

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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OCTOBER 1952



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NUMBER 428

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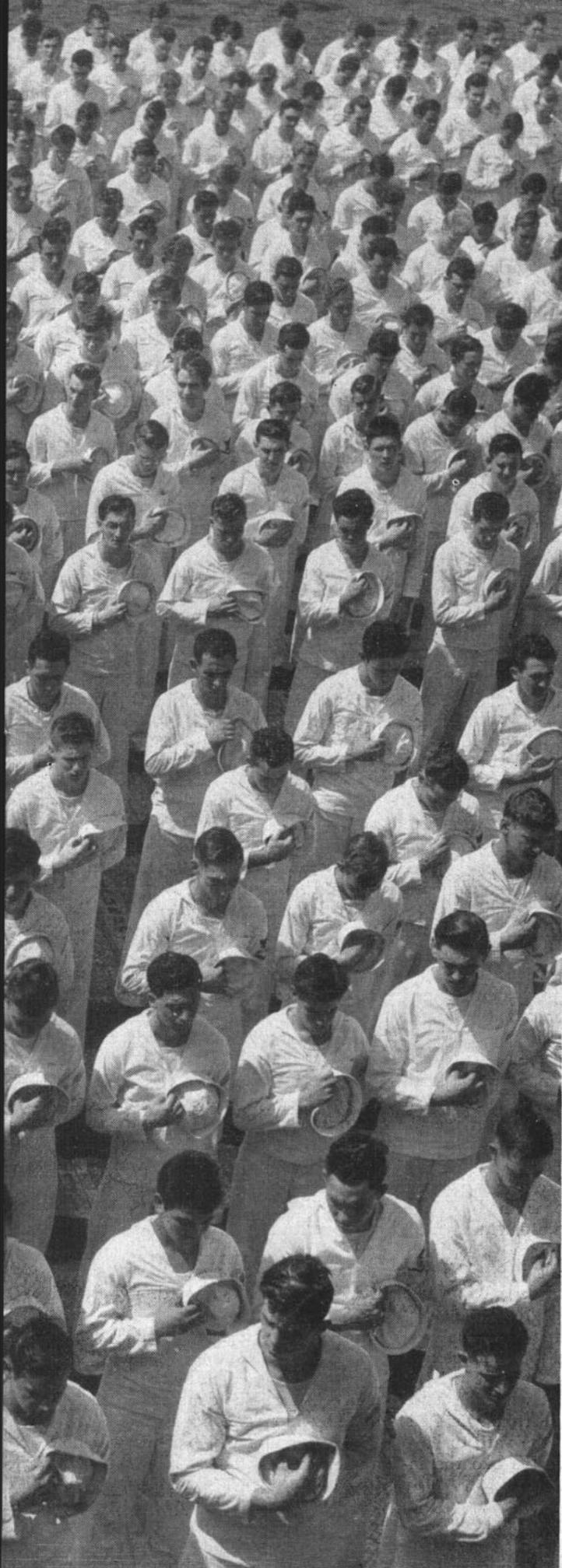
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• FRONT COVER: Flag hoist—QMSA bends on flag during signal drill on board USS *New Jersey* (BB 62). Photo by W. J. Larkins, PH2, USN.

• AT LEFT: LAST RESPECTS—Men of USS *Boxer* (CV 21) stand with bowed heads during memorial services held for shipmates who died during the recent fire on the hangar deck.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photograph on top of page 45, British Information Services.





INDUSTRIAL area of Puget Sound Naval Shipyard shows orderly 'hodgepodge' of equipment, ships and Navy gear.

## How Your Ship Gets That 'New Look'

"**W**HAT a madhouse!" That's the new sailor's usual reaction during his ship's overhaul period. But after his ship has had a second and third crack at shipyard overhauls, he learns that all shipyards are that way—on the surface.

In this respect, an overhaul period is like that first week aboard ship. It too seemed like a madhouse—until you began to learn the ropes and discovered that all those words coming out over the loudspeaker had a meaning and that every shipboard drill had a purpose. Soon it became clear that all the words and drills added up to an efficiently operating unit.

Same thing at a shipyard. All the steam lines, electric power lines and welding cables that are strewn on the decks and run across your bunk and locker, all the banging, chipping, welding and riveting, the yard workers who knock out bulkheads, turn machinery inside out and strip the guns—it's all part of an over-all plan, believe it or not.

This plan begins right at the top—with the Chief of Naval Operations—goes through BuShips, BuOrd, BuAer and other bureaus and ends at

your ship. Simply put, the plan is to keep your ship in tip-top material condition for sea.

"Routine overhaul," (actually it's called "regularly scheduled overhaul,") is a key term at every naval shipyard. Most of the ships you see in any yard are in various stages of a routine overhaul. Overhauls are given every 18 months for some type ships, every 26 months for others, in-between for others. Overhaul serves as a ship's reconditioning period. All the hull, electronics, ordnance, machinery and other type gear are repaired, reconditioned or replaced so that when your ship leaves the yard she is ready for any assignment. What's more, she is modernized—some of the latest equipment has been added.

Shipyard experts say that the success of an overhaul depends on two main factors: the degree of cooperation between the ship's force and the yard workmen and the completeness of the ship's work request priority list. This list is just what it sounds like—a list of requests from your commanding officer to the yard to have certain work done. It's like the in-

structions you give the mechanic when you take your car around the corner to a filling station for a grease job and check-up.

To help himself compile this list when the time comes for overhaul, your CO asks all department heads to keep a running list of items that need repair. This they do on what is known as CSMP cards. Current Ship's Maintenance Project Cards are kept on every item of shipboard gear.

Next, the work request lists from the various departments are assembled into one master list for the ship, a list on which the CO assigns priority to each request showing the order in which the jobs are to be undertaken. About 90 days before the overhaul date, your CO starts the ball rolling by submitting the master list to his type commander and to the scheduled naval shipyard.

Officers on the staff of the type commander screen your ship's work request list to determine which items will be accomplished by the shipyard and which will be done at some later date by a tender or repair ship. They also determine which items will be undertaken by the ship's force and

which items, for various reasons, cannot be approved. In addition, the shipyard is granted an allotment of money from the type commander's repair funds to cover the work authorized. About 30 to 45 days before the start of the overhaul, the type commander's report reaches the yard. The yard is then ready for its own advance planning.

Shipyard planners and estimators go over your ship's work requests to determine what replacement parts and other material will be needed. Orders go out for the yard's Supply Department to obtain the needed parts. For parts it doesn't have at its finger tips, the Supply Department must go to a Naval Supply Center or direct to the manufacturer. This is where the little details in your work requests pay off. They tell the yard exactly how much of what to order.

While such parts are being run down, other shipyard planners pore over various plans and instructions to determine the best way to tackle the trickier jobs. Next, they prepare "job orders" which tell the various shops of the yard what must be done to accomplish each job. Naturally, the question of funds arises here. Estimates of costs are made to show how much of the repair funds will be needed for each job—and how many jobs can be undertaken within the funds granted.

All this is "upstairs work." It is vitally important paperwork that you, as a shipboard sailor, are probably little aware of. But it is advance planning like this that pays dividends in the form of a fast and thorough overhaul.

Shortly before your ship enters the yard, you'll notice certain signs. For example, provisions are allowed to run low and storerooms carry less than their usual amount. This is done to provide elbow room in the storerooms. Ammunition is removed too—it would be dangerous to have it aboard during overhaul.

Your ship arrives at the shipyard and moors to the pier. By the time you get topside, steam lines, water lines, air lines and electric power lines have been run to the ship. Most of the ship's machinery is secured. The only machinery that is left running is what will be tested or used for tests, or perhaps both. The brow is scarcely in place before shipyard planners, design draftsmen and shipworkers stride on board to acquaint

themselves firsthand with the numerous jobs to be undertaken.

To smooth the way for quick work, an arrival conference is held. In this conference, your ship's officers meet with shipyard planning officials. Work requests are discussed. Together they clinch what work will be undertaken and iron out vague points in the work requests.

After the arrival conference the ship becomes the baby of the yard's production department. It is up to this key department to complete the work within the time—and the funds—allotted. To see that this happens, a ship superintendent is assigned to your ship. He is a naval officer and he acts as liaison between your ship and the shipyard on all points of the overhaul. He also acts as coordinator between the shops and "trades" involved in your ship's overhaul.

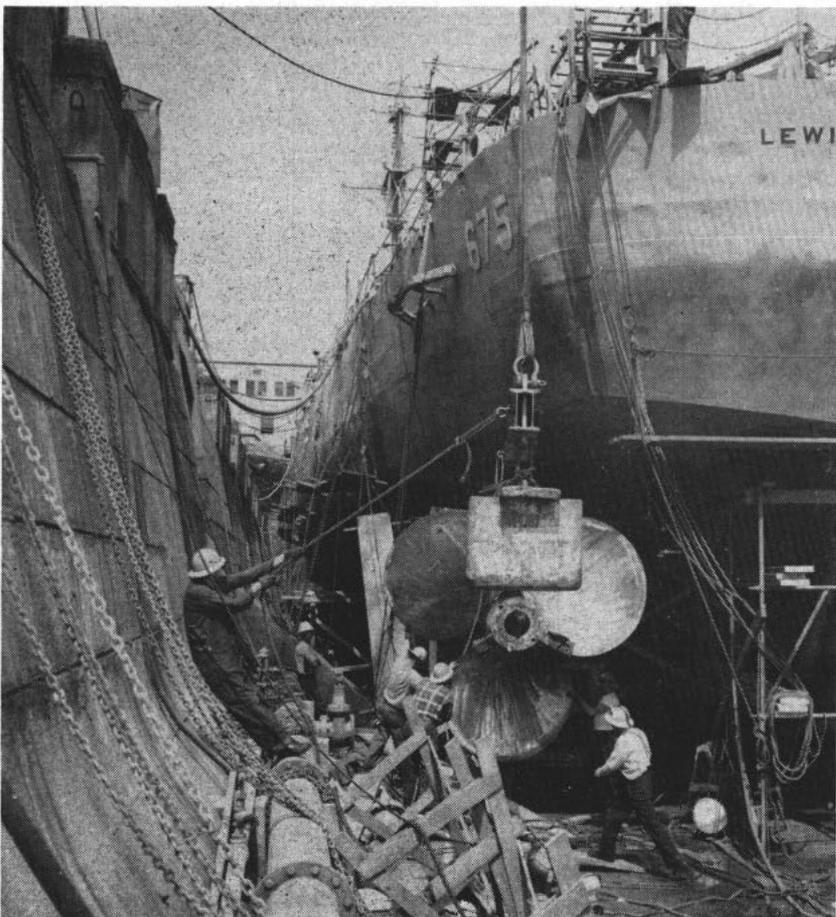
Now workmen come aboard in a flood, each workman intent upon fulfilling some part of a job order. In the more advanced stages of an overhaul it is not unusual for a destroyer

to have 350 or 400 shipyard workers on board at one time.

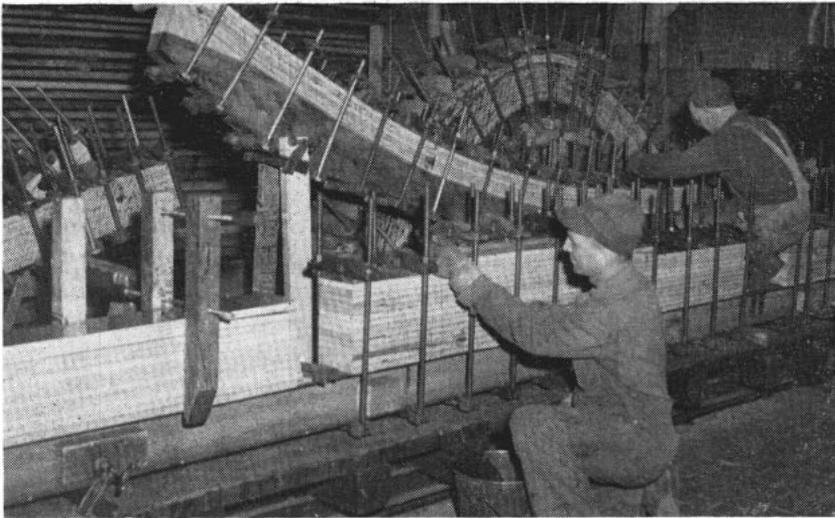
These skilled workmen represent a variety of yard shops ashore. Don't let that word "shop" fool you though—some shops are gigantic. At the San Francisco yard, for example, one steel shop covers almost five acres. Constructed at a cost of \$4,000,000 it can accommodate 18,000 shipfitters, welders and boilermakers working together on three shifts. A feature of this shop, incidentally, is the mightiest steel press west of Pittsburgh, Pa.

The many shops of a shipyard, along with the various office buildings, store houses and laboratories form its busy "back yard." There are buildings and shops galore at a typical shipyard. The New York yard, for example, has about 260, the Pearl Harbor yard has about 310 and the Norfolk yard, about 350. Some of these buildings, of course, are up in the "front yard," the waterfront area.

Some typical shops that will be called upon during your overhaul are the: Paint Shop, Pattern Shop, Op-



SKILLED workmen push and pull to install repaired and rebalanced propeller on USS Lewis Hancock, (DD 675). This work is done by the 'Riggers' Shop.'



**SPECIAL glues, hydraulic presses and clamps enable naval shipyards to make big timbers out of little boards and then bend them like so much cardboard.**

tical Shop, Machine Shop, Boat and Joiner Shop, Print Shop, Galvanizing Shop, Pipe and Cooper Shop, Shipwright and Wood Caulker Shop and the Forge (or Foundry) Shop. This last named shop is often one of the yard's oldest and was probably known in former years as the Blacksmith's Shop.

A special form of shop is the loft. Lofts recall the old Navy—they were originally upstairs locations (like a hay loft or organ loft). In today's Sail Loft, workers man powerful sewing machines as well as the old standby—the palm and needle. They turn out weather deck awnings, flag bag covers, mount and turret bloomers and covers for the 20 and 40mm. guns. This is mostly canvas work. Lighter

work is done at the yard's Flag Loft. (Mare Island's Flag Loft dates back to Civil War days. The first employees were war widows who hand-embroidered flags and pennants.)

In the back yard, you have to go inside the shops to see what goes on: radar components being overhauled, engine room gears being "trued-up," ordnance parts being reconditioned, optical equipment being cleaned and adjusted. Your ship's parts will be literally strewn all over the yard, but they'll all be out of the shops, back aboard ship and in top condition before the ship's "ready for sea" period.

Down where your ship is moored—the waterfront area—you don't need to enter the buildings to see the excitement. In the "front yard" it's all

spread out for your inspection. At other piers or in drydocks are ships of many types. Some will be in various degrees of the routine overhaul, others will be undergoing conversion or alteration, others undergoing repair.

Take a closer look at one of the ships undergoing repair. It's a destroyer that tangled with a mine off Korea and lost her bow. But that's being taken care of now. Riding the hook of a dockside crane is the bow of another DD being built in another part of the yard.

You'll see drydocked fleet oilers in advanced stages of overhaul having their hulls sandblasted. Another ship further along in this reconditioning process is having plastic paint sprayed on her hull. The painters are riding in a metal platform supported by a traveling crane.

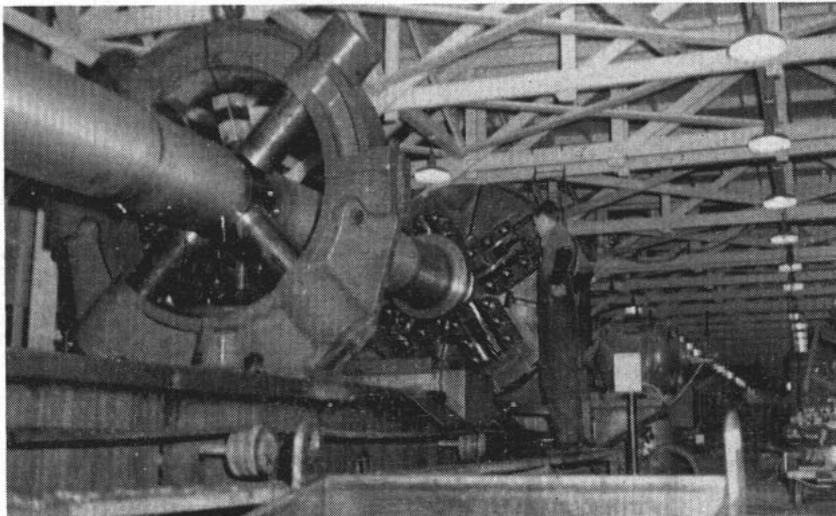
A larger crane hovers over an escort vessel, lifting out her stack so that fire room overhaul can be made in a hard-to-get-at area. At other piers are ships recently out of mothballs, soon to join the active fleet. Down the line, at one of the shorter piers, are moored the yard tugs ready to take on a job at an instant's notice.

A minesweeper is to be shifted to a berth at the other end of the waterfront. Yard Operations orders: "Send one tug." A large carrier is to shift berths from the yard's largest pier to the yard's largest drydock. Operations orders: "Send all the tugs."

Ships and shops are only part of any yard. It's not a naval shipyard if there aren't hundreds of people, Navymen and civilian yard workers alike, scurrying around the yard. Incidentally, many of the workers are ex-Navymen carrying on with their Navy-learned skills.

If you look sharp down at the waterfront area, you'll no doubt see a couple of sailors looking mighty confused. These will be men just returned from leave who can't find their ship. Sometimes the ship's silhouette has even been changed and they don't recognize their old home when they see it. And usually their ship isn't where they left it either. It's in the yard all right, but it has been up against that traditional—and bewildering—yard operation known as "shifting berths."

The hundreds of yard workmen with their ship overhaul gear that have now shouldered their way aboard your ship have made her



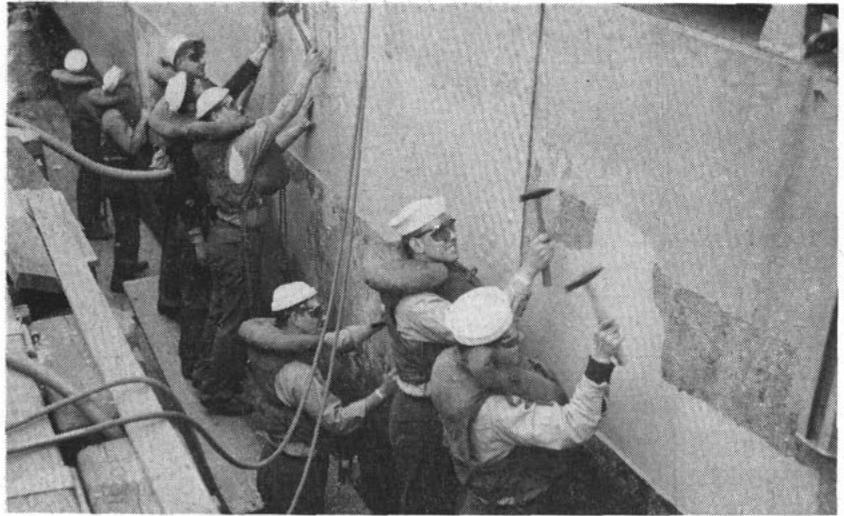
**MACHINIST trues up the bearing surfaces of a huge drive shaft as part of his duties at a naval shipyard—one of many operating to keep Navy ships fit.**

somewhat crowded. To ease this situation—and because your ship is not operating—you and your buddies can often be given leave during a yard overhaul period. In this way, when the ship is put back in fighting trim, her crewmen are ready to go as well.

Normally, the ship's company continues to live and eat aboard during a yard period. In some cases, however, the crew must shift ashore, eating and sleeping in the shipyard barracks. For example, if the galley ranges are stripped down or if the crew's mess hall has to be worked over, you'll have to walk for your meal. This means grouping up on the pier at meal time and marching to and from the yard's mess hall. Three times a day yet.

Throughout an overhaul, the safety of the ship remains the responsibility of ship's company. As a crew member, you will be called on to stand fire watches whenever burning or welding is in progress, to keep up "good housekeeping" duties as a preventative against accidents, and to stand the usual security watches throughout the ship. Crewmen can help the yard keep to its "time schedule" by being on the spot with keys when yard workers need access to a locked compartment and by quickly showing up when a ship's inspector is needed to witness a test or inspect a completed job.

As the overhaul progresses and the jobs develop, one of three conditions often arises. First, certain jobs do not require all the work originally called for by the ship's work list. In this case, funds are turned back to the yard's Planning Department. Second,



SHIP'S FORCE turns to in a paint chipping assignment. Life jackets and goggles must be worn for this work. Before long, vessel will have fresh paint.

a few jobs may be cancelled because of unavailability of critical material. Third, a routine job may develop into a serious problem that calls for additional funds.

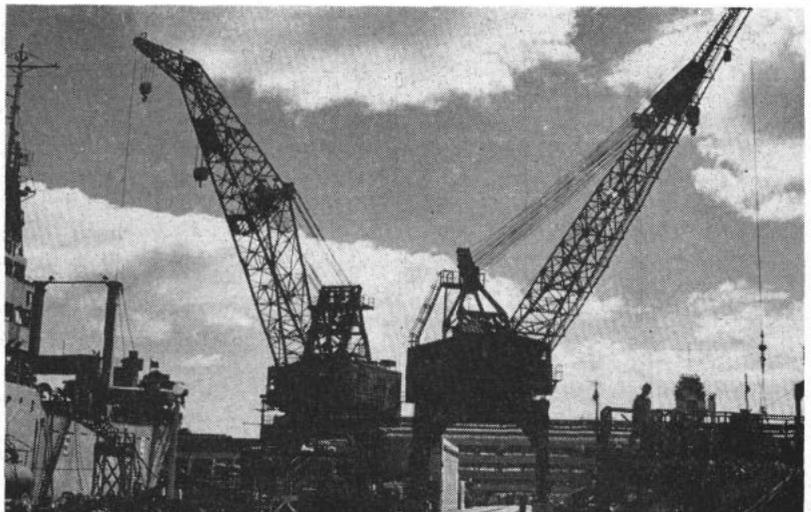
Sometimes a combination of these factors works to your ship's advantage; sometimes it doesn't. In any event, the shipyard keeps an accurate account of these factors and issues new job orders, or, in some cases, requests additional funds from the type commander to cover further job orders.

When a job has been completed within the specifications of the job order it is up to the ship's officers to inspect the job. Work that is approved is "signed off" on the job order by an officer or leading petty officer of your ship. The ship super-

intendent also signs off the job order. When he does so, the job order is officially closed out and no further charges may be lodged against it.

Early sign-offs generally mean that the ship will receive additional—and desired—work items. In this manner, low priority work items that ordinarily might go undone, get done.

Toward the end of the overhaul period there is an increased flurry of activity on the ship. The time for dock and sea trials is drawing near. Electronic gear, piping, hatches, optical equipment, machinery parts and the like—items which have undergone a face lifting in the yard's shops—are returned aboard and installed. The date set for the "dock trial" generally seems unrealistic—but when the time comes, the ship is ready to go



FIRE WATCH extinguishes fire caused by welding. Right: Huge cranes are silhouetted at Pearl Harbor Naval Shipyard.

## Globe-Girdling Destroyers See Lots of Action

Globe girdlers, world circumnavigators, around-the-world trippers—no matter what you call them, a lot of destroyer sailors are getting in their globe-rounding qualifications these days.

Third destroyer division to steam around this planet since the Korean outbreak is DesDiv 261. The four DDs of this division recently arrived at Norfolk, Va., eight months after they had departed from Norfolk. They came back the long way. They had left last January and, by way of the Panama Canal, San Diego, Calif., Pearl Harbor, T.H., and Japan, arrived in the Korean theater.

There, they were assigned blockade, escort and bombardment duty. They pounded major Red targets up and down both coasts, sending thousands of five-inch projectiles shoreward against enemy field emplacements and troop concentrations. During their four-month shooting tour, the DDs acted as screen ships for Task Force 77 and also as independent units on "shoot 'em up" missions.

One of the four—*Laffey* (DD 724)—was at one time surrounded on three sides by enemy shore batteries. With very little sea room in which to maneuver she nevertheless knocked out the Red guns and steamed out undamaged. It was one of the longest fights of its kind in the campaign and about 80 rounds landed within 200 yards of her.

Another of the DDs—*James C. Owens* (DD 776)—was straddled and hit by enemy shore batteries while bombarding Songjin harbor installations. Three were killed and five wounded. "*Jimmie C.*" sustained major damage, but it was repaired by the ship's force and she was soon back in action.

*Lowry* (DD 770) operated for a time with British and Commonwealth units off Korea's west coast. Her outstanding achievements in this duty brought her a letter of commendation from the British Commander in Chief in the area.

Leaving the Far East by way of Singapore and the Indian Ocean, the four ships of the division transited the Suez Canal and entered the Mediterranean Sea. The Med was familiar territory to the fourth

DD—*Douglas H. Fox* (DD 779). On another Med tour—in 1947—her stern had been blown in by an exploding mine while up in the Adriatic Sea on the Trieste-Venice run.

When the ships left Norfolk, it was the first time at sea for 60 per cent of their crews. They were under enemy fire within weeks. The words of the division commander bespeaks the crews' actions. He said that they were as "seasoned, loyal and courageous a group of men as I ever have had the honor of serving with."

Geographically, DesDiv 261 circled the globe from east to west—with the sun. One of the other two destroyer divisions that went 'round the world—DesDiv 122—did it the same way. However, escort division 61, first of the three to go around, went from west to east—against the sun.

These four ships—*uss Fred T. Berry* (DDE 858), *Norris* (DDE 859), *Keppler* (DDE 765) and *McCaffery* (DDE 860)—left the States in July 1950, for a "routine" tour of Mediterranean duty. Soon after arriving on station the division was ordered to the Korean theater. They arrived in August. After several hectic months of late-1950 had been spent on station, the ships sailed for the East Coast by way of Pearl Harbor and the Panama Canal. In all, it was an eight-month cruise that covered more than 60,000 miles. (See ALL HANDS, May 1951, pp. 14-15.)

The third group, Destroyer Division 122, made the globe girdling cruise during the period from October 1951 to April 1952. As with the others, this DesDiv made a prolonged stop-over in the Korean theater to slap the Reds around. The four ships—*uss Hyman* (DD 732), *Purdy* (DD 734), *Beatty* (DD 756) and *Bristol* (DD 857)—departed from Newport, R. I., and steamed to the war zone by way of the Panama Canal, San Diego, Pearl Harbor, Midway and Japan. On their way back to Newport they stole a chapter out of the ocean liners' *world cruise books*. Stops were made at Hong Kong, Singapore, Columbo (Ceylon), Bahrein and Aden (Arabia), Suez, Naples and Gibraltar.

after all. In practically every case the dock trial comes off right on schedule and is a success. That's the result of long years of experience.

In the dock trial, the ship remains moored to the pier, running her main propulsion plant at slow speed. To avoid steaming away with the pier lashed alongside, two-screwed ships generally kick ahead with one screw and a go astern with the other. Single-screwed ships just have to watch their RPMs and check the strain on the mooring lines.

A further proof of the quality of the yard's work is the "sea trial." Out in an open stretch of seaway the ship gives its engineering plant a really rugged workout. In addition, steering equipment is given a complete test. In both the dock trial and the sea trial, shipyard personnel are aboard to give the reconditioned equipment its final checkout.

At the completion of the sea trial it's back to the shipyard for the "ready for sea" period. This is usually a one-week period that is exclusively the ship's own time. Naval shipyard workers seen aboard ship at this time are aboard only with the CO's permission. The ship completes its clean-up, readies all storage spaces, obtains necessary stores and takes aboard fuel. New equipment is run and re-run by the crewmen to insure familiarity.

Officially, the ship is "finished" at the start of the "ready for sea" period. However, the ship superintendent is usually found aboard during this final week. The skipper or department heads will consult him if any last-minute defects or deficiencies show up.

One morning the ship stands out to sea. In some respects she's a new ship. In other respects she's the same old gal, spruced up a bit here and there. Many days there have been when she seemed like a madhouse. Days when, even with warm weather outside, your bunks were cold and damp because the heating system was not working. The fumes from welding torches, hot metal and new paint still linger in your nostrils. But now, with your ship at sea, even the engineroom seems quiet and peaceful in comparison to the navy yard. In any event, it was an experience for the ship and crew alike. Quite likely, it was an experience for the shipyard and the yard workmen too. —W. J. Miller, QMC, USN.

# Samoans Honor Navymen in 'Kava' Ceremony

**A**MERICAN Samoa, situated as it is 2200-odd miles south-south-west of Honolulu, Hawaii, is a relatively isolated Pacific location. What's more, its harbor—Pago Pago, Island of Tutuila—is not on any commercial steamship line's schedule of ports. All of which means that distant travel is relatively rare—especially for large groups of Navy dependents.

The Navy recently lent a helping hand to 900 native Samoan Navy families and other passengers who wanted to go from Pago Pago to Honolulu. MSTs transport *USS President Jackson* (T-APA 18) carried the Islanders on the long haul.

More than 350 of the passengers were dependents of members of the now-disbanded Fita Fita Guard. Last year many Fita Fitas—about 100 of them—were transferred to the Regular Navy and assigned duty in the Pearl Harbor area. At that time, because of limited passenger space, most of the Fitas were forced to leave their families behind when they sailed from their homeland. (See *ALL HANDS*, September 1951, p. 51.) The other passengers were "paying passengers" who took advantage of *President Jackson's* visit to make a trip to the Hawaiian Islands or to change their residence.

In preparation for the exodus, *President Jackson's* transportation officer preceded his ship to Pago Pago and spent two weeks making arrangements for the passengers.

Illustrated here is a royal *tofa*



PHOTOS BY RICHARD K. THOMAS, AF1, USN.

**HIGH CHIEFS**, high talking chiefs and the village *taupou* join with officers from *USS President Jackson* (T-APA 18) for *tofa kava* ceremony.

(farewell) *kava* ceremony which took place on the Island of Tutuila, American Samoa.

The *kava* ceremony is very colorful. Generally at these ceremonies, which are somewhat like round table discussions, current issues are brought out and discussed among the various Samoan leaders.

A *taupou*, a woman whose responsibility is the mixing of the *kava* drink, sits between the groups of chiefs. The drink is made by continually soaking and squeezing a *kava* bush root in pure water all during the talking part of the ceremony.

The *taupou* is selected by a chief's family and, before she can handle

the *kava*, her appointment must be approved by the village council. The same rule applies to the man who serves the *kava*, only he must also be covered with the prescribed *tatoos*.

A fixture in Samoa, the *kava* ceremony now has its proponents in the islands of Hawaii. One *kava* ceremonial bowl is on display at the Pearl Harbor, T.H. headquarters of the 14th Naval District Commandant. It was presented by leaders of the various island districts to the Navy as an expression of their appreciation to the Navy for making the transportation available.—J. C. Ortman, J01, USN.



**VILLAGE TAPOU** prepares *kava* drink while discussion goes on. Right: Close-up shows shredded *kava* root and bowl.



• **LDO PROGRAM** — In the 1952 Limited Duty Officer selection program, 74 CPOs and PO1s, along with 37 warrant and seven temporary officers, have been promoted to permanent ensign, USN.

Appointments were made in the following classifications: deck, ordnance, administration, engineering, hull, electronics, aviation operations, aviation ordnance, aviation engineering, aviation electronics, Supply Corps and Civil Engineer Corps.

The Navy's LDO program is a continuing program through which highly qualified career men with at least 10 years' service reach permanent commissioned grade. Details on the program may be found in *ALL HANDS*, May 1952, pp. 52-53.

• **RESERVE MEDICAL AND DENTAL OFFICERS** — Reserve medical and dental officers on active duty who are now eligible for release to inactive duty may extend their terms of service temporarily if they so desire.

The Navy anticipates that there will be a critical shortage of medical and dental officers during mid-1953. In view of this fact, the Bureau of Naval Personnel will normally approve extensions for a period of one month or more for members of the Medical and Dental Corps, USNR, who are eligible for release during the period from 1 October 1952 to 31 January 1953 inclusive, provided no change of station is involved.

Reserve medical and dental officers may apply to the Bureau of Naval Personnel for extensions even though release to inactive-duty orders have been received.

• **KOREAN SERVICE MEDAL** — In view of the nation's metal conservation program, Korean Service Medals will not be available for issue until after the cessation of hostilities in Korea.

When the medal does become available, those authorized to receive it will be notified by a BuPers Instruction, by *ALL HANDS* and other news media. However, until that time, the Bureau does not desire requests for this medal. Such requests will be neither processed nor acknowledged.

The blue and white Korean Service ribbon continues in effect, is available and may be worn by authorized persons.

## Status of Officers with Temporary Appointments

*ALL HANDS* has received many inquiries concerning the current status of officers with temporary appointments. In order to help such officers solve some of their problems, four frequently asked questions are answered below.

(1) *Under the present law, all temporary officers are to be reverted to their permanent status prior to 1 Jan 1957. Have the officer requirements in the Navy been filled to the extent that it will be possible to dispense with temporary appointments at that time? If not, are steps being taken to extend the law to retain the temporary officers for an indefinite period?*

• The Officer Personnel Act of 1947 (Public Law 381, 80th Congress), as enacted, contained provisions under Title III, Section 301, which would have required the appointments of temporary officers to be terminated whenever the President determined that the number of officers holding permanent appointments on the active list of the line of the Regular Navy equalled 95 per cent of the number of such officers authorized by law or on 1 Jan 1957, whichever occurred the earlier. However, Section 301 was amended by Public Law 67, 82nd Congress (approved by the President on 30 June 1951) and now reads as follows:

"The authority granted by this title and all provisions thereof shall be effective during any period when the total number of line officers serving on active duty exceeds the number of line officers holding permanent appointments in the grade of ensign and above on the active list of the Regular Navy."

The Officer Personnel Act of 1947, thus amended, will now permit temporary officers to continue serving under temporary appointments for an indefinite period.

(2) *The present retirement law states that the temporary officer shall retire at the highest rank satisfactorily held prior to 30 June 1946, or the rank in which serving at the time of retirement, whichever is higher. Isn't this an unjust law, and shouldn't it be amended so that the temporary officers can retire with the highest rank satisfactorily held without regard to the date served?*

• The limiting date of 30 June 1946 applies only to those officers promoted subsequent to that date pursuant to the provisions of Public Law 188, 77th Congress, and who have not been confirmed under the Officer Personnel Act of 1947. Legislation has been introduced to permit all officers to retire in the highest rank satisfactorily held.

A temporary officer promoted or affirmed under the Officer Personnel Act of 1947 may retire in the rank currently held. Any officer selected and promoted to the rank of lieutenant commander and below since 1 April 1951 was promoted under Public Law 188-77th Congress, and is eligible to retire only in the highest rank held prior to 30 June 1946.

(3) *Can a temporary officer with permanent enlisted status retire upon the completion of 20 years' service, 10 years of which was in a commissioned status?*

The Comptroller General of the U. S. has ruled (22 July 1952) that temporarily appointed commissioned officers of the Regular Navy with permanent enlisted status are not eligible to be retired under the provisions of Section 6, Public Law 305, 79th Congress, which provides for voluntary retirement after 20 years' service with 10 years' commissioned service.

Attention is invited to Alnav 83-50 (NDB, July-Dec 1950) which temporarily suspends all voluntary retirements with less than 30 years' service except under the most unusual circumstances during the current emergency.

(4) *An LDO presently serving in a higher temporary rank completes the time requirements for permanent promotion in his LDO status. Is there to be a selection of these officers for permanent promotion while they continue to serve in their temporary ranks?*

• Limited duty officers are not selected for permanent promotion in grade. However, in accordance with Section 311 of the Officer Personnel Act of 1947, LDOs serving in temporary rank are permanently appointed in order of their seniority in lineal position to fill vacancies in the authorized number of the grade they hold.



ISLAND is aircraft carrier's nerve center. Here, off-duty pilots line up to study landing, take-off techniques.

## Carrier Strike: *Destination Chongjin*

IT WAS only five days after the North Korean Communists invaded South Korea that planes from a U.S. carrier, *uss Valley Forge* (CV 45), made the first carrier strike of the Far East conflict.

Today, two years later, Navy pilots, operating from the flight decks of Seventh Fleet carriers, are pounding enemy targets with more than 4000 tons of well-aimed explosives every month.

Last month a record-breaking 338 sorties flown from dawn to dusk resulted in the greatest of all-Navy aerial raids of the war and completely neutralized the big North Korean port of Chongjin. Jet fighter-bombers and propeller planes from three U.S. flattops carried the war's heaviest naval air strike to within view of the North Korean and Manchurian borders.

The story of a day's flight operations in a typical aircraft carrier strike—from dawn's first light when *Fox* flag is run up, to "Now stand by to recover aircraft,"—is a story of smooth teamwork by trained naval aviation personnel. It is this kind of teamwork which pays off in targets hit and keeps the enemy off balance.

For this day's operation, the aerologist predicted good flying weather. Throughout the ship preparations are being made for the day's business—getting the planes off and bringing them back again. In the squadron ready room, jet fighter pilots circle targets on their maps and listen carefully to a briefing. Similar sessions are held for pilots and aircrewmembers of the attack bombers.

While the pilots are getting oriented, crewmen and hangar-deck personnel move planes to the elevators for the lift to the flight deck. An enlisted plane captain sits in the cockpit of each plane.

Once on the flight deck, plane handlers spot each plane with the aid of a tractor. Ordnancemen receive bombs, rockets and machine-gun ammo elevated to the flight deck from the magazines below. Detonating mechanisms are attached to bombs mounted on the folded wings of the fighter-bombers. Rockets are set. Machine-gun ammunition for strafing and napalm (jellied gas) bombs are also included in the "work load" of some of the planes. Electronicsmen check carefully the delicate gear entrusted to their care while electricians

make sure all circuits are functioning properly. Refueling is supervised by plane captains. (Check and double check.)

These are planes of the Fast Carrier Task Force 77. TF 77 planes together have flown thousands of sorties from their "sea going air bases," destroying enemy supply lines and bases far behind the lines, strafing and bombing Communist troops in close air support of the U.N. ground forces, and, in the case of the AD *Skyraiders*, using aerial torpedoes to demolish key dams.

Now the pilots hurry from their briefings to the flight deck in answer to the call, "Pilots, man your planes." A pre-flight check by the pilots and their plane captains, and then the command, "Start engines." Each plane turns up and waits for the signal that will move it to the spot for takeoff. Speedy jet fighters, like the F9F *Panther*, are guided by plane directors and enlisted airmen to a catapult for launching. A plane helicopter guard hovers near the carrier to pick up any pilot who might crash during the takeoff.

As each plane of the strike takes off, it joins an orbit under a protec-

tive cover of high flying jet *Panthers*. When each air group is assembled, it is ready to depart—"Destination Korea!" Over target, the attack bomber group splits up into smaller striking units and begins its planned attack, going in under cover of the *Panthers*.

With its mission complete, the air group turns back for its carrier base and the operation of "plane recovery." A welcome sight to the returning pilots is "Paddles," the landing signal officer whose job is to coach each pilot "into the groove" for a landing. "Paddles'" job requires expert judgment and quick decision. He studies the maneuvers of each aircraft approaching for a landing. He must "feel" the rise and fall of the deck under him, and know the speed of the ship. This knowledge, combined with the pilot's ability to follow instantly the LSO's signals, brings the plane in for a safe landing.

But not all sorties over Korea can be classified as "routine business." Terse official communiques of fighting in the air cannot tell the story of the many harrowing experiences and dramatic incidents of the individual fighting men who man the planes.

This is a sample communique (No. 1355), which states simply: "Naval activities were stepped up in clearing weather. . . . Carrier-based aircraft struck targets from Kojo to Chongjin, including Chosen (Chongjin) power plants No. 1 and No. 2." Unreported, however, is the dramatic incident of the *Skyraider* pilot who limped back to his carrier with 59 holes—count 'em—shot through his plane. He is Commander Paul Gray, USN, who was the leader of Fighter Squadron 54, (VF 54) of *uss Essex* (CV 9). His specialty was going in low to hit North Korean bridges or railroad trains, often flying through heavy flak to get what he went after.

Commander Gray has flown nearly a hundred missions against some of the toughest flak concentrations of the Korean war.

He has been shot down four times. The first time he crash-landed in the freezing ocean, where mere exposure can kill a man in less than 20 minutes. This was after a run on Hwachwang where he had cut a railroad line, preventing the Commies from bringing supplies up to the front lines. Missing a tempting locomotive, Commander Gray had doubled back for a second run and laid his bombs



JET PILOTS circle their targets on maps following a briefing session. While this is going on, their planes are being readied for the upcoming strike.

smack on the target. Flak smashed into his plane and sent flames back along the cowlings. He fought to reach the sea rather than fall into enemy hands. He made it, and was picked up by a South Korean patrol boat which carried him through enemy-held Wonsan harbor to a U.S. destroyer.

This was his first escape from death. After the fourth, Rear Admiral John Perry, USN, commander Task Force 77, decided Commander Gray had done enough. "No man in this task force," the admiral said, in a widely quoted press report, "is required to risk his life more than four times in a row. From now on he's to do paper work."

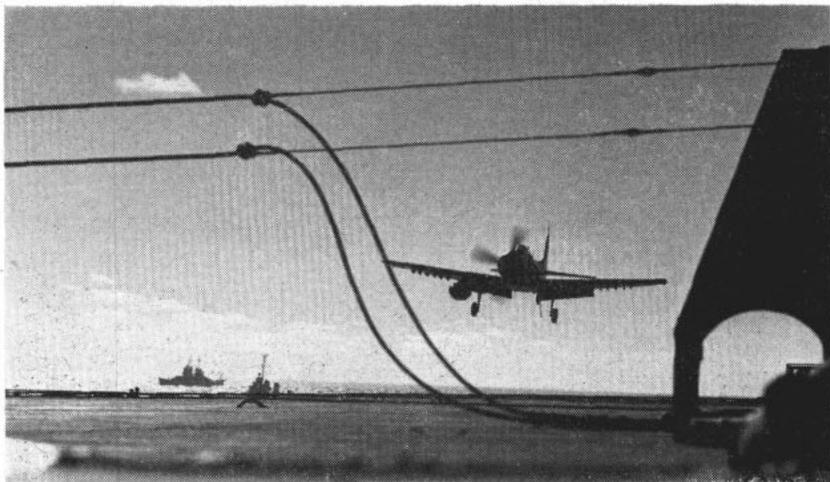
Lieutenant Commander Robert

Schreiber, USN, CO of Fighter Squadron 194 (VF 194), *uss Valley Forge* (CV 45), entered the Navy in April 1941 and flew *Hellcats* and *Corsairs* throughout the Pacific war. Now, in another war, he recently landed his flak-riddled *Skyraider* to complete his 41st mission over Korean targets. What's more, this mission marked the 15th time he had brought in a plane damaged by enemy fire.

Since he began flying fighter-bomber missions off the east coast of Korea last December, Schreiber has been hit by enemy gunners one out of every three flights he has flown. While compiling this unenviable score, however, he has never been hit himself nor has he ever made a forced landing.

ENLISTED 'talker' and catapult officer crouch to escape blast from the exhaust of a fighter's jets as the plane is flung from an *Antietam* catapult.





EMPTY BOMB RACKS under the wings of a returning AD Skyraider show the attack bomber has dropped its 'workload' on communist targets in Korea.

In the opinion of Lieutenant (junior grade) Bill Buttlar, usn, a *Skyraider* pilot from *uss Princeton* (CV 37), enemy flak is bad enough for Navy pilots but to have one's own ammunition assist the flak is going too far.

In a recent bombing attack over heavily-defended Wonsan, Buttlar's plane was hit after dropping a one-ton bomb when he pulled out of a run over a trapped railroad train.

With his air speed around 400 knots, he banked off the target. The stick was suddenly wrenched from his hand. The plane heeled over and he found himself flying upside down.

Enemy flak had set off explosives of the 20mm. shells in his starboard

wing ammo stowage. Luckily, he regained control and made a successful emergency landing.

When a pilot is caught in one of these "flak traps," it's an uncomfortable moment and almost anything can happen. If you don't think so, ask Lieutenant (junior grade) Stanford C. Balmforth, usn, of attack squadron 115 (VA 115), *uss Philippine Sea* (CV 47).

Balmforth was making an attack with his group on a camouflaged truck north of Hungnam when he was caught in such a trap. His plane was hit three times on the first run but everything still seemed to be operating properly. His group of dive-bombers next engaged in a duel with

the anti-aircraft batteries, bombing and strafing until the ground fire was silenced. On the return to home base, the group leader learned no less than four of his five attacking planes had been hit.

At 3000 feet and about a quarter mile from the ship, Balmforth noticed his oil pressure dropping. The group leader radioed ahead for the carrier to prepare for a forced landing—in the water, that is!

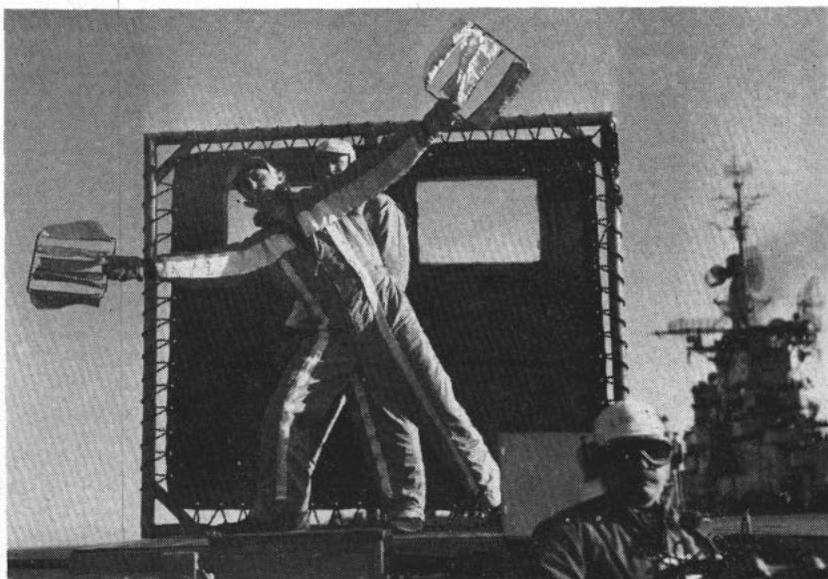
Carefully nursing his *Skyraider*, Balmforth managed to glide the "dead" plane into a position about a mile ahead of the carrier. As the craft hit the water, the pilot's quick action enabled him to escape with his life raft in the 45 seconds it took the plane to disappear. Within three minutes the ship's copter had picked him up. Next day Balmforth was on the line as usual, ready and waiting for another carrier strike.

Bombing, strafing and picking-off enemy troops are not all "sitting duck" work. "It's those guys sniping away with rifles I'm worried about, not the AA guns," says one jet pilot, Lieutenant Gaines W. Hill, usn. Hill flew his sorties from *uss Valley Forge*.

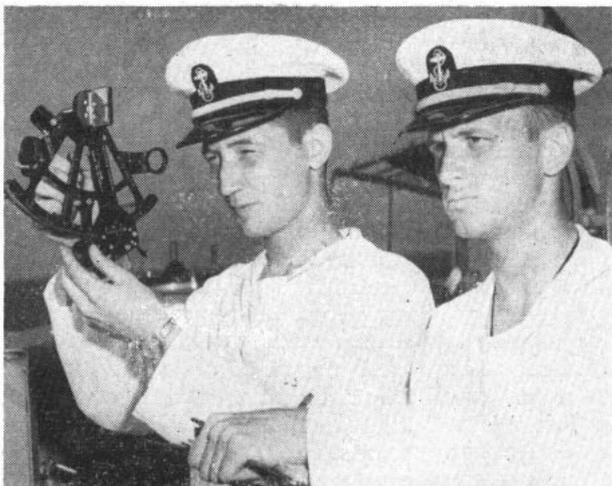
One day he was flying a low strike mission near Hungnam when an unseen rifleman leveled down on him from a high hill. He had just begun his bomb-run on a railroad track located in a deep gorge and was flying slightly below the ridge top.

Out of the corner of his eye, Hill caught a glimpse of the Commie aiming his rifle. The sharp crack of a bullet pierced the plexi-glass of his cockpit, showering him with flying fragments and a blast of air. The bomb-sight on the dashboard was shattered, and the bullet dropped to his feet. Hill was unhurt and brought his plane in safe as though nothing unusual had happened.

The same communique cited above goes on to say, "At midday all carrier aircraft rearmed to hit the hydroelectric plants at Chongjin. One-ton bombs dropped from *Skyraiders* hit the generator building and penstocks at plant No. 1. Other planes inflicted new destruction on plant No. 2. The power plant attacks were resisted by the heaviest flak encountered thus far in the Korean war by carrier pilots. Excellent flak suppression tactics, however, permitted low-level, precision bombing without loss of a single aircraft."



RETURNING pilots welcome the sight of the landing signal officer and his 'paddles.' LSO's know-how and judgment bring the planes safe aboard.

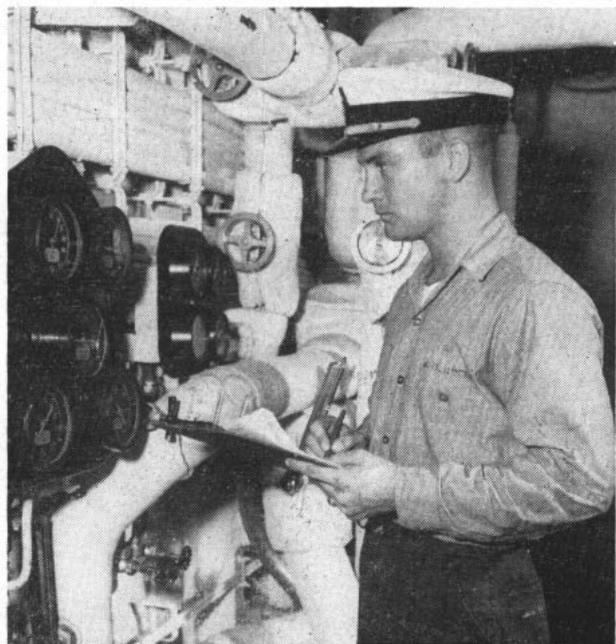
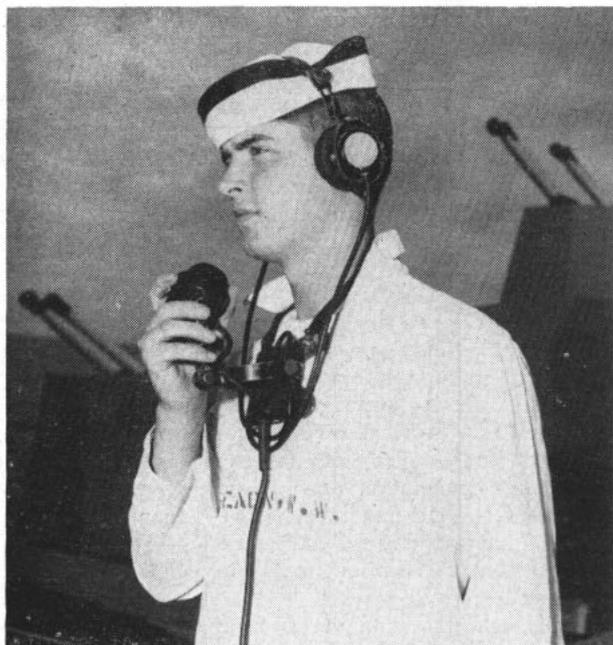


## Middies Go To Sea

**M**ORE THAN 5000 sea-going midshipmen from the Naval Academy and NROTC program took part in three middy cruises last summer.

Salt to season the academic training of the potential officers was meted out during the training voyages which follow the familiar "Learn by Doing" pattern. In cruise Able, for example, the middies served on an aircraft carrier, on heavy cruisers, battleships and destroyer-type vessels. The following photos tell much of the story of the 1952 middy cruiser:

*Top left:* Two midshipmen 'shoot-the-sun' on board USS *Missouri*. *Top right:* Gunnery practice found middies loading and firing 40mm. 'quads.' *Right center:* A midshipman third class serves as a telephone talker during gun tracking exercises. *Lower right:* Middies 'bear-a-hand' as *Wisconsin* refuels a destroyer. *Lower left:* Gauge readings are taken by a midshipman first class during engineering phase of his training.—H. O. Austin, JOC, USN.



# One Man's Fish is Another's Poison

THE next time you drop a line over the stern or go for a swim in the waters off some tropical paradise, here's something to keep firmly in mind. Lurking in the blue-green waters of your favorite lagoon may be an innocent-looking fish just waiting for a chance to send you to sickbay.

How? By poisoning you — either from the inside or from the outside.

There are two types of these marine killers. One is the "poisonous fish" which you might snag on the end of your line in off-duty fishing, and whose flesh when eaten produces toxic symptoms that result in violent illness or death. The other kind is the "venomous fish" which might attack you as you swim or wade in tropical waters. This fish does its damage by injecting venom into its victim with sharp teeth, spines, or stings.

The Navy recognizes that fish poisoning is a serious problem. Research by the Biology Branch of the Office of Naval Research has been underway for several years studying the problem of poisonous fish in the Pacific area. Researchers have already developed methods and equipment for describing and finding out the amount of "death-charge" of various poisonous fish. Surveys are now being conducted to aid in plotting the geographic distribution and poison content of the different species. So far the biologists have found more than 300 kinds of poisonous fish in Central Pacific waters alone.

While fish poisoning varies from one area to another, there are certain symptoms that remain surprisingly consistent. For example, if you should eat a poisonous fish, one of the first symptoms to develop would be a tingling sensation around the lips and tongue. The tingling soon spreads to the hands and feet and gradually turns to numbness. These symptoms

may appear immediately or at any time within a period of 30 hours. In addition, there are the usual symptoms that go with poisoning — nausea, vomiting, diarrhea and abdominal pain. In later stages muscular weakness, paralysis, irritability, and convulsions are common.

One of the strangest symptoms to turn up in fish-poisoning cases is a complete reversal of the temperature sensations. Hot objects feel cold to the touch and cold objects feel hot. A victim will complain that a cup of steaming coffee is cold or a cold drink of water is hot.

In the Virgin Islands during fleet maneuvers in 1938, for example, a U.S. naval officer was poisoned from eating an amberjack. He suffered only a mild attack but four weeks later was observed in the mess hall blowing on his ice cream in order to cool it!

The "loose tooth sensation" is another unusual symptom frequently present in fish poisoning. The victim complains that his teeth are loose but actually they are just as sound as they have ever been.

Recovery from a severe attack of fish poisoning is usually gradual. The weakness sometimes persists for weeks after the symptoms have disappeared. What's more there is no antidote for fish poisoning, except the obvious one — avoid eating any fish that you're not sure of.

The best way to stay away from these villains of the sea is to know which fish are poisonous or venomous. This article aims to help you to do just that. Although no attempt is made here to describe all of the dangerous fish found in temperate seas, a sufficient number are listed to enable you to recognize the most common and important ones. When in doubt, however, reject a suspected fish, rather than eat it and run the risk of getting sick.

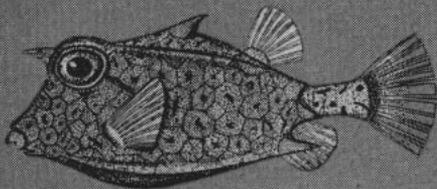
The seriousness of the poisoning depends not only upon the kind of fish eaten but also upon its condition. For example, fish in breeding condition are often more deadly than the others. Also the time elapsed between catching it and eating it, the amount eaten and of course the physical stamina of the victim are important.

All important poisonous fish belong to the order of the Plectognathi, a large group well developed in the tropics. The fish of this order usually have a body covered with rough or spiny scales, or with thorn-like spines or bony plates. One section of the skin is naked or more or less strewn with soft spines or bristles, which in some cases may look like hair. None of this group have ordinary scales like bass, trout, snapper or goldfish (normally good eating fish).

Of all the poisonous fish, the *Puffer* family is the largest. Most *puffers* are alike in appearance. They have an oblong, short, wedge-shaped body with a broad head and snout. The belly is loose-walled, elastic and contains a sac which can be greatly inflated by swallowing water or air. Most *puffers*, when alarmed, can blow themselves up until they are balloon-like. When that happens the fish floats, belly up on the surface and stays in this condition until danger is over when it quickly deflates.

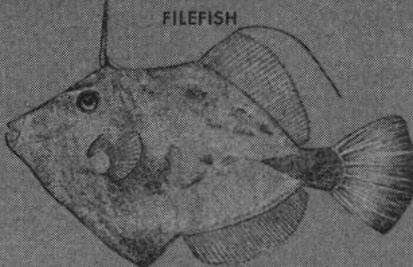
The *puffer's* thick, tough and slimy skin is covered with bristles or spines. These defensive bristles may be extended or withdrawn at will, so that some specimens may be smooth while others of the same kind may be covered with a fur-like coat. The jaws have an enamel like covering that forms a large strong beak without distinct teeth. The upper and lower parts of this beak are divided into a right and left half so that it looks like four big teeth. Most *puffers* have a characteristic disagreeable odor, and are

COWFISH



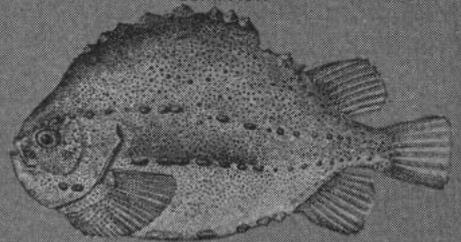
"Where's sickbay?"

FILEFISH



"I'd like to see the chaplain."

LUMPFISH



"O.K. Square it!"

quarrelsome fish that use their pincer-like jaws on other fishes or each other.

They live near the surface and are often seen swimming or floating at the top. They are easily caught, a net sometimes brings in dozens or even a hundred or more at one haul. Their poison is an alkaloid similar to that of a poisonous mushroom. It is a tasteless, odorless, crystalline substance that is not affected by cooking.

If you're anywhere in the temperate waters of the Pacific from Hawaii, Guam and Samoa to the Philippines, Okinawa or Japan watch out for the following *Puffers*—the *bristly puffer*, *black-blotches puffer*, *black spotted puffer*, *Manila puffer*, *starry puffer* and the *spheroid puffer*. The latter differs in shape from the other *puffers* because it has a slender, elongated body, and its nostrils are in the form of a low, rounded, short tube with two distinct and rather large openings. There are at least half a dozen kinds in this group. The most common are the *tinga-tinga* and the *silver puffer* or *moon puffer* (known in several languages as the *banana puffer* because of its elongated shape).

The *Trunk Fish* is another type of poisonous fish. Its body is enclosed in a rigid bony box made of six-sided plates so that only the jaws, eyes and fins are movable. There is no forward fin on the back and no fin on the belly. The mouth of the *trunk fish* is small and the jaws have only a single row of small teeth. Its body is short and may be three, four or five-sided and is often very singular in shape. Like the *puffers*, *trunk fish* are found throughout the warm waters of the Pacific and are very poisonous.

There are at least ten kinds of *trunk fish* in the Pacific, the commonest and most widespread being the fantastic *Cowfish*. This fish is enclosed in what looks almost like a rectangular box with a pair of long sharp spines projecting forward from above the eyes and another pair of similar backward-pointing spines at the lower rear corners. The tail fin

of the *cowfish* is very long and in larger specimens is at least half as long as the rest of the fish. Its color is often pale greenish-yellow with darker cross bands but the general ground color may vary considerably. Each plate on the back and sides of this fish has a blue or white spot. Sometimes its tail fin is spotted and variously marked. The *cowfish* gets to be 15 inches in length but is usually found in smaller sizes.

Some *trunk fish* are oddities, their bodies being three or five-sided with strange hooks and spines. Typical of such kind is the *Triangular Boxfish*. Its body is roughly three-sided with a very broad base at the bottom, the sides coming together at the top in a longitudinal ridge which ends in a very large spine that sticks out at the summit in the middle of its back. There are four stout spines pointing backward from the body of this fish and a small erect spine sticks out over each eye. It gets to be about 8 inches long.

The *Black-Spotted Trunk Fish* is another odd looking creature — this one is encased in a four-sided bony box. The *Smooth Trunk Fish* on the other hand has a spineless body and is as widely distributed as the *cowfish*.

The *Thorn or Horn Fishes* are members of the "hard skinned" family of poisonous fish. There are only half a dozen of this kind and they are all very much alike in general appearance. The body of the *thorn fish* is covered with rough scales or spines. Its forward fin on the back is composed of a very large sharp spine that looks like a great thorn or horn and is followed by four smaller ones. The fins on the underpart of this fish are reduced to a single long spine that is about as big as the forward spine on its back. When the fish erects these spines it locks them into position as a defense mechanism.

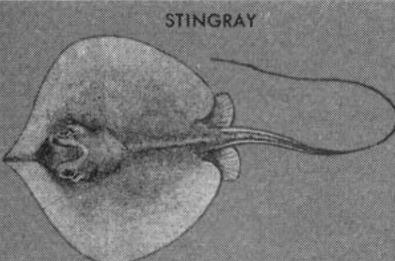
Only a very large fish can swallow the smallest *thorn fish* without injur-

ing or killing itself. All species of *thorn fish* are bluish grey or very pale with a brilliant silvery sheen. These fish are sometimes taken in large numbers in fish corrals or traps by fishermen since they live mostly in the waters near reefs. Although abundant they are rejected as food in most regions. However, the largest *thorn fish* (10 inches or more in length) is eaten in Japan. Most of these fish are found from India north to Japan but several kinds have been found around New Guinea and Australia.

Another type of poisonous fish, the *File or Fool Fishes* are easily recognized because all members of this family have the forward fin on the back reduced to just a single spine. The skin of this fish is covered with small scales and feels like sandpaper. All *file fish* are pale brown or greenish brown in color and the larger ones get to be two feet or more in length. They are eaten in most parts of Japan and China but fishermen in Manila Bay will not touch them and insist that they are dangerously poisonous. *File fish* are found all over the globe in warm seas and although they are not as poisonous as the *puffers* or *porcupine fishes* they should all be looked upon with suspicion.

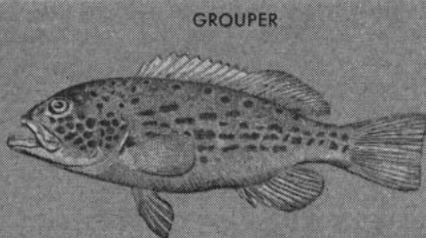
The *Trigger Fish* is another poisonous fish that is a brilliantly colored thing almost grotesque in appearance. There are more than 20 different kinds of *trigger fish* and all have a thick, strong tail spine roughened in front and hollowed out behind. Into this hollow a second spine fits and a projection on this second spine fits into a notch on the first spine when the fin is elevated. The first spine is thus locked in position and cannot be lowered until the second spine is laid down, the latter acting as a "trigger" from which the fish gets its name. Behind the forward fin on the back of the *trigger fish* is a deep groove into which the spines are folded when the fin is at rest.

The *trigger fish* has a compressed and rather deep body covered with



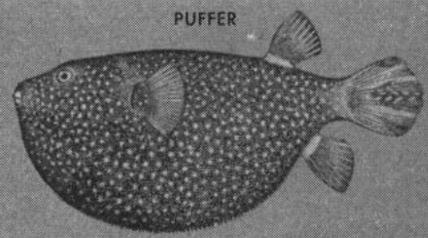
STINGRAY

"Pipedown! I've got the midwatch."



GROUPEE

"I said chip it not paint it!"



PUFFER

"Must have been something I ate . . ."

thick hard rough scales that do not overlap. Its eyes are far apart and far back and their gill openings are mere slits. It has eight strong large irregular incisor teeth. Most of these fish have a bad or disagreeable taste. In Cuba their sale is forbidden but they are eaten in many parts of the Orient. The Orientals claim that the young of this specie may be eaten safely but a wise fisherman will throw back all of them regardless of their size.

The *Sierra*, *Cavallas*, *Hard-Tails*, *Great Barracuda*, *Groupers*, *Amberjack* and others, closely related, belong to different groups of poisonous fish. These fish may be poisonous in some areas but not in others. For example, in the Virgin Islands and the West Indies they contain a mild poison of which the patient seldom dies although symptoms may be very severe and pain acute. In other areas they are eaten without any apparent ill effects.

The Biology Branch of the Office of Naval Research hopes ultimately to isolate and characterize the toxin involved in poisonous fish and to learn the reason why fish become poisonous in some areas and at various times while fish of the same specie may be harmless in other areas or even in the same area at different times. Until this information is obtained it is best to observe the old adage "better to be safe than sorry" and throw back any fish you're not sure of.

Unfortunately there are some dangerous fish that you can't throw back because they "catch" you!

In all parts of the world, in fresh water as well as in the sea, most fishes are armed with spines. Quite often these spines are very sharp and inflict painful wounds—but some of these spines contain venom. The presence of venom is known in numerous and widely unrelated families of fishes and may vary from that comparable to a sting of a bee to

that which causes death in man in an hour.

The development of venom glands and specialized spines reaches its maximum in the *Scorpion Fishes*. Members of this group occur in all tropical and temperate seas and are of many kinds. In the colder parts of the North Atlantic and Pacific Oceans they are large and valuable food fishes of much economic importance, such as the *Rose Fish* of the North Atlantic and the *Rock Cod* of our Pacific coast. However, in tropical waters the numerous species are much smaller and of no real commercial value, although all are edible with flesh of fair quality. Their chief interest to us lies in the fact that they are highly dangerous to anyone working, wading, swimming or fishing in tropical waters.

The head of the *scorpion fish* is always armed with hard sharp spines on top and on the sides and usually around the eyes. There is always a bony ring around its eye with a ridge of bone running like a prop across the cheek toward its tail.

The spiny part of the back fin of the *scorpion fish* is equal to or longer than the soft rays on the tail fin. In many kinds the strong back spines or the spines of the head or both are defense organs for injecting poison. Some of the tropical Pacific fishes of this group have spines as deadly as the fangs of a cobra. The bottom fin is always large and in some cases covered with scales which have an edge of fine comb-like prickles.

The most dangerous of all the venomous fishes are the *Lump Fishes*. The *warty-lump fish* looks just like a lump of stone on the bottom of the ocean because it is the same color as the ocean bottom. It doesn't swim much but lies around in shallow water. Its body is covered with warts and, unlike the snake that only has two fangs, this baby has six pairs of fangs.

When wading on a reef one must

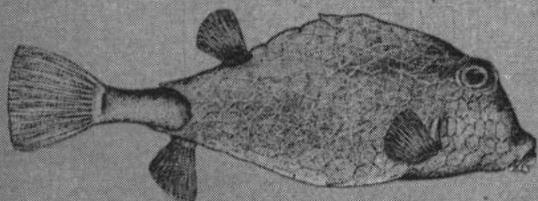
be particularly careful of these killers. It is wise to carry a heavy stick to poke any suspicious object before you step near it. Woe to anyone who tries to handle a living *lump fish* and tragedy to the one who steps squarely on the back of one because their venom flows at the slightest touch. If a full charge of their venom is received the victim dies within an hour—a lesser dose may result in many hours of maddening pain and sometimes the loss of a foot. Remember there is no antidote for this poisoning.

The deadly and well-named *horrid lump fish* looks a lot like the *warty lump fish* but instead of warts it has skinny flaps and filaments all over it. This fish gets to be 12 or 15 inches long and surprisingly enough it is good eating after the poison glands have been removed.

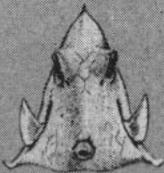
The *Zebra Fishes* are the loveliest of all the venomous fishes. Harmless looking creatures, there are eight or more species in the Pacific—all lovely to behold but death to touch. The large fan-like fins of the *zebra fish* are webbed to their tips. It has two long wing-like fins near the bottom that are covered not more than half their length with membrane so that the rest of the elongated rays project like fingers or great flapping plumes. The body of this fish is covered with scales. All *zebra fish* have 12 long hard spines. Its poison glands are located in the forward fin on the back, the whole battery of which can cause sudden death. It is a brilliantly colored fish with red, maroon, and black zebra-like stripes, and maroon and black spots on its transparent tail fin. This fish is far from shy, in fact it fears nothing and is said to "strut like a turkey".

The *thread-finned zebra fish* is smaller than most of the group but is even more beautiful. The rays of the bottom fin extend beyond membrane like delicate jeweled threads. They are found in the tropical Pa-

BOXFISH (front and side view)



"No liberty again?"

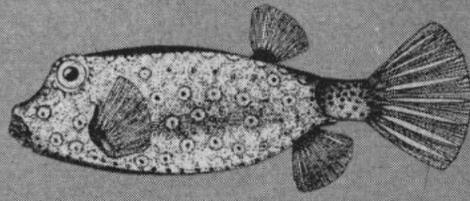


"Who's in charge here?"



"I'll raise you a fin."

TRUNKFISH (front and side view)



"I'm on report?"

cific and never get to be more than 10 inches long.

There are 25 kinds of *Scorpion* and *Stinger Fish* that are found in shallow waters as well as in depths from 300 to 2000 feet. Most of these fish are scaled but a few are not. All of them have many spines on the head and nape and contain venom. The young *Sting Fish*, for example, though less than an inch long can inject enough venom from one little spine to cause many hours of agonizing pain.

The *Guam sting fish* is common in the Pacific. It seldom gets to be over four inches long and is light olive to dark reddish brown in color, spotted with three wide dark cross bands. In front of its tail is a dark cross band with a white bar behind and also in front of it.

The *Sting Rays* are broad flat fish that vary from one foot or 18 inches breadth to a width of 9 or 10 feet. They are so named because of the large, sharp, often barbed spine which is located at the base of their long, threadlike tails and which is capable of inflicting a severe wound. They use this whip-like tail for a rudder. The eyes of the *sting ray* are located on the upper dark-colored surface of the body and its mouth and gills are located on the lower light-colored surface. Its side fins are extremely well developed and extend from its tail to the side of its head. The larger members of the *Ray* family are known as *Devilfish*, *Sea Bats* or *Mantas* and they sometimes weigh over 3000 pounds. Although the wicked tails of these fish are not connected with any poison glands, the sting of them often produces a poison-like reaction, caused by the injection of mucus which is secreted on the outside of the sting.

Like the poisonous fish, the venomous fish are deadly but at least you have a fighting chance with them. By keeping your eyes open while swimming or wading in the shallow waters or near coral reefs you should be able to avoid disaster. In the case of the poisonous fish however, you may not know you have been poisoned until it is too late.

Remember, if you catch a fish that looks "fishy" throw it away. Eat it and you might turn blue. If you're swimming and come across little fish that look like monsters—or big fish that look like nightmares—get out of their way double time before they sting you silly.

## Odyssey of 102 Sailors in Search of a Ship

In the process of joining their ship, 102 crewmen-to-be on a cruiser took a trans-Pacific voyage on an MSTS transport, then made a train trip halfway down the length of Japan, plus three short cruises on vessels of assorted type, berthing down in two other naval vessels.

The odyssey took 22 days. P.S. — Not one man became separated from the draft.

On the fourth of the month, *uss General W. A. Mann* (AP 112) left a West Coast port with the draft aboard. The group consisted of 99 seamen, two firemen and a PO2 in charge. Sixteen days later, the men arrived at Yokosuka, Japan. They then proceeded to the Naval Air Facility at Oppama, where they berthed down in an out-of-commission LST that occasionally serves as a "jury-rig" receiving ship for large drafts.

Overjoyed at the prospect of spending an undetermined period of time aboard such a sleek and modern ship, the sailors eagerly picked up their gear and proceeded to the waiting craft. They didn't know it, but their days at Oppama were numbered. Two days later an announcement came that all 102 were to board the Japanese equivalent of the Super Chief for a train ride to Sasebo.

It was a long train trip, covering half the length of the main island of Honshu plus the breadth of Kyushu. At the end of the line — the Navy's Fleet Activities at Sasebo — their new home, *uss Helena* (CA 75), would be waiting. The only incidents that marred the two-day train ride came from the numerous tunnels along the train route. Since all the windows were raised, heavy soot and cinders would blow into the cars when they passed through a tunnel. At length the resourceful sailors stationed a lookout to spot

oncoming tunnels. When he shouted "tunnel coming up," down went all the windows.

On the 22nd, the draft arrived at Sasebo. There they were met by a welcoming committee of three jovial MAAs who ushered them aboard *uss Dupage* (APB 51), which serves as the local receiving ship.

After two days aboard this ship, they packed their bags again and piled aboard an LSU. Instead of proceeding to *Helena* — which was no where in sight — the LSU made for *uss Firedrake* (AE 14) which was about to get underway for sea. The ammunition ship would take them to their cruiser. At least that was the plan.

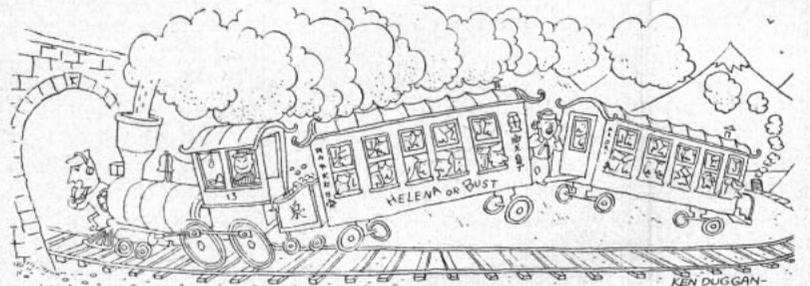
Two days out of port they received word that they were to be transferred at sea to yet another ship — still not *Helena*. On the next morning *uss Cimarron* (AO 22) came charging over the horizon. The two ships joined in formation and the 102 sailors made a highline transfer to the tanker. For the following two days *Cimarron* crewmen played host to the 102 men whose motto by now had become "*Helena* or bust."

The morning of the 26th dawned cloudy and grey. Off in the distance was a large formation of ships. Rumors began to fly. "*The Helena* isn't in that bunch," said one. "Yes, there she is — right beyond that carrier," another said. "No, that's a battleship," said a third.

A short while later *Cimarron* deckhands began rigging deck gear for a highline transfer. Soon *Helena* hove into view.

Safe aboard their new home, one of the cruiser sailors was asked, "How was your trip from the States?"

"Strictly routine," said the new man. "Nothing unusual." — E.W. Cleveland JO2, USN.





TWO FROGMEN of UDT One prepare to go over the side of a rubber boat to blast objects in way of assault.

## Regulars—Reserves Train Together

THE largest fresh-water amphibious assault training operation in Navy and Marine Corps history was staged on the shores of Lake Washington, in Seattle, late this summer.

Three thousand Regular and Reserve officers and men of the Navy and Marine Corps participated in the operation, which involved 17 Navy ships and numerous airplanes and landing craft.

Opening the assault operation— with pyrotechnic charges underwater— was *USS Volador* (SS 490), one of the Navy's latest guppy-snorkel attack type submarines, lying submerged approximately 200 yards off shore.

As *Volador* surfaced, a team of the Navy's famed "frogmen" were dropped from small speedboats several hundred yards from the beach of the Sand Point Naval Air Station. The frogmen, clad in their water-green rubber exposure suits and wide rubber swim fins, swam close in shore and detonated explosive charges to clear the assault area of underwater obstructions.

Nine destroyer escorts from the Eleventh, Twelfth, and Thirteenth Naval Districts, carrying mixed crews of Regulars and Reservists, covered the landing operation.

Naval Reservists were also aboard all vessels in varying numbers, with some civilian-sailors on annual training duty participating aboard the destroyer escorts.

After the frogmen, members of Underwater Demolition Team ONE, accomplished their mission (before the eyes of some 15,000 spectators along the shoreline and in small boats), the Marine infantry attack was launched.

With the beaches cleared for an amphibious landing, a signal rocket was fired. Simultaneously eight landing vehicles (LVTs) were launched from two landing ships (LSTs), carrying 250 battle-equipped Marines to the beach. The Marines stormed ashore and began their attack, using 60mm mortars, bazookas, flame throwers, machine guns, and small arms.

Noisy simulated shore bombard-

ment by the nine Naval Reserve training DE's anchored off shore in tactical position illustrated the readiness of the combat forces to spectators. Coordinated with the gunfire support was close air coverage by eight low-flying F4U *Corsair* fighter planes, members of the "Black Sheep" squadron of the Third Marine Air Wing.

As the "enemy" strongpoint went up in flames, a Coast Guard helicopter successfully evacuated a "wounded" member of the assault force. The Marines consolidated their landing ashore by storming their targets with flame throwers. With the beach head solidified, the exercise was considered successfully completed.

From the opening phases of the assault to the final collapse of the "enemy" strongpoint, Operation Seafair demonstrated again the smoothness with which well-trained Reservists can mesh into Regular Navy organization.

Deck rates learned the difference between heaving a line and heaving a lead; learned to identify various

blocks and tackles, handle ground tackle, and to make preparation for entering port and getting underway. Gunners mates familiarized themselves with 5"/38s, depth charges, hedge hogs, fire control procedures and ammunition. Lessons earlier learned in signal drills, steering, radar, damage control, lookout and piloting were put to practical use.

In addition to such experience in rate training, the Reservists manned battle stations when "General Quarters" was sounded. They engaged in general drills and exercises, firing 20mm and 40mm guns at a towed sleeve target. All this was topped off by hours of the usual ship's work.

The operation once again emphasized the need for close coordination among various components of the services. Here's a roll call of the groups engaged:

From the Eleventh Naval District come the *uss Weeden* (DE 797), *uss Goss* (DE 444), and *uss John C. Butler* (DE 339). The Twelfth Naval District was represented by the *uss George A. Johnson* (DE 583), *uss Thomas F. Nickel* (DE 587), and *uss Grady* (DE 445). The Thirteenth Naval District had on the firing line the *uss Charles E. Brannon* (DE 446), *uss Rombach* (DE 364), *uss Gilligan* (DE 508), and *uss PC-1254*, which coordinated the movements from close inshore.

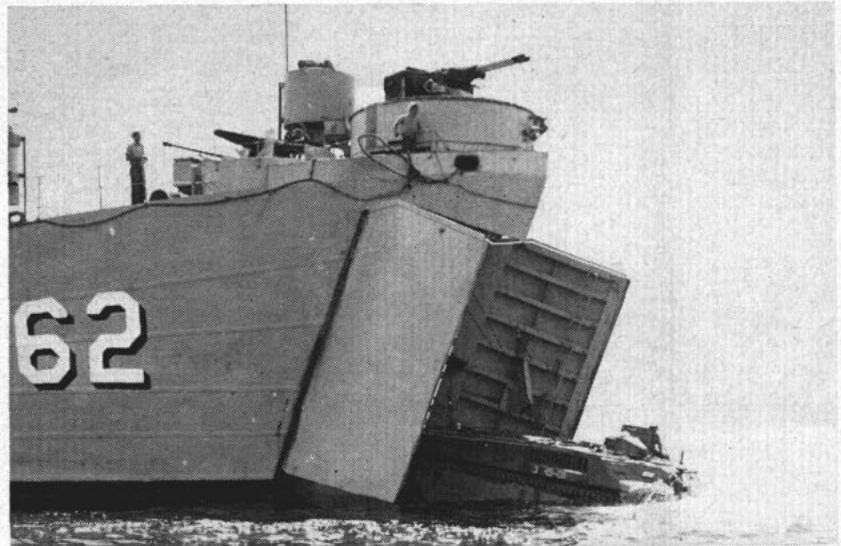
Seaplane tenders *uss Orca* (AVP 49) and *uss Suisun* (AVP 53) were from the First Fleet. The LSTs 1138 and 762, plus LSMRs 409 and 525, were from Amphibious Forces, Pacific. *uss Volador* was assigned to the exercise by Commander Submarines, Pacific Fleet, and the frogmen, as stated, came from UDT ONE.

The Marines who established the beach head were members of the Third Marine Division from Camp Joseph Pendleton, California, and were brought to Seattle by nine "packet" troop and cargo planes of the Third Marine Air Wing. Marine units involved were "G" Company of the 3rd Battalion, 3rd Marine Regiment, an infantry unit of the 3rd Marine Division; "D" Company of the 1st Amphibious Tractor Battalion; and Headquarters and Service Company, 3rd Amphibious Tractor Battalion.

Air Support for the assault was furnished by Marine Fighter Squadron 214, one of the famous fighter squadrons of Marine Corps history.



MARINE riflemen start encircling movement around 'enemy' objective to cut off escape of any 'defender' who might have escaped flamethrower attack.



AMTRAC slides down ramp of LST enroute to assault beach. Below: Second wave of Marines 'fan out' to protect first wave, as 15,000 spectators watch.





BLACK sheep scorns sailor's attempt to feed her. Below: Fledgling magpie gets 'shot' by Navy cameramen.



## Pets—Not Chiefs—Are

THERE'S an old saying that a dog is man's best friend.

Lots of Navymen subscribe to this belief. Others while away their sparetime-hours taking care of pets of other sorts—deer, monkeys, cats, mice—and even snakes.

In general, pets and mascots are good morale builders. Not only are pets good for their owners but owners are usually good for their pets. While group-sponsored pets may be authorized on ships or shore stations, individual pets often cannot be allowed for reasons of health, sanitation, cramped living quarters and the like.

Before buying a vampire bat or some other exotic creature at a foreign port, better check up on restrictive regulations concerning animals. Health regulations are pretty strict. Certain animals cannot be brought to the States. Others—parrots, for example—cannot be carried on board ship or in aircraft.

Regulations concerning importation or transportation of animals, birds, etc., will be found in General Order No. 20. In addition, the commanding officer of your ship or station will have established some policy regarding pets—their care and maintenance.

Birds, dogs, cats and other animals as pets and mascots range 'way back in naval history. Many old cartoons and drawings show a pegleg sailor with a parrot on his shoulder. "Bill the Goat," came into being as the official Navy mascot at the first Army-Navy football game in 1890. (See *How Did It Start*, p. 54.) Now he's a familiar figure at many Navy events.

Pets can be profitable as well as fun. Apiators—those who raise bees—can sell the honey. Dog raisers can make a tidy profit selling pedigreed pups.

Few sailors are interested in pets for money, however. They simply enjoy feeding and grooming their pet—be he a kangaroo or a kitten. They like to teach it tricks, how to obey, how to "ask" for the little necessities of life.

Here are a few typical mascots and pets to be found around the Fleet:

uss *Reclaimer* (ARS 42) boasts a Korean dog as a mascot. Having served with the crew for more than 10



'LADY' waits for mess call on board USS *Murrelet*. At right: Tiny faun, 'Bambi,' was found near Korean airbase.

# Sailors' Best Friends

months, the pooch claims entitlement to the Korean ribbon, Japanese Occupation ribbon, United Nations ribbon and the ROK Presidential Unit Citation ribbon.

A goose named "Vip" has been mascot for Squadron VJ-61 since 1950. "Vip" is also portrayed as the squadron's insignie—a goose in full color, sporting gun and camera.

Men of "Fox" Company, 7th Marines, have as their motto "Hot-to-Trot Fox." They now have a mascot—a live Korean fox—captured by John P. Gear, SSgt. USMC. The leathernecks have named their pet "Difficult."

Individual pet owners have widely varying tastes. In addition to apiators, the Navy numbers herpetologists in its complement. Herpetologists, as you know, make a study of reptiles. Richard Etheridge, SR, USN, is one of these. His study of different types of snakes and other reptiles has taken him to Mexico and Central America.

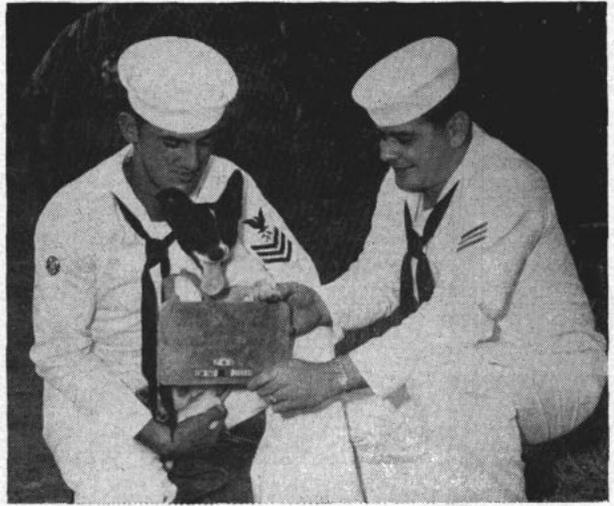
Another snake fancier is Ray Tucey, ACAN, USN. He leans toward the "art" of snake charming, however, and does not follow the strict scientific bent.

Mary A. Fulbright, CTC, USN, has 11 more years of naval service ahead of her. A company commander at NTC Bainbridge, Md., Chief Fulbright is acquiring a string of horses. She is now owner of a half-thoroughbred horse and co-owner of three Arabian horses.

Many a sailor's wife would give a lot to own a genuine chinchilla coat. Lambert D. Hoffman, ENC, USN, recognizing a good thing, raises the creatures. Last year he spent \$2400 for four of the furry animals.

Some pet owners collect ribbons with their pets. Darwin Kidd, YNC, USN, raises beagles. His 13-inch hound, "Kiddosan Becky," was third place winner in the Reel-foot Beagle Club derby trials at Martin, Tenn. Two more of Kidd's dogs won honors—"Watson's Amos" won third place in the 15-inch derby while running mate, "Watson's Andy," took fourth in the same event.

On these two pages, ALL HANDS presents a few photographs from its collection showing Navy pets and their owners.



SEAGOING pup shows ribbons 'earned' on Reclaimer. Below: Mamma kangaroo takes cake as junior watches.



USS Oriskany's new skipper meets 'Schotzie.' Right: 'Duke' appears bored with Marine's Stateside rotation plans.

# Shellbacks Become Mossbacks on Cape Voyage

Some 2600 carrier and destroyer crewmen recently gained the distinction of becoming "mossbacks" when they sailed around windswept Cape Horn — southernmost tip of South America. They had become "shellbacks" only two weeks before, being initiated into the "Ancient Order of the Deep" upon crossing the equator on their way south.

The carrier men were those of *uss Oriskany* (CV 34). The destroyer men were crew members of *uss William C. Lawe* (DD 763) and *uss Power* (DD 839). The three ships were making a combination-type cruise. The cruise combined training and fleet reassignment (*Oriskany* had been ordered from the Atlantic Fleet to the Pacific Fleet) with a good will mission. Brazil, Chile and Peru were the three South American countries visited during the cruise.

The two destroyers acted as escorts to the "Big O." But instead of continuing up the West Coast to California with the carrier, they turned into the Panama Canal when they reached the Pacific side of Central America. Passing through the canal, the cans then headed for their home port of Newport, R.I.

The Canal itself was in a way responsible for this semi-hemispheric circumnavigation. Ordinarily when a ship is ordered from one coast to the other and leaves, say, Norfolk, Va., for San Diego, Calif., she cuts through the Canal. This route, on a straight haul, covers about 4700 miles. But when a ship is unable to transit the canal she must go around the long way—a 13,000-mile cruise. *Oriskany*



COLORFUL ceremony changed *Oriskany* crew members into 'Shellbacks.' Later, men added 'Mossback' title after rounding southernmost tip of Horn.

was the first flattop ever to go around the long way.

Two jet squadrons, VF-11 and VS-32, were also on board *Oriskany*. VF-11, known as the "Red Rippers," was parked farther forward on the carrier and, thus, lays claim to being the first jet squadron to round the Horn on a carrier.

*Oriskany's* beam was too great to permit passage through the canal's 110-foot wide locks. Recently-modified, *Oriskany* carries bulging "blisters" below her waterline to give the ship additional torpedo protection.

Leaving New York on the 16th of May, the big flattop headed for Norfolk, laid over for 10 days, then headed for Guantanamo Bay, Cuba. There she picked up *William C. Lawe* and *Power* and on the 30th got un-

derway in earnest. When the formation crossed the equator on the 14th of June, the relatively few "Shellbacks" put the numerous "Pollywogs" through the paces. Five days later the formation entered the harbor of Rio De Janeiro, Brazil—the first South American port.

After a four-day lay-over, the formation got underway again. On 29 June the ships put Cape Horn to starboard and rounded the tip of the continent. Weather on the Atlantic side had been favorable even for mid-winter, but less than three hours after entering the Pacific a gale roared in to welcome the formation. A difficult one to shake loose, the storm stayed with the group for three days.

Three days later the formation steamed into Valparaiso, Chile, for a well-earned four-day rest. The three ships then steamed north again and two days later put into Callao, Peru, for a three-day layover, a few miles from Lima, the capital.

A few days out of Callao the formation broke up. The carrier continued on her northwesterly course, putting first into San Diego Bay and then into San Francisco Bay. Safely berthed at the Alameda Naval Air Station, she ended the 15,000-mile cruise 69 days after leaving New York.

*Oriskany*, *Power* and *William C. Lawe* were the first Navy ships to round the Horn since 1947. In June of that year, *uss Sea Robin* (SS 407) turned the trick while on a South Atlantic training cruise.



MOSSBACK—*USS William C. Lawe* (DD 763) was one of the first three Navy ships to round Cape Horn, southernmost tip of South America, since 1947.

# LETTERS TO THE EDITOR

## Shore Duty Eligibility List

SIR: I have a question regarding position on the Bureau's shore duty eligibility list. For men of the same rate, who would be chosen first for shore duty: a man with six years of sea duty who puts in a request in 1952 or a man with four years of sea duty who puts in his request in 1951?—J.W.W., SKC, USN.

• *With both names on the list, the man with six years of sea duty would be chosen first. The date of a man's request for placement on the Bureau's shore duty eligibility list has no bearing on his relative standing. The list is maintained in chronological order by date of commencement of current tour of sea duty since last tour ashore. Consequently, the man with the longest period of continuous sea duty heads the list. The man with the shortest period of continuous sea duty brings up the rear.*—Ed.

## Chiefs of Navy Bureaus

SIR: Who recommends and appoints the heads of the various Bureaus (i.e., Chief of BuPers, Chief of BuSandA, etc.)? Must these nominations be approved by the Congress? What is the term of office and where is there further information on this subject?—A.C.L., LT, USN.

• *Recommendations for appointments of the various Chiefs of Bureaus are made by the Secretary of the Navy (after consultation with the Chief of Naval Operations) to the President of the United States.*

*Bureau chiefs are appointed by the President by and with the advice and consent of the Senate. Their term of office is four years.*

*The authority for appointments of Bureau chiefs is contained in U.S. Code, Title 5, Chapter 7, Section 432.*—Ed.

## Sopus Pennant

SIR: It's been some time since I last saw the Sopus pennant flying. I understand this blue triangular flag went out about 1947 or 1948. How was its use done away with in the official signal books?—M.L.K., QMC, USN.

• *The Sopus pennant (Senior Officer Present, U.S.), which was used as an SOP indicator when no distinctive flag or pennant was flying, was omitted when Navy Regulations (1948) was drawn up. Use of the pennant for this purpose was cancelled by Change Four to CSP 734(A) in March 1949.*—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Six-Digit Navy Job Code

SIR: My *Bluejacket's Manual* (14th Edition) states: "The Navy job code is a 7-digit number that defines the job a Navyman is qualified to perform. The first five numbers represent a job which is described in the *Manual of Enlisted Navy Job Classifications* (NavPers 15105). The last two numbers of the code represent the type of station (sea or shore) where the job experience was obtained."

I believe this is in error. As far as I can determine, the Navy uses a six-digit system. Can you clarify this situation for me?—L.D.E., PN3, USN.

• *The six-digit system is now in use. (See ALL HANDS, September 1952, p. 12.) You were undoubtedly looking at the 1950 printing of the BJM. The latest (1952) printing of the BJM now deals with the six-digit system. The seven-digit codes went out late in 1949.*—Ed.

## Retroactive Appointments for POWs

SIR: Public Law 188, 77th Congress, which authorized original temporary appointments stated in part "an original temporary appointment cannot be authorized and made retroactive for pay purposes". Has there been any further legislation since the law went into effect, that authorizes retroactive pay covering the period a POW would have served in advanced rank had he not been taken a prisoner of war? Has the retirement picture changed any for those of us with over twenty years of service?—A.J.C., Lt., USN.

• *To date no legislation has been enacted that authorizes retroactive pay covering the period a prisoner of war would have served in advanced rank had he not been taken a prisoner of war.*

*Decision B-109511 of the Assistant Comptroller General to the Secretary of the Navy dated 22 July 1952 held that officers whose permanent status is enlisted are not eligible to be retired under the twenty-year retirement provision (sec. 6, Act of 21 February 1946). (For further information see the article entitled "Status of Officers with Temporary Appointments," page 9.)*—Ed.

## First Aviation Boatswain's Mates

SIR: I would like to know the exact date the rating of aviation boatswain's mate became effective.—J.W.H., ABC, USN.

• *On 6 Sept 1944, the Secretary of the Navy authorized establishment of the aviation boatswain's mate rating. Now "AB," the rating was then "ABM" and was set up for boatswains' mates in the aviation branch. It took in the former pay grades four through one, which are now E-4 (PO3) through E-7 (CPO).*

*Information concerning the establishment of this rating was contained in BuPers Circ. Ltr. 268-44 (NDB, 15 Sept 1944).*

*The aviation boatswain's mate is a key man in the Navy's air arm. He is charged with the operation and repair of equipment used in handling planes aboard ship, on land and in the water. He launches, moors, anchors and beaches aircraft. Among his other duties, he operates small craft used in tending seaplanes and takes charge of the actual hoisting and lowering of aircraft aboard carriers.*—Ed.

## Pistol Range Practice

SIR: Is the presence of a commissioned officer required on a pistol range at all times firing is taking place? I maintain that during practice pistol shooting, a range may be under the supervision of a "competent petty officer".—L.A.C., ADC (AP), USN.

• *The presence of an officer at pistol practice is an administrative matter of the local naval command. It is a standard practice however to assign an officer to the range when pistol or small-arms firing takes place. Marine Corps regulations actually require the presence of an officer.*—Ed.

## Travel Time and Leave

SIR: A man entered a naval hospital while on authorized leave, his leave status ending upon his admittance. While in the hospital, his period of leave expired. Upon discharge from the hospital he was ordered to report to his ship. Does time he spent in travel from the hospital to his ship count as leave?—F.E.M., Jr., PNSN, USN.

• *No. Travel time between duty stations (in this case, from hospital to ship) does not count as leave unless orders specifically authorize "delay in reporting, such delay to be counted as leave to which entitled."*—Ed.

**Medal for Indonesian Dispute?**

SIR: Is there any type of medal for service as a Military Observer for the United Nations during the Dutch-Indonesian dispute of 1948-1950? Would such service be considered occupation duty in view of the police duties carried on in this territory?—J.N.H., Jr., LT, USN.

• *No medals have been authorized by the Navy Department for duty during the Dutch-Indonesian dispute. Such service is not considered occupation duty and therefore is not included in the units eligible for the Navy Occupation Service Medal.*—ED.

**Flagpoles at Shore Activities**

SIR: Is there such a thing as a "regulation" flagpole in the sense that there is a standard size flagpole prescribed for a naval shore activity? Are flagpoles required to have more than one halyard? What device is used to top a flagpole?

I have checked through *Navy Regs* and with local authorities for the answers to these questions, but to no avail.—J.J.Y., HMC, USN.

• *There are no regulations that prescribe that flagpoles should be the same size at all shore activities. Dimensions of flagpoles at naval stations vary with the location. For instance, a flagpole atop a building would usually be shorter than one whose base is on the ground.*

*You will find that most flagpoles are fitted with two halyards and are painted white. The publication U.S. Naval Flags and Pennants, Descriptions, Uses and Customs (DNC 27) states, "Flagpoles at naval shore activities shall be topped by a suitable brass ball."*—ED.

**Warrant Officers' Collar Devices**

SIR: While reading over the new edition of Uniform Regulations a question came to my mind about Article 0223 concerning collar insignia. It states that "... these devices shall be in gold color metal..." Now then, are all warrant officers and chief warrant officers to wear gold corps devices? Or are WOs to wear gold devices and CWOs to wear silver devices as before? The way I interpret it is that both now wear gold corps devices.—C.C.J., CHSCLK, USN.

• *You interpret correctly. The answer is that all corps devices shall be in gold metal, including those for both WOs and CWOs. The rank device for commissioned warrant officers shall be a gold color bar, three quarters of an inch long and a quarter inch wide, broken across the center by a blue enamel stripe one-eighth of an inch wide. The warrant officer rank device shall be the same size and the blue enamel stripe one-sixteenth of an inch wide.*—ED.



MUSICAL ESCORT—USS J. Douglas Blackwood is proud of band.

**DE With a Band**

SIR: We of USS J. Douglas Blackwood (DE 219) noted with great interest your article in the April issue of ALL HANDS telling of the "Tin Can With a Band" because we have a band of our own too. Our band has experienced the same problems and pains as those of the destroyer in your article only more so because of the size of our ship.—A.L.S.W., LT(JG), USNR.

• *Published herewith a picture of USS J. Douglas Blackwood (DE 219) the "DE With a Band". For news on other bands in the Navy, see ALL HANDS, Sept., p. 14.*—ED.

**Difference Between PN and YN**

SIR: I noticed in *The Word* of ALL HANDS, May 1952, page 4, that personnel men are not included in the list of ratings eligible to apply for naval missions and naval attache duty. I am of the opinion that since both YNs and PNs are required to have almost the same knowledge, PNs should also be included. How come?—J.R.L., PN2, USN.

• *Personnel men are not required for naval missions and naval attache duty because the service records of all enlisted personnel attached to missions and attaches are generally retained and administered by the Receiving Station, Washington, D.C. However, personnel men are required at another overseas activity, Supreme Headquarters, Allied Powers, Europe. BuPers Instruction 1306.6, which has recently been published, covers this type of duty.*

*As to the difference between personnel men and yeomen, both PNs and YNs are required to have a basic knowledge of the other rating so that either may serve the needs of a small ship or station. The general work areas, however, of these ratings are very different.*

*Personnel men are required to have expert knowledge of personnel administrative procedures, regulations, directives and reports as well as of enlisted service records and personal accounting. They deal primarily with information about people, specializing in higher pay grades in interviewing, job analysis and classi-*

*fication. Yeoman, on the other hand, are required to be experts in correspondence, filing, communication procedures and regulations and reports pertinent to administrative operation of a ship or station. In higher pay grades they specialize in the legal-disciplinary field and in stenography and court reporting.*—ED.

**Shipkeeper Duty**

SIR: Soon I am to be released to inactive duty. I am interested in getting duty as a shipkeeper or stationkeeper at some Naval Reserve Activity. I would appreciate any information you might give me about obtaining this duty.—P.C.B., DTPI, USNR.

• *Stationkeeper-shipkeeper duty comes under the authority of the various naval district commandants or the Chief of Naval Air Reserve Training—depending on the location and type of the center. The over-all program is called "continuous active duty in connection with the administration of the Naval Reserve program," or CAD.*

*When you are released from active duty with the regular establishment, you can obtain information at the separation center about shipkeeper or stationkeeper vacancies for men in your rate. Requests for orders to Continuous Active Duty in an "Active Naval Reserve (ANR)" billet should be addressed to the appropriate naval district commandant, or, if the activity comes under the military command of the Chief of Naval Air Reserve Training, to the commanding officer of the individual naval air station or Naval Air Reserve training unit.*—ED.

**Who's Oldest Active Duty EM?**

SIR: I am wondering how I stand with regards to being one of the oldest enlisted men on active duty in the Navy. The article "Service Numbers Not Reissued" (ALL HANDS, March 1952, p. 21) states that about 100 active-duty EMs carry service numbers between 100-00-00 and 199-99-99. My service number (120-34-33) is relatively low on that scale but I think I'm one of the oldest. I was born 23 June 1889 and enlisted in the Navy at Kansas City, Mo., in 1916.—John J. Cannon, DCWD, USNR.

• *You are one of the oldest all right. Here are some other old timers on active duty:*

Name	Service Number	Date of Birth
Harry S. Morris	143-81-20	6 Dec 1887
Willard D. Matott	142-03-29	5 Dec 1888
Alex C. Morris	143-79-19	23 Jan 1889
Martin F. Gillis	164-98-13	10 Nov 1889

*Bureau statistics reveal that there are six EMs on active duty who were born in the years 1887-89. These statistics, however, do not indicate their names or service numbers.*—ED.

### Changing Script to Dollars

SIR: Two years ago, when I was recalled to active duty, I was assigned duty at Yokosuka, Japan. While there, I exchanged my U.S. currency for military script (Military Payment Certificates, Series 472). I did this in order to comply with current regulations concerning the possession of U.S. currency while ashore.

When ordered back to the States I didn't have time to exchange the script back into U.S. currency at a shore activity. Aboard ship, which soon sailed, the disbursing officer did not have the facilities to change it for me. To make a long story short, I find myself on the East Coast, about to be released from active duty, with \$33.50 in military script. Is this money a complete loss? I believe there must be some way to exchange it for good old U.S. cash. — J.E.M., QMS2, USNR.

• *The removal of Military Payment Certificates from a Military Payment Certificate area is in general prohibited by Army regulations, however "removed" script under certain conditions may be exchanged. If removal was beyond your control or if you were a medical evacuee prior to 20 June 1951, a claim for redemption may be filed either with the Bureau of Supplies and Accounts or with the Chief of Finance, Department of the Army. BuSandA has no jurisdiction in the matter and the final decision as to the validity of the claim rests entirely with the Department of the Army.*

*Military Payment Certificates (Series 472) were recalled by the Department of the Army on 20 June 1951. All persons possessing this series were required to convert their certificates to Series 481. If such conversion, which was given wide publicity, was not made within a limited "grace" period set by the Army, the holders of Series 472 ordinarily lost their rights of redemption. — Ed.*

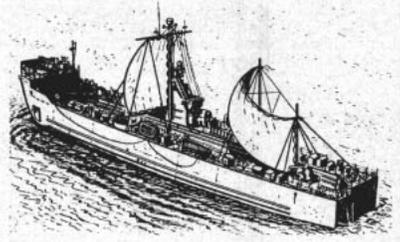
### LSM Rigs Sails from Awnings after Engine Failure

SIR: The 'Way Back When' article entitled "Sailboat Submarine" in the June 1952 ALL HANDS (p. 48) was extremely interesting to me. It recalled a more recent episode of "sailing" a man-of-war.

Subsequent to WW II, uss LSM 229 was on a routine voyage from Ponape Island in the Eastern Carolines to Guam. Following numerous engine failures there was a complete propulsion failure and the ship was taken in tow by uss LSM 448. However, some 200 miles northwest of Truk, the latter vessel was forced to abandon her tow in order to take a seriously ill seaman to an island lee rendezvous with a seaplane.

The seas were moderately rough and it was found by plotting that LSM 229 was being set toward numerous reefs. After a brief conference, the crew decided to attempt to "sail" the ship away from the rocky shore.

Awnings were hauled down and jury sails rigged. The mainmast carried the



mainsail and jury masts carried the after sail. Under this rig the ship made seven knots for many hours until her engines could be repaired enough to go ahead at two-thirds speed. LSM 229 eventually arrived — late but safe — at Guam.—C. C. Hughes, BMC, USN.

• *Thanks for the story on the ingenuity of the officers and men of LSM 229. Now that this story has seen the light of day perhaps it will refresh the memory of other old salts regarding similar exploits of the modern Navy.—Ed.*

### Brother, What a Ship!

SIR: Fourteen sets of brothers aboard uss Manchester (CL 83), is a wonderful record, but we have 15 pairs of brothers aboard our ship, uss Buck (DD 761), which is presently serving in the Far East.

Our enrollment is not only better than Manchester's in number, but greater in comparison to the sizes of the crews. At the same time we think our grand total of brothers is a record for all destroyers, and very few larger ships in the Fleet can compare with it. In any event, we too have quite a "family ship" with the following sets of brothers in the Buck:

Robert and Rulon Anderson; Ben and Lem Baker; Buster and Hollis Bandy; James and William Cain; Ernest and

Robert Garber; LeRoy and Troy Grimes; Haskel and Paskel Harmon; Earl and Robert Johnson; Broadus and Hugh Mason; James and Marlen Morlock; Jack and Mack Morris; Don and Roy Pershica; Roy and Ronald Sprinkle; Orval and Oble Steen, and William and Raymond Weaver.—The Crew, uss Buck.

• *Your report tops the record for all destroyer-class ships reported to ALL HANDS. What is believed to be the record for sets of brothers serving in one ship is held by uss Roanoke (CL 145), with 25 sets of brothers and one team of three brothers.*

*The record for the smallest ship reported is five sets of brothers who served in uss Askari (ARL 30).—Ed.*

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## Ship Reunions

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

- *uss Saratoga* (CV 3): There will be a reunion of former members of the crew of *uss Saratoga* on Saturday, 15 Nov 1952, at Long Beach, Calif., in commemoration of the 25th anniversary of her commissioning. Persons interested please contact F. J. (Mickey) Dersch, 3821 Walnut Ave., Long Beach 7, Calif.
- *uss Joseph T. Dickman* (APA 13): A reunion of all members of *uss Joseph T. Dickman* is scheduled to be held in Philadelphia, Pa., on either 25 October or 8 Nov 1952. Interested persons may contact Philip LaBriola or Ed Pietro, 3015 Swede Road, Morristown, Pa.
- LCI (L) Flotilla 1: Forty-seven officers attended the reunion of LCI(L) Flotilla 1 two years ago. Another reunion is proposed to be held in Pittsburgh later this year. Write Ray D. Anderson, 2624 Fairview Road, Raleigh, N. C.
- *uss Alabama* (BB 60): All former officers of *uss Alabama* interested in a reunion in Philadelphia or New York City, please contact LCDR H. L. Schafer, USNR, Manasquan, N. J.
- *uss LCI M673*: All former members interested in the reunion to be held at time and place to be decided should contact John H. Norton, Norton and Curran, New Clappett Building, Fairfield, Conn.
- *uss Anchor* (ARS 13): All those interested in a reunion of the crew of *uss Anchor* please write LCDR J. L. Hill, USN (Ret.), 4506 Normandy Way, Houston 21, Tex.
- *uss Washington* (BB 56): All members of this ship interested in a reunion to be held in the New York area should contact Owen B. Howard, Apt. 214, 2700 Q St. N.W., Washington 7, D.C.
- *uss Helena* (CL 50): All hands who served aboard *uss Helena* between 15 Sept 1939 and 5 July 1943, and are interested in holding a reunion are requested to contact Terry Dempsey, 624 Morris Ave., Springfield, N. J.
- *uss Gleaves* (DD 423): Reunion will be held in Boston, Mass., 15 Nov. For information contact J. M. Rexroad, 117 Pocahontas St., Buckhannon, W. Va.
- *uss Peary* (DD 226): — SCLK C.S. King, Jr., USN, U. S. Naval Receiving Station, Washington 25, D.C., formerly attached to *uss Peary* would like to contact any survivors of that vessel or any personnel who were aboard her at any time from 1 Nov 1951 until February 1942.
- *FAW Hedron 7*: — All former members interested in a reunion to be held at time and place to be decided may contact Clifford Harbeck, 12 Kirkland St., Agawam, Mass.

## Transfer to Fleet Reserve

SIR: After talking over the subject of reenlistments with several younger men I discovered an unusual trend of thought prevalent on this subject. These men believe that the time required for transfer to the Fleet Reserve and subsequent retirement may be increased so that they would be required first to reach the age of 50 or even 60 before being able to transfer. Consequently, they are reluctant to ship over, being afraid of getting caught in the bight on the age score.

I told these men that any law which might call for longer service would not be retroactive and would not include men who were already in the Navy and working for their "20" or "30". I pointed out to them the situation back in 1938 when the time required for transfer to the Fleet Reserve was increased from 16 to 20 years. Those men who were already in and "working for their 16" when the law was passed went out after their 16 years' service. In numerous cases men went out "on 16" several years after the "20-year program" had been in effect.—M.C.C., ALC, USN.

• You gave your men sound advice, Chief. In all personnel legislation, Con-

gress is careful to protect any rights or privileges to which persons previously had been entitled. This "protection" may come in the form of continuation of benefits given by superseded law. It may be the providing of new equivalent benefits or greater benefits. Or it may be the setting of an advance date for the termination of old benefits—the date being sufficiently distant so that persons affected can make adjustments.

An example of the latter is the "saved pay" provision of the Career Compensation Act of 1949. This pay act gave a man the choice of drawing either the pay and allowances of the old pay law or the pay and allowances of the new pay law—whichever was greater.

Although the saved pay provision actually affected only a small minority (most men fared better under the new pay act) those few were given a break and allowed almost three years to make adjustment.

You can further relieve some minds of apprehension by telling your men this: There is no pending legislation in any form that would increase the period of service required for retirement purposes.—Ed.

## Pay, Pension or Bounty?

SIR: On retirement after 30 years' honorable service does the serviceman have the "absolute right" to his pension? One opinion here is that pensions are wages earned, while another defines pensions as in the nature of bounties of the government, which has the right to "give, withhold or recall at its discretion." Please advise the correct definition.—W.H.W., HMC, USNR.

• Members of the naval service placed on the retired list under applicable provisions of law are, except for periods of active duty, entitled to otherwise proper payment of retired pay until removed from the retired list by appropriate authority as provided by law or regulations having the force of law. Retired pay is not a pension.—Ed.

## Credits for Reservists

SIR: I have been a Naval Reservist for 10 years. Five years I spent on active Federal duty. The other five were years of "satisfactory service" in the Reserve program.

If I were to continue on active duty until retirement, how would the five years of inactive duty be accredited? Do officers of the Organized Reserve who attend 48 drills and 14 days active training duty earn promotion points? If so, how are they accredited?—H.G.S., LTJG, USNR.

• Were you to put in 15 more years of active Federal service and retire upon completion of 20 years of active duty, you would then come under the provisions of Public Law 305 (79th Congress). Under that law, your other five inactive years would count for longevity pay purposes in computing your retired pay. The following retired-pay formula would then apply: 2½ per cent of your active duty pay for the rank in which you retire (with longevity credited) times the number of years creditable for basic pay purposes.

Officers you describe earn promotion points under certain conditions. Promotion points have been accredited as follows:

An officer who completes a correspondence course, earns the number of points for which the course is evaluated.

Since 1 July '49, officers who complete a satisfactory year of Federal service through the accrual of 50 or more retirement points are credited with 12 promotion points, provided that at least 12 of the 50 retirement points were earned by one or a combination of the following means—(1) active duty (2) active duty for training (3) participation in an Organized or Volunteer drilling program or (4) performance of appropriate duty with or without pay, authorized by appropriate duty orders issued by a commandant of a naval district, river command, or by the Chief of Naval Air Reserve Training.—Ed.

### Eagles Facing Aft

SIR: Here at the San Diego Naval Receiving Station I have noticed something interesting about the eagle on the rating badges of petty officers. It seems that while most eagles face to the front, a few face to the rear. Are the badges with the aft-facing eagles holdovers from the old right arm rates which went out in April 1948 — or do regulations permit the eagle to face in either direction? — W. S.G., RDSN, USN.

• The badges with the eagle's head facing aft are holdovers. These badges were made up when rating badges of deck and ordnance ratings were worn on the right arm.



Facing forward.

A footnote to Article 1201, U.S. Navy Uniforms Regulations (Rev. 1951) has this to say about how long the old badges can be worn: "Rating badges for Boatswain's Mates, Quartermasters, Torpedoman's Mates, Minemen, Gunner's Mates and Fire Controlmen made with the eagle's head pointing to the wearer's left may be worn on the left sleeve until stocks are exhausted and those in possession are worn out."—Ed.

### Active Duty for Reservists

SIR: Following World War II what was the Navy's policy regarding the involuntary release to inactive duty of those Naval Reserve officers who desired to remain on active duty?

At present does it appear as though a Naval Reserve officer, like myself, has a chance of getting enough active duty time in to qualify for a 20-year retirement? This second question, of course, presupposes that such an N.R. officer volunteers to remain on active duty.—J.J.H., Jr., LT, USNR.

• The Navy's policy on retaining or releasing reserve officers on active duty—both subsequent to World War II and at present—is dictated by the size of appropriations to support continuous active duty of reserve officers.

Future prospects for long-term retention of Naval Reservists on active duty are therefore dependent on the international situation and cannot be predicted. It may be assumed, however, that the Naval Reserve program will continue for a long time to come. Thus it may be expected that continuous active duty billets for reserve officers will continue to be authorized in the future.—Ed.

### Occupation Medal for Med Duty

SIR: I was a crew member of the *USS Dennis J. Buckley* (DDR 808) when it made a Mediterranean cruise from 20 March 1951 to 4 October 1951. On our return to the U.S. no mention was made of any occupation medal.

The year before *Buckley* made a cruise to the Mediterranean for an even shorter period, and that time its crewmen received one. I was under the impression that any ship or man serving in an occupation area for more than 30 days is entitled to the occupation medal of that area.—R.E.B., DK3, USNR.

• The Commander-in-Chief U.S. Naval Forces Atlantic and Mediterranean has authorized the Naval Occupation Service Medal (Europe) to the personnel of *USS Dennis J. Buckley* (DDR 808) who served aboard during the periods from 30 May 1950 to 1 October 1950, or from 30 March 1951 to 24 Sept 1951. The publication "Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard" (NavPers 15,790 Revised) will be amended accordingly in the next edition.—Ed.

### Duty with Naval Missions

SIR: In the May 1952 issue of *ALL HANDS* (p. 4) it was indicated that requests for duty with naval missions, offices of naval attaches, joint military missions and similar groups were desired from men of various rates.

My rate is one of those mentioned and I believe my qualifications are excellent. I have just completed a tour of shore duty and I put in my request a year ago. Why have I had no word about being selected.—O.W.W.H., YNC (SS), USN.

SIR: My rate was one of those listed as eligible for prospective duty with naval missions. Immediately after reading the information in *ALL HANDS*, I submitted a request for that duty. Recently I received a reply from BuPers stating that my name was not placed on the waiting list.

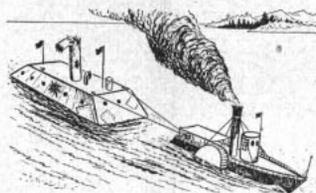
The question is this: Was it that the location I applied for was not in need of a man of my rate or was it that my rate is no longer eligible for such duty?—R.A.G., RMI, USN.

• Men on shore duty are not normally considered for duty with a U.S. naval mission or an office of a U.S. naval attache until they are within three months of the completion of a normal tour of shore duty. Now that the writer of the first letter has completed a tour of shore duty he will be considered for any future requirements. The essential requirements were listed by *ALL HANDS*.

In answer to the second letter the applicant's name was not added to the waiting list because he failed to meet the stringent requirements demanded of applicants for this type of duty.—Ed.

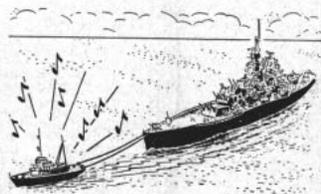
## HERE'S YOUR NAVY

Tugs are one of the oldest types of vessel in the Navy. Steam-powered tugs were in service as far back as the Civil War. Today you'll find tugs at almost every naval activity accessible by water. All told, more than 275 tugs are now in operation. There are two



main classes: ocean tugs and harbor tugs. Ocean tugs include fleet tugs (ATFs) and auxiliary tugs (ATAs). Harbor tugs, like the three bears in the Mother Goose tale, are listed as big (YTB), medium (YTM) and little (YTL).

Tugs, so their crewmen say, can walk away with a tow. Their power-packed hulls contain the necessary



machinery to give a high power-for-tonnage ratio and their propellers are designed for power. For example, during World War II a torpedoed cruiser was being towed by another cruiser — at six to eight knots. An ATF took over the tow from the larger ship and held a speed of only one to three knots less. The cruiser's horsepower — 120,000; the fleet tug's SHP — 3000.

ATFs are 205 feet long, 39 feet wide and have a 17-knot top speed. The high-bowed ATAs are 143 feet long,



34 feet wide and displace 610 tons. YTBs vary in size; the largest are 110-foot, 415-ton vessels, twice the size of the smallest of this kind. YTLs also vary in size, ranging from 64-tonners to 134-tonners. Only one YTM is now in active service — the 222-ton *Massasoit*. All types — except the unnamed YTLs — carry Indian names.

# SACLANT: Guardian of the Atlantic

THE grey ships of the convoy, glinting in the sunlight, plowed through the blue-gray waters of the North Sea, not far off the coast of Norway. The air had a nip in it. A few clouds spotted the clear sky.

Around the relatively defenseless cargo ships of the convoy were the combat vessels—destroyers, frigates, minesweepers and patrol vessels.

Suddenly, out of the sky came the enemy fighters.

Aboard the ships, every man raced for his battle station. Anti-aircraft crews manned their guns and went through the motions of throwing an umbrella of lead into the sky. Lookouts kept a running account of the actions of the attacking planes humming through the phones and voice

tubes. Skippers put their ships into radical evasive actions to protect themselves against the “bombing” attack.

Now another group of planes flashed into sight, but these were friendly aircraft. A “dogfight” ensued and the attacking aircraft were at length driven from the area. The attack had been repelled—the convoy could continue on its way.

There was something different about this convoy which emerged from the sudden attack—the ship silhouettes were strange.

Actually, this was as it should be since the convoy and its escort were made up of ships of not one nation, but many. There were some U. S. ships, quite a few in fact. But there

were also warships manned by the British and Canadians. Still others in this particular formation were French and Dutch.

This variety of nationalities was the keynote of last month’s “Exercise Mainbrace,” the largest scale peacetime combined operation of its type ever conducted. Altogether, more than 160 ships of all kinds as well as aircraft and land forces from eight nations were taking part.

This air attack was but one in a series of mock attacks of all sorts that marked the far-ranging exercise held last month in the cold waters between Scandinavia and Great Britain. Your ship might have taken part—plenty of them did.

Among the larger units were the carriers *uss Midway* (CVB 41), *uss Franklin D. Roosevelt* (CVB 42), *uss Mindoro* (CVE 120), *uss Wasp* (CV 18), *uss Salerno Bay* (CVE 110), and *uss Wright* (CVL 49), the battleship *uss Wisconsin* (BB 64), the cruisers *uss Columbus* (CA 74), *uss Quincy* (CA 71) and *uss Des Moines* (CA 134) and the amphibious force flagship *uss Mount Olympus* (AGC 8) as well as a number of destroyers, destroyer escorts, attack transports, minesweepers, submarines and amphibious craft.

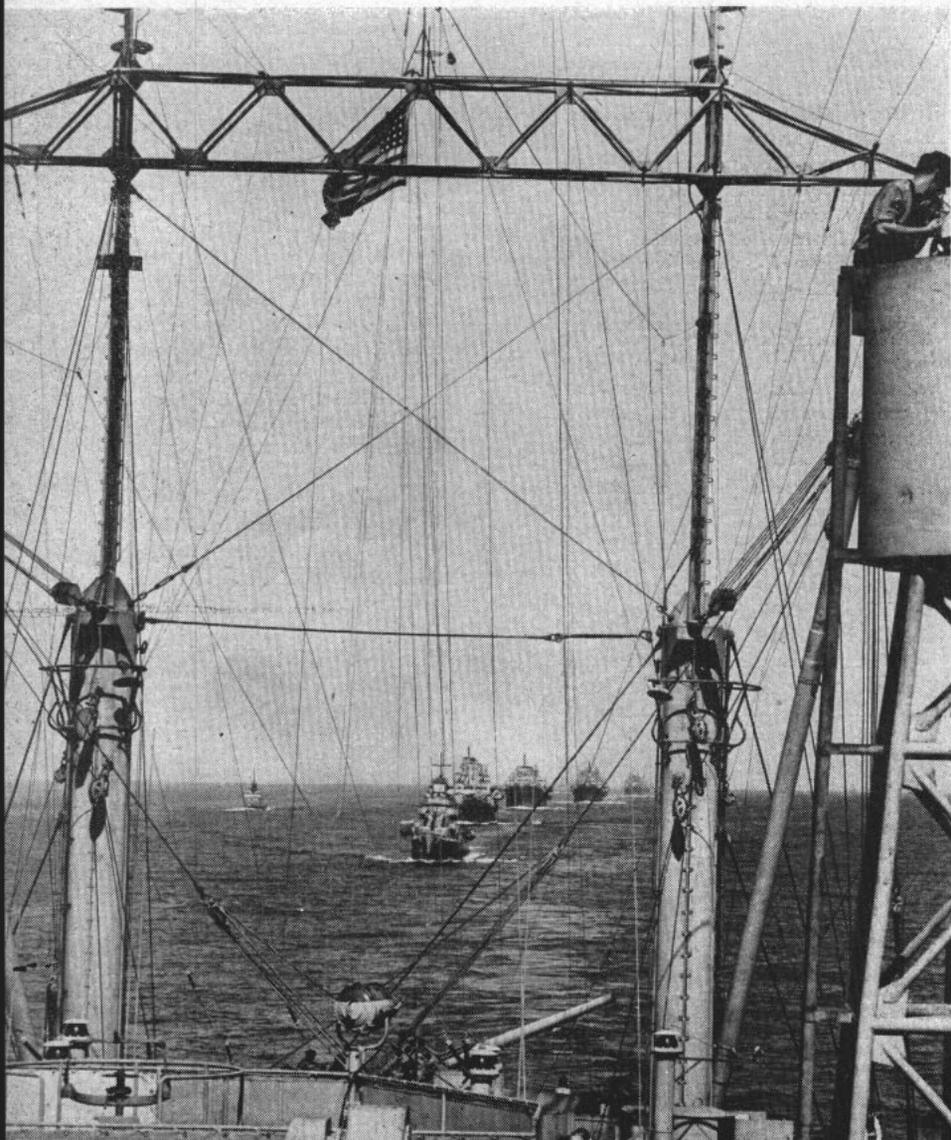
Exercise Mainbrace was the baptism of fire for the world’s first international ocean command, Allied Command Atlantic. The new command, a parallel one to Allied Command Europe (see ALL HANDS, September 1952, p. 31-35), is under the leadership of U. S. Admiral Lynde (pronounced “lined”) D. McCormick, USN, who has the title of Supreme Allied Commander Atlantic (short title: SACLANT). The command is Allied Command Atlantic.

The exercise also served as a testing ground for cooperation not only among nations but between the two big NATO commands, the Atlantic and European. Ships and planes assigned to the northern Europe force under SACEUR cooperated.

Mainbrace brought together land, sea and air forces from these nations: Belgium, Canada, Denmark, France, the Netherlands, Norway, United Kingdom and the United States. A New Zealand cruiser also took part.

The exercise opened with an allied

CONVOYS—similar to this one shown framed by the kingposts of sister ship during World War II—take part in exercises planned, operated by SACLANT.



carrier force sailing northward from ports in the U.K. to take part in exercises off northern Norway. These completed, the force then moved southward, refueling at sea along the route, to join in further maneuvers off Denmark.

To test the convoy protection ability of planes from the carriers and land bases near at hand, a convoy moved out of British and Scandinavian ports into the North Sea between Great Britain and Norway, where it was attacked by air and sub-surface forces of the "enemy." It made port safe.

Another phase featured an unopposed amphibious landing on Denmark's Jutland peninsula by an amphibious force which included U. S. Marines. The landing was made in support of friendly forces ashore. The expedition, strongly escorted by surface vessels and aircraft made use of its own air support for the troops once they got ashore.

Meanwhile, the techniques to be used by allied forces who must protect a coastline against attack from the sea were being tested as light forces from Denmark, Norway and the U. K. exercised under Danish command in the Kattegat, a strait between Denmark and Sweden, and in the Baltic approaches to Denmark.

This type of international exercise is just what the SACLANT headquarters at Norfolk, Va., has been planning for since the inception of the new NATO ocean command last January. Mainbrace was the first occasion in which such plans have been translated into action.

Headquarters for the world's first international ocean command are on the grounds of the South Annex of the U. S. Norfolk Naval Base on bustling Hampton Boulevard, the main artery for U. S. naval activities in the crowded Norfolk area.

Here, in red brick buildings that during World War II made up the Norfolk Naval Hospital, this unique staff makes plans that will affect ships, planes and men of many nations thousands of miles away.

Also at the South Annex lie the headquarters of the Commander-in-chief of the U. S. Atlantic Fleet. This is more than coincidence. Our CincLantFlt, Admiral McCormick, also holds the international command title of Supreme Allied Commander Atlantic (SACLANT).



SAILORS STROLL through the exit lane at SACLANT-CINCLANT headquarters as the National Ensign and flags of NATO members are flown from poles.

At this writing, 133 officers from Canada, Denmark, France, the Netherlands, Norway, United Kingdom and the U. S. are assigned to the staff of SACLANT. Approximately 170 enlisted personnel — all U. S. Navymen and women — are also on duty at the Norfolk headquarters.

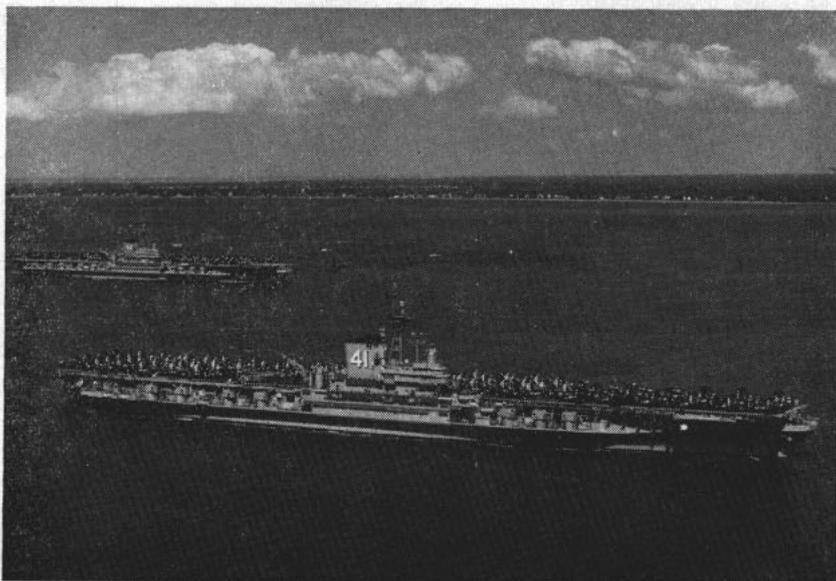
What is an international staff like? What does it do anyway? How do the different nationalities understand each other? How do they work together? These are probably but a few of the questions that every U. S. blue-jacket now at SACLANT asked himself when he took his first look at orders sending him to the Norfolk headquarters. Here are a few of the answers that he has since learned:

Briefly, the SACLANT staff is divided into six major groups. Each group is responsible for a part of the over-all mission described in the box

on page 35. These are the six principal groups of SACLANT's staff:

- Personnel and administration.
- Intelligence.
- Plans, policy and operations.
- Logistics.
- Budget and finance.
- Communications.

For an operation such as Mainbrace, the group most concerned is the third one, Plans, Policy and Operations. Here most of the strings are neatly tied together. What ships should take part? How should the operation develop? What area should be used? What types of training should be carried out? What tactical doctrine should be used? How about signals? How should the phases be scheduled? All such questions must be worked out in advance by Plans, Policy and Operations. Its planners work through liaison officers from



FLIGHT DECK loaded with planes, USS *Midway* (CVB 41) moves seaward en route to maneuvers. USS *F.D. Roosevelt* (CVB 42) appears in background.

each SACLANT country who maintain offices right at headquarters and whose job it is to act as intermediaries between the international planning staff and their respective home defense departments.

Another and smaller section of SACLANT headquarters which also played a part in Mainbrace was the Communications Section. In the busy radio-teletype room in the headquarters building, Communications received periodic reports from the exercising forces afloat, transcribed these reports and sent them to Ad-

miral McCormick until he flew overseas to board *uss Columbus* to view the latter phases of the exercise.

Practically all such messages, incidentally, are sent either in English or French, the official languages of SACLANT. A unified procedure and glossary of terms have now been evolved for all SACLANT messages.

Such agreements on a common way of doing things are now being worked out all down the line at the Norfolk command headquarters. Questions to be settled range from what common tactics to employ dur-



SEA HAWK, British Royal Navy's first folding-wing jet interceptor, is shown on deck of the new carrier, HMS *Eagle*, specially designed for jet aircraft.

ing wartime to how to address an officer of another nation. Here are a few sample problems that can furrow a SACLANT brow—

In refueling ships at sea, what kind of fuel oil shall be used and what method of refueling shall be adopted? What size hose shall all navies adopt? What power pumps?

In communications—the vital link that joins a task force together—what codes shall be used? How often shall they be changed? Will language be a difficulty? SACLANT officers are now hard at work to make certain that no communications confusion such as that which resulted during the Battle of the Java Sea during World War II is repeated. At Java, Australian, British, Dutch, U. S. and New Zealand ships all used the same code all right but transmitted on different frequencies so that no one could pick up the others.

What unified system of anti-submarine operations shall be used? The British and Canadians have worked out their own plans which vary from those used by the U. S. How should they be put together?

Many of the answers to these and other questions will evolve under the cold, gray light of combined operations such as Mainbrace.

The new NATO command enjoys the benefits of past experience. Some of its members have worked closely together before, both during World War II and afterwards. The fleets of Britain, France, the Netherlands and Belgium, for example, have been conducting a series of joint exercises since 1949.

- In "Exercise Verity" in the summer of 1949, an armada representing Britain, France, the Netherlands and Belgium practiced certain evolutions of war from bombardment and convoy protection to minesweeping and motor torpedo boat attacks under the command of a British admiral.

- In "Exercise Activity," conducted in 1950 on a smaller scale than Verity, a Dutch admiral led combined forces through exercises designed to develop combined communications and tactical procedures.

- In "Exercise Progress," held in 1951, Belgian, French, Danish, Dutch, Norwegian and British units took part in combined tactical maneuvers under the command this time of a French admiral. One aircraft carrier, four cruisers, 12 destroyers, 11 frigates, 12 submarines and about

50 minesweepers made up this combined force which conducted anti-submarine warfare operations, air defense maneuvers, minesweeping operations and convoy exercises.

Past cooperation such as this should serve SACLANT well in the future. To work out future cooperation, the SACLANT nations have assigned to the command some of their most capable officers. Most of them are not new to international experience either, many of them having served in naval missions or as naval attaches before coming to SACLANT. Take, for example, Lieutenant Commander Frederick Kruimick of the Royal Netherlands Navy.

Commander Kruimick, now a special intelligence activities officer on the SACLANT staff, was the captain of a Dutch patrol vessel operating off his home coast when war with Germany broke out in 1939. Later taken prisoner by the Nazis, he attempted escape 13 different times from five different prison camps in Germany and Poland, was recaptured and sent back five times, failed seven times but, the 13th time, escaped and joined the Polish underground.

Through the underground he made his way to Paris where he joined the F. F. I. (French Forces of the Interior). He fought with this group until he was finally liberated by the U. S. Army in August 1944.

Or take Commander Bradwell Turner of the British Royal Navy. It was Commander Turner, no man to back out of a fight, who led a boarding party of British sailors over the rail to capture the German ship *Altmark* as she lay hidden in a Norwegian fjord during the war. The capture of *Altmark* freed 300 British sailors imprisoned aboard who were bound for German prisoner-of-war camps.

Incidentally, since each officer and enlisted man assigned to SACLANT is a "foreigner" to most of the others, this word is not used at the command. Instead, officers of different nations are referred to as "other nationals." That's one of the first things a U. S. Navyman assigned to the staff learns.

The second thing he learns, at least if he is a yeoman, is how to spell the name of each officer, how to address him and what his correct title is.

The name of one particular officer serves as the acid test. "When a yeoman has learned to write the name of Capitaine de Vesseau Guillaume



**VESSELS** of a World War II convoy plow through Pacific waters—destination unknown. Convoys like this one play an important role in NATO activities.

Pons Christophe Marie Joseph Michel de Toulouse-Lautrec-Montfa, Assistant Director of Strategic Application and Policy, we know he's arrived," says the SACLANT personnel officer. As for the Captain, he prefers to be referred to merely as "Captain Toulouse."

U. S. enlisted men in the personnel office are instructed also on how to help an incoming staff member get "squared away" as far as housing and other personal matters are concerned. Each incoming officer is given a copy of an information booklet put out by

the command which acquaints him with the transportation available in the port area, the housing situation (it's tight), how he can get medical care and hospitalization for himself and his dependents, what schools and churches are available, what recreation facilities are available both on and off the base.

Also in the personnel office is a notebook of a special kind. It's kept up by the personnel officer and lists a few choice American colloquialisms that might confuse an officer from  
*(Continued on page 34)*



**CANADIAN** captain, a member of SACLANT staff, dictates correspondence to yeoman. Note display of miniature flags of NATO countries in background.

Baffin Bay

# ALLIED COMMANDER ATLANTIC

Part of NATO (North Atlantic Treaty Organization)

Warships, aircraft, strategic island garrisons and mobile amphibious forces of ten NATO nations are included in the ocean forces of Supreme Allied Commander Atlantic (SACLANT). For details, see text.

GREENLAND

**SUPREME ALL**

Hudson Bay

Atlantic

Ocean

LABRADOR

CANADA

NEWFOUNDLAND

## AREA COMMANDS

**WESTERN ATLANTIC**

★ Norfolk

**EASTERN ATLANTIC**

★ Portsmouth



Admiral McCormick  
United States

Commander-in-Chief,  
Western Atlantic Area



Admiral Creasy  
United Kingdom

Commander-in-Chief,  
Eastern Atlantic Area

UNITED STATES

Norfolk

## SUB-AREA COMMANDS

Commander Canadian Atlantic Sub-Area

Commander Northern Sub-Area

Air Commander Canadian Atlantic Sub-Area

Commander Central Sub-Area

Commander United States Atlantic Sub-Area

Commander Bay of Biscay Sub-Area

Commander Ocean Sub-Area

Commander Maritime Forces Morocco

Tropic of Cancer

CUBA

 NATO Nations



ICELAND

# COMMANDER ATLANTIC

Norfolk



Supreme Allied Commander, Atlantic

Admiral McCormick United States



Deputy Supreme Allied Commander, Atlantic

Admiral Andrewes United Kingdom

# EASTERN ATLANTIC-AIR

★ London



Air Commander-in-Chief, Eastern Atlantic Area

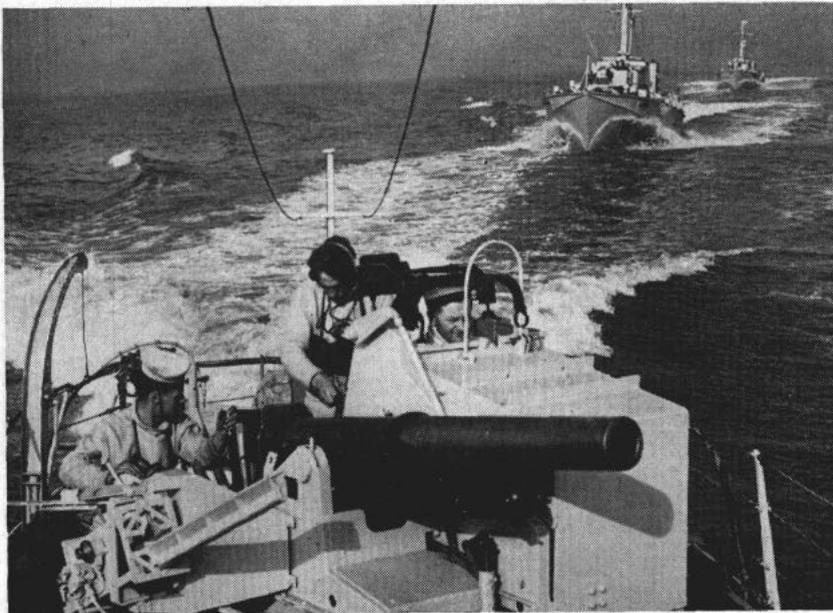
Air Marshal Stevens United Kingdom

Air Commander Northern Sub-Area

Air Commander Central Sub-Area



## SACLANT: Guardian of Atlantic (cont.)



MOTOR TORPEDO BOATS of British Navy get ready to take part in 'Exercise Mainbrace', the big NATO exercise in Baltic and Scandinavian waters.

abroad. The notebook is humorously entitled "Cream of Wit."

• Item—"Well known U. S. Navy joke: 'If it moves, salute it; if it's in the way, throw it over the side; if it's too heavy, paint it!'"

As is natural in a staff command, half of the U. S. Navymen assigned to SACLANT are yeomen or yeoman strikers. However, there is also a liberal sprinkling of other ratings too: storekeepers, telemen, photographer's mates, draftsmen, journalists, disburs-

ing clerks and stewards as well as even a couple of quartermasters, boatswain's mates and machinist's mates.

Each man, to be assigned to the command, must possess a clean record and be capable of being cleared to handle top-level security information. He need not have any special language qualification but if he does speak another language it may help him in his work. Once at SACLANT, a number of enlisted men take up a



OFFICIAL FLAG of the Allied Atlantic Command is hoisted by U.S. Marines. The flag has white emblem with blue background; it's flown 24 hours a day.

foreign language, usually French, on their own time.

No special means are used to assign men to SACLANT—they are assigned just as they would be to any Atlantic Fleet command, that is, through the Commander, Service Forces, Atlantic.

As soon as he arrives, the new SACLANT enlisted man is asked to fill out a detailed questionnaire that will tell the personnel officer where he is best fitted to serve. Then he is issued a special red-colored card which he must show to the sentry each time he enters or leaves the headquarters building. Officers get a blue-colored card, liaison officers a green-colored one and sentries themselves a black one. These cards designate the holder as a member of the Armed forces of NATO.

Roughly one third of the SACLANT Navymen are unmarried and live in brick barracks in the South Annex area. Married enlisted men face the same housing problems faced by other married men serving in the Norfolk area.

For recreation, the SACLANT command fields its own athletic teams. This summer it was the SACLANT "Sad Sacks," a softball team that made up in enthusiasm what it lacked in run-making ability. The usual movies and clubs are located close-by and are available to SACLANT personnel.

This, then, is an international command. The casual passer-by at once realizes that fact if he walks by the headquarters building at morning or evening "Colors." There are so many flags to be hauled down at SACLANT—one for each of the 14 member NATO nations—that the Marine color guard must take them down half at a time.

The guard does it by marching as a unit to the center of the area in front of the building, into the semi-circle of flags set in the close-clipped green lawn. Here the detail splits up and two men approach each of seven poles.

At a signal, seven flags are lowered, folded away and carried off. Then the detail marches back again to haul down the flags flying on the other half of the semi-circle. The SACLANT headquarters flag, with its Navy blue and gold emblem on a light blue background, remains flying from a pole in the center of the area. It flies 24 hours a day. Lt JG Arthur P. Miller, Jr., USNR.

## Multi-nation Defense of Atlantic is SACLANT Mission

The mission of the North Atlantic Treaty Organization's new ocean command, stated briefly, is to maintain control of the seas and coastal waters of the North Atlantic area, thereby denying those waters to any enemy and keeping them open for the free movement of vast amounts of men and material to Europe in the event of a large-scale conflict there.

This is part of the over-all NATO agreement under which its members state that should an armed attack occur against one or more of them in Europe or in North America, they shall consider it an attack against them all and shall take such action as they deem necessary, including the use of force, "to restore and maintain the security of the North Atlantic area."

The right of such individual and collective self-defense is recognized under the Charter of the United Nations.

It is to fulfill this mission that the headquarters of the Allied Command Atlantic has been set up at Norfolk, Va. (see accompanying article). Those assigned to the SACLANT staff have the responsibility of laying plans to ensure that, as one officer put it, the North Atlantic remains "a NATO lake."

Admiral Lynde D. McCormick, USN, the Supreme Commander, has stated that these plans are moving ahead along these lines:

- Preparation of operations plans for possible war operations.
- Training of forces by means of joint operations such as Exercise Mainbrace.
- Preparation of plans for the logistical support of such forces afloat, that is, seeing to it that they received necessary fuel, food and ammunition.

Like his counterpart, U. S. General Matthew B. Ridgway, the Supreme Allied Commander in Europe, Admiral McCormick is responsible to the NATO Standing Group, the executive agency of the Military Representatives Committee. All NATO members are represented on the Military Representatives Committee (see ALL HANDS, September 1952, p. 31-35).

SACLANT makes recommendations to the Standing Group on such matters as the adequacy and training of his forces and on other military questions which affect his ability to

carry out his responsibility in peace and war.

However, unlike General Ridgway and the SACEUR forces, Admiral McCormick has no units actually committed to him in peacetime, except for those under his command during limited periods for combined exercises. Instead, naval forces are "earmarked" to his command for an emergency. Each of the eight participating nations has a certain quota of ships, planes and men which is set aside for SACLANT to draw upon in the event of hostilities.

The number of ships, planes and men as well as the amount of money contributed to the SACLANT fund depends upon the size and economic potential of each nation. Iceland, for example, possessing no army or navy, contributes bases of operations.

The ships that are contributed are of many types and cover the entire range of naval warfare. There are anti-submarine units for use against enemy undersea craft, minesweepers and patrol craft for mine warfare, escort vessels for convoy protection and aircraft carriers, big ships of the line and amphibious craft required to launch counter-attacks in the event of aggression.

Harbor defenses—anti-aircraft installations, anti-submarine nets, mines—on the other hand, are the

responsibility of the individual nations themselves, according to the present plans.

More than half the naval units earmarked to SACLANT—approximately 60 per cent—are contributed by the U. S. Roughly 30 per cent are contributed by the United Kingdom. The remaining 10 per cent are contributed by the other member nations.

SACLANT's geographical region of responsibility is divided into areas (see map on accompanying pages). The two main areas are the *Western Atlantic* and the *Eastern Atlantic*.

Admiral McCormick, as well as being Supreme Allied Commander Atlantic, also serves as Commander-in-chief, Western Atlantic. Admiral Sir George Creasy, RN, of the United Kingdom, is Commander-in-chief Eastern Atlantic. His co-commander for air, Air Commander-in-chief, Eastern Atlantic, is Air Marshal Sir Alick Stevens, RAF, also of the United Kingdom.

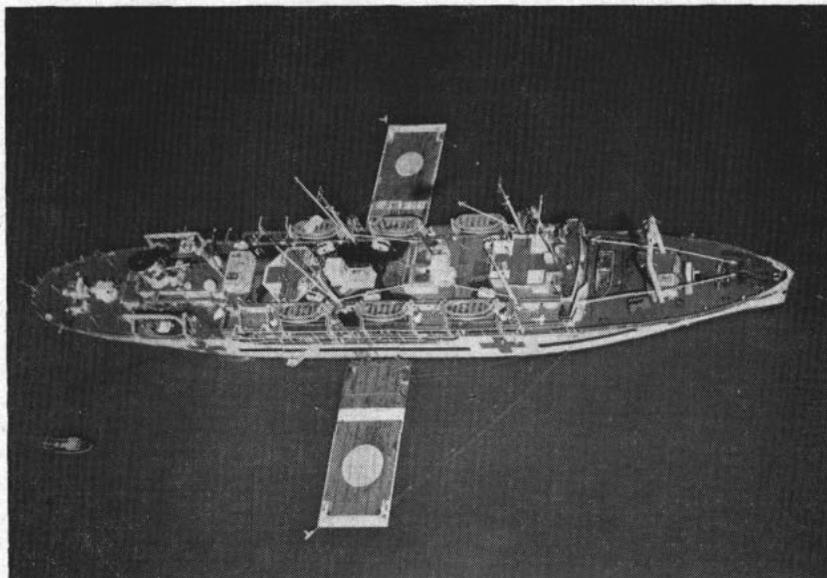
The Western Atlantic is broken down into sub-area commands: the *United States Sub-Area*, commanded by Vice Admiral W. S. DeLany, USN; the *Canadian Sub-Area*, which is further sub-divided into the two co-equal commands, Commander Canadian Sub-Area, Admiral R. E. S. Bidwell, RCN, and Air Commander Canadian Sub-Area, Air Commander A. D. Ross, RCAF; and finally a newly formed command, the *Ocean Sub-Area*, which covers a sector in mid-Atlantic and is commanded by Admiral McCormick himself.

The Eastern Atlantic area has four sub-areas, two of which, the northern sector and the central sector, have provisions made for air as well as surface commanders. The *Northern Sub-Area* is commanded jointly by Rear Admiral J. F. B. Crombie, RN, and Air Vice Marshal H. T. Lydford, RAF, both of the United Kingdom. The *Central Sub-Area* is commanded jointly by Vice Admiral Sir Maurice J. Mansergh, RN, and Air Vice Marshal T. C. Traill, RAF, both of the United Kingdom. The *Bay of Biscay Sub-Area* is commanded by Vice Admiral A. R. N. Robert of the French Navy. The *Maritime Forces, Morocco*, are commanded by Vice Admiral A. Sol, also of the French Navy.



BRIEFCASE in hand, commander returns salute as he prepares to leave headquarters on SACLANT business.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**NO WATERBUG** — USS *Haven* (AH 12) is equipped with specially constructed and moored platforms designed to receive wounded personnel via helicopter.

## Better Meals Under Water

The results of an experimental program in submarines in which pre-cooked and frozen foods were substituted for fresh provisions, have been released by the Bureau of Supplies and Accounts.

Results showed a reduction in loads on submarine power systems, less undesirable odors floating around the galley and a 63 per cent reduction in garbage. The lighter load on the cooks gave them more time to devote to preparing delicacies like baked Alaska, cream puffs and ice box cookies.

The experiment was based on known instances in World War II where insufficient or unbalanced food supplies loaded aboard submarines actually curtailed undersea activity in the Pacific. There were instances in which submarines returned with vital food supplies exhausted or with more than enough in their holds.

The answer, BuSandA decided, was a loading list using new-type foods. The new list for submarines substitutes experimental pre-mixed bakery products, pre-fabricated meats, pre-cooked frozen foods, new canned products, dehydrates and concentrates for one-third of the fresh

provisions normally placed aboard.

However, before each of the new foods passed final approval it was scored by taste panels, served in a general mess, and taken aboard submarines for short-period testing. Only after these thorough tests was the new item approved for submarine loading lists.

## Live Music for Naval Outposts

The CinCPAC Fleet Navy band from Pearl Harbor is on a musical tour of remote Navy outposts in the Western Pacific bringing music to island bases which rarely have entertainment of their own.

The versatile group conducted by Navy Chief Musician Sid Zeramby, USN, is composed largely of professional musicians, many of whom played with top-name orchestras before enlisting in the Navy.

The musical show features a wide variety of novelty numbers from instrumentals for dancing to dramatic military pieces. A touch of hilarity is added to the show when Zeramby and his bandsmen go through a hat-changing act that sometimes amounts to 100 different hats in a show.

The traveling musicians will visit Wake, Guam, Kwajalein, Midway and Johnston Island.

## Refueling Planes in Flight

An in-flight refueling system for the Navy's carrier-based fighter and bomber planes has been successfully developed.

With the new system, long-range offensive missions, made up of carrier attack and bomber aircraft, could be escorted by refueling "tanker" planes all the way to and from target areas. The new method also will enable combat air patrols to be maintained for longer periods of flight. Armament loads can be considerably increased if fighters and bombers carry only a minimum of fuel-load at take-off and are refueled en route to targets. Among other advantages is elimination of frequent launching and recovery.

The refueling "tankers" are modified *AJ Savages*. Fighter planes such as the *F9F Panther* and *F2H Banshee* are being equipped with the refueling system.

Technique of the mid-air refueling is modeled after the British "drogue and probe" method. The plane to be refueled is equipped with a refueling lance which engages a probe in a funnel device fastened to the end of the hose from the "tanker" aircraft. A proper connect is made automatically when the probe engages the drogue. Disconnect results after the refueled planes slow down and allow the "tanker" to pull off the hose. Refueling can be carried out at night and at sufficiently high altitudes to be above most adverse weather.

## \$7,000,000 Salvaged

Scrap recovery, one phase of the Navy's conservation program, earned more than seven million dollars during fiscal 1952.

In addition to the sale of all types of scrap amounting to \$7,090,438, the Navy also recovered 4,311,410 pounds of scrap copper which was not sold but re-issued for government use.

The Office of Naval Material reported that the sale of non-metallic scrap including lumber, paper, rubber, textiles and cordage, totaled more than \$60,000.

## Brows Resist Radioactivity

Now making their appearance in several Naval Shipyards and other water-side shore activities are steel brows designed for a rapid "wash-down." These overgrown gangplanks are designed this way not so much to make scrubbing down easier on the deckhands as to provide for rapid riddance of radioactivity.

Steel brows themselves are nothing new, although most shipyard brows are made of wood. The new type has advantages over the older-type steel brows and wood brows on two points. The wood in wooden brows soaks up radioactivity like a sponge soaking up water. The new type, having no wood whatsoever in its construction, resists contamination.

Second, the older steel types—while they did not soak up radioactivity—had numerous pockets where radioactive water and dirt could collect. The new type is so constructed that pockets are kept to a minimum.

Built to specifications laid down by the Bureau of Ships, the brows are being made in four sizes: 35 feet-4025 pounds, 45 feet-5175 pounds, 50 feet-7000 pounds, 60 feet-8400 pounds.

## Homemade Iron Lung

A small group of Navymen at NAS Corpus Christi, Texas, and some solid citizens from that fair city recently banded together and built a homemade iron lung as their contribution in the fight against polio.

It all started when John Hulst, AD1, USN, read an article on how to build an iron lung and saw the possibility of building a lung at the air station by utilizing the talents of the men onboard. He obtained detailed drawings of the iron lung from a magazine on mechanics and contacted local merchants to get an estimate of the cost to build it. He found out that the lung could be constructed for as little as \$260.

When news of the project reached the chairman of the local Foundation for Infantile Paralysis he offered the financial support of his organization. Most of the local merchants refused to accept money for their materials when they discovered the purpose for which the materials would be used.

When the lung was completed it was presented to the Memorial Hospital to aid in the polio battle down Corpus way.

## SecNav Sums up Progress in Maintaining Modern Navy

Secretary of the Navy Dan A. Kimball has summed up the steps now being taken to modernize the U. S. Navy, in an address made to veteran servicemen in New York.

Mr. Kimball pointed out that "since the beginnings of modern civilization, seapower has exerted a powerful influence on world events.

That influence has increased rather than decreased through the years. Seapower has become so important that this nation cannot expect to survive if it does not maintain an adequate, powerful, modern Navy.

"We have modernized most of the vessels we built during World War II and are continuing this program of modernization," he said, "in addition to our modest program of new construction.

"Great advances have been made in the development of guided missiles and in the field of ordnance generally. Sixty percent of all the

ordnance items now being bought are entirely new developments since the end of World War II.

"In the aviation field, we have several planes now coming into production which can out-perform the best planes known to be in the hands of those who oppose our way of life. We have even better aircraft in the developmental stages. All of the aircraft we are now getting are entirely new since the war.

"The most important items, of course, in our new ship construction program are the two carriers of the *Forrestal* class", SecNav stated. "In addition, the contract has been awarded for the building of a large atomic power plant which we plan to use for carrier propulsion. It is my hope that a future vessel of the *Forrestal* class will be atomic powered.

"During the past years I have spoken about the Navy in quite a few places. I have never spoken of the Navy as the arm of the service which, by itself, could win a war. But I have said, and will continue to say that, without a strong Navy this nation would not survive a future war."



SecNav

## Submarine Tows Blimp

That the submarine is a versatile craft is a well known fact. Submarines now carry a new feather in their cap—they tow blimps. *uss Sea Poacher* (SS 406) performed that feat when she took the ZP2K airship K-86 in tow off Key West, Fla.

When both blimp and sub were engaged in hunter-killer exercises some 40 miles off the Florida Keys, the blimp made a low-altitude pass. It was too low. Her propellers struck the waves, fouling up her propulsion. She informed the sub of her condi-

tion. The sub took position for a tow and a tow line soon spanned the two.

The blimp-towing sub then headed for port and at the end of a slow-speed, 40-mile cruise, took the blimp to a shallow-water area near the Key West naval base. An air rescue vessel then took over the towing job and jockeyed the 285-foot blimp to a position some 300 feet off shore.

Aviation authorities both at Key West and at BuAer say that this is the first time an airship has been towed by a surface vessel—and a submarine yet!

## YESTERDAY'S NAVY



The first line-of-battle ship, 74 guns, named America was authorized on 9 Nov 1776. CDR R. E. Byrd left Little America on 28 Nov 1929, crossed the

South Pole, dropped the American flag there and returned on 29 Nov.

## NOVEMBER 1952

SUN	MON	TUE	WED	THU	FRI	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						

Father and Son—Vice Admiral and Seaman—Meet in European Theatre



VICE ADMIRAL J. H. Cassady, USN, became Commander Sixth Fleet at ceremonies at Villefranche, France.

Serving in the same general location is an unusual Navy father and son team. The father is Vice Admiral John H. Cassady, USN; the son is Seaman John H. Cassady, Jr., USN. Admiral Cassady is commander of the Sixth (Mediterranean) Fleet and flies his flag in *uss Salem* (CA 139).

Seaman Cassady, who joined the Navy in August 1950, is on duty with the Headquarters Support Activities of CinCSouth, at Naples, Italy. He was born at San Juan, Puerto Rico, in 1925 when his father was a junior officer serving as San Juan (Communication District) district communication superintendent. In travels resulting from his father's oversea's tours, he learned several foreign languages, among them, French and Italian.



SEAMAN J. H. Cassady, Jr., USN, stands on the deck of *USS Salem* (CA 139), flagship of Sixth Fleet.

New Hydrographic Offices

New Hydrographic Distribution Offices have been established by the Navy. The purpose of the new set-up is to speed the flow of nautical and aeronautical charts and publications and other related navigational information to naval ships and aircraft.

One large office has been activated at Naval Supply Depot Clearfield, Ogden, Utah, to serve western continental and Pacific Fleet commands. Another has been established at Naval Supply Depot, Scotia, N. Y., for distribution of material to eastern continental, Atlantic, and Mediterranean commands.

The new distribution procedures and expansion resulted from staff studies at the main Hydrographic Office in Washington. The studies indicated that adoption of this system would provide adequate dispersal of the Navy's supply of navigational charts and publications, and release needed space and personnel for production of charts and publications. The new distribution offices also bring the point of issue of these navigational materials nearer units of the fleet, and they integrate the distribution of hydrographic products with the distribution of other logistic support already provided by the naval supply system.

In addition to the Ogden and Scotia activities, 22 branch hydrographic offices and nine air navigation

offices are located or are being established around the world. These are being expanded and will soon be fully stocked to render further support to the Navy and to serve as local distribution agencies for all charts and publications required by any mariner.

No Escape from Dentist Chair

A Navy mobile dental clinic that provides front line dental care to Leathernecks of the First Marine Division is now operating in Korea. Treatment is rendered wherever the mobile clinic sets up shop, and is in addition to service given at the regular dental clinics of the division.

The mobile dental clinic consists of three truck units, three trailers and the necessary supplies and equipment. It is a self-contained, electrically operated unit. Each truck tows a trailer. One contains housing equipment, records, spare parts and the necessary dental supplies, another a water tank, and the third the electric generator to supply power.

With three dental officers and five dental technicians, the traveling clinic visits all elements of the First Marine Division near the front lines wherever they are bivouacked. This saves the manpower loss previously experienced when dental patients had to be transported to rear area dental clinics for necessary treatment.

Flies 1,238 Miles-Per-Hour

Test pilot and former Navy flyer Bill Bridgeman has flown the Navy's *Skyrocket* D-558-2 higher and faster than anyone else has dared to go. But neither he nor his rocket-powered plane can yet be recognized as holder of any official world record.

The National Aeronautic Association says that no record can be credited since an NAA official did not clock the flights, and the *Skyrocket* did not take off from the ground, as the rules require, but was launched from a B-29 "mother ship".

At a point nearly seven miles above the earth, where there is no oxygen and the temperature is 65 degrees below zero, the B-29 bomber released the *Skyrocket*. The plane shot to more than 12 miles above the earth at tremendous speed. At this terrific pace, the *Skyrocket* burns a ton of liquid oxygen a minute.

For Bridgeman's flight the jet engine was removed to make room for extra fuel tanks for rockets which, set off in succession just a second apart, sent the craft roaring toward the stars.

Although the Navy has just announced the results of Bridgeman's flight, the test pilot performed his feat more than a year ago. It was on 7 August 1951 that the *Skyrocket* rocketed to a new top altitude of 79,494 feet. On a second flight eight days later, Bridgeman hit a top speed of 1,238 miles an hour.

## Sea-Going Power Plant

A new sea-going power plant, designed to be speeded into service in the event of a shipyard power failure, is scheduled to join the Navy's expanding and specialized fleet of service craft.

To be the Fleet's largest floating power barge, the mobile plant will be capable of providing the entire electrical power requirements of most Navy shipyards and overseas bases. It could provide about 75 per cent of the power needs of a big yard like New York's.

The ship, being converted for the Navy at Jacksonville by a commercial contractor, is the former Maritime Service *Coastal Racer*, a 7000-ton, 338-foot cargo vessel of 50-foot beam. Conversion work, expected to take about two years, will include the installation of three steam-operated turbines capable of producing a total of 34,500 kilowatts.

The Navy's largest active floating power plant at the present time is the YFP 1, formerly the Maritime vessel *Jacona*, which has an electrical output capacity of 20,000 kilowatts. This vessel has been operating in the Korean area for the past two years.

The new power barge will be designated the YFP 10. Having no means of self-propulsion, the unit will be towed by naval vessels to whatever areas might require emergency power supply services.

## ComSubPac Lauds Workers

The close cooperation that exists between the Navy and its civilian shipyard workers has been illustrated in the presentation of a plaque by the yardmen at Pearl Harbor Naval Shipyard to ComSubPac, Rear Admiral C. B. Momsen, USN.

A picture of the presentation ceremony was carried in ALL HANDS in its June 1952 issue (p. 38). However, the photo caption failed to credit the civilian employees of the yard who were mainly responsible.

As to the work Pearl Harbor is now doing, Rear Admiral Momsen announced, "Recently the Pearl Harbor Naval Shipyard completed its first major submarine conversion. The fleet-type submarine *uss Bugara* (SS 331) received a snorkel and other modernization, and is being followed by the submarine *uss Sabalo* (SS 302). These submarines are proof of the yard's capabilities for high-quality submarine work."



OFFICIAL hostess, June Christie is escorted on deck of USS Doyle (DMS 34) as minesweeper is welcomed to Los Angeles after tour in Far Eastern waters.

## Chambers Field Honors Pioneer

The main flying field at the Norfolk (Va.) Naval Air Station has been named Chambers Field. This name honors one of the Navy's pioneer aviation figures — Captain Washington Irving Chambers, USN. Captain Chambers, who died in 1934, was associated with naval aviation as far back as 1910.

In those early years, he arranged a series of demonstrations which included the flight of a land-type plane from the bow of *uss Birmingham* (CL 2), the landing of a land-type plane on a platform erected on the

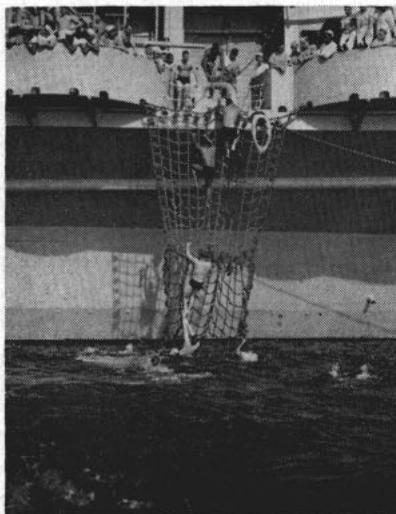
stern of *uss Pennsylvania* (later *Pittsburgh*, CA 4) and tests with the hydroaeroplane — an early form of seaplane.

As a result of these tests — and the captain's enthusiastic recommendations — the first naval air appropriation of \$25,000 was included in the 1912 Naval Appropriation Act. Early in 1911, Captain Chambers was detailed to the full-time job of organizing a naval aviation service.

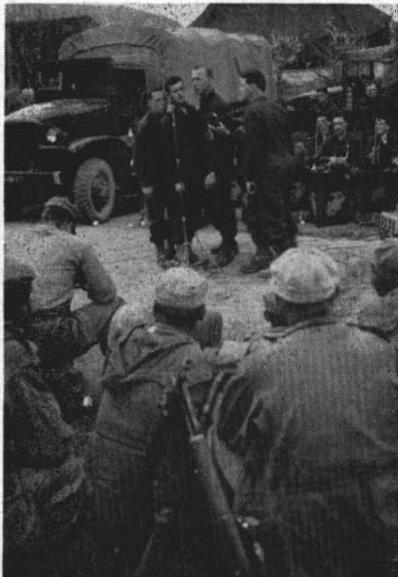
While on this duty his accomplishments were numerous. The first catapult for Navy aircraft was developed under his direction, he secured allocations of officers and enlisted men for flying duty and he laid out a training program which included the establishment of the Navy's first aviation training school located at Pensacola, Fla.

His most important contribution to aviation was his insistence that progress could be made only on the basis of sound, scientific investigation of all phases of aeronautics. For this reason he advocated the establishment of a national aeronautical research laboratory and interested himself in all aspects of the art of flying, including lighter-than-air craft.

The name for the main field was taken from that of a smaller field northwest of the present strip. Used as a flying field since early 1929, this field had been given the name "Chambers Field." But it was converted to other uses this spring so the name was adopted for the larger field.



SWIM CALL is sounded on board USS Coral Sea (CVB 43) after fleet exercises in the Mediterranean Sea.



QUARTET of Marines entertains troops—with help of guitarist—during a musical held at Korean front.

### Blue Goose College

You won't find Blue Goose Junior College on any map but such an outfit once existed. And it played an important role educationally in the life of 35 sailors, too.

Blue Goose takes its name from the nickname of Patrol Squadron 22. The "junior college" came into being about the time the Blue Goose squadron left its home base at NAS Barber's Point, Oahu, early this year for a six-month tour of Far East duty. At that time the squadron's commanding officer learned that about 50 squadron members were not high school graduates. To remedy this situation, the CO established a study program, called it "Blue Goose Junior College" and encouraged the non-high school graduates to hit the books.

With squadron officers as tutors, 35 men enrolled. They studied two hours a day — one hour during the working day, one hour during their off-duty time. Their studies were done through the United States Armed Forces Institute.

Returning to Hawaii six months later, the students took their GED test (high school equivalency). Each of the 35 passed — winning for himself Naval recognition of his status as a high school graduate. Passing also meant a certificate of achievement with which he could apply to the high school of his choice for a diploma.

### Front Line Variety Show

Marines on the front lines in Korea are applauding an all-Leatherneck variety show produced by the First Marine Division Band.

Entitled "Stars Without Bars" the show is headlined by a former disc jockey, Private First Class Bob Carpenter, who acts as master of ceremonies.

A 17-piece band directed by Master Sergeant Ken Marshall furnishes the music for the review which features a hypnotist, comedy juggler, hillbilly fiddler, accordionist and a singing quintet called the "Continentials".

The "Continentials"—Privates First Class Bob Paguin, Charles McAlister, Charles Ormsby, Bob Fowler and Corporal Gene Robinson appeared on television before joining the Marine Corps.

Hypnotist Private First Class Leon Ruderman is another veteran of show business, having toured with the USO and entertained on the New York resort-hotel circuit before entering the Marine Corps. For his act, he selects members of the audience and puts them under his spell. Ruderman does so well that the subject, when asked to take a bite out of an onion, will gladly swear it's an apple!

### Oxygen-Producing CVBs

Now being installed on the Navy's CVBs are oxygen plants — plants which will enable the large aircraft carriers to make enough breathing-oxygen to supply all their jet plane pilots' needs. The plants also produce nitrogen to meet certain needs of the carrier.

Ordinarily, carriers are dependent upon shore activities for their bottled oxygen. Now, however, by rapidly producing large amounts of it through a liquefaction and distillation process, the carriers have become even more self-sufficient units.

Need for an improved system became evident in 1948 when jet aircraft were first regularly used for shipboard operation. The existing system — compressed-gas cylinders containing 220-cubic feet of oxygen — was overburdened trying to keep up with the demand brought about by use of the jets. Pilots of high-altitude jet aircraft use more oxygen than those flying conventional aircraft.

Comparatively simple to operate,



PIERSIDE SHENANIGANS—'Doctor' from Coral Sea gives once over to an FDR chief just back from the Med.

the new oxygen manufacturing plants use ordinary compressed air as the raw material. The air comes from the ship's high-pressure air system or from independent air compressors installed for that purpose. From the air, liquid oxygen is produced. This is piped to a large oxygen storage tank built on the order of a giant vacuum bottle to hold the cold (minus 297 degrees Fahrenheit) liquid oxygen. When gaseous oxygen is needed, the liquid oxygen is pumped from the storage tank to a heat exchanger. Here it is converted to gas. The gas is led under pressure into the plane's built-in oxygen cylinders.

Not only will these new plants make the carriers self-sufficient in oxygen, they will also provide substantial weight and space savings aboard ship. The complete oxygen-generating system weighs but 10 tons. It would require 545 compressed-gas cylinders, weighing a total of 35 tons empty, to store the same amount of oxygen produced by the new system in five days.

In its liquefaction and distillation process the plant can also produce gaseous nitrogen at the rate of 1500 cubic feet an hour. The nitrogen is compressed in a separate high-pressure compressor and charged into storage flasks. It is later used to purge shipboard gasoline and jet-fuel lines.

An inert gas, it is also used as a protective void around gas storage tanks.

## NAVY SPORTS

### Navy Gridders vs. Pro Champs

The Naval Training Center, San Diego, Bluejackets held the world champion professional Los Angeles Rams to a surprising first-half 10-0 score in the second annual 11th Naval District Navy Relief Charity football game at Balboa Stadium, San Diego.

For the second half, the Rams were opposed by the NAS San Diego Sky-raidiers who scored Navy's only touchdown of the game early in the third period. It was Navy's only threat, however, as the Rams went on to win, 45-6.

### Service Games to be TV'd

Armed forces armchair football fans should get their fill of televised gridiron contests this fall, if they are stationed ashore.

Through an arrangement between representatives of the four service branches and the Columbia Broadcasting System, a dozen inter-service contests throughout the nation have been scheduled for telecasting each Saturday from 20 September through 6 December.

This is in addition to the regular collegiate contests which may be seen over the National Broadcasting Company-TV network.

An extra attraction for service-game viewers will be special between-halves shows featuring exhibitions by drill squads and bands of activities fielding the teams of the day.

West Coast games will be played at 1100 (Pacific Standard Time) in order that East Coast viewers may watch them in the early afternoon.

The tentative armed forces TV schedule is as follows according to the latest information:

20 September — Naval Training Center, San Diego vs NTC Great Lakes, at Great Lakes.

27 September — Marine Corps Air Station, Cherry Point, N. C. vs Marine Corps Schools, Quantico, Va., at Quantico.

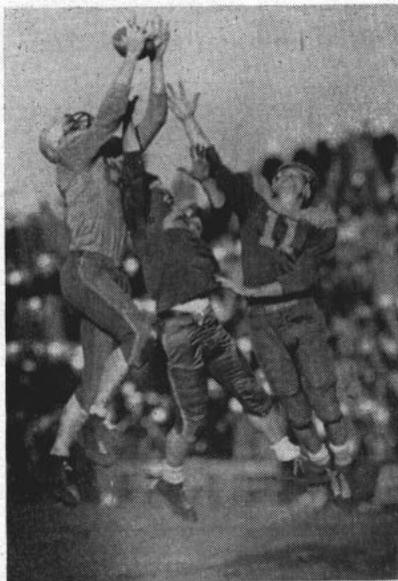
4 October — Fort Lee, Va., vs Fort Belvoir, Va., at Fort Belvoir.

11 October — Fort Knox, Ky. vs NTC Great Lakes, at Great Lakes.

18 October — Fort Jackson, S. C. vs Bolling Air Force Base, Washington, D. C., at Bolling AFB.

25 October — Alaskan Air Force Champions vs Hamilton AFB, Calif., at Hamilton AFB.

1 November — Camp Lejeune,



SCENES like this will be viewed by thousands of football fans as armed forces games are televised this fall.

N. C., Marines vs Quantico Marines, at Quantico.

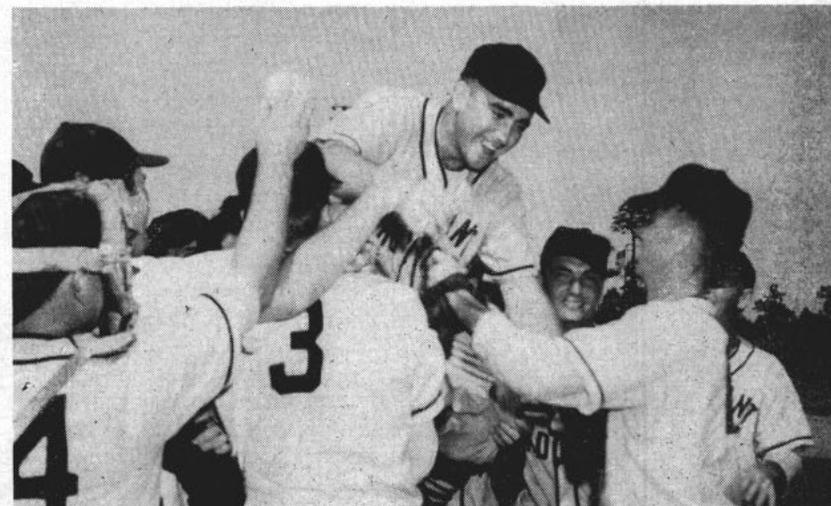
8 November — Parris Island, S. C., Marines vs San Diego Marines, at San Diego.

15 November — Randolph AFB, Texas vs Bolling AFB, at Bolling AFB.

22 November — Fort Belvoir vs Quantico Marines, at Quantico.

29 November — NTC San Diego vs MCRD San Diego, at Balboa Park, San Diego.

The 6 December opponents were yet to be announced. Also planned is a post-season all-service championship contest.



NO HIT HURLER — Jon Mayreis, SA, USN, fanned 16 as CinClant defeated MinLant in first game of Atlantic Fleet tournament at Camp Lejeune, N. C.

### Navy Tankmen Busy

Navy swimmers are doing a lot of splashing here and there across the nation as naval district tournaments are winding up for the 1952 season.

In the 12th ND competition, tankmen of NAS Oakland amassed a total of 30 points to win their third consecutive district championship. Runner-up honors were taken by Monterey Post Graduate School with 19 points. Treasure Island finished third with 13 points and NAS Alameda was fourth with 11 points. The champion Oaklanders later added to their trophy collection by winning the annual 12th ND Invitational Swimming and Diving Tournament.

The 11th ND championship (men's division) was annexed by Naval Training Center, San Diego. This gave the Bluejackets possession of the district cup for the second year in a row. Final standings were: NTC San Diego, 121; AirPac, NAS San Diego, 55; Camp Pendleton (USMC) 27; MCRD San Diego, 10; NAS Los Alamitos, 10; *uss Pickaway* (APA 222), 6; *uss James E. Kyes* (DD 787), 2; NAMTC Point Mugu, 1; *uss Valley Forge* (CV 45), 1. The women's division was won by MCAS El Toro mermaids who out-swam MCRD San Diego 57½ to 41½.

The championship of the 9th ND was won by Great Lakes NTC Recruit Training Command swimmers who outpointed second-place Naval Hospital Great Lakes 51 to 42. Third team spot was taken by Great Lakes Service School Command (22), and NAS Glenview (15) was fourth.

The Middle Atlantic Inter-Service



THIS SLIDE into third made a good action photo but didn't help NORA player, Mary Lou Kelly, tagged out by Nina Honaker during D.C. girls' league game.

Athletic Conference tank title was won for the second straight year by FMFLant swimmers of MCAS Cherry Point, N. C. Held at Fort Myer, Va., this year's MAISAC saw the Marines tally 63 points to lead seven other teams to victory. Others, in order of finish by team point scores, were: NAS Norfolk, 51; Atlantic Amphibious Command, 43; Fort Lee, Va., 9; NAS Patuxent, Md., 3; Naval Receiving Station, Anacostia, D. C., 1; Fort Myer, Va., 0; Fort McNair, D. C., 0.

**Navy Girls Win D. C. Title**

The Class "B" title of the 1952 District of Columbia girls softball league has been won by the Naval Operations Recreation Association team. The NORA girls edged the Army Quartermaster team, 4-3, in the final game.

Earlier in the season, NORA had swamped BuSanda's outfit, 15-2, for the Navy Department league trophy.

Managed by Wayne "Coach" Morrison, YN2, usn, of the Navy Department Ships Histories Branch, NORA went through an undefeated season with 12 straight wins.

**Wins Model Plane Honors**

A second-place prize in the senior jet plane division of the 21st Annual National Model Airplane Championships was won by Lloyd Zink, ATAN, usn, of Naval Auxiliary Air Station, San Ysidro, Calif. Zink flew his miniature jet at a speed of 123.54 mph. A Sheppard Air Force Base, Tex., entry was clocked at 143.54 mph for first place.

This year's meeting was conducted at Naval Air Station, Los Alamitos, Calif., under the co-sponsorship of the National Exchange Club and the Navy. It was the fifth year the Navy has co-sponsored the national event. Last year's contest was held at NAS Dallas, Tex.

More than 1000 entrants from the U. S., Canada, Mexico and Hawaii took part in the 1952 championships.

**14th ND Volleyball Champs**

Netmen of Fleet All Weather Training Unit Pacific of NAS Barbers Point, Oahu, T. H., have been crowned 14th Naval District volleyball champions.

The FallWeaTraPac team, selected and coached by player-manager M. F. Gannon, AOC, usn, took seven games in the final playoffs for the title.

**Touch Football League**

Touch football has become so popular around the San Diego area that a district-wide league has been added to the 11th Naval District fall sports program.

All service units, activities and ships of the 11th ND have been invited to enter teams.

Awards will be presented to the winners of various minor leagues, and a perpetual district trophy will go to the victor of the final district inter-league playoffs.

**African Volleyball Champs**

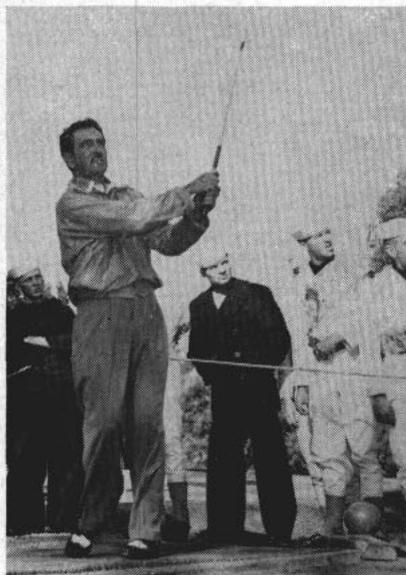
A squad of netters from U. S. Naval Air Facility, Port Lyautey, French Morocco, has captured the first annual North African Inter-Service Volleyball Championship.

The contest was a double-elimination tournament held at the Centre d'Entrainement Physique Militaire in Rabat, the capital of French Morocco. In addition to the Port Lyautey squad, other teams to compete were three French Air Force aggregations from Rabat, Meknes and Fez, and the Nouasseur and Sidi Slimane U. S. Air Force teams.

The Port Lyautey team was led by Player-Captain Lieutenant (junior grade) John Robertson, usn, who was voted an All-American volleyball honorable mention in 1951 while playing for the Knoxville (Tenn.) YMCA.

Other members of the Naval Air Facility championship team were Carl Crawford, RMSN; Carl Haines, CT3; Joseph Galloway, ACCA(T); Francis Pittman, TESN; Fred Meyers, CN; Leon Winchester, AL2; Robert Cobb, SA; John Manning, AD3; Charles Fleming, AC3; and William Overfield, YN3.

With the victory went a large silver trophy cup which the players presented to the commanding officer of the Port Lyautey facility to be retained in the base trophy case until the 1953 tournament.



GOLFER Lloyd Mangrum shows his technique to interested Navy recruits on Sail-Ho course at NTC San Diego.

## Marines Win 'Free-Throw' Title

The National YMCA Basketball Free-Throw Tournament has been won for the second consecutive year by Marine Corps Recruit Depot shooters of San Diego. Individual honors were taken by Marine Gray Filbert who scored 96 baskets out of 100 throws. Filbert and four other members of the San Diego team turned in an average of 94.6 to top a dozen other teams and nearly 200 contestants entered in this year's competition.

## Navy Golfers Win Laurels

The third annual Chicago Area Inter-Service Athletic Conference Golf Tournament, held at NAS Glenview, Ill., was won by NTC Great Lakes. The training center's four-man team carded a low total of 925 over a 54-hole route to lead second-place Camp Atterbury, Ind., linksmen who scored 963 strokes. NAS Glenview was third with a team total of 973, and Fort Custer, Mich., finished fourth with 978.

Other foursomes entered in this year's CAISAC tourney, in order of finish, represented Headquarters, Illinois Military District, Chicago; Fort Sheridan, Ill.; Headquarters, Fifth Army, Chicago; Mitchell Field, Milwaukee, Wis.; and O'Hare Air Force Base, Park Ridge, Ill.

Elsewhere around the links, the San Diego Naval Training Center annexed the Western States Service Golf Championship.

The 13th ND tourney was taken by a Sands Point foursome from NAS Seattle, Wash., who shot a 54-hole course in 910. Other teams competing, and their scores, were Whidbey (958), Tongue Point (959), RecSta Seattle (963) and Bremerton (988).

In the Atlantic Fleet golf championship finals for 1952, individual trophies were won by Lieutenant J. W. Colter, Staff, ComAirLant; R. L. Tansey, BMU2, ComPhibLant; W. H. Foulk, ADC, VS-913; Lieutenant (junior grade) C. D. Neithamer, ServLant; Lieutenant William Whistler, TACRon 6; B. L. Fauteux, AN, VC-33; Ensign R. K. Fontaine, USS Mt. Olympus (AGC 8); and J. R. Broadwater, CSC, DesLant.

The Cruiser Atlantic Fleet (Individual) Golf Tournament, held at Norfolk, was won by Jarrold S. Dove, SN, and Paul J. Hooton, SN, both of USS *Newport News* (CA 148).

# SIDELINE STRATEGY

Last month ALL HANDS reported on the Olympic games at Helsinki, covering the brilliant achievements of Navy, Marine and Coast Guard personnel, accounting for honors in nine different competitions.

In the Olympic final reports the names of some highly touted Navy athletes were missing. What happened? The answer is that injuries took their usual fateful toll—injuries to several top competitors.

For instance, Dick Attlesey, SN, USN, of NAS Los Alamitos, Calif., a world record-holding hurdler, seemed a cinch for an Olympic berth. In the final U.S. team-qualifying trials at Los Angeles, however, Attlesey limped across the finish line in last position, forced out of competition by a strained leg.

Then there was Lieutenant Charles Shuford Swift, USN. He qualified for the 1952 Olympic mat squad (147½-pound) by going undefeated through the U.S. finals at Ames, Iowa. However, while in a training match prior to departure for Helsinki, he broke a leg.

Among those who did make the voyage to Finland this year was Lieutenant Commander Walter Blattmann, USN, outstanding gymnast and only armed forces representative on the American gym team. He specializes in horizontal bar and rings exhibitions. In early contests at Helsinki he strained an arm. It helped to keep him from gaining a prize spot in the games.

Ronald Rhoads, AN, USN, of NAS Atlantic City, and his brother David, a San Jose State Naval Reserve division member who plans to enter the Regular Navy, were members of the U.S. Olympic cycle team. In the final 120-mile road race, the brothers both took a bad spill onto the paved and graveled course after completing 17 laps.

Lieutenant Josiah Henson, USN, the 1952 NAAU mat champ in the 136½-pound class, managed to take a third-place Olympic bronze medal despite the fact that he had been hospitalized for a week with a fractured cheekbone, broken nose and slight brain concussion suffered in an early Olympic elimination round.

Ensign Allen Stack, UNSR, defending 1948 Olympic 100-meter backstroke swim champion, was expected to be among the first three place finishers in this year's games, judging by past times, but came in fourth instead. That was because one day, between qualifying trials, he was riding a motor scooter through the Olympic village of Kaepylae. The scooter struck a hard pile of dirt and Stack went flying over the handlebars, landing on his head and one hand. But he still competed in the final Olympic heats.

Accidents had their effects all right—they always do. But the risk is part of the thrill of the Olympics.—E. J. Jeffrey, JOC, USN.



## NEWS OF OTHER NAVIES

With this issue ALL HANDS inaugurates a new section which will appear from time to time covering news items of interest concerning navies of other nations.

\* \* \*

**AUSTRALIA**—A naval construction program which will add four new destroyers to the Royal Australian Navy is now underway.

The destroyers will be of the *Daring* class (see next page), a class of post-war design which incorporates many of the lessons learned in early experimentation with atomic explosions.

In addition to the four destroyers, other units of the R.A.N. will be modernized. The cruiser *Hobart* will be brought up to date under the program while five Queensborough-class ("Q-class") destroyers will be converted to anti-submarine frigates. The Q-class ships displace 1705 tons standard and are rated at 32 knots.

Money under the current program will also be spent on new accommodations for Australian naval personnel at the Manus Island naval and air base in the Admiralty group and at the torpedo anti-submarine school at South Head, Sydney.

\* \* \*

**PERU**—Two new submarines are under construction for the Republic of Peru.

The vessels, named the *Tiburón* and *Lobo*, will be completed for delivery in 1954. Combining the ideas of Peruvian and American designers, the submarines will feature a streamlined design, a lighter-weight engine and a snorkel—the familiar breathing tube that allows a submarine to remain submerged for long periods of time.

Construction will be similar to U.S. submarines with special emphasis being placed on living conditions in order to get the most out of the limited space and provide the maximum comfort for crew members.

The submarines are being built under a private contract at Groton, Conn. The U.S. Navy is making available certain of its own special submarine devices for installation in these vessels.

\* \* \*

**GREAT BRITAIN**—Some fast patrol vessels in the British Navy, such as motor torpedo boats and motor gunboats,

are to be equipped with a new high-power diesel engine known as the "Deltic".

The Deltic, stated to be of "revolutionary design", takes the form of an opposed piston two-stroke-cycle engine with a power rating up to 2,500 brake horsepower and is constructed in a triangular form (like the Greek letter Delta) with three crankshafts.

The new engine was designed for the British Navy, which for a long time has been concerned about the danger of fires when using gasoline engines in high-speed fighting craft.

\* \* \*

**NETHERLANDS**—The Dutch Navy is building 32 minesweepers and four radar stations which will strengthen the coastal defenses of the Netherlands.

Fourteen of the minesweepers will be constructed at the expense of the Netherlands budget while the remaining 18 will be provided from U.S. funds set aside under the Mutual Security Act.

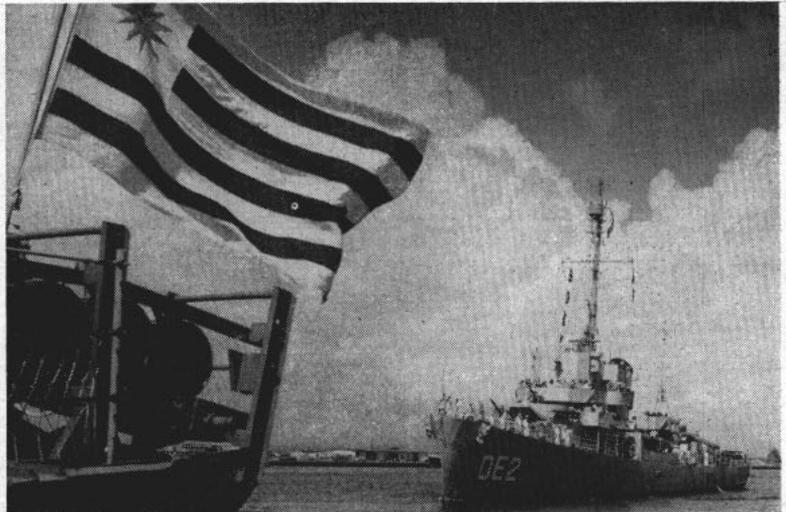
In another development, the Dutch have announced that plans are underway for four radar stations to be constructed around Rotterdam, Holland. These stations will promote ship safety and help harbor pilots guide vessels into port during foggy weather.

Each harbor pilot, going out to bring a vessel in, will carry a portable radio-telephone. By keeping in constant contact with one or more of the shore-based radar stations, he will be able to guide his vessel into the harbor.

\* \* \*

**FRANCE**—The French Navy has announced that it intends to add 17 new minesweepers to its coastal fleet. The first of these vessels, the one that will be used as the model for the rest, has been laid down at the Naval Arsenal at Cherbourg.

Known as *D.I.*, the minesweeper is being constructed on general dimensions furnished by the British Navy. Its construction is of a special type—the first requirement being a minimum of magnetism. The hull is of aluminum and wood, a unique combination which raised a number of problems in the manufacture of plates and sections as well as in the shaping of the wood.



FRENCH cadet enjoys training at NAS Corpus Christi, Texas. Right: Two Uruguayan warships visit San Juan, P.R.

THAILAND—The Fleet Training Center at the San Diego (Calif.) Naval Station is offering two-week courses to members of the Thailand Navy under the Mutual Defense Assistance Program.

The Thailanders are taking courses that range from navigation to damage control. Some gunnery students will receive advanced instruction at the Fleet Gunnery and Torpedo School. Other special courses are offered at the Sonar School and CIC Team Training Center on Point Loma.

Eighteen Thai officers and 122 enlisted men arrived at the Center aboard two ships transferred to them as another part of MDAP.

The ships, PC-1 and PC-2 became official members of the Thailand Navy at Seattle, Wash., last June 4.

\* \* \*

ITALY—A certain destroyer in the Italian Navy symbolizes the friendship that exists between the U.S. and Italy through the kindness shown to an American mother whose only son was killed in battle.

The Italian destroyer *Andromeda* was once the U.S. Navy ship *uss Wesson* (DE 184) and was named in honor of Lieutenant (junior grade) Morgan Wesson who was killed in action in the Pacific during World War II.

In January 1951 *uss Wesson* was turned over to the Italian Navy under the Mutual Defense Assistance Program and renamed *Andromeda*. The night before *Andromeda* was to sail from New York for Italy a letter from Lieutenant Wesson's mother arrived on board.

Mrs. Wesson wrote that the change of the ship's name was like losing her son for the second time. She asked that the ship's new commanding officer write to her once a year and let her know of the ship's activities.

The Italian skipper agreed and her request has been observed by each succeeding commanding officer.

But the Italians wanted to do more than just write a yearly letter. So they had a special medallion struck for her which shows on one side a picture of *Andromeda* racing through the seas and on the reverse side a scene depicting the Grecian myth of Andromeda after which the ship was renamed.

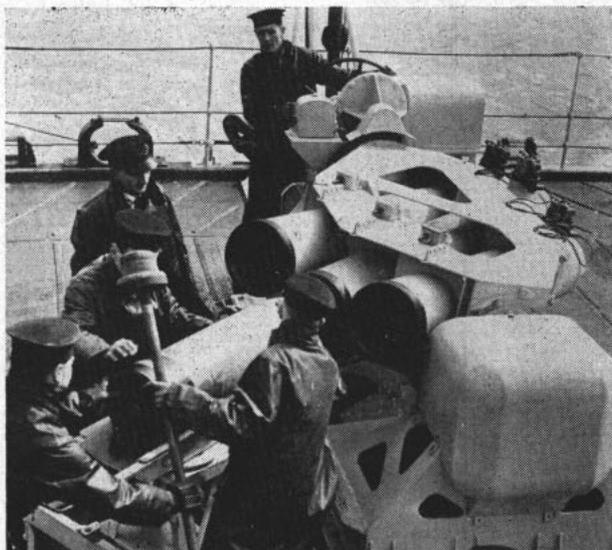
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CANADA—HMCS *Magnificent* was one of five aircraft carriers to take part in "Exercise Castanets", an international maneuver designed to test the ability of the air and sea forces of North Atlantic Treaty countries to cooperate in protecting trade in the eastern Atlantic, English Channel and North Sea.

Ships and aircraft of nine NATO nations took part. These included a battleship, five aircraft carriers, three cruisers, three minelayers, 45 destroyers and escorts, over 70 minesweepers, numerous small craft and about 400 aircraft.

More than 100 warships and navy auxiliaries were provided by NATO countries to act as ships in convoy, and ship owners cooperated by flying special signals in suitable fast ships in the area to mark them as independently routed ships open to attack by the "enemy".

The "enemy" was a formidable one, well supplied with all known weapons of attack against shipping—submarines and E-boats for torpedo attacks, surface ships, aircraft and submarines for minelaying, land and carrier-based strike aircraft, and surface raiders.



BRITISH new anti-submarine weapon, *Squid*, is loaded on quarterdeck of the new destroyer, *HMS Daring*.

GREAT BRITAIN—A novel anti-submarine weapon which can hurl big mortar shells from a launcher on a ship's stern right over the ship itself and into the water 300 yards ahead of the speeding vessel has been revealed by the British Navy.

Called "the Squid," the weapon is a three-barreled mortar which can fire its pattern of shells into the water ahead while the ship continues to "hold" its underwater contact with its sub-detection equipment. This gives the ship the same advantage of constant contact enjoyed by other ships equipped with ahead-thrown weapons.

The highly destructive bombs are built for a set-depth explosion. They are said to be able to split open the hull of even the most rugged submarine.

Many destroyers of the Royal Navy carry both the Squid and the conventional "ash can" depth charges. Later types, however, like the new *Darings*, carry only the Squid.



CANADIAN vessel, *HMCS Ontario*, was one of 18 ships from three nations taking part in west coast exercise.

# THE BULLETIN BOARD

## Revised Clothing Allowances Set Reduced Payments for EMs

Recent changes in the clothing regulations issued for all the armed services have brought about a revision to the clothing allowances payable to Navy enlisted personnel. Included in these new instructions is a reduction of the initial clothing monetary allowance and of the maintenance allowances. In general, the following rates apply:

(1) The initial clothing monetary allowance for enlisted men is \$165.50; reduced from \$223.90. The allowance for enlisted women is \$244.30; reduced from \$310.15.

(2) The basic maintenance allowance applicable to men and women who receive the initial clothing monetary allowance is \$4.20 monthly. The previous rate was \$5.10.

(3) The standard maintenance allowance applicable to men and women who receive the initial clothing monetary allowance is \$6.00 monthly. The previous rate was \$7.20.

(4) The special initial clothing monetary allowance (which includes the allowance payable to male PO1s upon advancement to CPO (except members of the U.S. Navy or Naval Academy Band) continues to range from \$150 to \$300.

(5) The basic maintenance allowance applicable to enlisted men who receive the special initial clothing monetary allowance (except the special initial clothing monetary allowance for civilian clothing) is \$6.00 monthly. The previous amount was \$7.20.

(6) The standard maintenance allowance applicable to enlisted members who received the special initial clothing monetary allowance is \$7.20 monthly. The previous rate was \$8.40.

The *initial clothing monetary allowance* is payable to enlisted personnel upon first enlistment in the Regular Navy or upon reenlistment in the Regular Navy, subsequent to the expiration of three months from date of last discharge. It is also payable to—

- Enlisted personnel upon reenlistment in the Regular Navy following discharge from the Army, Air Force, or Marine Corps.

- Naval Reservists upon first re-



"What do you want?"

porting for active duty (except active duty for training) for a period of more than six months or upon recall to active duty (except active duty for training) for a period of more than six months after the expiration of three months from date of last discharge or release from active duty. However, only one such entitlement will accrue during any period of enlistment or reenlistment.

- Prisoners restored to duty after being sentenced to confinement and punitive discharge.

- Enlisted personnel of the Navy, other than CPOs, serving as warrant officers or commissioned officers under temporary appointment—who revert to enlisted status to serve on active duty other than for purposes of retirement. Only one such allowance will accrue during any period of four consecutive years.

- Retired enlisted personnel (including Fleet Reservists) recalled to active duty at any time later than three months after date of last release from active duty or date of retirement. Only one such allowance will accrue during any period of four consecutive years.

In most cases, however, you will see very little of this money. Most of it is charged against clothing issued to you at the beginning of basic training (if you are a recruit) or at the receiving station (if you are ordered to active duty). The remaining cash is credited on your pay record.

Enlisted men entitled to the initial clothing monetary allowance of \$165.50 are credited with the new initial clothing monetary allowance in two increments of \$4.75 and \$160.75. Enlisted women entitled to the initial clothing monetary allowance of \$244.30 are credited with the new initial allowance in two increments of \$38.75 and \$205.55. The first increment of \$4.75 for men and \$38.75 for women is payable immediately and will be used for the cost of alterations and purchase of insignia by men and for the cost of alterations and purchase of insignia, lingerie and personal items by women. The second increment—that is, the amount against which clothing issues are checked, will not be payable in cash to the member until recruit training is completed (for recruits) or until six months after date of entitlement to the initial allowance (for those not required to take recruit training).

The *basic maintenance allowance* applicable to those men and women who receive the initial clothing monetary allowance—see paragraph (2) above—works as follows: credit for this monthly allowance begins to accrue six months and a day after the date of entitlement to the initial clothing monetary allowance. It continues during the first three years of active duty. In general, one half of the monthly credit appears in the sum opposite your name on the semi-monthly pay list.

The *standard maintenance allowance* applicable to those men and women who receive the initial clothing monetary allowance—see paragraph (3) above—works as follows: credit for this monthly allowance begins to accrue three years and a day after the date of entitlement to the initial clothing monetary allowance. This allowance remains in effect until the member becomes eligible for a maintenance allowance for the special initial clothing monetary allowance.

The *basic maintenance allowance* for those members entitled to the *special* initial clothing monetary allowance (except the special initial

clothing allowance for civilian clothing) — see paragraph (5) above — works as follows: credit for this begins to accrue on the day following the date of entitlement to the special initial clothing monetary allowance and continues in effect for a three year period. This is a recent change. Prior to 1 July 1952 the basic maintenance allowance began to accrue six months and a day after the date of entitlement to the special initial clothing allowance.

The standard maintenance allowance, mentioned in paragraph (6) above, begins to accrue three years and a day after the date of entitlement to the special initial clothing monetary allowance (except the spec-

### Chief Retiring after Thirty Years Begins College Career

After 30 years of naval service most Navymen retire to coastal towns where they meet daily with other old timers on the sea wall and talk about the "old Navy." But not Chief Hospital Corpsman Samuel E. Kahle, USN, (Ret.) of Long Beach, Calif. It's back to school for him. He will prepare for a second career in real estate at a local college.

A native of Williamsport, Pa., Chief Kahle first enlisted in June 1921. Navy ships that have been his home include the battleship *Wyoming* (back when she was a coalburner), the destroyer tender *Whitney*, the heavy cruiser *Salt Lake City*, the hospital ship *Relief*, minesweeper *Pelican* and fleet tug *Pinola*.

In keeping with Navy Hospital tradition, he served also with the Marines — on two occasions. His first tour was with the 2nd Marine Brigade; his second with the First Marine Division. In September 1950 he landed with the first Marines at Inchon, Korea, and in December endured the trek from Chosin Reservoir to Hungnam. This rugged duty didn't seem to deter the old timer. Back in Hungnam he proceeded to ship over for the last cruise of his naval career.

Now he's a college student working on his second "30" as a civilian.

ial initial clothing monetary allowances for civilian clothing).

The special initial clothing monetary allowance is prescribed for enlisted members who are required to wear individual clothing of a type (other than special dress uniforms) not customarily required for the majority of enlisted personnel in the Navy.

Some of those entitled to this allowance are:

- Male POs upon advancement to CPO (except members of the Navy or Naval Academy Band).
- Male POs and below assigned to the Navy or Naval Academy Band.
- Male CPO's of the Fleet and Naval Reserve recalled to active duty — provided they meet certain requirements as provided in the Bureau of Supplies and Accounts Manual.
- Certain members of the Insular Force of the Navy.

### Temporary Advancements for Commissioned Warrant Officers

Commissioned warrant officers of the Regular Navy and Naval Reserve on active duty — 420 of them — have been promoted from pay grade W-2 to W-3. A small number of CWOs in pay grade W-3 have also been selected for assignment to pay grade W-4 — top rung in the warrant officer ladder. Names of those selected are listed in BuPers Circ. Ltr. 114-52 (NDB, 30 June 1952).

CWOs selected for W-3 grade are those whose commissioned service dates from 30 June 1945 or earlier. CWOs selected for assignment to W-4 grade are those who will have completed 12 years of commissioned (warrant) service by June 1953. In all cases, assignments are temporary.

The new W-3 CWOs take the effective date of appointment for pay purposes as of 1 July 1952. No waiting list was established for those in this category. The selected W-3 CWOs will be individually notified by the Chief of Naval Personnel of their temporary assignment to W-4 grade when they have completed the necessary service. Some of these officers are serving under temporary appointments in the grades of ensign or above. The directive states that they are not entitled to the pay or allowances of the assigned warrant grades while serving in the higher rank.

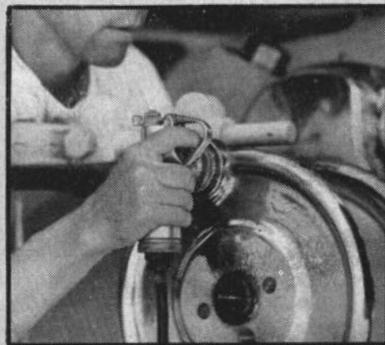
## QUIZ AWEIGH

This month's quiz contains questions concerning submarine and surface sailors, as well as the Navy's airmen. Can you answer them all?



1. USS *Cubera* (SS 347) has a complement of (a) 110, (b) 85, (c) 39.

2. The streamlined design gives her a submerged speed of about (a) 12 knots, (b) 15 knots, (c) 17 knots.



3. This sailor, manning his gun station, has an itchy finger on the (a) firing plunger, (b) firing mechanism safety latch, (c) firing key.

4. This type of control is used primarily in (a) electrical firing, (b) percussion firing, (c) electrical and percussion firing.



5. The mark at left is worn by (a) air controlmen, (b) aviation ordnancemen, (c) aviation electrician's mates.

6. The man sporting the globe at the right would be (a) an I.C. electrician, (b) a communications technician, (c) an electrician's mate.

ANSWERS TO QUIZ ON PAGE 53

# Navy Training Courses Will Help You Advance in Rating

If you are an enlisted man in the Navy you know that before you can advance to a higher rate, you must pass the service-wide competitive exam for advancement in rating. But in order to take this exam you must first successfully complete the Navy training course applicable to your rating.

If there doesn't happen to be a course available in the rate you are striking for, you can find out what publications to study by referring to *Training Courses and Publications for General Service Ratings*, NavPers 10052.

In time, there will be a Navy Training Course for every general service rate in the rating structure. Many existing training manuals have been revised to keep pace with developments in the fleet and will be written as new ratings are established.

These pocket-size training course books, put out by the Bureau of Naval Personnel, are used throughout the fleet. Well over 170 courses have now been written and distributed to Navymen everywhere.

These training courses are not to be confused with enlisted *correspondence courses*. Correspondence courses include written lessons which must be forwarded regularly to the Navy's correspondence course center. Correspondence courses, however, use training course manuals for their texts.

Training courses are available from your ship or station training officer or from the information and educational office.

Reservists on inactive duty may obtain training courses from either their commanding officer, in the case of a man in the Organized Reserve, or

from their district commandant, in the case of a Volunteer Reservist.

Ask only for courses which pertain to your rating. Reservists applying for training courses from district commandants must give full name, rate, service number, address and the title and NavPers number of the course desired.

Here is a complete list of Navy training courses now available. If your rating appears under "Applicable Ratings" you will be interested in the information contained in all or part of that training course book. However, only certain training courses are required at any particular rate level. See *Training Courses and Publications for General Service Ratings*, NavPers 10052, available from your training officer, for specific details on courses required at each grade level.

Title of Course	NavPers No.	Applicable Ratings
<b>General Training Courses</b>		
General Training Course for Petty Officers, Part 1	10602-A	All ratings
Ship Activation Manual	10075	" "
Use of Navy Training Courses	10050-A	" "
The Bluejackets' Manual	Published by the U.S. Naval Institute and available at Navy Exchanges.	
<b>Training Courses and Publications for General Service Ratings</b>		
Your Navy	10600	" "
This Is Your Navy	Published by the U.S. Naval Institute and available at Navy Exchanges	
<b>Basic Training Courses</b>		
Mathematics, Vol. 1	10069-A	As appropriate
Mathematics, Vol. 2	10070-A	" "
Advanced Mathematics	10071	FT, DM, AT
Blueprint Reading	10077	DM, MM, MR, BT, EN, EM, ME, FP, DC, PM, ML, CE, CM, BU, SW, UT, CN, AD, AM, AE, AO, AT, AL, AB, TD.
Electricity	10622-B	SO, TM, GM, FC, FT, MN, ET, IM, TE, RM, DM, MM, MR, EM, IC, FN, CE, AE, TD, AN.
Hand Tools	10306-A	AD, AM, AE, AO, AT, AL, AB, PR, TD.
Use of Tools	10623-A	TM, MM, BT, EN, EM, IC, ME, FP, ML, FN, CE, CM, BU, SW, UT, CN.
Basic Machines	10624	TM, IM, DM, MR, CM, TD
Handbook of Survival in the Water	16046	All ratings

Title of Course	NavPers No.	Applicable Ratings
<b>Deck Group</b>		
Seaman	10120-A	SN
Boatswain's Mate 3 & 2	10121	BM
Boatswain's Mate 1 & C	10122-A	BM
Cargo Handling	10124	BM, SW
Net and Boom Defenses	10142	BM
Quartermaster 3 & 2, Vol. 1	10149	QM, RD
Quartermaster 3 & 2, Vol. 2	10150	QM, BM
Quartermaster 1 & C	10127-A	QM
Introduction to Communications	10129-A	QM
Manual for Buglers	10137-A	QM
Sonarman 3 & 2, Vol. 1	10138	SO, ET
Sonarman 3 & 2, Vol. 2	10139	SO, ET
Sonarman 1 & C	10140	SO, RD
Radarman 3 & 2	10146-B	RD, AC
<b>Ordnance Group</b>		
Torpedoman's Mate 3 & 2	10017-A	TM, GM
Torpedoman's Mate (E) 3 & 2	10053	TM
Torpedoman's Mate 1 & C	10157	TM, GM, MN
Gunner's Mate 3, Vol. 1	10158-A	GM, MN, BM
Gunner's Mate 3, Vol. 2	10182	GM
Gunner's Mate 3, Vol. 3	10183	GM, MN
Gunner's Mate 2, Vol. 1	10011-A	GM, RD
Gunner's Mate 2, Vol. 2	10011-B	GM
Gunner's Mate 1 & C	10009-A	GM
Fire Controlman 3, Vol. 1	10163-A	FT
Fire Controlman 3, Vol. 2	10164-A	FT
Fire Controlman 2, Vol. 1	10035-A	FC, FT
Fire Controlman 2, Vol. 2	10035-B	FC, FT
Fire Controlman 2, Vol. 3	10035-C	FC, FT
Fire Controlman 1 & C, Vol. 1	10168-A	FC, FT
Electricity for Fire Controlmen and FC Technicians, Vol. 1		
	10170	FC, FT, IC
Electricity for Fire Controlmen and FC Technicians, Vol. 2		
	10171	FC, FT
Mineman 3 & 2	10063	MN
<b>Electronics Group</b>		
Essentials of Mathematics for Electronics Technicians		
	10093-A	ET
Advanced Mathematics for Electronics Technicians		
	10094	ET

Title of Course	NavPers No.	Applicable Ratings
Electronics Technician 3	10145-A	ET, SO, IC, AT, AL, TD
Electronics Technician 2, Vol. 1	10190	ET, SO, AT
Electronics Technician 2, Vol. 2	10191	ET, AT
<i>Precision Equipment Group</i>		
Instrumentman 3 & 2	10193	IM
Instrumentman 1 & C	10194	IM
Opticalman 3, Vol. 1	10196	OM, IM
Opticalman 3, Vol. 2	10197	OM
Opticalman 2, 1 & C	10198	OM
<i>Administrative and Clerical Group</i>		
Teleman	10220	TE
Navy Mail	10431-A	TE
Radioman 3 & 2	10228	RM
Radioman 1 & C	10229	RM
Introduction to Radio Equipment	10172	RM, ET
Yeoman 3 & 2	10240-A	YN, MA
Yeoman 1 & C	10241-A	YN
Shorthand Textbook	10612	YN
Shorthand Workbook	10613	YN
Advanced Shorthand	10614	YN
Gregg 3,000 Navy Terms	10617	YN
Personnel Man 3	10256-A	PN
Personnel Man 2	10257	PN
Personnel Man 1 & C	10258	PN
Storekeeper 3 & 2	10269-A	SK
Storekeeper 1 & C	10270-A	SK
Workbook for Basic Supply and Basic Disbursing	10271-B	SK
Workbook for General Storekeeping, Vol. 1	10272-A	SK
Workbook for General Storekeeping, Vol. 2	10273-A	SK
Disbursing Clerk 3 & 2	10274-A	DK
Disbursing Clerk 1 & C	10275	DK
Workbook for Disbursing Afloat	10276-A	DK
Workbook for Basic Supply and Basic Disbursing	10271-B	DK
Commissaryman 3 & 2	10279	CS, SH
Commissaryman 1 & C	10280-A	CS
Baker's Handbook	10284	CS
Ship's Serviceman 3 & 2	10286-A	SH
Ship's Serviceman 1 & C	10287	SH
Ship's Serviceman Tailor Handbook	10288	SH
Ship's Serviceman Cobbler Handbook	10289	SH
Navy Editor's Manual	10293	JO
<i>Miscellaneous Group</i>		
Lithographer 3 & 2	10450	LI, PI
Lithographer 1 & C	10451	LI
Printer 3 & 2	10457	PI, LI
<i>Engineering and Hull Group</i>		
Fireman	10520	FN
Machinists' Mate 3 & 2	10524	MM, OM
Machinists' Mate 1 & C	10201	MM, MR
Machinery Repairman 3 & 2	10530	MR
Boilerman 3 & 2	10535-A	BT
Boilerman 1 & C	10536	BT
Engineman 3 & 2, Vol. 1	10541	EN
Engineman 3 & 2, Vol. 2	10542	EN
Electrician's Mate 3	10548-A	EM, IC
Electrician's Mate 2	10549	EM, IC
Electrician's Mate 1 & C	10550-A	EM, IC, CE
Gyro Compasses	10606	IC
Metalsmith 3 & 2	10565-A	ME, ML, MR, BT
Metalsmith 1 & C	10566-A	ME, ML
Pipefitter 3 & 2	10592-A	FP
Pipefitter 1 & C	10593	FP
Damage Controlman 3 & 2	10571-B	DC, ME, PM, AB
Damage Controlman 1 & C	10572	DC, PM
Pattern Maker 3 & 2	10578	PM

Title of Course	NavPers No.	Applicable Ratings
<i>Construction Group</i>		
Constructionman	10630	CN
Surveyor 3 & 2	10632	SV, DM
Surveyor 1 & C	10633	SV, DM
Construction Electrician's Mate 3 & 2	10636-A	CE
Construction Electrician's Mate 1 & C, Vol. 1	10637	CE
Driver 3 & 2	10640-A	CD
Driver 1 & C	10641-A	CD
Mechanic 3 & 2	10644-A	CM, CD, UT
Mechanic 1 & C	10645	CM
Builder 3 & 2	10648-A	BU
Builder 1 & C	10649	BU
Steelworker 3 & 2	10653-A	SW, BU
Steelworker 1 & C	10654	SW
Utilities Man 3 & 2	10656-A	UT
Utilities Man 1 & C	10657	UT
<i>Aviation Group</i>		
Introduction to Aircraft	10303-A	AC, AN
Advanced Work in Aircraft Radio	10314	AT, AL, TD
Advanced Work in Aircraft Electricity	10316	AE, AO
Aviation Electrician's Mate, Vol. 1	10319	AM, AE
Aviation Electrician's Mate, Vol. 2	10320	AD, AE
Aircraft Welding	10322-A	AM
Aircraft Structural Maintenance	10329	AM
Aircraft Materials	10330	AD, AM
Aircraft Hydraulics	10332-A	AD, AM, AO, TD
Aircraft Engines	10334-A	AD
Aircraft Fuel Systems	10335	AD
Aircraft Propellers	10336	AD
Aircraft Armament	10341	AO
Aircraft Fire Control	10342	AO
Aircraft Munitions	10343	AO, AN
Aircraft Turrets	10344	AO
Aircraft Survival Equipment	10352	AD, PR, AN
Parachute Rigger, Vol. 1	10356	PR
Parachute Rigger, Vol. 2	10357	PR
Aerology, Vol. 1	10361-A	AC, AG
Aerology, Vol. 2	10362	AC, AG
Photography, Vol. 1	10371	PH, JO, LI
Photography, Vol. 2	10372	PH
Aviation Boatswain's Mate, Vol. 1	10382	AB
Aviation Boatswain's Mate, Vol. 2	10383	AB
Aviation Supply	10394-A	AD, AM, AE, AO, AT, AL, AB, PR, TD, AK
Flight Engineering	10395-A	AD
Aviation Storekeeper, Vol. 1	10396-A	AK
Aviation Storekeeper, Vol. 2	10397	AK
<i>Medical Group</i>		
Hospital Apprentice 1c and Pharmacist's Mate 3c	10419	HM, HN
Pharmacist's Mate 2c	10417	HM
Pharmacist's Mate 1c	10415	HM
Pharmacist's Mate Chief	10413	HM
<i>Dental Group</i>		
Study Guide for Dentalman	10675-B	DN
Study Guide for Dental Technician 3	10676-B	DT
Study Guide for Dental Technician 2	10677-B	DT
Study Guide for Dental Technician 1 & C	10678-A	DT
Handbook for Dental Prosthetic Technicians	10685	DT, DN
Handbook for General Dental Technicians	10686	DT
<i>Steward Group</i>		
Stewardsman	10693	TN
Steward 3 & 2	10694	SD
Steward 1 & C	10695	SD

## Navyman in Korean Combat Zones Are Drawing Combat Pay

The first payments of the new combat duty pay have been made to Navyman now in the Korean combat zone.

Just because you have seen service in Korea, however, does not necessarily entitle you to combat duty pay. To be eligible for the \$45 per month

provided by the Combat Duty Pay Act of 1952 (82nd Congress), you must have been subjected to hostile fire for not less than six days during that month while serving with a "combat unit" of regimental size or smaller, or in a naval vessel or aircraft.

To avoid misinterpretation of the regulations, a team of finance officers is now in Korea aiding administrative and disbursing officers to put the combat pay regulations into effect.

Payments to eligible personnel on active duty who have been rotated from Korea to other duty are now being processed as rapidly as possible. Claims of veterans who are separated from active service are being paid in accordance with another procedure, outlined below.

Payment procedures and the methods of designating Navy and Marine Corps combat units eligible to receive combat pay are defined in SecNav Inst. 1030.1.

No Navyman is entitled to receive combat pay for any month in which he is eligible to receive the special duty pay or authorized for diving or for physicians and dentists or hazardous duty pay. In the case of members of pay grades E-1 and E-2 eligible for combat pay, whose hazardous duty pay is lower than the combat pay, they will be paid the higher rate of \$45 per month.

Just how the Navyman will know what months he is entitled to receive combat duty pay will be determined as follows:

- For periods after 30 June 1952, Commander Naval Forces Far East will designate the naval units which are eligible.

- For the period 1 June 1950 (the beginning date) through 30 June 1952, the Chief of Naval Operations will designate and advise the naval combat units eligible.

In accordance with SecNav Inst. 1030.1, combat units will be designated by calendar months and instructions will specify each combat unit and the days of the month on which each qualified as a combat unit. In the future (for periods after 30 June 1952), designations of combat units will be published monthly.

Commanding officers of units engaged in the Korean hostilities will determine which members of their own command are entitled to receive combat pay on the basis of the members' service with the unit.

A member or former member of the uniformed services is entitled to combat pay for each month begin-

### How to Figure When You're Eligible for Combat Pay

Here are examples which will show you how to tell if you are eligible for combat duty pay for any particular month — that is assuming your ship or unit was designated a "combat unit" for that month and provided you are not otherwise entitled to hazardous duty pay. For detailed definitions of "combat unit," "hostile fire or explosion," and geographical area of Korea for combat pay purposes, refer to SecNav Inst. 1030.1.

- If you served and were present with a combat unit, a naval vessel or aircraft subjected to hostile fire or explosion, while on duty in the official designated area of Korea during any six days in any one month, such as, 4, 7, 10, 11, 15, and 18 January, you are entitled to combat pay for January.

- If you served and were present with your combat unit from 27 January through 1 February, for example, you are entitled to combat pay for the month of February inasmuch as you served six consecutive days in the combat unit at least one of which was in February and the balance was in the preceding month. This was based on the assumption that you were not otherwise entitled to combat pay for the month of January. However, if you served in a combat status six or more of the latter days of any one month and continued to serve six or more days in the first part of the next following month, you then would be entitled to two months combat pay.

- If you served and were present with a combat unit from 7 January through 9 January and 28 January through 5 February, that is a total of seven days in January and five days in February, you would be entitled to pay for January only, but not February since you didn't put

in at least six days in February.

- If you served from 7 January through 9 January, and from 28 January through 3 February, and on 10, 12 and 13 February, a total of seven days in January and six days in February, you would then be entitled to combat pay for both January and February.

- If you served and were present with a combat unit from 29 January through 2 February and on 4, 5, and 6 February, a total of eight days in two months, you are not entitled to combat pay for either month inasmuch as you did not serve six days in any one month or for six consecutive days beginning in one month and ending the following month.

- If you served say on 3 January and were wounded in action on that date you are entitled to combat pay for all of January. If you were hospitalized for treatment of that wound until 26 March, you are entitled to an additional two months' combat pay for February and for that part of March through the date of discharge from the hospital.

Combat pay is payable for fractional parts of a month as follows:

- Combat pay accruing during the three months following the month in which you may be injured or wounded in action, captured, or in which you enter a missing-in-action status will end when your hospitalization, capture or missing-in-action status ends.

- If a member is separated from active military service or should die during a month in which he is entitled to combat pay, such pay will be credited only for the fractional part of the month to include date of separation or death.

- Combat pay is forfeited during periods when basic pay is forfeited due to disciplinary action.

ning after 31 May 1950 in which:

- He was injured in action or wounded in action while serving as a member of a combat unit in Korea. In this case he is also entitled to combat pay for not more than three months after his injury or wound while he is hospitalized for treatment of a wound or injury *received in action*.

- He was captured or entered a missing-in-action status while serving as a member of a combat unit in Korea, and for not more than three months thereafter while he occupies such status.

- He was killed in action while serving as a member of a combat unit in Korea. Survivors should submit their claim on DD Form 667, *Claim For Combat Pay*, which will be available through local post offices after 15 September. Combat pay may be included in the six months' death gratuity payable upon the death of the member if such member is entitled to combat pay *during the month of death* and if the facts of eligibility are available and can be computed at the time of the gratuity payment.

Anyone who wishes to appeal a determination of facts regarding his qualification may submit a statement, giving the basis of his appeal and such evidence or information as he has to support it, to his commanding officer with any available additional information and records. If the commanding officer does not find a determination in favor of the claimant, it may be forwarded to the Bureau of Naval Personnel for review and a final determination.

Veterans who have been separated may submit their claims on DD Form 667, available through local post offices.

Because of the difficult and time-consuming task involved in the examination of combat records covering a period of two years, some delay in settlement of claims for periods prior to 1 July 1952 may be expected.

The same rules and conditions apply to personnel on active duty who served in the designated Korean war zones and are eligible for combat duty pay for a period or periods prior to 1 July 1952. Claim for combat pay retroactive to this period will be filed at the permanent duty station where the claimant is presently on active duty.

## WHAT'S IN A NAME

### Tattoo

The word "tattoo" has several meanings, but when a sailor hears the term he usually thinks of either an ornamentation of the skin or the bugle call sounded shortly before "Taps."

As for the former, etymologists (people who make a study of word origins) agree that *tattoo* is of Polynesian origin and derives from the Maori *ta*, to scar, and the Tahitian *tatu*, a mark, puncture or pricking (of the skin).

A primitive practice, tattooing appears to have started simply as personal embellishment, although various markings later took on symbolic or heraldic significance. Many were of social or religious nature and others served as crude marks of identification.

Seamen accompanying early explorers and traders to the South Sea and East Indian islands were quick to adopt the custom as a fad. In today's Navy tattooing is discouraged and looked upon with disfavor. Offensive, indecent or obscene tattooing is cause for rejection for enlistment. Tattoo marks are permanent and can be removed only by a long and often painful operation or process attended with the risk of infection.

There is some divergence of opinion as to the derivation of *tattoo* in reference to the evening bugle call sounded as a signal to repair to quarters, maintain silence and prepare to retire. However, most authorities agree that the English word comes from the old Dutch *taptoe*, a combination of *tap* (faucet) and *toe* (to shut). The Swedish, Russian, German and Danish languages all have approximately the same word.

A *tap* was a plug or spigot to stop a hole in a cask. Later it applied to a hole or pipe through which liquor could be drawn. Today we have taproom, beer on tap, etc., and, of course, the bugle call "Taps."

*Taptoe* was corrupted to *taptoo* and



eventually *tattoo*. In early days it was a signal sounded on drum and fife or trumpet or bugle just prior to "Taps" as a signal to close up all taps and taverns in a garrisoned town and for the soldiers to report to their quarters in a garrison or to their tents in the field, to put out all candles, lanterns and fires, and go to bed.

One source traces the sounding of the "Tattoo" call to the Thirty Years War, when it was called *Zapfenstreich*.

The call "Tattoo," consisting of 28 bars, is the longest in the repertoire of military and naval buglers. The music for the call is taken partly from the French and partly from the British military services. The first eight bars are the French signal for "lights out" (*extinction des feux*) and at one time were played as "Taps" in the American army. The remaining 20 bars are copied from the elaborate British infantry tattoo. The English themselves seem to have derived their music from one of the trumpet calls of the Italian service, which, in turn, bears a close resemblance to "Il Silenzio," a bugle call of the Neapolitan cavalry.

### New Teletype School Set Up For Atlantic Fleet Personnel

A new Class C Teletype Maintenance School has been established at Norfolk, Va. The school, set up to train Atlantic Fleet personnel, uses the facilities of the present Telemen School and duplicates the course at San Diego conducted for Pacific Fleet trainees.

Rated radiomen, telemen, and communications technicians who would have a minimum obligated service of 18 months upon entry into the course are eligible to apply for assignment to the school.

Individual requests should be submitted to the appropriate service force commander, via commanding officer and type commander. Allocation of trainee quotas to fleet activities has been made to permit transfer of eligible personnel.

Designed to accommodate 20 new trainees each month, the school offers basic and advanced training in the maintenance of teletypewriters and associated teletype terminal equipment.

The length of the course is 20 weeks. The first class at Norfolk started 7 July and new classes convene every four weeks.

## Eligibility for Korean Service Medal and Engagement Stars

Instructions concerning who is eligible to wear the Korean Service Medal have been brought up to date in a new directive, OpNav Inst. 1650. 1A (27 June 1952).

The Korean Service Medal was established 8 Nov 1950 by executive order of the President to commemorate the service of members of the armed forces of the U. S. during operations in the Korean area. No medals will be distributed until after the cessation of current hostilities, although the blue and white Korean Service Ribbon is available and seven engagement stars have been authorized to date.

Eligibility for the medal is based on the following requirements:

- Duty must be performed in Korea, including the waters adjacent thereto, within the following limits: from a point at Lat. 39° 30' N, Long. 122° 45' E, southward to Lat. 33° N, Long. 122° 45' E; thence eastward to Lat. 33° N, 127° 55' E; thence northeastward to Lat. 37° 05' N, Long. 133° E; thence northward to Lat. 40° 40' N, Long. 133° E; thence

northwestward to a point on the east coast of Korea at the junction of Korea with the USSR; or in such areas as Commander Naval Forces, Far East, considers as having directly supported the military effort in Korea.

- Such duty must have been performed between 27 June 1950 and a terminal date to be fixed by the Secretary of Defense.

- Sea duty: Service for one or more days in the designated area while attached to and serving on board a vessel of the Navy or Coast Guard, or other vessel to which regularly assigned for duty, or while a member of an organization being transported for duty aboard such vessels.

- Shore duty: Attached to and regularly serving on shore in the designated area for one or more days with an organization participating in combat operations or in direct support of combat missions.

- Temporary additional duty: Service of 30 consecutive days or 60

non-consecutive days in the prescribed area is required for personnel on TAD, except in cases wherein a vessel, aircraft or unit engages in combat with, attacks, or is attacked by enemy forces, at which time all U. S. naval personnel serving in the vessel, aircraft, or other unit shall immediately become eligible for the medal without reference to time limit.

- Passengers: No individual en route in a purely passenger status (i.e., observer, visitor, courier, or escort) shall become eligible for the medal unless he or the means of conveyance on which he is traveling is attacked by or engaged in combat with the enemy. In the latter case, he shall become eligible for the medal upon the occasion of the attack or combat.

- Patients in a hospital ship: Personnel embarked in a hospital ship for passage as a patient shall be considered as attached to the ship.

Ships and units considered to have participated in combat operations are those which:

- Engaged the enemy.
- Participated in ground action.
- Engaged in aerial flights over enemy territory.
- Took part in shore bombardment, minesweeping, or amphibious assault.
- Engaged in or launched commando-type raids or other operations behind enemy lines.
- Engaged in redeployment under enemy fire.
- Engaged in blockade of Korean waters.
- Operated as part of carrier task groups from which offensive air strikes were launched.
- Were part of mobile logistic support forces in combat areas. Presence in a combat zone primarily for training or transit does not qualify the individual, ship or unit for the medal.

Commander Naval Forces, Far East, is delegated authority and responsibility for designating ships and units eligible for the Korean Service Medal and engagement stars. A list of ships and units having met the requirements will be published in a future revised issue of *Decorations*,

### WAY BACK WHEN

#### Bill the Goat, Navy Mascot

In the fall of each year, a hollow-horned ruminant commands his share of football game attention. He is Bill, the Goat.

His really big day comes when he trots onto the field to share the spotlight with the Army mule during the annual Annapolis-West Point gridiron classic, but he appears in many other pigskin parades too as the traditional mascot of Navy elevens throughout the nation, and, where possible, at overseas bases.

How come a goat as a mascot? Well, it is supposed to have started way back in 1890. In that year, some Navy fans were wending their way from the railroad station in West Point, N. Y., to a playing field where Army and Navy were to meet for the first of what has become a long and lasting series of football contests.

So few Navy supporters were on hand at the Army stronghold that the Annapolis students decided the morale of their team would be bolstered by the appearance of some sort of a mascot.

It was not long before the Navy supporters spotted a young male ("billy") goat



grazing alongside the roadway. Inquiry at a nearby farmhouse disclosed who owned the animal, and after a bit of dickering the Navy rooters bought the goat for \$1.00.

With their "champ" on the sidelines, the middies swept to a 24-0 victory over their cadet rivals, and the goat forthwith was adopted as the official Navy mascot.

*Medals, Ribbons, and Badges of the United States Navy, Marine Corps, and Coast Guard (NavPers 15,790).*

Engagement stars for the Korean ribbon have been authorized for participation in the following combat operations:

- K-1-North Korean Aggression, 27 June through 2 Nov 1950.
- K-2-Communist China Aggression, 3 Nov 1950 to 24 Jan 1951.
- K-3-Inchon Landing, 13 Sept through 17 Sept 1950.
- K-4-First U. N. Counter Offensive, 25 Jan through 21 Apr 1951.
- K-5-Communist China Spring Offensive, 22 Apr through 8 July 1951.
- K-6-U. N. Summer-Fall Offensive, 9 July to 27 Nov 1951.
- K-7-Second Korean Winter, 28 Nov 1951 to date to be announced.

The precedence of the Korean Service Medal and Ribbon shall be immediately following the China Service Medal and Ribbon.

Personnel who qualify for the Korean Service Medal automatically become eligible for the United Nations Service Medal, although the reverse is not necessarily true. For a detailed discussion of the United Nations Medal, see February 1952 ALL HANDS, page 46.

**Flak-Dodging Pilot Keeps Up Tradition as Stage Trouper**

With perhaps more drama and realism than is usually exhibited, Lieutenant Paul A. Hayek brought to life the old adage "the show must go on".

Hayek, a jet fighter pilot based aboard *uss Valley Forge* (CV 45), was on a strike near Hungnam on the northeast coast of Korea when his *Panther* suffered severe flak damage. He was forced to make an emergency landing in South Korea.

Back on board the carrier they were making last-minute preparations for a stage show that was to launch the annual Navy Relief Drive—with Hayek scheduled to be the master of ceremonies.

Learning of the pilot's plight the carrier dispatched a helicopter that picked him up and set him down on the carrier's big deck in time for the show.

**Latest Correspondence Courses Ready**

Thirteen new Enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for them.

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 correspondence course at a time.

Following is a list of the new courses. Additional courses are listed in ALL HANDS, March 1952, p. 52; May 1952, p. 52; and July 1952, p. 52.

Title of Course	Navpers No.	Applicable to Following
Advanced Mathematics, Vol. 1 . . . . .	91211 . . . . .	AT, DM, DME, DMI, DML, DMM, DMS, DMT, FT
Aviation Electrician's Mate, Vol. 1 . . . . .	91610 . . . . .	AE, AEI, AEM, AM, AMH, AMS
Constructionman . . . . .	91562 . . . . .	CN
Damage Controlman 1 . . . . .	91545 . . . . .	DC, DCG, DCP, DCW, PM
Chief Driver . . . . .	91576 . . . . .	CD
Introduction to Aircraft Manual for Buglers . . . . .	91601 . . . . .	AC, AN
Opticalman 3, Vol. 1 . . . . .	91257 . . . . .	QM, QMQ
Opticalman 3, Vol. 2 . . . . .	91387 . . . . .	IM, IMI, IMO, IMW, OM
Opticalman 3, Vol. 2 . . . . .	91388 . . . . .	OM
Parachute Rigger, Vol. 2 . . . . .	91641 . . . . .	PR
Torpedoman's Mate 1 . . . . .	91304 . . . . .	GM, GMA, GMM, GMT, MN, TM, TME, TMT, TMS
Torpedoman's Mate (E) 2 . . . . .	91303 . . . . .	TM, TME
Utilities Man 3 . . . . .	91593 . . . . .	UT

**List of Motion Pictures Slated for Distribution**

In addition to the following list of the latest 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg., 311, U.S. Naval Base, Brooklyn 1, N. Y., the Navy is selecting for distribution 20 of the most outstanding motion pictures released prior to 1943. These top films will be made available to the fleet and overseas bases during the year. All the re-issued features will be new prints.

Ten of the outstanding films that have already been selected are: *The Awful Truth*; *Day at the Circus*; *Tale of Two Cities*; *Northwest Passage*; *San Francisco*; *Little Nellie Kelly*; *Captain Blood*; *Maltese Falcon*; *Sergeant York*, and *Anthony Adverse*.

Distribution of the following list of current films began in August. Technicolor films are designated by (T).

- Stolen Face* (970): Drama; Paul Henreid, Elizabeth Scott.
- Sally and St. Anne* (971): Comedy; Ann Blyth, Edmond Gwenn.
- California Conquest* (972):

Drama; Cornel Wilde, Teresa Wright. *Carson City* (973) (T): Western; Randolph Scott, Lucille Norman.

*Holiday for Sinners* (974): Melodrama; Gig Young, Janice Rule.

*She's Working Her Way Through College* (975) (T): Musical; Virginia Mayo, Ronald Reagan.

*Thief of Damascus* (976) (T): Arabian Nights; Paul Henreid, Jeff Donnell.

*Washington Story* (977): Melodrama; Van Johnson, Patricia Neal.

*Lovely to Look At* (978) (T): Musical; Kathryn Grayson, Red Skelton.

**QUIZ AWEIGH ANSWERS**

Quiz Aweigh is on page 47.

1. (b) 85
2. (c) 17 knots. She is a guppy (Greater Underwater Propulsive Power) type submarine.
3. (c) Firing key. It is located on the pointer's handwheel in local control, or somewhere outside the gun mount in remote control.
4. (a) Electrical firing.
5. (a) Air controlmen.
6. (c) Electrician's mate.

## Released Veterans Have 120 Days to Take Action on Government Life Insurance

Navy men being separated from service or retiring have 120 days to take action on their Government life insurance. This should be done at the nearest VA district office.

In order to provide better service, the VA will transfer the serviceman's account, after he is separated, to the district office maintaining jurisdiction over the address listed on the man's DD214, Notice of Separation. It will remain in that office permanently regardless of subsequent changes of address by the veteran except under the following circumstances:

- If the veteran moves to a foreign country or re-enters the service and pays premiums by allotment, his account will be transferred to the central office in Washington, D. C.
- If the veteran receives benefit payments, his account will be handled by the district office having jurisdiction over the area in which the VA office making the payments is located.
- If the veteran makes payments by allotment, his account will continue to be handled in Washington, D. C.

However, applications pertaining to the older type of life insurance, *U. S. Government Life Insurance* should be submitted to the Veterans



"I decided to become a cowboy again, Daddy!"

Administration, Washington 25, D. C., as in the past.

Navy men are advised to get in touch with their nearest Veterans Administration office for further details as soon as they are separated from service.

The five district offices of the Veterans Administration are listed below with the territory under their jurisdiction:

- *Alabama, Florida, Georgia, South Carolina and Tennessee:*  
VA District Office  
441-449 West Peachtree Street  
Atlanta, Ga.
- *Louisiana, Mississippi and Texas:*  
VA District Office  
1114 Commerce Street  
Dallas 2, Tex.
- *Arizona, Arkansas, California, Colo-*

*rado, Kansas, Missouri, Nevada, New Mexico, Oklahoma, Territory of Hawaii, Utah and Wyoming:*

VA District Office  
Denver Federal Center  
Denver, Colo.

• *Alaska, Idaho, Illinois, Indiana, Iowa, Minnesota, Montana, Nebraska, Oregon, North Dakota, South Dakota, Washington and Wisconsin:*

VA District Office  
Fort Snelling  
St. Paul 11, Minn.

• *Connecticut, Delaware, District of Columbia, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Jersey, New Hampshire, New York, North Carolina, Ohio, Pennsylvania, Puerto Rico (includes Virgin Islands), Rhode Island, Vermont, Virginia and West Virginia:*

VA District Office  
P.O. Box 8079  
5000 Wissahickon Avenue  
Philadelphia 1, Pennsylvania

## Correspondence Course Center Offers Course in Leadership

A new course in "Leadership" (NavPers 10903) is available from the Naval Correspondence Course Center.

This five-assignment officer correspondence course presents scientific background and explanatory material, yet a considerable portion of the text book is devoted to a series of actual situations which require explicit action and the quality of leadership.

Application should be made through official channels, using form NavPers 992. This form may be obtained from your ship's office, the commander of your organized units, or your district headquarters.

Chief petty officers may take any officer correspondence course without further endorsement.

## HOW DID IT START

### Medals Worn on Breast

Medals and decorations are, for the most part, worn on the left breast. This custom may be traced from the time of the Crusaders who made it a practice to wear the badge of honor of their order near their heart to denote the high reverence in which it was held.

In the days of the Crusades, a man's left side was the shield side — for he carried the large shield on the left arm to protect both the badge of honor and his heart. The custom of giving precedence to the left side has been handed down to us.

The Medal of Honor, however, is an exception to this custom. Since about 1912 it has been worn on a ribbon around the neck, a position of greater prestige. This apparently follows the custom applied to the high-



est orders of knighthood which were worn in such a manner.

### Shipmate Is His Own Sister

A pretty rare thing even for the Navy—a brother and sister are shipmates together at Moffett Field, Calif.

Rex and Nancy Canfield from Des Moines, Iowa, are on duty at the Naval Air Station there. Rex, AD3, is attached to Composite Squadron-Three (VC-3). Nancy came to the base this year directly from recruit training at Bainbridge, Md., while her brother has been aboard since January 1951.

## Disabled Veterans, Dependents Of Deceased Servicemen Get Higher Pensions, Compensation

Compensation and pension payments have been increased for disabled veterans and dependents of deceased servicemen. Behind this is the recent passage by Congress of Public Law 427.

Annual income limitations have also been increased by the law. Under the old limitations, an otherwise eligible disabled veteran or serviceman's widow having an annual income in excess of \$1000 (with no dependents) or in excess of \$2500 (with dependents) could not qualify for payments. The law raises these limitations to \$1400 and \$2700 respectively.

All applicants for compensation or pension whose claims were denied under the old income limitations and who believe they now qualify under the new limits may file claims for reconsideration.

Regarding disability—under the old law a veteran received \$30 monthly, for example, for a service-connected disability of 20 per cent. Under the new law this is increased slightly, to \$31.50. Similarly, under the old law a man received \$75 monthly for a 50 per cent disability. Now he receives \$86.25. The old rate for 100 per cent disability was \$150; now it is \$172.50.

The above rates apply to veterans with service during wartime or since 27 June 1950. Compensation rates for veterans with peacetime service only are 80 per cent of the wartime-service rates. All peacetime-service rates have been increased by roughly the same percentage.

Statutory allowances provided for specific disabilities such as loss of legs, arms, eyes, etc., are not affected by the new law, however.

In the majority of cases, monthly compensation rates also have been increased for dependents of deceased veterans who died of service-connected disabilities and who served either during wartime or since 27 June 1950.

Under the old law a widow with one child received \$105 monthly. Under the new law she receives \$121. Under the old law the rate for a widow with three children was \$106; it is now \$122. However, no increases

## Observe 'Rules of the Road' on Liberty Too

When USS *Hobson* was sunk in a tragic mid-ocean collision this summer, the Navy suffered one of its worst non-war accidents. In a short period of time, 176 men died on the high seas.

Yet, on the nation's highways, an even greater number of Navymen die every three months. Here are the facts: if the death rates from 1950 to the present remain constant, an average of more than 176 Navymen will be killed in automobile accidents in each three-month period this year.

These statistics are pointed out in a recent magazine article by Rear Admiral Lamont Pugh, Surgeon General of the Navy, which appeared in *Postgraduate Medicine*, covering the death toll as a result of motor accidents.

In all branches of the armed forces the death rates from automobile accidents are on the increase, and the toll among the civilian population is higher each year. For the nation as a whole, more than 37,100 auto deaths occurred last year.

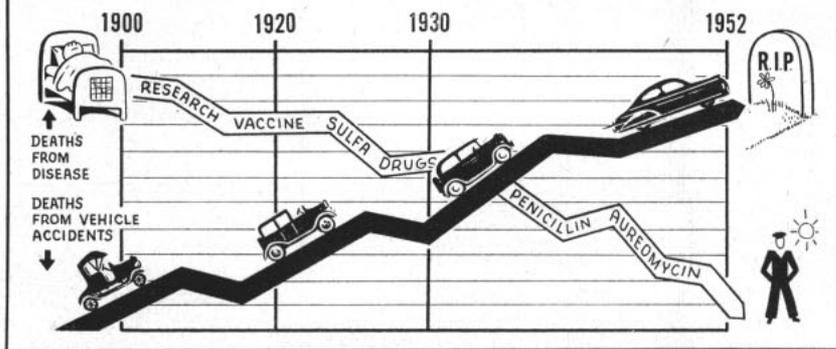
In commenting on auto accidents involving Navy personnel, Admiral Pugh traced the annual death rate for injuries from the year 1900 to the present. In 1900, 2.8 sailors out of every 1000 died as a result of some kind of injury. The leading

killer at the turn of the century was drowning. By 1923 the effects of the gasoline age were beginning to be felt, but drowning was still the top accident killer. In 1930, however, motor accidents took the lead from drowning. Thereafter, each succeeding year saw more and more accidental deaths resulting from motor accidents.

At the turn of the century deaths from diseases were figured to take five Navy men out of every 1000. Improvements of medical science and efforts of the Navy Medical Department have reduced the annual death rate from disease to 0.8 per 1000.

But the advances in medical science have been counteracted by the losses due to car accidents. For example, today, more than twice as many Navy and Marine Corps deaths now result from motor vehicle accidents than from all diseases combined. About 90 per cent of these accidents occur while the victims are on leave or liberty. (For more on auto accidents see ALL HANDS, p. 38, July 1952.)

The Navyman who remembers "the rules of the road" when he steps into a car is the one who remains on the right side of the statistical columns covering auto accidents.



were provided for a widow without children (still \$75) or for dependent parents of deceased veterans (one parent—\$60; two parents—\$35 each). Death compensation rates for dependents of peacetime-service veterans stand at 80 per cent of wartime-service rates.

Also increased is the pension rate for veterans of World War I and II

and those with service after 27 June 1950 who are totally and permanently disabled from non-service-connected disabilities. Now \$63 a month, it had been \$60.

Nearly 350,000 veterans of World War I and II and with service after 27 June 1950 who are receiving pensions are now receiving payments under the new rates.

**Instructor Duty Open At Schools, Recruit Centers**

Second class, first class and chief petty officers of the following ratings: boatswain's mate, quartermaster, gunner's mate, machinist's mate, enginemen, electronics technician, electrician's mate and I.C. electrician have excellent opportunities to be assigned instructor duty at several Navy service schools and recruit training centers in accordance with the provisions of BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

At present, the relatively few names on instructor-duty waiting lists at BuPers indicate that requests

from *qualified men* in the Fleet will be rapidly processed. This is also pointed up in the following statement taken from the above circular letter, "The Chief of Naval Personnel desires to emphasize that the path to shore duty may be shortened considerably throughout instructor duty, especially in ratings for which there are relatively few shore billets."

Here is the run-down on the ratings desired, and duties and locations available.

Rating	Instructor Duty	Location
BM, QM		(Great Lakes, Ill.
GM, MM & EN . . .	Recruit Instructors . . .	San Diego, Calif.
		Bainbridge, Md.
ET . . . . .	{ ET(A), (B) and (C) Schools.	Treasure Island, Calif.
	{ ET(A) and (C) Schools . . .	Great Lakes, Ill.
IC . . . . .	{ IC(A) School . . . . .	Great Lakes, Ill.
	{ IC(A) School . . . . .	San Diego, Calif.
	{ IC(B) School . . . . .	Washington, D. C.
	{ MPO School . . . . .	Norfolk, Va.
EM . . . . .	{ EM(A) School . . . . .	Great Lakes, Ill.
	{ EM(A) School . . . . .	San Diego, Calif.

**Seabees in Action Seen in Two New Films**

Two new motion pictures showing the Seabees in action have been released. Entitled "The Amphibious Construction Battalion" (MN7320A) and "The Mobile Construction Battalion" (MN7320B), the pictures are narrated and run for 23 minutes.

"The Amphibious Construction Battalion" shows the Navy's Seabees during the early phases of an attack as they work closely with the Marines to establish a beachhead. After the beachhead is secured, the amphibious Seabees set about building a basic camp site with a minimum amount of supplies and equipment. When the camp is set and the operation calls for it, they move on to another location.

"The Mobile Construction Battalion" follows up the amphibious Seabees, both picture-wise and in actual operations. During the second phase of a typical amphibious landing MCBs establish a more secure camp but no permanent structures are built. Instead, the Seabees form units which

can be easily moved when the time comes for them to set up a new camp site.

Prints of these motion pictures on 16mm black and white film have been distributed to District Reserve Construction Battalion Program Officers, training aids libraries and Naval recruit training centers in each Naval District, and are available on a free-loan basis.



"Duggan's just set a new Navy high altitude record."

**DIRECTIVES IN BRIEF**

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

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

**Alnavs**

No. 41—Announces temporary promotion to the grade of brigadier general in the Marine Corps of eight Marine Corps officers.

No. 42—Announces temporary promotion to rear admiral in the Medical Corps of the Navy of five officers and the temporary promotion to rear admiral in the Chaplain Corps of the Navy of one officer.

No. 43—Announces temporary promotion to rear admiral in the Dental Corps of the Navy of one officer.

No. 44—Announces temporary promotion to the grade of captain in the Navy of 212 officers of the line.

No. 45—Provides for the observance of Jewish High Holy Days.

**BuPers Instructions**

No. 1030.2—Directs commanding officers to forward to BuPers a monthly report on subsistence and quarters allowances paid naval personnel on duty outside the U.S.

No. 1085.4—Gives additional instructions for verification of officer and enlisted pay records, health records and service records.

No. 1120.3—Outlines requirements for appointment of officers in the Dental Corps, U. S. Navy.

No. 1306.6—Prescribes the manner in which enlisted personnel may request assignment to naval missions, offices of attaches, Military Assistance Advisory Groups and Supreme Headquarters Allied Powers, Europe.

No. 1320.1—Provides instructions for preparing travel orders for enlisted personnel on full-time active duty.

No. 1331.1—Lists qualifications for

line officers desiring duty with the Armed Forces Special Weapons Project.

No. 1418.2—Emphasizes measures for keeping all examinations for advancement in rating secret until they are given.

No. 1560.2—Outlines public relations indoctrination program which commands may conduct for personnel going overseas.

No. 1611.1—Gives procedure for retaining as permanent officers in the Regular Navy officers who accepted USN appointments from NROTC and college-graduate sources.

No. 1650.1—States that due to shortage of metal, Korean Service Medal will not be available for issue until cessation of hostilities in Korea.

No. 1801.1—Precludes voluntary retirement of Regular officers except in "special circumstances" or for age or disability.

No. 1823.1—Brings up to date instructions relating to retainer pay for members of the Fleet Reserve.

No. 3671.2—Classified.

No. 4600.1—Establishes procedures for furnishing transportation to certain Canadian naval personnel.

No. 4621.1—Informs naval personnel not permanently stationed in the Mediterranean area of the conditions their dependents will encounter if they travel there at their own expense.

#### BuPers Notices

No. 1306 (12 Aug 1952)—Cancels BuPers Circ. Ltr. 212-51, no longer current, requesting applications for enlisted instructors for special training units at recruit training commands.

No. 1650 (30 July 1952)—Awards Navy Unit Commendation to the U. S. Naval Communication Unit No. 35.



"Careful lighting your cigar, Joe, I just refilled my lighter."

#### Enlisted Navymen and Marines Selected for NROTC Program

One hundred and sixty one enlisted men of the Navy and Marines have passed all phases of the 1952 competition for entry into the Navy's college training program—the Naval Reserve Officer's Training Corps.

Final selections were made from those men who were attending the Naval Preparatory School, Bainbridge, Md., since last May. There they had been receiving an academic refresher course to prepare them for entry into college this fall.

The successful candidates will be given a maximum of four years of Navy-subsidized education at one of 52 NROTC colleges and universities. The government will pay tuition, cost of textbooks, laboratory and other fees, and will furnish necessary uniforms. They will also receive retainer pay at the rate of \$50.00 per month to assist in defraying other expenses.

Candidates will be appointed midshipmen, USNR, upon enrollment and will be commissioned as Ensign USN or Second Lieutenant USMC upon graduation.

#### Course in Explosive Ordnance Disposal for Enlisted Men And Officers at Indianhead

The six-month course in explosive ordnance disposal at the Naval School, Explosive Ordnance Disposal, Naval Powder Factory, Indianhead, Md., is open to Regular Navy and Naval Reserve enlisted and officer personnel.

Classes convene 5 January and 6 April 1953, and offer basic training in recognition, operation and use of underwater and land explosive ordnance, together with the correct methods for the rendering safe and disposing of such ordnance.

Those selected will be ordered to duty under instruction involving disposal of explosives as a primary duty and will be entitled to incentive pay during their training period.

Students will be trained in the theory, equipment and techniques of shallow-water and deep-sea diving as related to underwater ordnance disposal work. The training leads to qualification as explosive ordnance disposal technician and diver second class.

Applications from enlisted personnel with the ratings of gunner's mate, torpedoman's mate, mineman, and aviation ordnanceman only, are desired. Each applicant must have two years obligated service or agree to extend his enlistment.

Applications from officers of the line in the grades of ensign and lieutenant (junior grade) are particularly desired. Naval Reserve officers are required to sign agreements to serve one year on active duty in addition to any service for which they are obligated, if the needs of the service so demand.

Additional details are outlined in BuPers Inst. 3571.2.



PASS THIS COPY ALONG—Other people like to get the word too—don't keep it lyin' around out of reach.

# BOOKS: LOTS OF GOOD FICTION IS HEADING YOUR WAY

**M**ANY MORE good books are finding their way to ship and shore libraries, selected by the BuPers library staff. Here are reviews of some of the latest:

• *The Old Man and the Sea*, by Ernest Hemingway; Charles Scribner's Sons.

The old master, Hemingway, has written another book — as most of you must know by now. It's a short book — somewhere between a novel and a short story. But it's a good book.

Santiago, the old man, was one of the greatest fishermen of his day. But he was old, tired. He had gone 84 days without catching a fish. Santiago still has faith, however — 85 may be his lucky number. And the boy whom Santiago has befriended also has faith in the old man of the sea.

So the old man sets out in his boat on the 85th day. After hours of fruitless waiting, it happens. He 'catches' a huge marlin. There ensues a knock-down, drag-out fight between fisherman and fish. Exhausted, Santiago manages to vanquish the huge fish. But his troubles are only beginning.

If you like tales of fishermen or if you just like your novels simple, rough-hewn, to-the-point, Hemingway's latest is for you. If you're the type of reader who likes his characters to appear as symbols as well as flesh-and-blood people, you'll find food for thought in the "old man," too.

• *We Chose the Islands*, by Sir Arthur Grimble; William Morrow and Company.

This is the story of Grimble's career in the Gilbert and Ellice Islands. As an official of the British government — first as a fledgling "pipsqueak" and on through the ranks to the exalted post of resident commissioner — Grimble leads an interesting, highly eventful life.

Grimble's trials and tribulations as he strives for acceptance on the part of his co-workers and on the part of the natives make pleasant and informative fall-reading fare. You'll get a hearty laugh out of his efforts with dynamite and you'll chuckle over some of his other escapades.

The duties of a colonial factotum are varied. One day he may be called upon to serve as midwife. Wrestling with an octopus may be part of his "trial by natives." Or recurring attacks of dysentery may even affect his career.

As an author, Sir Arthur has three assets in spinning his yarns — a sense of humor, a feeling for suspense and a granite-like knowledge of his subject. You'll enjoy reading this unusual book.

★ ★ ★

• *The Far Country*, by Nevil Shute; William Morrow and Company.

Mr. Shute's latest novel is another

of his boy-meets-girl yarns. The girl is Jennifer Morton, in Australia on a half-holiday; the boy is Carl Zlinter, displaced person.

Carl, a doctor in his own country, cannot practice medicine in Australia until he undergoes further training — for which he has no money. As a DP, he works in a lumber camp. His skill with iodine and bandages has earned him the title of first-aid man extraordinary.

As Jenny is visiting the camp with her relative, Jack Dorman, tragedy strikes. Two men are near death from accidents. Carl Zlinter is prevailed upon to operate. Jenny is pressed into service as a nurse. And the romance is on.

Jenny and Carl see a lot of each other during the ensuing weeks. Then Jenny gets word that her mother has died; she feels she must return to England to help her father. The couple must separate.

It's just a question of how many pages you must turn, however, before Carl and Jenny are reunited. But you'll have to read the book to find out how and where.

Shute's novel is written in his customarily fluid style and makes for very interesting reading.

★ ★ ★

• *Always the Mediterranean*, by Commander Max Miller, USNR; E. P. Dutton and Company.

The author of *I Cover the Waterfront* and more than a score of other books has come up with an interesting narrative concerning operations in the Mediterranean.

More specifically, the book concerns the Sixth Fleet — a fleet "without a base, without a home on shore." According to the foreword (by Captain Walter Karig, USN), the fleet's mission is to patrol the Mediterranean, to see that the large body of water remains in possession of those nations which border it.

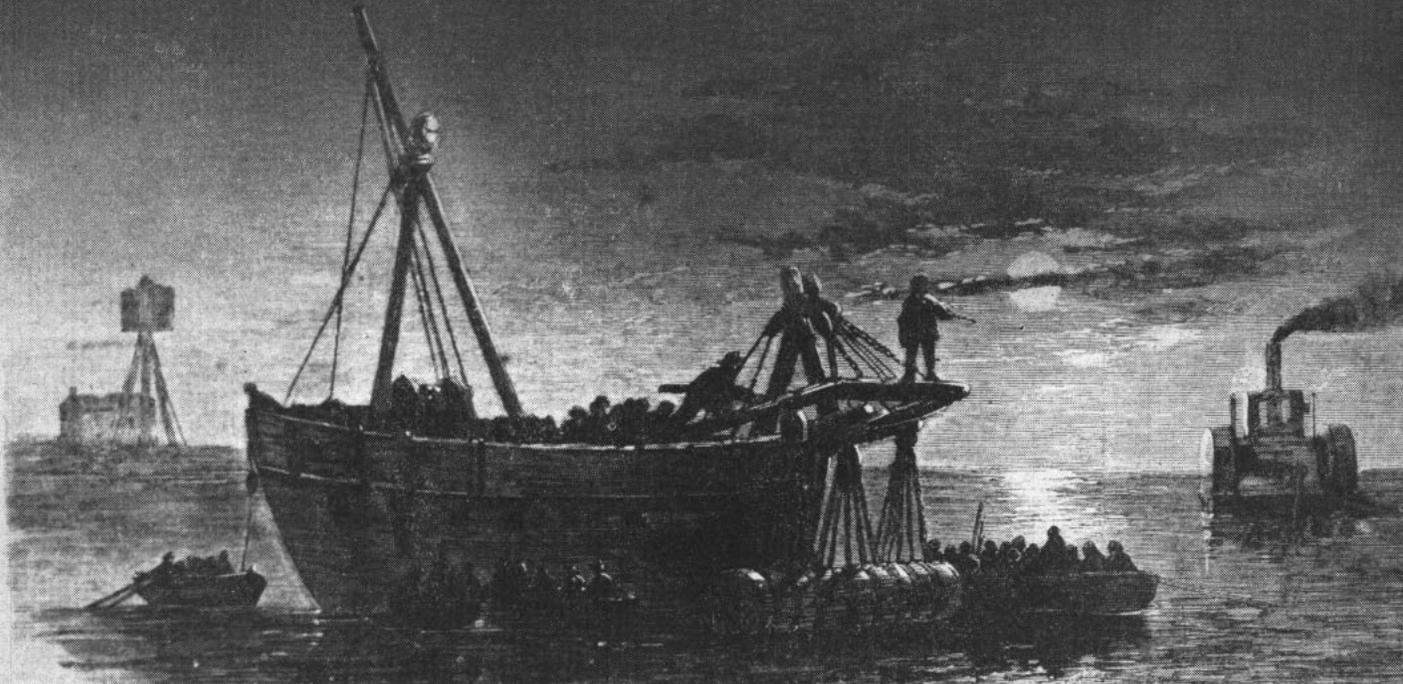
And so the fleet participates in exercises with ships of other countries. It takes part in the pomp and circumstance of receiving foreign dignitaries and some of the general public, too — on board. It flexes its muscles and it gives generously to war orphans.

Mingled with bits of history — ancient and current — are anecdotes, little human interest tales, told in Miller's familiar style. It's a good book and should be of interest to most Navy men.



HEAVY CRUISER, USS Salem (CA 139), took part in many of the incidents described in CDR Max Miller's latest volume, *Always the Mediterranean*.

# Mine Warfare--Civil War Style



## Confederates Seal Off Their Rivers

Know-how was added to the infant science of mine warfare by a tiny group of Confederate 'torpedo' specialists who devised ways to string explosives across some of the South's vital rivers. How they did it is told here by one of them in an account adapted from an article published in *Century Magazine*.

When the Civil War broke out between the North and the South in 1861, the South immediately realized to its dismay that some of its principal cities—cities like Richmond, Wilmington, N. C., New Orleans and Vicksburg—situated as they were on rivers or other bodies of water, were wide open to bombardment by the superior Northern fleet.

The South at that time had no ships of war and only a few old-fashioned brick-and-mortar forts with which to protect its harbors. And even these were armed only with smooth-bore iron cannon, relics of a past age, which were rusty with neglect.

To remedy the situation, the Confederates hit upon a novel scheme of harbor defense—"torpedoes," or, as we know them today, mines. The Confederate Navy sifted dozens of plans for making use of torpedoes in various forms. Some plans urged trying mechanical-type mechanisms which would explode on contact or which utilized a timing mechanism; others suggested using electrical detonation systems. The latter system was looked upon as the best for underwater mining.

To test various electrical detonation schemes, to adopt the most promising and to put them into immediate oper-

ation was the mission of a quickly organized group of specialists, the "Torpedo Division." The hard-won, trial-and-error results obtained by the Torpedo Division in their fight to seal off the rivers of the Southland from Northern warships represented the first steps, the early beginnings, of a new doctrine of warfare which is even better known today and still a potent instrument—mine warfare.

One of the key men in this small but important group of men was Electrician R. O. Crowley, C.S.N. This is his story of those hectic days, abridged and freely arranged from an article, "The Confederate Torpedo Service," published in *Century Magazine* of June, 1898.

THE operations of the Torpedo Division proper were confined principally to the James and the Cape Fear rivers. Our force was small, though sufficiently elastic to have extended to other points if we had had the necessary materials. It comprised the officer in charge, the electrician and his assistant, two men at each station, two or three telegraph operators, one or two scouts, and the

From "The Confederate Torpedo Service" by R. O. Crowley from *CENTURY MAGAZINE*. Copyright, 1898, the Century Company. Reprinted by permission of the publishers, Appleton-Century-Crofts, Inc.

# Mine Warfare--Civil War Style

crew of a tugboat, commanded by an executive officer—in all, about fifty men.

At that time the Federal government had no system of torpedoes; indeed, they did not [even] consider it "honorable warfare." They had no necessity for submarine defenses, because early in the war we had no ships to attack them. Frequent reports reached us that they intended to hang or shoot any man they should capture who was engaged in the torpedo business. It was, therefore, a very risky business on our part, as we were constantly exposed to capture. As some slight security against being summarily executed by the Federals, in the event of my being captured, I was furnished with a document from our Navy Department, which read as follows, as near as I can remember:

*The bearer, R. O. Crowley, is in the service of the Confederate States Navy as electrician; and in case of his capture by the United States forces, he will be exchanged for any general officer of their army who may be in our hands.*

(Signed) S. R. MALLORY,  
Secty. of the Navy.

Approved.

(Signed) JEFF'N DAVIS, Presdt.

This document I always carried on my person, although I had no great confidence in its efficacy.

Our headquarters were on board a small but swift steam-tug called the *Torpedo*, and two Parrott rifles were put aboard of her for emergencies. In the cabin of this little steamer we studied, planned, and experimented for months with various fuses, galvanic batteries, etc., and finally we determined on a system.

Our first object was to prepare a sensitive fuse of fulminate of mercury, to be exploded by the incandescence of fine platinum wire by means of a quantity current of

electricity. We succeeded in this, and our fuses were made by taking a piece of quill, half an inch long, and filling it with fulminate of mercury. Each end of the quill was sealed with beeswax, after fixing a fine platinum wire through the center of the quill and connecting the protruding ends of the platinum wire with insulated copper wire. Enveloping the fuse was a red-flannel cartridge-bag stuffed with rifle-powder. The fuse, thus prepared, was ready to be placed in a torpedo-tank containing cannon-powder.

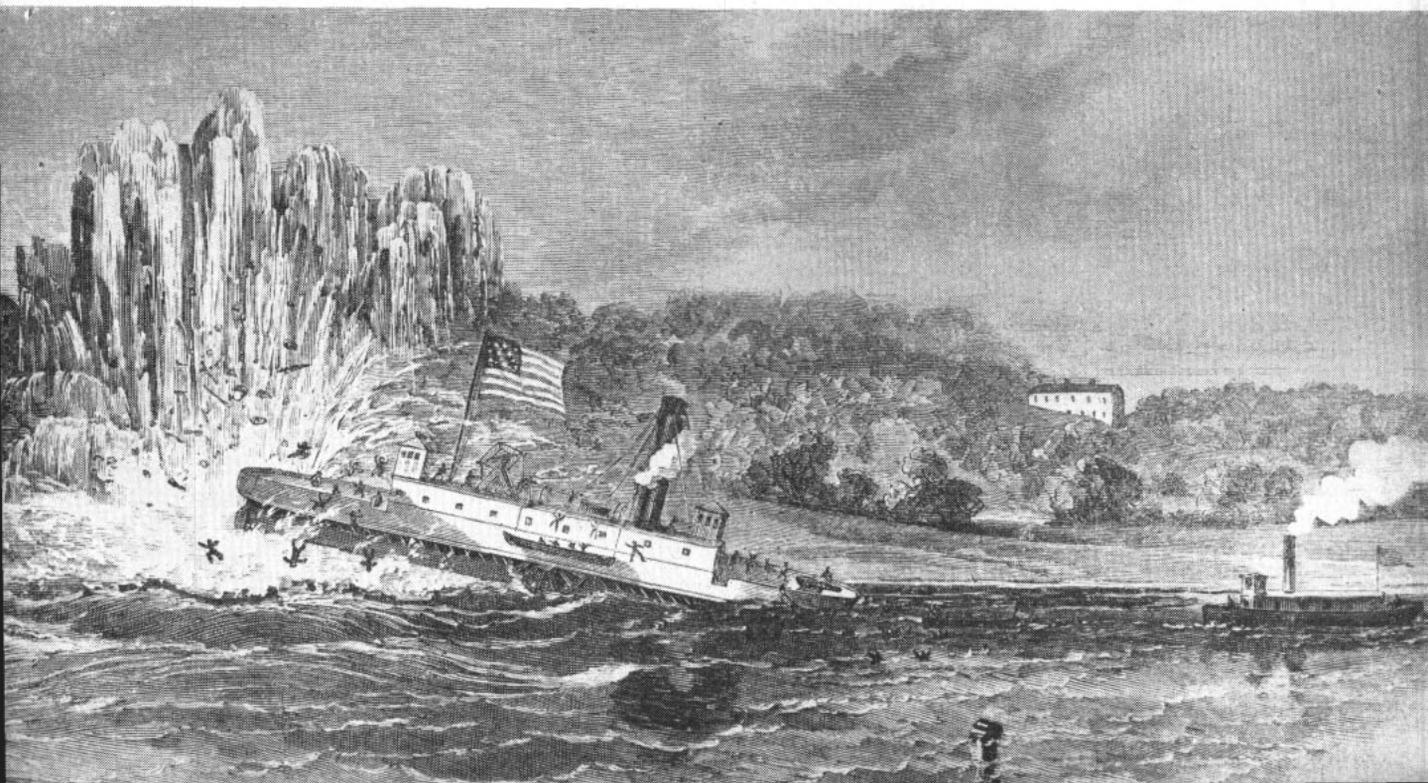
I have been thus particular in describing the fuse because on it depends entirely the certainty of explosion. Our torpedo-tanks were made of half-inch boiler iron. There was an opening to pour in the powder and to receive the fuse. The opening was then fitted with a screw-plug, in which there were two holes for the passage of the wires, and packed with greased cotton waste to prevent leakage of water to the inside. There was a heavy ring by which the tank was slung into position, and through this ring was passed a heavy iron chain attached to a mushroom anchor about twenty feet distant.

We experimented a long time with tanks of various sizes, and at various depths of water, and finally decided that a tank containing two thousand pounds of cannon powder was sure to destroy utterly a ship of any size at a depth of not more than thirty feet.

To give some idea of the many difficulties we encountered, I will mention, first, the scarcity of cannon powder; secondly, we had only about four miles of insulated copper wire in the entire Confederacy; thirdly, we could obtain only about four or five feet of fine-gage platinum wire. Battery material was very scarce, and acids could be purchased only from the small quantity remaining in the hands of druggists when the war broke out.

*One of the most vulnerable cities of the Confederacy was its capital, Richmond. Moving from the Chesapeake Bay into Hampton Roads and thence up the James River, Federal warships had a seemingly clear shot at the city.*

**PARTIAL SUCCESS** was achieved in this attempt at exploding torpedoes by electricity in the James River.



This, the Torpedo Division decided to do something about. Experiments with the new-fangled electric "torpedoes" moved ahead at top speed and soon the devices were ready for a real test.

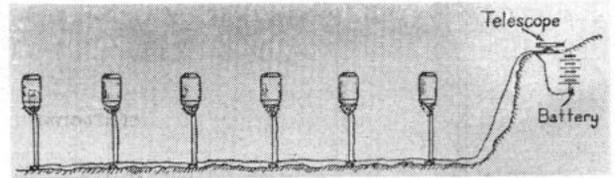
Having our system now perfected, we established a torpedo station, some five or six miles below Richmond, by submerging two iron tanks, containing one thousand pounds of powder each, in twelve feet of water, leading the wires ashore, and connecting them with a galvanic battery concealed in a small hut in a deep ravine. From the battery-house the wires were led to an elevated position near by, where the man in charge could keep a lookout for passing vessels. The position of the torpedoes in the water was indicated by two sticks, planted about ten feet apart on the bluff, and in a line with each other and the torpedoes; and the watchman's instructions were to explode them by contacting the wires as soon as an enemy's vessel should be on a line with the two pointers. All this being prepared, we awaited the approach of a Federal gunboat. As was usually the case, one came when least expected, on a beautiful clear day, when our entire force except the man stationed as lookout was absent in Richmond, preparing other war material.

We were apprised by telegraph of the rapid approach of the gunboat, and immediately hastened toward our first station; but we arrived too late. The man in charge had not seen the United States flag for a long period, and never having previously seen a gunboat so near, lost his presence of mind, and fired one of the 1000-pound powder-tanks when the gunboat was at least twenty to thirty yards distant. A great explosion took place, throwing up a large column of water to a considerable height; and the gunboat by her momentum plunged into the great trough, and caught the downward rush of a wave on her forward deck. The guards were broken away, half a dozen men were thrown overboard, and other damage to the gunboat was caused. The steamer then turned about as quickly as she could, and prepared to retrace her route down the river, after picking up the men who had been washed overboard. There was a brilliant opportunity to accomplish her total destruction by firing the remaining torpedo as she passed back over it. But alas! the man had been so astounded at the first explosion that he had fled precipitately, without waiting to see what damage had been done, and the gunboat was thus enabled to return down the river in safety.

The partial success of this attempt at exploding torpedoes by electricity immediately established the reputation of the Torpedo Division.

Immediate steps were now taken to establish other torpedo stations at several points lower down the river, using in every instance 2000-pound torpedoes. At our lowest telegraph station, which was located on General Pickett's Turkey Island plantation, opposite Presque Isle, we erected a lookout tower, about one hundred feet high, from which the Federal gunboats at City Point could be seen distinctly. At Presque Isle we stationed a scout whose duty it was to signal the man in the tower when anything suspicious occurred. Presque Isle is only a short distance from Bermuda Hundred, which is near City Point.

The lowest torpedo station was at a place called Deep Bottom, about five miles above City Point by land, but more by water. There were [northern sympathizers] in



AN OBSERVATION MINEFIELD, composed of 500-pound controlled mines, is fired electrically from the shore.

the vicinity of Deep Bottom; we had to do our work with great secrecy, generally planting the torpedoes at night, in a position previously surveyed by day. At Deep Bottom we located the galvanic battery on the right bank of the river, in a pit about four or five feet deep, the top covered over with twigs and brush, and in another pit, some distance off, a place was prepared for the lookout; this pit was also concealed by twigs and brush.

We were duly advised of the advance of General Butler's army from Bermuda Hundred toward Drewry's Bluff, the entire Federal fleet also advancing up the river, covering his right wing. The Federals had been told that there were torpedoes at Deep Bottom, and used great caution in advancing.

As soon as the fleet rounded the point below Presque Isle, the Federals began shelling our tower, and it was soon demolished; but no one was hurt, as our men took away the telegraph instruments, and rapidly retreated up the river road.

A force of marines was landed on both sides of the river, in order to discover the whereabouts of our batteries. A squadron of boats, heavily armed, went in advance of the fleet, dragging the river for wires and torpedoes. Their grapnels, however, passed over and over our wires, without producing any damage, our lookout, from his concealed station in the pit, noting all the movements of the men in the boats, and hearing every word of command. After a while the Federal commander, apparently satisfied that there were no torpedoes there, ordered the *Commodore Jones*, a double-ender gunboat carrying eight guns and manned by a force of two hundred men, to move up to Deep Bottom, make a landing, and report. This was done, the gunboat passing over our torpedoes; but our man in the pit kept cool, and did not explode them, because, as he afterward said, he wanted to destroy the ironclad *Atlanta*, recently captured by the Federals from us near Savannah, Georgia.

The *Commodore Jones* steamed up to the wharf at Deep Bottom, and found our quarters deserted. This looked suspicious, and the order was then given for her to fall back. Our man now concluded that the entire fleet would retire, and he determined to destroy the *Commodore Jones*. As she retreated she passed immediately over one of the two torpedoes planted there. All at once a terrific explosion shattered her into fragments, some of the pieces going a hundred feet in the air. Men were thrown overboard and drowned, about forty being instantly killed. The whole Federal fleet then retreated some distance below.

Thus was accomplished at one blow, and almost as quick as lightning, the complete destruction of a war steamer by submarine torpedoes. So far as I know, it was the first instance of the kind in the annals of war. Its effect astonished the world, and its immediate result was

## Mine Warfare--Civil War Style

the safety of Richmond from a second peril. General Butler, finding his army completely uncovered on the right wing, was unable to accomplish anything by land, and retired to Bermuda Hundred.

Nothing more of consequence took place on the James River, and we were transferred to Wilmington, North Carolina, to defend Forts Fisher and Caswell, at the mouth of the Cape Fear River, from any attempt of the Federal fleet to pass the forts. Here we were confronted with a new difficulty—that of laying torpedoes in the sea, in a wide channel; and our resources in the matter of copper wire and battery material were getting very scarce. We had plenty of cannon powder only. The channel in front of Fort Fisher was about half a mile wide; but just at the bar, over which it was necessary for a vessel to pass to enter the channel, there was scarcely room for more than one or two ships to pass at a time.

We first planted in the regular channel near the bar seven torpedo-tanks, each containing two thousand pounds of powder. It was thought that at least one of these would be covered by a vessel in passing; and we knew from experience that if one vessel was destroyed by the explosion of a torpedo, no other vessel would dare to renew the attempt.

Of the electric wires, one from each torpedo connected it with a wire leading to one end of the battery, which was located in a bomb-proof comprising a part of the fortifications; another wire led from each torpedo to the opposite end of the battery, and hung disconnected until desired to be exploded. All these wires were intrenched in the sand from the shore-line to the battery. These latter wires were numbered from 1 to 7, and sights were placed showing when a ship covered any particular torpedo.

About this time we received a supply of wire, acids, battery, and electrical appliances through the blockade from Europe, and we intended to plant a torpedo right on the bar, the entrance there being very narrow. Everything was prepared for it; but the appearance of the Federal fleet put an end to the attempt, so we had to rest contented with the seven already planted.

Among the apparatus received from Europe was a lot of Wheatstone exploders and Abels fuses. With these we hastily prepared several copper tanks of a capacity of one hundred pounds of powder, and planted them about three feet deep in the sand on the land side of the fort, about three hundred yards in front, and led the wires in trenches to the traverses of the fort. This was done in expectation of an assault by the Federal land forces.

The Federal fleet, however, proceeded to bombard that angle of the fort, and one by one our guns on that side were demolished. At the same time it was discovered that the heavy shells, plowing up the ground in front, had utterly destroyed all our wires, so that the plan of exploding the 100-pound tanks on shore failed entirely.

*The Torpedo Division would have liked to extend its operations to the Mississippi River where the Confederates were having a hard time repelling the Federals, but "torpedo" warfare would not have been practical there. Here Crowley tells why and gives the theory behind the successful operation of any underwater mine.*

Submarine torpedoes containing powder could not be

effectively used in the Mississippi River, principally on account of its great depth, varying from twenty to one hundred and fifty feet, the immense volume of water to be lifted offering too much resistance.

It would not do to calculate the weight of a perpendicular column of water, with a diameter of say three or four feet, in this connection, because powder, exploding equally in all directions, has a tendency to lift a column conically shaped—that is to say, with a lower diameter of about four or five feet and a diameter at the surface of from twenty to thirty feet. To lift a column sufficiently strong in its upward ascent to crush the hull of a passing vessel in water one hundred feet deep would require such an immense quantity of powder as to make it virtually impossible to handle it.

It is only the breaking or crushing of the hull of a vessel by the upheaving force of a column of water which makes torpedoes so destructive. It is not the flames of powder, or its suffocating or burning gases, which produce the awful death, in many instances, of all on board, but the instantaneous disruption of the hull, driven inward by the weight of the water, crushing everybody between decks, and instantaneously sinking the craft, and drowning those who are carried down by the rapid sinking of the wreck. An ironclad is more quickly and easily destroyed than any other class of vessel, for the reason that such an immense weight of metal armor carries down to the bottom everybody between decks the instant the hull is shattered by a torpedo, the heavy weight of the iron armor above causing the hull to oppose a more inert resistance to the upheaval of the water underneath. I believe several instances occurred in Southern rivers, during the war, where wooden vessels, coming in contact with *mechanical* torpedoes containing only a small quantity of powder, were simply lifted out of the water at the bows, without serious injury to the hull.

So far we had been acting on the defensive, and the torpedoes described might be called defensive torpedoes. It was now determined to apply offensive torpedoes; if the enemy would not come to us to be blown up, we would go to them.

The first thing to be done was to prepare a fuse which was not dangerous to handle, and which would explode quickly on contact with any substance.

To this end we made some sheet-lead tubes, the rounded end being of much thinner lead than the other part.

These tubes were about three inches long and one inch in diameter. Into this tube was inserted a small glass tube, of similar shape, filled with sulphuric acid, and hermetically sealed. The vacant space about the glass tube was then tightly packed with a mixture of chlorate of potash and pulverized white sugar, and the mouth of the lead tube was closed by fastening a strip of muslin over it.

Now, if the rounded end of the leaden tube is brought into contact with any hard substance, the thin lead will be mashed, the interior glass tube broken, and the sulphuric acid becoming mixed with the preparation of chlorate of potash and sugar, an immediate explosion is the result. We then prepared a copper cylinder capable of containing about fifty pounds of powder, and placed several of the leaden fuses in the head, so that no matter at what angle the butt struck the hull of a ship, one of the fuses would be smashed in, and flame from the potash and sugar ignite the powder. At the bottom of the copper

cylinder there was a socket made to fit on the end of a spar.

We discussed the matter of exploding spar torpedoes by electricity, but the difficulty of arranging a contrivance to close the electric circuit when the torpedo came in contact with the hull of a ship, and want of conveniences for stowing a galvanic battery in the launch, induced us to adopt the fuses instead.

This was a formidable weapon, and one extremely dangerous to handle. We first experimented with an empty cylinder fitted with leaden fuses. The copper cylinder was fastened to a spar attached to the bow of a small steam-launch. Thus prepared, we "rammed" an old bulkhead, or wharf, at Rocketts, in the lower part of Richmond, at first unsuccessfully. We then tried it loaded with twenty-five pounds of powder, and, lowering the spar torpedo about two feet under water, again rammed the bulkhead. The effect of the explosion shattered the old wharf and threw up a column of water, completely drenching the occupants of the launch.

Our steam-launch, or "torpedo launch," as it was called, was prepared for an expedition against the enemy's fleet snugly anchored off Newport News. Just at this time a new difficulty presented itself. The launch burned bituminous coal, the smoke from which could be discerned at a long distance, and the sparks from which at night would disclose its presence to an enemy. Some one suggested that we might obtain anthracite coal by dredging at the wharves and in the docks at Richmond. This was accordingly done, and we obtained a supply of the anthracite, for which an almost fabulous sum was paid.

Our launch was about twenty feet long, about five feet beam, and drew three feet of water. She was fitted with a small double engine amidships, and there was sufficient space in her bow for three men, and aft for an engineer, who also acted as fireman. An iron shield was then fixed on her, completely covering the men from plunging rifle-shots.

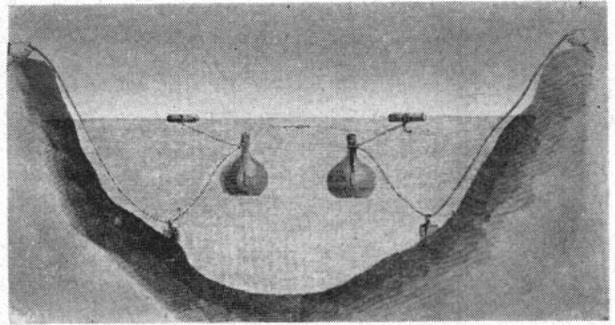
Thus equipped, and all being ready, we towed the launch down the James River, on a dark night, to a point about ten or fifteen miles below City Point, and then let her go on her dangerous mission.

There were only four persons on board of her, namely, the commanding officer, a mate, a pilot, and an engineer.

From reports afterward made, we learned that she steamed down toward Newport News until the approach of daylight, and then hid in a swamp until the next night, when the attempt was made to blow up the U. S. S. *Minnesota*, then the flag-ship of the Federal fleet, and the largest war vessel in the Union service. The launch steamed all through the fleet that night, being frequently challenged by the deck lookouts. Finally the *Minnesota* was seen looming up grimly in the darkness, and, letting down the spar torpedo in the water, the launch rammed the ship just below the water-line on her starboard quarter.

The effect was terrific, the shock causing the *Minnesota* to tremble from stem to stern. Several of her guns were dismantled and a big hole was opened in her side by the explosion of the 50-pound torpedo.

Owing to the strong tide prevailing at the time, and the violence of the ramming, the launch perceptibly rebounded, so that at the instant of the explosion, which was not simultaneous with the blow, a cushion of water intervened between the torpedo and the hull of the *Minnesota*, thus weakening the effect and probably saving the



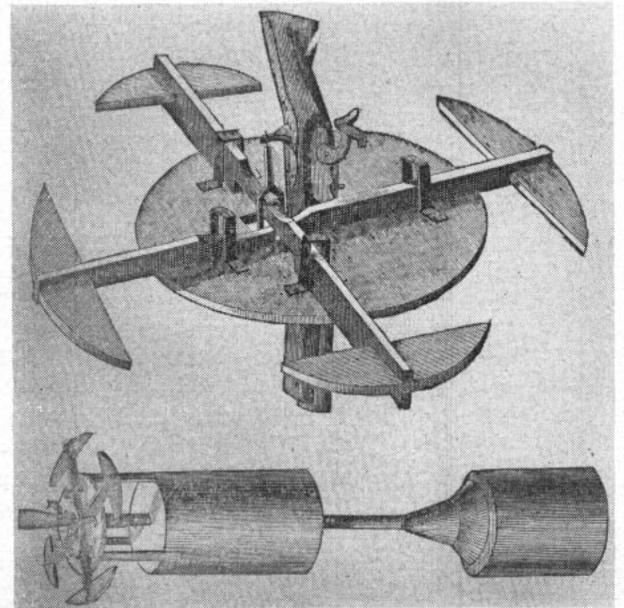
**THIS TORPEDO** could sink a vessel in ten minutes by brushing one of its floats against the ship's hull.

ship. She was so thoroughly disabled, however, as we afterward understood, that she had to be towed off, and underwent repairs in the docks. Our men were greeted with showers of bullets from the deck of the ship, but they struck harmlessly against the iron shield of the launch, which quickly steamed away under cover of darkness, and escaped.

This, I believe, was the first instance of successful ramming with torpedoes and the subsequent escape of the attacking crew, most other cases happening subsequently resulting in the death or capture of the attacking party. The effect of this daring attack exercised a great influence on the Federal fleets everywhere. It was necessary to double the watches and exercise untiring vigilance against any further attempts.

*But by now the Confederate cause was dimming. Soon Richmond itself fell and the war was over. No sooner had the fighting stopped than Crowley was called to see the President, Abraham Lincoln. Lincoln instructed him to guide a working party through the mined waters and remove the weapons that had so successfully blocked the North's warships. Within days this was done. The rivers of the Eastern seaboard were once more open to free navigation.*

**JARRING AN ARM** in the buoy will trip trigger of the musket detonating a 60-pound charge in lower cylinder.



# TAFFRAIL TALK

**A**CCURACY is a password here at ALL HANDS. We like to think we have a passion for it that reflects itself in the magazine.

From the editor down to each writer and researcher, regard for the unadulterated fact is high. But since no one, not even the reliable chief of our Research Section, can be completely infallible, small miscues sometimes creep in.

When one does, we are quick to find it out. You, the reader, tell us. There is probably no more sharp-eyed group of specialists in the world than the ALL HANDS readership — the men of the U. S. Navy.

One of the favorite stories around the office is the one about



the eagle-eyed quartermaster who wrote in to tell us that a jack flying in a picture we printed was actually flying upside down.

Expecting the worst, our art director dug the original photograph out of his files. Far in the background of the picture was a ship. A small spot at the bow was the jack. Fumbling for his magnifying glass, which he keeps for just such a crisis, our Sherlock took a good look. Sure enough, our reader had been right — the pin-pointed flag was flying with the single ray of each star pointing not up, but down!

Printers are famous for letting a writer's mistakes stand. There is a reason for this — strictly speaking, a printer is not to change a comma in copy that comes to him, even if he thinks it is wrong.

But once in a while a printer will try to be helpful. Such was the case the time the managing editor decided to print an upside-down picture of a certain ship to illustrate a "180-degree roll."

Detailed instructions were sent to the printer on how to print it. Then a youthful typesetter on the night shift, taking a last look at the page form, was horrified to see a picture of a ship upside-down. Smiling wisely to himself as he thought of how he was saving the editor's neck, he turned the picture around. Hence, if you remember seeing this one, you now know the reason the accompanying caption didn't make much sense.

Other recent corrections: We published a picture of Air Force wings instead of Naval Aviator's wings (even the copyboy blushed on that one!). A 1000-lb. bomb came out "100-lb." bomb due to a typographical error and we once credited the Navy with the smallest landing craft afloat — a three-foot LCVP. Then there are the grammarians — one reader called us on use of the verb "infer" when we meant "imply."

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

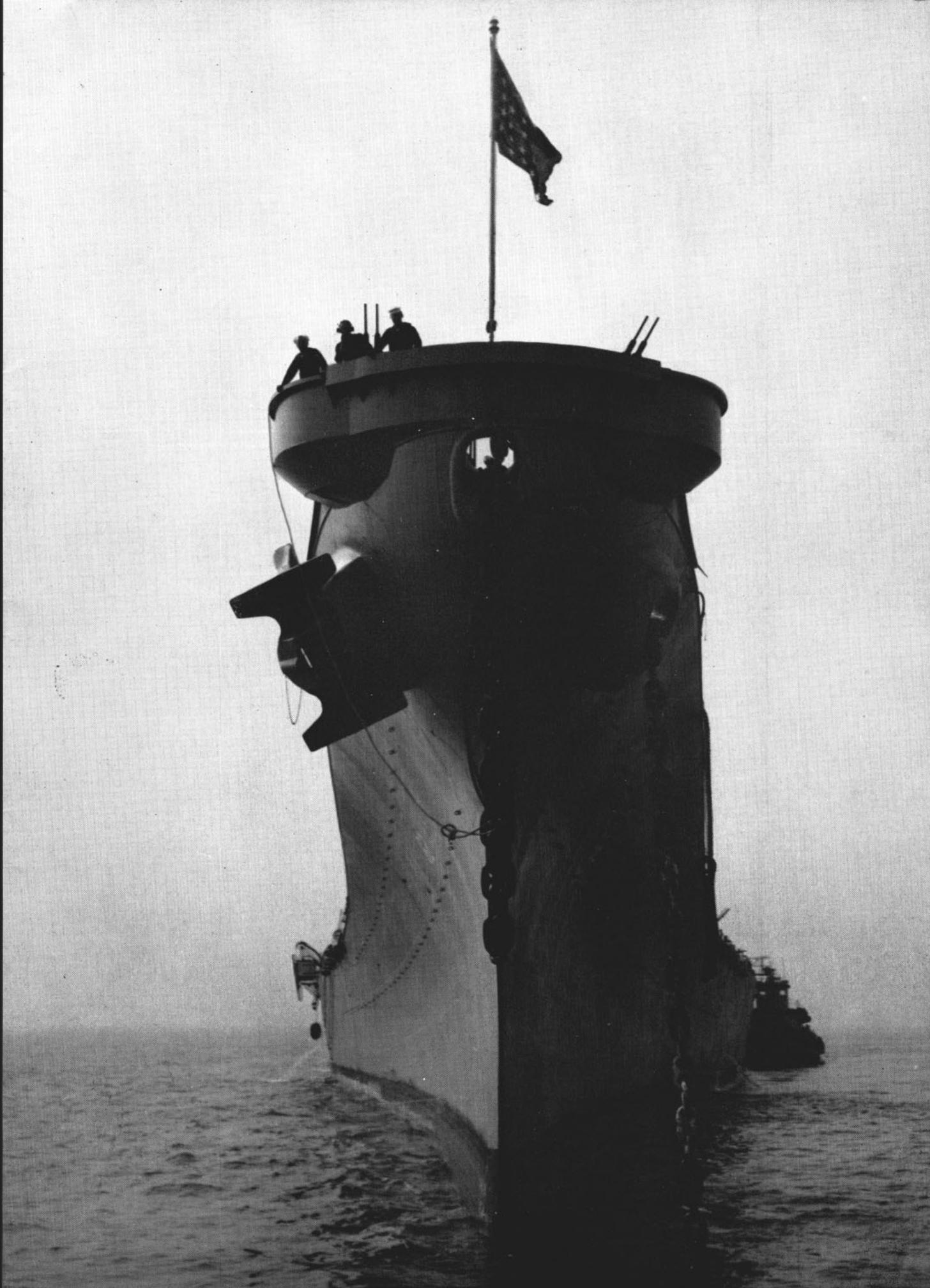
The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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) 'poses' for an unusual bow shot. The battleship is now serving with the U. S. Seventh Fleet and Task Force 77 in Korean waters.



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