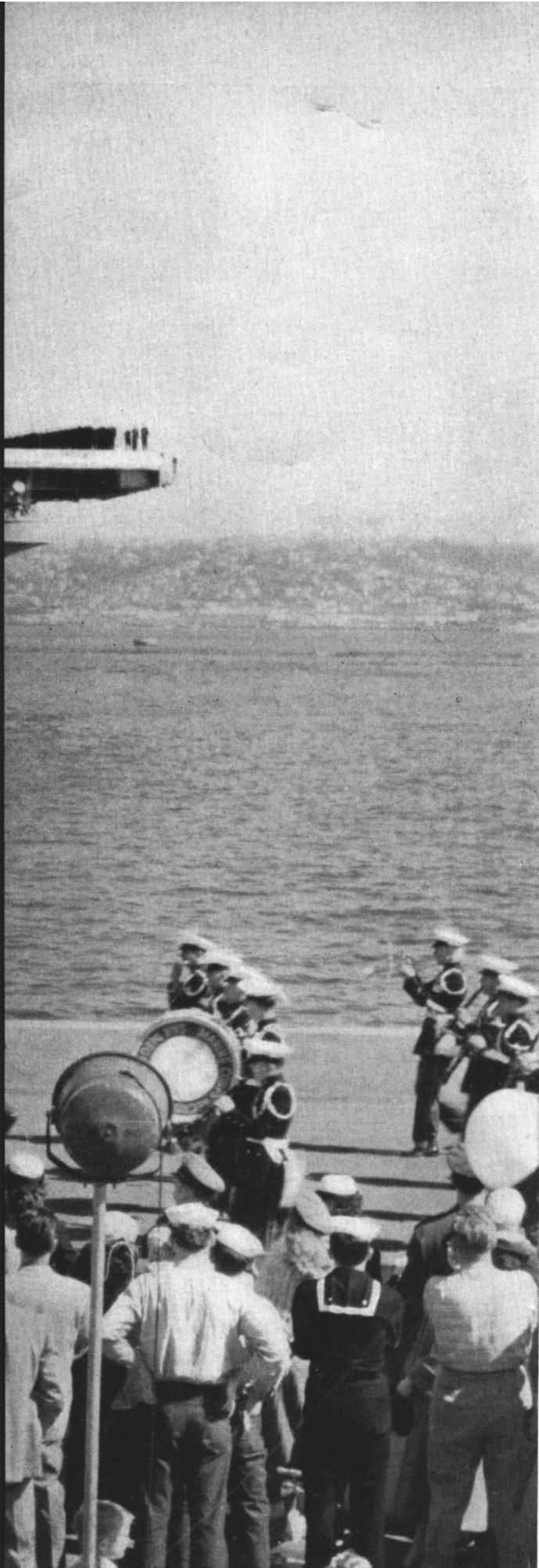
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• FRONT COVER: USS *Pickrel* surfacing at a 48 degree up-angle. See story on page 35.

• AT LEFT: Marine Corps Recruit Depot Band and huge crowd welcome the aircraft carrier USS *Essex* (CV 9) at San Diego upon its return from Far East.

CREDITS: All photographs published in *All Hands Magazine* are official U.S. Navy photos released through the Department of Defense, unless otherwise designated.





PORTRAIT of Richard E. Kraus as DD 849. The ship, now reclassified as AG 151, has fired more than a million rounds.

She Tests the Guns of Tomorrow's Navy

ANY SHIP that bats out over a million rounds of ammunition in less time than it takes a man to earn a hashmark has been doing a lot of shooting. One ship in the Navy that tops the million mark is USS *Richard E. Kraus* (AG 151), whose record far surpasses that of the fight- ingest USN ships during their entire careers. *Kraus*, operating out of Norfolk, Va., does all this shooting for "test and evaluation" purposes.

As a unit of the Navy's Operational Development Force, *Kraus* gives "road tests" to new gear. During these tests, kinks in the gear are ironed out and the operational value and seaworthiness of the equipment are determined. In addition to all this, each item is checked out to see how it lends itself to operation by average service personnel.

The "AG" designation of *Kraus* makes her an auxiliary-unclassified, but she is usually referred to as an experimental gunnery ship. Commissioned at Boston Naval Shipyard in May 1946 as DD 849, she joined OpDevFor in November 1946.

For the past five years her primary

duty has been to carry out gunnery evaluation exercises. Many persons will ask, "Why does this have to be done aboard ship? Why can't it be done at some shore installation?"

The fact is that the gear she tests has already been tested on shore, most of the guns and gunnery systems having been tested at the Dahlgren Naval Proving Grounds in Maryland. It's one thing to test gear under what might be called laboratory conditions; it's another thing to test the same gear under actual shipboard conditions.

Aboard ship it is subjected to the ship's rolling and pitching and to the usual shipboard vibrations. Many spaces aboard ship are subject to great variations in temperature — a condition not always encountered in laboratory testing conditions. Finally there is the ever-present shipboard

moisture, whether it's salt water spray or damp sea air.

One of the many pieces of ordnance given the "*Kraus* treatment" was the three-inch, 50-caliber rapid fire twin mount now used by most destroyers in the fleet. This mount was first installed in *Kraus* where various problems were solved and the mount was made suitable for fleet use. In the gunnery evaluation tests that proved out this gun, almost 5,000 rounds of three-inch ammunition were fired.

Not only was the complete mount put through the wringer, but the accompanying fire control system and special ammunition for this dual-purpose mount also underwent tests.

Other equipment evaluated by *Kraus* includes types varying from mattresses to fresh water cans used for abandon ship purposes, and inflatable life jackets.

The jackets were tested under working conditions, being studied for ruggedness and comfort and for flotation purposes. In the final stage of these tests the jackets were tried out in clear salt water and in salt

The Letters 'AG' in Her Name
Could Be 'Always Gunnin'
Instead of 'Auxiliary General'

water covered with fuel oil, diesel oil or gasoline. Certain types worked well in clear salt water, but when tried out in oil-covered salt water they came apart at the seams.

Many tests conducted on *Kraus* are carried out over a long period of time. One reason for this is that the new type equipment may be required to meet various—and sometimes conflicting—specifications. This, of course, tends to complicate research. An example of this problem is furnished in experiments being carried out to modify the present shipboard system of hoisting and lowering boats. Seeing a good boatswain's mate and his gang working the present shipboard rig, one might think the operation was already tops in development. Experiments on *Kraus* with different rigs, however, are for the purpose of still further improvements. Qualities that are especially desired are greater speed and at the same time greater safety.

An item of ground tackle that has undergone the *Kraus* test is the BuShips lightweight type anchor. This anchor, somewhat similar in appearance to the Danforth, is called the "LWT" anchor.

In extensive tests on all types of sea bottoms it held its own in holding tests against the familiar Navy stockless anchor. The LWT's lighter weight was the cinching factor, however. The older stockless anchor carried as a bower on most destroyer type ships weighs 4,000 pounds. This is twice the weight of an LWT doing the same job. An additional weight-saving to the tune of 500 pounds is made in each hawse pipe housing the LWT's shank and anchor cable connections.

The more recently constructed DDE's are already carrying 2,000-pound LWTs; the heavier 3,675-ton Mitscher class destroyers will carry 3,000 pound LWTs. This is still half a ton lighter than anchors carried by most destroyer-type ships which are rated at 2,250 tons or less.

Electronic gear is another type of equipment that is tested and evaluated by *Kraus*. This includes radar and radio equipment.

Manning all the various types of gear and giving it the necessary tests call for a lot of technicians. As a result, *Kraus* has a large proportion of ETs, FTs, ICs and the like. Officer personnel with technical specialties and top civilian scientists also are

seen on board *Kraus*, especially when new gear is being installed or put through the paces.

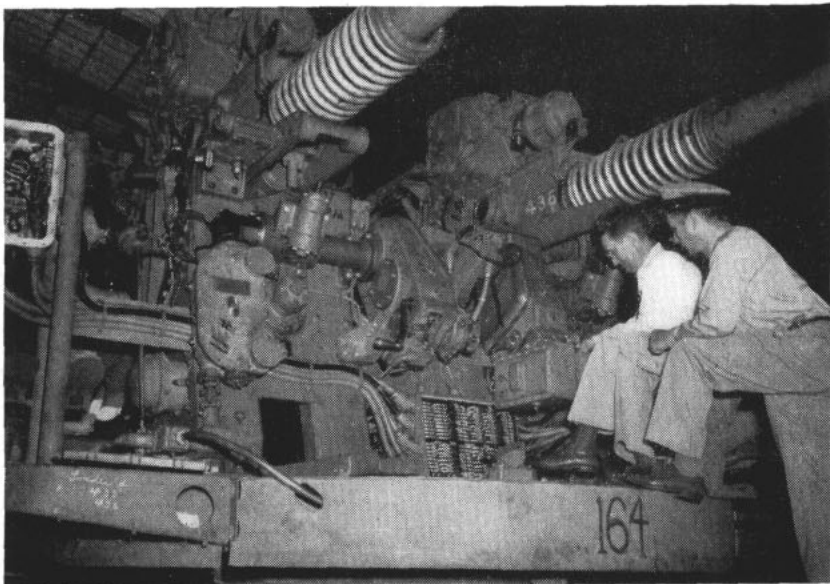
Even with the best techs in the world around, things can get out of whack. During one period when a full load of technical experts was aboard, the fire control system began acting up. At first it was on and off—much like a lamp with a loose socket connection. Then it became worse and soon the entire system fogged out. The cause of the trouble baffled everyone, even the BuShips experts who were called in to look the system over. After several months, the trouble was finally discovered. A single broken wire among several intact wires in an armored power cable turned out to be the villain.

Around NOB Norfolk, *Kraus* is often called the "BBF" ship. This means "Be back Friday," a term that grew out of its schedule of putting out to sea at the first of the week for its experimental operations and returning to port on Friday. The return to port is to take on provisions and to make repairs and adjustments on the gear undergoing evaluation tests.

Despite all the shooting that goes on during the daily work when underway, the crew apparently doesn't get its fill of gunfire. At the end of the day's activities, when *Kraus* drops her hook off shore in some isolated anchorage, a portable trap is set up on the fantail, shotguns are broken out and the crew bangs away in a trapshoot.



LIFEJACKETS of all types are also subjected to tests for ruggedness and comfort by the men of OpDevFor's unique floating proving ground.



THREE-INCH 50 caliber gun, shown here at Naval Gun Factory where it was developed, was installed on Fleet destroyers after it passed the 'Kraus test.'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SEND THE NEGATIVE** — When sending photographs to the Navy Department and the Department of Defense, you should comply with OpNav Instruction 3150.3, copies of which are available in the headquarters of all commands, ashore and afloat.

The OpNav instruction states that still photographs and motion pictures of official Navy status are constantly in demand for intelligence, training, historical and publicity purposes.

Various offices in the Navy and Defense Departments have frequent use for photographs of various phases of naval life and operations. From time to time prints forwarded without negatives find their way to the public Information Offices for distribution to the press and governmental publications. These are appreciated and are used, *but* the utilization would be much more effective, quicker, and better quality would result if the provisions of the instructions were carried out.

Send the negative and two prints, fully captioned, to Naval Photographic Center, Anacostia, D.C. If you need prints from your negatives later, they may be obtained by request with reference to your unit's serial number. Follow this plan and you will see more of your photographs widely published.

Photographs intended for use in ALL HANDS should be forwarded

• **DUTY WITH NAVAL ATTACHES** —Requests are desired from enlisted personnel of the ratings listed below for duty in naval missions, offices of naval attaches, joint military missions, military assistance advisory groups, and similar activities.

Rates required are: SKC, SK1, SK2, DKC, DK1, DK2, ENC, EN1, EMC, EM1, DCC, DC1, RMC, RM1, RM2, RDC, RD1, RD2, QMC, QM1, MNC, ETC, ET1, ET2, CSC, CS1, FCC, FC1, FTC, FT1, and YN (yeomen in all pay grades.)

Applicants must meet the following qualifications: possess clear naval and civilian records; not require medical or dental treatment at time of transfer, and have GCT of 50 or higher. Sea duty is not required.

Applicants should submit requests to Chief of Naval Personnel (Attn: Pers B211n) on shore duty request form NavPers 2416 (Revised 5-51) in accordance with paragraph 7(c), Part 1, BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

directly to ALL HANDS, as outlined in the article on "How to Submit Material to ALL HANDS" appearing in this issue, to insure early publication in this magazine. Negatives are not desired by ALL HANDS, but should be forwarded as set forth in the preceding paragraphs.

• **SEPARATION OF WOMEN** — Certain women members of the Navy and Marine Corps may now request discharge for reason of marriage alone.

Enlisted women of the Regular Navy or Naval Reserve on active duty may now be discharged solely on grounds of marriage subject to the following provisions:

• Must have served a minimum of one year in current enlistment.

• Such year is considered to have commenced on completion of recruit training and/or a service school, if attended during current enlistment.

• Must have served one year after assignment to duty for which a voluntary agreement to extend enlistment was executed.

Enlisted women who wish to be discharged under the provisions of the new directive—BuPers Circ. Ltr. 44-52 (NDB, 15 March 1952) — should submit their requests to the Chief of Naval Personnel, via the chain of command.

At present there is no change in the directives concerning the separation of women officers.

Enlisted women Marines — either Regulars or Reservists on active duty — may also be discharged for reason of marriage, subject to the following conditions:

• Must have completed at least 12 months' active duty in current enlistment, after completion of recruit training.

• Must serve six months after completing training at a service school.

• In any case, active duty must total a minimum of 12 months.

Women Marine Corps officers — either Regulars or Reservists on active duty — may resign their commissions, for reason of marriage, after



PASS THIS COPY ALONG—Don't be a stinker; remember nine other guys want a whiff of this issue too.

• **SUCCESSFUL NROTC CANDIDATES**—Applicants for the 1952 Regular NROTC program selected as a result of test scores attained in the Navy College Aptitude Test held 8 Dec 1951 are listed in BuPers-MarCorps joint letter of 28 Feb 1952 (NDB, 29 Feb 1952).

Each of the 493 successful candidates will receive letters of notification of their provisional selection. Transfer orders will be issued this month directing these men to report to U. S. Naval Preparatory School, Bainbridge, Md., about 1 June.

From this group 200 will be finally selected for appointment as Midshipman, USNR.

completing two years on active duty, following their appointment.

Women Marine officers who desire to resign their commissions under the provisions of the new directive—MarCorps Memo. 21-52, dated 18 Feb 1952—should submit their resignation to the Commandant, USMC, via the chain of command.

• **VOTING INFORMATION** — Arizona, Iowa, Massachusetts, New York and Texas voters are advised of changes in the voting requirements as published in the 1952 Voting Information pamphlet and poster and carried in ALL HANDS, April 1952, pp. 11-15.

The changes are as follows:

• **Arizona**—Registration by mail is not permitted. Voters must apply in person to the County Registrar.

• **Iowa**—Voters may register with their county auditor as early as 55 days before the election, not 20 days.

• **Massachusetts**—Registration is permitted by mail. Voters may register by letter or by using the Federal Post Card Application (Form 76). Absentee balloting is not permitted in the primary elections, however.

• **New York**—Primary elections will be held on 19 August, not 16 September.

• **Texas**—Armed forces personnel will not have to pay the Texas poll tax. However, only Reservist members of the armed forces may vote in Texas.

Certain other changes in voting requirements are included in BuPers Circ. Ltr. 45-52 (NDB, 15 Mar 1952).

• **INSURANCE DIVIDEND** — Navy personnel who are entitled to a 1952 dividend on National Service Life Insurance policies and who want that dividend paid in cash should submit applications for cash payment direct to the Veterans Administration, Washington 25, D.C.

It is anticipated that a dividend will be paid on all NSLI policies which were in effect for a minimum of three months between the 1951 anniversary or effective date and the policy anniversary date in 1952. Policies in force under waiver of premiums (see ALL HANDS, January 1952, pp. 48-51) will receive a dividend provided that, during the dividend period, at least one monthly premium has been paid prior to the effective date of the waiver.

Unless a written request for cash payment is made, the dividend will be applied automatically to pay premiums which fall due and are not otherwise paid.

A sample form for requesting cash payment has been made available to all commands for reproduction and use by personnel whose premium payments are (or were) handled by allotment. Personnel who pay premiums directly to the VA will receive application forms from the VA regional office handling their policies.

Additional information will be found in BuPers Circ. Ltr. 50-52 (NDB, 31 Mar 1952).

• **ECONOMIC MOBILIZATION**—A correspondence course in economic mobilization, "Emergency Management of the National Economy," is being offered by the Industrial College of the Armed Forces to qualified officers of the Navy and Marine Corps (Regular or Reserve, on active or inactive duty.)

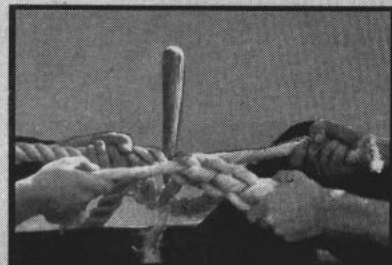
Applicants should be lieutenant commanders or majors or above, with a college education or equivalent.

Application forms may be obtained from the District Commandant or from the Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington, D. C. Applications should be submitted via official channels to the Chief of Naval Personnel (Pers C1126) or to the director, Extension Division, Marine Corps Schools, Quantico, Va.

For further details see BuPers Circ. Ltr. 29-52 (NDB, 29 Feb 1952).

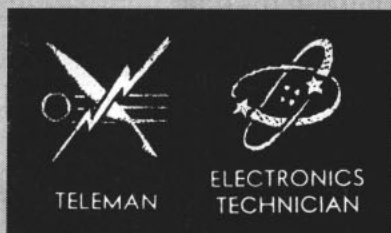
QUIZ AWEIGH

MAYbe you'll bat 100 per cent on this month's quiz, and then again MAYbe you won't!



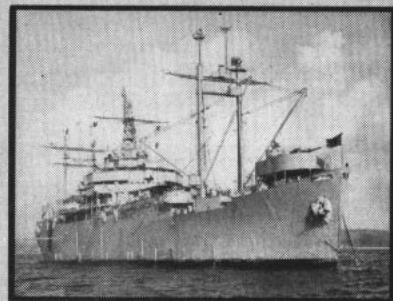
1. These men are splicing a hawser. The peg-like object (center) is called (a) splicer (b) fig (c) fid.

2. It generally is made of (a) maple (b) oak (c) hickory.



3. The teleman specialty mark (left) is composed of a spark and quill pen superimposed on (a) radar pip and waves (b) postal cancellation mark (c) top of telegraph pole with wires.

4. The electronics technician specialty mark (right) shows (a) two electrons revolving about a helium atom (b) two stars in their orbits (c) two electrolytes revolving about four electrodes.



5. The vessel pictured here is classified an (a) AGS (b) AGC (c) ADG.

6. It is a (a) degaussing vessel (b) surveying ship (c) amphibious force flagship.

ANSWERS TO QUIZ ON PAGE 53



DWARFED by the mountainous seas around them, Guardsmen of weather ship *Pontchartrain* chop ice off the deck.

U. S. Coast Guard—Jack of All Jobs

This is the second of a series of articles which ALL HANDS will publish from time to time on other services and activities of the United States whose work is allied to or has an important effect on the Navy, its ships and its personnel.

REMEMBER THE STARTLING announcements of radio and newspaper headlines in June 1942 "U-BOATS LAND NAZI SPIES ON LONG ISLAND AND FLORIDA COASTS"?

Except for the Coast Guard's vigilance, these saboteurs could have endangered the war effort. Instead, the Nazis were caught and punished.

Under the watchful eyes of the United States Coast Guard the entire length of the country's long coastlines is policed and protected—during peace and war—to save life and property, maintain aids to navigation and enforce maritime rules and regulations.

But the activities of the Coast

Guard extend far beyond the coastal areas of the United States, to remote spots in the oceans. These duties range from the maintenance of some 25,000 buoys to lighthouse keeping, from hunting smugglers to studying the weather, from patrolling for icebergs to saving lives at sea.

Though it is the smallest of our seagoing services, Coast Guard history dates back to the earliest days of the nation's founding. Following the Revolutionary War and after the tiny Continental Navy had been disbanded, Congress passed a bill on 4 Aug 1790, authorizing Alexander Hamilton, the first Secretary of the Treasury, to buy "ten boats" to guard the coast against smugglers. This was the beginning of the Coast Guard.

Not until 1915 was the Coast Guard given its present name. But under its various titles during more than a century and a half, it has kept its identity as a "coast guard" activity. During this growth it has taken over the responsibilities of

several other separate government services which have been incorporated into the present-day Coast Guard, such as, the one-time Life-saving Service, the Lighthouse Service and the Bureau of Marine Inspection and Navigation.

During peacetime the Coast Guard operates under Treasury Department supervision. In time of emergency and in war the Coast Guard operates as a "service in the Navy."

In fact, at one time the predecessors of the Coast Guard represented the *entire* "Navy" of the youthful United States. For nearly eight years, from 1790 to 1798, the tiny fleet of revenue cutters was the government's only naval force. Then Congress established the Navy Department, specifying in 1799 that the revenue cutters serve with the Navy "when the President shall so direct."

Alexander Hamilton's "ten revenue boats" were cutter types—heavy-keeled schooners that could carry

plenty of sail for speed. Completely equipped, they were valued at one thousand dollars each.

Since its origin, 163 years ago, the Coast Guard has engaged in every war of the U.S.—including some private “undeclared wars” on pirates, slave-runners, smugglers and rum-runners.

In the War of 1812, nine cutters, each with six to 10 guns and crews of 15 to 30 men, joined the Navy to battle for freedom of the seas. Before the war was a week old the cutter *Jefferson* captured *HMS Patriot*, the first prize to fall in American hands. Altogether, the hard-fighting cutters took 14 enemy ships.

In the War with Mexico the Coast Guard had a squadron of eleven cutters which carried troops and supplies for the Army, and Coast Guardsmen and Marines formed a joint landing force.

A vessel of the Revenue Cutter Service, seized by the Confederates, is credited with having fired the first shot of the Civil War on the eve of the bombardment of Fort Sumter. The shots came from the side-wheeler *Harriet Lane*. In this period of divided loyalties five cutters in southern waters were seized for the South. The *Harriet Lane* was later captured by Union troops and consequently fought both under the Stars and Bars and Stars and Stripes.

In the Philippines in 1898, the Revenue Cutter *McCulloch* joined Dewey's forces to distinguish herself in the Battle of Manila Bay and afterward raced to Hong Kong with news of the American victory so it could be cabled to the world at large.

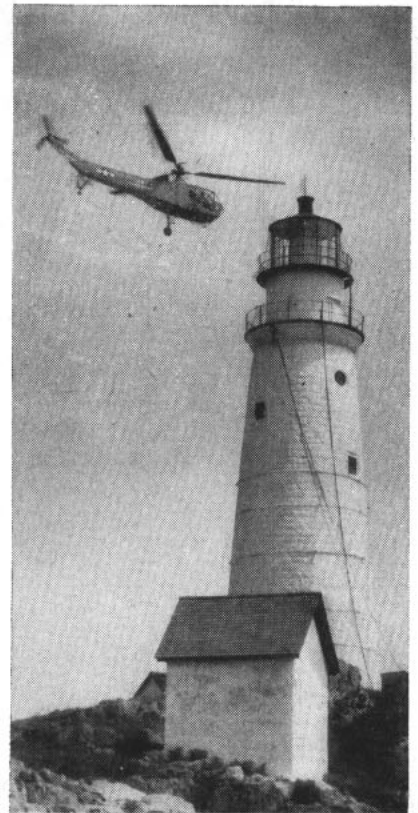
In the periods of peace before and after the Spanish-American War, the Revenue-Cutter Service underwent changes that presaged the efficient and dependable organization of today. In 1876 a system of training cadets to become officers was instituted. Then in 1915, the Revenue-Cutter Service and the Life-saving Service were merged and the new organization, headed by a captain commandant, was authorized by Congress and named the U.S. Coast Guard. As officially described by Congress the Coast Guard is a “military service and a branch of the armed forces of the United States at all times.”

Evidence of the truth of this statement is the fact that during the first World War the Coast Guard suffered greater losses, in proportion to its size, than any of the other United States armed forces.

The Coast Guard entered World War I with 15 cruising cutters, 200 officers and 5,000 men, when the service went into action with the Navy. Her naval action then consisted in large part of undersea warfare.

In WW II the Coast Guard reached its peak strength. It had 802 vessels (more than 65 feet) of its own, and in addition manned 351 Navy and 288 Army craft. Shore stations had increased to 1,774. By July 1945, its personnel numbered 171,168 and half of this number served on ships. More than 10,000 Spars made up the Coast Guard's women's contingent. Many of the shore billets were also taken over by 45,000 temporary Reservists who served without pay.

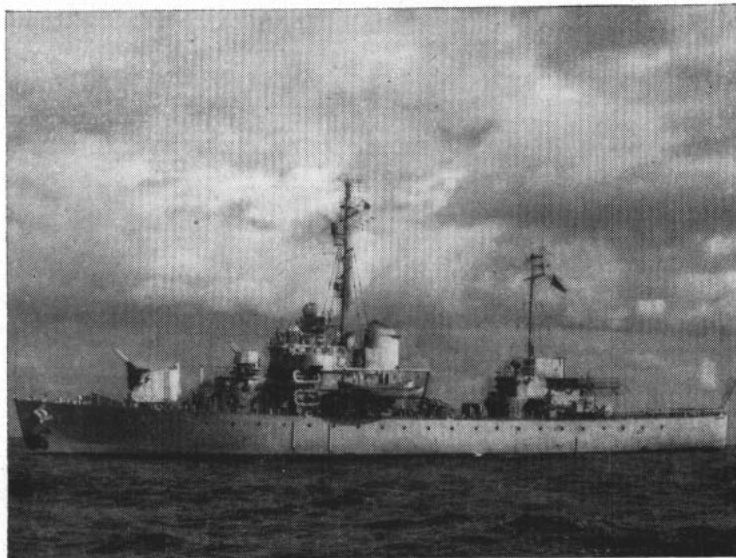
Coast Guard action during WW II resulted in the sinking of numerous enemy vessels, including German submarines. Thousands of American troops were transported to invasion beaches and battlegrounds in Coast



OLD AND NEW—Helicopter, latest wrinkle in coastal protection, hovers over the venerable Boston lighthouse.



SECURITY PATROL prowls a dock area, alert for possible sabotage. A number of such units—wise to the Communists—have recently been reactivated.



WEATHER MAN (left) checks the barometer on board the cutter *Minnetonka* (right), a typical ocean station vessel.

Guard ships and Navy ships manned by Guardsmen. Coast Guardsmen took part in nearly every major amphibious operation in Europe and the Pacific. Coastal picket activity, organized in 1942 to help cope with the submarine menace, involved 315 small craft manned by Coast Guardsmen. The Beach Patrol and Coastal Lookout, with the mission to protect the coasts and prevent landings of saboteurs, expanded the normal Coast Guard beach forces to about 23,500 men, 2,300 horses and 2,000 dogs.

Back on its peacetime job under the Treasury Department since 1 June 1946, the Coast Guard is a far cry from Alexander Hamilton's "ten boats."

Its present personnel strength is approximately 3,800 officers and more than 30,000 enlisted personnel—all performing the peacetime duties of the former Revenue-Cutter Service, the Lifesaving Service, the Lighthouse Service, Air-Sea Rescue Agency, the Port Security force and the Bureau of Marine Inspection and Navigation.

More than 60 distinct classes of ships and nearly 20 different types of aircraft make up the U.S.C.G. forces. The word cutter no longer means a topsail schooner like the *Massachusetts* of more than a century and a half ago. Coast Guard cutters of today are ships not less than 83 feet, and not classed as auxiliaries. The largest cruising cutters are 327-footers, called the "Secretary" class because they are named

for past Secretaries of the Treasury.

Special duty vessels account for the large number of types. There are icebreakers and buoy tenders that keep navigation aids in working order. There are also ocean-going and harbor tugs, riverboats, freighters, and lightships—even a square-rigger, used as a training ship for cadets at the Coast Guard Academy, New London, Conn.

As ocean station vessels, cutters do one of the big jobs of Coast Guard service. This duty requires the vessels to cruise for 21-day periods in

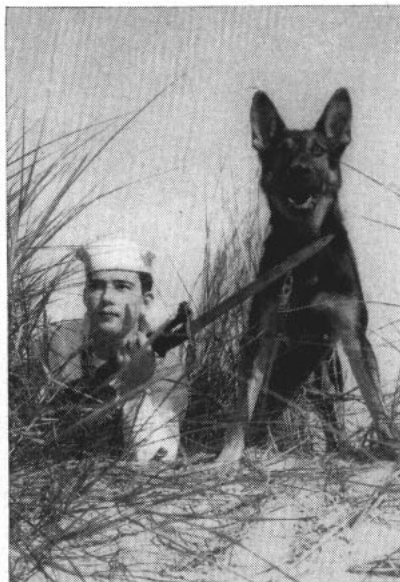
areas 10 miles square so that meteorologists on board can gather on-the-spot data and radio it to the U.S. Weather Bureau stations ashore. Forecasts and storm warnings permit trans-ocean ships and planes to avoid dangerous climatic conditions.

The Coast Guard is on the job reporting weather in both the Atlantic and Pacific. Of the 10 Atlantic ocean stations which perform weather-reporting duties for the International Civil Aviation Organization, five stations are operated by the Coast Guard, and another one jointly with the Canadian government. Four Pacific stations are also operated by the Coast Guard between the west coast and Hawaii and south of the Aleutians.

Another Coast Guard duty in the Arctic area is that of the Bering Sea Patrol. The first U.S. ship in Alaskan waters after the purchase of the Territory from Russia in 1867 was usccg *Lincoln*. From that time, cutters were the outward symbol of the U.S. Government in those waters. One cutter, usccg *Bear* served 41 years on the Bering Sea Patrol, carried Admiral Byrd to the Antarctic and still came out fighting in World War II.

The old Revenue-Cutter Service started ice patrols in 1913, the year following the sinking of the *Titanic* when the liner collided with an iceberg.

Life-saving is another of the Coast Guard's multitudinous tasks, assumed when the old Lifesaving Service was taken over in the 1915 merger. In



BEACH PATROLS—often just a man and a dog— nabbed Nazi spies trying to sneak in during World War II.

the 70-year period between 1871 and 1941, cutters and lifeboat stations manned by surfmen rescued 203,609 lives and nearly \$2,000,000 in property from shipwrecks and floods. To do this job, men of these two divisions had to put to sea in the worst possible weather.

"The regulations book says you have to go out," declared one old timer. "It doesn't say anything about coming back."

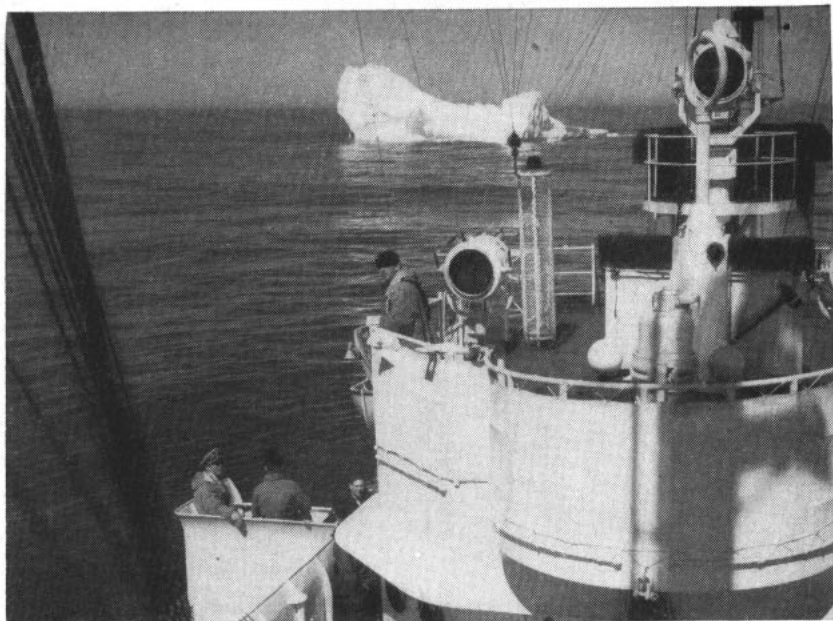
One of the Coast Guard's most important functions, playing a big role in helping the nation's defense team, is its maintenance of Loran stations.

The helping hand of the Coast Guard also reaches quickly and far out into the sea with the newer aids to aviation.

Numerous records of sea rescues from downed planes and disabled ships have made the Coast Guard Air-Sea Rescue Service famous for its activity.

Even when ships are not in distress, the Coast Guard plays a big role in bringing them safe to port—guiding them past rocks and shoals, through darkness and fog. This is done by one of the most important of all its services—navigation aids in the form of lighthouses, buoys, fog signals, radio beacons. There are more than 36,000 of these aids, and more than 500 fully manned light-houses.

The toughest job of the aids to navigation is maintenance of the 25,000 buoys distributed along the inland and coastal waterways of the



ICE PATROL vessel, the cutter *Acushnet*, reconnoiters an iceberg in northern waters. HQ will continue to plot this 'berg until it melts in Gulf Stream.

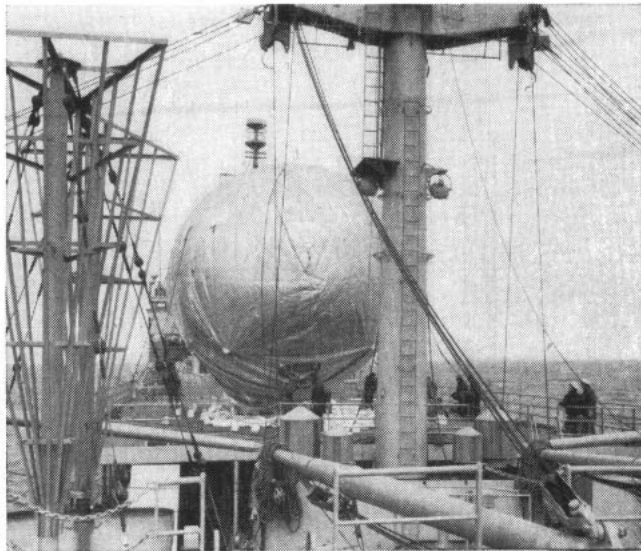
U.S., Alaska, Hawaii, the Virgin Islands and the Trust Territories of the Pacific. They have to be checked constantly. To do this work the Coast Guard has a fleet of more than 100 buoy tenders.

Now, in cooperation with the State Department, "Operation Vagabond" is another first in the long line of duties performed by the U.S. Coast Guard. In this operation it will penetrate the Iron Curtain with Voice of America radio messages.

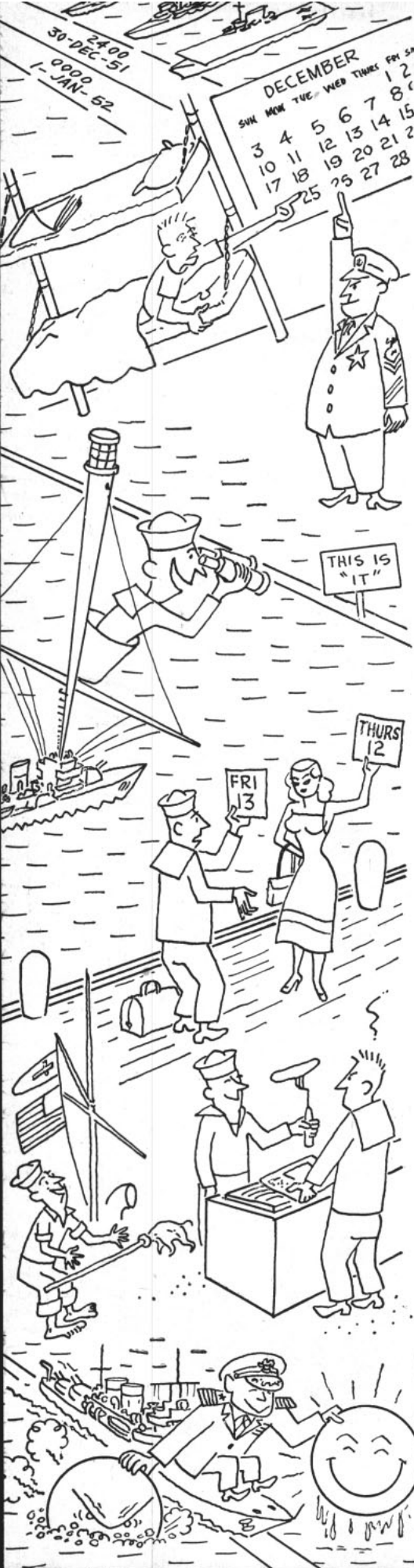
USCGC *Courier* (WAGR), an ex-Navy cargo vessel transferred to the State Department, was assigned to

the Coast Guard for operation. She is a 338-footer, 5800-ton diesel-powered vessel with a crew of nine officers and 80 men. State Department Voice of America engineers are on board to supervise operation of the transmitting gear.

Operation Vagabond is one of the newest assignments of the versatile Coast Guard and is typical of the varied jobs of this service. As Navy-men, who have worked with Coast Guardsmen in World Wars I and II, know, the United States Coast Guard makes a top notch teammate. — Harvey H. Mitchell, JO1, USN.



RESCUE is pulled off during bad '44 storm. Right: Antenna-carrying balloon is inflated aboard radio ship *Courier*.



Hot Time at the Dateline

WITH ALL the trans-Pacific sea and air traffic brought on by the Korean imbroglio, a lot of you are running into a peculiar time twist. You meet this time twist at the 180th meridian of longitude—better known as the Date Line.

The whole substance of this time twist is that a ship crossing the date line jumps the calendar ahead a full day—or repeats a day. There is nothing difficult about this “jump ahead or repeat” concept in itself. You merely cross out a date on the calendar or put a ditto sign under the calendar date.

The tricky part of this time twist is determining which is which—repeat or jump ahead?

An old-time chief quartermaster, veteran of the San Francisco-Manila run, used to keep himself straight by reciting this rhyme:

Eastward bound, from Orient to USA,

Drop the calendar back one full day.

But if your ship is cruising westward instead,

Push the calendar one full day ahead.

The chief would begin reciting this ballad about two days before his transport was due to cross the Date Line. He had to do this in order to protect himself. Throughout the ship he'd hear the old argument—it's still going on—“We gain a day. No! We lose a day.”

All this talk about gaining and losing tended to throw the chief off his calculations.

In a gain-versus-loss discussion no one is right. A ship either drops back a day (going from west to east) or it skips a day (going from east to west). And it does not change the time of day when it makes the change.

Suppose a transport is proceeding from Kobe, Japan, to Seattle, Wash. It is late Sunday afternoon and the mess cooks on the chow line are serving cold cuts, hot

chocolate and vanilla cake. The navigator has determined that the ship will cross the Date Line at 1745

At 1745, the word is passed that the ship has crossed the Date Line. The mess cooks, being conscientious, rush down to the chow line, toss out the cold cuts, chocolate and cake and set up frankfurters, sauerkraut, tea and cookies. Once again it is Saturday and the time is still 1745.

So far as clocks and calendars are concerned, this ship is back where it had been 24 hours ago. Does it lose a day? Gain a day? Actually it drops back a day and at most it repeats a day.

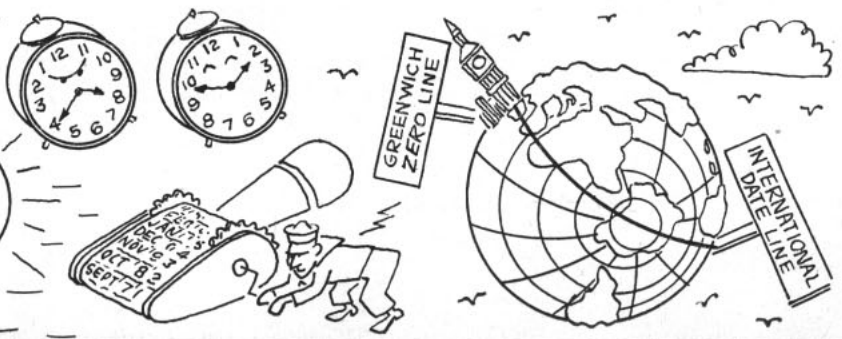
In practice, ships don't go about this matter so rigorously. Commanding officers, or group commanders in the case of a formation of ships, usually order the calendar adjusted at 2400. By making the change at midnight, a complete day can be skipped or repeated with no dangling hours. Value of this is that it keeps the shipboard watches and records straight.

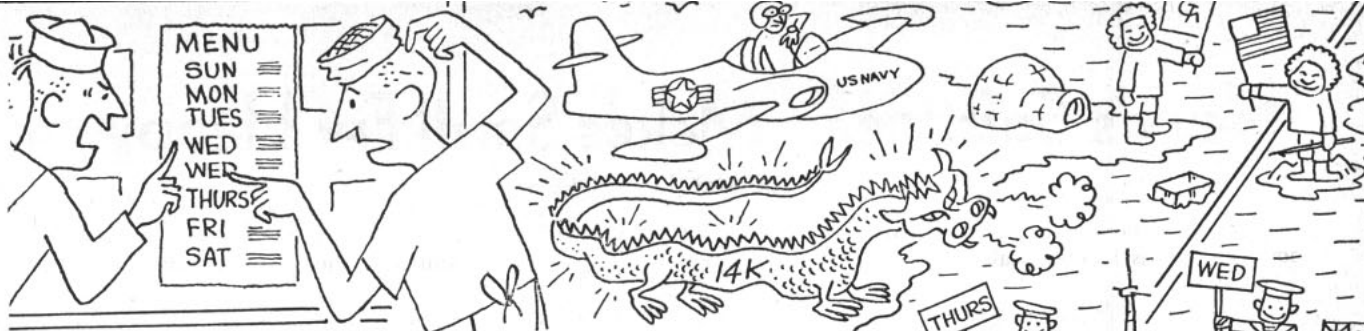
Consider an east-bound ship that reached the date line at 1000 of a Thursday. The week's commissary records would indicate a lonesome Thursday breakfast, a Wednesday dinner and supper and then three Thursday meals.

Anticipating the date line crossing by 10 hours, the CO could have had Wednesday “come in” at midnight and kept the records straight.

No harm is done by jumping or delaying the gun for a few hours. A ship is its own little world out at sea and the navigators and communicators use the world-wide time of Greenwich, England, regardless of the ship's location.

Many persons wonder about the reason for the existence of the Date Line. This generally north-south line is a rather recent development in the history of navigation. It was adopted as the logical place to





change date since the meridian of 180° was the antemeridian of the zero, or Greenwich Meridian. This was the outgrowth of the International Meridian Convention of 1884.

Existence of the time zones is a reason for the date line. There are 24 standard time zones. Each zone differs from the zone to the east and the zone to the west by an hour. With 24 hours spread over the globe, and with 12-hour clocks in general use, confusion would result if there were no date line.

The old day has to die out somewhere so the new day can begin.

Let's see what would happen if there were no Date Line.

Suppose you boarded a Navy R4D at North Island, San Diego, and started on a round-the-world flight flying eastward. In your trans-U.S. flight you'd set your watch ahead three times.

As your plane continued east—against the sun—you'd be 12 hours ahead of San Diego when you were over the Persian Gulf. When you reached Pearl Harbor, T.H., your watch would be 22 hours ahead of San Diego timekeepers.

Arriving back at San Diego at the end of the last leg in your round-the-world tour, regardless of how many days the trip took, you would find your watch clocking off a full day or 24 hours ahead of San Diego clocks. Your calendar would indicate 15 March, for instance, while your greeters' calendars would show 14 March.

This artificial situation would arise because of the requirement that you set your watch one hour ahead on reaching each new time zone (on an eastward trip). To counteract this situation imposed by man-made time zones, another artificial condition had to be adopted—the Date Line.

There is another reason for the Date Line—one soon encountered by navigation students.

Go back to the 24 time zones.

The fact that each time zone has a different hour means that the 24 hours of the day exist at the same instant. As you know, a new day comes in at midnight. Midnight, in turn, comes in progressively from zone to zone and east to west.

Since the date does not change at the same instant all over the world, two different dates exist somewhere on the earth at the same instant. Midnight furnishes one boundary between the two dates. If mariners and aviators who change longitude extensively in their long voyages or flights didn't have a second boundary, dates would back up and overlap. Consequently, the Date Line came into logical use as the second boundary line.

The 180th meridian of longitude as the Date Line was informally adopted for a couple of logical reasons. First, its location is conveniently half-way around the globe from the "zero" line of Greenwich, England. Second, it scoots down a relatively isolated section of the earth, the central Pacific.

At some points the Date Line deviates from the 180th meridian to keep the same date in a group of islands. It zigs to the west at the Aleutians. Further south, at the Fijis, it zags to the east.

All this time juggling and date changing brought on by two dozen time zones and a zig-zagging date line might cause a man to be apprehensive after a long haul to the Far East. If his ship made several time-zone jumping cruises while on the opposite side of the earth from the U.S., he might begin to think he'd never get back in step with Stateside time and dates.

No need for worry, though. No matter how much traveling you may do, when you get back to the States, you'll come out even. Your watch and calendar will agree with those of the local Stateside port. It works out that way.—W. J. Miller, QMC. USN.



Navy's Soft Heart Makes Small Fry Happy

IN THE HEARTS of even the most rugged sailormen there's a soft spot. This spot is for the small fry. Not only American but also Japanese children, bambini from Italy, youngsters from the Philippines, the Eastern Mediterranean, North and South Korea have all felt the generosity of Navymen.

In the Philippines, for instance, sailors have converted the hull of a wrecked PBM-5A into a playhouse. The big patrol plane had been rendered unfit for service by an errant typhoon that swept down on the Sangley Point seaplane ramp.

The hull of the flying boat was towed to the base's recreation area, all rough surfaces covered, ladders replaced by stairs with handrails

Aided and Abetted by Softies

In the Service, Filipino

Kids Make a PBM a Playhouse

and hatches covered with plexiglas. Inside, the ex-plane was decorated with comic book characters. Outside a dragon was painted on the hull.

No telling how many children will enjoy the sailor-made play house. Thousands, most likely. But the affection of sailors isn't limited to large groups.

Crewmen of *uss Helena* (CA 75) wished to celebrate their return from Korean waters by giving

money to a youngster "deprived of a proper start in life."

Learning of the plight of seven-year old Terry Wayne Ellis from their namesake city, Helena, Mont., they contributed \$6,500. This sum will cover surgery expenses necessary to overcome a physical malformation the lad suffers. Money left after the medical expenses will help provide an education for Terry, who is a ward of the state.

Sailors from another fleet — this time the Atlantic—extended a helping hand to a child in another fashion. The crew of *uss Hawkins* (DDR 873), which had just returned from a European cruise, adopted a European war orphan.

This was done through the "Foster Parents Plan." To "adopt" a child for one year, \$180 will do the job. *Hawkins'* crewmen over-subscribed the amount and the additional money provided CARE packages for needy European families.

The tradition of "looking after the kids" takes shape in parties. These might be Fourth of July parties, Thanksgiving parties, Christmas parties—or festivities occasioned by a ship's visit to port.

Recipients of the sailors' good will are usually children from local orphanages or underprivileged children who muster with the local welfare agencies. At other times, the party guests are offspring of Navy folks.

Sometimes the youngsters visit the ships or bases; other times the sailors go to the children. Often, each child is paired off with a "duty daddy" who makes sure that his little ward gets a full ration of "eats," gifts and fun.

Here is a typical list of parties held by ships and shore base activities in recent months.

- *uss Estes* (AGC 12) at Inchon, Korea—the crew entertained 160 boy and girl orphans whose parents were lost during the 1950 amphibious landings or in the fighting that followed. The little guests were given a full-size holiday dinner followed by gifts.

- Naval Air Station, Pensacola, Fla.—Two hundred underprivileged youngsters from the Pensacola area went to a three-star party. After the animated cartoons and turkey din-



SEA STORY told by Robert Heckman, TM2, USN, *Prairie* police PO, entertains children waiting for fathers' arrival in U.S. aboard ships of DesDiv 91.



PLANE FACTS are pointed out to a couple of Korean kids by Carson Hughes, SA, USN, during a visit by 600 school children to the Atsugi Naval Air Station.

ner, the gifts were handed out. Along with baseballs, bats, watches, cowboy side arms and dolls, each child received a complete outfit of clothing, from underclothes to overcoats.

- *uss Franklin D. Roosevelt* (CVB 42) at Naples, Italy — Approximately 200 Italian orphans were treated to movies in the hangar bay, a magician's act and a band concert. This was topped off by "eats" and gifts.

- *uss Jason* (ARH 1) at Sasebo, Japan — One hundred underprivileged children of Sasebo hastened to *Jason* for a Christmas party. Each child received a complete outfit of clothing, from shoes to berets for the girls and caps for the boys. In addition, the boys received a ball, bat and glove; the girls, a doll.

- Sandia Base, Albuquerque, N.M.—Over 80 boys from the New Mexico Boys' Ranch were feasted, entertained and given gifts. Complete clothing outfits and a "truckload of sports gear and toys"—topped off by a television set — were presented to the boys.

- Naval Air Station, Atsugi, Japan —Six hundred sixth-grade pupils from surrounding townships enjoyed a picnic-style outing at the air station. The children enjoyed close-up views of planes and were treated to food, juggling and magic acts.

- *uss White Marsh* (LSD 8) at

Naples, Italy — Orphan and underprivileged children, 422 in all, were treated to dinner, movies and gifts on board this landing ship, dock. The youngsters were from the most impoverished section of Naples, many living in caves.

- 1st Marine Air Wing in Korea —More than 200 South Korean orphans were party-guests at an airbase near their orphanage. The tots' gifts, donated by stateside benefactors, included toys and clothing.

- Patrol Squadron Two at Ala-

meda, Calif.—A "sailor's dinner with all the trimmings," movies, vaudeville acts and jet plane inspection was the plan of the day for 100 underprivileged children of Alameda county.

- Photo Laboratory, Naval Forces Far East—This group went to the kids. At a Tokyo orphanage, the blue-jackets passed out gifts and treated the 43 children to ice cream, cake and cookies which had been brought for the purpose from ComNavFe headquarters.

- *uss Block Island* (CVE 106) at Philadelphia, Pa.—Over 100 children from local orphanages made a tour of this baby flattop and were treated to a feast in the crew's mess hall.

- *uss Endicott* (DMS 35) at a United Nations-held island off the Korean coast—North Korean children, 35 in number, enjoyed a turkey dinner and movies—their first. The youngsters, refugees from the Communist forces, were given candy and gifts.

- Submarine Base, Pearl Harbor, T.H.—Sailors of the Mark-14 Torpedo Shop and various submarines in "Operation Christmas" mended and refurbished toys which were later given to underprivileged children of Honolulu. Sailors of Submarines *Bugara*, *Scabbardfish* and *Pickrel* entertained Honolulu youngsters. These subs saw a switch on Santa's chimney descending act. He came down the hatch—in full uni-



SHIPBOARD PARTY is given by the officers and men of *USS Oriskany* (CV 34) for a number of crippled children during New York March of Dimes campaign.



KOREAN GIRL is helped into one of the Navy coats donated by crewmen of *George K. MacKenzie* (DD 836).

form (sack of gifts and all)—and in full view of the little guests.

• U.S. Fleet Activities, Yokosuka, Japan—During the holiday celebrations, \$1,000 worth of food was collected and presented to a local orphanage. Food included frozen beef, rice, powdered milk, tea and bread.

• *uss LST 836* at San Diego, Calif.—After a tour of San Diego Bay in the ship's liberty boats, 35 young Christmas guests were welcomed on board. As the small fry were eating, they heard the voice of Santa Claus coming over the public address sys-

tem. Santa, it seems, was on the liberty landing and wanted transportation out to the ship. The "fastest boat in the world" was dispatched for Santa and his gifts.

• U.S. Naval Amphibious Base, Little Creek, Va.—Several hundred tots, offspring of local Navy folk, were entertained at a giant Christmas party. Santa arrived at the EM club in true amphibious style—in a gaily decorated DUKW.

• *uss Oriskany* (CV 34) at Brooklyn, N. Y.—Boy and girl orphans, 125 in all, were treated to a Navy meal and gifts.

• Naval Air Station, Barber's Point, T. H.—Escorted by a Honolulu police escort, 70 orphans arrived at this station for a Christmas party. Santa and his sack, in this case, came in a two-engine Navy plane.

• *uss Tarawa* (CV 40) at the French Riviera—Over 300 French boys and girls visited the "Terrible T", and were treated to a noon meal, animated cartoons and a tour of the ship.

• Submarines of the PacFlt Sub Force, serving in the Far East—Fifty-eight Japanese boy and girl orphans were "adopted for a day" by submariners. On board the boats, the six-to-fourteen-year-old youngsters were treated to the traditional good food of the underseas men. Returning to their orphanages, they were loaded down with gifts—dolls, toy guns, candy, picture books and warm clothing.

• *uss Hamul* (AD 7) at Yokosuka, Japan—Fifty-two Yokosuka or-



ORPHAN BOY, one of 100 invited to a turkey dinner on board *USS Manchester* (CL 83), gets some assistance.

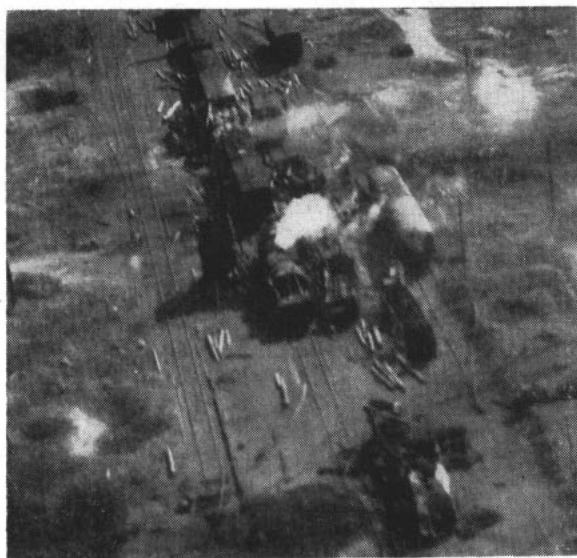
phans reported on board for a Navy dinner and a party. Twenty-six youngsters, who came without coats, were taken to a local store and fitted out. In addition to gifts of toys, all the young guests were provided with warm winter underwear.

• *uss Chloris* (ARVE 4) and *uss Megara* (ARVA 6) at Iraklion, Crete—More than 100 seven-to-12-year-old little misses from the local orphanage for girls were treated to a turkey dinner, candies and movies.

For more on the Navy tradition of looking after the youngsters, see the December 1951 issue (p. 44).



NEW COAT, a gift from men of *USS Hamul* (AD 20), is fitted on its recipient. Right: Japanese moppets gaze at SNJ.



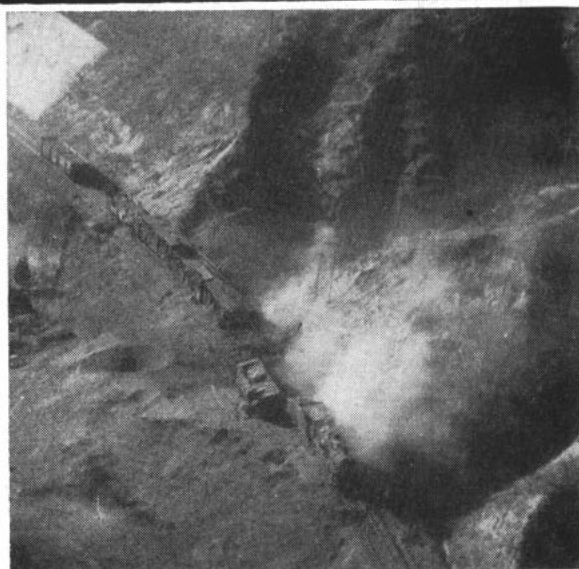
Navy's Railbusters

RANGING far and wide over the already battered peninsula of Korea, Navy and Marine fliers continue to blast juicy targets that the Communists find hard to rebuild—targets such as railroad tracks and marshalling yards, supply and ammunition dumps and bridges and viaducts, not to mention truck convoys and troop movements.

On every target run, the pilot shoots a series of pictures of his target with his gun-camera. Then, if the flak is not too bad and if his gas supply is ample, he often swings around for another camera's-eye look at the target he has just clobbered.

The accompanying photos, some of them shot by fliers from *uss Essex* (CV 9) and *uss Antietam* (CV 36) are a few of these damage shots.

TRAIN IS WRECKED by several hits by planes of carrier task force (upper left). Reading clockwise: Wingful of bombs on *Princeton's* flight deck spells bad news for enemy. North Korean train burns on the tracks. Rail bridge lies shattered. Another bridge and its by-pass show effects of damage.



Helping Hands

SOME of the most skilled sailors in the Navy ply their trade on the deck of a harbor tug. It takes a deck-hand with a sure line-handling technique and plenty of shipboard savvy to enable his tug to guide a big battleship into her berth or to shuttle an unwieldy lighter about the harbor.

However shipboard savvy is a tug sailor's long suit. Take the men at Pearl Harbor, for example. Pearl today is busy with traffic to and from Korea. But the sailors of Base Operations Service Craft handle the volume and handle it smoothly and efficiently.

During a typical day, Base Op may be called upon to fill the following requests: Send a yard oiler and yard gasoline tanker to ships in the harbor to provide fuel; send tugs and a pilot to assist five ships to enter the harbor and find their assigned berths; send another tug to ease a cruiser into drydock; send another one to put an LCI in position to be run up a marine railway; maintain the usual schedule of water taxis; and shuttle numerous water barges, covered lighters and open lighters about the broad anchorage.

Base Operations Service Craft also provides craft to transport ammunition and to carry inspection parties on tours of naval installations in Pearl Harbor. Not least among its tasks is its "refuse collection function." Garbage lighters are provided which remove refuse from ships and take it



EVERY TUG has its day—and it's a big day for a couple of Pearl Harbor Base Operations YTBs when they can shove the battleship *Missouri* to a berth.

out to sea for dumping. This keeps the harbor free from contamination.

Base Craft at Pearl was one of the first "war babies." At the start of World War II it consisted of seven tugs and 80 men. In three days, or from 7 Dec 1941 to 10 Dec 1941, the number of men zoomed from 80 to almost 600.

Early in 1941 there were only four yard pilots, all civilians. As the fleet went through its rapid expansion—and the harbor traffic increased—the need for additional pilots was magnified. Additional pilots were qualified. By mid-1945 this unit reached its maximum size, with 26 fully qualified pilots and 19 more in training. All of them were handling assignments.

In post-World War II years the

number of pilots became smaller. Today the number stands at six—two Navy and four civilian.

In the hectic days between December, 1941 and August, 1945, the "ships present" list grew from an average of 74 per day to about 450 per day. On several occasions the number of ships present at Pearl Harbor exceeded 530. The daily wartime average of ships entering or leaving Pearl Harbor topped 150.

This traffic consisted of major warships, amphibious vessels, service craft, barges, lighters, mine craft—in fact, every type that floated and flew the commission pennant. This heavy and diverse traffic also meant a full work load for the tugs, pilots and crews of Base Craft.

From 1946 until the beginning of the Korean fighting, the men and tugs of Base Craft enjoyed a little breather. Base Craft is now back in full harness, helping to keep up the even flow of seaborne material and supplies being piped to the men in Korea. At present the rate of "pilot moves" stands at approximately 300 a month.

Although Base Craft has changed in administration numerous times since its beginning, it is better prepared now to cope with an emergency than ever before. It has its own machine shops, electrical repair and carpenter shops to service harbor craft. Base Craft storage space is well stocked with equipment and spare parts for its tugs, oilers and barges.

The men who man the various yard craft are specialists in their line.



HUSTLING LIGHTERS around the harbor is another part of their job. Here tug o' war *Nokomis* (YT142) shoves an open lighter toward its assigned spot.

In working these craft, and especially in handling them, the men can learn only through experience. In the "tug boating" business there is no such saying as, "it comes natural." Why?—because no two moves are ever identical. For example, let's watch a ship that is due to arrive from sea.

The signal tower notifies two tugs that an attack transport is arriving and will moor at a specified berth. As the transport approaches the harbor entrance the tugs are there to meet it. A pilot from one of the tugs then scrambles aboard the transport.

As the transport nears its assigned berth, the pilot waves one tug to come in and take a station on the transport's port bow. When that tug is in position, the pilot signals the other tug to take a station on the transport's quarter. So far everything is going well.

With a fresh breeze blowing offshore, the transport is making her approach handily. Suddenly the breeze slackens. As the after tug prepares to send up her mooring lines to the transport, the ship starts backing down. She catches the tug in her backwash, causing the smaller ship to spin crazily away to one side. The transport finally stops her engines but it is too late—the tug is now way out of position.

Meanwhile, the reversing of the transport's engines has swung her bow toward the pier on the opposite side. The tug on the bow hangs on like a bulldog. By quickly backing down and taking a strain on its off-pier line, the bow tug straightens the ship's head and prevents her from smashing into the pier.

The after tug then makes a second approach, gets her lines over and everything is under control. The tugs can now nudge the bulky transport into the berth, take in all lines and chalk up another "pilot move" on the board back at Base Operations.

The next time, this same move might go as smooth as silk—no complications. Tug sailors are used to the many variables that make sharp seamanship so necessary. Each tug pilot must consider the direction and velocity of the wind and tide, the weight and draft of the ship to be moved, the amount of freeboard, weight and horsepower of his tug and condition of his mooring lines. To calculate the effect of these factors takes an experienced seaman.

—ARTHUR H. SWEET, BOSN, USN.



MARINE COLONEL fires .45 caliber submachine gun slugs at point-blank range at a dummy protected by one of the Marine Corps's plastic vests.

Marines Get Bullet-Proof Vest of Plastic

The Marine Corps's new body armor—a plastic fiberglass vest—already has been credited with saving lives of 18 Leathernecks in Korea. The new vest is designed to guard against fragmentation ammunition, which causes more than 70 per cent of all combat casualties.

Battlefront use of the body armor—which weighs less than eight pounds—will determine how widespread it will be used by all Marine ground forces. It is designed to protect most of the torso, like a vest, and permits freedom of movement. The body is surrounded by contoured overlapping plastic plates and a special weave of layers of nylon fabric.

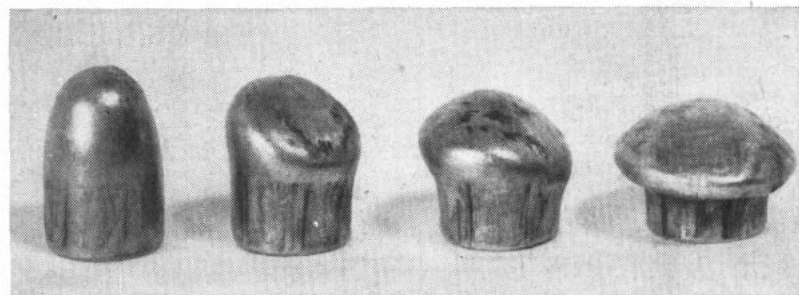
While the armor definitely is not a so-called bullet proof vest, it can

stop a relatively low-speed projectile, such as a .45-caliber bullet from a pistol or Tommy gun. Tests show the plastic plates were deformed but not broken by the bullets.

One Leatherneck lived despite a close mortar blast which sent 41 fragments into the armor of laminated plastic fibrous glass and nylon.

Another marine was wearing the vest when a four-inch-square piece of steel from an enemy 82-mm. mortar shell hit him in the chest.

The Navy's Bureau of Medicine and Surgery developed the armored vest following a series of tests since World War II at the Naval Medical Field Research Laboratory, Camp Lejeune, N.C.



SPENT SLUGS graphically demonstrate stopping power of vest. Slug at far left is normal one before firing; others hit the vest at various angles.

You Can Get a Career Education By Mail

"I MUST ADMIT this course is a little advanced for me, but I guess I can whip it if I work. Mathematics has always been my weakness and perhaps that is why I am poor at it," confided one student in a letter to the U.S. Naval Correspondence Course Center.

"Believe me, sir," he continued, "but I couldn't read a ruler until this course explained it to me so clearly. I could measure a $\frac{1}{4}$ or $\frac{1}{2}$ or $\frac{3}{4}$ of an inch, but what I mean is like $\frac{1}{32}$, $\frac{1}{16}$, $\frac{1}{8}$, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, $\frac{1}{32}$ or $\frac{11}{16}$. Those I can readily understand now. I guess maybe I had trouble because I had to leave school early to help out the family. If for no other reason I'm glad I joined the Reserve so I could take this course.

"Sir, sometime soon I'm supposed to take a professional exam in Navy mail. Can you suggest courses that I can apply for about this? If you don't want to answer, that's OK. I know you're busy."

The writer is wrong in only one respect. No matter how heavy the mail load, the Center is never too busy to answer such a message.

"This is just the sort of letter the Center is happy to receive," declare officials of the Center. "In this particular case, we were all flattered that the writer should choose to take us into his confidence. In spite of the necessarily impersonal relationship which must exist between stu-

dent and instructor in a "learn-by-mail" course of instruction, all of us at the Center are very conscious of the human being at the other end of the mailbox. This letter simply confirmed, a little more emphatically than usual, that the fellow at the other end sometimes regards us as human, too.

"Many letters similar to the above

Correspondence Courses, Born In 1950, Already Have Attracted 13,000 Applicants

indicate that most Reservists—and many Regular Navy personnel as well—are becoming aware of the exceptional opportunities the Navy is offering them to improve their general educational background as well as their professional status. We're eager to help any qualified applicant in both respects."

Now housed in a former Naval Hospital Building in the Brooklyn Navy Yard, the Center is well equipped to handle promptly the large volume of mail received daily.

In an average month, the staff of officers, enlisted personnel, and civilians processes more than 51,000 pieces of mail; grades 70,000 answer sheets, writes 13,000 letters, and

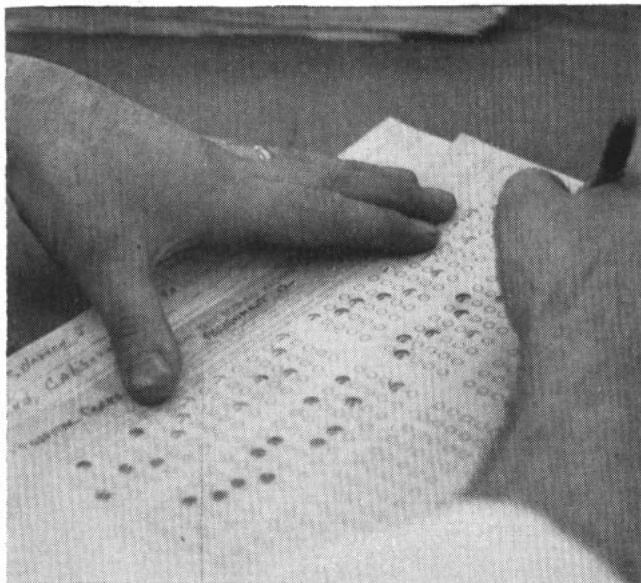
bundles 24 TONS of text books and course material in and out of the Center.

At present, more than 85,000 Navy men and women, officers and enlisted personnel, Regular and Reserve, are enrolled in approximately 170 correspondence courses conducted by the Center for the purpose of increasing their professional knowledge, studying for advancement and, in the case of Reserve personnel on inactive duty, earning retirement credits. Reserve officers on inactive duty are enabled to earn promotion points as well.

Through the administration of these correspondence courses, prepared under the supervision of the Bureau of Naval Personnel, it is the Center's job to provide Regular and Reserve naval personnel with the opportunity to increase their knowledge and understanding of the Navy and, at the same time, help them to prepare for professional advancement.

Although Regular Navy personnel are not required to take correspondence courses, they have found it is to their advantage to do so. These courses are not designed to replace shipboard training programs but should supplement such training.

Advancement in rating examinations require that applicable Navy Training Courses be completed before examination for the next higher rating, provided such courses are



CLERKS mark the completion of a lesson on record cards. Right: An overlay helps the grader score your assignment.

available. Since Enlisted Correspondence Courses are based on Navy Training Courses as texts, the successful completion of an Enlisted Correspondence Course is considered as evidence of completion of the Navy Training Course on which the correspondence course is based.

Enlisted personnel stationed at the Center are enthusiastic supporters of the courses.

"I couldn't help but glance through some of the material we were packing," says Donald G. Fox, QM2, USN, an assembler in the mail room, "and the course in Navigation looked pretty good to me. Since I was considered potential officer material, I was permitted to take it.

"I managed to pass that with a fair score—3.9—but in taking the course, I found that I was weak in math. So I took two math courses when the Enlisted Correspondence Courses were made available to Regular Navy people. I'd like to change my rate to ET, so now I'm trying to prepare myself to qualify. I'm now working on my second electronics course."

Plenty of other Navy men think the Enlisted Correspondence Courses are interesting, too. Although a correspondence course in navigation was first offered to officers as early as 1928 by the ancestor of the present Center, Enlisted Correspondence Courses were not initiated until 1950. Since that time, more than 25,000 enlisted personnel have taken at least one of the 86 courses now offered. The Center hopes ultimately to have approximately 250 courses available, covering each rate and rating in the Navy occupational structure.

The fact that the Center recently received some 500 applications for new Enlisted Correspondence Courses from one ship suggests that this method of preparing for advancement in rating examinations is becoming increasingly popular in the Fleet. An average of over 1,700 applications are received each week. Some vessels have 100 percent enrollment.

Although the Enlisted Correspondence Courses are specifically tailored to fit the needs of the typical Navy man, Officer Correspondence Courses are also available to enlisted men if, in the opinion of the applicant's commanding officer, the man is of potential officer material.

One Officer Correspondence



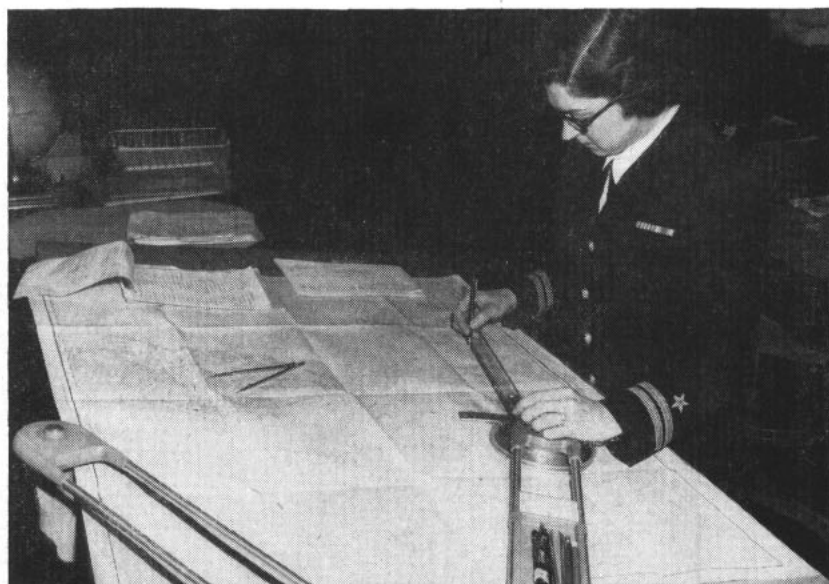
PRIZE PUPIL Monroe Wilkes, AD1, of USS *Megara* (ARVA 6), has knocked off 13 correspondence courses in 13 months despite newly acquired broken finger.

Course, however, is available to enlisted personnel without requiring the endorsement of the commanding officer. This is the *Uniform Code of Military Justice* (NavPers 10971), which consists of one assignment of 149 questions and carries 4 retirement points.

"We think it extremely important that every man in the Navy be encouraged to take this course," says the Center. "The enlisted man should know as well as his commanding officer his legal rights under the

Code. We feel that by studying this course, which contains the basic features of the new military code which became effective in May 1951, he will better understand the law and thereby will be a better citizen and better Navy man. In addition, he will be better prepared for such questions on his advancement in rating examinations."

First made available in November 1950, more than 50,000 students have enrolled in the *Uniform Code*. Of the approximately 500 weekly



RECHECKING of each new course at the Center shortly after it is issued brings to light an occasional poorly worded question that must be smoothed out.

applicants for this course, about two-thirds are enlisted personnel. Although this is an officer course and passing grade is 3.4, most students pass the course without difficulty.

It isn't generally known, but students play an important role in shaping the courses they take, not only in the personal comments they make but also in the way they answer the questions.

During the initial construction of a new course, great care is taken to insure that only one correct answer is possible; that the answer is clearly given in the text; and that the question is clearly phrased. To make sure that each question fills these specifications, errors in assignments received from the first hundred students taking the new course are carefully analyzed to determine whether or not an undue proportion of students have chosen the wrong answer. If this is so, the question may be at fault, not the students. The question is studied and if faults are discovered they are corrected or the question is deleted.

The Center is well aware that student reaction to courses is of prime importance and all comments of approval or criticism are welcomed and given serious consideration. As an example of this attitude, Part I of *Fundamental Naval Electronics* is now being thoroughly overhauled, largely as a result of correspondence between the Center and students.

"We never take the attitude that



FAMILIAR BOOK—the regular Navy training course—is often the basic reference of a mail-order course.

we're infallible," says the Center. "We can't lose sight of the fact that our students are probably one of the greatest collection of experts in the world today. It helps to keep us humble."

Although some adverse criticism of the various courses is received, most of the comments are full of enthusiastic praise.

"I found the course very enjoyable, despite the preconceived notion that it would be deadly dull," is a typical phrase.

"The new publication on *Naval Regulations* is such a vast improvement over the 1920 edition, with which I struggled in a previous correspondence course, that it is indeed a pleasure to read the present document."

"Isn't there some way I can keep the book for my own use? I'd be glad to pay any amount," is another.

They may deny it, but most of the personnel at the Center are somewhat awed by their responsibility in guiding one of the world's largest classrooms. They're doing their best, but they can't do the job alone. You can help make their job easier by following these few tips:

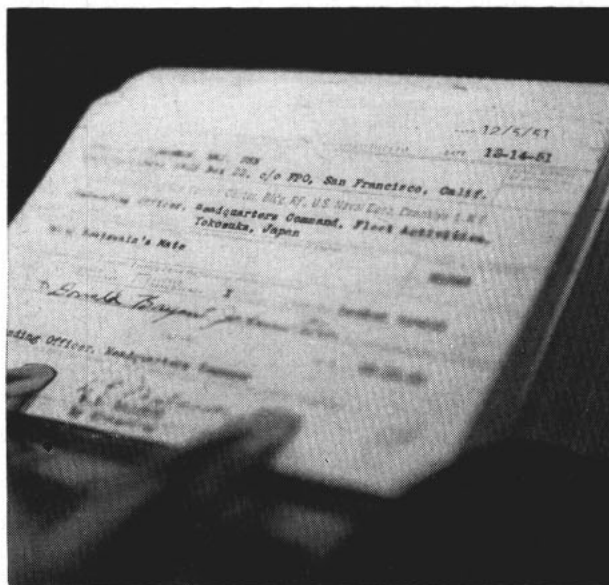
- Don't forget to get the endorsement of your commanding officer on your application. This endorsement should give the name, title, and mailing address of the endorsing official. This is essential. Many applications must be rejected because of failure to secure the proper endorsement.

- Be sure to write your name on every answer sheet and other correspondence. All material is separated as soon as it arrives at the Center; if your name isn't on each piece of paper, it will be lost.

- Don't forget to date each assignment. It helps the Center to keep track of your credits and may have an important bearing on retirement.

- Don't ask to take more than one course at a time. Except in very exceptional cases, it can't be done.

- If in doubt as to which course you should take, ask your educational



FORM 977, your passport to learning, looks like this. Right: A seaman checks a posting wheel full of 977s.

officer or write to the Center for guidance. Experts will be glad to give you personal advice on a curriculum specifically fitted to your needs.

A complete list of courses and the regulations covering the correspondence course program are included in the following publications: *Catalog of Officer Correspondence Courses* (NavPers 10800); *Catalog of Enlisted Correspondence Courses* (NavPers 91200).

Copies of these catalogs are available upon request from your commanding officer.

As new courses become available, they are announced in *ALL HANDS*, *The Naval Reservist*, and the *Naval Training Bulletin*.

Teak Decks for Carriers

Teak, a durable wood from tropical Asia, was used for the flight deck decking on the Navy's first aircraft carriers. Succeeding aircraft carriers, however, had flight decks of Douglas fir, a domestic wood from our Northwest. Once again, teak decking is being used on our flattops.

Experience had shown that Douglas fir decking was adequate for flight decks, until recently. The heavier and faster aircraft now flying on and off of our flattops caused excessive wear and splintering of fir decking, with resulting excessive repair costs. Scorching jet exhausts added to this wear.

The qualities of teak made it the choice for better flight decks. Teak is in relatively short supply, however. In order to have enough teak decking, teak strips about one-inch thick were glued to Douglas fir. Recently developed adhesives and manufacturing techniques have made this laminated construction practicable.

About 25,000 square feet of this laminated teak-fir decking were laid on *uss Oriskany* (CV 34), in the area subject to greatest wear. Over 10,000 landings of both propeller and jet driven aircraft proved the laminated teak-fir decking much superior.

In view of the above highly satisfactory service, the Navy has adopted laminated teak-Douglas fir as the standard flight deck decking in the areas of greatest wear. The CVBs won't be affected by the teak-fir change over as they have all-steel decks.



WITH PRACTICED EYE Everett Kirby, PIC, USN, of *Prairie* scans the proof sheet of a job before the type is locked in its form and sent to presses.

Floating Print Shops Supply Needs of Cans

Everyone on board a destroyer tender has plenty to do when there are tin cans alongside. The men in the ship's print shop are no exception.

Since the destroyers themselves, unlike larger combatant ships of the Fleet, have no space for print shops of their own, most of their printing jobs such as supplying additional log sheets, message blanks and letterhead stationery

and providing revisions for the ship's organization book must be turned out for them by the tender.

In addition to such demands from the cans, tenders like *uss Prairie* (AD 15), which doubles as a flagship for ComCruDesPac, must also produce printed material for the flag. To fulfill both ends of this assignment, the *Prairie* printers work an around-the-clock schedule.—H. G. McMullen, JOSN, usn



INSTRUCTIONS on how to set copy on his machine are given Robert Holaday, P11, by O. E. Harrington, PIC, the shop's production manager.

Brief news items about other branches of the armed services.

★ ★ ★

BOMB DISPOSAL TEAMS of the Army Corps of Engineers have inspected or cleared over 15 million acres of land used as bombing and gunnery ranges during World War II. This land, now returned to civilian use, had been declared surplus to the needs of the armed forces but it was first necessary to remove unexploded missiles.

Value of the returned land is estimated at \$700,000,000. It has been cleared at about 20 cents an acre. In this operation, underway since 1947, thousands of tons of scrap metal have been reclaimed and returned to industrial uses.

Sizes of the areas inspected or cleared range from a 55-acre patch in Florida to the five and one-half-million-acre area in southern California and Arizona which was used as a desert training center during World War II.

★ ★ ★

A PIGGY-BACK HELICOPTER, powered by two small jet engines and designed so that it can be dropped from a larger aircraft, is being developed by the Army Ordnance Corps.

The new 'copter, designated the XH-26, is planned for use in air evacuation, transport and supply as well as for observation. Two men can unpack the 300-pound aircraft and put it in flight in approximately 20 minutes.

The 'copter is basically a one-man ship powered by two 16-pound pulse jet engines, one on each of the rotor blades. When loaded for flight, the plane will weigh about 700 pounds including the pilot, radio and fuel. Top speed of the midget is 80 miles per hour with sustained flight time of one and one-half hours without refueling.

Operation and maintenance are simplified in that each engine has only one moving part which can be replaced in a few minutes at low cost. The XH-26 can burn gasoline, kerosene or diesel fuel oil.



FOR AIR EVACUATION—This small, 330-lb., pulse-jet helicopter can lift two patients in litters attached to its sides.

CHASING GIRLS is the potentially dangerous task of crewmen of the 54th and 56th Strategic Reconnaissance Squadrons (Medium, Weather) based at Guam and Japan.

Explanation of their female-tracking activities lies in the current practice of giving girl's names to the many typhoons it tracks down each year.

During the 1951 typhoon season the 54th at Guam pursued the "girls" on a total of 116 missions. In the vast expanse of the Pacific, the 56th (based at Japan) often teamed up with the 54th to chart the antics of such ugly-lovelies as Georgia, Hope, Iris, Joan, Kate, Louise, "Marge-the-terrible," Nora, Ora, Pat, Ruth, Sarah, Thelma, Wanda and Amy—15 very destructive "damsels."

Each potential storm reported in the area covered by these squadrons is given a girl's name—following in alphabetical order after the last previous typhoon. Then one of the squadrons' WB-29 Superforts is dispatched from Guam or Japan to penetrate the storm and collect the necessary weather data.

Just how tough can the "girls" be? A case in point is "Ruth-the-killer." She took a toll of 340 dead, more than 1,000 injured, and an estimated property damage of \$575,000,000. However, the teamwork of the 54th and 56th squadrons in giving advance warnings of the storm's path kept damage to American military installations at a minimum and greatly reduced the typhoon's toll elsewhere.

These weather reconnaissance missions often require more than 12 hours' flight into the storm center's "eye" and in "boxing" the outside edges.

★ ★ ★

PICTURES OF ENEMY TROOPS which show their numbers and deployment can now be taken by a special aerial camera and the continuous film can be developed and printed immediately by an operator. Ground forces receive the film dropped from the plane in cardboard tubes with red streamers and thus ascertain enemy strength and positions more quickly than ever before.

The new camera is a development of the USAF Photo Reconnaissance laboratory, Dayton, Ohio, and is in service in Korea. Designated the S-11, the new shutterless aerial strip-camera makes sharp pictures at speeds up to 3,000 mph. At an altitude of 500 feet it takes pictures of such microscopic accuracy as to show the grain of wood in railroad ties. It is operated automatically so that exact exposures are obtained independent of the pilot. With the flick of a switch the pilot can start or stop the camera's operation.

Flying over a grounded bomber plane, the camera produces pictures which make each rivet on the bomber visible. Its wartime value is obvious and engineers say its use may eventually make shutter-type aircraft cameras obsolete.

Pictures are recorded on a moving strip of film that passes over a slit aperture in the belly of the plane. Film movement is synchronized to the plane's speed over the ground by photoelectric cells which automatically register light and dark images beneath the plane and which send this to a computing device. With all its accessories the S-11 weighs 150 pounds.

IN ARCTIC WINTER DARKNESS, an Air Force C-47 made a spectacular rescue of a seriously ill airman, while the plane was still in motion.

Scene of the rescue was 900 miles from Greenland AFB at Narsarsuaq, a weather station on the eastern shore of Baffinland. The outpost weather station has no airport.

An emergency radio message received from Narsarsuaq informed the Greenland base of the airman's symptoms. Doctors determined that immediate hospital treatment was the only way to save the man's life. After quick calculations that the ice on the river near the far-off weather station would hold a plane, an Air Rescue Service C-47 was quickly dispatched on its mission of mercy.

Arriving in darkness, the pilot brought the plane down in a long approach, with the power on. The plane skimmed over the ice, gradually settling on its skis. The pilot knew if the plane stopped to a complete halt it would freeze to the ice. While the craft was still in motion the patient was loaded on board and the plane then continued its return journey. After a refueling stop 500 miles away, the plane and patient landed safe at the home base.

★ ★ ★

AN ARTIFICIAL RESUSCITATOR, so light and compact that it can be carried in the standard gas mask kit along with the mask, has been developed by the Army Chemical Corps. The device is designed to be used by a single operator to revive victims knocked out by a gas attack.

The resuscitator is a modification of the mouth-to-mouth forced breathing sometimes used on choking babies. It consists of a corrugated rubber tubing connected to the gas masks of both the operator and victim. The operator inhales clean air through his own canister and by exhaling, forces air into the lungs of the victim. The victim exhales through a valve in the side of the tubing. If he is unconscious and cannot breathe, the poison gas may be forced from his lungs by pressure on the lower ribs.

Tests have determined that the operator's lungs can exert enough pressure to overcome constriction of the victim's windpipe that usually occurs in gas poisonings, which ordinary artificial respiration will not overcome.

The Army emphasizes the method is not a substitute for normal artificial respiration. The device was designed specifically for treatment of gas victims in combat.

RUBBERIZED RUNWAY—Jet aircraft fuels have a disintegrating effect on certain types of runway pavement. To meet this problem, experimental tests with rubberized runway sections are being conducted by the Army Corps of Engineers at Hunter AFB, Ga.

To determine if rubberized pavement will be more resistant, test runway sections made of asphalt and tar concrete with a mixture of natural and synthetic rubber are being subjected to rigorous use by all types of military jet aircraft.

Additional comparison tests will be obtained by construction of runway pavement panels consisting of asphalt concrete without rubber.

★ ★ ★

PAPER THERMOMETERS, expected to cost only a few cents each when commercially produced, developed by the Army to determine extent of thermal radiation of an atomic blast, are expected to be useful for other purposes such as testing the performance of gasoline engines, motors, heaters, and similar appliances.

A product of the Research and Development laboratories at the Army's Philadelphia Quartermaster Depot, the new series of thermal indicators are capable of instantly determining temperatures from 115 to 500 degrees F. They consist of white pigment coatings graduated in degrees on black paper, with each of the graded coatings designed to melt at a different degree of temperature.

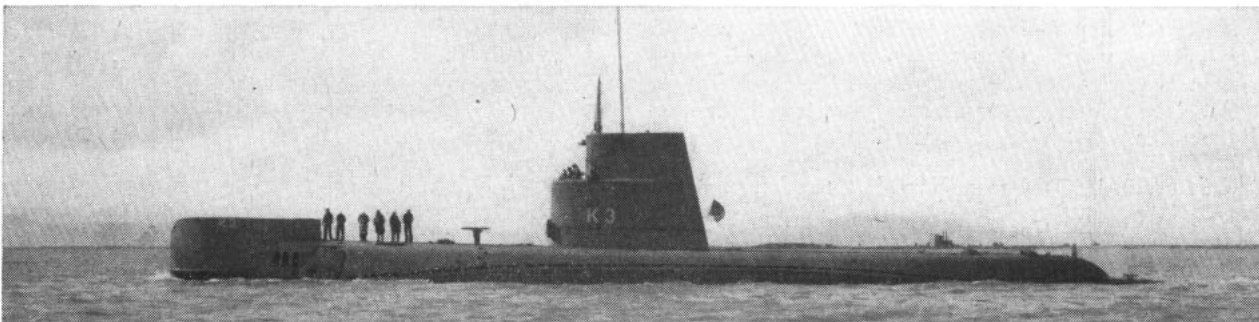
The degree of heat is indicated when the white coating melts and disappears into the black porous paper, revealing the black background. The change from white to black is not reversible and therefore a permanent record of the temperature is indicated on the paper strip.

★ ★ ★

A CARGO TRUCK, equipped with kits which will adapt it to Arctic, desert or water operation in a matter of minutes, is now in production for the Army.

The two-and-a-half-ton cargo and personnel carrier, designated XM135 and equipped with hydramatic drive is the latest version of the Army's workhorse. Like the new type jeeps, snorkel (intake) and snorter (exhaust) tubes allow the engine to "breathe" while submerged.

The transmission has four main speeds with a high and low range in each speed, making a total of eight forward speeds. Its cruising range is 280 miles without refueling. Its maximum highway speed is 60 mph. Total equipped weight of the truck is 13,000 pounds.



NEW VIEW of the Navy's killer submarine, this one the K-3, shows bulky bow housing sensitive electronics equipment.



Truce Talk Team

THE job of turning out transcripts of the slow-moving truce talks at Panmunjom in Korea is being performed by a group of experienced Navy hands. The shore-based sailors are part of the headquarters staff of Chief U.N. Delegate Vice Admiral C. Turner Joy, USN.

Practically undistinguishable from the Army and Air Force enlisted personnel on the combined staff, the Navymen wear the standard headquarters uniform—Army-issue shirt, trousers and boots with a fatigue cap on which is stenciled the letters "USN." They work and live in a tent-city at Munsan, 15 miles from the truce talk site.

The work at "Navy Admin" at Munsan begins when the delegates return each day from the truce talks. Seven yeomen turn to and type out stencil sheets of the day's proceedings. The stencils are then run off on a mimeograph machine, the pages bound into a folder and put away.

In an average day, 150 stencils and 14 reams of paper are used for the transcripts. A complete mimeographed record of the eight-month-old truce talks makes a pile almost as high as a man.

Living facilities at Munsan are not bad as Korean duty goes. Under its 104 tent-roofs, the camp has a combined movie and chapel, several shower houses, a barber shop and sick bay in addition to office space and living quarters.

Elaborate communications facilities link Munsan with the outside world. Fifty-two trunk and local phone circuits connect with Panmunjom, Seoul and Tokyo. Teletype, radio and jeep and air couriers supplement this service.

VICE ADMIRAL JOY (second from left, top left photo) examines a Chinese typewriter used at Munsan. **Top right:** Lewis Albertson, YN2, USN, readies the conference room for a meeting. **Right center:** John Lukasik, YNC, USN, leans on eight months' transcripts to mark date on a calendar. **Below right:** Billy Poole, PNSN, USN, runs a mimeograph.



LETTERS TO THE EDITOR

35 Age Limit for Consideration for WO

SIR: Is it possible under present regulations for a chief petty officer with 18 years' naval service, and 39 years of age, to be promoted to warrant officer rank if he has been so recommended on the evaluation sheet? How important is age?—W.G.R., GMC, USN.

• With the exception of certain former warrant and chief warrant officers, only those CPOs and petty officers first class of the Regular Navy who had not reached their 35th birthday on 1 January 1951 were eligible to be considered for temporary appointment to the grade of warrant officer (W-1).

All selections for temporary warrant officer appointments have been made utilizing Bureau records and the regularly submitted CPO and PO1 evaluation sheets (NavPers 1339). Applications or recommendations for temporary warrant appointments have not been solicited since all selections have been made utilizing these records.—Ed.

Wants To Be a Draftsman

SIR: I enlisted in the Regular Navy in August 1951 as SN. My previous service was with the Coast Guard from August 1942 to February 1946. I was discharged as Ship's Cook, second class.

Since then I have studied commercial art and graduated from a four-year course in one school and an 18-month course in another school. I have also had approximately 12 months' working experience in commercial art.

I would like to apply for a rating of Draftsman, Illustrator (DMI 3732), but I have been told this rating is an emergency service rating—and a Regular cannot apply for it.

Is there any way in which I could become eligible for this Draftsman, Illustrator rating?—G.W.P., SN, USN.

• There is a general service rating for draftsman (DM) for which you may qualify in accordance with the procedures established in BuPers Circ. Ltr. 12-50 (NDB, January-June 1950). The rating of draftsman, illustrator (DMI), to which you refer, is an emergency service rating which is a specialized part of the job done under the general service rating DM. Emergency service ratings are not open to USN personnel but the general service rating of draftsman (DM) is.

For qualifications required of the DM

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.

rating, see the Manual of Qualifications for Advancement in Rating (NavPers 18068).

Enlisted correspondence courses applicable to the DM rating are now available for individual self-study and are based on Navy training courses. There are courses available also from USAFI. The Navy's training manual Draftsman, 3rd is available from your Information and Education Officer.—Ed.

Honors for a Governor

SIR: We have been discussing the honors due to state governors and the question has arisen as to whether or not they rate a boat hail. Can you answer this question for us?—J.F.J.T., BM1, USN.

• There is no boat hail for a state governor. Governors do rate a 19-gun salute when leaving a ship or station after paying an official visit. In addition, governors are entitled to four "ruffles and flourishes," a rendering of the "Admiral's March," full guard honors and eight side boys. Such honors are paid the governors in the area under their jurisdiction.—Ed.

Eligibility for Purple Heart

SIR: During the fighting on Guadalcanal I received a minor wound. I reported to the aid station and had the wound dressed. Due to the hectic situation at that time, no entry of this wound was made in my health or service record. What procedure should I follow to obtain a Purple Heart Medal?—T.R.H., ADC, USN.

• Under the provisions of the act that authorized the Purple Heart Medal there are two ways in which a man may apply for the medal. First, he may submit an affidavit from the medical officer who treated him at the time he was wounded, or he may submit affidavits from at least two eye-witnesses who have personal knowledge of the fact that he was wounded as a result of enemy action and that treatment was rendered by medical corps personnel.

In either case these affidavits should be submitted to the Chief of Naval Personnel (Attn: Pers E3).—Ed.

Transfer in Exchange

SIR: I am serving on a destroyer in the Pacific and would like duty on a destroyer in the Atlantic. Is it possible for me to swap duty with someone on the East Coast?—C.R.W., SN, USN.

• Transfers in exchange are approved for enlisted personnel only in exceptional cases. When such transfers are approved, both men must be of the same rating and special qualifications and have approximately the same obligated service and rotation tour dates. One of the most important factors in such exchanges is that little or no travel must be involved. Obviously, an "exchange" among personnel on the East and West Coasts would involve considerable travel and expense. In addition, transfers must meet the approval of both commands concerned and must be in accordance with existing policies governing transfers. In this regard particular attention is invited to Article C-5203 BuPers Manual (4).—Ed.

Teleman School

SIR: I am a seaman apprentice performing the duties of a yeoman. I would like to apply for admission to a school for the teleman rating. What are the necessary qualifications and how may I apply?—F.L.M., SA, USN.

• There are Naval Schools, Telemans, Class A, at the Naval Training Center, San Diego, Calif., and Norfolk, Va. The course is 16 weeks long and classes convene every two weeks.

Potential candidates must be SAs, SNs or TE3s, possess a combined GCT-CLER score of 105, and have 18 months or more voluntary obligated service remaining on date of entry. Touch typists interested in this work are preferred.

Quotas for personnel attached to the Pacific Fleet are controlled by ComServPac while quotas for personnel attached to the Atlantic Fleet are administered by ComServLant. Personnel attached to shore duty in the U.S. should submit their requests via the chain of command to the Chief of Naval Personnel.

Full information on the proper submission of requests for quotas in naval schools may be found in NavPers 15795 and NavPers 91769, copies of which should be available at your duty station.—Ed.



Eligibility for GI Benefits

SIR: I am interested in taking flying lessons under the GI Bill, if I am eligible, at a civilian airfield that offers this training to veterans. I have been informed that I would have to present my discharge papers before I would be eligible to start training.

I have been in the Navy since 1 June 1948 and, upon expiration of my enlistment on 31 May 1950, I voluntarily extended my enlistment two more years and now I will not be eligible for discharge until 31 May 1953.

Must I present discharge papers before starting training under the GI Bill or is there another way I can prove eligibility?—E.J.R., YN3, USN.

• You are not eligible for any benefits under the GI Bill, as the law is now written. Before any veteran can obtain benefits under the GI Bill, he must show that he had some active service between 16 Sept 1940 and 25 July 1947. Your letter does not indicate any such service. Therefore, you are not, and will not be, eligible for any of the GI Bill benefits unless and until Congress extends such benefits to veterans of the Korean conflict which began on 27 June 1950. At the present time, Congress has under consideration numerous bills to extend all or some of the GI Bill benefits to veterans of the Korean war. Whether or not Congress will act upon any of these bills is not known at this time.

The educational and loan benefits provided by the Servicemen's Readjustment Act of 1944, as amended, (known as GI Bill), were designed by Congress to facilitate the return of the veteran to civilian life. One of the requirements, therefore, was a discharge or release from active service.—Ed.

Shipment of Household Effects

SIR: Shortly after I was recalled to active duty I reported to the West Coast. Soon after, my wife joined me. She had traveled cross-country and had shipped out certain furniture and clothing we needed by a trans-continental mover.

Travel allowance incident to her move has been collected by me. However, I am having difficulty submitting a claim for reimbursement of expenses resulting from the shipment of furniture and clothing. Can you tell me why this is so?—L.J.M., IC2, USNR.

• The regulations that cover shipment of household goods state that reimbursement for household goods shipped at personal expense is not ordinarily authorized. Shipment of household goods will ordinarily be made through a shipping officer.

However, in case an emergency or other compelling reason existed for fail-

On Gigs and Barges

SIR: My mess mates and I have been having an argument and are unable to find any information to settle the subject.

The question is whether the personal boat of a squadron commander is called a "gig" or "barge." By personal boat I am referring to the 35 or 40 foot covered motorboat.—G.F.G., LT, USN.

• A discussion of this subject is contained in BuShips Manual (Chapter 82). This is what it says:

"Motorboats assigned for the use of flag officers are informally referred to as 'barges.' Motorboats assigned to chiefs of staff and squadron, patrol, and division commanders not of flag rank, and to commanding officers, are informally designated as 'gigs.' However, in referring to such boats in correspondence to the Bureau, they shall be designated as 'motorboats,' and the lengths in feet and the boat registry numbers shall be stated to aid identification."—Ed.



WHICH IS WHICH?—Top: typical captain's gig. Below: An admiral's barge.



ure to have a shipping officer arrange for shipment, an appropriate authority may ratify the shipment and direct reimbursement of transportation charges to the person concerned.

If your case meets the above emergency or special case it is suggested that you submit your claim for reimbursement to the Officer in Charge, Navy Regional Accounts Office, 1331 U Street, N.W., Washington, D.C. This should be done on standard Form 1012 and 1012a.

The claim should be supported by two certified copies of the change of station orders and the originals of the bills receipted as paid in full by the carrier. Additionally, a statement should be furnished in duplicate giving the reason why the shipment was not arranged by a shipping officer.—Ed.

Transfer to Fleet Reserve

SIR: Is an enlisted man eligible to retire from the Regular Navy if he has served continuously for 15 years, stayed out for eight years, then reenlists in the Regular Navy and finishes out 20 years? If he is eligible to retire, at what pay grade is he retired?—E.M.M., BM3, USN.

• An enlisted man may retire from the Navy after 30 years active service in the highest rate in which he satisfactorily served.

Upon completion of 20 years' active Federal service, a member of the Regular Navy may transfer to the Fleet Reserve. His rating will be that in which he is serving at time of transfer. All active service, whether continuous or broken, is creditable for purposes of transfer to the Fleet Reserve. A fractional year of six months or more shall be considered a full year in computing years of active Federal service for transfer to the Fleet Reserve.—Ed.

Overseas Shore Duty

SIR: I am presently stationed on a ship in Hawaiian Island waters and will be eligible to request shore duty very soon. Can I put in a request for my choice of overseas shore duty? I would like duty at Bermuda, B.W.I.; San Juan, P.I., or Argentina, N.F. How can this be accomplished? Approximately how long does it take to get such duty?—A.D.R., RM2, USN.

• Enlisted personnel are assigned to overseas duty in Bermuda, San Juan and Argentina from among those personnel available in Atlantic Fleet units by ComServLant who maintains a waiting list for this purpose. In the Pacific, overseas duty is administered by ComServPac in the same manner.

Eligibility requirements for these lists include a minimum of one year sea duty since last shore duty or overseas duty.

Your transfer from the Pacific to the Atlantic Fleet is precluded by Art. C-5203(4), BuPers Manual. However, if you desire, you may submit a request to ComServPac for assignment to a ship scheduled for redeployment to the Atlantic. Assuming approval, you would then be in a position to submit a request for overseas duty to ComServLant at some later date. Pertinent references are ServPac Instruction 133.3 of 21 May 1951 and Service Force Atlantic Letter No. 55L-48, (revised 15 May 1950), of 24 April 1950.

Approval of a request for overseas duty would result in your name being placed on a waiting list. The length of time you would have to wait thereafter would depend upon the number of other men of your rating on the list and requesting the same localities. As this time varies widely, an accurate prediction is not possible.—Ed.

Warrant Officer Questions

SIR: Here are some questions to which I hope you can give me the answers.

1. Can a warrant officer revert to enlisted status after holding the grade for a minimum of one year, and if so, how is this done?

2. In general, what are the sea duty and shore duty tours for WO?

3. Is it true that the time in grade requirement for W1 to advance to W2 has been changed from six years to three years?

4. May warrant officers be ordered to submarine duty? If not, why the restriction?

5. Why does the Navy take a man from a billet in which he is fully experienced and send him to a billet in which he is not experienced? — G.F.K., MACH, USN.

• At the present time Alnav 83-50 (NDB, July-December 1950) is still in effect and requests for reversion to permanent enlisted status are not being granted. It is expected, however, that as soon as the international situation permits, this restriction will be lifted.

Sea-shore rotation is different for each category of warrant officer. It necessarily depends upon two factors; first, ratio of sea billets to shore billets, and second, the length of tour of duty set up for the smaller number of billets. For example, in the case of general service machinists, there are over twice as many sea billets as there are shore billets. Presently, the shore duty tour is approximately two

Accrued Leave Paid for in Cash

SIR: Is a Reservist, who is released from active duty to return to civilian life, entitled to payment for accrued leave?—P.F.H., YNT3, USNR.

• Yes. The Armed Forces Leave Act of 1946 provides that any member of the armed forces discharged after 31 Aug. 1946 having unused accrued leave standing to his credit at time of discharge shall be compensated in cash for such unused leave.—ED.

years, and the sea duty tour for general service machinists is now running a few months over four years. Of course these periods of sea-shore duty will change as new billets are authorized either at sea or ashore, and the situation will vary from month-to-month. Since Korea, the great increase in sea billets, as compared to shore billets, has gradually increased the requirement of sea duty for all warrant officers.

During the current emergency WOs may be considered for temporary promotion to CWO and assignment to warrant pay grade W2 after completion of three years service in warrant grade under current appointment. The six-year program, announced by BuPers Circ. Ltr. 201-50 (NDB, July-December 1950) and outlined in ALL HANDS, February 1951, pp. 4-5, will be carried out at the proper time to effect the permanent promotion of permanent warrant officers. Complete details on promotion of warrants to CWO and for advancement in pay grades are contained in ALL HANDS, July 1951, pp. 48-49.

In general it is not considered desirable to assign warrant officers, who are actually specialists within their particular categories, to duty in submarines. Each officer on board submarines is called upon to perform duties of widely varying nature. There is no complement, and none is expected to be established, for warrant officers involving actual duty in submarines. However, WOs in AS and ASR vessels are invaluable to the submarine service.

When a man is promoted from enlisted to officer status, he is not expected to remain in the same specialized field of his former rating which is limited to the duties of that particular rating. Enlisted men possessing the required caliber and qualifications, who are appointed to officer status are expected to further qualify themselves to fill the full and varying duties of any billet of their classification, ashore or afloat. Therefore, it is not possible to afford an officer the luxury of being a specialist within a specialty.—ED.

How To Tie a Neckerchief

SIR: I would appreciate some information on the neckerchief that enlisted men wear. For instance, what material is it made of and what is the proper way to tie it.—N.L., YN1, USN.

• According to Article 1142.1(g) of the revised edition of U.S. Navy Uniform Regulations—to be released in the near future—the neckerchief shall be made of black silk or suitable alternate fiber, plain, and 36 inches square. It shall be folded diagonally to form a triangle, then rolled tightly and placed around the neck under jumper collar.

Directions for properly tying the rolled neckerchief are as follows:

(a) Allow the right end to extend twice the length of the left from "V" of the jumper. Cross right end over the left end.

(b) Retaining hold on intersection—draw the original right end under, up and over "V", then down and under the original left end (right to left).

(c) Insert original right end in loop and draw through. The ends of the neckerchief should be equal and from four to six inches long. The knot should be centered at the "V" of the jumper.—ED.

Spell Out Iowa

SIR: The Navy Correspondence Manual (Navexos P-388) I have on hand fails to mention Iowa in its list of states and their abbreviations.

The manual lists four states that are not to be abbreviated: Maine, Utah, Idaho and Ohio. Should four-letter Iowa also be left unabbreviated?—L.C.H., YN3, USN.

• Yes, Iowa is one of the states to be spelled out in naval correspondence. A revision to the manual (July 1951) includes Iowa, which had been inadvertently omitted.—ED.

No Schools Yet on Plastics

SIR: After reading your article "Modern Navy Uses Plastics," ALL HANDS, January 1952, I have been wondering about the time when I, as a chief damage controlman, might be called upon to make repairs to plastic boats. The question in my mind is: where can I obtain training in plastics? Does the Navy have assignments to experimental stations? If so, where are they located and how do I obtain duty there?—W.D.C., DCC, USN.

• There are no naval schools at the present time giving instruction in plastics. However, experimental work is being done at the Naval Damage Control Training Center, Naval Base Philadelphia, Pa., which may be incorporated in the courses for damage controlmen.—ED.

That Shipmate Spirit

SIR: While lying in my hospital bed I read an ALL HANDS article which tells how the Navy takes care of its own. It referred to Korean casualties and their families.

The things ALL HANDS said can well be applied to my home station, the Naval Air Station at Miami, Fla. A couple of times when the going got tough for me, the fellows from the air station freely dug down in their pockets and helped me and my family through. — I.T.S., Jr., PN2, USNR.

• The above was one of the last letters written by Personnel Man Irwin T. Sparks. Shortly after the letter was written, ALL HANDS was notified that Sparks, a patient at the Coral Gables (Fla.) Veterans Hospital, had died following a lengthy and incurable illness.

The assistance given by his shipmates at the Miami Naval Air Reserve Training Unit is typical of the Navy's tradition of shipmates helping another shipmate who is bucking the tough breaks.—ED.

Reunion Announcements from Ships and Organizations Hit New High

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

• **Waves' Tenth Anniversary:** All former Wave officers and enlisted members, and Waves on active duty are invited to attend the annual reunion to be held 25, 26, 27 July 1952 at Statler Hotel, Washington, D.C. For information write Waves Reunion Committee, Box 4670, Anacostia P.O. Station, Washington, D.C.

• **uss Sloat (DE 245):** Shipmates interested in a reunion at a time and place to be decided may contact Lou Perlman, 570 Ralph Ave., Brooklyn 33, N.Y.

• **uss Pheasant (AM 61):** A reunion of officers and enlisted men and their wives is planned for 5 July, in Chicago, Ill. Persons interested should contact Philip C. Putnam, Nottingham St., Hudson, N.H.

• **302nd Naval Construction Battalion:** Fifth reunion of the 302nd NCB will be held 1, 2, 3 Aug 1952 at Harrisburger Hotel, Harrisburg, Pa. For details write Calvin Dunn, Secretary, Box 592, Follansbee, W. Va., or Harry W. Price, Jr., President, 135 W. 3rd St., Lewistown, Pa.

• **3rd Naval Construction Battalion:** First annual reunion of the original members of "The Roaring Third" will be held 15 and 16 Aug 1952 in Minneapolis, Minn. Write for information from R. L. Heutmaker, 824 Holly Ave., St. Paul 5, Minn.

• **Retreads:** A reunion of all Retreads (veterans of World Wars I and II) will be held 1, 2, 3 Aug 1952 in Boston, Mass. Contact Ross H. Currier, Chairman, 108 Massachusetts Ave., Boston 15, Mass.

• **uss Oklahoma Veterans Association:** Second annual reunion will be held 3, 4 May 1952 at Governor Clinton Hotel, New York City, N.Y. Members planning to attend contact I. J. Hetherington, General Agent, Seaboard Air Line Railroad Co., 601 Finance Bldg., Philadelphia 2, Pa., or Joseph Bacco, 1615 East Ave., Rochester, N.Y.

• **uss Essex (CV 9):** First reunion of all members and their wives is planned for 5 July at Hotel Piccadilly, 227 West 45th St., New York City, N.Y. Interested persons may contact John Giganti, 13 Mott St., White Plains, N.Y.

• **uss Massachusetts (BB 59):** A reunion and banquet for all former members will be held 17 May 1952 at Hotel Shelton, Boston, Mass. For details write Charles Sterling, Treasurer, 31 Flora St., Brookline, Mass.

• **VP-32 and VP-207:** Members and their wives are invited to attend a reunion at Daytona Beach, Fla., on 1 through 5 July 1952. Interested persons may write to Edward B. Rutledge, Box 167, College Heights, Bowling Green, Ky.

• **28 Naval Construction Battalion:** Fourth annual reunion will be held 24 May 1952 at Hotel New Yorker, New York City, N.Y. Interested persons may write to Louis Koch, 719 Grand Ave., North Bergen, N.J.

• **uss Eldorado (AGC 11):** Former members of ship's company are invited to write Charles Ruzic, 6421 South Honore St., Chicago 26, Ill., to plan a reunion of shipmates at a time and place to be decided.

• **uss Helena (CL 50):** Former members of the old *Helena* who are interested in getting together for a reunion at place and date to be decided should write to Terence Demp-

sey, 624 Morris Ave., Springfield, N.J.

• **uss LST 226:** Former members of *uss LST 226* and Staff *LST Group 37* interested in planning a reunion at place and date to be decided may write to Joe Mendoza, 309 Lynwood St., Apt. 302, Alexandria, Va.

• **uss Farquhar (DE 139):** All members interested in a reunion, time and place to be decided, may write B. L. Hoffstot, Colchester, Conn., T. A. Miller, 6748 Sprague St., Philadelphia, Pa.

• **uss William D. Porter (DD 579):** Survivors and shipmates will hold a reunion 14 June 1952 at Hotel Empire, Broadway at 63rd St., New York City, N.Y. Members of ship's company are requested to register names and addresses with the committee (whether they can attend or not). For details write LCDR Harold Seward Lewis, usn, 548 East 82nd St., New York 28, N.Y. Telephone TRafalgar 9-3124.

• **Second Marine Division Association:** The third annual reunion will be held 18, 19, 20 July at the Statler Hotel, Boston, Mass. The three-day reunion will feature a New England clambake 18 July, a fashion show and brunch for women guests followed by a banquet and dance 19 July, and the memorial service for the "Tarawa Division" on 20 July. Requests for information and reservations should be addressed to Stanley Robbins, 20 Malden St., Watertown, Mass.

• **13th Naval Construction Battalion:** A meeting will be held 21 June at the Alex F. Saldarini Post V.F.W. Memorial Home, 522 38th St., Union City, N.J. Interested persons should contact either Donald MacPherson, 48 Crescent Ave., Staten Island, N.Y., or J. M. Fitzgerald, 1814 44th St., North Bergen, N.J.

Only SH May Attend SH School

SIR: According to SecNav Ltr. 51-751 (NDB, 15 Nov 1951), a Ship's Serviceman School, Class C-1, has been established at the Navy Ship's Store Office, Brooklyn, N.Y.

I know some storekeepers are working in Navy Exchanges doing the same work as ship's servicemen. Are storekeeper ratings eligible to apply for this school through regular official channels?—V.C., SK2, usn.

• **No. Candidates for the U.S. Naval School, Ship's Servicemen (Navy Exchange Management)** are limited to SH1 and SHC as they are considered to be the appropriate rating to receive

training in the operation and management of Navy exchanges for large activities.—ED.

Qualifications for QM School

SIR: I am a quartermaster striker and would like to know the qualifications necessary to attend the Naval School, Quartermaster, Class A. Where is the school located and how does one go about getting into the school?—J.C.R., SN, usn.

• **For full information on the proper submission of requests for quotas in the Naval School, Quartermaster, Class A, located at Bainbridge, Md., refer to List of Navy Schools and Courses (NavPers**

15795) and Catalog of U.S. Naval Training Activities and Courses (NavPers 91769), which should be available in the personnel office of your duty station. Quotas for personnel attached to the Atlantic Fleet are controlled by ComServLant, and for personnel in the Pacific Fleet by ComServPac.

Qualifications for entry into this school are that the candidate must be SA, SN or QM3, possess a combined GCT-CLER score of 115, and have 18 months or more voluntary obligated service. Normal color perception is required. Leadership experience is desirable. The course is 16 weeks and classes convene every two weeks.—ED.

Waves and Husbands Together

SIR: I have heard that an Alnav came out recently stating that Waves could be transferred so that they could serve at the same duty station with their husbands. Since the personnel office knows nothing about the Alnav, could you supply any information about the directive?—V.L.M., ATAN, USN.

• The Navy has no policy which assures or prevents enlisted personnel who are married being assigned to the same duty station. No such Alnav has been issued and none is contemplated. Personnel desiring transfer may submit requests to the Chief of Naval Personnel (Attn: Pers B211) for consideration. Action taken will be dependent upon the needs of the service.—Ed.

SDs Were Considered for Pay Clerk

SIR: Which enlisted ratings are considered as sources for potential candidates for advancement to the warrant officer classification of acting pay clerk? Is there any possibility of members of the steward's branch being advanced to the grade of acting pay clerk?—E.S.M.A., SD1, USN.

• Selection boards have considered chief petty officers and petty officers first class in the rating groups of storekeeper, aviation storekeeper, disbursing clerk, ship's serviceman, commissaryman and steward for temporary appointment to the grade of acting pay clerk.

A review of the list of personnel selected and tendered temporary appointments to the grade of acting pay clerk indicates that men in the storekeeper, aviation storekeeper and disbursing clerk rating groups predominated. A small number have been appointed from commissarymen ratings, only two

Souvenir Books

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

• **Amphibious Construction Battalion One:** This Seabee battalion, formerly the 104th Naval Construction Battalion, is compiling a pictorial log covering the period 1 Jan 1947 to 1 Jan 1952. Photographs taken during various operations through this period will be published. A roster of the available names and addresses of battalion personnel will be included. Persons interested in obtaining copies may write to Public Information Officer, ACB One, Navy 3923, Fleet Post Office, San Francisco, Calif.

from the ship's serviceman rating group. To date, none from the steward branch have received such appointment.

The mission of the selection boards was to recommend those who, from a review of their naval records, appeared to be best qualified to perform the general duties required of an acting pay clerk in the field of disbursing, supply and commissary. It would appear, therefore, that—in the opinion of the selection boards—storekeepers, aviation storekeepers and disbursing clerks were considered to be better qualified to perform the general duties required of acting pay clerks than personnel serving in the commissaryman, ship's serviceman and steward ratings.—Ed.

Merchant Marine Bars may be Worn

SIR: Am I authorized to wear Merchant Marine area ribbons on my naval uniform? These ribbons were earned by me for World War II service. At present I am a Merchant Marine Naval Reserve officer on active duty.—M.J.R., LT, USNR.

• Any ribbons earned for Merchant Marine service during World War II may be worn on the naval uniform of a member of the Naval service.

U.S. Navy Uniform Regulations (1947), Article 12-2, lists the order of "American decorations, medals, badges and service ribbons." Ten Merchant Marine awards are included. These include the three Merchant Marine War Zone Bars.—Ed.

Best Comparative Record is Chosen

SIR: Would conviction by a deck court six years previous stand in the way of a man's being appointed to warrant officer or LDO status? What are the minimum GCT and ARI marks acceptable for a man recommended for warrant officer or LDO?—D.M., EN1, USN.

• A minor disciplinary offense, or court, which occurred as long as six years ago would not automatically disqualify a man from being selected. However, it would be a matter which the selection board would take into consideration when comparing the records of all individuals in order to select those whose naval records show them to be the best qualified.

There are no minimum GCT or ARI scores for men recommended for warrant officer or LDO appointments. The classification battery test score is but one of many factors which the selection board considers.—Ed.

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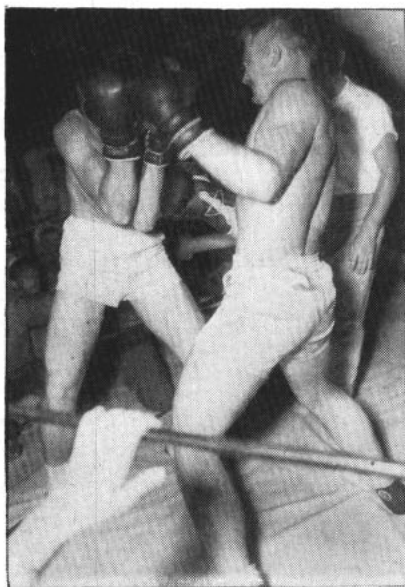
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Fun at a Tin Can Smoker

DESTROYERS, as every tin can sailor knows, are long on fighting ability but short on space for entertainment facilities for the crew.

Battleships and cruisers have ample space for a boxing ring. Carriers, with their spacious flight decks and hangar decks, can stage a softball game or even touch football games. But a destroyer hardly has room for a card table.

One answer to this problem of lack of recreation space in the destroyer Navy was hit upon by officers



RINGMEN Glendon Kemling, FC2, of *Porter* and Lex Potter, FTSN, of *Van Valkenburgh* mix it up during smoker.

and enlisted men of Destroyer Division 262 during a cruise by the division's four ships to the Caribbean. The ships, *USS Jarvis* (DD 799), *USS Kimberly* (DD 521), *USS Porter* (DD 800) and *USS Van Valkenburgh* (DD 656) arrived in Guantanamo Bay, Cuba, with the usual prospect of very little entertainment.

They entered the harbor and headed for their assigned berth alongside a pair of large mooring dolphins. Each dolphin, a bundle of sturdy piles bound firmly together, had for its top a fairly smooth surface about 30 feet in diameter.

Suddenly, someone had an idea. "Why not set up some sort of platform on top of one of those dolphins and have a show?"

That was it.

The four commanding officers were consulted and agreed it was a fine idea. With characteristic zeal, the program committee set out to "beg, borrow or buy" the necessary trappings—a boxing ring and musical instruments from a nearby cruiser. Ice cream and prizes were bought from ship's service. Plenty of eager talent was recruited from among the four crews.

The ships were moored two on each side of the pair of dolphins. The borrowed ring was hoisted to the top of the aftermost dolphin and lights were strung above it. Microphones and speakers were set out.

The men, filtering in from work-



QUARTET from *USS Van Valkenburgh* (DD 656) takes 'center stage' to jazz up a song for their shipmates.

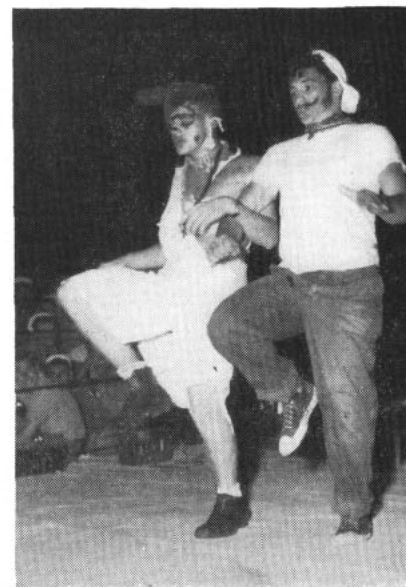
ing parties, took seats on the main decks and superstructures of the two inboard destroyers. Programs were passed out and the show was on.

Boxing matches took center stage as eight entries competed for the right to prove that their ship was the fightingest in the division. A pen and pencil set was awarded each bout winner. A rigger's knife went to the loser.

With the smoker over and all the ice cream eaten, all hands agreed that pier-top entertainment might not have been pure Atlantic City but it was at least a gallant try.



ON BORROWED HORNS, destroyer men from *USS Jarvis* (DD 799) hot up a number. Right: Duo from *USS Porter* (DD 800) does a skit on impromptu stage.



Your Navy on Guard in the Pacific Areas

CERTAIN AREAS of the map on pages 32-33 are familiar to most Navymen. They should be—for a sizeable portion of the Navy is located in this part of the world. Some regions were World War II hot spots. Others are hot spots right now. And at periods in the Navy's past, wall charts in the Navy Department have carried big red "Xs" over a few more of these areas.

For example: Quallah Battoo, Sumatra—in 1832 the Navy was there running down East Indian pirates; Korea (west of Seoul)—this was the scene of the expedition of the bluejacket "Naval Army of Korea" in 1871 (ALL HANDS, September 1951, pp. 59-63). And everyone remembers the victory of Admiral George Dewey's squadron over the Spanish in 1898 at Manila Bay, and the part played by the Marines in the Boxer Rebellion in 1900.

Once again history is being made in the far reaches of the blue Pacific. The accompanying map and these words are presented to give you a perspective of your Navy, and perhaps yourself, against the background of present events.

All U. S. ships and aircraft in the Pacific, along with the shore activities that support them, are under the control of the Commander in Chief, Pacific (CinCPac). At Pearl Harbor, T. H., headquarters, CinCPac's staff maintains schedules, controls over-all fleet operations and provides liaison with "subordinate commanders."

There are nine of these subordinate or "type" commands. The name of each is a clue to its composition: *Battleship-Cruiser Force*, *Air Force*, *Mine Force*, *Destroyer Force*, *Submarine Force*, *Amphibious Force*, *Fleet Marine Force* and *Service Force*. The ninth type command is the *Training Command*.

These type commands play a leading role in a Navyman's life, especially in administrative matters. The fact that you might be serving in a light cruiser rather than a battleship, in an attack submarine rather than submarine tender, in a shoreside amphibious training unit rather than in a Guam-bound LST—are instances of the place type commands have in your Navy life.

A type commander's action usually affects you through his personnel assignment functions. He also functions through intra-type training and assignments of individual ships or groups. In addition to the type commander and his command there is another naval activity which plays a big part in the bluejacket's life—the task force.

In actual fleet operations, the Navy requires a diversity of ships and groups. This means the participation of vessels and men from several type commands. As every Navyman knows, the most effective fighting teams are formed from different ship types, each designed for a specialized task. A division of four heavy cruisers can hit hard, but in most cases two destroyers, a small carrier and a heavy cruiser can hit harder. And the composite (DDs-CVE-CA) group is far ahead in versatility. This, in brief, is why the Navy operates in task forces.

In the Far East areas of the Pacific four more or less permanently organized task forces are now operating. Figures about the sizes and composition of these forces are classified, but it is a safe bet that each of

these task forces is a great deal larger than the composite group used as an example above.

As hard-hitting a group of ships as you will find today is operating in Japanese-Korean waters. This is the *fast carrier task force* known as Task Force 77. It consists of two or more large carriers, one battleship, cruisers and destroyers. Carrier aircraft assigned to this force do a two-fold job. First, they hack away at enemy supply lines. Second, they provide close air support for front-line infantrymen.

The battlewagons, cruisers and destroyers of Task Force 77 serve as the carriers' anti-aircraft and anti-submarine screens. They are frequently dispatched from the main body to perform special missions. At one time a dispatched ship might be picking up a downed pilot. At another time the same ship might be sending projectiles ashore in support of the ground forces. (Heavy cruiser *Rochester*, for example, was on such a support mission when with her first shot she wiped out a Red gun emplacement and 40 North Korean troops—from a distance of 13 miles.)

The *United Nations Blockade and Escort Force* (Task Force 95) is another Far East task force. On a day-to-day basis this force contains more ships than any of the other three task forces. Escort carriers, destroyers, cruisers, destroyer escorts, frigates, minesweepers and tenders are all part of this force.

As its name implies, this outfit musters the vessels of
(Continued on page 34)

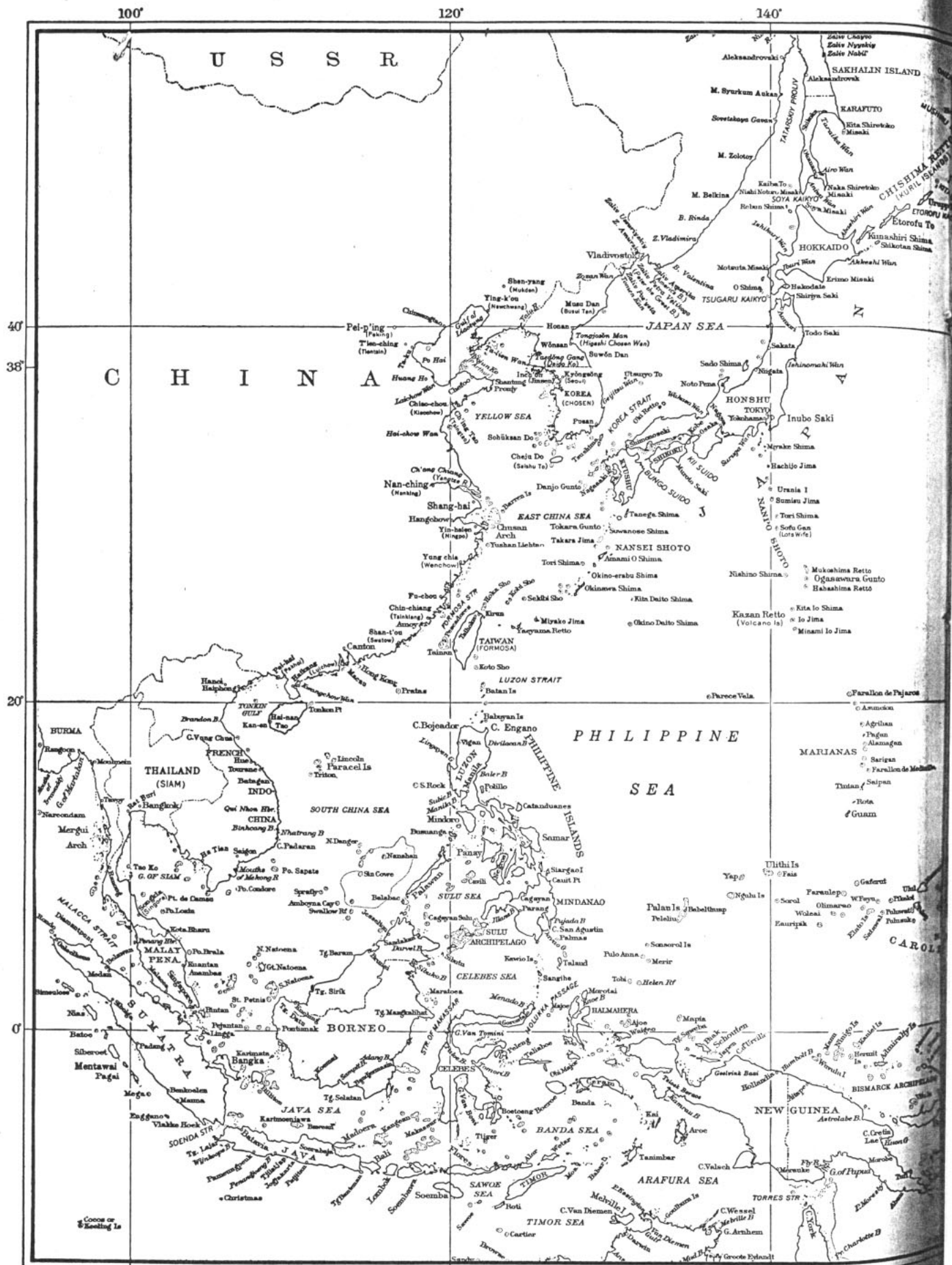
Freedom of Seas for Merchantmen

Quelling the pirates of Quallah Battoo on Sumatra's West Coast was one of the first assignments sending the U.S. Navy to the far reaches of the western Pacific. This episode occurred more than 120 years ago.

For several years, merchantmen out of Salem, Mass., had been trading with the natives of Quallah Battoo. The Yankees bartered such articles as muskets, axes and cotton cloth for pepper. In 1830, when the sailing ship *Friendship* was anchored in the roadstead, Battoo's citizens turned pirate and tried to capture the entire cargo—along with the ship itself, killing some of the crew.

First, they enticed the skipper, the mate and part of the crew ashore on a ruse. Next, they stormed the ship, killing three seamen in doing so. Then they tried to kill the shore party. (Award to the skipper's murderer—\$1,000; to the killer of the mate—\$500; to the killer of a seaman—\$100.) The Battoo pirates were over-eager, however, and in their clumsiness the shore party made its escape.

Learning of this act, the Navy dispatched U.S. Frigate *Potomac*. A combined leatherneck-bluejacket landing party stormed ashore and captured the Quallah Battoo forts. *Potomac* followed up by bombarding the town. From then on out, the Battoos did their trading on a give-and-take basis.



Hydrographic Chart No.1500 47th Edition



Your Navy in the Pacific

(Continued from page 31)

several nations. It includes (or has included) units from the navies of Great Britain, The Netherlands, Australia, New Zealand, Columbia, Canada, Thailand and the U.S. In addition, it contains practically all of the units of newly-formed Republic of Korea Navy.

Task Force 95's operations are as varied as the nations represented in it. On a normal day this force may provide aerial interdiction, close support of the ground forces, shore bombardment of coastal-area transport lanes and escort for Service Force ships on replenishment missions. It might top this off by making a coastal sweep in an area suspected of containing mines.

The *Logistic Support Force* (Task Force 79), third of the Far East task forces, has a mission which is defined by its title. Because of this task force, ships of other task forces are able to keep to a minimum the time spent away from the operating area. Fuel, ammunition, food, spare parts—all that is needed to keep a fully-manned operating ship and her crew "fat and sassy"—are supplied by ships of the *Logistic Support Force*.

These ships in their replenishment operations use techniques developed during World War II and improved upon during the present conflict. The sea-keeping characteristics of task forces have been increased many times over by these techniques. With this type of resupply, a task force such as the *fast carrier task force* has an additional mobility.

The backbone of Task Force 79 is the men that man such vessels as its attack cargo ships, fleet oilers, general stores ships, ammunition ships, reefers and gasoline tankers.

Probably the least known of the various Far East task forces is the *Formosa Force* or Task Force 72.

"Haulers" Serve the Fleet

Looking after the material support of the Fleet and advance areas is the job of the "haulers". (What name other than *haulers* can describe such a variety of vessels?)

Ammunition ships, fleet oilers, gasoline tankers, cargo ships, general stores issue ships—these are among the "haulers" of the Pacific Fleet's Service Force.

In the main, their job is direct support rather than point to point carrying. For instance, an MSTP ship might carry a load of machinery spare parts for destroyers from a West Coast port to a naval base in Japan. A "ServPac" general stores issue ship would then load it into her holds and steam out to a group of ships off Korea's coast. Here the spares would be swung over in an "at-sea" replenishment.

The service force is sometimes called the "A" fleet because of the initial-letter designation of most of its ships. Through these ships the force commander carries out one of his main functions—he is principal logistics agent of the Pacific Fleet Commander in Chief.

Operations of this outfit are largely preventive in nature, the force's mission being to keep the Chinese Communists from mounting an assault on the Island of Formosa.

The *Formosa Force* is maintained largely by rotating ships from other task forces. Sailors look forward to a tour with the *Formosa Force* because they make the British port of Hong Kong their liberty port.

The four above-mentioned task forces form a larger unit. In fact, they form a fleet—the *Seventh Fleet*. A component of the U.S. Pacific Fleet, the *Seventh Fleet*, has been assigned to the Far Eastern area commander (CinCFE). The senior naval officer in the Far East, ComNavFE, exercises operational control over the fleet. Tactical control is vested in Com7thFlt.

Four task forces have been mentioned as belonging to the *Seventh Fleet*: *Formosa Force*, *Logistic Support Force*, *United Nations Blockading and Escort Force*, *Fast Carrier Task Force*. But what about the *Amphibious Force*? What about the *Marines*?

Here's the picture. The *Amphibious Force* is one of those previously mentioned type commands—an administrative, training and assignment command for both ships and men.

When the course of war demands it, amphibious units are assembled to form the main body of a one-mission, many-ship task force. To it are assigned APAs, APDs, LSTs, LSRs, LSDs, AKAs, supporting destroyers, cruisers, repair ships and fleet tugs.

Like the *Amphibious Force*, the *Fleet Marine Force* also is a type command.

The major components of the FMF, Pacific are the 1st Marine Division; Aircraft, FMF; the 1st Marine Aircraft Wing (the tactical component of Aircraft, FMF); and the Pacific Troops, FMF.

Equally essential to the balance, versatility and combat effectiveness of the naval forces afloat in the Central and Western Pacific are the many and diverse *naval shore activities* located there. These are scattered throughout this area in key locations.

Some activities—such as the naval stations at Kwajalein and Midway—are relatively isolated. Other activities such as those at Pearl Harbor are grouped together to form a vast naval hub equal in size to some of the largest stateside naval hubs.

At Pearl, the Navy has a naval base, an air station, a submarine base, a communication station, a supply center, a naval shipyard, an ammunition depot and a fleet training center.

Situated nearer the field of hostilities are the various activities on Guam. Navymen on Guam operate an air station (at Agaña), a naval operating base, a communication station, a naval hospital and a naval supply depot. Some 1800 miles west of Guam is located the naval station at Subic Bay, P.I.

Playing a key role in Western Pacific Fleet operations are the various air stations. In addition to those at "Pearl" and Guam, air stations are located at Okinawa; Barbers Point and Kaneohe Bay, T.H., and at Atsugi and Yokosuka, Japan. Also at the Yokosuka base are located a naval hospital and a communication facility.

Distances are vast in the Pacific, the world's largest ocean. From the West Coast, USA, to areas of the Far East it is a 5,000-mile haul. The Navy's Pacific bases are like stepping stones at a river ford, helping to "shrink" distances from one shore to the other.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



MSTS TUG nudges a barge load of oil drums toward shore during one of the resupply missions conducted for military outposts in the Bering Sea.

Shipbuilding Program

The Navy's current shipbuilding program is going on in yards on all coasts and includes such diverse types as mine craft, picket boats, fleet oilers and patrol vessels.

Twenty different shipyards on the East, West and Gulf Coasts, and on the Great Lakes will construct these new vessels.

- Five yards will build a total of 148 picket boats. These "Mark-five boats" will perform harbor patrol functions. Forty-five feet in length, they will be constructed of wood and will have a diesel drive.

- Seven yards will build 32 auxiliary motor minesweepers. These AMS 60-class sweepers will have wood construction and will be 144 feet long, 27 feet wide (maximum beam) and will displace 375 tons.

- Two yards will turn out six 180-foot escort patrol vessels (PCEs). These steel-hulled, 640-ton vessels are revamped versions of the 1604-class PCE.

- Two yards will build five fleet oilers (AOs). A sixth AO is already under construction at a New England yard. This yard is acting as design and procurement agent for the other two yards.

This pattern—one yard making up

detailed designs and serving as central procurement agent for the other yards—is followed in the construction programs of all but a few of the larger combatant-type ships.

Scrap Metal Cleanup Picks Up

Scrap collections have increased 97 percent at naval shipyards during the past six months. When the Navy started its intensive scrap drive last June, about 8,000 tons were collected monthly. Last December the figure reached 20,000 tons.

All naval shipyards and supply depots have developed complete scrap recovery programs.

The Navy has found that the small cost of processing the scrap is more than offset by the increased prices received for the metal.

Flying Fish or Pickerel?

uss *Pickerel* (SS 524) was caught by the camera at the moment she surfaced from a depth of 150 feet with a 48-degree up-angle during training exercises off Oahu, T.H. Sonar came to the aid of Navy photographers to produce this month's cover for ALL HANDS.

The purpose of this operation was to enable the Navy's submarine experts to evaluate the sub's capabilities and characteristics of the Guppy-snorkel type submarine.

This picture was taken from *uss Sabalo* (SS 302). Her sonarmen kept *Pickerel* under observation while she was submerged and preparing to surface. During *Pickerel's* maneuvering the sonar gear delivered the constantly changing relative bearing which enabled the photographers to make this shot as she broke the surface.

Pickerel was commissioned 4 April 1949 at Portsmouth, N.H. In April 1950 she established what is believed the world's record for submerged operations by snorkelling from Hong Kong, China, to Pearl Harbor, T.H. She made the trip of 5200 miles in 21 days.

New Jet Engine Developed

Preflight tests of a new jet engine, a more powerful version of the J-48 Turbo-Wasp, have been completed and the engine will go into production this fall following a series of actual flight tests.

Following five years of research on centrifugal flow jet engines, naval aeronautical engineers have produced the new version using a heat-resistant alloy.

YESTERDAY'S NAVY



USS *Demologos* (or *Fulton*), first steam man-of-war built made successful trial runs in N Y harbor, June 1815. USS *Ranger* first ship designed as carrier, commissioned 4 June 1934. Japan met first defeat in 350 years. June 42.

JUNE 1952

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



PROTOTYPE of a new minesweeper boat that can be launched from a mother ship and operate in shallow depths, 57-ft. MSB-5 hits the water at Annapolis.

MSB for Clean Sweepdown

A new-type mine craft which embodies shallow-water sweeping experience learned in Korean operations is making its appearance. This is the minesweeping boat (MSB).

First of the new type MSBs to be launched is MSB-5. A 57-foot craft, she will be manned by a crew of six and will have a top speed of 10 knots. Other characteristics: wooden hull, diesel engines, twin screws and shallow draft.

Like motor torpedo boats, MSBs will do their trans-ocean traveling borne by larger vessels such as fleet oilers, cargo ships and LSDs. Intra-theater cruising will be provided for by their own propulsion, once on the scene.

Navy Relief 'Call' Begins

The Navy Relief Society's "Annual Call for Contributions" will be conducted again this year during the period 4 May through 6 June. Admiral William M. Fechteler, Chief of Naval Operations and President of the Society, inaugurated the "Call" in a notice to "All Ships and Stations" dated 28 March 1952.

The Society derives its support entirely by voluntary contributions of the officers and men of the service and civilian friends of the Navy. Its purpose is to assist Navy and Marine personnel and their families whenever and wherever they find themselves in real need of help, financial

or otherwise. Services provided by the Society include, besides financial assistance by loan or, where necessary, outright grant, advice on family affairs, allotments, housing, transportation and all manner of personal problems. Free visiting nurse service by its own nurses is also available where needed.

During 1951, financial assistance, in loans and outright grants, was extended to over 50,000 Navy and Marine Corps personnel and their families, as follows:

Kind of Assistance	No. of Cases	Amount
Outright grants	4,818	\$ 301,216
Loans	47,888	2,811,056

The uncertainties and difficulties of the present international situation continue to place a heavy burden on the Society in its efforts to relieve distress among the men and the families of the "Naval Community."

As a part of the general fund raising campaign, Auxiliaries of the Society in the various Naval Districts and larger Naval centers sponsor special fund raising benefits. Climaxing the fund drive in Washington, D. C., was the traditional Navy Relief Ball which was held in the historic Sail Loft and the Officers' Club at the Naval Gun Factory. The theme for this year's ball was "Old Sea Chanties" and the affair was presented on two nights, May 23 and 24. It included both officers and enlisted men.

Birthdays Within the Navy

Three components of the Navy celebrate birthdays this month. Now all in their forties, they are: Navy Nurse Corps—44; Naval Aviation—41 and Marine Corps Aviation—40.

Naval Aviation

Naval Aviation's official birth was 8 May 1911. On that day the Navy ordered three aircraft: from the Wrights, one landplane; from Curtiss, one landplane and one amphibian. Naval officers were flying before that time, however, and aircraft had flown from, and landed on board, Navy ships.

Navy air's first aircraft was a Curtiss amphibian called the "Triad" (meaning a group of three — for land, sea and air).

In January 1913, naval aviators took part in fleet exercises at Guantanamo Bay, Cuba, to prove that aircraft could be used with warships. These pilots located submerged submarines, took aerial photographs at 1,000 feet and "dropped missiles." The following year Navy planes carried out 43 days of scouting work over the enemy trenches at Vera Cruz, Mexico.

America entered the first World War with 38 pilots, less than 200 enlisted men and 54 aircraft. On VJ Day of World War II, naval aviation mustered 41,272 planes, 6,747 pilots, 32,827 ground officers and 344,424 enlisted men. There were 99 carriers afloat.

Navy Nurse Corps

The Navy Nurse Corps dates back to 13 May 1908. On that date Congress formally established the Nurse Corps. Before that time, however, nurses cared for the Navy wounded during the Civil War and nurses were on duty at Navy hospitals during the Spanish-American War.

From the time of its establishment until 1942, members of the Navy Nurse Corps had no military rank comparable to the Navy's male officers. They were, however, accorded privileges similar to those accorded other officers, even though the nurses did not hold actual rank.

In July 1942, a Congressional enactment granted them "relative rank," meaning that although they were not actually commissioned officers they held rank corresponding to that of officers in the naval service. Two years later Congress gave them full military rank. Today, Navy

nurses are officers of the staff corps and take precedence after officers of the Dental Corps and Medical Service Corps.

The first 20 Navy nurses lacked government quarters, so they rented a house near their hospital and set up their own mess. From that time the Corps grew until, at the end of World War II, the corps reached its peak strength of 11,000. While current figures on size are classified, it has been revealed that almost 400 are now on duty in ships and at hospitals in the Korean theater.

Marine Corps Aviation

Marine Corps Aviation was born on 22 May 1912. A Marine officer, who later became the Marine's first aviator, was on that day ordered to Annapolis, Md., for aviation duty.

Marine Corps Aviation entered World War I with 35 aviation personnel. They carried out anti-submarine patrols off the Azores and also served in France. Following the war, they flew support missions over the jungles of Haiti and Nicaragua, lending air support to the ground Marines fighting guerrillas and bandits.

Air support techniques pioneered in these Latin American operations later were brought to full flower in the Pacific operations of World War II.

Operating at present from both land and from aircraft carriers, Marine aircraft are providing close support to ground forces in Korea, transporting supplies and troops to the battle areas, and providing aerial reconnaissance both over the battle areas and behind enemy lines.

New Foe for Hurricane Hunters

The Navy's hurricane hunters, Patrol Squadron 23 of NAS Miami, Fla., are moving this month from their job of tracking and reporting Caribbean, South Atlantic and Gulf hurricanes, to new duty at Brunswick, Me., as an anti-submarine patrol squadron.

A newly commissioned weather reconnaissance squadron VJ-2, based at NAS Jacksonville, Fla., takes over the hurricane duty along the Florida and Gulf coasts.

Weather Squadron 2 is the second of the Navy's hurricane hunters. VJ-1 located at Seattle, Wash., provides the weather reporting service for the northwestern area.

All Hands Would Like to Publish Your Story

Have you been thinking about submitting an article or photographs to ALL HANDS?

All naval personnel—not only journalists, photographers and PIOs—are encouraged to submit to ALL HANDS material which is considered of interest or significance to the Navyman. All material which is submitted receives careful consideration.

Here are a few suggestions and pointers on the type of material ALL HANDS likes to receive, and how to submit it:

Articles are wanted on new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours in hobby shops, daily shipboard activities, dances and parties, sports and recreation, retirement of personnel after long service, training, humorous and interesting feature subjects.

Don't send in poems, songs, stories on change of command, or controversial subjects, however. And don't submit material uncomplimentary to individuals or derogatory to the service.

ALL HANDS also wants photographs of subjects following the same line as the desired articles listed above. Clear, well-identified 8 x 10 glossy prints are wanted. All persons should be identified by full name and rate or rank. Location and general descriptive information must be included.

Don't send in pictures of teams and large groups facing the camera, or photos with personnel out of uniform or in unmilitary poses—hats

cocked, pencils in pockets, sleeves rolled up, men needing haircuts, etc. Many photos received by ALL HANDS cannot be used for these reasons.

Routine photos of something every command is doing will not be used. For example, new CPOs eating their first meal in the CPO mess or a blood donor program, showing men lying on cots giving blood. ALL HANDS receives hundreds of photos in such cases, all showing practically the same thing.

Written material should be typed, double-spaced on one side of the paper. The writer's name and rate or rank should be included. If the material is being sent "exclusively" to ALL HANDS, say so.

Photos should be mailed flat with stiff cardboard reinforcement. Do not write on the back of photos with sharp pencil or pen. Do not staple or pin material to photos.

All photos and written material must be in the hands of the editor by the first of the month prior to publication. Thus, 1 June is the deadline for the July issue. Extensive research, rewriting or security clearance may hold up material for some time after it reaches ALL HANDS. Incidentally, all material is cleared for security by the magazine before it is reproduced.

Address material to ALL HANDS as follows:

Bureau of Naval Personnel
Attn: Pers G-15; Editor, ALL HANDS
1809 Arlington Annex
Washington 25, D. C.

If you have a story to tell about your ship or station, your work or your shipmates, don't wait—send it in NOW.



5000th Dive for Submarine

Secretary of the Navy Dan A. Kimball recorded a "first" in the history of the Navy's submarine service when *uss Flying Fish* (AGSS 229) made her record-breaking 5000th dive.

For the first time in naval history the squawkbox of a Navy craft carried a direct order from the commanding officer to the Secretary of the Navy: "Now hear this. The Secretary of the Navy will please relieve the bow planesman." In performing this duty Secretary Kimball reported to Charles Maglis, GM1, usn, as his relief, and the bow plane operation was in the hands of Mr. Kimball after *Flying Fish* made her dive.

Now operating as an experimental unit of the Naval Underwater Sound Laboratory, New London, Conn., *Flying Fish* stood out for Long Island Sound. The icy waters of the Sound closed over her slate-gray length of 311 feet, eight inches, as she marked the 10th year of her life by establishing the world's record for the number of operational dives. She was the first submarine to be commissioned after the outbreak of World War II.

With the Secretary of the Navy and high ranking observers and guests on board, Lieutenant Commander R. W. Phipps, usn, commanding, *Flying Fish's* linehandlers cast off her bow and stern lines. Captain G. R. Donaho, usn, the first *Flying Fish* skipper when she was commissioned three days after Pearl

Harbor, was a visitor during this record making cruise. He stood the diving officer watch. Rear Admiral R. F. Hickey, usn, Chief of Information, served on watch as the sub's helmsman. Never before in naval history was a United States submarine operated by a higher ranking crew.

With 12 war patrols to her credit and 16 Japanese vessels sunk for a total of 58,306 tons, *Flying Fish* criss-crossed 125,447 miles of Pacific patrol. Nearly nine months of her 10-year life had been spent under water.

To all hands who were lucky enough to have been on board for the record breaking 5000th dive, the CO issued "Five Grander" certificates, reading: "Be it known to all good sailors of the seven seas that (holder's name, rank or rate), did this date actively participate in the submergence of the *uss Flying Fish* (AGSS 229) on this operationally historic occasion of her 5000th dive. Be it therefore proclaimed to all true and loyal Wearers of the Dolphin that he is hereby designated a Five Grander."

Steel from Pacific Scrap

Rusting war machinery on barren Pacific islands is being salvaged by the Navy as part of an over-all scrap collecting campaign now underway. Thousands of tons of scrap, left over from World War II battles, are being stacked in huge dumps to await

allocation to private companies and subsequent shipment to the West Coast for use in steel manufacture.

On Guam alone, nearly 9,000 tons of scrap iron and steel are awaiting transport to the nation's hungry steel mills. This amount has been collected since the Navy began its "Operation Salvage" a year ago. Another 5,550 tons of scrap have been located on Guam and will be collected soon.

Elsewhere in the Pacific, other phases of "Operation Salvage" are being continued. On Saipan, where thousands of vehicles and other war implements were left unattended at the end of the war, commercial companies are under contract to reclaim and transport more tons of scrap. Similar operations are underway or planned in the Hawaiian island area and on other islands.

The collection of scrap from the Pacific islands serves a dual purpose. In addition to helping ease the nation's critical shortage of salvage materials—nearly half of all new steel is produced from scrap material—it also aids in cleaning the islands' shorelines and jungles of wartime debris. During 1951, 68½ million tons of scrap were consumed by American mills.

New Anti-Freeze Suits

An improved continuous wear anti-exposure flying suit, designed to save lives of Navy airmen who are forced down at sea in cold waters, has recently been developed by the Aeronautical Medical Equipment Laboratory at Philadelphia, Pa.

The development was jointly sponsored by the Bureau of Aeronautics and the Aviation Medicine Division of the Bureau of Medicine and Surgery.

The new exposure suit, the MK 3, is now in widespread use in the Korean theater and will be furnished to all units where the need prevails as soon as the suits become available.

The MK 3 is for continuous wear and the new improved features employ an air permeable and water impermeable fabric as the basic elements. Rubber boots are sealed to the legs of the suit and the wrists and neck are made watertight by special latex cuffs. Waterproof gloves are supplied with each suit.

Each airman is fitted with individual care, and frequent inspection should give maximum protection in frigid waters.



FEELING NO PAIN, two Fleet Air Wing 4 airmen float comfortably in the cold water of Seattle's Lake Washington in a test of the new survival suit.

Monetary Value of Navy

The Navy's "plant value"—that is, the value of our ships, shipyards, airfields, aircraft, stores, equipment and other property—is about \$40 billion.

This is the "conservative estimate" given by Secretary of the Navy Dan A. Kimball, in an address at Charleston, S. C.

Here's a partial breakdown of the evaluation:

- Navy vessels—\$18 billion.
- Shipyards and other facilities—more than \$4 billion.
- Aircraft and accessories—more than \$3 billion.
- Stock on hand, including some two million items—\$12 billion.

The Navy will spend more than \$3 billion in 1952 for military personnel.

From the current budget of \$16 billion for the naval establishment, Secretary Kimball said that \$3½ billion will go for operation and maintenance costs. The largest item is slightly more than \$7 billion for procurement and production.

Purchase of aircraft and the construction of ships take up by far the largest part of the money allocated to procurement.

The Navy, Secretary Kimball added, "has saved billions of dollars by preserving our war-built ships, thereby having them in readiness for recommissioning."

In the years since 1794, through the fiscal year 1950, the nation has spent a little less than \$170 billion to maintain the Navy.

Navy's Personnel Buy Bonds

The Navy leads all departments of the federal government in purchase of United States Defense Bonds.

The Navy's Office of Savings Bonds reports that in 1951 more than 289,000 Navy military personnel, over 50,000 marines and 308,000 Navy civilian employees were making systematic investments in Defense Bonds through the payroll savings plan.

Since the Navy savings bond program was established 10 years ago, its military and civilian personnel have invested two and one-third billion dollars in bonds. Of this total, a billion dollars were Navy civilian employees' payroll savings.

Secretary of the Navy Dan A. Kimball said in Alnav 88-51 (NDB,



YOUNG HERB gets the lowdown on the use of signal flags from his father, a battle-wise veteran of World War II, on the flight deck of USS *Leyte*.

Son of Quartermaster Follows Dad's Footsteps

The father-and-son team of Chief Quartermaster Raymond Way and Seaman Herb Way is a familiar sight around the navigating bridge of *uss Leyte* (CV 32). Young Herb wants to be a quartermaster too and is striking for the rating.

If his future career is anything like his pop's, it won't lack for excitement. Chief Way, although serving on board a carrier at present, is primarily a submarine sailor. He was on board *uss Sea Lion* (SS 315) when the submarine made a daring attack under cover of night on a strong Japanese attack force in the Straits of Formosa. Making a surface approach, *Sea Lion* loosed

a spray of torpedoes which sent the battleship *Kongo* to the bottom, the only Japanese battleship to be sunk by a U. S. submarine unassisted.

This red letter day was sweet revenge for Way and other members of *Sea Lion's* crew who had been members of the original *Sea Lion* (SS 195), the first submarine to be bombed after the outbreak of World War II. In between duty on the two *Sea Lions*, Chief Way put in another war patrol in *uss Harder* (SS 257).

Afloat, they make a smooth operating team. Around the bridge, the word is, "Where there's a will, there's a Way."

July-December 1951), that "The practice of thrift and investment of a portion of personal income in Defense Bonds is a vital patriotic service every individual may perform."

More than \$153 million were invested in one year—1951—through pay allotments by naval personnel to buy U.S. Defense Bonds.

Carrier Landing Records Soar

Here are the latest record-landing reports from the Navy's flattops now in action. *uss Wright* (CVL 49), operating in the Atlantic, reports her 41,000th landing since commissioning 9 Feb 1947, putting this carrier into the second-place berth ahead of

uss Saipan (CVL 48), previously reported in ALL HANDS, January 1952. The CVL-class record, as unofficially reported, is still held by *uss Cabot* (CVL 28).

Also among the leaders is *uss Valley Forge* (CV 45). Her most recent landing tally is 37,000. The "Happy Valley" is now serving her third Korean tour of duty.

Another record performance since commissioning is reported by *uss Antietam* (CV 36). Her score is 24,000.

On the west coast of Korea, a Marine flyer set his Corsair down to tally the 10,000th landing on *uss Bairoko* (CVE 115).

12th ND Trophy Winners

The Class A 12th Naval District Commandant's Athletic Excellency Trophy for 1951 has been presented to Naval Air Station Alameda, Calif. The trophy is given annually to the naval activity of more than 500 personnel accruing the highest number of points in 12th ND sports competition.

In the District competition, Alameda annexed first places in football, basketball, volleyball, boxing, wrestling, badminton, and golf; the baseball team took runners-up honors; bowling and tennis teams came in third; and the tennis team was fourth.

U. S. Naval Hospital Oakland, Calif., was awarded the Class B trophy. It was the first win for the Oak Knoll athletes in the five-year history of the trophy.

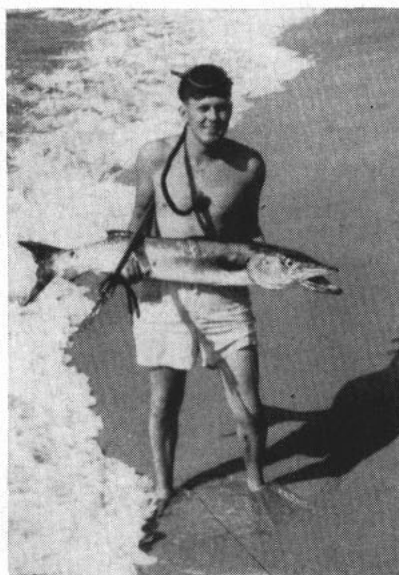
New Pistol Record

A new record for .45 pistol shooting by women Marines at MCAS Cherry Point, N. C., has been set by LT Nancy Mecartney, USMC, who scored a 299 to top the previous mark by 48 points.

A station range officer said he believed the score may be the highest ever fired by any woman Marine on qualification day. She scored better than the average male Marine under similar circumstances, and qualified for sharpshooter.



QUEEN Christine Gordon is interviewed by Ray Klynott, AM3, as new EM club opens at Trinidad, B.W.I.



25-LB. BARRACUDA was speared by W. L. Lowe, AFC, USN, in Puerto Rico during interesting off-duty sport.

Marines Win SRNC Hoop Title

The Severn River Naval Command basketball championship was won by the Marine Barracks' quintet of U. S. Naval Station, Annapolis, Md.

Bowling Tourney Notes

Keglers of NAS Key West are the 6th Naval District bowling champs.

The 11th ND championship was taken by MCAS El Toro. NAS San Diego and USNH San Diego tied for second place. The District's Women's Bowling League title was annexed by Waves of NTC San Diego.

In the 13th ND roll-offs, NAS Sand Point was first, with NAS Whidbey Island taking runners-up honors.

Naval Base, Pearl Harbor, won the 14th ND alley title. Barber's Point placed second.

uss *Tutuila* (ARG 4) won the 1952 Service Force Atlantic Fleet Bowling Tournament at Norfolk Naval Base. uss *Cadmus* (AR 14) was second, and uss *Amphion* (AR 13) third.

Transport Squadron One took top spot in the Air Force Atlantic Fleet Bowling Tournament.

The Philadelphia Naval Base Bowling League championship was taken by uss *Currituck* (AV 7). It was the first year of participation by the "Tuck" keggers in this hotly contested league.

All-Marine Contests Scheduled

In order to maintain a high level of interest in athletics, the Marine Corps has scheduled an extensive All-Corps championships program.

All-Marine tournaments will be conducted in baseball and football, and, when deemed feasible, in track and other sports.

The championships, initially, will be confined to Marine activities within the continental U. S. Activities east of the Mississippi River sponsoring varsity athletic teams are eligible to compete for East Coast championships, and activities west of the Mississippi may compete for West Coast titles. East and West Coast champions will meet for the All-Marine Corps championships.

The baseball title competition will start 7 August, with the West Coast champion acting as host. The All-Marine Corps football championship will be decided 29 November, with the West Coast champion acting as host.

Upon completion of the All-Corps baseball tourney, the All-Marine champs will again compete in the annual National Non-professional Baseball Congress playoffs at Wichita, Kans. In 1951, Camp Lejeune's All-Marine baseballers shared a three way tie for fourth place in the final "Congress" standings, and were voted the most popular team of the more than 50 competing in the tournament.

NTC San Diego Is Tops Again

For the second consecutive year, Naval Training Center, San Diego, Calif., has been awarded the Class A 11th Naval District Commandant's Trophy for excellency in sports during 1951.

Outpointing all Navy and Marine 11th ND units in athletic competition, the NTC teams annexed baseball, football, track and basketball honors. It marked the first time a single installation has won all four major sports titles since 1946 when the commandant's award was originated in the 11th ND.

Sangley Wins PI Tourney

The Sangley Point Naval Station basketball team swept to its second consecutive Philippine Command championship by defeating four finalists in succession (one by forfeit).

Cruiser Court Artists

The basketball Orioles of the re-commissioned *uss Baltimore* (CA 68) will be a strong contender for Pacific Fleet hoop honors when the basketball season's performances are tabulated.

With less than a week's practice, the team faced several Puget Sound Naval Shipyard quintets and won by margins ranging to 54 points. After but three weeks of practice, the Orioles took on the experienced *uss Princeton* team and led them all the way to a 39-36 win.

However, their most gratifying victory was realized the day before they shoved off for sea. Playing a strong Keyport Base team boasting a string of 20 consecutive victories, the Orioles forced the game into two overtime periods, winning finally by a 46-41 score.

Basketball Roundup

uss New Jersey (BB 62) won the CruLant basketball championship for the second straight year by defeating *uss Salem* (CA 139), 85-73, in the finals. The Jersey men had a season of 21 wins against one loss.

The 9th Naval District Free Throw title was won by St. Louis Naval Air Station. Marine Barracks, Naval Ammunition Depot, Hastings, Neb., was second.

Great Lakes, 1951 defending champs, retained the trophy in the 1952 9th ND playoffs. It was the fourth win for the NTC Bluejackets in the six-year-old 9th ND tourney. They also won in 1947 and 1949.

uss Sicily (CVE 118), recently completing overhaul after two Korean tours, has established an enviable record in hoop circles. Considered the top team in Pacific Fleet competition, *Sicily's* team has averaged 53 points per game, and holds victories, among others, over *uss Iowa* (BB 61), *Toledo* (CA 133), *Helena* (CA 75), *Boxer* (CV 21), *Rendova* (CVE 114) and *Navasota* (AO 106). This team also copped the ComFAir trophy and the NAS San Diego Captain's Cup.

Composite Squadron Four of NAS Atlantic City won the ComAirLant basketball title with a 95-75 defeat of FASRon-5 of Oceana, defending 1951 champs and 1952 Norfolk sectional victors.

The Quonset Flyers gained permanent possession of the 1st ND



OLYMPIC PROSPECT—Dick Attlesey, former collegiate star now a seaman, wins Sugar Bowl 110-meter high hurdles. He holds world's record for the event.

trophy by winning the district championship for the third straight year.

NAAS Los Alamitos won the 11th ND tourney, downing last year's champs, the NTC San Diego Bluejackets, two straight games in the finals. NTC San Diego Waves annexed the Women's Invitational Tournament championship.

The NAS Alameda Hellcats copped the 12th ND Class A championship. The Class B title was taken by *uss Grady* (DE 445).

The Bremerton Clippers of Puget Sound Naval Shipyard won four consecutive playoff contests to cinch the 13th ND trophy.

Top cage team in the 14th ND Inter-Service League is NAS Barbers Point, T. H.

The Adak Eagles defeated the Kodiak Navy All Stars to claim the 17th ND trophy for the sixth year in succession.

NAS Agana Flyers are the champs of the Guam Inter-Service Basketball League.

The 5th ND crown was won by NAS Norfolk. It was the fifth consecutive district trophy win for the Norva Flyers.

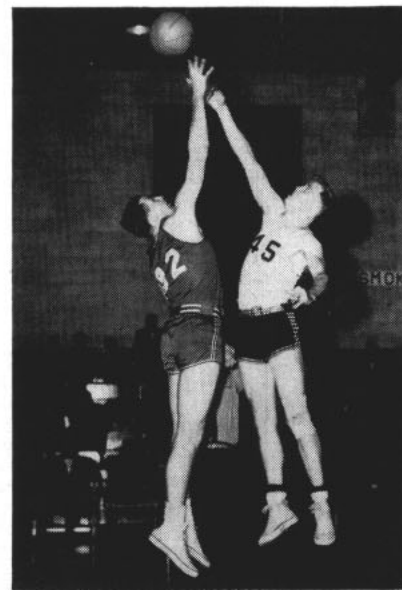
The annual CruDesPac hoop tourney for DDs and DEs was won by *uss Rogers* (DDR 876). *uss Arnold J. Isbell* (DD 869) was runner-up.

The second straight All-Western Basketball Championship title was taken by NTC San Diego. The Blue-

jackets stopped the Sixth Army champs of Fort Lewis, 57-44, in the finals.

A Commander Fleet Air, Japan, quintet garnered the trophy in the Japan Central Command Navy and Marine Far East 16-team tourney at Yokosuka.

Cagers of *uss Maloy* (DE 791) are the 1952 New London Submarine Base Basketball League champs. The DE quintet salted away the trophy by edging a base communications squad, 59-56, in the final playoff.



CENTER JUMP pits ServLant's George Noble (45) against Ft. Belvoir's Bob Wuenker. The Navy team won, 80-70.

SIDELINE STRATEGY

IN 1924, THE girls' tennis championship of the U.S., was won by a teen-age contender from Globe, Ariz. When she again took the title the following year, this young lady was well launched on a long and highly-successful career in national and international court competition. In 1927 she became a member of the American Wightman Cup Team, the nation's top-ranking squad in United States-British play, and remained with the team for the next dozen years. She won the national women's singles championship in 1932 and defended this title through 1935 to become the first woman in U.S. tennis history to win the trophy four years running. She was a member of the winning National Women's Doubles team in 1932, 1934 and 1935, and a member of the winning National Mixed Doubles team in 1934. At Wimbledon, England, in 1936, she won the British Woman's (All-Comers) Championship to be acclaimed champion woman tennis player of the world. A serious fall in 1942 took her out of tournament play, but the loss to the sports world of one of the all-time and most popular tennis greats was the Navy's gain. In 1942, she became a LTJG in the Naval Reserve and was assigned as public relations officer at U. S. Naval Training School, Bronx, N. Y. After the war she returned to private life to devote her time to writing. In

1949, however, she was recalled to duty, and now is serving in the public information office at Naval Gun Factory, Washington. If you haven't guessed by now, the person we've been talking about is LCDR Helen Hull Jacobs, USNR.

★ ★ ★

It's about time for a fish story—one on the level, yet! In a Bureau of Navigation (now Personnel) Bulletin of 30 May 1931 appeared the following gem of an aid-to-the-angler: "It frequently happens that fish remarkable for their great size are often caught, but jump out of the boat before they can be taken to a place where scales are available. Naturally, doubt is sometimes expressed regarding the reported size of the catch, but in the future there need be no further cause for doubt if fishermen will apply the following rule before rebaiting the hook (the Bureau acknowledged indebtedness to a well-known sporting goods concern for the formula): Take the length and girth, then multiply the girth squared by the length and divide the total by 800. For example: a fish 24 inches long and 18 inches in girth: $18 \times 18 = 324$ (girth squared) by 24 (length) = 7776 (total). Divide 7776 by 800 and you have 9 576/800 or approximately 9 3/4 pounds." And there we were, 40,000 feet out in the bay, and no pencil! —Ernest J. Jeffrey, JOC, USN.



Mineforce Volleyball Champs

Volleyballers of *uss Shannon* (DM 25) are the 1952 winners of the Atlantic Fleet Mineforce tournament.

Shannon's team won four straight games in a two-day round robin playoff at North Charleston, S.C. *uss Hobson* (DMS 26) took second place with two wins and two losses. In third spot was *uss Ellyson* (DMS 19) with no wins and four losses.

Quantico Wins Hoop Trophy

The Quantico Marines, in an East Coast-West Coast champions playoff, won the 1951-1952 All-Marine Basketball Championship title by taking the first two games in a post-season three-game tourney with MCRD San Diego. The host-playing Virginians had an over-all season of 37 games won in 44 meetings.

Two new marks were put into the records by the current Leatherneck champs. They have never been defeated at home in 22 contests, and the 99 points they scored against a Fort Myer, Va., five is a new single-game tally record for a Quantico Marine Corps Schools' team.

Wrestling Briefs

Matmen of NAS Whidbey Island, Wash., are the 13th Naval District wrestling champions for 1952.

The 11th ND trophy for 1952 has been retained by NTC San Diego, also winners of its second Far West AAU title, the San Diego YMCA Armed Services tourney, and the 14th ND Olympic Wrestling Trials.

NAS Alameda copped the 12th ND crown, walking away with seven of the eight titles. Treasure Island Naval Station took the heavyweight honors.

Naval Academy Preparatory School, Bainbridge, Md., annexed the Middle Atlantic Inter-Service Athletic Council cup, taking five first and three third places in competition entered by teams of military and naval installations throughout North Carolina, Virginia, Maryland, and Washington, D. C. Camp Lejeune Marines placed second.

In judo competition, Treasure Island's squad shared team championship honors with San Jose State College in the annual Pacific AAU Judo tournament conducted at San Carlos, Calif.

THE BULLETIN BOARD

Men Separated Before End Of An Enlistment Must Repay Part of Their Bonus

A portion of the reenlistment bonus paid to certain personnel must hereafter be returned to the government if they are separated before expiration of their term of service for which the bonus was paid. This is required by Public Law 217, 82nd Congress.

Take, for example, a man who reenlisted for four years but served only one of those years. Under certain conditions of discharge he is required to refund a proportionate part of the bonus. The portion to be repaid covers the period not served, which in this example would be \$120 of his \$160 bonus.

Here are the conditions of separation now requiring a refund:

- *Fleet Reservists* and *Fleet Marine Corps Reservists*—released to inactive duty prior to the expiration of the number of years service for which the bonus was paid.

- *Enlisted women*—separation for convenience of the Government in the case of enlisted women whose marriage provides the sole basis for discharge.

- *Early discharges* — Persons granted early discharges for the purpose of reenlistment for a specific reason, i.e., to attend a service school or to complete a tour of duty.

- Separation by reason of unsuitability when recoupment is specifically directed by the Chief of Naval Personnel or the Commandant of the Marine Corps.

- Separations by reason of disability resulting from misconduct, wilful neglect, or incurred during unauthorized absence; separations for misconduct (as provided by Art. C-10313, *BuPers Manual* or Para. 10-278, *MarCorps Manual*); separations by reason of approved sentence of a court martial, or unfitness; and finally, as a result of writ of habeas corpus when directed by the Chief of Naval Personnel or the Commandant of the Marine Corps.

All available items of pay and allowances will be used to liquidate the resulting indebtedness prior to

5000 Line and Staff Officers Selected for Lieutenant

Approximately 5,000 line and staff officers of the Regular Navy and Naval Reserve on active duty have been selected for temporary promotion to the grade of lieutenant.

Selection boards, which convened on 22 January, considered lieutenants (junior grade) who reported for extended active duty prior to 1 July 1951. Eligible male line officers included LTJGs with date of rank prior to 1 July 1949. Eligible women line officers included LTGs with date of rank prior to 2 July 1949. Staff officers were eligible along with their line running mates.

Promotion is being effected in three increments—1 April, 1 May and 1 June 1952.

Complete details are included in BuPers Circ. Ltr. 56-52 (NDB, 31 Mar 1952).

discharge — with the exception of mileage and savings deposits. However, a person may make a cash deposit to offset the checkage.

The checkage is computed by multiplying the total amount of the bonus paid by the ratio that the unexpired portion of the enlistment bears to the total enlistment period for which the bonus was paid. Any fraction of a year served is considered a full year when computing the amount of the refund.

As an example of this, take a man who reenlists for six years and received a bonus of \$360. If he serves a couple of months and is discharged under one of the above conditions he is credited with a year's service. He must refund 5/6ths of the total—or \$300. If he serves a year and a day he must refund 4/6ths—or \$240. Time is computed to the actual date of discharge.

Joint letter 52-130 (NDB, 15 March 1952) contains full details on this subject of recoupment of reenlistment bonus. Provisions of this letter become effective upon receipt by individual commands.

U.S. Naval Institute Posts Contest Rules for Annual Enlisted Prize Essay

The Enlisted Prize Essay Contest, conducted annually by the U.S. Naval Institute, has been announced for this year. Enlisted men and women on active duty with the Regular and Reserve components of the Navy, Marine Corps and Coast Guard are invited to enter the competition.

Contestants must mail their entries in time to arrive at the contest headquarters by 1 Aug 1952.

A prize of not less than \$300 and ranging up to \$700, plus a gold medal and a life membership in the Institute, will be awarded for the best essay submitted on any subject pertaining to the naval profession which meets the Institute's standards.

One or more essays may also receive honorable mention awards.

Here are the contest rules:

- Essay should not exceed 8,000 words.

- All essays must be typewritten, double-spaced, on paper approximately eight and one-half by 11 inches, and must be submitted in triplicate, each copy complete in itself.

- Awards will be made by the Board of Control, voting by ballot and without knowledge of the competitors' names.

- Your name should not appear any place on the essay. Your identification should be concealed in a sealed envelope which is to accompany the entry. Each essay must have a motto in addition to a title. This motto must appear at three places (1) on the title page of the essay; (2) on the outside of the sealed envelope which contains identification of the competitor; (3) inside the envelope the competitor will write the same motto together with his name and address. Entries must be in the Institute by 1 Aug 1952.

- Awards will be made known and presented to the successful contestants as soon as practical after the September meeting of the Board of Control.

Living Conditions in Japan for U.S. Naval Personnel and Dependents

ALL HANDS continues its coverage of overseas living conditions with a report on Japan.

Pamphlets, giving detailed information on Japan, may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Japan

Navy dependents are most likely to be located at the following places: Sendai, Misawa (Northern Honshu); Tokyo-Yokohama, Tachikawa (Central Honshu); Kobe-Osaka-Kyoto-Nagoya (Southern Honshu); Sapporo (Island of Hokkaido); Fukuoka and Itazuki (Island of Kyushu). Liv-

ing conditions are generally the same, and the following comments apply unless otherwise noted.

Climate—Northern Honshu: This area is characterized by warm, cloudy, rainy summers and mild sunny winters. Some snow falls in winter.

Central Honshu: Locality similar to Washington, D. C. Infrequent snow may be expected during the period December to March. Generally sunny conditions prevail, but summers are warm, cloudy, rainy.

Southern Honshu: Climate like that of Tokyo (Central Honshu) but slightly warmer.

Hokkaido: Short, warm summers; long, cold winters. Over-all climate like that of Maine. Bring plenty of winter clothing.

Kyushu: Summers are oppressively hot and humid at sea level; winters are mild and usually clear.

Housing—There is a critical shortage of housing in Japan at the present time. Dependents will be housed in "interim quarters" until permanent housing becomes available. In many cases, the interim housing will be far removed from the duty station of the serviceman and commuting will be virtually impossible. Housing consists of Japanese homes; community housing similar to American houses of two, three and four bedrooms; apartments with one, two and three bedrooms; and quonset huts—full or half quonsets.

Occupation personnel may enter into private rental agreements with local property owners, under certain conditions. Household furnishings—which come with government-provided housing—are not provided those who enter into private rental arrangements.

Household effects — Dependents' houses contain all basic furniture requirements. Therefore, only a minimum of household goods—such as favorite items—need be brought to Japan. Consult the representative of the agency issuing your travel authorization before you ship any goods to Japan and before you store that which you do not intend to send to Japan. Bring your own flat silverware, household linens. Remember that closet and other storage space is always very limited.

Utilities—Bring your own electrical appliances such as washing machines, vacuum cleaners, lamps, irons, toasters, radios. Don't bring electric clocks or phonographs to Japan unless you know they will operate on 100 volt, 50 cycle current. Phonographs can be easily modified to operate on this current.

Clothing — Bring plenty of both winter and summer clothing, including rain gear. Summer cottons and ski suits will come in handy for children. Most clothing items are available at the Army's super-PXs. Dry cleaning and laundry facilities are available through Army commissaries and stores.

Food—Fresh milk is not readily available but there are adequate stocks of condensed, powdered and reconstituted milk. Food necessities may be purchased in commissaries and other outlets. Some food is available at Japanese markets, but care in

Scholarship Waiting for Talented Son of Serviceman

An opportunity for a four-year tuition scholarship at Rensselaer Polytechnic Institute is being offered to a candidate selected from applicants who are sons of enlisted petty officers, noncommissioned or commissioned officers of the Regular and Reserve components of the Navy and Marine Corps.

The student selected must be the son of an eligible member on active duty or retired with pay, or the son of a deceased member of the above category. The successful candidate will be awarded free tuition amounting to \$600 a year and will enter the Institute at Troy, N.Y., beginning with the September 1952 class.

Details of the announcement are included in BuPers Circ. Ltr. 52-52 (NDB, 31 Mar 1952). Application forms may be secured from the Chief of Naval Personnel, (Attn: Pers-G212). The application must be completed by the applicant and the principal of the secondary school he last attended, and forwarded in time to reach the Bureau on or before 20 June 1952.

Only exceptional students will be considered and the successful candidate will be required to maintain an average of 85 per cent. The Institute maintains 12 undergraduate courses leading to the bachelor degree in the fields of engineering, business administration, chemistry, physics, biology and architecture.

No Allotment for First or Last Month of Service

Each month the Navy receives hundreds of inquiries concerning the whereabouts of allotment checks. Many of these letters are based on the mistaken belief that allotments cover the month of entry into service and the month of separation from service. This isn't so.

Allotments are not registered for the month in which a member enters the service. In addition, most allotments are stopped after payment for the month prior to the last month of service. This means that the first allotment check received, following the member's entry in the service, will be during the first part of the second month following the month in which the member entered the service. Also the last allotment check received will usually be received during the first part of the month in which the serviceman is discharged or released to inactive duty.

In this connection, it is worth noting that the "Q" allotment, registered in support of basic allowance for quarters, is no different from any other allotment so far as the registration and discontinuance of such allotments are concerned.

preparation of such food is necessary.

Automobiles—Shipment of one car per family is authorized. Get instructions from port of embarkation regarding preparation of car for shipment. Lock-type gas caps are required. Have car in tiptop shape before sending it. Check with your supply officer or at POE for spare parts you should take along. Remember that driving is on the left side in Japan; speed limits are much lower than in the U. S. Gasoline is available at PXs which also maintain a number of service stations. Cars are recommended items for service families.

Servants—Household servants are no longer furnished by the Japanese government but may be hired at from \$18 to \$36 per month, depending upon job classification and capability.

Medical care—Adequate hospitals are available and dispensaries are located at most housing areas. Dental, optical care are also available as well as service in the fields of surgery, pediatrics and obstetrics.

Education—Schools ranging from kindergarten through the 12th grade are in operation, located in areas where U. S. military and civilian personnel are concentrated. In areas where there are insufficient children to warrant schools, the Calvert System of Home Instruction for elementary school pupils and correspondence courses for high school students are used. Bring transcripts of credits of schooling already completed by your children.

Banking—Facilities are available at Tokyo and Yokohama. Military Payment Certificates are the only authorized exchange medium in military establishments. Japanese yen must be used in transactions with the Japanese. No U. S. currency is used. MPCs and yen may be obtained at U. S. disbursing offices and banks.

Religion—Jewish, Catholic and Protestant services are available. Religious instruction is provided for children, under the supervision of Army chaplains.

Recreation—The usual sports—golf, tennis, swimming, fishing, hunting—are available. Movies, stage shows and concerts are plentiful. Sightseeing—with plenty of scenes to please the amateur photographer—is quite popular.

WAY BACK WHEN

"Full Dress" in the Old Days

When vessels of the early American Navy set sail under full canvas it was a striking picture. No less a splendid sight to behold were the officers when in full dress. And some 130 years ago, care of the uniform was no mean task.

For example, a Navy General Order of 10 May 1820, required that "after the first day of May, 1821, the 'Uniform Dress' for the Officers of the Navy of the United States, shall be as hereinafter described and to which all Officers of the Navy are directed to conform." The order continued with a description of the "full dress" uniform for "Captains of Five Years' Standing":

"Coat—Blue cloth, broad lapels and white lining; standing collar; trimmed with gold lace around the collar, descending around the lapels to the bottom of the coat, the upper part of the cuffs, around the pocket flaps (above the upper seam of the flaps) and around the edges of the pocket flaps (these two rows of lace around the pocket flaps nearly touch each other); a single lace around every button hole: the width of the lace on all parts of the coat, excepting around the button holes, is not to be more than three-fourths, nor less than five-eighths, of an inch; the width of that around the button holes is to be one-half the width of that on the other parts of the coat. The buttons to be one on each side of the standing collar, nine on each side of the lapels, four on each of the pocket flaps, and four on each of the cuffs, two over the skirts of the coat, two on each fold between the hip buttons and the end of the skirt, and one on each end of the



skirt. On the lapels there are to be open lace button holes; on the collar, cuffs and pocket flaps, there are to be blank lace button holes; over each of the two buttons over the skirt of the coat there is to be a triangle of lace, and one triangle between the two, so that there will be three triangles; the folds of the skirts are also to be laced.

"Epaulets—Two gold epaulets, with two silver anchors crossed on each.

"Pantaloons and Vest—White. The vest to be single breasted and to have nine buttons, and there are to be four buttons on, and four under, each of the pocket flaps. When in full dress, to wear half boots, cut and thrust sword, with yellow mountains, and gold laced cocked hats, the lace not to show more than one and a quarter inches on each side."

Navy Board Considers WOs and CWOs for Promotion

A Navy board convened on 15 April to consider the promotion of warrant officers to commissioned warrant grade (W-2) and the assignment of commissioned warrant officers to pay grades W-3 and W-4.

WOs and CWOs considered were those of the Regular Navy and Naval Reserve on active duty. Completion of at least three years' warrant service prior to 1 July 1953 was a prerequisite for promotion to CWO and to pay grade W-2.

For assignment to W-3, CWOs must have had continuous commissioned service (as distinguished from date of rank) commencing prior to

July 1945. CWOs who completed 12 years' commissioned service were considered for promotion to W-4.

Also considered for assignment to the above CWO pay grades were permanent CWOs serving under temporary appointments in higher pay grades. Commissioned service requirements are the same as those listed above.

The program covering active duty warrant officers is announced in BuPers Circ. Ltr. 46-52 (NDB, 15 Mar 1952). Promotion and assignment of Naval Reservist WOs and CWOs on inactive duty is the subject of a BuPers letter (Pers B132 of 27 Mar 1952) addressed to all district commandants.

Opportunity for Postgraduate Instruction Again Raps on Your Panel

Qualified Regular Navy and Naval Reserve officers on active duty are urged to apply for postgraduate training courses which will be offered in 1952, 1953 and 1954.

The postgraduate instruction program—an integral part of the Navy's personnel planning policy—provides a wide variety of studies which are of great value to officers throughout their naval careers.

By taking postgraduate courses, officers can obtain a thorough understanding of principles incorporated into various naval programs, operational and administrative practices, the latest weapons and "weapons of the future." A number of courses are available to qualified officers who want to specialize in one of several fields in which the Navy has a special interest. In recent years insufficient applications have been received to fill requirements.

Officers desiring postgraduate instruction should submit applications to the Chief of Naval Personnel



"Yours?"

(Attn: Pers-Blllh), via the chain of command. Applications must contain a first and second choice of courses. In addition, all applications must include signed agreements not to resign during the period of training and to serve on active duty after completion of studies on the basis of two years' obligated service for each year of postgraduate instruction received.

Interested officers should study the U.S. Naval Postgraduate School Catalogue, now being sent to all major ships and stations. Additional information on the program will be found in BuPers Circ. Ltr. 51-52 (NDB, 31 Mar 1952).

Following is a list of postgraduate courses available—including convening dates, duration, and deadline for submitting applications, if any. *Unless otherwise noted, the courses will be given at the Naval Postgraduate School, Monterey, Calif.*

- **Advanced Management** — Convenes September 1952 and February 1953; 13 weeks' duration; Harvard University. No applications desired.

- **Advanced Management** — Convenes October 1952 and February 1953; 8 weeks; University of Pittsburgh. No applications desired.

- **Advanced Science**—No convening date given; three years; selected civilian institutions. No applications desired.

- **Aerological Engineering** — Convenes January 1953; 18 months; deadline for applications: 1 July 1952.

- **Aerology**—Convenes January 1953; 18 months; deadline for applications: 1 July 1952.

- **Aeronautical Engineering** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Aeronautical Engineering (Armament)** —Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Aeronautical Engineering (Electrical)** —Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Business Administration** — Convenes September 1953; two years; Harvard, Stanford or Columbia University; deadline for applications: 1 Aug 1952.

- **Chaplains**—Convenes September 1953; one year; various seminaries; deadline for applications: 1 Jan 1953.

- **Chemical Engineering**—Convenes August 1953; two years; deadline for application: 1 Aug 1952.

- **Cinematography**—Convenes September 1953; one year; University of Southern California. No applications desired.

- **Civil Engineering (Advanced)** — Convenes May 1953; 14 months; selected civilian institutions; deadline for applications: 1 Aug 1952.

- **Civil Engineering (Qualification)** — Convenes May 1953; 17 months; Rensselaer Polytechnic Institute; deadline for applications: 1 Aug 1952.

- **Communications** — Convenes August 1953; one year; deadline for applications: 1 Aug 1952.

- **Comptrollership**—Convenes September 1953; one year; George Washington University, Washington, D. C.; deadline for applications: 1 Aug 1952.

- **Electrical Engineering**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Engineering Electronics**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Hydrographic Engineering**—Convenes June 1953; one year; selected civilian institution. No applications desired.

- **Law**—Convenes September 1953; three years; George Washington, Georgetown, or Catholic University, Washington, D. C.; deadline for applications: 1 Aug 1952.

- **Management and Industrial Engineering**—Convenes September 1953; one year; Rensselaer Polytechnic Institute; deadline for applications: 1 Aug 1953.

- **Mechanical Engineering** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Mechanical Engineering (Equalization)** —Convenes August 1953; two years. No applications desired.

- **Metallurgical Engineering** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Naval Construction and Engineering**—Convenes June 1954 (a limited number may be ordered to June 1953 class); three years; Massachusetts Institute of Technology or Webb Institute of Naval Architecture; deadline for applications: 1 Aug 1952.

- **Nuclear Engineering (Advanced)** —

6000 Commissions in NR Waiting for Qualified EMs

The Navy plans to commission each year more than 6,000 junior officers in the U.S. Naval Reserve through the Officer Candidate School, Newport, R.I.

Opportunity is offered enlisted men—both active and inactive duty status—of the Regular Navy and Marine Corps, and Reserve components, for careers as commissioned officers in the naval service through the OCS program.

A complete roundup of the eligibility requirements and processing procedures for appointment of qualified enlisted members of the naval service leading to commissioned grades as Reserve officers for active duty in the unrestricted and restricted Line, (specialists) Supply Corps, or Civil Engineer Corps officers, is outlined in BuPers Circ. Ltr. 24-52 (NDB, 15 Feb 1952). A summary of the OCS program and other opportunities leading to officer appointments is included in ALL HANDS (February 1952, p. 10).

Convenes June 1953; 15 months; Massachusetts Institute of Technology. No applications desired.

- **Naval Intelligence** — Convenes July 1953 and January 1954; one to two years; U.S. Naval Intelligence School, Washington, D. C.; deadline for applications: 1 Aug 1952.

- **Oceanography** — Convenes September 1953; one year; Scripps Institute of Oceanography; deadline for applications: 1 Aug 1952.

- **Operations Analysis**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Aviation)** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (General)** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Chemistry)** — Convenes August 1953; three years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Jet Propulsion)** —Convenes August 1953; three years deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Special Physics)** —Convenes August 1953; three years; deadline for applications: 1 Aug 1952.

- **Personnel Administration and Training** —Convenes June 1953; 12 months; Stanford University; deadline for applications: 1 Aug 1952.

- **Petroleum Engineering**—Convenes August 1953; three years; deadline for applications: 1 Aug 1952.

- **Petroleum Engineering (Advanced)**—Convenes September 1953; two years; University of Pittsburgh; deadline for applications: 1 Aug 1952.

- **Photography** — Convenes September 1953; two years; Rochester Institute of Technology, No applications desired.

- **Nuclear Engineering (Effects)**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Textile Engineering** — Convenes September 1953; two years; Georgia Institute of Technology; deadline for applications: 1 Aug 1952.

- **General Line**—Convenes Spring 1953; 11 months. Applications are not required from officers below grade of commander since prospective candidates will be ordered from officers who are available. Commanders desiring the course must submit applications.

An additional (third) year of training, in the designated fields, is open to outstanding student officers enrolled in the following two-year courses: Aeronautical engineering (all three courses), Chemical Engineering, Electrical Engineering, Engineering Electronics, Mechanical Engineering, Metallurgical Engineering, and the five Ordnance Engineering courses.

Humans' Motor Ability Put to the Test

Can you twirl your thumbs in opposite directions at the same time? Probably not. But lots of Navymen must perform similar feats—twirling knobs and turning cranks instead of thumbs. Sometimes their own lives and the lives of others depend on the accuracy of their movements.

Fire controlmen, for example, must keep crosshairs on the target. Tracking the target is done by turning two cranks, knobs or wheels—one controlling bearing, moving the crosshairs to port or starboard; the other controlling elevation, moving the crosshairs up and down. Usually both controls must be operated at the same time.

What effect does the position of the knobs or cranks have on the ability of the person operating the device? How about the direction of movement of the knobs in relation to the movement of the crosshairs or other device? And what of the amount of movement, the size of the knob or crank, and the force or torque required to make the movement?

Are these factors important? If a man can get on-target quicker and stay on-target longer because a knob turns to the right instead of to the left, then this is valuable information—"good dope"—for the Navy. It'll make for better marksmanship, in the case of the fire controlman.

The Human Engineering Division of the Office of Naval Research's Special Devices Center tackled the problem of "human motor abilities"—the ability of man to move various parts of his body. They came up with a report on

"scientific double-cranking," determining the best position and direction of turning for the two cranks.

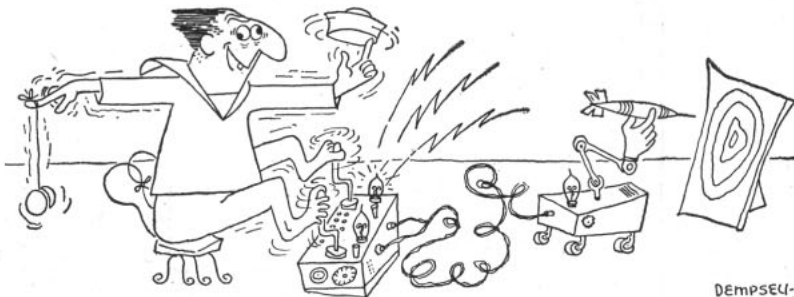
For laboratory equipment, the scientists used a modified two-hand coordinator to measure the ability of a person to keep a target-follower on-target by means of two cranks while watching a target moving at different speeds along an irregular path.

Ordinarily, the cranks (or knobs) face the operator and turn in a vertical plane parallel with the front of the operator's body. In the modified device, either crank can be pivoted so that the handle turns in a vertical plane perpendicular to the operator's body.

An electric clock, calibrated in thousandths of a minute, recorded the scores in milliminutes on target. Factors such as judgment, motor (body) control, coordination, interference and the like were taken into consideration.

Results of these tests have shown the "ideal" placement of the control knobs or cranks. Other information stemming from the research project includes the size of the knobs for best control, the number of degrees for knob or crank to rotate, and the amount of torque or friction needed for optimum control.

This new knowledge will be reflected in better designed equipment for the Navy in many fields. Radio, sonar, loran, computer and fire control devices for better marksmanship—all of which require setting or adjustment by knobs or cranks—are among the instruments that will be improved as a result of the psychological studies.



Applications Desired for Flight Training as Naval Aviation Cadets

Begun 10 years ago, the Naval Aviation Cadet program continues to be a path for enlisted men leading to a commission and "Navy wings." This program provides flight training for qualified EMs of the Regular and Reserve components of the Navy and Marine Corps on active duty.

Reservists on inactive duty are also eligible, under regulations applicable to civilians. Information on this may be obtained at recruiting stations.

The latest qualification standards and procedures for active duty personnel are listed in BuPers-MarCorps Joint Ltr. 52-164 (NDB, 31 Mar 1952). To be considered under the present instructions an applicant on active duty in the Navy or Marine Corps must—

- Be a U.S. citizen over 18 but under 27 years of age on the date application is submitted.
- Agree to remain on active duty for four years from date of first reporting for active duty in the grade of Naval Aviation Cadet, unless sooner released by the Navy.
- Be unmarried and agree to remain unmarried until commissioned.

- Be physically qualified, aeronautically adapted, strongly motivated to fly, and possess officer-like qualities.

- Be selected and recommended by his CO (who utilizes the service of a locally convened selection board).

The educational requirements call for one of the following:

- Satisfactory completion of either the USAFI 2CX test or two full years (60 semester or 90 quarter hours) of passing work at an accredited college or university, or—

- Satisfactory completion of one full year (30 semester or 45 quarter hours) of passing work at an accredited college or university plus attainment of high standard classification test scores, or—

- Graduation from an accredited high school or secondary school plus satisfactory completion of the USAFI college level GED tests plus high classification test scores.

The following are the minimum test scores acceptable for those in the two latter categories: naval personnel, GCT plus ARI 120 and Mech 58; for MarCorps personnel, GCT 120 and Pa 116.

Men who have previously been

dropped from any military flight training program by reason of flight failure, or who have previously qualified as a naval or military aviator, are not eligible for this program. However, former NavCads and student naval aviation pilots who were separated from the program due to quota restrictions, or who were ordered to inactive duty at the end of World War II, are eligible to apply if they meet the requirements.

Applications will be submitted on form NavPers 953A, endorsed by the CO, accompanied by loyalty certificates, educational transcripts, USAFI test reports and NavCad contract and consent forms and classification test scores as applicable.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of the action taken in his case. Eligible applicants will have their names placed on a priority list in accordance with their qualifications. Men will be selected from this list for assignment to NavCad training.

Quota allowances will govern selection of candidates from this list. No specific information can be given as to when a man will be ordered to flight training. Accepted applicants will be ordered to NAS Pensacola, Fla., for training in the grade of Naval Aviation Cadet, Class V-5, USNR.

NavCads who successfully complete the flight training course will be appointed as ensigns, 1325, USNR, or second lieutenants, USMCR.

Candidates selected under this directive will be released to inactive duty upon fulfillment of their contract. At that time, should vacancies in the service permit, a limited number may be permitted to continue on active duty—subject to their own request. After 18 months' commissioned service in the Naval or Marine Corps reserve, a limited number may be appointed to the U.S. Navy or U.S. Marine Corps—once again, subject to the needs of the service.

Men who previously applied for flight training in accordance with BuPers-MarCorps Joint Ltr. 51-265 (NDB, January-June 1951) are not required to resubmit applications.

Sightseeing U. S. Navymen Visit Switzerland

While many tourists and sightseers were content to bask in the warm winter sun on the French Riviera, a party of officers and enlisted men from USS *Roanoke* (CL 145) decided to take a trip to colder climes.

Leaving their ship in the harbor of Villefranche, France, and the near-by Riviera, they boarded a bus and set out for the Swiss Alps, traveling the Napoleon Road—so named because Napoleon made his triumphal march to Paris over this route after he escaped from the Isle of Elba in 1815.

Although handicapped by a blizzard, they negotiated the three passes on the way to Geneva and arrived at the center of French-speaking Switzerland by nightfall. They spent the next day sightseeing in Geneva.

On the third day, the Navymen

boarded another bus—this time en route to Montreux. They traveled along Lake Geneva, through Lausanne with its surrounding vineyards.

At Montreux, they took a funicular—a mountain railway supported by cables in which the weight of the ascending car is balanced by the weight of the descending car—through fog and snow to the top of Rochers De Naye, famous skiing resort. Several members of the tour group tried their skills at skis before making the trip back to Geneva.

The final day of their sojourn in Switzerland was spent exploring the remainder of Geneva and in a gala celebration.

Returning to Villefranche and *Roanoke*, the holiday-happy Navymen resumed their tour of duty in the Mediterranean.

Safekeeping Depository Available to Navymen For Storage of Bonds

Navymen who purchase U.S. Defense or Savings Bonds through payroll deductions may request the Navy to store their bonds for safekeeping at the Navy Safekeeping Depository, Cleveland, Ohio.

For Naval personnel who wish to have bonds placed in the Depository—as well as for personnel who have bonds on deposit—ALL HANDS offers information on how the Depository functions and what action is necessary to deposit bonds or release them from the Depository.

When a member of the Naval service registers a bond allotment, he may designate a person (the owner, co-owner, beneficiary, dependent or some other individual) to receive his bonds, or he may request that his bonds be placed in the Navy Safekeeping Depository until such time as he requests that they be released to him or to a person he designates.

Once bonds are sent to the Depository, only the serviceman himself can authorize their release. Requests from the owner, co-owner, beneficiary or designated recipient—if other than the Navyman himself—will not be honored.

Always be specific when requesting release of bonds. Vague requests only cause confusion and loss of time. For example, a sailor may write in saying, "Please send me my bonds." While this may seem simple and perfectly clear, a technicality arises: If the bond allotment is still in effect, does the request refer only to bonds now on deposit or is it meant to convey the idea that all future bonds be mailed to him (or another recipient) instead of to the Depository?

Occasionally a bluejacket will request, for example, "bonds in the amount of \$500." Does he mean \$500 "face value" (value on maturity) or does he mean purchase price? The Depository assumes the man means purchase price and sends on bonds with a "cash value" of \$500.

Only the Navyman himself—or the person he designates as recipient of his bonds—may request a change in the mailing address for bonds.

When a serviceman wishes to

WHAT'S IN A NAME

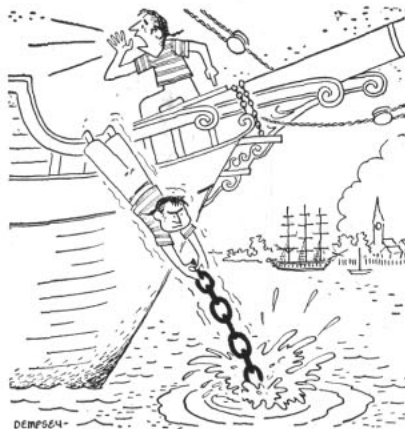
The Bitter End

Expressions such as "stick to the bitter end," "faithful to the bitter end," "hold out to the bitter end," etc., have become so commonplace ashore that the sea origin has been almost completely forgotten.

To trace the evolution of the phrase, it is best to refresh the memory.

First, "bitts" are vertical wooden or iron posts or heads projecting above a ship-board deck and used for securing or making fast mooring or towing lines. A turn of a cable around the bitts is called a bitter. Thus, the last end of a line or cable secured to the bitts (or doing important work) is known as the bitter end. For instance, the end of an anchor chain secured in the bottom or side of a chain locker is the bitter end. Consequently, when a line or chain is paid out to the bitter end, no more remains to be let go.

Gradually the inference fell into shore use and "the bitter end" became a phrase to signify, as Webster defines it, "the last extremity, however painful or calamitous." A person who persists in a course to the



last extremity, regardless of consequences, is said to stick to the bitter end. Similarly, we have "bitter-ender" as a term to describe a person who would hold out to the bitter end without yielding or compromising.

change his beneficiary or co-owner, he must use NavSanda Form 545. A letter from the serviceman or his disbursing officer is not enough. Similarly, if there is an error in the allotment—such as a misspelled name, wrong middle initial—a NavSanda Form 545 must be used to correct the error. Incorrectly issued bonds must be turned in to a Federal Reserve Bank for cancellation and be reissued in the correct form.

Bonds issued monthly are usually ready for mailing on the 18th of the month following the month of payroll deductions. In the case of quarterly bonds, the mailing date is the 25th of the month following the month of completion of payroll deductions for the quarter. It takes another 10 or 15 days for the bonds to be prepared and forwarded to the Depository. Therefore, if a sailor requests release of bonds from safekeeping between the 18th day of the month and about the third day of the following month, he will not receive the last bond issued because the Depository will not have the bond on deposit. If, however, the request indicates that the last bond is also to be released, it will be sent

out by the Depository immediately on receipt.

Another point to remember about bonds: bonds can't be "cashed in"—presented for payment—until 60 days after the first day of the month the bond is issued. Thus a bond bearing the issuance date of May 1952 will not be honored for payment prior to 1 July 1952.

Requests for information or for the release of bonds on deposit should be addressed to the Field Branch, Allotment Division, Bureau of Supplies and Accounts, Navy Department, Cleveland 14, Ohio.



"Just relax . . . this may be a little tricky."

Selection Board Picks Out Best Fitted for Promotion—Are You Best Fitted?

A seafaring man who would set out on a long voyage without determining his objective or studying the charts, weather and setting a course, would be considered a poor sailor. Yet many young officers today are embarked on a naval career not knowing what they may expect in the way of promotional progress nor what elements affect it.

In the days of World War II, the need for officers was so great that only the incompetent failed to continue up the ladder. Many officers, erroneously expecting that the wartime promotion policies would continue throughout their naval careers, are today learning the Navy's basic promotion philosophy and sys-

tem by the painful method of individual trial and error, promotion or non-promotion.

Our national safety demands the most efficient military and naval forces possible. This means we must have a strong officer corps, with high morale. It is important, therefore—not only for the officers themselves but the naval service as a whole—that officers know and understand the promotion system.

Let's take a look at the philosophy and mechanics of officer promotions. The basis for the Navy's program is a sound *competitive* system, resulting in equal and impartial consideration for all, with the *best-fitted* advancing to higher positions of responsibility.

In any walk of life, only a relatively small number of individuals are needed in higher posts and administrative billets. In the Navy this principle is best illustrated by the "rank pyramid," with its broad base of junior officers. As it rises up through the higher grades it gradually narrows until the apex is reached. There is only one Chief of Naval Operations.

The building-up of a strong officer corps calls for the advancement of officers as they are judged competitively on their records and in relation to each other according to seniority. That is, officers of similar seniority are considered for selection after adequate intervals in grade during which they are given comparable opportunities to build up their backgrounds and gain experience.

The normal periods of service in each grade are as follows: ensign, three years (reduced to two years during the current emergency); lieutenant (junior grade), three years; lieutenant, six years; lieutenant commander, six years; commander, seven years; and captain, five years.

Each year the numbers considered for advancement must be greater than the number to be selected. This prevents stagnation by slow advancement opportunity and stimulates competition.

The Navy uses selection boards to carry out the program of impartially considering officers for promotion.

These selection boards, which are convened in the Navy Department, are made up of mature, experienced senior officers who take an oath to consider all officers without partiality, and to recommend—from among those officers whose names are submitted to them—only the *best-fitted* for promotion, in numbers not to exceed those provided in the precept. Board members are also told in the precept that their proceedings shall be confidential and confined within the board room to prevent pressure of any sort from without. The selection boards are like a jury—being required only to publish their findings and not the reasons for such findings.

A good way to gain a clear insight into the responsibilities problems and functions of selection boards is to consider a typical board.

Let's suppose that the Navy's carefully - constructed promotion plan calls for considering the 100 most senior lieutenants for possible promotion to lieutenant commander. Only 80 are needed to fill vacancies in that next higher grade.

The names and records of the 100 lieutenants, listed in order of seniority, are submitted to the board. The board is then directed to consider the records of the 100 names submitted, recommending not more than the 80 best-fitted for promotion.

There is a big difference in the meaning of the term "best-fitted" as distinguished from "qualified." The Navy's standards for the original commissioning of officers are high. On the average, 95 out of the 100 candidates considered for this promotion would have good to outstanding records and would be "qualified" for promotion. It's up to the selection board to pick out the 80 officers who are best-fitted.

After establishing criteria, the board proceeds to evaluate each officer's record, *considering the breadth of his professional background, the responsibilities carried, and the fitness report markings* received for his performance of varied duties.

What do we mean by "breadth of professional background"? An unrestricted line officer who has served

SONGS OF THE SEA



A Long Time Ago

*A long, long time, and a long time ago,
To me way, hay, o-hio!
A long, long time, and a long time ago,
A long time ago!*

*A smart Yankee packet lay out in the bay,
Awaiting for a fair wind to get under way,
With all her poor sailors all sick and all sad,
For they'd drunk all their whiskey, no more
could be had.*

*She was waiting for a fair wind to get
under way,
To me way, hay, o-hio!
If she hasn't had a fair wind she's lying
there still.
A long time ago!*

—Old Sea Chantey.

successfully in either surface ship or aviation gunnery, engineering, operations, on a staff and in the Navy Department has a better preparatory background and understanding of the Navy for executive or command duties than does an officer who has served primarily in one type of duty.

The principle of variety of duty also applies to specialized line and to staff corps officers.

Since Reserve officers have not been continuously active in many instances and, therefore, could not obtain the same opportunity for professional rotation as the career officers, USNR officers are compared normally among themselves on a similar basis.

After considering the 100 records, the board votes on each candidate individually, comparing him relatively to the other 99. This relativity is a very important point. On the first balloting, it may be possible to distinguish the most outstanding 40. On the second ballot, 20 additional candidates may be selected as excellent to outstanding, and so on—until the 80 mark is reached. The last five of the 80 to be selected must be taken from among the remaining 25 officers — 20 of whom would normally have good to excellent records. Unfortunately, fifteen of these well-qualified officers could not be selected.

The Navy realizes that selection boards are not infallible, composed as they are of human beings. But they are formed carefully of the highest caliber officers, who have themselves been subjected to the selection system.

The records of the board's deliberations are not retained, for to do so would invite outside pressure and continuous appeals by officers not selected. This would require endless reviews by the board and would hold up promotions.

It is also in the interest of the officers not selected that the records of deliberation are not retained—for nothing enters their records to the effect that they were not recommended for promotion. They therefore get a "fresh start" when their name comes up before the next selection board.

To further this principle of a fresh start, no officer can be a member of a selection board for the

Additional Correspondence Courses Now Available

Thirty-three new Enlisted Correspondence courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for these courses.

Applications should be sent to the U.S. Naval Correspondence Course Center, Building RF, U.S.

Naval Base, Brooklyn 1, N. Y., via the commanding officer. In most cases, applicants will be enrolled in only one course at a time.

Following is a list of the new courses. Additional courses are listed in ALL HANDS, November 1951, pp. 48-49 and March 1952, p. 52.

Title	NavPers	Applicable to Following Ratings
Aerology, Vol. 2	91645	QM, QMQ, AC, AG
Aviation Boatswain's Mate, Vol. 1	91654	AB, ABC, ABU
*Boatswain's Mate 1	91244-1	BM, BMG, BMB, BMS, BMK, BMR
*Chief Boatswain's Mate	91245-1	BM, BMG, BMB, BMS, BMK, BMR
Boilerman 2	91512	BT, BTG, BTR
Commissaryman 1	91442	CS, CSG, CSB, CSR
Construction Electrician's Mate 3	91568	CE, CEG, CEP, CEL
Construction Electrician's Mate 2	91569	CE, CEG, CEP, CEL
Chief Damage Controlman	91546	DC, DCG, DCW, DCP
Driver 3	91573	CD
Electronics Technician 2, Vol. 1	91374	ET, RM, RMN, CT, CTY, CTI, CTS, IC
Engineman 3, Vol. 2	91517	EN, END, ENG
Engineman 2, Vol. 2	91519	EN, END, ENG
Fire Controlman 2, Vol. 2	91319	FC, FCS, FCU, FT
Chief Gunner's Mate	91314	GM, GMM, GMT, GMA
Instrumentman 3	91382	IM, IMW, IMO, IMI
Instrumentman 2	91383	IM, IMW, IMO, IMI
Mineman	91334	MN
Parachute Rigger, Vol. 1	91640	PR
Photography, Vol. 2	91648	JO, LI, LIP, LIT, PH, PHG, PHR, PHL, PHM, AF
Pipe Fitter 3	91538	FP, FPG, FPP, FPB, FPS
Pipe Fitter 2	91539	FP, FPG, FPP, FPB, FPS
Printer 3	91477	PI
Printer 2	91478	PI
Chief Quartermaster	91252	QM, QMQ, QMS
Ship Activation Manual	91215	BT, BTG, BTR, EM, EMP, EMS, EN, END, ENG, FC, FCS, FCU, FN, FP, FPB, FPG, FPP, FPS, FT, GM, GMA, GMM, GMT, MM, MMG, MML, MMR, TM, TME, TMS, TMT
Sonarman 3	91259	SO, SOG, SOH
Sonarman 1, Vol. 2	91262	SO, SOG, SOH
Chief Sonarman, Vol. 2	91264	SO, SOG, SOH
Steelworker 1	91590	SW, SWS, SWR
Chief Steelworker	91591	SW, SWS, SWR
Steward 1	91694	SD, SDG, SDS
Storekeeper 1	91432	SK, SKG, SKT

*These courses are complete revisions of earlier courses (NavPers 91244, 91245, and 91245-A). Enlisted personnel who have completed one of the earlier courses are encouraged to enroll in the new courses.

HOW DID IT START

Little Bows in Hats

Similar to civilian headgear, Navy "flat hats" and CPO and officers' caps have a little bow where the sweatband joins in the back. Completely useless, the bow serves none but an ornamental purpose.

It is thought to be a holdover from the days when hats could be adjusted to head size. Originally hats were made in only a few sizes, but a snug fit could be obtained by tightening or loosening a piece of string threaded through the ends of the sweatband. (Some foreign-made hats of today retain this feature.) Thus the sweatband bow of today seems to be a relic of the old drawstring which, when tied, resembled a bow or shoestring knot.

The larger hat bow on the decorative band around the outside of civilians and Navy enlisted men's dress blue hats might have a similar origin. Some hats of bygone days were fitted with an outside drawstring arrangement for the adjusting of head size.

One somewhat popular notion concerning



the derivation of the outside bow is that it has come down from the custom of a knight's wearing his favorite lady's scarf knotted around his helmet in tournaments or battles.

same grade two years in succession. The next selection board to convene for the same grade is, in part, an officers' review board and an officer not selected by the first board has a fresh start among the new group of officers with whom he is to be compared relatively on a best-fitted basis.

Officers who are considered but not selected for promotion are, quite naturally, disappointed. They should realize, however, that in most instances non-selection is not in any sense an indication of unsatisfactory performance of duty but rather a matter of relativity. Their next step should be a desire to obtain constructive advice as to what they can do to better their opportunities for selection in the future.

While no one can give specific reasons for their not having been selected in the past, consultation with experienced officers and a review of their individual records is encouraged and can lead to positive suggestions and action of a general nature, which would tend to accomplish a broadening of their professional background and an improvement in their personal characteristics.

The Navy promotion system is

highly competitive, making for a vigorous and effective corps. Each individual should strive continuously to broaden his professional background by obtaining a variety of operational and administrative duties, seeking and assuming responsibility, and performing duties assigned to the best of his ability.

Officers who are selected for promotion shouldn't "ease off" — on the theory that the next step is years away. Competition begins immediately for the next leg in the race.

Officers who are considered for promotion but not selected should not feel that they have been "disgraced." Remember, it is primarily a case of relativity of professional background and performance. Analyze your situation in light of the foregoing, seek out experienced advice and take positive action to improve yourself continuously in your profession for the next competitive "go-round" in the Navy's selection ring.

Note: A forthcoming article in this section will discuss the mechanics involved in effecting a promotion after an officer has once been selected by a board.

Latest Eligibility Rules for Limited Duty Officer Set Forth by BuPers

Qualified Regular Navy personnel have until 1 July to submit written requests to their commanding officers for consideration in next year's Limited-Duty Officer selection program, for appointment as ensign.

COs must forward a list of all applicants to the Chief of Naval Personnel (Attn: Pers-B6251), by 1 September, including the name, rate, service number and classification for which application is made.

Personnel whose Regular Navy permanent status is that of commissioned warrant officer, warrant officer, chief petty officer or petty officer first class are eligible to compete for LDO appointments if they meet the following requirements:

- Have completed 10 years' active naval service (including Marine Corps), exclusive of training duty in the Naval or Marine Corps Reserve, on or prior to 1 January of the year in which the appointment will first be effected.
- Are serving as petty officers first class, or higher, on 1 January of the year in which the appointment can first be made, and in addition they must have served in the grade of PO1 or higher for at least one year prior to the 1 January date.
- Have not reached their 35th birthday as of 1 January of the year in which the appointment can first be made. (Exception: when a person is serving in a temporary commissioned grade of ensign or above, or has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the maximum age limit is raised to 38 years.)
- Can complete 30 years' active naval service on or prior to reaching age 55.
- Have satisfactorily completed the G.E.D. Test (high school level) before the date of the LDO Selection Test. College level G.E.D. Tests are not acceptable in lieu of the high school level G.E.D.
- Must have no record during enlisted status of conviction by courts-martial for the two-year period preceding the date of written examination.
- Are able to meet the physical

standards as for original appointment in the Navy for the corps to which appointed.

- Regardless of the age and service requirements, no person shall be eligible to submit application for consideration for LDO appointment more than twice. This proviso began with the 1950 program.

- No candidate shall make application in more than one LDO classification in a given year.

- No candidate will be eligible for appointment in LDO status if his conduct and associations are such that reasonable grounds for rejection on the basis of loyalty are established by BuPers.

Officers who have transferred to the Regular Navy as permanent USN officers above the rank of chief warrant officer, retired personnel and members of the Fleet Reserve are not eligible for LDO appointment.

Hospital Corps personnel are not eligible to apply for appointment as LDO inasmuch as they may be commissioned in the Medical Service Corps.

Musicians are not eligible to apply for LDO appointments inasmuch as a path of advancement to commissioned status for personnel with a background in music is now under consideration by Congress.

All future LDO selections will be made to the grade of ensign only.

Complete details on the continuing LDO program will be found in BuPers Circ. Ltr. 53-52 (NDB, 31 March 1952).

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 5

1. (c) Fid. Used especially in splicing Manila and hemp lines. A similar tool is the steel marlinespike used to open strands of wire rope in splicing.
2. (c) Hickory, because of its hardness and toughness. Also used is *lignum vitae* (wood of life), a hard, heavy, tropical American tree. Fids sometimes are made of iron.
3. (b) Postal cancellation mark. One of the duties of telemen is to operate Navy post offices.
4. (a) Two electrons revolving about a helium atom.
5. (b) AGC (C for communications).
6. (c) Amphibious force flagship.



Applications for Submarine Training Open to Officers

The six-month submarine training course beginning January 1953 at the Submarine School, New London, Conn., is now open to applications from qualified Regular and Reserve officers on active duty.

Lieutenants (jg) with date of rank 1 July 1950, or later, and ensigns with date of rank prior to 1 July 1951, are eligible. Applicants must have completed at least one year of commissioned active service as of 1 Jan 1953. All officer applicants should be qualified to stand OOD watches under way.

Applications, submitted via official channels, should reach the Chief of Naval Personnel (Attn: Pers-B1117) by 1 Sept 1952. A certificate of a medical officer stating the candidate's physical fitness for submarine duty as established by the *Manual of the Medical Department*, 1949, Art. 15-29, must accompany the application. Applications will not be considered unless submitted in accordance with BuPers Circ. Ltr. 55-52, (NDB, 31 Mar 1952) which announced the January 1953 course.

A signed agreement not to resign during the course and to serve one year on active duty with the Navy following the successful completion of the submarine training must be submitted with the candidate's application.

A list of the officers selected for the Submarine School class convening 7 July 1952 is contained in the above circular letter.

A limited number of quarters are available on the Base for married officer students.

HERE'S YOUR NAVY

The interior of a submarine with harsh, glaring lighting and painted in a one-tone color can be a pretty drab place. The Navy is experimenting with color schemes and lighting systems which will make the spaces more pleasant to look at. The new colors



will also give the impression of more room. That's what is being done to several submarines at the New London, Conn., Submarine Base.

* * *

A recently developed paint, capable of covering any type of material from smooth metal to bumpy cork, is playing a big role in the color tests. This chlorinated rubber paint forms a one-coat, non-glare protective coating that



can be applied over old paint. Engine spaces are painted an equipment gray; living spaces, a yellow-gray; the messing compartment is a warm green-gray.

* * *

The under-test lighting system utilizes efficient (less power consumption, less heat—more light) fluorescent fixture throughout the sub. This system is designed for a low degree



of glare and a high degree of light—essential for clearly illuminating switchboards, dials, power panels, gauges. Even the decks get attention in this program. They are surfaced with linoleum squares of dark green, blue, and black and white swirls.

Action on Current Legislation of Special Interest to Naval Personnel

Here is a roundup of legislation of interest to naval personnel and veterans, including new bills introduced in Congress and changes in the status of bills previously reported.

The summary includes congressional action covering generally the four-week period immediately preceding the date this issue goes to press. For information on other legislation of interest, concerning which

no major changes in status occurred, see previous reports in ALL HANDS. The last legislative roundup appeared in the April 1952 issue, page 56.

Military Pay Increase — H.R. 5715: the House and Senate have passed two differing versions of a military pay increase bill, both having the same number H.R. 5715. A conference committee of the House and Senate is studying the different

versions to resolve the differences. The House version, as previously reported, would provide an increase of 10 per cent in pay and 10 per cent on quarters and rations allowances for members of the uniformed services (including retired personnel). The amended pay bill previously reported by the Senate Armed Services Committee was further amended when it passed the Senate. It now includes provisions for an increase of three per cent in basic pay and certain other increases and quarters and subsistence allowances, as well as provision for special Combat Pay. The increases in quarters allowances as provided in the Senate bill, would terminate on 30 Apr 1953, together with certain sections of the Dependents' Assistance Act.

Universal Military Training — H.R. 5904: the House voted to recommit the bill providing for a National Security Training Corps, pursuant to the UMTS Act passed last year, thus having the effect of postponing indefinitely universal military training.

Japanese Peace Treaty — Exec. A., 82nd Congress, 2d Session: ratified by the Senate after adopting certain reservations and motions.

Shipbuilding Program — H.R. 6140: reported as approved by House Armed Services Committee, with amendments; to authorize the construction of up to 237,500 tons of modern naval vessels and the conversion or modernization of 90,000 tons of existing vessels. The bill would include the construction of one aircraft carrier not to exceed 60,000 tons and another flattop of approximately 16,000 tons, plus the Navy's second nuclear powered submarine, destroyers, submarines, minesweepers, DEs, tankers, landing ships and other vessels.

Inventions Awards — S. 2840: introduced; to establish an Inventions Awards Board within the Department of Defense for the purpose of making monetary awards for meritorious inventions by any person contributing to national defense.

Equalization of Benefits — H.R. 7002, S. 2876: introduced; to equalize certain benefits between and among members of the different armed forces, including both Reg-

WHAT'S IN A NAME

Ship's Company Divisions

Ship's company divisions in the U. S. Navy, like the majority of American naval customs and practices, are an adaptation from the British.

Early English ships were crew-manned for the most part by "sottish, slovenly and lazy" seamen, to quote a top-ranking British officer of those times. Crewmen were subject to little or no standard discipline. By the middle of the 18th century, a growing spirit of insolence and licentiousness on many vessels so alarmed Royal Navy authorities that they began to concentrate on ways and means whereby definite steps could be taken to remedy the "disorderly and audacious" situation.

Naval officials were aware that well-planned and strictly supported discipline among military units ashore "gave force, preserved order, obedience, cleanliness, and caused alertness and despatch in the execution of business." One of the earliest sincere attempts to incorporate a similar code of discipline in English shipboard routine, is credited to Sir Charles Middleton while commanding HMS *Ardent*. (Middleton later became Comptroller of the Navy, 1778-1790, and First Lord, April 1805-January 1806.)

In his "Captain's Order Book" (1 Aug 1775), Middleton wrote: "The first lieutenant to make out a watch, quarter and chasing [station] bill. Mates and midshipmen, petty officers and men, to be classed in four divisions; each division to be under the direction of a lieutenant. The lieutenants commanding the respective divisions to see that the clothes and beds of the men under them are made up to the quantity specified in the following report. . . . jackets 3, waistcoats 2, breeches 2, shirts 4, frocks 2, trousers 2, shoes 2, stockings 4, beds 1, caps or hats 2. Provide for the inspection of clothing, punishment for those who are careless or dirty in their clothes or persons, as far as a few strokes [of the



cat] by the midshipman commanding, through the boatswain's mate. If habitual to be scrubbed in a tub by order of the division lieutenant. The Articles of War and rules of discipline to be read publicly once in every month."

The captain's book contained, in all, 40 orders. They provided a cleaning bill, set punishments for swearing, drunkenness, and over-staying leave, gave regulations for the use of ship's boats, and outlined ship and gun drills.

Middleton's belief in the division system of discipline as the best way to keep large bodies of men in order was quickly shared and furthered by Admirals Richard Howe and Richard Kempenfelt, ardent workers for improvement of signal and battle tactics. Their orders enlarged upon the basic principles of Middleton's disciplinary code by providing for routines such as morning and evening musters and daily reviews of their men by division lieutenants, as well as a weekly inspection of all hands by the captain. They argued, and rightly so, that individual divisions would soon be caught up with the spirit of competition and rivalry for appearance and performance honors.

ulars and Reserve under qualifying conditions, covering such matters as hospitalization, medical care, disability rights, pensions, compensation, indemnities, death gratuities, etc.

Obligated Service — H.R. 7206: introduced; to provide that certain combat veterans of World War II may receive constructive credit in the ratio of two months' credit for each month served on active duty in the Korean hostilities, for the purpose of computing the duration of their required service.

Free Postage — S. 2728: passed Senate and referred to House committee; to authorize reciprocal franking privileges to U.N. troops in Korea, that is, to extend free mailing privileges to members of the armed forces of U.N. countries on a reciprocal basis.

Korean Lapel Button — H.R. 7004: introduced; to provide for a lapel button which may be worn by persons who served in the armed forces during the national emergency which began 27 June 1950.

Maternity and Infant Care — H.R. 5871, S. 1245 and S. 2337: introduced; to enable the states to make provision for maternity and infant care for wives and infants, and hospital care for dependents of enlisted members of the armed forces during the present emergency.

Veterans' Children — H.R. 7320: introduced; to grant free out-patient medical and dental treatment to certain children of deceased veterans.

Veteran Trainees and Students — H.R. 6576: introduced; to raise the subsistence allowance and compensation received by veterans pursuing education or training under the G.I. Bill.

Women Medical Officers — S. 2552 and H.R. 6288: S. 2552 passed by Senate without amendments; re-

ported by House Armed Services Committee 1 April 1952; to authorize the appointment of qualified women as physicians and specialists in each of the medical services, under laws applicable to males, with certain exceptions.

Training Nurses — H.R. 7160: introduced; to provide an officer candidate training program for the training of candidates for appointment as nurses in the military services and their Reserve components, with trainees receiving tuition and other expenses and a monthly retainer pay.

Attaches' Reimbursement — H.R. 2737, S. 935: previously passed by House and now passed by Senate with amendments, which were approved by the House Armed Services Committee; to authorize the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions abroad.

Unemployment Compensation — H.R. 7277: introduced; to amend the Social Security Act by providing unemployment compensation for former members of the armed forces.

Service-Connected Psychosis — H.R. 5891: passed by House; to amend the veterans regulations to establish a two-year presumption of service connection in the case of veterans of World War II and of service since 27 June 1950, in cases where persons develop psychosis to a compensable degree.

Merchant Marine Ribbons — S. 2485 and S. 2530: both previously introduced and now passed by the Senate. The former bill would provide for the issuance of a distinctive service ribbon bar in recognition of the service of merchant seamen or officers sailing in a combat zone during the Korean hostilities.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 5—Modifies shore patrol orders and expenses of officers, midshipmen and enlisted personnel on shore patrol duty outside U.S.

No. 6—Authorized leave, when practicable, for personnel wishing to observe religious festival of Passover.

BuPers Circular Letters

No. 34—Revises BuPers Circ. Ltr. 74-50 (NDB, Jan-June 1950), changing length of tour at Okinawa from 18 to 12 months.

No. 35—Provides information regarding the procurement of personnel for appointment as ensigns, Medical Service Corps, in administrative and supply section.

No. 36—Lists the names of Regular and Reserve officers on active duty in the Medical Corps, Medical Service Corps and Nurse Corps who have been promoted to temporary grade of lieutenant.

No. 37—Establishes the arrangements whereby a limited number of engineering duty officers specializing in design, who are graduates of the postgraduate course in naval construction and engineering, will be assigned voluntarily to submarine training, in view of the increasing complexity of submarine construction.

No. 38—Contains new instructions concerning the submission of Roster of Officers (NavPers 353—



News item: Marines develop new bullet-proof vest.

Jim Machin, TSgt, USMC



"It's all right to teach your dog to play dead but, please, not here in the mess hall."

Rev. 10-48), cancelling BuPers Circ. Ltr. 27-50 (NDB, Jan-June 1950).

No. 39—Announces modification of Art. C-9811, *BuPers Manual*, authorizing firing squads and buglers for funerals of deceased naval personnel at request of next of kin or veterans' organizations.

No. 40—Provides that Naval Reserve officers on active naval service will be given promotion credits based on their active service to insure that these officers, upon returning to inactive duty, receive equitable promotion credit for time on active duty since 1 July 1950.

No. 41—Announces the declassification of certain restricted publications of the Training Division, Bureau of Naval Personnel.

No. 42—Calls for the submission of requests for recruiting duty from qualified enlisted men and women, specifying eligibility requirements.

No. 43—Announces flight training leading to the designation of naval aviator (HTA) open to eligible officers of the rank of ensign or above in the line of the Regular Navy and Naval Reserve.

No. 44—Authorizes the discharge of enlisted women of the Regular Navy or Naval Reserve on active duty on the grounds of marriage for the convenience of the government, upon written request, provided the woman has served one year in her current enlistment, such year to be considered as commencing upon completion of recruit and/or other service school attended (see story in this issue).

No. 45—Lists changes to be made in the manual *1952 Voting Information* (NavPers 15850) and the

poster *1952 Voting Information for the Armed Forces* (NavPers 15849).

No. 46—Announces convening of a board on 15 April 1952 to consider warrant officers, USN and USNR on active duty, for promotion to grade W-2, and to consider commissioned warrant officers, USN and USNR, for assignment to pay grades W-3 and W-4.

No. 47—Contains instructions concerning *Record of Emergency Data* (DD form 93).

No. 48 — Requests applications from permanent and temporary line officers of the Regular Navy and Reserve on active duty volunteering for duty in underwater demolition teams, Atlantic and Pacific.

No. 49—Modifies the procedure regarding transfers of hospitalized enlisted personnel.

No. 50—Contains information on National Service Life Insurance dividends and calls attention to the fact that NSLI dividends becoming payable for 1952 and thereafter must be automatically applied to pay premiums which fall due and are not otherwise paid, unless the insured requests the Veterans Administration to pay such dividends to the insured person in cash.

No. 51—Contains a list of available postgraduate courses and eligi-

Aviation, Sub and Diving Training Open to Medics

Medical officers—both USN and USNR—may request training in aviation medicine or submarine and diving medicine provided they agree to remain on active duty for specific periods as follows:

- Aviation Medicine: six months following period of service for which currently obligated or for one year after completion of the course, whichever is longer.

- Submarine and Diving Medicine: 12 months following period of service for which currently obligated or for 18 months after completion of course, whichever is longer.

Additional information will be found in BuMed-BuPers Joint Letter, dated 31 Mar 1952 (NDB, 31 Mar 1952).



bility requirements, and urges eligible officers to apply for such training, as there have been insufficient applications for the past several years to fill the requirements for postgraduate-trained officers.

No. 52—Announces the opportunity for a four-year tuition scholarship at Rensselaer Polytechnic Institute for a son of an enlisted petty officer, noncommissioned officer or commissioned officer of the Regular or Reserve components of the Navy and Marine Corps.

No. 53—Covers the eligibility requirements and procedures for applying for appointment as officers in the continuing limited duty officer (LDO) program.

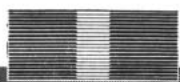
No. 54—Supersedes BuPers Circ. Ltr. 187-49 (NDB, Jul-Dec 1949) and promulgates *Training Courses and Publications for General Service Ratings* (NavPers 10052) which specifies the training publications which shall be used as bases for the professional and military advancement in all enlisted rating examinations.

No. 55 — Calls for applications from eligible USN and USNR officers for training at the Submarine School, New London, Conn., in January 1953, with a deadline of 1 Sept 1952 set for receipt of applications in BuPers. Also lists officers selected for the class convening 7 July 1952.

No. 56—Lists the names of officers of the Navy and Naval Reserve on active duty promoted to the temporary grade of lieutenant.

No. 57—Covers the provisions of the warrant officer advancement program, including promotion to W-1 status and assignment to CWO grades of W-2, W-3 and W-4.

DECORATIONS & CITATIONS



NAVY CROSS

First award:

★CLARK, Eugene F., LT, USN: As a member of a special operations group, attached to G-2, General Headquarters, Far East Command, LT Clark was assigned to carry out preparatory measures, on the nights of 13, 14 Mar 1951, to determine the presence of pestilential disease among hostile troops in enemy-held North Korea. He proceeded by boat from a rendezvous, approximately 20 miles offshore, through rough seas to a point some 200 yards from an enemy-occupied beach which was being mined by hostile forces in anticipation of an invasion. After transferring to a smaller rubber boat, he landed and contacted friendly personnel who had been operating in the area. Undeterred by the danger of being captured and possibly suffering the same fate as preceding groups which had been lost, he reconnoitered the immediate vicinity of an enemy-occupied village and posted guards to intercept hostile patrols. Although warned that the enemy was aware of the planned operation, he continued to carry out his assignment. When hostile guards of the village military patrol sought to impede him, he destroyed one and assisted in disposing of two others in hand-to-hand combat. LT Clark contributed much toward the successful completion of a highly important and confidential mission.



SILVER STAR MEDAL

First award:

★ARCHER, Stephen M., CAPT, USN: Commander Underwater Reconnaissance Element in action against enemy forces in Korea from 10 to 22 Oct 1950.
★DEFORREST, Don C., LCDR, USN: While serving with Task Group 95.6 in action against enemy forces in Korea from 10 to 31 Oct 1950.
★DOUCETTE, Lawrence J., HN, USN (posthumously): Corpsman with a Navy Medical Company in action against enemy forces in Korea on 21 Sept 1950.
★FLYNN, Edward P., Jr., LT, USN: CO

of *uss Incredible* (AM 249) in action against enemy forces in Korea from 10 to 31 Oct 1950.

★FULLER, Robert C., LT, USN: CO of *uss Partridge* (AMS 31) in action against enemy forces in Korea from 10 to 31 Oct 1950.

★GARY, Stanley P., LTJG, USN: CO of *uss Mocking Bird* (AMS 27) in action against enemy forces in Korea from 10 to 31 Oct 1950.

★HEFLEY, Ernest B., HM2, USN: Corpsman serving with a rifle platoon in the First Marine Division in action against enemy forces in Korea on 30 Nov 1950.

★HYATT, Bruce M., LCDR, USNR: Commander Mine Division 32 in action against enemy forces off Wonsan, Korea, from 10 to 12 Oct 1950.

★LAMONICA, Anthony D., HN, USN (posthumously): Corpsman of a Marine Rifle Platoon, attached to a Marine Infantry Company, in action against enemy forces in Korea on the night of 15, 16 Sept 1951.



LEGION OF MERIT

Gold star in lieu of second award:

★CAPPS, Arlie George, CDR, USN: Gunnery and training officer on the Staff, Commander Amphibious Group One, during the planning and execution of amphibious operations against enemy forces at Pohang, Inchon and Wonsan, and during the redeployment of our forces at Hungnam, Korea, from 1 July to 26 Dec 1950.

Gold star in lieu of second award:

★DAY, Barton E., CDR, USN: Operations officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Koeran theater from 8 Oct 1950 to 19 Jan 1951.

★MCCLAUGHRY, John G., CAPT, USN: Commander, Mobile Logistic Service Group, serving in the Seventh Fleet in connection with operations against enemy forces in Korea from 8 Sept 1950 to 25 Feb 1951.

First award:

★COFFMAN, Emory R., LCDR, USN (posthumously): CO of Fighter Squadron 24 in action against enemy forces in Korea from 15 Sept 1950 to 18 Apr 1951.

★GOODNEY, Willard K., CAPT, USN: CO of *uss Philippine Sea* (CV 47) dur-

ing operations against enemy forces in Korea from 5 Aug 1950 to 26 Feb 1951.

★GUERRY, John B., Jr., CDR, USN: Engineering officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

★HOBBS, Ira E., CAPT, USN: Chief of Staff to Commander Task Force 77 during operations against enemy forces in the Korean theater from 25 Aug 1950 to 26 Feb 1951.

★JOHNSON, Howard A., CDR, MC, USN: CO, First Medical Battalion, First Marine Division, during operations against enemy forces in Korea from 15 September to 2 Nov 1950.

★KAYE, John B., CDR, USN: Gunnery officer and navigator on the staff of Commander Carrier Division Three, embarked in *uss Valley Forge* (CV 45) during operations against enemy forces in the Korean area from 29 June to 19 Nov 1950.

★KELLY, Monroe, Jr., CDR, USN: Communications officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea, and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★LAMBERT, Valdemar G., CDR, USN: Air coordinator on the staff of Commander Carrier Division Three embarked in *uss Valley Forge* (CV 45) during operations against enemy forces in the Korean area from 29 June to 19 Nov 1950.

★LAWRENCE, William H., CDR, USN: Logistics officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea from 1 July to 20 Nov 1950.

★MARSHALL, Edmund S. L., CAPT, USN: Operations officer and Assistant Chief of Staff, Commander Amphibious Group One, during operations against enemy forces in Korea, and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★SEARS, Norman W., CAPT, USN: For serving on the Staff, Commander Amphibious Group One, from 4 July to 26 Dec 1950; as Commander Tractor Group from 4 to 27 July 1950, during the planning and execution of the amphibious operations at Pohang, Korea; and as Chief of Staff from 17 Aug to 26 Dec 1950, during the planning and execution of the amphibious operations against enemy forces at Inchon and Wonsan, and during the redeployment of our forces at Hungnam, Korea.

BOOKS:

SOME FINE FICTION HEADING YOUR WAY

SUBMARINES, oceans, newspapermen, prisoners of war and murderers are among the many "characters" you'll read about in the new books on their way to Navy libraries ashore and afloat.

• **Submarines I**, by Commander Edward L. Beach, USN; Henry Holt and company.

Here's a cracker-jack account of submarine warfare in the Pacific during World War II. The author is now CO of USS *Trigger II*—first of the Navy's post-World War II snorkel-equipped attack subs. An Academy man, he graduated second in his class in 1939 and entered submarine service in 1941.

Most of the book deals with the adventures of USS *Trigger I*, CDR Beach's first underwater "home." Interspersed with accounts of *Trigger's* derring-do are chapters concerning *Seawolf*, *Wahoo*, *Harder*, *Archerfish*, *Tang*, *Albacore*, *Cavalia*, *Batfish*, *Tirante* and *Piper*, the first sub CDR Beach commanded.

There is humor in the tale of *Trigger's* ice-creamery and in the yarn of the toilet tissue. There is excitement stemming from the attacks and counterattacks. There is tragedy in the loss of submarines and men.

For a moving account of life on-board the steel fish in wartime, read *Submarines!*

★ ★ ★

• **Monsoon Seas: The Story of the Indian Ocean**, by Alan J. Villiers; McGraw Hill Book Company.

The flying-fish ocean of the old sea chanteys is the subject for Villiers' latest collection of sea stories. *Monsoon Seas* does not belong in the natural history section of your bookshelf, however, for the author develops his topic through historical narrative.

You'll enjoy tales like that of King Ramada. This ruler encountered strenuous objections to some of his

reforms. He stopped the complaining of certain noisy women by ordering that their hair be removed "in such a fashion that it would never grow again." (Beheading was the solution.)

Marco Polo, Vasco da Gama, and enterprising seamen from France, England, Holland and the U. S. are shown in the parts they played in making the Indian Ocean an important factor in world commerce.

Some of the yarns are almost unbelievable. For instance, if you think skippers of today get all the "cream" think of the merchant skippers in the "good old days" who charged passengers \$500 for the privilege of eating at the captain's table. With varicous (and nefarious) sidelines, a captain might make \$50,000 on one voyage and even \$150,000 was possible. In contrast, a lowly deckhand would draw 32 shillings a month (about \$5).

In *Monsoon Seas*, you'll read all about these things and pirates, slavers, pearl-fishers and—yes—whalers, too. Pleasant reading for a warm May evening.

★ ★ ★

• **The Tunnel**, by Eric Williams; Coward-McCann Company.

This is the tense story of Flight Lieutenant Peter Howard, RAF who is shot down over Germany during World War II.

After a couple of near-escapes, Howard winds up in a prison camp with some of his crew members. The main topic of conversation is escape. There are but three ways to escape from a prison camp—over the wire, through the wire or under the wire.

Woven into the ever-present theme of "escape" are the characters of the individual men. Some try to be content, scrounging food, little scraps of anything reminding them of home. Others go "round the bend" and

lose their sanity. Most merely concentrate on getting out.

Williams' book is suspenseful, highly entertaining. Just the thing if you have a hankering for another flash-back peek at World War II.

★ ★ ★

• **Trial by Terror**, by Paul Gallico; Alfred A. Knopf, Inc.

A novel about the imprisonment of Americans by the communists and their Iron Curtain satellites was bound to come sooner or later. The case of newspaperman Bill Oatis—still pending—is fresh in our minds. And businessman Robert Vogeler has not been back in the States for long.

Now, to dramatize these unsavory incidents, we have Gallico's *Trial by Terror*. The story concerns primarily the staff of the European edition of an American newspaper. One of its reporters—a young, somewhat bull-headed man named Jimmy Race—is sent to Vienna to pinch-hit for an ailing writer. Once in Vienna, Race contrives to slip into Hungary to find out the truth about another American reporter recently jailed for "spying." The attempt to play cops and robbers fails and Race finds himself behind bars.

The Reds ignore the diplomatic protests, determined to make an example of Race by hanging him. They use their finer techniques to wring a "confession" from Jimmy. Meanwhile the newspaper staff in Paris—sparked by editor Nick Strang and his wife Suzy—try a different tack. If they locate a certain Red fugitive they may be able to blackmail the Hungarians into releasing Race.

Before you reach the end of the novel, Race "confesses"—with the help of the "pail," a psychiatrist and some scopolamine—is convicted and sentenced to be hanged. But you'll have to read the book to learn if the cloak and dagger work pays off.

This is a fine piece of fiction, with a good feeling of authenticity. Gallico's competence as a reporter and writer shines through in every page. It's another book you won't want to miss.



SUPERSTITIONS of the SEA



An account of the many interesting customs, beliefs and superstitions which are part of maritime folklore, taken from the book published in 1885 by Lieutenant Fletcher S. Bassett, USN, entitled "Legends and Superstitions of the Sea and of Sailors."

The folklore of the sea is as old as history itself. The traditions, legends and superstitions the world over have a great deal in common. There is often a rational basis underlying some of the more common beliefs, and in other cases they are erroneous interpretations of natural phenomena. Still others are the manifestations of what appear to be instincts found in nearly all persons to a greater or lesser degree.

The sailor, like the landsman, has his share of superstitions, built out of the mysterious sea, the waters beneath it, the air above, and the many creatures, real or mythical, which inhabit these areas.

The following supplement is made up of extracts, abridged and freely arranged, taken from the book by Lieutenant Fletcher S. Bassett, USN, entitled "Legends and Superstitions of the Sea and of Sailors," published in 1885. Written during the beginning of the new era of the steam-ship, the book covers the interesting beliefs of sailors of all nations, from the earliest time through the days of the sailing frigates. In these legends, the

Navyman will recognize the origins of many modern customs and traditions still in effect today.

THE SEA, no less than the land or the air, has been peopled with many imaginary beings, some inhabitants simply, others ruling or controlling spirits for good or evil. Traces still linger in maritime language and tradition, of these widespread ideas of good and evil spirits.

The Devil, who is in fact a degraded god (the Indian Deva) has his representative in the ocean depths, under the name of Davy Jones. The name Devil suffered some strange transformation in the seaman's mouth. Deva, a Satan, and afterward Devil, the Satan, finally became, in sailor phrase, Davy. So "Davy Jones' Locker" became the ocean, the deep, the sea-bottom, the place to which the body was committed.

Smollett says in his day Davy Jones was "the fiend who presides over all the evil spirits of the deep, and is seen in various shapes. He sometimes appeared, a giant

SUPERSTITIONS of the SEA

breathing flames from his wide nostrils, and having big eyes and three rows of teeth."

Malignant demons were not deemed the only inhabitants of the deep. In the traditions of many peoples, there existed below the waves races of mortals, some resembling the human dwellers on earth, others possessing varied forms and attributes. In the sea also abode huge giants, diminutive dwarfs, cunning fairies.

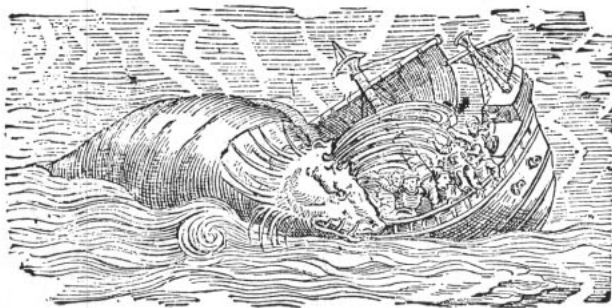
Early navigators chronicle the appearance [of mermaids]. Columbus, in his "Journal," relates the appearance of three, raising themselves above the waves. He says he had previously seen them on the coast of Africa. He does not represent them as beautiful maidens, and they were probably manatee or dugongs. Henry Hudson tells us: "This morning, one of our company looking overboard saw a mermaid, and calling up some of the company to see her, one more came up, and by that time she was come closely to the ship's side, looking earnestly at the men. As they say that saw her, her body as big as one of us, her skin very white, and long hair hanging down behind, of color black. Seeing her go down, they saw her tail, which was like that of a porpoise, speckled like a mackerel."

The mermaid of the Royal Museum at The Hague was seen by Alexandre Dumas, during a visit there. He describes it as quite dried and withered, and in color very like the head of a Caribbee. Her eyes were shut, her nose flattened, her lips sticking to the teeth, of which only a few remained; a few short hairs stood out upon the head; finally, the lower part of the body terminated in a fish's tail. "If, after all this, there shall be found those who disbelieve the existence of such creatures as mermaids, let them please themselves."

It was believed that many human agents possessed the power of controlling winds and waves, generally through an invocation or conjuration of superior spirits. This belief in the storm-raising power of certain persons existed early in the history of man.

Pirates and smugglers were generally accredited with storm-raising powers. There was a tradition among French sailors that certain shipmates had the power to control the winds through the possession of a ring, worn on the little finger of the right hand.

A lawyer was also viewed askant when embarking on shipboard; "kittle cargo," they were called. [Lawyers] were unlucky, probably because of a general antipathy of sailors to that craft — "sea-lawyer" being a term of reproach to an argumentative or wordy sailor, and "land-shark" a synonymical appellation.



Women were thought unlucky at sea. Children, on the contrary, were usually lucky. But none of these wind-raisers were so universally known as the witches, once thought supreme over the winds.

Certain animals were once thought to provoke storms at sea, and were thus regarded as unlucky by seamen. A dead hare on board ship has long been thought a storm-bringer. The cat was still more widely feared, and is always unlucky on board ship. She "carries a gale in her tail," and is thought particularly to provoke a storm by playing with a gown or apron, rubbing her face, licking her fur the wrong way.

Cats were used by witches in raising a gale, and are said to smell a wind, while pigs see it.

The cat's sensitiveness to meteorological changes may have helped the formation of these ideas in regard to her connection with the weather. This is doubtless true, but the chief cause of the superstition was perhaps, her connection with the moon, and her supposed diabolical character; especially true, it was believed of the black cat, the representative of the cloudy, moonless night.

Flaws on the surface of the water are in sailor-lore "cat's paws." A larger flurry on the water is a "cat-skin." It rains "cats and dogs."

The dog when he howls foretells the tempest, in common belief. "The wind will come from the direction in which a dog points his nose when he howls." On board ship, however, he is not usually disliked, probably by reason of his usefulness on watch, in port.

Sea-fowl are regarded as furnishing indications of coming storm or sunshine in various localities. "When sea-birds fly to land, a storm is at hand," is the general expression of this belief. The chattering and chuckling of, sea-gulls, and fluttering of all sea-fowl in calms, cleaning their feathers, is a sign of bad weather, says Pliny, and later traditions report the same. An old work says that when fowls fly low over the sea, or high over the land, bad weather will follow. It is thought by sailors a bad thing to kill a gull, and especially an albatross, and the "Ancient Mariner's" ill luck thus arose.

Birds, as inhabitants of the air, and long supposed to commune with angels, were chosen as oracles, and as augurs of future events. The extreme sensitiveness to atmospheric changes shown by many birds aided these ideas, and the real indications sometimes furnished by land and sea-birds of the coming storm or calm, were doubtless magnified by the anxious sailor. These indications, however, are not trustworthy, and seldom precede the changes more than a few hours or sometimes even minutes.

The Dolphin and the Porpoise have long been associated with many curious legends. The dolphin was fabled to be fond of men, of music and of company, and had prescience of coming storms. Melville says, "Their appearance is generally hailed with delight by the mariner. Full of fine spirits, they invariably come from the breezy billows to windward. They are the lads that always live before the wind. They are always accounted a lucky omen."

Sailors yet say, when a shoal of porpoises or dolphins come along, diving and sporting in the waves, that a storm is impending, and that it will come from the direction taken by the fishes. Many tales of dolphins carrying men ashore from wrecks were told. Esquimaux say dolphins were once men.

A host of legends have been current concerning fish,

and so remarkable have been many of these, that it has grown into a saying to characterize an unusually improbable tale as a *fish story*. These legends are of various kinds, some mythical, others fanciful notions of fishermen and sailors, and others embracing false ideas of the shape, habits and characteristics of these animals.

Sea-serpents have always been a treasured fancy of American sailors, many of whom, like Whittier's skipper "had seen the sea-snake's awful form!" He appeared as early as 1639. The New England coast became a famous habitat of the strange monster. In 1781, a Captain Little encountered one in Broad Bay, 145 to 150 feet in length, and 15 inches in diameter. One was seen in 1810 in Penobscot Bay. This one was some 15 rods off, and was 60 feet long. Six years previously, three officers carried out into Halifax Bay in a boat, saw one from 80 to 100 feet long, with a black body, streaked with white.

In 1817, it again appeared in Massachusetts Bay. A Mr. Nash testifies that it was some 70 to 100 feet long, in eight portions or bunches, each the size of a barrel, and rough and dark in appearance, with its tongue, that protruded some two feet, shaped like a harpoon. It was swimming some 12 to 14 miles per hour, playing around in circles.

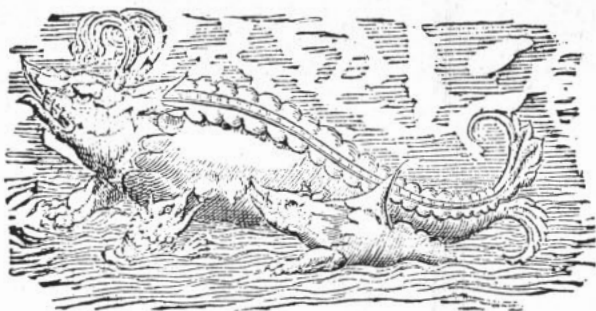
A recent account of the appearance of a serpent is given in this newspaper extract,—"While the boats of the bark *Hope On*, were on the water for whales off Panama, the water broke, a short distance away, and Captain Seymour made ready for a whale. But a head like that of a horse rose from the water, and then dived. The creature was seen by all the boat's crew. Captain Seymour described the animal as about 20 feet long, with a handsome, horse-like head, with two unicorn-shaped horns protruding from it. The creature had four legs, or double-jointed fins, a bronzed hide, profusely speckled with large black spots, and a tail which appeared to be divided into two parts. It was seen on two different days."

Mythologists generally agree that the many maiden-devouring monsters, man-swallowing fish, and rain-causing dragons, are but the vaporous clouds arising from the sea, and that the hero is the sun himself who vanquishes the cloud-monster.

Notwithstanding the mythical element evidently present in the formation of legends of sea-monsters and serpents, in spite of the exaggerations of seamen and landsmen, there is apparently some foundation for the belief in the existence of such beings.

There is an obvious tendency in the human mind to exaggerate wonders. This has been especially true with regard to those wonders found in the great ocean, where a limitless horizon sets no bounds to thought, and where the smallest object, often by atmospheric causes, will easily be magnified.

But we have the recent testimony of geology and paleontology, to the existence of monstrous and enormous marine animals in former ages. The *elaeosaurus* had a body 30 feet in length tapering to a long tail, propelled by paddles or flippers, and a neck 20 feet in length, surmounted by a large, flat head, with terrible teeth and fierce eyes. The *ichthyosaurus*, or fish-lizard; the *Plesiosaurus*, and the *teleosaurus*, similar monsters, even surpassed this in size; and the *mosasaurus* was at least 60 feet in length, with a narrow, serpent-like body, and a long and lance-shaped head. Who shall say that these monsters may not have existed in antiquity, or at least traditions of them, and may not their degenerate



descendents even now exist at the bottom of the great depths of the ocean?

Naturalists are now disposed to think that a foundation in truth exists, accordingly, for these tales. Remains of serpentine monsters have been found in the rock. The *titanophis* was at least 30 feet in length, and another, the *clidastes*, was even 80 feet long, serpentine in body, and carnivorous in habits. Tape fishes from 30 to 60 feet long, have been found, resembling a serpent. The basking shark attains a length of from 30 to 50 feet, and this must have been thought a serpent.

Finally, many accounts of the sea-serpent have perhaps been due to the presence of enormous sea-plants. Such a one was seen by the ship *Peking*, near Moulmain, in 1848. This had been previously seen by another vessel, and reported as being an enormous sea-serpent. The *Peking* sent her boats, and found it to be a sea-plant some 100 feet long. These enormous plants, as thick as a man's body, floating on the waves, undulating, serpent-like, with their motion, may easily have been taken for serpents.

The ceremony best known of those practiced among sailors, is that "on crossing the line."

This custom is another of those remarkable survivals of ancient practices begun as actual worship of some deity, and finally existing as mere customs, without any significance. Anciently the Greeks made sacrifices, on nearing any prominent cape, on many of which temples to the deities were placed. During the middle ages, the present ceremony of receiving a visit from a fictitious Neptune arose, when it was not, of course, performed at the equator, but on arriving within the tropics, crossing the Arctic Circle, and even in passing certain capes.

[An older writer says] concerning this ceremony: "It is a custom practiced from all antiquity, that those who are apprenticed to the sea, and who pass certain places where they have never passed, undergo this penalty, under the favorable name of baptism; that is, to be cast from the yard-arm into the sea. The ships also are subjected to this ceremony. When the ships arrived in these places where they had never been, the master was obliged to redeem them; otherwise the crew at once proceeded to cut off the ship's nose, or the whole outer part of the prow, or to disfigure or destroy some other part of the ship. Those whom they will cast from the yard-arms into the sea could redeem themselves by giving money to the crew. As to the boys, instead of dipping them from the yard-arms, they put them under a basket, surrounded by tubs full of water, and each one dipped it out with buckets and threw water on them."

On board whaling vessels, on crossing the Arctic circle, novices were kept below decks, and a barber-shop was fitted up, with a sign, "Neptune's Easy-shaving Shop, Kept by John Johnson." The novices were then brought

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up, questioned, as to their names, ages, destination, etc., and were then put through the usual rough shaving process.

An excellent description of the ceremony [in the 19th century is as follows]:

Neptune appears, dandily dressed in tights, riding on a car made of a gun carriage, drawn by six men, [black and] spotted with yellow paint. He has a long beard and ringlets of oakum, an iron crown on his head, and carries a trident with a small dolphin between its prongs. His attendants consist of his secretary, with quills of the sea-fowl; surgeon, with lancet, pill-box, etc.: barber, with huge wooden razor, with its blade made of an iron hoop; and his mate, with a small tub for a shaving box. Amphitrite also appears, wearing a woman's night-cap, with sea-weed ribbons on her head, and bearing an albacore on her harpoon, carrying a boy in her lap as a baby, with a marlinspike to cut his teeth on. She is attended by three men dressed as nymphs, with curry-combs, mirrors and pots of red paint. The sheep-pen, lined with canvas, and filled with water, had been already prepared. The victim was seated on a platform laid over it, blindfolded, first shaved by the barber, and then plunged backward into the water. Officers were expected to pay a fine.

None of the tales told of ghostly shapes or shadowy lands in the ocean world have found so many credulous believers as those of the ghostly St. Elmo lights, that burn about the tops of the ship's spars in the heavy atmosphere preceding a storm, or in the agitated air near its close. Under various names, and connected with numerous legends, this appearance has been the joy or terror of mariners for centuries. [One ancient authority] tells us: "Those who are to be saved frequently observe something like a luminous bird at the top of the mast. This appearance on the top of the mast is of such brightness that the eye cannot behold it, nor can they make out what it is. The moment it appears, the sea becomes quiet, the gale lulls, and the waves subside. Then the brightness vanishes, and no one can perceive how it comes, or how it disappears. It is the sign of safety, and the assurance that they have escaped."

In the account of the second voyage of Columbus, we find this passage: "On Saturday, at night, the body of St. Elmo was seen, with seven lighted candles in the round top, and there followed mighty rain and frightful thunder. I mean the lights were seen which the seamen affirm to be the body of St. Elmo, and they sang litanies and prayers to him, looking upon it as most certain that in these storms when he appears, there can be no danger.



Whatever this is, I leave to others, for, when such lights appeared in those times to Roman sailors in a storm, they said they were Castor and Pollux."

Science has not thoroughly dispelled the mariner's belief in the supernatural character of these weird lights. It is the spirit of a defunct comrade. It is the soul of a shipwrecked sailor. It is called the wandering candle. St. Elmo [or St. Ermo] was venerated by mariners centuries ago. [According to some sources] he was a Sicilian bishop. At sea, in a storm, he was taken very ill. He promised the distressed mariners, in dying, that he would appear if they were destined to be saved. After his death, a light appeared at the mast-head, and was named for him.

All the attempts to explain these lights as supernatural seem ridiculous, in the light of modern science. As over marshes and pools on land, so at sea, these electrical manifestations only occur in the rarefied air-gases, before or during a storm. These are naturally adherent to the iron of the spars, but, if touched, will harmlessly stream from human fingers, or at the most, give a slight shock to the experimenter.

The legend of the Flying Dutchman is the most picturesque and romantic of the many tales current among sailors half-a-century ago. The tale is told with variations in nearly every maritime country. As the hero is a Dutchman, we should properly refer to Holland for the true version of the tale. Several authorities give this as follows:

"Falkenberg was a nobleman, who murdered his brother and his bride in a fit of passion, and was condemned therefor forever to wander toward the north. On arriving at the seashore, he found awaiting him a boat. He entered the boat, attended by his good and his evil spirit, and went on board a spectral bark in the harbor. There he still lingers, while these spirits play dice for his soul. For six hundred years the ship has wandered the seas, and mariners still see her in the ocean, sailing northward, without helm or helmsman. She is painted gray, has colored sails, a pale flag, and no crew. Flames issue from the masthead at night."

The spectre ship is often attended by a fog. Many unusual occurrences are attended by a fog or mist, and are often easily accounted for by the unusual resonance given to sounds in fogs, and to the strange feelings often experienced when locked in from the outside world by a fog-bank.

The occasional reflections of mountains, cities, or ships in mirage or fog-bank, the land-look of such banks themselves, coupled with the superstition of the medieval mariner, doubtless gave rise to the many stories of mysterious lands at various places and times. The Chinese call the mirage the "Sea Market."

The names yet existing in sailor-tongue of such mysterious places as Cape Fly-away, No-man's land, Lubber land, Dutchman's land, are but faint reminiscences of many tales of wonderful lands in unexplored seas. These fables are as old as Homer's time.

A particularly apt illustration of the effects of natural causes is given in a modern book of travels. One evening travelers in a ship approaching close to Port Danger, on the South African coast, beheld a well-known English man-of-war, a short distance away. The travelers saw faces on board, and a boat was lowered and manned from the English ship, in sight of everybody. All recognized the "Barracouta," and they expected to find her

at anchor when they arrived, a short time after. It was a week, however, before she arrived, and then it was learned that she was at least 300 miles from Port Danger at the time referred to. The image seen was doubtless due to reflection or refraction in some cloud or fog-bank. Arctic voyagers often speak of the very remarkable effects of refraction, and many of the nautical tales of phantom-ships are, beyond doubt, caused by the sight of images in cloud or fog-bank.

Many superstitious observances have been common from ancient to modern days, among mariners. [Following are some beliefs, growing up at various times, some of which are prevalent today:]

- Ceremonies at the laying of the keel, or at the launching of the new vessel into her destined element, have always been performed. Ancient authors state that the ship was launched with ceremonies, first decking it with flowers and crowns of leaves, and pouring out a libation. It was always regarded as a bad omen should any accident happen, or if the ship refused to move, or the wine was not spilled, or especially if any lives were lost. This must have occurred frequently during the middle ages, for we read that slaves or criminals were usually appointed to remove the last shores.

- Stolen wood [in some countries was] employed in building a ship, a small piece being inserted in the keel. Such wood makes the ship go faster at night. If the first blow struck in fashioning the keel draws fire, the ship will be lost on her first trip.

- A piece of silver, preferably an old coin, is placed under the heel of the mast of a new ship, as then she will make profitable voyages.

- The belief in the good or evil luck of ships has had great influence in the choice of names. Ancient Greeks seem to have avoided a masculine name, as all their ships bore feminine ones, probably in deference to Athene, goddess of the sea.

- Sailors always personify ships and boats. This was carried so far by a certain Chinese magnate as to put his boats in the stocks when they did not sail well. A venerable commodore in our own Navy, still living (in 1881) was one to talk to the mizzenmast of his ship. This is a common idea among old sailors, who often believe, as the old captain said, "She can do anything but talk, and sometimes she can even do that. A ship which is about to sink makes her lamentations just like any other human being."

- It was long thought that rats would desert a sinking ship. A writer in 1875 says they have been seen leaving a leaky ship by a hawser tied to the dock, and by swimming. Shakespeare alludes to this belief. It is quite reasonable to suppose that the instinct of these animals may have led them to abandon a ship that had much water in the hold, as they would suffer from hunger. An old work tells us the instinct of rats leaving a ship is because they cannot be dry in it.

- A belief in the virtues of odd numbers was very prevalent as shown in the usages of maritime nations with regard to salutes. All national, festal and personal salutes consist of an odd number of guns, a custom dating back to the beginning of modern history at least. Minute guns are still the only even-numbered salutes.

- Sneezing has been regarded by people in all ages, and in all lands, as unfortunate. It was long a custom to salute one who sneezed, to remove the bad results thought to ensue therefrom.



- Spitting to windward, prohibited for obvious reasons, in well regulated ships, was considered unlucky among Maldivian Islanders. Chinese Junk sailors considered it unlucky, and a forerunner of foul weather, to expectorate over the bows of the vessel when starting on a voyage.

- English seamen think it unlucky to throw salt about. In Holland, it was thought unlucky to overrun a salt-cellar, as a ship would be wrecked each time it was done.

- Birds coming on board at sea should not be caged or taken, for, as you lay hands on the birds, you will have to lay hands to the sails, in the storm that will come.

- The kingfisher boded good or evil, as its cry was to the right or left, said negroes of West Africa. The ancients believed that the petrel hatched its eggs under its wings, and never rested. The albatross is believed by sailors to sleep on the wing. Swallows were thought unlucky at sea, although they are lucky on shore. Cleopatra abandoned a voyage, on seeing a swallow at the masthead of her vessel.

- Crows were used as guides by navigators, as they were carried out to sea and then let loose, to indicate the direction of the land by their flight. The crow, the raven and the magpie are proverbially birds of ill omen. The dove was long a bird of good omen at sea.

- There was a belief in the efficacy of human charms, and it frequently occurred that a dead man's hand and other human relics were carried to sea, as charms against shipwreck. Animal charms were of the same class, and were more frequently used. Esquimaux fasten a seal skin to the prows of their canoes, as a charm against bad weather and storms. Foxes' tails and eagles' beaks served equally well.

- That well known charm, the horseshoe, has long been a favorite with the mariner. They are often nailed to the masts.

- Sometimes in antiquity, a badge was tied or fastened to the body, so as to identify it if found — very much as modern sailors tattoo the body.

- Sea shells, fish amulets, the caul, coral, amber, bunches of garlic, bits of sea-weed, turf from the churchyard — the belief of the sailor in these many omens, lucky signs, auguries, etc., is a survival of ancient superstitions — reminiscent of the many impositions practiced by Chaldean magicians and astrologers, Greek and Roman augurs, mediaeval sorcerers and cunning charlatans of all ages.

TAFFRAIL TALK

THE TALE OF THE sport-loving airplane takes the prize, we think, for anecdotes coming out of the Korean theater during the last months of winter.

A tobogganing, ice-skating, ski-jumping *Panther* jet is the hero of the story, and its lucky occupant was Lieutenant Irving A. Robinson, USN, heading for his home base, *USS Valley Forge* (CV 45). Returning from a mission over Korea, Robinson's plane was struck by a shell which hit the left wheel, knocking out the plane's hydraulic pressure and emergency air pressure.

Unable to lower his wheels, use his dive brakes, or manipulate his wing flaps, Robinson finally managed to reach a friendly Korean airfield and made ready for a hazardous belly landing in



the ice and snow. Skillfully he maneuvered the plane; it hit the steel matting, and then Robinson closed his eyes for the on-coming crash. Looming ahead were: a huge ditch, a small lake and a high dike.

The plane sledged along on its belly, hurdled the ditch in true thoroughbred style, skated breathlessly across the ice-covered lake, climbed the embankment and tobogganed down the other side of the dike. Then it stopped. Pilot Robinson emerged uninjured, deciding he had ridden a real winner.

* * *

A Marine corporal in Korea who's not popular—because of the company he keeps—is James R. Dixon. He's a herpetologist, which means that he's a student of reptile life, and in civilian life he ran a snake ranch, collecting zoo specimens and supplying snake venom for use in serum manufacture.

On a recent trip to Japan, Cpl. Dixon alienated a number of his companions, he says, when he returned to his hotel room with a few choice reptiles which he had an opportunity to collect. In Korea, his charges receive a lot of attention from his buddies, when they are assigned to their glass enclosed cages.

* * *

A lady physicist now joins our mermaid scientist (*ALL HANDS*, January 1952, p. 64) as another member of the fair sex with a unique job assignment for the Navy. Working on the instrumentation of the 4,000-mph *Viking* rocket, she was the only woman scientist among a group employed at the White Sands Proving Ground, New Mexico. The *Viking's* scientist is Martha Bond.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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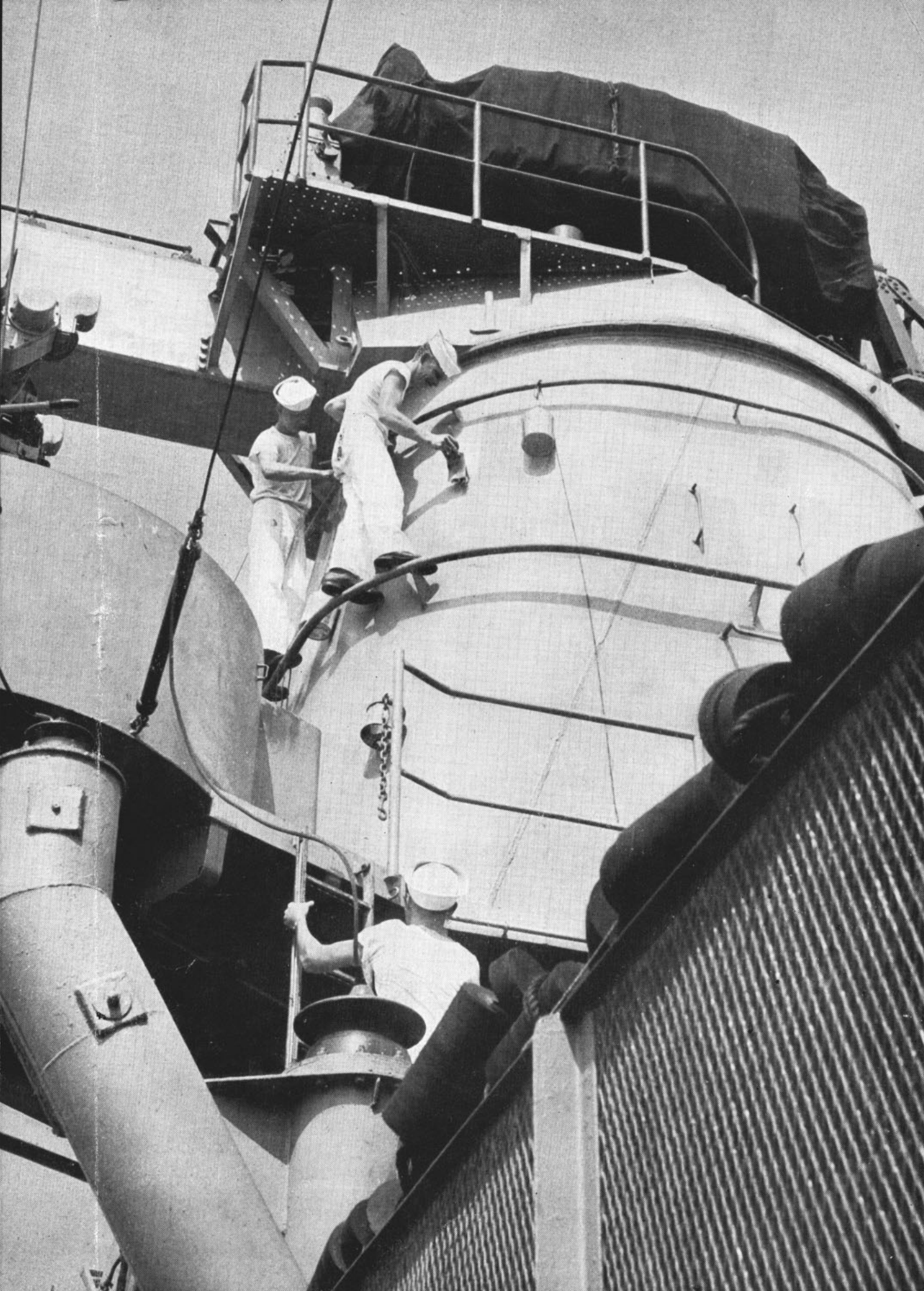
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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, *The Bureau of Naval Personnel Information Bulletin*. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: *USS New Jersey* (BB 62) gets a fresh coat of paint on the fire control tower as a preventive against salt air and rust. ➔





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